CITY COUNCIL REGULAR AGENDA

MONDAY, OCTOBER 04, 2021

CITY HALL at 7:00 PM

1. **CALL TO ORDER**
2. **ROLL CALL**
3. **PLEDGE OF ALLEGIANCE**
4. **ADDITIONS OR CORRECTIONS TO AGENDA**
5. **DISCUSSION FROM THE FLOOR**
6. **CONSENT AGENDA**
   - A. Approval of Minutes - September 20, 2021 City Council Meeting
   - B. City Administrator Performance Evaluation Statement
   - C. Contractor's Licenses
   - D. Sign Permit
7. **DEPARTMENT REPORTS**
   - A. Public Works Report
   - B. Code Enforcement Report
8. **PUBLIC HEARINGS**
   - A. Improvement Hearing - 2022 Street Improvement Project
9. **ORDINANCES AND/OR RESOLUTIONS**
   - A. Resolution 21-38, Ordering Improvement and Preparation of Plans - 2022 Street Improvement Project
   - B. Resolution 21-39, Approving a Variance from the Side Yard Setback to Allow the Construction of an Accessory Building Addition and Driveway Expansion at 8317 Fillmore Street
   - C. Resolution 21-40, Approving a Variance from the Side Yard Setback and Front Parking Setback to Allow Construction of an Industrial Building at 8457 Sunset Road NE
   - D. Resolution 21-41, Conditionally Granting Site Plan Approval to Allow Construction of Industrial Building at 8457 Sunset Road NE
   - E. Resolution 21-42, Granting Approval of Conditional Use Permit for HLP Construction LLC at 8375 Sunset Road NE
10. **REPORTS**
    - A. Attorney Report
    - B. Engineer Report
    - C. Administrator Report

SEE REVERSE SIDE FOR RULES FOR PUBLIC HEARINGS AND DISCUSSION FROM THE FLOOR

Individuals with disabilities needing auxiliary aid(s) may request assistance by contacting the City Clerk at 1301 81st Avenue NE, Spring Lake Park, MN 55432. Ph.763-784-6491 at least 48 hours in advance.

11. OTHER

A. Correspondence

12. ADJOURN

RULES FOR DISCUSSION FROM THE FLOOR AND PUBLIC HEARINGS

DISCUSSION FROM THE FLOOR

- Discussion from the floor is limited to three minutes per person. Longer presentations must be scheduled through the Administrator, Clerk/Treasurer's office.

- Individuals wishing to be heard must sign in with their name and address. Meetings are video recorded so individuals must approach the podium and speak clearly into the microphone.

- Council action or discussion should not be expected during "Discussion from the Floor." Council may direct staff to research the matter further or take the matter under advisement for action at the next regularly scheduled meeting.

PUBLIC HEARINGS

The purpose of a public hearing is to allow the City Council to receive citizen input on a proposed project. This is not a time to debate the issue.

The following format will be used to conduct the hearing:

- The presenter will have a maximum of 10 minutes to explain the project as proposed.
- Councilmembers will have the opportunity to ask questions or comment on the proposal.

- Citizens will then have an opportunity to ask questions and/or comment on the project. Those wishing the comment are asked to limit their comments to 3 minutes.

In cases where there is a spokesperson representing a group wishing to have their collective opinions voiced, the spokesperson should identify the audience group he/she is representing and may have a maximum of 10 minutes to express the views of the group.

- People wishing to comment are asked to keep their comments succinct and specific.

- Following public input, Councilmembers will have a second opportunity to ask questions of the presenter and/or citizens.

- After everyone wishing to address the subject of the hearing has done so, the Mayor will close the public hearing.

- The City Council may choose to take official action on the proposal or defer action until the next regularly scheduled Council meeting. No further public input will be received at that time.

OFFICIAL PROCEEDINGS

Pursuant to due call and notice thereof, the regularly scheduled meeting of the Spring Lake Park City Council Regular was held on September 20, 2021 at the City Hall, at 7:00 PM.

1. CALL TO ORDER

Mayor Nelson called the meeting to order at 7:00 PM.

2. ROLL CALL

MEMBERS PRESENT
Mayor Bob Nelson
Councilmember Ken Wendling
Councilmember Brad Delfs
Councilmember Barbara Goodboe-Bisschoff
Councilmember Lisa Dircks

STAFF PRESENT
Public Works Director Terry Randall, Recreation Director Kay Okey, Police Chief Josh Antoine, Administrator Buchholtz

OTHERS PRESENT
Bonnie Dircks, 773 83rd Avenue

3. PLEDGE OF ALLEGIANCE

4. ADDITIONS OR CORRECTIONS TO AGENDA

Administrator Buchholtz requested the addition of a Public Right of Way permit approval for Arvig Enterprises, Inc as item 6.H. Consensus of the City Council was to add this item to the Consent Agenda.

5. DISCUSSION FROM THE FLOOR - None

6. CONSENT AGENDA

A. Approval of Minutes - September 7, 2021 City Council meeting
B. Approval of Claims - General Disbursements - $352,572.23
C. LMC Membership Dues - 2021-2022
D. Resolution 21-37, Approving Sale of Property Owned by the City of Spring Lake Park
E. Contractor Request for Payment #2 - 2021 Seal Coat Project
F. Contractor's Licenses
G. Approval of 4th Amendment to Tower Lease Agreement - Sprint Spectrum Realty Company, L.P. (T-Mobile)
H. Public Right of Way Permit – Arvig Enterprises, Inc.

Motion made by Councilmember Wendling to approve the Consent Agenda.

Voting Yea: Councilmember Wendling, Councilmember Delfs, Councilmember Goodboe-Bisschoff, Councilmember Dircks, Mayor Nelson. Motion carried.

7. DEPARTMENT REPORTS

A. Police Report

Chief Antoine reported there were 705 calls for service in August. He stated that the Department passed its recently completed POST Board compliance audit.

B. Recreation Report

Director Okey highlighted the newly introduced soccer program taking place this Fall.

8. NEW BUSINESS

A. Sergeant Promotion Selection

Chief Antoine reported that the Patrol Sergeant's exam process is complete, with scores from the written exam, seniority and oral interview combined to achieve the final ranking. He requested City Council confirmation to promote Officer Richard Kramer to the rank of Patrol Sergeant. He stated that the promotion would be effective October 2, 2021.

Motion made by Mayor Nelson to promote Officer Richard Kramer to the rank of Patrol Sergeant, effective October 2, 2021.

Voting Yea: Councilmember Wendling, Councilmember Delfs, Councilmember Goodboe-Bisschoff, Councilmember Dircks, Mayor Nelson. Motion carried.

B. Request for Work Session - October 11, 2021 at 5:30pm

Administrator Buchholtz requested a work session on October 11, 2021 at 5:30pm to receive a presentation on the Park Master Plan, conduct a discussion on residential speed limits and receive Council and Administrator reports.

Consensus of the City Council is to schedule a work session for Monday, October 11, 2021 at 5:30pm.

9. REPORTS

A. Attorney Report

Attorney Thames reported that the City would be closing on Lot 3, Block 1 McKinley Manor Addition on Friday, September 24, 2021.

B. Engineer Report – Report was included in the packet.

C. Administrator Report

Administrator Buchholtz reported that he participated in the Patrol Sergeant selection process and commended Chief Antoine on conducting a successful process. He stated that he participated in training on the new City website, which should be live in mid-October. He noted that there would be a large agenda for the October 4, 2021 City Council meeting. He stated that he and Chief Antoine will be meeting with ISD 16 Superintendent Jeff Ronneberg on Friday, September 24, 2021.

10. OTHER

A. Beyond the Yellow Ribbon Report

Mayor Nelson provided an update on the activities of the Beyond the Yellow Ribbon Committee, including making contributions for holiday meals for military families and participation in the upcoming Minnesota Wild Military Appreciation hockey game.

B. Motion to Close City Council Meeting for Administrator Performance Evaluation Pursuant to M.S. 13D.05, subd. 3(a)

Motion made by Councilmember Delfs to close the City Council meeting for the Administrator's annual performance evaluation pursuant to M.S. 13D.05, subd. 3(a).

Voting Yea: Councilmember Wendling, Councilmember Delfs, Councilmember Goodboe-Bisschoff, Councilmember Dircks, Mayor Nelson. Motion carried.

Meeting was closed at 7:20 PM.

Meeting reconvened at 8:00 PM.

C. Correspondence

11. ADJOURN

Motion made by Councilmember Wendling to adjourn.

Voting Yea: Councilmember Wendling, Councilmember Delfs, Councilmember Goodboe-Bisschoff, Councilmember Dircks, Mayor Nelson. Motion carried.

The meeting adjourned at 8:02 PM.

Robert Nelson, Mayor

Attest:

Daniel R. Buchholtz, Administrator, Clerk/Treasurer

Memorandum

Spring Lake Park
History. Community. Home.

To: **Mayor Nelson and Members of the City Council**

From: **Daniel R. Buchholtz, MMC, Administrator, Clerk/Treasurer**

Date: **September 21, 2021**

Subject: **City Administrator Performance Evaluation Statement**

Here is the public statement that is required to be read the meeting after which a closed session is held to conduct a performance evaluation.

> "The City Council went into closed session to conduct a performance evaluation on the City Administrator's job performance. An evaluation was given by the Council. The evaluation focused on various performance areas. The City Council, as a whole, believes the City Administrator's job performance meets or exceeds the job requirements of the position and that he is serving the City of Spring Lake Park well."

City of Spring Lake Park
1301 81st Avenue NE
Spring Lake Park, MN 55432

Contractor's Licenses

October 4, 2021

Mechanical Contractor

Muller Mechanical Services, Inc.

PB Services, LLC.

Sayler Heating and Air Conditioning, Inc.

Plumbing Contractor

Burnomatic Mooney's

Liberty Plumbing, Co.

Pete's Plumbing, LLC.

City of Spring Lake Park
1301 81st Avenue NE
Spring Lake Park, MN 55432

Sign Permit

October 4, 2021

Sign Permit

N Motion Dance

8169 University Avenue NE

CITY OF SPRING LAKE PARK

1301 81st Avenue N E
Spring Lake Park, MN 55432
763-784-6491

Sign Permit Application

DATE: 9-17-21

NAME OF APPLICANT: Signs Now / Ida Salewski

ADDRESS OF APPLICANT: 1451 91st Av Ne St 100 Blaine MN 55449

TELEPHONE NUMBER OF APPLICANT: 763-717-0140

NAME OF BUSINESS AND LOCATION of building structure, or lot to which or upon which the sign is to be attached or erected 8169 University Av Ne

New Construction: X Remodel: _____ Word Change Only: _____

Attach a drawing or sketch showing the position of the sign in relation to the nearest building structures, public streets, right-of-way and property lines. Said drawing to be prepared to scale.

Attach two (2) blueprints or ink drawings of the plans and specifications and **method** of construction or attachment to the building or in the ground, including all dimensions. Show **location** of all light sources, wattage, type and color of lights and details of light shields or shades.

Attach a copy of stress sheets and calculations showing the structure is designed **for dead load and wind** velocity in the amount required by this and all other Ordinances of the City, if requested by the Building Inspection Department.

Name of person, firm or corporation erecting the structure: Signs Now

Address: 1451 91st Av Ne

Is an Electrical Permit required? _____

I, the undersigned applicant, do further make the following agreement with the City of Spring Lake Park Mn:

1) To authorize and direct the City of Spring Lake Park to remove and dispose of any signs and sign structures on which a Permit has been issued but which was not renewed, if the owner does not remove the same within thirty (30) days following the expiration of the Permit.
2) To authorize and direct the City of Spring Lake Park to remove said sign and sign structure, at the expense of the applicant, where maintenance is not furnished, but only after a hearing and after notice of sixty (60) days, specifying the maintenance required by the City.
3) To provide any other additional information which may be required by the Building Inspection Department.

SIGNATURE OF APPLICANT

FOR OFFICE USE ONLY:**********

FEE: 107.50 RECEIPT NUMBER: _____

DATE OF APPROVAL: _____ DATE OF ISSUE: _____

REASON FOR DENIAL: _____

ADDITIONAL REQUIREMENTS FOR SIGN PERMIT:

SQUARE FOOTAGE OF FRONT OF BUILDING: 21,852

SQUARE FOOTAGE OF ALL EXISTING SIGNS: 2028

SQUARE FOOTAGE OF PROPOSED SIGN OR SIGNS: 66 ☑

INCLUDE A DRAWING SHOWING LOCATION AND MESSAGE ON SIGN.

IF YOU ARE NOT THE OWNER OF THE PROPERTY, INCLUDE A <u>SIGNED</u> LETTER FROM THE OWNER GIVING PERMISSION TO ERECT THE SIGN.

<u>NOTE: ALL APPLICATIONS ARE DUE BY NOON ON THE TUESDAY PRECEEDING THE COUNCIL MEETING.</u>

DRAWING:

proposed

66 ☑ $75 + 26(1.25) = 30.50$
107.50

6556 - 30%
2028 Existing
66 proposed
4462 ☑ Remaining


ASIA
MARKET
73"
n MOTION
DANCE
130"
YES
OPEN
ultra
$10
GATOR

Memorandum

Spring Lake Park
History. Community. Home.

To: Mayor Nelson and Members of the City Council

From: Terry Randall, Public Works Director

Date: September 29, 2021

Subject: September Public Works Report

During the month of September, the Public Works Department was busy doing the following activities:

- Continued to pick up garbage and recycling throughout the City along with doing general cleaning of all City Properties.
- Removed all of the temporary fencing at Terrace Park ball fields.
- Working on tennis courts at Terrace Park. They are all coated and the lines have been painted for tennis and pickle ball.
- Worked on signs, replacing the faded, damaged and bent signs. Prepping for winter, with oil changes in the compressor and putting the ball field groomer away for the year.
- We continue to clean out sewers. All the Sanitary Sewers are done except for north of Hwy 10. The inspection was done on installation of the sewer and water at 525 Osborne Road Project.

September Appointments:

- September 13 – Meeting on Garfield, Hayes and 80th Avenue Street Improvement Project
- September 14 – 17 – Attended the AWWA Conference.
- September 28 – Ken Prokott and I attended a class on lift station pumps.
- September 30 – Phil Gravel and I held a precon meeting with Visusewer on this year's lining project.

The Code Enforcement Report will be distributed at the City Council meeting.

City of Spring Lake Park

2022 Street Improvements Project
Public Improvement Hearing

October 4, 2021

1

Project Location

2

2

Existing Conditions – Some potholes & bituminous flaking

3

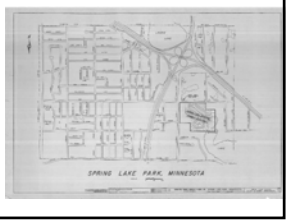
- Some potholes.
- Some cracking.
- Bituminous surface spalling/flaking.
- Ongoing patching required.
- Existing concrete curbing is generally in acceptable condition.
- Existing sanitary sewer and water main is in acceptable condition.
- Some storm sewer structure improvements are necessary.

3

Feasibility Report

4

- The proposed project is a continuation of the City's Pavement Management Policy that began in the 1990's (Resolution 98-48).
- Project area includes the Spring Lake Estates neighborhood.
  - Hayes Avenue NE,
  - 80th Avenue NE, and
  - Garfield Avenue NE.
- These streets originally constructed in 1984-85.
- Feasibility Report
  - Proposed Improvements
  - Opinion of Probable Construction Costs
  - Assessment Information
  - Schedule
  - Preliminary Assessment Roll



4

Project Components

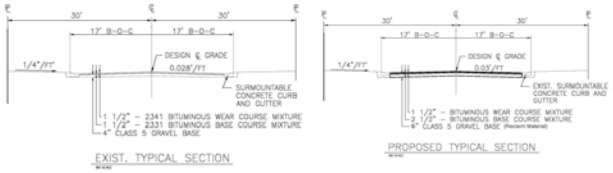
5

- Street Improvements
  - Reclaim Existing Bituminous to create Class 5 material.
  - Shape and compact reclaim material.
  - Place new bituminous surface.
- Storm Sewer Improvements
  - Replace some storm sewer structures.
  - Replace some pipe near #8068 and #8072 Garfield.
  - Replace structure castings, frames and concrete adjustment rings on all catch basins.
- Sanitary Sewer and Water Main Improvements
  - None proposed.

5

Typical Section – Reclaim & Overlay

6



6

Proposed Storm Sewer Improvements

7

7

Estimated Project Costs & Funding

8

- Estimated Total Project Cost
  - $ 689,000
- Funding Sources
  - Street Fund and Utility Funds: $430,655
  - Assessments: $258,345

8

Assessments - CITY ASSESSMENT POLICY AND PRACTICE

9

CITY ASSESSMENT POLICY AND PRACTICE

The City Council adopted Resolution 98-48 on November 16, 1998 establishing a Pavement Management Policy. The City adopted an addendum to the policy in January 1999 to clarify construction issues. Resolution 98-48 established assessment policy to be applied to street improvement projects. This policy provides that commercial, industrial, school, and church properties shall pay 100 percent of the actual cost based on the front footage of the property adjacent to the streets being improved. For purposes of this report, public lands are treated in a manner identical to school and church. This includes City-owned properties.

In residential areas, the policy says that costs will be split, with approximately 45% being assigned to the residential properties, and approximately 55% being funded by the City. The assignment of costs to residential properties will be made based on the total number of equivalent units involved in the project. For this method, a single-family lot is assigned a value of one unit. Multiple housing lots (if any) are counted as proportions of equivalent single-family lots. Duplex units are counted at a rate of 0.8 single-family lots per unit, town homes are counted at a rate of 0.6 single-family lots per unit, and apartments are counted as 0.4 single-family lots per unit. No differentiation will be made between attached and detached town home units.

In accordance with the Pavement Management Policy, all costs of public utility improvements incurred on this project, including sanitary sewer, water main, and storm sewer, will be completely funded by the City, with no portion assessed.

Residential lots are only to be assessed for one street improvement project. Therefore, corner lots that have been assessed for a previous street improvement project are not assessed twice. No corner lots within the 2022 Street Improvements Project area have previously been assessed.

9

Estimated Assessments

10

ASSESSMENT RATE CALCULATIONS

The total estimated project cost is $689,000. However, the city assessment practice does not include all project costs in the assessments (no storm, sanitary, or water main costs). The net assessable cost for the project is $574,100. The City assessment practice calls for assessing 45% of the net assessable project cost.

45-percent of $574,100 is $258,345.

There are 76 assessable parcels in the project area. $258,345 divided by 76 parcels equals $3,399.28 per parcel. For purposes of this report and related discussions, the amount can be rounded to $3,400 per parcel.

Estimated Per Parcel Assessment: $258,345 ÷ 76 parcels = $3,400 per parcel

10

Project Schedule – Spring Lake Park 2022 Street Improvements

11

Authorize Feasibility Report Preparation	July 19, 2021
Order Public Improvement Hearing	September 7, 2021
Public Improvement Hearing	October 4, 2021
Approve Construction Plans / Authorize Bidding	December 6, 2021
Receive Bids	January 27, 2022
Public Assessment Hearing	March 21, 2022
Council Award Construction Bids	March 21, 2022
Begin Construction	May 2022

11

Conclusion - Questions from residents, then close hearing.

12

Questions?

Please come to podium.

12

City of Spring Lake Park
Feasibility Report

2022 Street Improvements Project

Hayes Avenue NE, 80th Avenue NE, and Garfield Avenue NE.

September 2021

Stantec Project No. 193805383

Stantec Consulting Services Inc.
733 Marquette Avenue, Suite 1000
Minneapolis MN 55402
Tel: (612) 712-2000

September 7, 2021

Honorable Mayor and City Council
City of Spring Lake Park
1301 81st Avenue NE
Spring Lake Park, MN 55432-2116

Re: Feasibility Report
2022 Street Improvements Project
Stantec Project No.: 193805383

Dear Mayor and Council:

Submitted herewith is our Report on providing improvements on:

- Hayes Avenue NE,
- 80th Avenue NE, and
- Garfield Avenue NE.

The streets are in the Spring Lake Estates neighborhood. The report was authorized by the City Council on July 19, 2021 (Resolution 21-27).

The Report includes a discussion of the existing condition of the streets, as well as a description of the improvements recommended for inclusion in this project. The improvements primarily include street rehabilitation and select repairs to the existing public storm sewer system.

A planning-level cost estimate for the recommended improvements is also included in the Report, along with a possible method of cost allocation for division of cost between the City, properties that will benefit from the improvements.

We would be pleased to meet with the City Council and Staff at any mutually convenient time to discuss the findings of this Report.

Sincerely,
STANTEC

Phil Gravel, City Engineer

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

Phil Gravel, P.E.

Date: September 7, 2021 Registration No. 19864

Table of Contents

Executive Summary

Since the late 1990's, the City of Spring Lake Park has undertaken a comprehensive city-wide street maintenance program. Street Improvement Projects were completed from 2002-2015. This report presents information for completing improvements on the remaining street segments in the Spring Lake Estates area of the City:

- Hayes Avenue NE,
- 80th Avenue NE, and
- Garfield Avenue NE.

The proposed improvements presented herein are similar to the improvements that were completed in 2014 and 2015. It is proposed to complete the project in one construction season.

The estimated total project cost is $689,000. The estimated amount to be assessed is $258,345. The net estimated City share of the project is $430,655.

The proposed assessment rates presented herein are consistent with the city's assessment practice. The proposed assessment rates are similar to rates from previous projects when adjusted for inflation.

If the Council wishes to proceed with the project, the next steps would include preparation of a detailed financial analysis, sharing information with the public, and preparation of plans and specifications.

Introduction and Existing Roadway Conditions

In July of 2021, the City Council authorized preparation of a Feasibility Report to complete a street improvements project on the streets in the project area.

The streets in the project area are existing urban, bituminous roadways with concrete curb and gutter. The streets are 34-feet wide (back of curb to back of curb) and were originally constructed in 1984-1985. Per the original project plans, the streets were constructed with 4-inches of aggregate base and 3-inches of bituminous.

Following is a summary of the characteristics of the existing streets:

Street Width	34-feet (back of curb to back of curb)
Number of Driving Lanes	2 (one in each direction)
Parking	Allowable
Sidewalk	None

Based on a current inspection, the existing curb and gutter along the roads is generally in fair condition, with minor cracks and settlements. Areas of curb recommended for replacement as part of this project will primarily occur storm sewer catch basin locations. Various other spot curb repairs will be minor.

Storm sewer catch basin structures, located in the existing gutter, are in need of repair or replacement throughout the project. The storm sewer piping which connects the catch basins to the main storm sewer lines is generally in fair shape.

Roadway Design Considerations

STREET SECTION

According to available record documents, the existing bituminous section on the streets in the project area is 3.0-inches of bituminous over 4.0-inches of Class 5 aggregate. The subgrade is silty sand.

The proposed construction will include reclamation of the existing bituminous. This process involves grinding the existing bituminous into a granular material to use as a base for new bituminous. The proposed design section will include 4.0-inches of new bituminous over 8-inches of Class 5 or reclaimed material.

Storm Sewer

The existing storm sewer structures have been inspected by the Public Works Director to determine pipe conditions and identify necessary repairs.

The majority of the catch basins and leads throughout the project are deemed to be in acceptable condition. Some catch basin structures will be removed and replaced with new structures. All storm sewer structures will receive new castings and concrete adjustment rings.

Water Main

The existing water distribution system in the project area is deemed to be in an acceptable condition based on the history of past repairs in the neighborhood. The existing water main is 6-inches in diameter.

No significant improvements or extensions will be made to the water distribution system as part of this project. Work on the system will be limited to adjustment of valve boxes or hydrants as part of the street improvements, and the addition of gate valves in key locations determined by the Public Works Director.

Sanitary Sewer

Sanitary sewer mains exist along the length of the streets in the project area. The existing sewer mains are 8-inch diameter and are made Polyvinyl Chloride (PVC).

No extensions or upgrades to the sanitary sewer system are proposed as part of this project. Any sanitary sewer work included in this project would be only for the maintenance or repair of the existing sanitary sewer system.

Permits

To construct the proposed improvements discussed herein, it is anticipated the following permits will need to be obtained prior to the start of construction:

- Minnesota Pollution Control Agency: A NPDES General Storm Water Permit for Construction Activities will be required from the Minnesota Pollution Control Agency.
- Rice Creek Watershed District (RCWD):
  Per the current RCWD rules, an erosion and sediment control plan will be required, but a Rule C permit should not be required:
  RCWD Rule C - Stormwater Management
  - Construction activity other than Public Linear projects that results in 10,000 square feet or more of new or reconstructed impervious surface area. The following are exceptions to this threshold:
    - *Mill, Reclamation & Overlay project areas*.
    - Sidewalks and trails 10 feet wide or less with 5 feet of vegetated area down-gradient.
    - Development on an individual lot within a residential subdivision if it conforms to a development plan approved by the district.
    - Water quality treatment and rate control requirements do not apply to single family residential subdivisions creating 7 or fewer lots that establish no new public roadway or private roadway serving 3 or more lots.

Project Schedule

The following schedule outlines the major project tasks necessary to complete the project.

Authorize Preparation of Feasibility Report	July 19, 2021
Accept Feasibility Report and Call for Public Improvement Hearing	September 7, 2021
Public Improvement Hearing	October 4, 2021
Authorize Preparation of Plans and Specifications	October 18, 2021
City Council Approve Plans and Specifications	December 6, 2021
Open Bids	January 2022
Declare Costs to Be Assessed and Order Final Assessment Roll	February 7, 2022
Receive Assessment Roll and Order Assessment Hearing	February 22, 2022
Public Assessment Hearing	March 21, 2022
Award Contract (Award Bids)	March 21, 2022
Begin Construction	May 2022
Final Wear Course Paving	August 2022

Opinion of Probable Project Costs

An opinion of Probable Project Costs has been prepared for the proposed improvements based on current information, including an allowance for engineering, administrative fees, financing. Costs are not included for capitalized interest that will accrue during the construction period. It is anticipated that a separate financing analysis of the project will be prepared when funding and financing decisions are made.

A detailed list of the estimated improvement costs is included in an attachment to this report. The total estimated project cost is $689,000. The project cost estimate will be updated and refined as part of the design process.

Cost Allocation and Assessments

The costs for the improvements will be recovered through a combination of assessment to the properties benefiting from this project and City funding.

CITY ASSESSMENT POLICY AND PRACTICE

The City Council adopted Resolution 98-48 on November 16, 1998 establishing a Pavement Management Policy. The City adopted an addendum to the policy in January 1999 to clarify construction issues. Resolution 98-48 established assessment policy to be applied to street improvement projects. This policy provides that commercial, industrial, school, and church properties shall pay 100 percent of the actual cost based on the front footage of the property adjacent to the streets being improved. For purposes of this report, public lands are treated in a manner identical to school and church. This includes City-owned properties.

In residential areas, the policy says that costs will be split, with approximately 45% being assigned to the residential properties, and approximately 55% being funded by the City. The assignment of costs to residential properties will be made based on the total number of equivalent units involved in the project. For this method, a single-family lot is assigned a value of one unit. Multiple housing lots (if any) are counted as proportions of equivalent single-family lots. Duplex units are counted at a rate of 0.8 single-family lots per unit, town homes are counted at a rate of 0.6 single-family lots per unit, and apartments are counted as 0.4 single-family lots per unit. No differentiation will be made between attached and detached town home units.

In accordance with the Pavement Management Policy, all costs of public utility improvements incurred on this project, including sanitary sewer, water main, and storm sewer, will be completely funded by the City, with no portion assessed.

Residential lots are only to be assessed for one street improvement project. Therefore, corner lots that have been assessed for a previous street improvement project are not assessed twice. No corner lots within the 2022 Street Improvements Project area have previously been assessed. .

ASSESSMENT RATE ASSUMPTIONS FOR THIS PROJECT

The streets in the 2022 Street Improvements project are typical residential streets with no oversizing of the street width or street section included.

ASSESSMENT RATE CALCULATIONS

To determine the proposed assessment rate for this project, an Opinion of Probable Construction Costs estimate was prepared. The final assessment rate will be based on costs received as part of a competitive construction bid for the project.

The total estimated project cost is $689,000. However, the city assessment practice does not include all project costs in the assessments (no storm, sanitary, or water main costs). The net assessable cost for the project is $574,100. The City assessment practice calls for assessing 45% of the net assessable project cost.

45-percent of $574,100 is $258,345.

There are 76 assessable parcels in the project area. $258,345 divided by 76 parcels equals $3,399.28 per parcel. For purposes of this report and related discussions, the amount can be rounded to $3,400 per parcel.

Estimated Per Parcel Assessment: $258,345 ÷ 76 parcels = $3,400 per parcel

PROPOSED ASSESSMENT RATES

Based on the assumptions and methodology presented above, the resulting estimated assessment rates for a standard residential street are shown below. An analysis of financing and funding options should be prepared based on the information contained herein.

PROPOSED ASSESSMENT RATES:
2022 STREET IMPROVEMENTS PROJECT

Unit Assessment Rate	$3,400 / parcel

ESTIMATED TOTAL ASSESSMENTS:
2022 STREET IMPROVEMENTS PROJECT

Per Parcel Assessments	$258,345
Total Estimated Project Assessments	**$258,345**

AREA TO BE ASSESSED

The area proposed to be assessed included the parcels adjacent to the improvements. The parcels are located in the Spring Lake Estates development. The area to be assessed is shown on Figure 1 of this report. The parcels are listed in the Preliminary Assessment Roll.

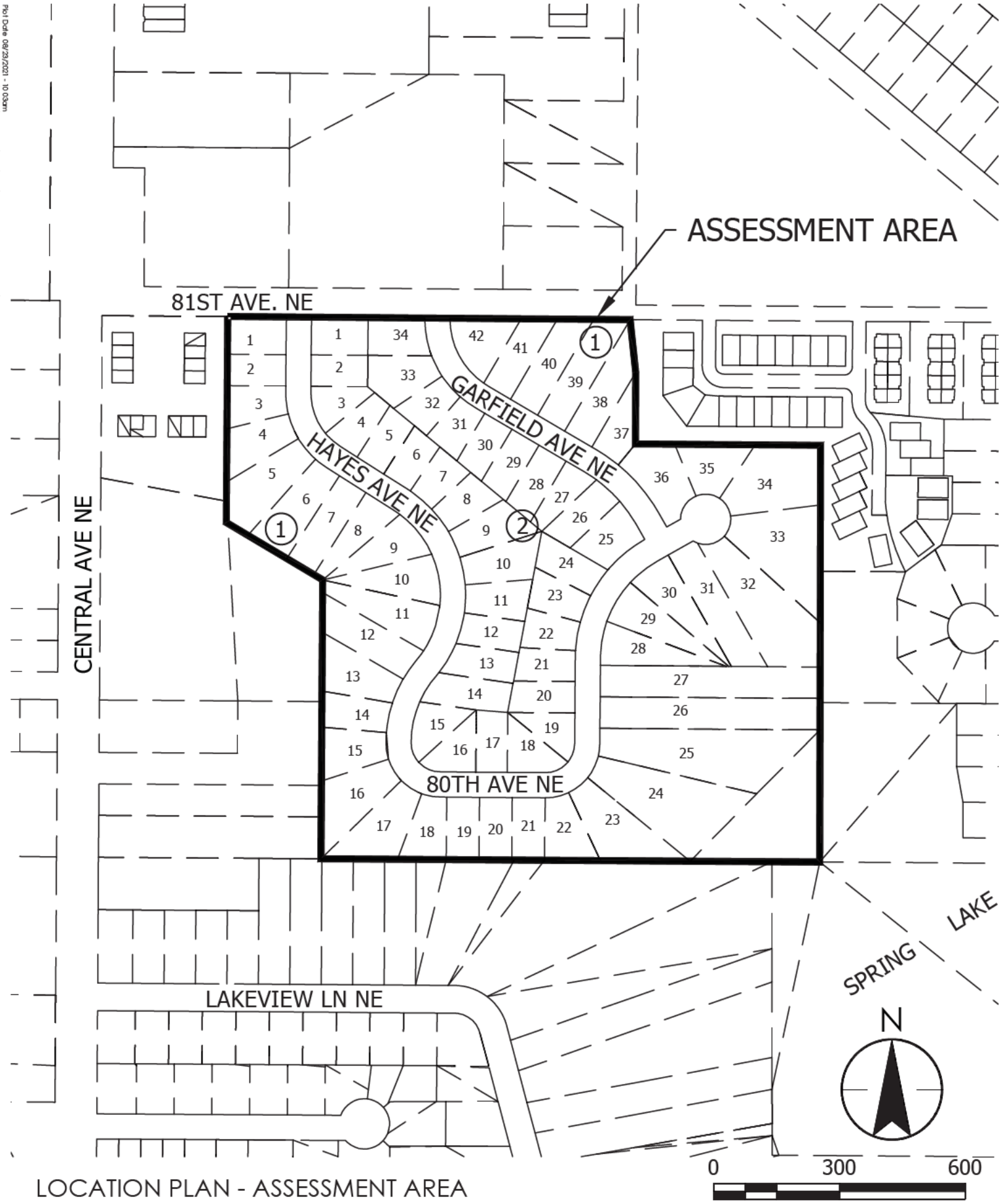
Conclusions and Recommendations

This Feasibility Report was ordered by the City Council based on the age and condition of streets included in the project. Through the course of this Report, it has been determined that a capital improvement project to reconstruct these streets should be undertaken. The project is necessary, cost effective and feasible.

A project schedule has been presented for completing the improvements in one construction season.

The following recommendations are presented for consideration by the Spring Lake Park City Council:

- A financing analysis for the project should be prepared.
- The City should accept this Report and adopt it as a guide for completion of the proposed improvements.
- The City should consider assessing a portion of the cost of this project to abutting properties in accordance with approved City policy.
- The City should hold informal neighborhood open house meetings to present the available information to the property owners along the streets included in the project.
- The City should schedule a public improvement hearing to receive input on the proposed improvements.
- Upon completion of the public hearing, if the City wishes to proceed, the City Council should formally order the project.



LOCATION PLAN - ASSESSMENT AREA

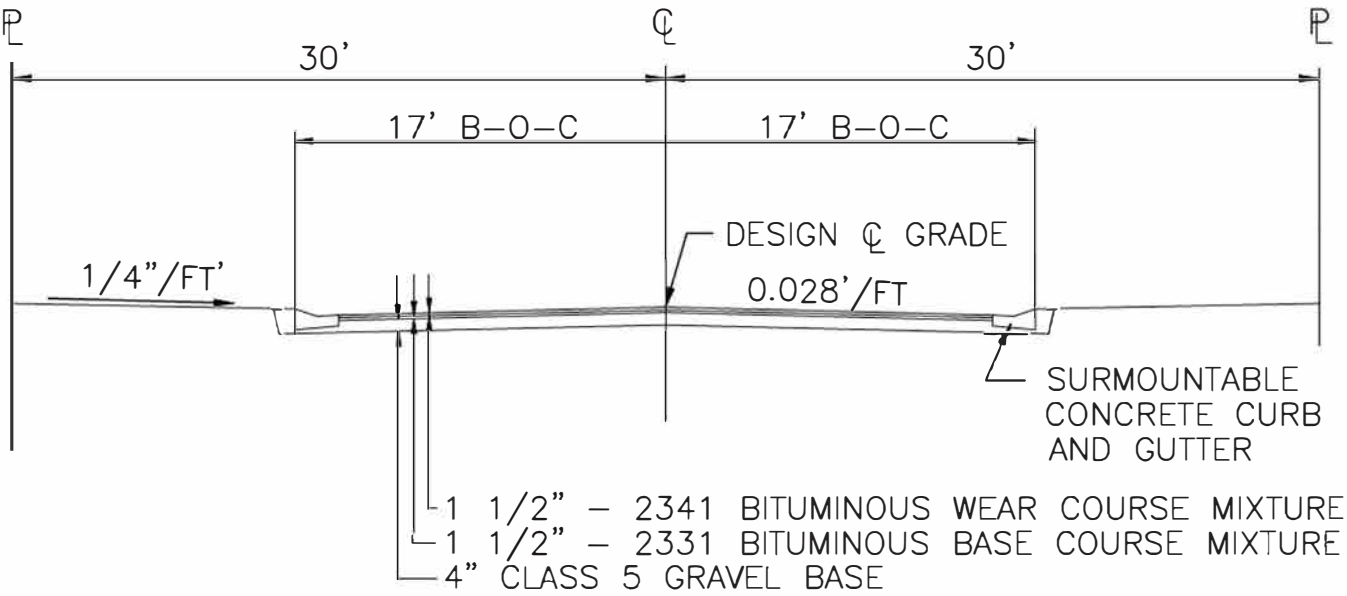
SPRING LAKE PARK, MN

2022 STREET IMPROVEMENTS

FIGURE: 1

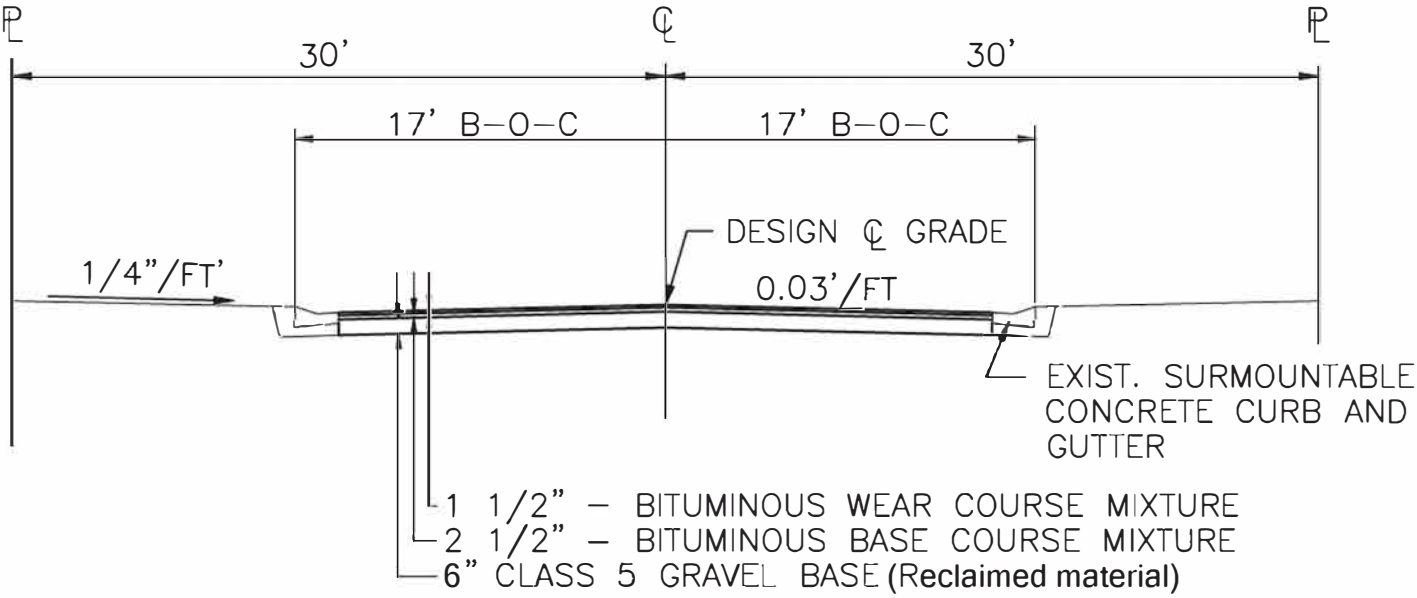
Stantec
733 Marquette Avenue Suite 1000
Minneapolis MN 55402
www.stantec.com

DATE 8-23-21 PROJ. NO. 193805383



EXIST. TYPICAL SECTION

NO SCALE



PROPOSED TYPICAL SECTION

NO SCALE

TYPICAL SECTIONS

SPRING LAKE PARK, MN

2022 STREET IMPROVEMENTS

FIGURE: 2

Stantec
733 Marquette Avenue Suite 1000
Minneapolis MN 55402
www.stantec.com

DATE 8-23-21 PROJ. NO. 193805383

Stantec

OPINION OF PROBABLE PROJECT COSTS
2022 STREET IMPROVEMENTS PROJECT

PROJECT NO. 193805383

SPRING LAKE PARK, MINNESOTA

September 2022

No.	Item	Units	Qty	Unit Price	Total Price
	BASE BID				
1	MOBILIZATION	LS	1	$ 25,000.00	$ 25,000.00
2	TRAFFIC CONTROL	LS	1	$ 5,000.00	$ 5,000.00
3	EROSION AND SEDIMENT CONTROL	LS	1	$ 10,000.00	$ 10,000.00
4	REMOVE STRUCTURE (STORM)	EACH	2	$ 1,500.00	$ 3,000.00
5	REMOVE CURB AND GUTTER	LIN FT	650	$ 20.00	$ 13,000.00
6	REMOVE BITUMINOUS STREET PAVEMENT (P)	SQ FT	104,100	$ 0.50	$ 52,050.00
7	REMOVE BITUMINOUS NON-STREET PAVEMENT	SQ FT	150	$ 1.00	$ 150.00
8	SAWCUT BITUMINOUS PAVEMENT	LIN FT	30	$ 5.00	$ 150.00
9	ADJUST EXISTING VALVE BOX	EACH	5	$ 300.00	$ 1,500.00
10	ADD VALVE TO EXIST HYDRANT LEAD	LS	7	$ 4,000.00	$ 28,000.00
11	ADJUST EXISTING MANHOLE FRAME, CASTING, AND RINGS	EACH	25	$ 1,000.00	$ 25,000.00
12	ADJUST EXISTING CB WITH NEW CASTING, FRAME AND RINGS	EACH	5	$ 1,000.00	$ 5,000.00
13	COMMON EXCAVATION - STREETS (P)	CU YD	2850	$ 15.00	$ 42,750.00
14	LOAM TOPSOIL BORROW (LV)	CU YD	100	$ 40.00	$ 4,000.00
15	AGGREGATE BASE (CV) CLASS 5 (ROADWAY)	CU YD	2840	$ 28.00	$ 79,520.00
16	AGGREGATE BASE (CV) CLASS 5 (DRIVEWAY)	CU YD	5	$ 100.00	$ 500.00
17	TYPE SP 9.5 WEARING COURSE MIXTURE (3,B) - STREET	TON	1050	$ 83.00	$ 87,150.00
18	TYPE SP 12.5 NON WEARING COURSE MIXTURE (3,B) - STREET	TON	1750	$ 70.00	$ 122,500.00

No.	Item	Units	Qty	Unit Price	Total Price
19	TYPE SP 9.5 WEARING COURSE MIXTURE (3, B) - DRIVEWAY	TON	4	$ 200.00	$ 800.00
20	PREPARE SURFACE FOR WEAR PAVING	LS	1	$ 5,000.00	$ 5,000.00
21	TACK COAT	GAL	725	$ 3.00	$ 2,175.00
22	CONCRETE CURB & GUTTER DESIGN B618	LIN FT	650	$ 25.00	$ 16,250.00
23	18" RC PIPE SEWER DESIGN 3006 CLASS V	LIN FT	60	$ 100.00	$ 6,000.00
24	CONSTRUCT DRAINAGE STRUCTURE DESIGN 48-4020	EACH	3	$ 2,500.00	$ 7,500.00
25	CONNECT TO EXISTING STORM SEWER	EACH	3	$ 500.00	$ 1,500.00
26	CONNECT TO EXISTING STORM STRUCTURE (CORE DRILL)	EACH	1	$ 935.00	$ 935.00
27	BULKHEAD EXISTING STORM SEWER	EACH	2	$ 500.00	$ 1,000.00
28	2-INCH THICK POLYSTYRENE INSULATION	SQ FT	80	$ 4.00	$ 320.00
29	SOD	SQ YD	650	$ 5.00	$ 3,250.00
	TOTAL ESTIMATED CONSTRUCTION				$ 549,000.00
	CONTINGENCY				$ 25,000.00
	LEGAL, ADMINISTRATIVE, AND ENGINEERING				$ 115,000.00
	TOTAL ESTIMATED PROJECT COST				**$ 689,000.00**

PRELIMINARY ASSESSMENT ROLL

2022 STREET IMPROVEMENTS PROJECT

SPRING LAKE PARK, MINNESOTA

September 2022

NAME	PARCEL ID#	ADDRESS	PROPOSED ASSESSMENT
PHAM TRUC B & HOA T	PIN: 01-30-24-42-0035	8017 GARFIELD ST NE	$ 3,400.00
JOHNSON KURT E & JEAN M	PIN: 01-30-24-42-0055	8025 HAYES ST NE	$ 3,400.00
NEHRING, ROBERT IVAN	PIN: 01-30-24-42-0052	8039 HAYES ST NE	$ 3,400.00
BOHL, PETER J	PIN: 01-30-24-42-0023	8006 HAYES ST NE	$ 3,400.00
HOWELL GREGORY G & D J KANIS-	PIN: 01-30-24-42-0074	8090 GARFIELD ST NE	$ 3,400.00
BREISTER-BOLF, SUSAN	PIN: 01-30-24-42-0061	8008 GARFIELD ST NE	$ 3,400.00
LATHE, KARI A	PIN: 01-30-24-42-0056	8019 HAYES ST NE	$ 3,400.00
NOVY, BRADLEY J	PIN: 01-30-24-42-0028	1452 80TH AVE NE	$ 3,400.00
BISCH, ROSE ANN	PIN: 01-30-24-42-0057	8015 HAYES ST NE	$ 3,400.00
LOESCH WILLIAM & LEEANN	PIN: 01-30-24-42-0024	8000 HAYES ST NE	$ 3,400.00
MOHAMOUD, HODON A	PIN: 01-30-24-42-0059	1455 80TH AVE NE	$ 3,400.00
DIAZ, TANYA M	PIN: 01-30-24-42-0018	8036 HAYES ST NE	$ 3,400.00
KHANGKYI, TSERING S	PIN: 01-30-24-42-0033	8005 GARFIELD ST NE	$ 3,400.00
BOROWITZ, PETER	PIN: 01-30-24-42-0068	PO BOX 32341	$ 3,400.00
EGGERT TRUSTEE, JOHN G	PIN: 01-30-24-41-0043	8065 GARFEILD ST NE	$ 3,400.00
HYDEMAN, JOANN E	PIN: 01-30-24-42-0063	8020 GARFIELD ST NE	$ 3,400.00
STIMPEL, RICHARD	PIN: 01-30-24-42-0044	8085 HAYES ST NE	$ 3,400.00
HAUKOM, JOSHUA R	PIN: 01-30-24-41-0039	8041 GARFIELD ST NE	$ 3,400.00
LAMPI, SHANE A	PIN: 01-30-24-42-0070	8072 GARFIELD ST NE	$ 3,400.00
TEEKASINGH C & SINGH G	PIN: 01-30-24-42-0048	8049 HAYES ST NE	$ 3,400.00
WESTLING, ROBIN K	PIN: 01-30-24-42-0011	8078 HAYES ST NE	$ 3,400.00
CHESLEY RENAE E	PIN: 01-30-24-42-0019	8030 HAYES ST NE	$ 3,400.00
MCMAHON TERRANCE & JERRI	PIN: 01-30-24-42-0038	8073 GARFIELD ST NE	$ 3,400.00
GAASLAND, KRISTIAN PEDAR	PIN: 01-30-24-42-0062	8016 GARFIELD ST NE	$ 3,400.00
POLKINGHORNE, JEANNETTE	PIN: 01-30-24-42-0064	8024 GARFIELD ST NE	$ 3,400.00
POLAND GUY B & BEVERLY N	PIN: 01-30-24-42-0040	8085 GARFIELD ST NE	$ 3,400.00
BANICK-OLIVEROS MEGAN ELIZABETH	PIN: 01-30-24-42-0041	8089 GARFIELD ST NE	$ 3,400.00
RETKA, ANITA J	PIN: 01-30-24-42-0042	8097 GARFIELD ST NE	$ 3,400.00
DOMINO MICHAEL L & DIANE C	PIN: 01-30-24-41-0040	8049 GARFIELD ST NE	$ 3,400.00
SALO LORI J	PIN: 01-30-24-42-0069	8068 GARFIELD ST NE	$ 3,400.00
AHMED, ABDI FARAH	PIN: 01-30-24-42-0014	8060 HAYES ST NE	$ 3,400.00
LOEGERING JAMES M & SANDRA M	PIN: 01-30-24-42-0010	8084 HAYES ST NE	$ 3,400.00
MARTIN, KENNETH L	PIN: 01-30-24-42-0067	8050 GARFIELD ST NE	$ 3,400.00
WONG-ELDREDGE, LICHEEH	PIN: 01-30-24-42-0051	8041 HAYES ST NE	$ 3,400.00
KHANGCHUNG, TINLEY C	PIN: 01-30-24-42-0013	8066 HAYES ST NE	$ 3,400.00
DESHAW, KIMBERLY A	PIN: 01-30-24-42-0036	8021 GARFIELD ST NE	$ 3,400.00
FOSSUM TIMOTHY & JANET	PIN: 01-30-24-41-0037	8033 GARFIELD ST NE	$ 3,400.00
TRAVIS RONALD G & JANET L	PIN: 01-30-24-42-0075	8094 GARFIELD ST NE	$ 3,400.00
LECY JOHN A & GALE E	PIN: 01-30-24-42-0050	8045 HAYES ST NE	$ 3,400.00
HAFERMAN, JACOB	PIN: 01-30-24-42-0012	8072 HAYES ST NE	$ 3,400.00
WORKMAN, TIMOTHY S	PIN: 01-30-24-42-0045	8075 HAYES ST NE	$ 3,400.00
HAMMER, MARK F	PIN: 01-30-24-42-0025	1410 80TH AVE NE	$ 3,400.00
ALHAMMOURI, SHARIF	PIN: 01-30-24-42-0060	1477 80TH AVE NE	$ 3,400.00
SCAVO, ANTHONY M	PIN: 01-30-24-42-0022	8012 HAYES ST NE	$ 3,400.00
LAWRENCE, BRIAN J	PIN: 01-30-24-42-0020	8024 HAYES ST NE	$ 3,400.00
SHIMANSKI TRUSTEE, MARY LOU	PIN: 01-30-24-41-0036	8025 GARFIELD ST NE	$ 3,400.00
POGORELY RICHARD & DOROTHY	PIN: 01-30-24-42-0053	8035 HAYES ST NE	$ 3,400.00
OSTERLUND JENNIFER L & JAY P	PIN: 01-30-24-42-0016	8048 HAYES ST NE	$ 3,400.00

RADISEWITZ, GWEN M	PIN: 01-30-24-42-0049	8047 HAYES ST NE	$	3,400.00
KOWALZEK JEFFREY & TAMMY	PIN: 01-30-24-42-0076	8098 GARFIELD ST NE	$	3,400.00
EYER, GLORIA	PIN: 01-30-24-42-0072	8086 GARFIELD ST NE	$	3,400.00
GAPINSKI, SANDRA KIM	PIN: 01-30-24-42-0030	1480 80TH AVE NE	$	3,400.00
CAFFARI, JULIE ANNE	PIN: 01-30-24-42-0054	8031 HAYES ST NE	$	3,400.00
EICHER, ROBERT W	PIN: 01-30-24-42-0015	8054 HAYES ST NE	$	3,400.00
HODET, MICHAEL PRESTON	PIN: 01-30-24-42-0071	8082 GARFIELD ST NE	$	3,400.00
LEE RYAN	PIN: 01-30-24-42-0029	1466 80TH AVE NE	$	3,400.00
LUECK, JENNIFER K	PIN: 01-30-24-42-0032	8001 GARFIELD ST NE	$	3,400.00
JOHNSON LEE R & NANCY J	PIN: 01-30-24-42-0058	1433 80TH AVE NE	$	3,400.00
MILLER TRUSTEE, SANDRA ANN	PIN: 01-30-24-41-0038	8037 GARFIELD ST NE	$	3,400.00
BOETTCHER TRUSTEE, DOREEN LOUISE	PIN: 01-30-24-42-0027	1438 80TH AVE NE	$	3,400.00
AALUND, STEVEN G	PIN: 01-30-24-42-0026	1424 80TH AVE NE	$	3,400.00
CALL JOSEPH RICHARD	PIN: 01-30-24-42-0034	8009 GARFIELD ST NE	$	3,400.00
SAINIO DANIEL	PIN: 01-30-24-42-0073	8088 GARFIELD ST NE	$	3,400.00
HARTSOOK JANICE J & GOTSCH P	PIN: 01-30-24-42-0046	8063 HAYES ST NE	$	3,400.00
WILLIAMS CLARE L & STEVEN B	PIN: 01-30-24-42-0037	8069 GARFIELD ST NE	$	3,400.00
MONSON-HOKENSON S W & L A	PIN: 01-30-24-42-0066	8030 GARFIELD ST NE	$	3,400.00
HAGEN PAMELA S	PIN: 01-30-24-42-0017	8042 HAYES ST NE	$	3,400.00
ELBARHAMTOSHI, JOULAN A	PIN: 01-30-24-41-0042	8057 GARFIELD ST NE	$	3,400.00
HAGEN, ASHLEY J	PIN: 01-30-24-42-0047	8055 HAYES ST NE	$	3,400.00
PUPO-QUIALA, WILLIAM	PIN: 01-30-24-42-0043	8091 HAYES ST NE	$	3,400.00
LARSON TRUSTEE, ROBYN F	PIN: 01-30-24-42-0031	1494 80TH AVE NE	$	3,400.00
DUFEK PATRICK A & LYNETTE J	PIN: 01-30-24-42-0021	8018 HAYES ST NE	$	3,400.00
DOLMA, YONTEN	PIN: 01-30-24-42-0065	8028 GARFIELD ST NE	$	3,400.00
WYATT, JACQUELINE R	PIN: 01-30-24-41-0041	8053 GARFIELD ST NE	$	3,400.00
JONES CHRISTINE	PIN: 01-30-24-42-0039	8081 GARFIELD ST NE	$	3,400.00
DENYES TRUSTEE, SHIRLEY	PIN: 01-30-24-42-0009	8090 HAYES ST NE	$	3,400.00

RESOLUTION NO. 21-38

RESOLUTION ORDERING IMPROVEMENT AND PREPARATION OF PLANS – 2022 STREET IMPROVEMENT PROJECT

WHEREAS, a resolution of the City Council adopted the 7th day of September, 2021 fixed a date for a council hearing on the 2022 Street Improvement Project, the improvement of Garfield Street between the center line of 81st Avenue NE to its terminus at 80th Avenue NE, 80th Avenue NE between the center line of Garfield Street and the centerline of Hayes Street, and Hayes Street NE between the center line of 81st Avenue NE to its terminus at 80th Avenue NE by rehabilitating said streets and performing repairs to the existing public storm sewer system, along with any needed sanitary sewer and water system repairs discovered during the project; and

WHEREAS, ten days' mailed notice and two weeks' published notice of the hearing was given, and the hearing was held thereon on the 4th day of October, 2021, at which all persons desiring to be heard were given an opportunity to be heard thereon.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Spring Lake Park, Minnesota as follows:

1. Such improvement is necessary, cost-effective, and feasible as detailed in the feasibility report.
2. Such improvement is hereby ordered as proposed in the Council Resolution 21-32, adopted on September 7, 2021.
3. The City's Planning Commission has reviewed the proposed capital improvement and reported in writing to the Council its findings as to the compliance of the proposed improvement with the City's 2040 Comprehensive Plan.
4. Stantec is hereby designated as the engineer for this improvement. The engineer shall prepare plans and specifications for the making of such improvement.

The foregoing resolution was moved for adoption by.

Upon roll call, the following voted aye:

And the following voted nay:

Whereupon the Mayor declared said resolution duly passed and adopted this 4th day of October, 2021.

_____
Robert Nelson, Mayor

ATTEST:

_____
Daniel R. Buchholtz, Administrator

State of Minnesota)
Counties of Anoka and Ramsey) ss
City of Spring Lake Park)

I, Daniel Buchholtz, duly appointed and qualified City Clerk in and for the City of Spring Lake Park, Anoka and Ramsey Counties, Minnesota, do hereby Certify that the foregoing is a true and correct copy of Resolution No. 21-38, A Resolution Ordering Improvement and Preparation of Plans, adopted by the Spring Lake Park City Council at their regular meeting on the 4th day of October 2021.

_____
Daniel Buchholtz, Administrator, Clerk/Treasurer

_____
Date

Spring Lake Park
History. Community. Home.

September 28, 2021

Robert Nelson
Mayor
City of Spring Lake Park
1301 81st Avenue NE
Spring Lake Park, MN 55432

Dear Mayor Nelson:

The Spring Lake Park Planning Commission, at the request of the City Council, reviewed the 2022 Street Improvement Project at its September 27, 2021 meeting.

The Planning Commission reviewed the 2022 Street Improvement Project for conformance to the City's 2040 Comprehensive Plan, as required under M.S. 462.356. The Planning Commission finds that the proposed street project complies with the City's Comprehensive Plan's Transportation policy that the City "continue regular maintenance of existing City streets, including reconstruction of older streets as necessary." The Planning Commission concurs with the Feasibility Report that the project is necessary, cost-effective and feasible.

If you have any questions regarding the Planning Commission's review of the 2022 Street Improvement Project, please don't hesitate to contact Zoning Administrator Daniel Buchholtz at 763-784-6491.

Sincerely,

Hans Hansen
Chair, Planning Commission

cc: Daniel Buchholtz, Zoning Administrator
Spring Lake Park City Council

Motion made by Commissioner Bernhagen, seconded by Commissioner Julien, to recommend approval of the conditional use permit with the following conditions: 1) the applicant shall apply for and receive all applicable building permits prior to beginning work; 2) the applicant shall conduct auto repair work inside the building, with the garage door shut; 3) hours of operation shall be 7:00 AM to 7:00 PM, Monday through Friday and 7:00 AM to 4:00 PM on Saturday; 4) applicant shall provide screening to the residential properties to the east, including fencing or additional landscaping, to the satisfaction of the City Planner; 5) outdoor storage shall be screened as soon as practical after the approval of the permit, and before a certificate of occupancy is issued for the property; and 6) should the applicant decide to improve the building, the conditional use permit and conditions will be revised to ensure compliance.

Voting Yea: Chairperson Hansen, Commissioner Ali, Commissioner Bernhagen, Commissioner Cobbs, Commissioner Eischens, Commissioner Julien. Motion carried.

6. NEW BUSINESS

A. Review 2022 Street Improvement Project for Compliance with Comprehensive Plan

Administrator Buchholtz provided an overview of the 2022 Street Improvement Project, which includes the reconstruction of Garfield Street, Hayes Street and 80th Avenue NE. He stated that M.S. 429 states that the Planning Commission must review the project for compliance with the Comprehensive Plan. He stated that the proposed project does comply with the 2040 Comprehensive Plan, fulfilling a policy that states that the city "continue regular maintenance of existing City streets, including reconstruction of older streets as necessary."

Motion made by Commissioner Cobbs, seconded by Commissioner Julien to find that the proposed 2022 Street Improvement Project complies with the City's 2040 Comprehensive Plan and to authorize Chair Hansen to submit a letter to the City Council communicating that finding.

Voting Yea: Chairperson Hansen, Commissioner Ali, Commissioner Bernhagen, Commissioner Cobbs, Commissioner Eischens, Commissioner Julien. Motion carried.

7. OTHER

A. Administrator Report – No report.

8. ADJOURN

Motion made by Commissioner Eischens, seconded by Commissioner Julien, to adjourn.

Voting Yea: Chairperson Hansen, Commissioner Ali, Commissioner Bernhagen, Commissioner Cobbs, Commissioner Eischens, Commissioner Julien. Motion carried.

The meeting was adjourned at 8:45 PM.

RESOLUTION NO. 21-39

A RESOLUTION APPROVING A VARIANCE FROM THE SIDE YARD SETBACK TO ALLOW THE CONSTRUCTION OF AN ACCESSORY BUILDING ADDITION AND DRIVEWAY EXPANSION AT 8317 FILLMORE STREET

WHEREAS, Bill Henrickson ("Applicant") has made application for a variance from the side yard setback standard for a 22-foot by 24-foot accessory building addition and an expanded driveway; and

WHEREAS, the property, 8317 Fillmore Street NE, is legally described as follows:

Lot 7 Block 7 Park Manor Unit 2 Addition, subject to easement of record; and

WHEREAS, mailed and published notice of a public hearing to consider the proposed variance was given; and

WHEREAS, a public hearing to consider the proposed variance was held on September 27, 2021; and

WHEREAS, the request was made for a one-foot variance from the side yard setback; resulting in a 4-foot setback from the northern property line instead of the 5-foot standard, and a 1-foot variance from the side yard driveway setback, resulting in the driveway being four feet off the property line; and

WHEREAS, the Planning Commission has considered the application against the practical difficulties test as outlined in Section 16.60.040 of the Spring Lake Park Zoning Code; and

WHEREAS, the Planning Commission has recommended approval subject to reasonable conditions, based on the following findings of fact:

1. The proposed addition does not alter the character of the neighborhood as the proposed addition is residential in nature and will still result in an accessory building that is smaller than the principal structure.
2. The proposed addition does not change the aesthetic of the home and will increase the value and usability of the property.

WHEREAS, the Spring Lake Park City Council has reviewed the application and hereby accepts the findings and recommendations of the Spring Lake Park Planning Commission.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Spring Lake Park, Minnesota that the City Council hereby approves the request of Bill Henrickson, 8317 Fillmore Street NE, for a one-foot variance from the side yard setback standard for an accessory building addition and a four-foot variance from the side yard setback standard to allow reconstruction of an existing driveway; subject to the following conditions:

1. Addition must be architecturally compatible with the existing garage (siding, roof pitch, roof material and the like) and must comply with all other requirements as set forth in the City's zoning code.
2. Driveway modifications must be constructed pursuant to the standards set forth by the City of Spring Lake Park. Applicant must secure a zoning permit from the Code Enforcement Department for the expanded driveway.
3. Drainage must be handled in such a way not to deposit storm water or snow onto a neighboring property.
4. Applicant must apply for all building permits as required.

The foregoing Resolution was moved for adoption by .

Upon Vote being taken thereon, the following voted in favor thereof:

And the following voted against the same:

Whereon the Mayor declared said Resolution duly passed and adopted the 4th day of October, 2021.

APPROVED BY:

_____
Robert Nelson, Mayor

ATTEST:

_____
Daniel R. Buchholtz, City Administrator

Memorandum

Spring Lake Park
History. Community. Home.

To: **Mayor Nelson and Members of the City Council**

From: **Daniel R. Buchholtz, MMC, Administrator, Clerk/Treasurer**

Date: **September 28, 2021**

Subject: **Variance Request – 8317 Fillmore St NE**

Background

Bill Hendrickson, 8317 Fillmore St NE, has applied for a variance from the side yard setback standard for an addition to his accessory building and to allow a variance from the side yard driveway setback for his driveway.

The applicant is seeking a variance from the five foot side yard setback requirement as set forth in Appendix E of the Spring Lake Park City Code (for the accessory building) and Section 16.40.030 of the Spring Lake Park City Code (for the driveway).

The site is located on the 8300 block of Fillmore Street, between 83rd Avenue and Manor Drive. The property is guided for low density residential in the 2040 Comprehensive Plan. The property is zoned R-1, Single Family Residential – allowed uses include single family homes. Property records show that the house on the property was constructed in 1967.

The City's current yard setback standards for the R-1 zoning district is as follows:

Dwelling, single family – front yard	35 feet
Dwelling, single family – rear yard	40 feet
Dwelling, single family – side yard	10 feet
Accessory uses, rear yard	5 feet

Accessory uses, side yard	5 feet
Driveway	5 feet

The existing garage is four feet off the property line. The property owner would like to construct a 24' by 22' addition to the existing garage. The property owner also plans to remove the existing, original driveway, replace with concrete and widen the driveway to 22 feet at the street. The driveway will remain four feet from the property line.

Section 16.20.070 regulates accessory building and uses. The Code states that no single detached accessory building can occupy more than 30% of any rear yard and the sum of all land occupied by all accessory building shall not exceed 40% of the area of the required rear yard or 1,200 square feet, whichever is less. The applicant's accessory building with the proposed addition will equal 1,100 square feet. The rear yard area is approximately 8,000 square feet. The accessory building after the proposed addition would cover 13.75% of the rear yard, well under the standard.

Appendix D sets the maximum percentage of lot coverage of all structures in the R-1 district at 35%. The applicant's property is approximately 14,175 square feet, which would accommodate a maximum structure lot coverage of 4,961 square feet. With the addition, the total square footage of all structures on the property is 2,815or 19.8% of the total lot size.

Section 12.52.060 sets the maximum driveway width in the public right-of-way at 29 feet. The applicant is proposing the driveway width be 22 feet.

The applicant is proposing to utilize the addition to accommodate additional storage in his accessory building.

Previous applications: Zoning permit for a fence.

Variance

Section §16.60.040 of the City of Spring Lake Park's zoning code outlines the criteria for considering variances:

> "The City Council may grant a variance from the strict application of this title and impose conditions and safeguards on the variance so granted only in instances where their strict enforcement would cause practical difficulties in complying with the official control because of circumstances unique to the individual property under consideration, and may grant a variance only when it is demonstrated that such actions will be in harmony with the general purposes and intent of this title and when the variances are consistent with the Comprehensive Plan. "Practical difficulties" as used in connection with granting of a variance means that the property owner proposes to use the property in a reasonable manner not permitted by an official control, the plight of the landowner is due to circumstances unique to the property not created by the landowner, and the variance, if granted, will not alter the essential character of the locality. Economic considerations alone do not constitute practical difficulties. Practical

difficulties also include, but is not limited to, direct sunlight for solar energy systems. A variance shall not be granted to allow a use that is not allowed in the zoning district involved."

Recommendation

Staff recommends approval of the variance. Staff's analysis of the application shows that the proposed addition will not alter the character of the neighborhood as the proposed addition is residential in nature. Staff believes the proposed addition will not change the aesthetic of the home and will increase the value and usability of the property. Granting the variance will allow a flat wall on the north side of the building, rather than a one foot offset mid-building.

There are also a number of zero lot line driveways in the area, so a zero lot line driveway will not impact the character of the neighborhood.

If the Planning Commission wishes to recommend approval of the variances, it would be with the following conditions:

1. Addition must be architecturally compatible with the existing garage (siding, roof pitch, roof material and the like) and must comply with all other requirements as set forth in the City's zoning code.
2. Driveway modifications must be constructed pursuant to the standards set forth by the City of Spring Lake Park. Applicant must secure a zoning permit from the Code Enforcement Department for the expanded driveway.
3. Drainage must be handled in such a way not to deposit storm water or snow onto a neighboring property.
4. Applicant must apply for all building permits as required.

If you have any questions regarding this application, please don't hesitate to contact me at 763-784-6491.

Spring Lake Park
History. Community. Home.

City of Spring Lake Park
1301 81st Avenue NE
Spring Lake Park, MN 55432
763-784-6491 (p) 763-792-7257 (f)
info@slpmn.org

RECEIVED
AUG 18 2021
By

For Office Use Only	
Case Number:	
Fee Paid:	450.00
Received by:	KP
Date Filed:	8/18/21
Date Complete:	
Base Fee:	150 Escrow: 300

CK# 12607
#136054

DEVELOPMENT APPLICATION

TYPE OF APPLICATION (Check All That Apply)

☐ Appeal	☐ Site Plan/Building Plan Review	☐ Minor Subdivision
☐ Comprehensive Plan Amendment	☐ Conceptual Plan Review	☐ Lot Combination
☐ Ordinance Amendment (Text)	☐ Conditional Use Permit	☐ Preliminary Plat
☐ Rezoning	☑ Variance	☐ Final Plat
☐ Planned Unit Development	☐ Street or Easement Vacation	☐ Other_____

PROPERTY INFORMATION

Street Address: 8317 Fillmore ST NE
Property Identification Number (PIN#): Current Zoning: Residential
Legal Description (Attach if necessary): LOT 7 Block 7 PARK MANOR Unit 2

APPLICANT INFORMATION

Name: Bill Henrickson	Business Name:	
Address: 8317 Fillmore ST NE		
City SPRING LAKE PARK	State: MN	Zip Code: 55432
Telephone: 651-272-9904	Fax:	E-mail:
Contact: Bill Henrickson	Bill.Henrickson@Icloud.com	Title:

OWNER INFORMATION (if different from applicant)

Name:	Business Name:	
Address:		
City SAME AS Above	State:	Zip Code:
Telephone:	Fax:	E-mail:
Contact:		Title:

DESCRIPTION OF REQUEST (attach additional information if needed)

Existing Use of Property: Single Family Residence

Nature of Proposed Use: Single Family Residence

Reason(s) to Approve Request: update driveway And garage AT Same Time Improving Curb Appeal

PREVIOUS APPLICATIONS PERTAINING TO THE SUBJECT SITE

Project Name: Date of Application: 6/21
Nature of Request: Fenced in back yard

NOTE: Applications only accepted with ALL required support documents
See City Code

APPLICATION FEES AND EXPENSES:

The City of Spring Lake Park required all applicants to reimburse the City for any and all costs incurred by the City to review and act upon applications.

The application fee includes administrative costs which are necessary to process the application. The escrow fee will include all charges for staff time by the City Planner, City Engineer, City Attorney, and/or any other consultants as needed to process the application.

The City will track all consultant costs associated with the application. If these costs are projected to exceed the money initially deposited to your escrow account, you will be notified in the manner that you have identified below that additional monies are required in order for your application process to continue. If you choose to terminate the application (notice must be in writing), you will be responsible for all costs incurred to that point. If you choose to continue the process you will be billed for the additional monies and an explanation of expenses will be furnished. Remittance of these additional fees will be due within thirty (30) days from the date the invoice is mailed. If payment is not received as required by this agreement, the City may approve a special assessment for which the property owner specifically agrees to be to be assessed for 100 percent per annum and waives any and all appeals under Minnesota Statutes Section 429.081 as amended. ***All fees and expenses are due whether the application is approved or denied.***

With my signature below, I hereby acknowledge that I have read this agreement in its entirety and understand the terms herein. ***I agree to pay to the City all costs incurred during the review process as set forth in this Agreement.*** This includes any and all expenses that exceed the initial Escrow Deposit to be paid within 30 days of billing notification. I further understand that the application process will be terminated if payment is not made and application may be denied for failure to reimburse City for costs. I further understand that the City may approve a special assessment against my property for any unpaid escrows and that I specifically waive any and all appeals under Minnesota Statutes 429.081, as amended.

I wish to be notified of additional costs in the following manner (select one):

☒ E-mail Bill.hendrickson@icloud.com ☐ Fax _____ ☐ USPS – Certified Mail

I, the undersigned, hereby apply for the considerations described above and declare that the information and materials submitted in support of this application are in compliance with adopted City policy and ordinance requirements are complete to the best of my knowledge.

I acknowledge that I have read the statement entitled "Application Fees and Expenses" as listed above.

I understand that this application will be processed in accordance with established City review procedures and Minnesota Statutes Section 15.99 as amended, at such time as it is determined to be complete. Pursuant to Minnesota Statutes Section 15.99, the City will notify the applicant within fifteen (15) business days from the filing date of any incomplete or other information necessary to complete the application. Failure on my part to supply all necessary information as requested by the City may be cause for denying this application.

Applicant: Bill Hendrickson Date: 08/17/21

Owner: Bill Hendrickson Date: 08/17/21

NOTE: Applications only accepted with ALL required support documents. See City Code

City of Spring Lake Park
Variance Application

A variance cannot be approved unless the Planning Commission and City Council find that the "practical difficulties" standard has been met. Please provide a response as to how/why your project will meet the following criteria. Use additional sheets if necessary and consult with the Zoning Administrator if you need clarification on the intent of any of the standards set below.

1. Applicant Information:

   Name: Bill Henrickson Telephone: N/A

   Address: 8317 Fillmore ST NE Cell Phone: (651)-272-9904

   City/State/Zip: Spring Lake Park MN 55432 E-mail: bill.henrickson@icloud.com

2. Property Owner Information (if different from above):

   Name: SAME AS Above Telephone: _____

   Address: _____ Cell Phone: _____

   City/State/Zip: _____ E-mail: _____

3. Project Location (Address and Legal Description): 8317 Fillmore ST NE LOT 7 Block 7 PARK MANOR Unit #2

4. Present Use of Property: Single Family Residence

5. Description of Project: Widen DRIVEWAY by 12', Extend garage by 24'

6. Specify Section of the Ordinance from which variance is sought: Appendix E of chapter 16 of The City Code

7. Explain how you wish to vary from the applicable provisions of this Ordinance: building and Driveway line consistent with original building and DRIVEWAY

8. Please attach a site plan or accurate survey as may be required by Ordinance.

9. **Practical Difficulties Test:** Please answer the following questions as they relate to your specific variance request.

   a. In your opinion, is the variance in harmony with the purposes and intent of the Ordinance?

   ☒ Yes ☐ No Why or why not?

   I'm not changing building or garage line, original line is only 4' off property Line, I have plenty of room For snow Removal on South side of DRIVEWAY

b. In your opinion, is the variance consistent with the Comprehensive Plan?
☒ Yes ☐ No Why or why not?

Garage and driveway are typical for single family Residence

c. In your opinion, does the proposal put property to use in a reasonable manner?
☒ Yes ☐ No Why or why not?.

Single Family Residence

d. In your opinion, are there circumstances unique to the property? (physical characteristics of the property – i.e. sloping topography or other natural features like wetlands or trees)?
☐ Yes ☒ No Why or why not?

Typical residental lot

e. In your opinion, will the variance maintain the essential character of the locality?
☒ Yes ☐ No Why or why not?

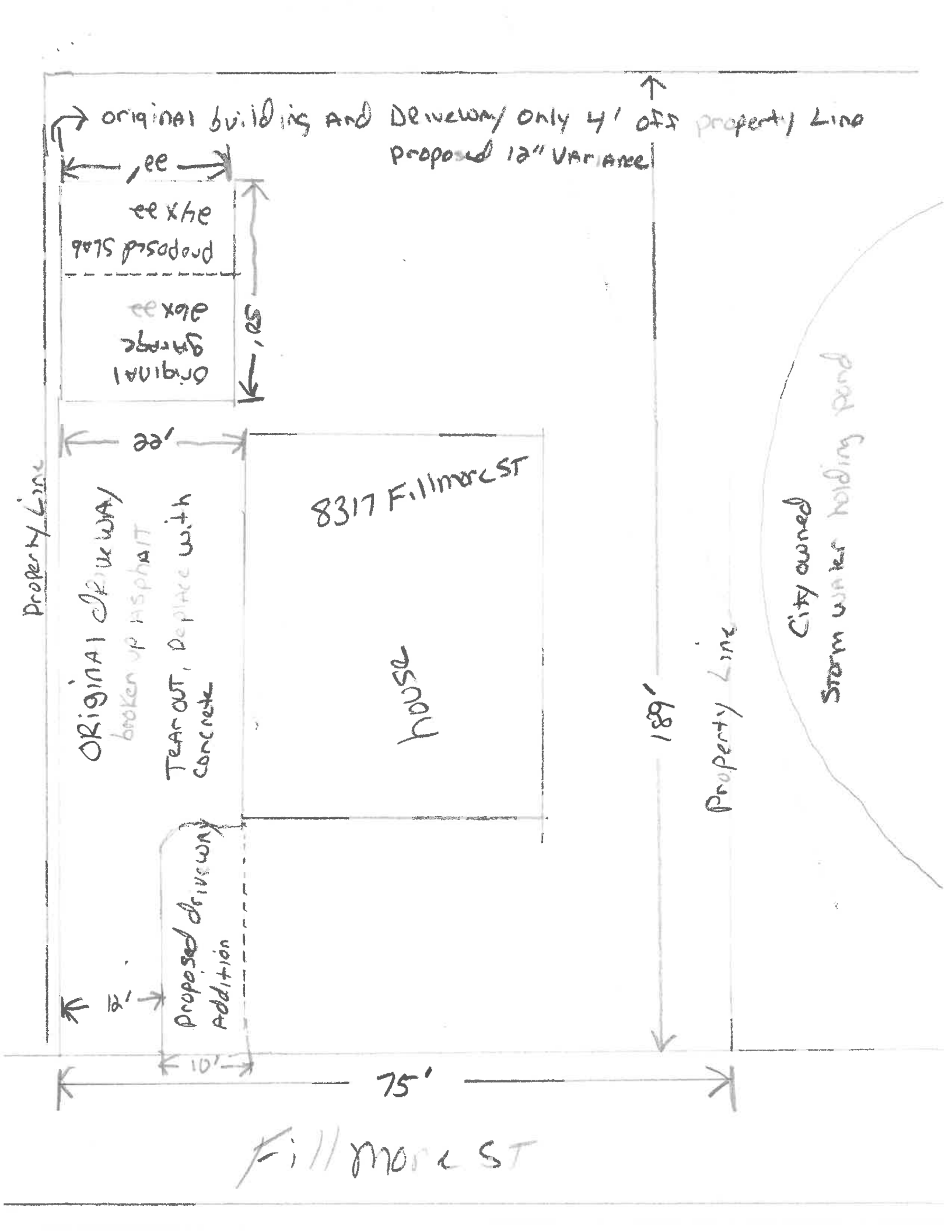
it will maintain the character, as well as improving the curb appeal

The Planning Commission must make an affirmative finding on all of the five criteria listed above in order to grant a variance. The applicant for a variance has the burden of proof to show that all of the criteria listed above have been satisfied.

The undersigned certifies that they are familiar with application fees and other associated costs and also with the procedural requirements of the City Code and other applicable ordinances.

Applicant Signature: Bill Herndon Date: 8/17/21

Fee Owner's (Property Owner) Signature: Bill Herndon Date: 8/17/21


original building and Driveway only 4' off property Line
proposed 12" Variance
22'
Proposed Slab
24x22
Original garage 24x22
25'
22'
8317 Fillmore ST
house
ORIGINAL driveway
broken up asphalt
Tear out, Replace with Concrete
Property Line
189'
City owned
Storm water holding pond
Proposed driveway Addition
12'
10'
75'
Fillmore ST

5. PUBLIC HEARINGS

A. Public Hearing - Side Yard Variance - 8317 Fillmore Street

Administrator Buchholtz provided an overview of the request from Bill Henrickson. He stated that Mr. Henrickson was seeking a 1-foot variance to the 5-foot side yard setback requirement to allow for a 22 foot by 26 foot addition to his detached accessory building and a 1-foot variance for his existing driveway to facilitate its reconstruction. He stated that he evaluated the project against other code provisions and found that the proposed project complied with all other provisions of the Zoning Code. He stated the findings of fact to include 1) the proposed addition will not alter the character of the neighborhood as the proposed addition is residential in nature; 2) the proposed addition will not change the aesthetic of the home and property, increasing the value and usability of the property; and 3) will create a more functional building by allowing a flat wall along the north property line rather than a 1-foot jog in the building.

Administrator Buchholtz recommended approval with the following conditions: 1) addition must be architecturally compatible with the existing garage (siding, roof pitch, roof material and the like) and must comply with all other requirements as set forth in the City's zoning code; 2) driveway modifications must be constructed pursuant to the standards set for by the City. Applicant must secure a zoning permit from the Code Enforcement Department for the expanded driveway; 3) drainage must be handled in such a way not to deposit storm water or snow onto a neighboring property; and 4) applicant must apply for all building permits as required.

Chair Hansen inquired about the timeline for construction. Bill Henrickson, 8317 Fillmore Street NE, expressed his desire to begin construction this fall.

Chair Hansen opened the public hearing at 7:05 PM. Hearing no public comment, Chair Hansen closed the public hearing at 7:06 PM.

Commissioner Eischens expressed his support for the proposed project, commending the property owner for reinvesting in his property.

Motion made by Commissioner Eischens, seconded by Commissioner Cobbs to recommend approval of the side yard variance at 8317 Fillmore Street, subject to the following conditions: 1) addition must be architecturally compatible with the existing garage (siding, roof pitch, roof material and the like) and must comply with all other requirements as set forth in the City's zoning code; 2) driveway modifications must be constructed pursuant to the standards set for by the City. Applicant must secure a zoning permit from the Code Enforcement Department for the expanded driveway; 3) drainage must be handled in such a way not to deposit storm water or snow onto a neighboring property; and 4) applicant must apply for all building permits as required.

Voting Yea: Chairperson Hansen, Commissioner Ali, Commissioner Bernhagen, Commissioner Cobbs, Commissioner Eischens, Commissioner Julien. Motion carried.

RESOLUTION NO. 21-40

A RESOLUTION APPROVING A VARIANCE FROM THE SIDE YARD SETBACK AND FRONT PARKING SETBACK TO ALLOW THE CONSTRUCTION OF AN INDUSTRIAL BUILDING AT 8457 SUNSET ROAD NE

WHEREAS, Bob Fearing, City Moving and Storage ("Applicant"), has made application for a variance from the side yard setback standard and front parking setback standard for a 12,000 square foot building for an industrial use; and

WHEREAS, the property 8457 Sunset Road NE, is legally described as follows:

The North 162 feet of Lot 18, Spring Lake Park Plat A, subject to easement of record; and

WHEREAS, mailed and published notice of a public hearing to consider the proposed variance was given; and

WHEREAS, a public hearing to consider the proposed variance was held on September 27, 2021; and

WHEREAS, the request was made for a twenty five (25) foot variance from the side yard setback; resulting in a twenty five (25) foot setback from the northern property line instead of the fifty (50) foot standard, an eight (8) foot variance from the side yard setback, resulting in a seventeen (17) foot setback from the southern property line instead of a twenty five (25) foot standard, and a fifteen (15) foot variance from the front yard parking setback, resulting in the front parking lot being ten (10) feet from the front property line; and

WHEREAS, the Planning Commission has considered the application against the practical difficulties test as outlined in Section 16.60.040 of the Spring Lake Park Zoning Code; and

WHEREAS, the Planning Commission has recommended approval subject to reasonable conditions, based on the following findings of fact:

1. Developing the property with an industrial use is reasonable on property that is guided and zoned for industrial use.
2. Adhering to the side yard setback required for industrial uses is reasonable considering to the north is guided for industrial uses in the City's Land Use Plan.
3. Arranging the site plan so that there is a minimum of activity on the north side facing the existing single-family uses is reasonable and appropriate.
4. The proposed site plan and landscape plan provide an appropriate buffer as suggested in the 2040 Comprehensive Plan policy.
5. The request reasonably meets the criteria in the Zoning Code for approval of variances.

WHEREAS, the Spring Lake Park City Council has reviewed the application and hereby accepts the findings and recommendations of the Spring Lake Park Planning Commission.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Spring Lake Park, Minnesota that the City Council hereby approves the request of Bob Fearing, City Moving and Storage, 8457 Sunset Road NE, for a twenty five (25) foot variance from the side yard setback standard from the north property line, an eight (8) foot variance from the side yard setback standard from the south property line, and a fifteen (15) foot variance from the front yard parking setback to allow construction of a 12,000 square foot building for an industrial use; subject to the following conditions:

1. The side setback to the north is approved at 25 feet vs. the required 50 feet only if the main entrance to the building is not located on the north side and requested fence and landscaping is installed as indicated on the site plan.
2. Variances to the side setback to the south and parking setback in the front yard are approved only if the entire site is fenced for security.
3. Landscaping shall be provided in the north side yard as suggested on the site plan, with details to be reviewed and approved by the City Planner at the time of Site Plan review.
4. All other details of the proposed development will be reviewed in the Site Plan review process, including grading, drainage, stormwater management, landscaping and screening, signage, lighting, number of parking spaces, and other details as required by City Code.

The foregoing Resolution was moved for adoption by .

Upon Vote being taken thereon, the following voted in favor thereof:

And the following voted against the same:

Whereon the Mayor declared said Resolution duly passed and adopted the 4th day of October, 2021.

APPROVED BY:

_____
Robert Nelson, Mayor

ATTEST:

_____
Daniel R. Buchholtz, City Administrator

Stantec

Planning Report

To:	Planning Commission City of Spring Lake Park	From:	Lauren Walburg, Stantec
File:	Variance Request 8457 Sunset Road NE	Date:	September 27, 2021

Re: Bob Fearing – Variance, Side Yard Setbacks and Front Parking Setback, 8457 Sunset Road NE

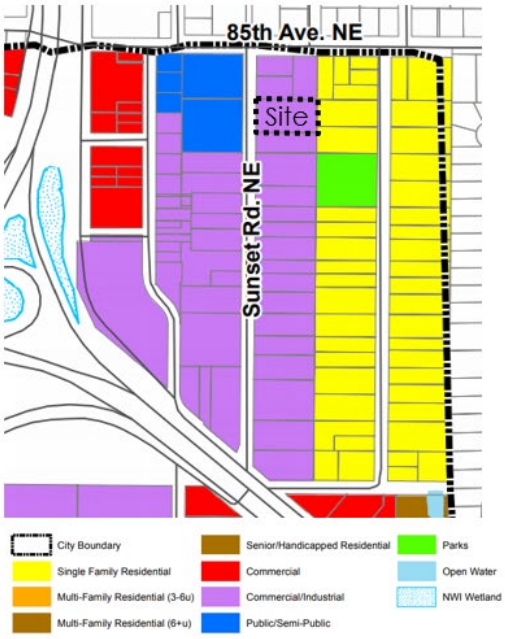
BACKGROUND

The 1.1-acre Industrial site at 8457 Sunset Road NE is a rectangular parcel located in the northeast corner of Spring Lake Park in the industrial park, south of 85th Avenue NE, fronting Sunset Road NE on its west side. The site abuts existing single family homes to the north, which are guided Industrial but still occupied as single family homes. The applicant Bob Fearing wants to build a 12,000-sq-ft building for an industrial use on the I-1 zoned property. The Zoning Code requires larger setbacks from industrial to residential uses and the applicant is requesting a variance to the side yard setbacks for the project and front yard parking setback for the project. The property was previously approved for a similar variance in May 2020, however since that time the location of the building on the site has been reconfigured, requiring an amended variance.

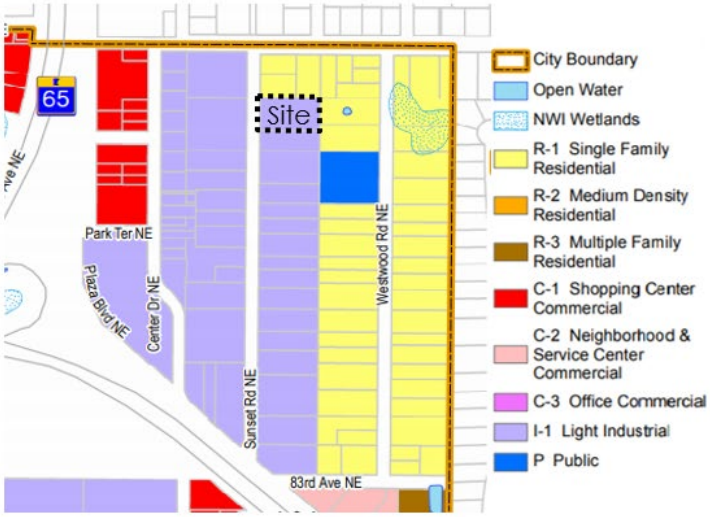
The property is currently vacant and borders another industrial use to the south, the Eagle Brook Church to the west across Sunset Road, two single family homes to the north, and single family homes to the east, which front on Westwood Road NE.

Reference: **Bob Fearing – Variance, Side Yard Setbacks and Front Parking Setback, 8457 Sunset Road NE**

Land Use Plan



Zoning Map



LAND USE & ZONING

The land use and zoning pattern in the area is complex, but the request is simple (see map excerpts above):

- The site at 8457 Sunset Road NE is guided Commercial/Industrial and zoned I-1 Light Industrial.
- The Eagle Brook Church across Sunset Road NE is guided Public/Semi-Public but zoned I-1 Light Industrial.
- The homes to the north are guided Commercial/Industrial but zoned R-1 Single Family Residential.
- The homes to the east are guided and zoned Single Family Residential.
- In the Metropolitan Area, cities are obliged to have the zoning conform to the Land Use Plan. The Land Use Plan take precedence over the zoning.
- The single family homes north of the site could therefore be rezoned and redeveloped with Industrial uses at any time – the City would be obliged to rezone the property to I-1 to conform with the Land Use Plan.
- The request is for a variance to the side setback to the north that is the same as a future industrial use would require (if zoned according to the Land Use Plan) vs. what the existing residential uses require.

The required setbacks are as follows in the I-1 Light Industrial district, compared to what is proposed on the site plan:

Yard	*To Comm or Ind*	*To Residential*	*Proposed*
Side – Building	25 ft	50 ft	**25 ft (North)**
Side – Building	25ft		**17 ft (South)**
Rear - Building	35 ft	50 ft	68 ft
Front – Parking	25 ft		**10ft**

Reference: **Bob Fearing – Variance, Side Yard Setbacks and Front Parking Setback, 8457 Sunset Road NE**

VARIANCE REQUEST

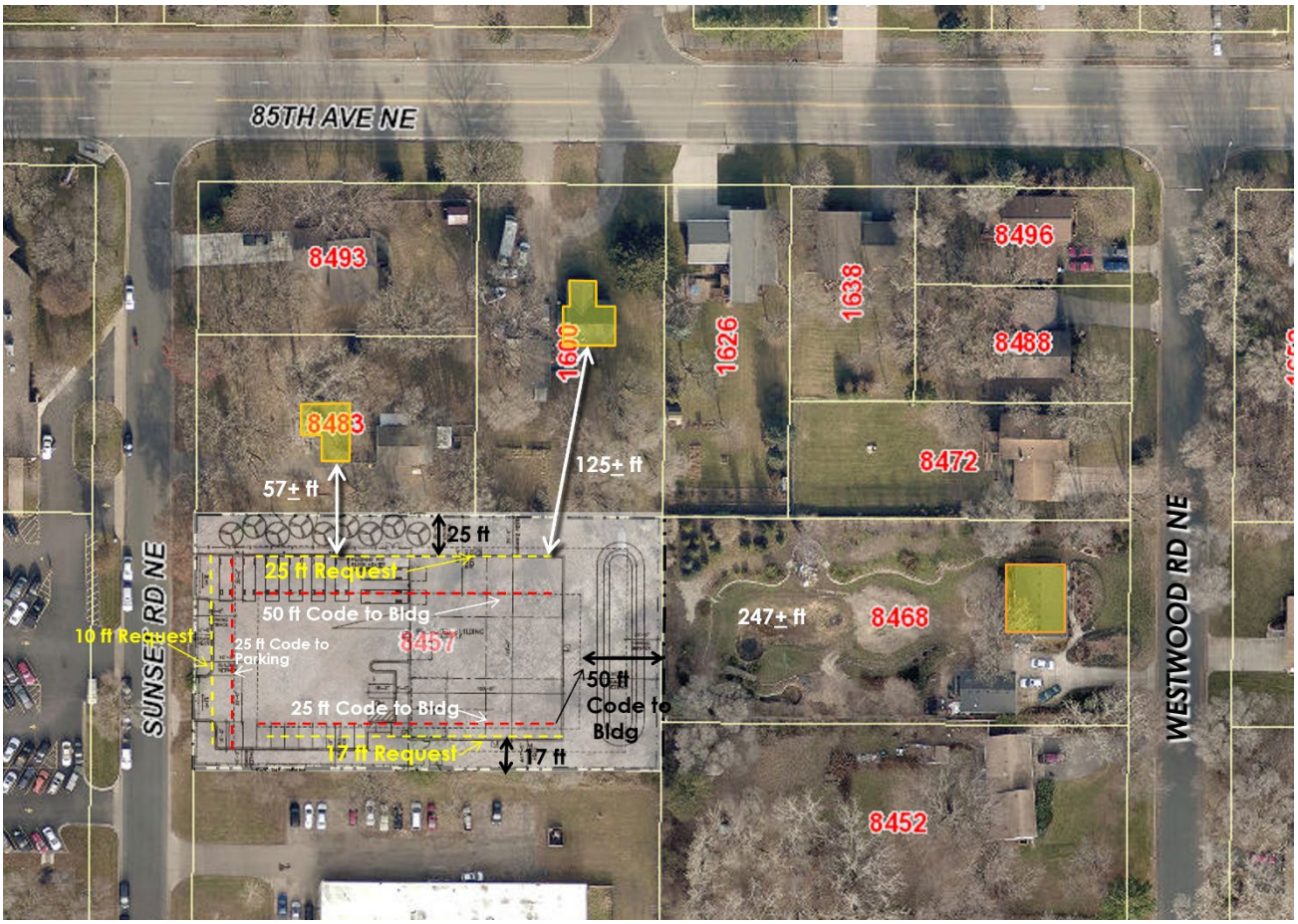
The previous variance request and the new variance requests are shown in the diagrams below. The yellow lines indicate variance requests (to either the required parking or building setback), and the red lines indicated the code required setback. The applicant is requesting to reduce the required 50 foot building side setback on the north (adjacent to residential) to a 25 foot setback. The applicant is also requesting a variance to the south side building setback from a required 25 feet to 17 feet. These setbacks will accommodate a rectangular building, with parking in front. Finally, the applicant is requesting a variance to reduce the required front parking setback from 25 feet to 10 feet to accommodate for their parking lot.

The site plan is laid out to have a sturdy 8 foot fence and landscaping facing north to the existing residences. Screening is required for all parking areas abutting residential uses per Zoning Code Section 153.138, but that will be handled in the Site Plan review process and no variance is requested for that here.

Previous (May 2020) Variance Request

Reference: **Bob Fearing – Variance, Side Yard Setbacks and Front Parking Setback, 8457 Sunset Road NE**

Current (September 2021) Variance Requests



Section §153.224 of the City of Spring Lake Park's Zoning Code requires that practical difficulty be proven for the approval of a variance, according to the following criteria:

(a) *Is the variance in harmony with the purposes and intent of the Ordinance?*
The Zoning Code has setbacks to provide reasonable separation of uses. The separation provided by the requested variance is reasonable in this situation.

(b) *Is the variance consistent with the comprehensive plan?*
The 2040 Comprehensive Plan includes the following Land Use Policy 4 relevant to this proposal:

> 4. Continue to provide for zoning restrictions on properties designated for commercial/industrial uses so that there will be appropriate buffers between commercial/industrial development and adjacent residential uses.

This policy supports the increased setbacks and screening in the Zoning Code and the question is whether the requested variance and site plan provide an "appropriate buffer".

(c) *Does the proposal put property to use in a reasonable manner?*

The use itself is reasonable – a typical industrial building on a site zoned for industrial. The specific proposal requests to develop the property using the setback that would be required for an industrial use, which is what is anticipated in the Land Use Plan.

(d) *Are there circumstances unique to the property not created by the applicant? (physical characteristics of the property i.e. sloping topography or other natural features like wetlands or trees)?*
The circumstance unique to this property is that the adjacent properties are guided for industrial development but still zoned residential. That is not created by the applicant.

(e) *Will the variance maintain the essential character of the locality?*
The immediate neighborhood is mostly industrial and commercial in character, with a large church being the one active use nearby across the street. The character of this area is now industrial on this site and further south, but residential to the north. But the City has intended that the character of those residential properties eventually be industrial as well.

Reference: **Bob Fearing – Variance, Side Yard Setbacks and Front Parking Setback, 8457 Sunset Road NE**

CONCLUSION & RECOMMENDATION

I recommend that the Planning Commission recommend approval of the variance request as presented, with the following conditions:

1) The side setback to the north is approved at 25 feet vs. the required 50 feet only if the main entrance to the building is not located on the north side and requested fence and landscaping is installed as indicated on the site plan.

2) Variances to the side setback to the south and parking setback in the front yard are approved only if the entire site is fenced for security.

3) Landscaping shall be provided in the north side yard as suggested on the site plan, with details to be reviewed and approved by the City Planner at the time of Site Plan review.

4) All other details of the proposed development will be reviewed in the Site Plan review process, including grading, drainage, stormwater management, landscaping and screening, signage, lighting, number of parking spaces, and other details as required by City Code.

OPTIONS

The Planning Commission has the following options:

1) Recommend approval of the variance as submitted with conditions noted.

2) Recommend approval of the variance as modified by the Planning Commission.

3) Recommend denial of the PUD.

4) Continue the item to a future meeting to gather more information or for more discussion.

FINDINGS OF FACT

For any of the recommendations, the Planning Commission should adopt Findings of Fact. If the recommendation is for approval, Findings might be:

1) Developing the property with an industrial use if reasonable on property that is guided and zoned for industrial use.

2) Adhering to the side yard setback required for industrial uses is reasonable considering that the property to the north is guided for industrial uses in the City's Land Use Plan.

3) Arranging the site plan so that there is a minimum of activity on the north side facing the existing single family uses is reasonable and appropriate.

4) The proposed site plan and landscape plan provide an appropriate buffer as suggested in the 2040 Comprehensive Plan policy.

5) The request reasonably meets the criteria in the Zoning Code for approval of variances.

Spring Lake Park

City of Spring Lake Park
1301 81st Avenue NE
Spring Lake Park, MN 55432
763-784-6491 (p) 763-792-7257 (f)
info@slpmn.org

For Office Use Only	
Case Number:	
Fee Paid:	
Received by:	
Date Filed:	
Date Complete:	
Base Fee:	Escrow:

DEVELOPMENT APPLICATION

TYPE OF APPLICATION (Check All That Apply)

☐ Appeal	☑ Site Plan/Building Plan Review	☐ Minor Subdivision
☐ Comprehensive Plan Amendment	☐ Conceptual Plan Review	☐ Lot Combination
☐ Ordinance Amendment (Text)	☐ Conditional Use Permit	☐ Preliminary Plat
☐ Rezoning	☑ Variance	☐ Final Plat
☐ Planned Unit Development	☐ Street or Easement Vacation	☐ Other _____

PROPERTY INFORMATION

Street Address: 8457 Sunset RD NE

Property Identification Number (PIN#): 01-30-24-11-0048 Current Zoning: I-1

Legal Description (Attach if necessary): The North 162' of Lot 18, Spring Lake Park Plat A, Anoka County, MN

APPLICANT INFORMATION

Name: Bob Fearing		Business Name: City Moving and Storage	
Address: 4327 Parkview Cir.			
City: Anoka		State: Minnesota	Zip Code: 55303
Telephone: 612-816-2888	Fax:	E-mail: bobfearing@gmail.com	
Contact: Bob Fearing		Title: Owner	

OWNER INFORMATION (if different from applicant)

Name: Tony Mezzenga		Business Name:	
Address: 5 Maycomb Lane			
City St. Paul		State: MN	Zip Code: 55127
Telephone: 612-804-0487	Fax:	E-mail:	
Contact: Tony Mezzenga		Title:	

DESCRIPTION OF REQUEST (attach additional information if needed)

Existing Use of Property:	Vacant
Nature of Proposed Use:	Light Industrial
Reason(s) to Approve Request:	To accomodate parking.

PREVIOUS APPLICATIONS PERTAINING TO THE SUBJECT SITE

Project Name:	Date of Application:
Nature of Request:	

NOTE: Applications only accepted with ALL required support documents.
See City Code

APPLICATION FEES AND EXPENSES:

The City of Spring Lake Park required all applicants to reimburse the City for any and all costs incurred by the City to review and act upon applications.

The application fee includes administrative costs which are necessary to process the application. The escrow fee will include all charges for staff time by the City Planner, City Engineer, City Attorney, and/or any other consultants as needed to process the application.

The City will track all consultant costs associated with the application. If these costs are projected to exceed the money initially deposited to your escrow account, you will be notified in the manner that you have identified below that additional monies are required in order for your application process to continue. If you choose to terminate the application (notice must be in writing), you will be responsible for all costs incurred to that point. If you choose to continue the process you will be billed for the additional monies and an explanation of expenses will be furnished. Remittance of these additional fees will be due within thirty (30) days from the date the invoice is mailed. If payment is not received as required by this agreement, the City may approve a special assessment for which the property owner specifically agrees to be to be assessed for 100 percent per annum and waives any and all appeals under Minnesota Statutes Section 429.081 as amended. ***All fees and expenses are due whether the application is approved or denied.***

With my signature below, I hereby acknowledge that I have read this agreement in its entirety and understand the terms herein. ***I agree to pay to the City all costs incurred during the review process as set forth in this Agreement.*** This includes any and all expenses that exceed the initial Escrow Deposit to be paid within 30 days of billing notification. I further understand that the application process will be terminated if payment is not made and application may be denied for failure to reimburse City for costs. I further understand that the City may approve a special assessment against my property for any unpaid escrows and that I specifically waive any and all appeals under Minnesota Statutes 429.081, as amended.

I wish to be notified of additional costs in the following manner (select one):

☑ E-mail bobfearing@gmail.com ☐ Fax _____ ☐ USPS – Certified Mail

I, the undersigned, hereby apply for the considerations described above and declare that the information and materials submitted in support of this application are in compliance with adopted City policy and ordinance requirements are complete to the best of my knowledge.

I acknowledge that I have read the statement entitled "Application Fees and Expenses" as listed above.

I understand that this application will be processed in accordance with established City review procedures and Minnesota Statutes Section 15.99 as amended, at such time as it is determined to be complete. Pursuant to Minnesota Statutes Section 15.99, the City will notify the applicant within fifteen (15) business days from the filing date of any incomplete or other information necessary to complete the application. Failure on my part to supply all necessary information as requested by the City may be cause for denying this application.

Applicant: _____ Date: 09/08/2021

DocuSigned by:

Owner: Anthony Mezzenga Date: 9/8/2021

NOTE: Applications only accepted with ALL required support documents.
See City Code

City of Spring Lake Park
Variance Supplemental Application

A variance cannot be approved unless the Planning Commission and City Council find that the "practical difficulties" standard has been met. Please provide a response as to how/why your project will meet the following criteria. Use additional sheets if necessary and consult with the Zoning Administrator if you need clarification on the intent of any of the standards set below.

1. Applicant Information:
   Name: Bob Fearing — Telephone: 612-616-2858
   Address: 4327 Parkview Cir — Cell Phone:
   City/State/Zip: Anoka, MN 55303 — E mail: bhfearing@gmail.com

2. Property Owner Information (if different from above):
   Name: Tony Mezzenga — Telephone: 612-804-0487
   Address: 5 maycomb Lane — Cell Phone:
   City/State/Zip: St. Paul, MN 55127 — E-mail:

3. Project Location (Address and Legal Description): 8457 Sunset RD NE Spring Lake Park, MN 55432

4. Present Use of Property: Vacant

5. Description of Project: Light Industrial

6. Specify Section of the Ordinance from which variance is sought: setbacks 16.20.090

7. Explain how you wish to vary from the applicable provisions of this Ordinance:
   From a 50 foot setback down to a 25 foot building setback along the north property line.

8. Please attach a site plan or accurate survey as may be required by Ordinance.

9. **Practical Difficulties Test:** Please answer the following questions as they relate to your specific variance request.

   a. In your opinion, is the variance in harmony with the purposes and intent of the Ordinance?
   ☑ Yes ☐ No Why or why not?
   Yes, It should have minimal affects on the neighboring properties

b. In your opinion, is the variance consistent with the Comprehensive Plan?
☒ Yes ☐ No Why or why not?

It allows for the best usage of the land for maximum truck parking.

c. In your opinion, does the proposal put property to use in a reasonable manner?
☒ Yes ☐ No Why or why not?

It allows for the most efficient use of the property.

d. In your opinion, are there circumstances unique to the property? (physical characteristics of the property – i.e. sloping topography or other natural features like wetlands or trees)?
☒ Yes ☐ No Why or why not?

The size of the lot in general and location to maximize our business needs.

e. In your opinion, will the variance maintain the essential character of the locality?
☒ Yes ☐ No Why or why not?

It is similar to the other businesses in the immediate area. Concerning the residential properties to the North. We can install some type of privacy fence.

The Planning Commission must make an affirmative finding on all of the five criteria listed above in order to grant a variance. The applicant for a variance has the burden of proof to show that all of the criteria listed above have been satisfied.

The undersigned certifies that they are familiar with application fees and other associated costs and also with the procedural requirements of the City Code and other applicable ordinances.

Applicant's Signature

Date 09/07/2021

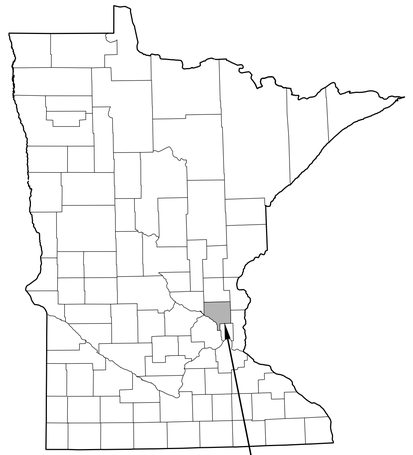
Fee Owner's [Property Owner] Signature

Anthony Mezzanga

Date 9/8/2021

CITY MOVING & STORAGE

CONSTRUCTION PLANS FOR CLEARING AND GRUBBING, SITE GRADING, SEWER AND WATER SERVICE, STORM SEWER, CONCRETE CURB AND GUTTER, BITUMINOUS PAVING AND MISCELLANEOUS CONSTRUCTION FOR BOB FEARING, CITY MOVING & STORAGE IN THE CITY OF SPRING LAKE PARK



GOVERNING SPECIFICATIONS

THE 2020 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION" SHALL GOVERN FOR STORM SEWER AND PARKING LOT WORK.

THE 2018 EDITION OF THE CITY ENGINEER'S ASSOCIATION OF MINNESOTA "STANDARD SPECIFICATIONS" SHALL GOVERN FOR SANITARY SEWER AND WATERMAIN WORK.

ALL FEDERAL, STATE AND LOCAL LAWS, REGULATIONS, AND ORDINANCES SHALL BE COMPLIED WITH IN THE CONSTRUCTION OF THIS PROJECT.

ALL TRAFFIC CONTROL DEVICES AND SIGNING SHALL CONFORM TO THE LATEST EDITION OF THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, INCLUDING THE LATEST FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS.

SHEET INDEX

THIS PLAN CONTAINS 8 SHEETS

Hakanson Anderson
Civil Engineers and Land Surveyors
3601 Thurston Ave., Anoka, Minnesota 55303
763-427-5860 FAX 763-427-0520

THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-02, ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA."

BENCHMARK:

1. TOP NUT OF HYDRANT LOCATED ON THE EAST SIDE OF SUNSET ROAD, APPROXIMATELY 210 FEET SOUTH OF THE SOUTHWEST CORNER OF THE CITY MOVING & STORAGE SITE.

   ELEVATION=912.89 (NAVD 88)

N

400 0 400 800
SCALE IN FEET

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.

TIMOTHY A. EGGERICHS, P.E.
HAKANSON ANDERSON
DESIGN ENGINEER

43362 LIC. NO.

DATE 8/27/21

DATE	REVISION

SHEET C1 OF C8 SHEETS

4642.01

Aug 26, 2021 - 2:06pm
K:\PRIVATE\4642.01\ENGINEERING\464201_TITLE.dwg

GENERAL CONSTRUCTION AND SOILS NOTES:

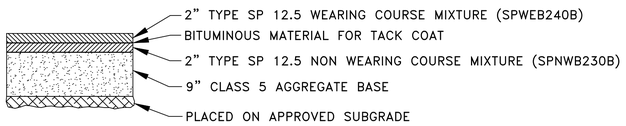
1. STRIP ALL IN PLACE TOPSOIL IN AREAS TO BE DISTURBED BY CONSTRUCTION AND REUSE AS SLOPE DRESSING. IN AREAS OF PARKING LOT AND BUILDING CONSTRUCTION, THE EXPOSED SAND SHALL BE SURFACE COMPACTED TO AT LEAST 100% OF THE STANDARD PROCTOR MAXIMUM DRY DENSITY, ASTM D698, IN AT LEAST THE UPPER 3 FEET.
2. UNLESS OTHERWISE RECOMMENDED IN THESE PLANS, THE GRADING SUBGRADE SHALL BE CONSTRUCTED OF SUITABLE GRADING MATERIAL. THE FILL SHALL BE PLACED IN 8'' TO 10'' LOOSE LIFTS, AND COMPACTED TO 100% OF THE STANDARD PROCTOR MAXIMUM DRY DENSITY.
3. SUITABLE GRADING MATERIAL FOR THIS PROJECT SHALL CONSIST OF ALL SOILS ENCOUNTERED WITH THE EXCEPTION OF TOPSOIL, SILT, DEBRIS, ORGANIC MATERIAL AND OTHER UNSTABLE MATERIAL.
4. CONTRACTOR SHALL REVIEW THE GEOTECHNICAL REPORT PREPARED BY HAUGO GEOTECHNICAL SERVICES, DATED AUGUST 25, 2021, FOR ADDITIONAL SITE PREPARATION REQUIREMENTS.
5. PROVIDE A SAWCUT WHEN PLACING NEW PAVEMENT ADJACENT TO INPLACE PAVEMENT AND AT TERMINI OF CONSTRUCTION TO ENSURE A UNIFORM JOINT.
6. BITUMINOUS AND CONCRETE ITEMS DISTURBED BY CONSTRUCTION SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF IN ACCORDANCE WITH MN/DOT SPEC. 2104.
7. USE TACK COAT BETWEEN ALL BITUMINOUS MIXTURES. THE BITUMINOUS TACK COAT MATERIAL SHALL BE APPLIED AT A UNIFORM RATE OF 0.04 GAL/SY TO 0.06 GAL/SY BETWEEN BITUMINOUS LAYERS. THE APPLICATION RATES ARE FOR UNDILUTED EMULSIONS.
8. THE BITUMINOUS MIXTURES SHALL MEET THE REQUIREMENTS OF MN/DOT SPECIFICATIONS 2360 AND 3139.
9. CONTRACTOR SHALL APPLY FOR A DEPARTMENT OF LABOR AND INDUSTRY PERMIT PRIOR TO CONSTRUCTING ANY UNDERGROUND UTILITIES SHOWN ON THESE PLANS. CONTRACTOR SHALL ADDRESS ALL THE COMMENTS FROM THE DEPARTMENT OF LABOR AND INDUSTRY AS PART OF THE PERMIT APPLICATION PROCESS.

GENERAL EROSION CONTROL NOTES:

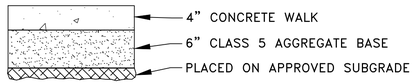
1. PRIOR TO ANY CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL ACQUIRE THE MPCA CONSTRUCTION STORMWATER GENERAL PERMIT (NPDES).
2. EROSION CONTROL SHALL CONFORM TO THE MN/DOT EROSION CONTROL HANDBOOK.
3. THE CONTRACTOR SHALL INSTALL EROSION AND SEDIMENT CONTROL FACILITIES (BMP'S) PRIOR TO GRADING AND REMOVAL ACTIVITIES. BMP'S SHALL BE MAINTAINED FOR THE DURATION OF CONSTRUCTION ACTIVITIES AND POTENTIAL FOR EROSION HAS PASSED.
4. THE CONTRACTOR SHALL SCHEDULE HIS OPERATION TO MINIMIZE THE AMOUNT OF DISTURBED AREA AT ANY GIVEN TIME.
5. BMP'S SHALL BE INSPECTED DAILY BY THE CONTRACTOR. OBSERVATIONS SHALL BE RECORDED IN AN INSPECTION LOG.
6. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE PROPERLY DISPOSED OF WITHIN THIRTY (30) DAYS AFTER FINAL SITE STABILIZATION.
7. THE CONTRACTOR SHALL FILE A NOTICE OF TERMINATION WITH THE MPCA AFTER FINAL STABILIZATION HAS BEEN APPROVED.

REFERENCE NOTES:

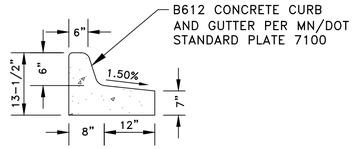
① CONTRACTOR SHALL PROTECT THE INFILTRATION BASIN WITH 48" HIGH ORANGE SAFETY FENCE PRIOR TO THE START OF CONSTRUCTION.
② CONSTRUCTION EQUIPMENT SHALL BE MINIMIZED OVER THE FOOTPRINT OF THE BASIN. ONLY LOW PRESSURE, WIDE TRACKED EQUIPMENT SHALL BE USED FOR CONSTRUCTION.
③ SEE SHEET C8 FOR INFILTRATION BASIN RESTORATION REQUIREMENTS.
④ INFILTRATION BASIN SHALL NOT BE GRADED TO WITHIN THREE FEET OF THE FINAL GRADES UNTIL THE CONTRIBUTING DRAINAGE AREA HAS BEEN CONSTRUCTED AND FULLY STABILIZED OR RIGOROUS EROSION PREVENTION AND SEDIMENT CONTROLS, SUCH AS DIVERSION BERMS, TO KEEP SEDIMENT AND RUNOFF COMPLETELY AWAY FROM THE INFILTRATION AREAS HAVE BEEN PROVIDED.



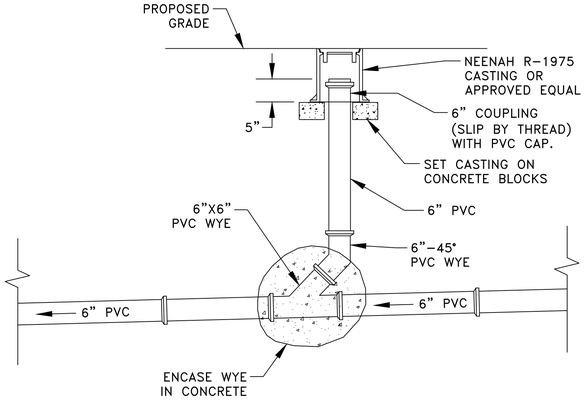
1 / C2 BITUMINOUS PAVEMENT SECTION
NO SCALE



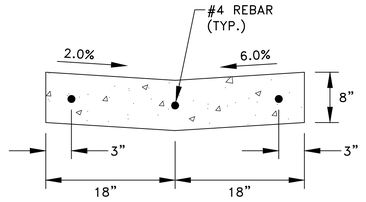
2 / C2 CONCRETE WALK SECTION
NO SCALE



3 / C2 TIPOUT CURB DETAIL
NO SCALE



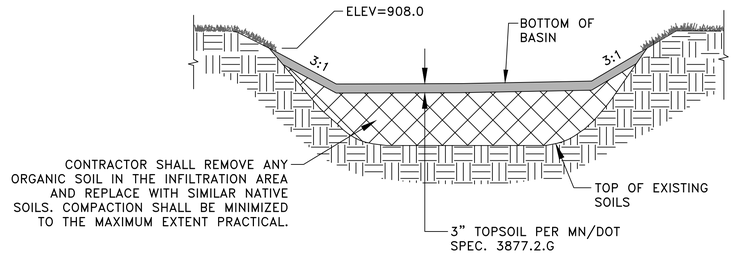
5 / C2 SANITARY SEWER CLEANOUT
NO SCALE



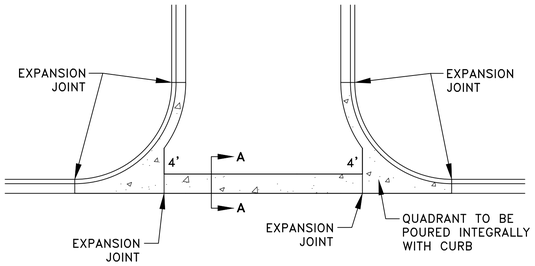
SECTION A-A

LEGEND

- PROPERTY LINE
- EXISTING CONTOUR (XXX)
- PROPOSED CONTOUR (XXX)
- BURIED GAS MAIN (G)
- BRURIED TELEPHONE LINE (T-BUR)
- OVERHEAD UTILITY LINE (U-OH)
- BURIED ELECTRIC LINE (P-BUR)
- BURIED TELEVISION LINE (TV-BUR)
- EXISTING WATERMAIN
- EXISTING SANITARY SEWER
- EXISTING STORM SEWER
- EXISTING STORM SEWER
- FENCE
- EXISTING CATCH BASIN
- EXISTING STORM MANHOLE
- EXISTING SANITARY MANHOLE
- UTILITY POLE
- GUY WIRE
- UTILITY PEDESTAL
- LIGHT POLE
- EXISTING WATERMAIN VALVE
- SIGN
- CONIFEROUS AND DECIDUOUS TREES
- EDGE OF BRUSH/TREE DRIPLINE
- PROPOSED WATERMAIN
- PROPOSED SANITARY SEWER
- PROPOSED STORM SEWER
- PROPOSED CATCH BASIN/OUTLET STRUCTURE
- PROPOSED STORM SEWER MANHOLE
- PROPOSED WATERMAIN VALVE
- PROPOSED CURB AND GUTTER
- SOIL BORING LOCATION (ST-X)
- DETAIL NUMBER (X) / SHEET NUMBER (X)



4 / C2 INFILTRATION BASIN ①②③④
NO SCALE



PLAN

6 / C2 CONCRETE VALLEY GUTTER
NO SCALE

DATE	REVISION

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.

TIMOTHY A. EGGENBERG, P.E.
Date 8/27/21 Lic. No. 43362

DESIGNED BY: TAE
DRAWN BY: TAE
CHECKED BY: CJJ

Hakanson Anderson
Civil Engineers and Land Surveyors
3601 Thurston Ave., Anoka, Minnesota 55303
763-427-5860 FAX 763-427-0520
www.hakanson-anderson.com

CITY MOVING & STORAGE

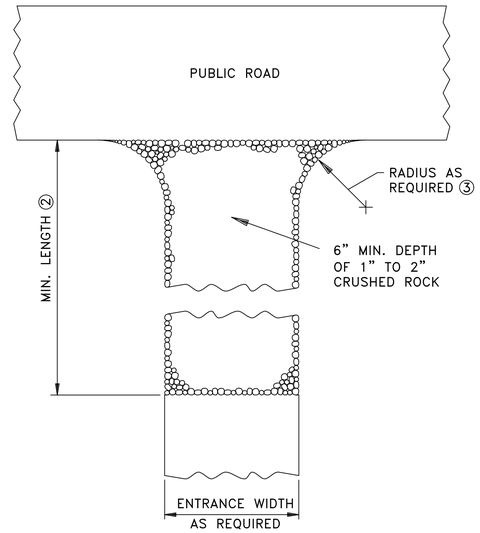
CONSTRUCTION NOTES, DETAILS AND PROJECT LEGEND

CITY OF SPRING LAKE PARK, MINNESOTA

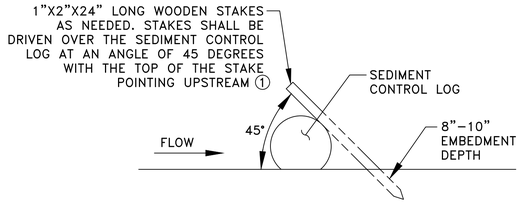
SHEET C2 OF C8 SHEETS

4642.01

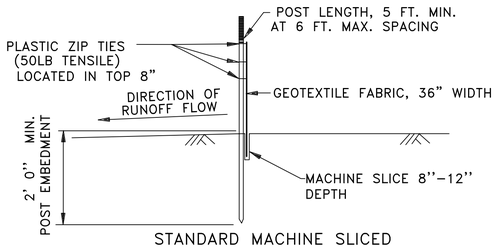
Aug 26, 2021 - 2:06pm
K:\PRIVATE\4642.01\ENGINEERING\464201_DETAILS.dwg



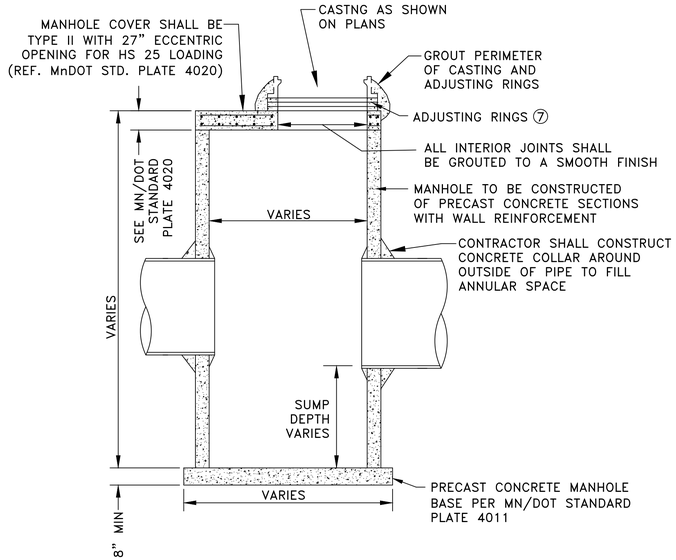
1 / C3 CRUSHED ROCK CONSTRUCTION EXIT ④



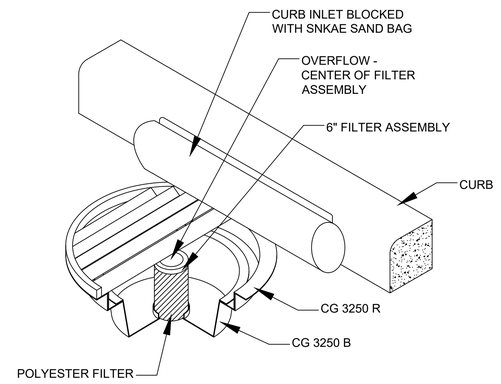
2 / C3 SEDIMENT CONTROL LOG TYPE COMPOST



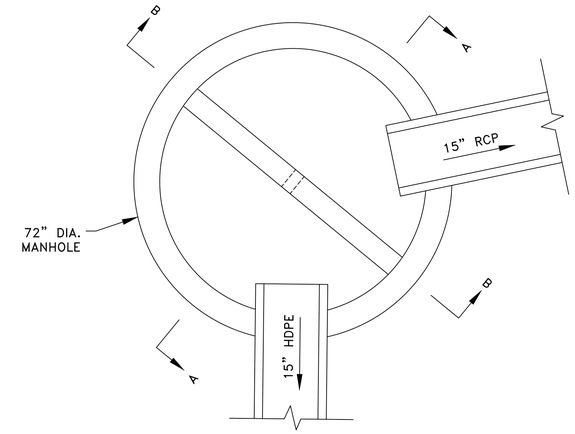
3 / C3 SILT FENCE DETAILS

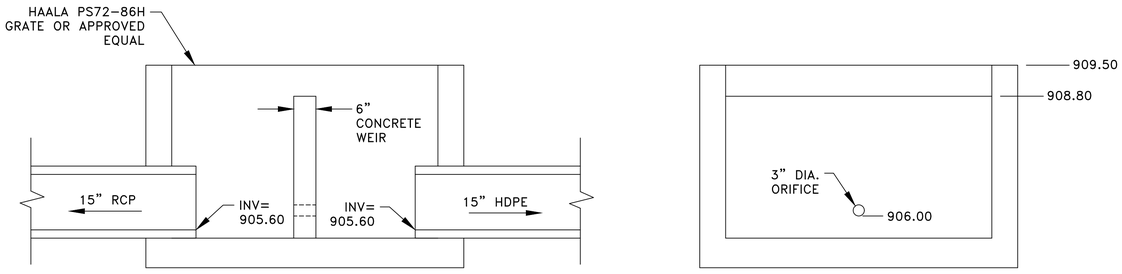


5 / C3 STANDARD SLAB–TOP MANHOLE
(STORM SEWER)
NO SCALE

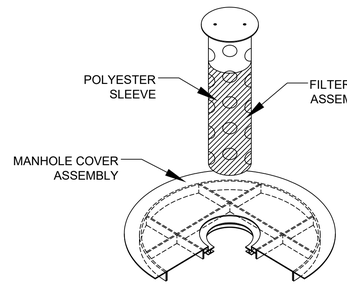


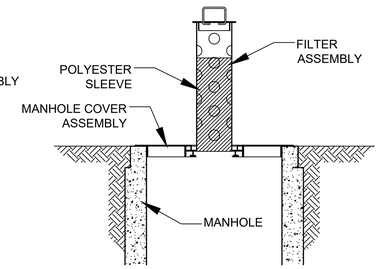
6 / C3 STORM DRAIN INLET PROTECTION TYPE 2 ⑥
POST–CURB



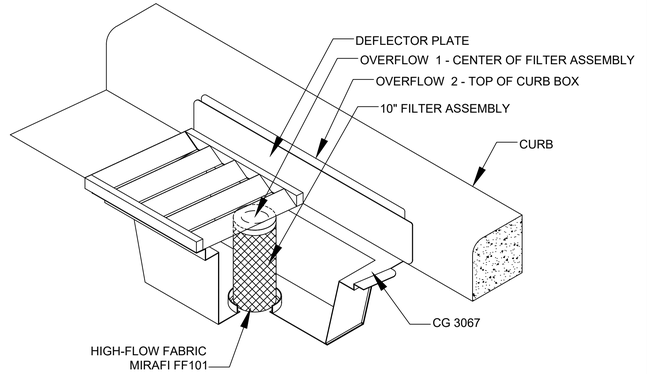


4 / C3 OUTLET STRUCTURE DETAIL





7 / C3 STORM DRAIN INLET PROTECTION TYPE 1 ⑤
PRE–CURB



8 / C3 STORM DRAIN INLET PROTECTION TYPE 2 ⑥
POST–CURB

REFERENCE NOTES:

① PLACE STAKES AS NEEDED TO PREVENT MOVEMENT OF SEDIMENT CONTROL LOGS PLACED ON SLOPES OR AS NEEDED DUE TO OTHER FACTORS. STAKES SHALL BE INCIDENTAL.

② MINIMUM LENGTH SHALL BE THE GREATER OF 50 FEET OR A LENGTH SUFFICIENT TO ALLOW A MINIMUM OF 5 TIRE ROTATIONS ON THE PROVIDED PAD. MINIMUM LENGTH SHALL BE CALCULATED USING THE LARGEST TIRE WHICH WILL BE USED IN TYPICAL OPERATIONS.

③ PROVIDE RADIUS OR WIDEN PAD SUFFICIENTLY TO PREVENT VEHICLE TIRES FROM TRACKING OFF OF PAD WHEN LEAVING SITE.

④ MAINTENANCE OF CONSTRUCTION EXITS SHALL OCCUR WHEN THE EFFECTIVENESS OF SEDIMENT REMOVAL HAS BEEN REDUCED. MAINTENANCE SHALL CONSIST OF REMOVING SEDIMENT AND CLEANING THE MATERIALS OR PLACING ADDITIONAL MATERIAL OVER SEDIMENT FILLED MATERIAL TO RESTORE EFFECTIVENESS.

⑤ TYPE 1 INLET PROTECTION SHALL BE INSTALLED AS NECESSARY TO MINIMIZE PONDING OF WATER DURING CONSTRUCTION. WIMCO MODEL 'RD 27' IS SHOWN.

⑥ TYPE 2 INLET PROTECTION SHALL BE INSTALLED ON ALL CASTINGS RECEIVING RUNOFF FROM THE PROJECT AREA. WIMCO MODELS 'CG 3250 R' AND 'CG 3067' ARE SHOWN.

⑦ THE CONTRACTOR SHALL USE STANDARD AVAILABLE RING THICKNESSES THAT MINIMIZE THE NUMBER OF RINGS REQUIRED. A MAXIMUM OF 3 RINGS SHALL BE USED FOR ADJUSTMENT. THE MINIMUM ADJUSTMENT HEIGHT SHALL BE 2 INCHES AND THE MAXIMUM ADJUSTMENT HEIGHT SHALL BE 8 INCHES.

DATE	REVISION

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.
TIMOTHY A. EGGENBERG, P.E.
Date 8/27/21 Lic. No. 43362

DESIGNED BY: TAE
DRAWN BY: TAE
CHECKED BY: CJJ

Hakanson Anderson
Civil Engineers and Land Surveyors
3601 Thurston Ave., Anoka, Minnesota 55303
763–427–5860 FAX 763–427–0520
www.hakanson–anderson.com

CITY MOVING & STORAGE

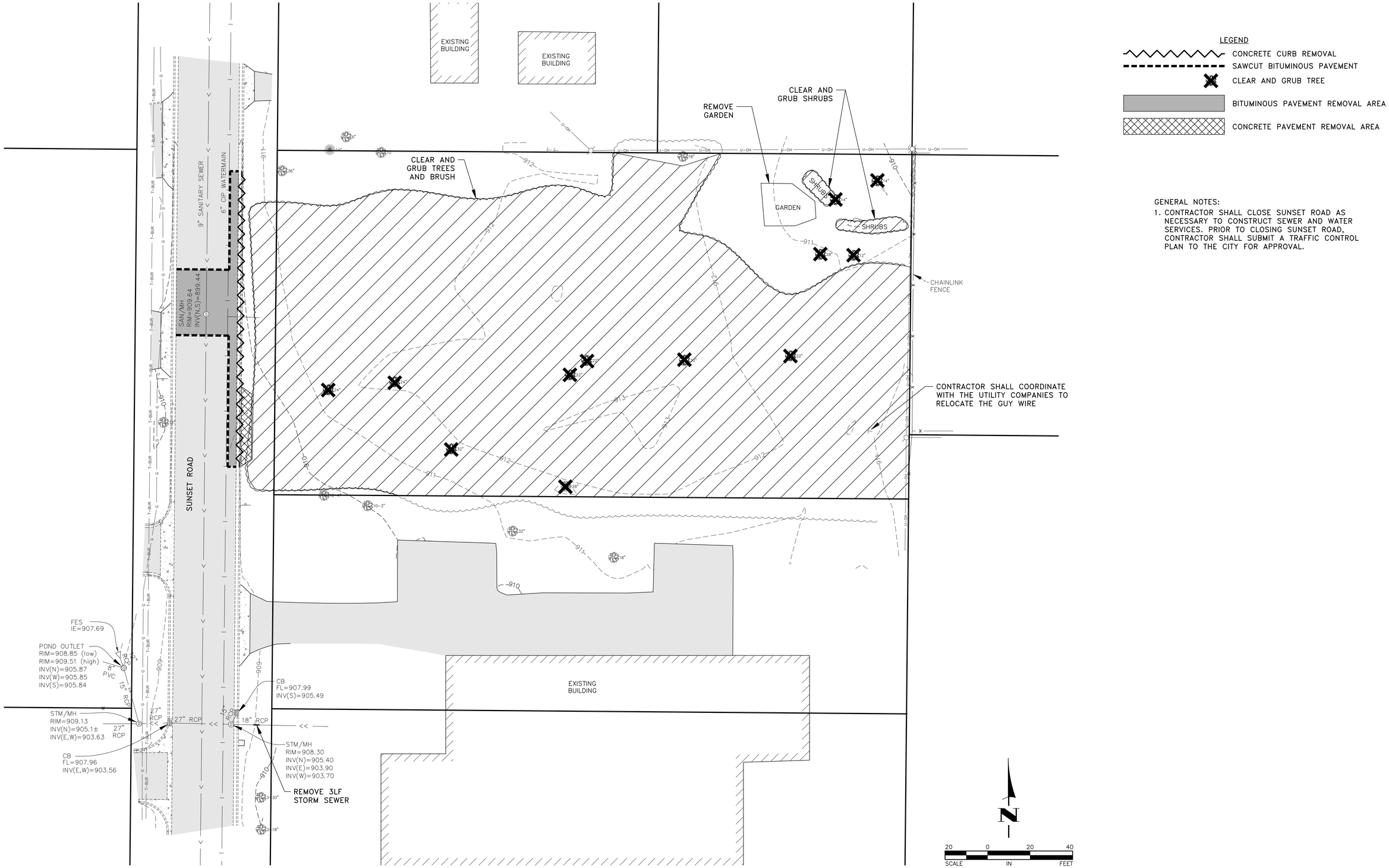
DETAILS

CITY OF SPRING LAKE PARK, MINNESOTA

SHEET C3 OF C8 SHEETS

4642.01

Aug 26, 2021 – 2:06pm
K:\PRIVATE\4642.01\ENGINEERING\464201_DETAILS.dwg



LEGEND

- CONCRETE CURB REMOVAL
- SAWCUT BITUMINOUS PAVEMENT
- CLEAR AND GRUB TREE
- BITUMINOUS PAVEMENT REMOVAL AREA
- CONCRETE PAVEMENT REMOVAL AREA

GENERAL NOTES:

1. CONTRACTOR SHALL CLOSE SUNSET ROAD AS NECESSARY TO CONSTRUCT SEWER AND WATER SERVICES. PRIOR TO CLOSING SUNSET ROAD, CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN TO THE CITY FOR APPROVAL.

DATE	REVISION

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.

TIMOTHY A. EGGENBERG, P.E.

Date 8/27/21 Lic. No. 43362

DESIGNED BY:	TAE
DRAWN BY:	TAE
CHECKED BY:	CJJ

Hakanson Anderson
Civil Engineers and Land Surveyors
3601 Thurston Ave., Anoka, Minnesota 55303
763-427-5860 FAX 763-427-0520
www.hakanson-anderson.com

CITY MOVING & STORAGE

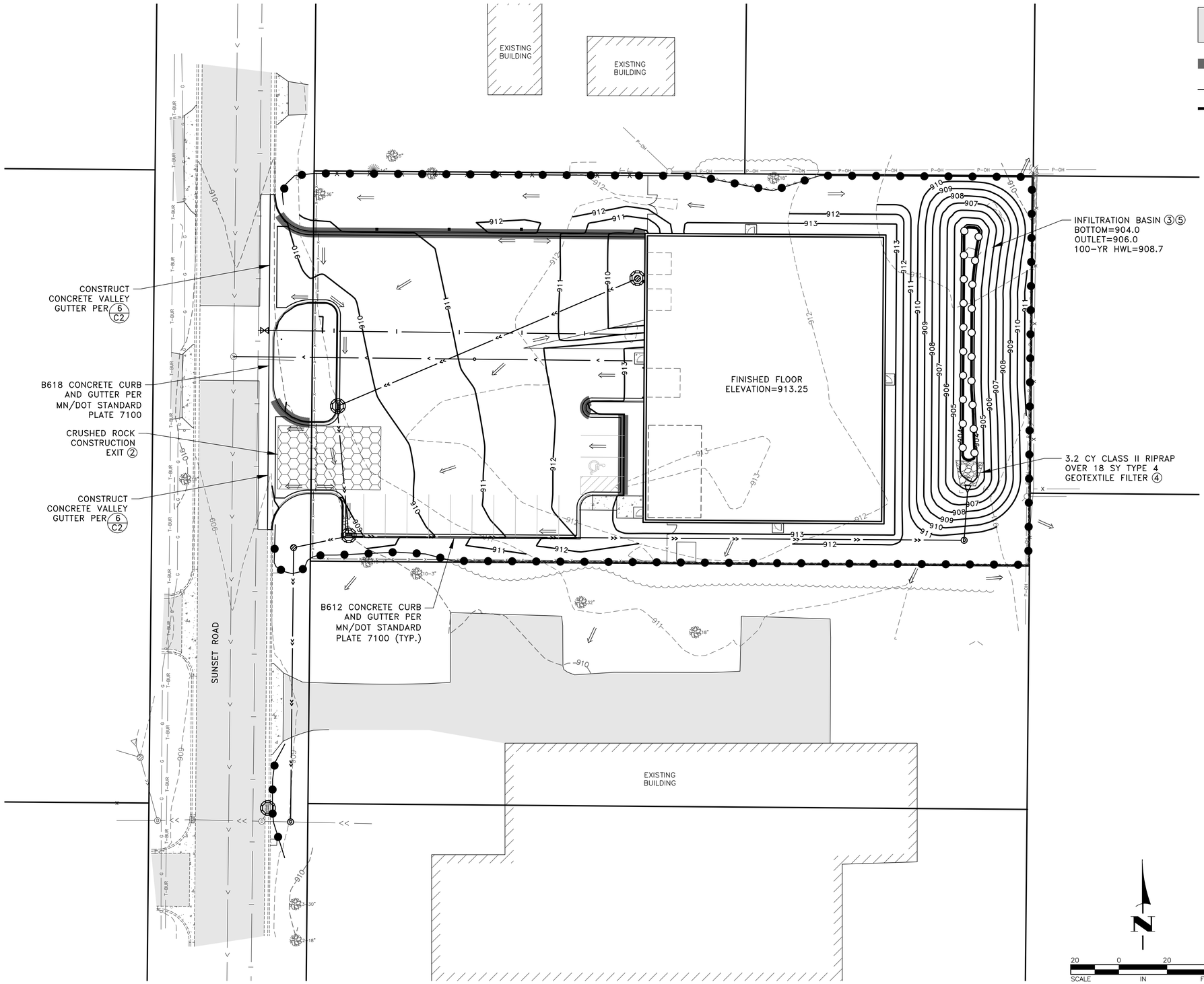
EXISTING TOPOGRAPHY AND REMOVALS PLAN

CITY OF SPRING LAKE PARK, MINNESOTA

SHEET C4 OF C8 SHEETS

4642.01

Aug 26, 2021 - 2:06pm
K:\PRIVATE\4642.01\ENGINEERING\4642O1_EXISTING.dwg



LEGEND

- EXISTING BITUMINOUS PAVEMENT
- PROPOSED TIPOUT CURB PER 3/C2
- SILT FENCE PER 3/C3
- SEDIMENT CONTROL LOG PER 2/C3 ⑥
- INLET PROTECTION DEVICE ①
- DRAINAGE ARROW

TOTAL DISTURBED AREA = 51,163 SF
PROPOSED IMPERVIOUS SURFACE AREA = 29,343 SF

GENERAL NOTES:

1. CONTRACTOR MUST INSPECT ALL EROSION PREVENTION AND SEDIMENT CONTROL BMPs AND POLLUTION PREVENTION MANAGEMENT MEASURES TO ENSURE INTEGRITY AND EFFECTIVENESS. CONTRACTOR MUST REPAIR, REPLACE OR SUPPLEMENT ALL NONFUNCTIONAL BMPs WITH FUNCTIONAL BMPs BY THE END OF THE NEXT BUSINESS DAY AFTER DISCOVERY.
2. VERIFY BUILDING DIMENSIONS WITH ARCHITECTURAL PLANS.
3. PERVIOUS AREAS SHALL BE STABILIZED WITHIN 7 DAYS OF ROUGH GRADING OR INACTIVITY.
4. SEDIMENT SHALL BE REMOVED FROM ALL PAVED SURFACES WITHIN 24 HOURS OF DISCOVERY.
5. SEE SHEET C6 FOR THE STAKING PLAN.
6. SEE SHEET C7 FOR THE UTILITY PLAN.
7. SEE SHEET C8 FOR THE PAVING AND RESTORATION PLAN.
8. CONTRACTOR SHALL DETERMINE A LOCATION FOR CONCRETE AND OTHER WASHOUT WASTE. A SIGN SHALL BE INSTALLED ADJACENT TO EACH WASHOUT FACILITY THAT REQUIRES SITE PERSONNEL TO UTILIZE THE PROPER FACILITIES FOR DISPOSAL OF CONCRETE AND OTHER WASTES.

REFERENCE NOTES:

① INSTALL INLET PROTECTION DEVICES PER 6/C3, 7/C3 AND 8/C3 AT ALL CATCH BASINS THAT MAY RECEIVE STORMWATER RUNOFF FROM THE SITE.

② PRIOR TO IMPORTING OR EXPORTING MATERIAL FROM THE SITE, CONTRACTOR SHALL CONSTRUCT A CRUSHED ROCK CONSTRUCTION EXIT PER 1/C3.

③ CONSTRUCT INFILTRATION BASIN PER 4/C2.

④ PLACE RIPRAP PER MN/DOT STANDARD PLATE 3133.

⑤ CONTRACTOR SHALL NOT EXCAVATE THE INFILTRATION BASIN TO FINAL GRADE, OR WITHIN THREE FEET OF FINAL GRADE, UNTIL THE CONTRIBUTING DRAINAGE AREA HAS BEEN CONSTRUCTED AND FULLY STABILIZED UNLESS RIGOROUS EROSION PREVENTION AND SEDIMENT CONTROLS TO KEEP SEDIMENT AND RUNOFF COMPLETELY AWAY FROM THE INFILTRATION BASIN ARE PROVIDED.

⑥ PLACE SEDIMENT CONTROL LOG AFTER GRADING.

N

20 0 20 40
SCALE IN FEET

DATE	REVISION

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.

TIMOTHY A. EGGERICHS, P.E.
Date 8/27/21 Lic. No. 43362

DESIGNED BY: TAE
DRAWN BY: TAE
CHECKED BY: CJJ

Hakanson Anderson
Civil Engineers and Land Surveyors
3601 Thurston Ave., Anoka, Minnesota 55303
763-427-5860 FAX 763-427-0520
www.hakanson-anderson.com

CITY MOVING & STORAGE

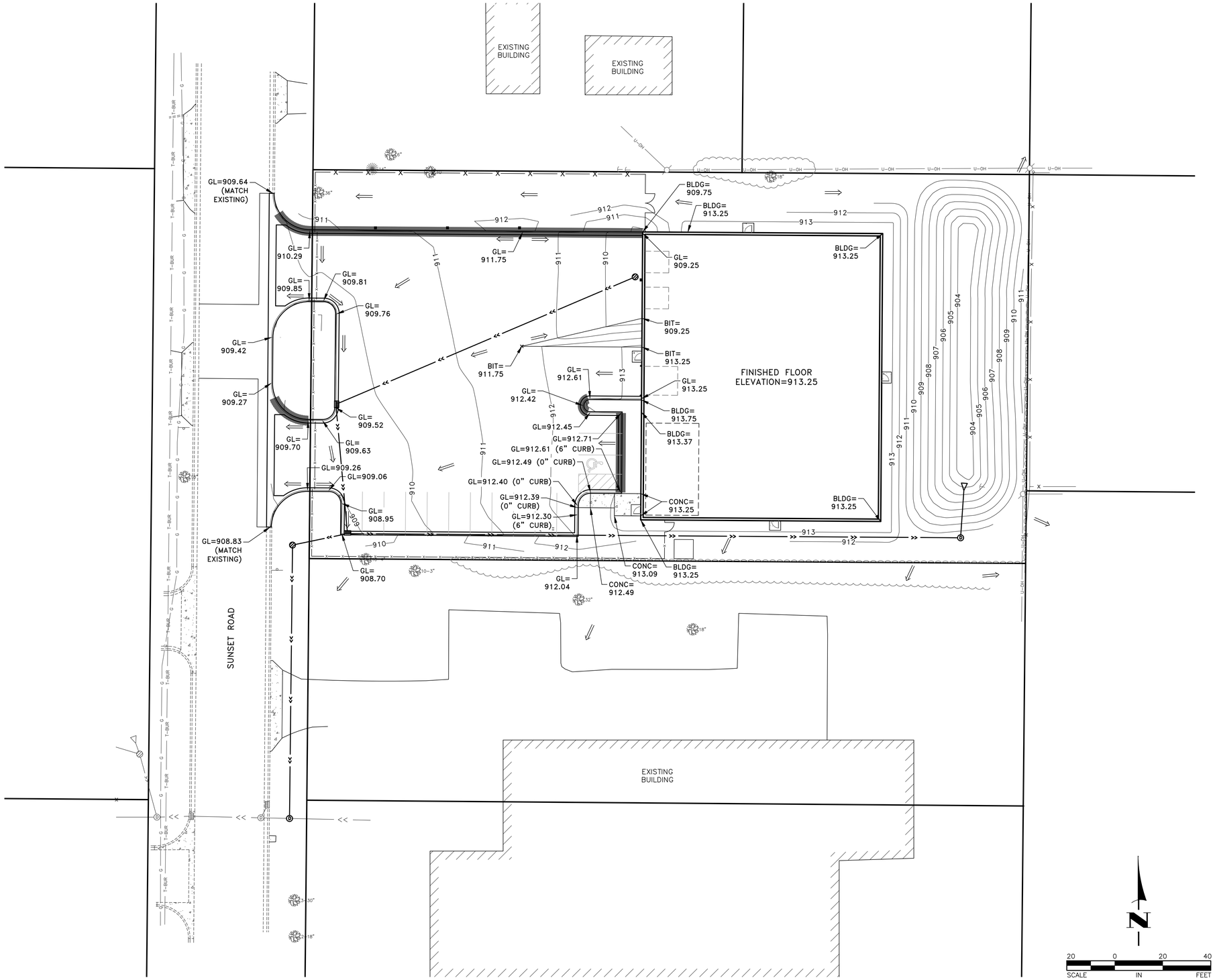
GRADING, DRAINAGE AND EROSION CONTROL PLAN

CITY OF SPRING LAKE PARK, MINNESOTA

SHEET C5 OF C8 SHEETS

4642.01

Aug 26, 2021 - 2:07pm
K:\PRIVATE\4642.01\ENGINEERING\464201_GRADING.dwg



LEGEND

- PROPOSED TIPOUT CURB PER (3/C2)
- GL= XXX.XX — GUTTER LINE ELEVATION
- BLDG= XXX.XX — GROUND ELEVATION AT BUILDING
- BIT= XXX.XX — BITUMINOUS ELEVATION
- CONC= XXX.XX — CONCRETE ELEVATION
- DRAINAGE ARROW

N

20 0 20 40
SCALE IN FEET

DATE	REVISION

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.

TIMOTHY A. EGGENBERG, P.E.
Date 8/27/21 Lic. No. 43362

DESIGNED BY: TAE
DRAWN BY: TAE
CHECKED BY: CJJ

Hakanson Anderson
Civil Engineers and Land Surveyors
3601 Thurston Ave., Anoka, Minnesota 55303
763-427-5860 FAX 763-427-0520
www.hakanson-anderson.com

CITY MOVING & STORAGE

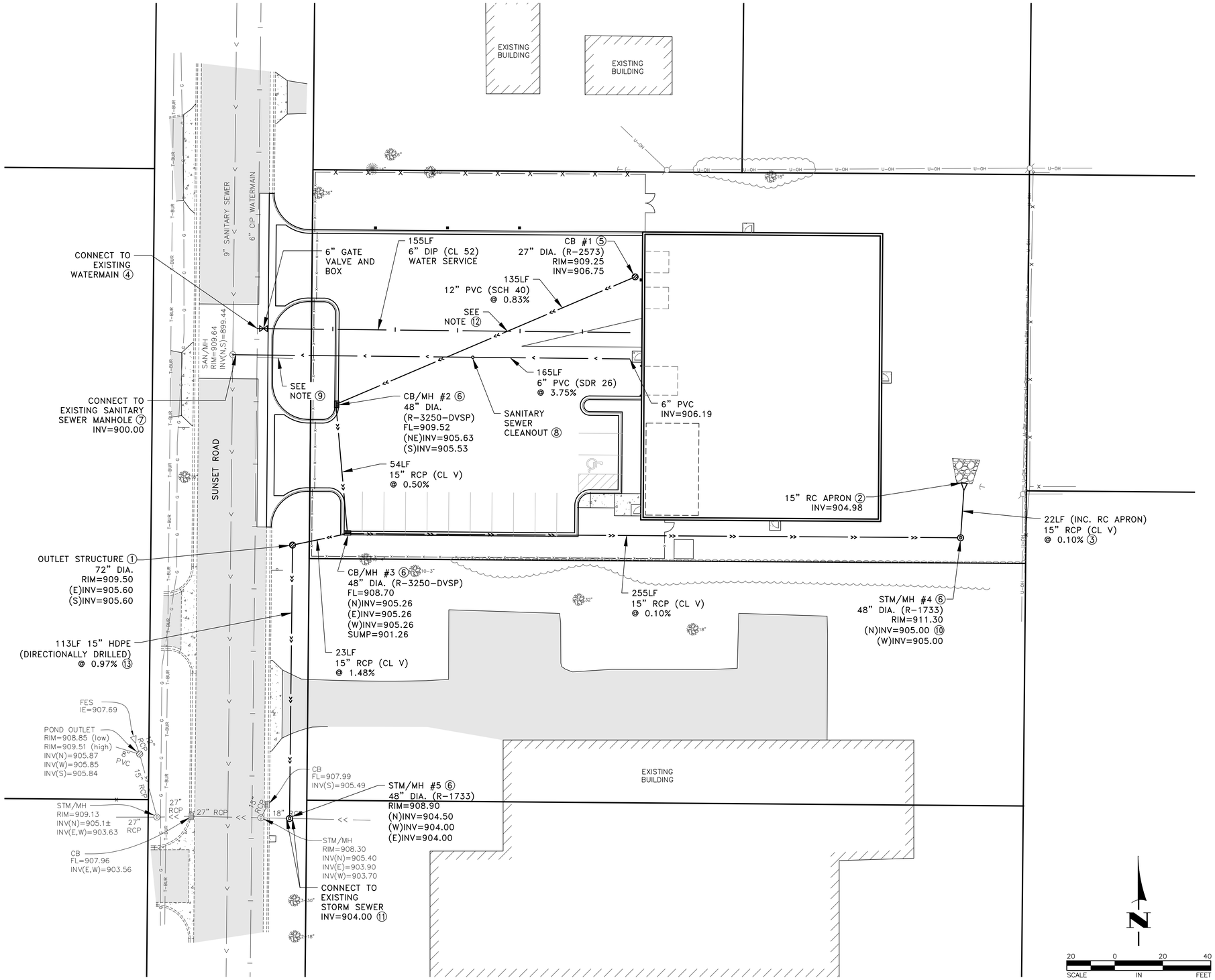
STAKING PLAN

CITY OF SPRING LAKE PARK, MINNESOTA

SHEET C6 OF C8 SHEETS

4642.01

Aug 26, 2021 - 2:07pm
K:\PRIVATE\4642.01\ENGINEERING\464201_STAKING.dwg



GENERAL NOTES:

1. CONTRACTOR SHALL APPLY FOR A DEPARTMENT OF LABOR AND INDUSTRY PERMIT PRIOR TO CONSTRUCTING ANY UNDERGROUND UTILITIES SHOWN ON THESE PLANS. CONTRACTOR SHALL ADDRESS ALL THE COMMENTS FROM THE DEPARTMENT OF LABOR AND INDUSTRY AS PART OF THE PERMIT APPLICATION PROCESS.
2. CONTRACTOR SHALL COORDINATE WITH THE UTILITY COMPANIES TO RELOCATE OR SALVAGE AND REINSTALL THEIR FACILITIES AS NECESSARY TO COMPLETE CONSTRUCTION.
3. VERIFY SEWER AND WATER SERVICE LOCATIONS AT THE PROPOSED BUILDING PRIOR TO CONSTRUCTION.
4. MAINTAIN A MINIMUM OF 7.5' OF COVER OVER THE WATER SERVICE.
5. ALL R-3250-DVSP CASTINGS SHALL HAVE 4" FRAMES.
6. CONTRACTOR SHALL CLOSE SUNSET ROAD AS NECESSARY TO CONSTRUCT SEWER AND WATER SERVICES. PRIOR TO CLOSING SUNSET ROAD, CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN TO THE CITY FOR APPROVAL.

REFERENCE NOTES:

① CONSTRUCT OUTLET STRUCTURE PER (4 / C3).
② APRON SHALL INCLUDE A TRASH GUARD.
③ TIE ALL PIPE JOINTS.
④ WATER SERVICE CONNECTION SHALL INCLUDE CUTTING IN A 6"X6" DIP TEE AND CONNECTING TO THE EXISTING WATERMAIN WITH 6" DIP SLEEVES. CONTRACTOR SHALL NOTIFY THE CITY OF SPRING LAKE PARK AND AFFECTED PROPERTY OWNERS A MINIMUM OF 3 DAYS PRIOR TO SHUTTING THE WATER OFF TO ANY PROPERTY.
⑤ CONSTRUCT CATCH BASIN PER MN/DOT STANDARD PLATE 4006-DESIGN H.
⑥ CONSTRUCT STRUCTURE PER (5 / C3).
⑦ CORE DRILL EXISTING MANHOLE AND INSTALL A WATERTIGHT BOOT.
⑧ CONSTRUCT SANITARY SEWER CLEANOUT PER (5 / C2).
⑨ A WATER SERVICE STUB MAY EXIST IN THIS LOCATION. ABANDON WATER SERVICE BY REMOVING THE PIPE AND CLOSING THE CORPORATION VALVE AT THE WATERMAIN.
⑩ PLACE A TEMPORARY PLUG IN THE NORTH STORM SEWER UNTIL THE CONTRIBUTING DRAINAGE AREA AND THE INFILTRATION BASIN HAVE PERMANENT COVER.
⑪ VERIFY EXISTING INVERT PRIOR TO THE START OF CONSTRUCTION.
⑫ CONSTRUCT WATER SERVICE SUCH THAT THERE ARE NO PIPE JOINTS WITHIN 10 FEET OF THE STORM SEWER CROSSING.
⑬ IN THE AREA OF THE DIRECTIONALLY DRILLED STORM SEWER, CONTRACTOR SHALL VERIFY THE LOCATION AND DEPTH OF THE EXISTING UTILITIES, INCLUDING ANY SEWER AND WATER SERVICES, PRIOR TO THE START OF CONSTRUCTION. ADJUSTMENTS TO THE STORM SEWER MAY HAVE TO BE MADE BASED ON THE LOCATION OF THE UTILITIES.

DATE	REVISION

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.

TIMOTHY A. EGGENBERG, P.E.
Date 8/27/21 Lic. No. 43362

DESIGNED BY:	TAE
DRAWN BY:	TAE
CHECKED BY:	CJJ

Hakanson Anderson
Civil Engineers and Land Surveyors
3601 Thurston Ave., Anoka, Minnesota 55303
763-427-5860 FAX 763-427-0520
www.hakanson-anderson.com

CITY MOVING & STORAGE

UTILITY PLAN

CITY OF SPRING LAKE PARK, MINNESOTA

SHEET C7 OF C8 SHEETS

4642.01

Aug 26, 2021 - 2:07pm
K:\PRIVATE\4642.01\ENGINEERING\4642.01_UTILITY.dwg

EXISTING BUILDING

EXISTING BUILDING

CONCRETE STOOP–SEE ARCHITECTURAL PLANS FOR DETAILS (TYP.)

PATCH BITUMINOUS PAVEMENT (1)

SUNSET ROAD

EXISTING BUILDING

LEGEND

- EXISTING BITUMINOUS PAVEMENT
- PROPOSED BITUMINOUS PAVEMENT PER (1/C2)
- PROPOSED CONCRETE WALK PER (2/C2)
- SEED MIX 25–131 (220 POUNDS/ACRE) TYPE 1 FERTILIZER (300 POUNDS/ACRE) CATEGORY 3 EROSION CONTROL BLANKET
- SEED MIX 25–131 (220 POUNDS/ACRE) TYPE 1 FERTILIZER (300 POUNDS/ACRE) HYDRAULIC MULCH MATRIX (2500 POUNDS/ACRE)
- SEED MIX 33–261 (35 POUNDS/ACRE) TYPE 1 FERTILIZER (300 POUNDS/ACRE) CATEGORY 3 EROSION CONTROL BLANKET
- SEED MIX 33–261 (35 POUNDS/ACRE) TYPE 1 FERTILIZER (300 POUNDS/ACRE) HYDRAULIC MULCH MATRIX (2500 POUNDS/ACRE)

GENERAL NOTES:

1. ALL DISTURBED AREAS SHALL BE RESTORED WITH SEED MIX, FERTILZER AND EITHER HYDRUALIC MULCH MATRIX OR EROSION CONTROL BLANKET AS SHOWN. THE INFILTRATION BASIN REQUIRES 3" OF TOPSOIL AS SHOWN ON (4/C2) AND ALL OTHER DISTURBED AREAS REQUIRE 4" OF TOPSOIL.

REFERENCE NOTES:

(1) BITUMINOUS PATCHING SECTION SHALL MATCH THE EXISTING SECTION ON SUNSET ROAD. CONSTRUCT PATCH SECTION WITH A MINIMUM CROWN OF 2%.

N

20 0 20 40
SCALE IN FEET

DATE	REVISION

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.

TIMOTHY A. EGGENBERG, P.E.
Date 8/27/21 Lic. No. 43362

DESIGNED BY:	TAE
DRAWN BY:	TAE
CHECKED BY:	CJJ

Hakanson Anderson
Civil Engineers and Land Surveyors
3601 Thurston Ave., Anoka, Minnesota 55303
763–427–5860 FAX 763–427–0520
www.hakanson–anderson.com

CITY MOVING & STORAGE

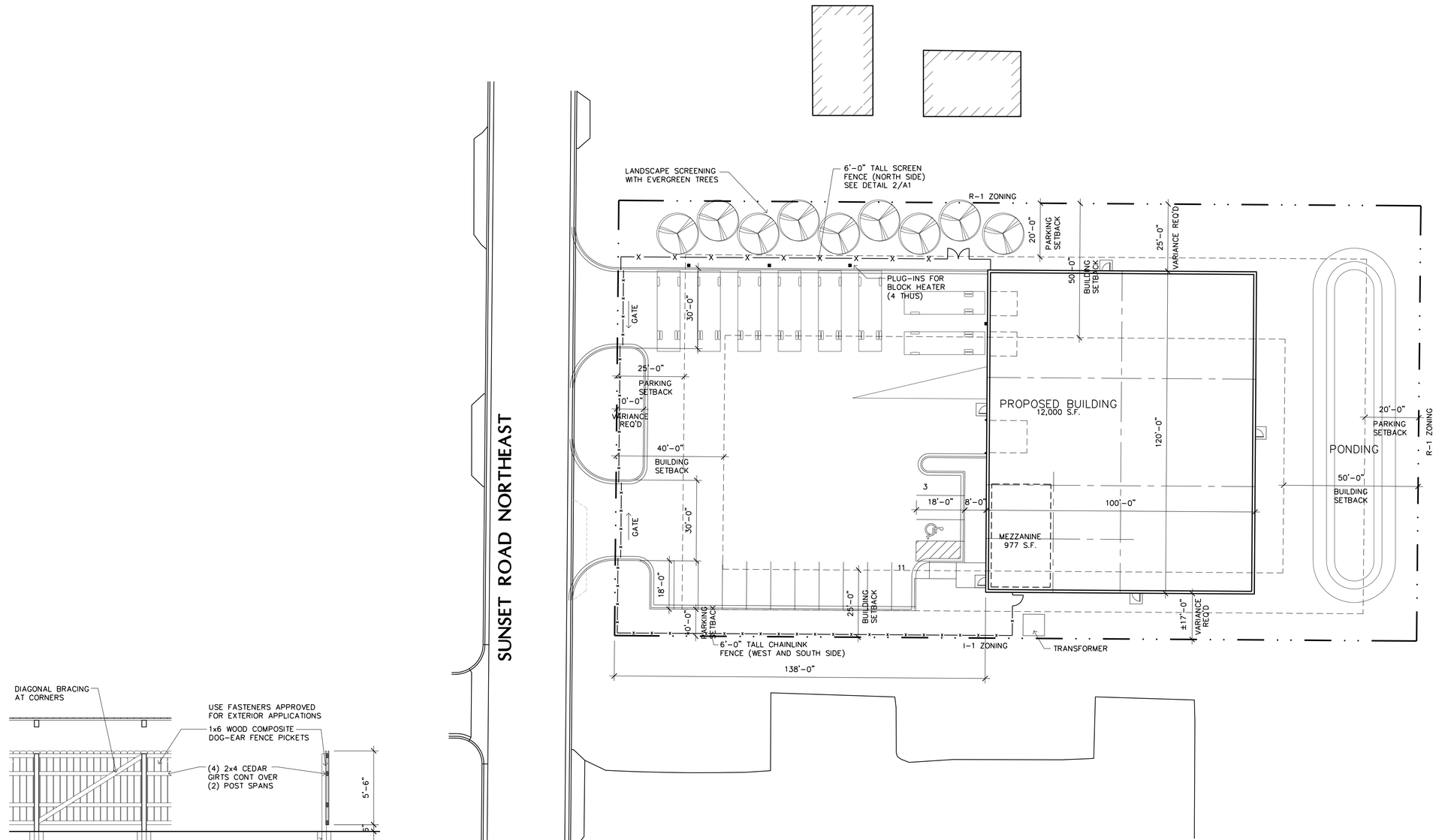
PAVING AND RESTORATION PLAN

CITY OF SPRING LAKE PARK, MINNESOTA

SHEET C8 OF C8 SHEETS

4642.01

Aug 26, 2021 – 2:07pm
K:\PRIVATE\4642.01\ENGINEERING\464201_RESTORATION.dwg



1 / A1 SITE PLAN
SCALE: 1" = 20'-0"

NORTH

SITE DATA
LOT SIZE – 48,375 S.F. 1.11 ACRES
ZONING – I-1 LIGHT INDUSTRIAL
BUILDING – 12,000 S.F. WAREHOUSE
+ 1,600 S.F. MEZZANINE
BUILDING COVERAGE – 12,000/48,375 = 24.8% < 35% MAX
IMPERVIOUS COVERAGE – ±29,955/48,375 = 61.3% < 75% MAX

PARKING DATA
OFFICE
1,600 S.F. @ 1/200 = 8 STALLS
WAREHOUSE
12,000 S.F. @ 1/2,000 = 6 STALLS
STALLS REQUIRED – 14 STALLS
STALLS PROVIDED – 14 STALLS

2 / A1 FENCE DETAIL
SCALE: 1/4" = 1'-0"

Filename: CITY MOVING AND STORAGE\CITY MOVING AND STORAGE-A1

LAMPERT ARCHITECTS
420 Summit Avenue
St. Paul, MN 55102
Phone:763.755.1211 Fax:763.757.2849
lampert@lampert-arch.com

ARCHITECT CERTIFICATION:
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 MINESOTA.

SIGNATURE
LEONARD LAMPERT
PRINTED NAME
13669
LICENSE NO.
DATE

PRELIMINARY
NOT FOR CONSTRUCTION

CITY MOVING AND STORAGE
Spring Lake Park, Minnesota

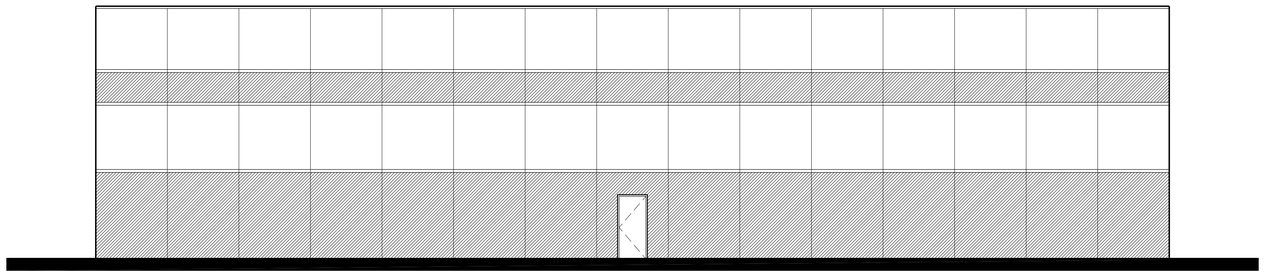
Project Designer: JAMES B
Drawn By: ALE
Checked By: LL
Revisions

9/13/21	PRELIMINARY

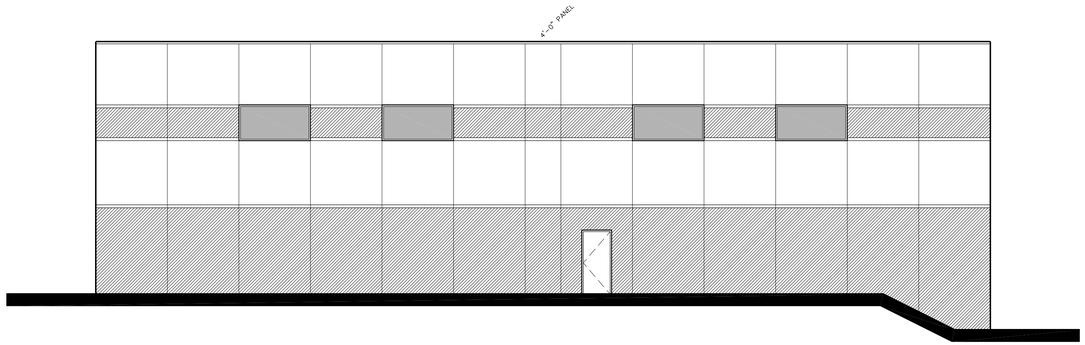
SITE PLAN

Sheet Number
A1

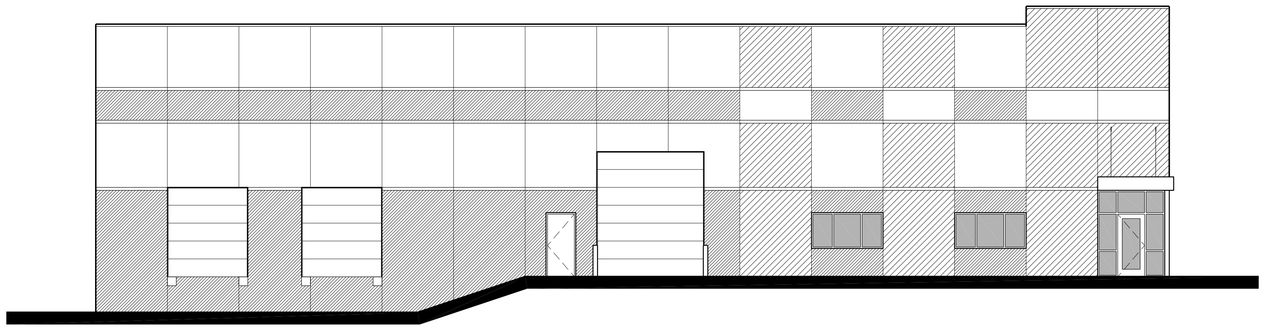
Project No. 201027-2



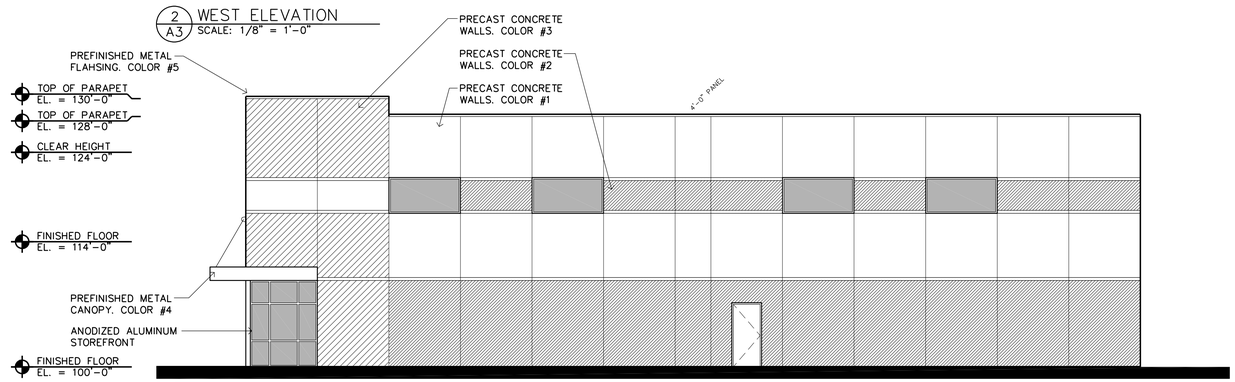
4 A3 EAST ELEVATION
SCALE: 1/8" = 1'-0"



3 A3 NORTH ELEVATION
SCALE: 1/8" = 1'-0"



2 A3 WEST ELEVATION
SCALE: 1/8" = 1'-0"



1 A3 SOUTH ELEVATION
SCALE: 1/8" = 1'-0"

Filename: CITY MOVING AND STORAGE\CITY MOVING AND STORAGE-A3

LAMPERT ARCHITECTS
420 Summit Avenue
St. Paul, MN 55102
Phone:763.755.1211 Fax:763.757.2849
lampert@lampert-arch.com

ARCHITECT CERTIFICATION:
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
LEONARD LAMPERT
PRINT NAME
13669
LICENSE #
DATE

PRELIMINARY
NOT FOR CONSTRUCTION

CITY MOVING AND STORAGE
Spring Lake Park, Minnesota

Project Designer: JAMES B
Drawn By: ALE
Checked By: LL
Revisions

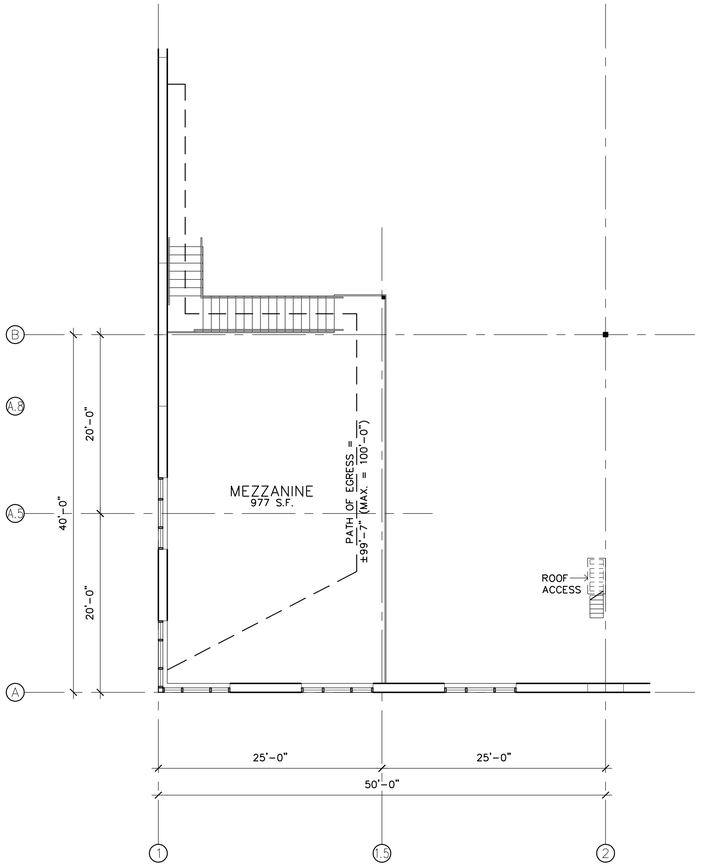
7/2/21	PRELIMINARY

BUILDING ELEVATIONS

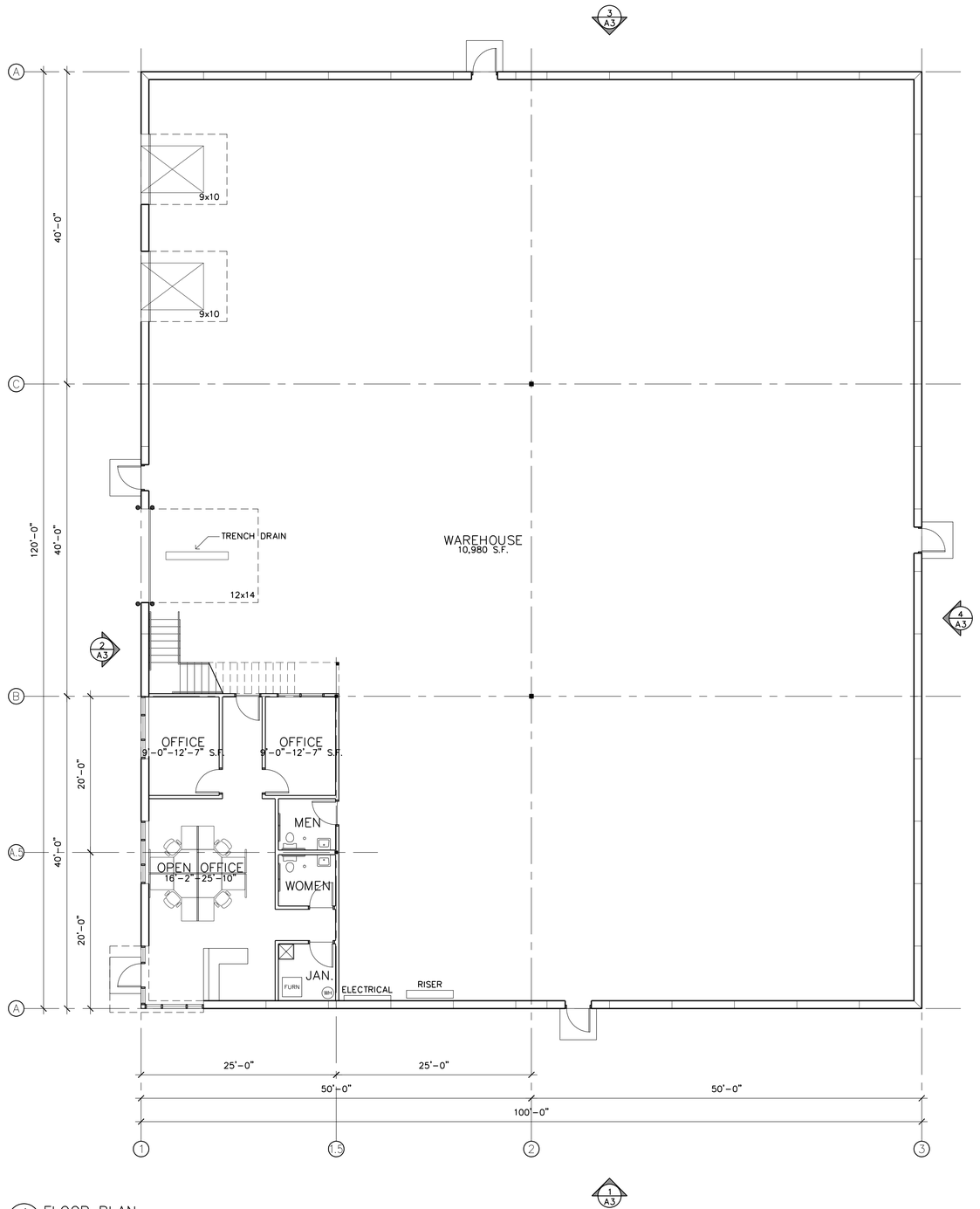
Sheet Number

A3

Project No. 201027-2



2 A2 MEZZANINE PLAN
SCALE: 1/8" = 1'-0"



1 A2 FLOOR PLAN
SCALE: 1/8" = 1'-0"

Filename: CITY MOVING AND STORAGE\CITY MOVING AND STORAGE-A2

LAMPERT ARCHITECTS
420 Summit Avenue
St. Paul, MN 55102
Phone:763.755.1211 Fax:763.757.2849
lampert@lampert-arch.com

ARCHITECT CERTIFICATION:
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
LEONARD LAMPERT
PRINT NAME
13669
LICENSE NO.
DATE

PRELIMINARY
NOT FOR CONSTRUCTION

CITY MOVING AND STORAGE
Spring Lake Park, Minnesota

Project Designer: JAMES B
Drawn By: ALE
Checked By: LL
Revisions

7/2/21	PRELIMINARY

FLOOR PLAN

Sheet Number

A2

Project No. 201027-2

B. Public Hearing - Variance from Side Yard Setback for Industrial Property next to Residential Property - 8457 Sunset Road NE

City Planner Walburg provided an overview of a request from City Moving and Storage to construct a building at 8457 Sunset Road NE. She stated that the property owner is requesting a variance from the following setback standards: north property line, 25 feet instead of 50 feet; south property line, 17 feet instead of 25 feet; and front parking setback, 10 feet instead of 25 feet. She stated that the variances will facilitate the construction of a 12,000 square foot building for an industrial use of office and storage/warehouse. She stated that a variance from the side yard setback was approved originally in May 2020, but noted that the new site plan for the property is significantly different than the original site plan, requiring a new variance approval.

Planner Walburg reviewed the request against the practical difficulties test outlined in Statute and has made the following findings in support of the proposed variance: 1) developing the property with an industrial use is reasonable on property that is guided and zoned for industrial use; 2) adhering to the side yard setback required for industrial uses is reasonable considering that the property to the north is guided for industrial uses in the City's Land Use Plan; 3) arranging the site plan so that there is a minimum of activity on the north side facing the existing single family uses is reasonable and appropriate; 4) the proposed site plan and landscape plan provide an appropriate buffer as suggested in the 2040 Comprehensive Plan policy; and 5) the request reasonably meets the criteria in the Zoning Code for approval of variances.

Chair Hansen opened the public hearing at 7:18 PM.

Cathy Lachinski, 8452 Westwood Road NE, addressed the variance by asking about the impact on residential property values in the area, traffic impacts on Westwood Road, what happens if the building changes hands, and the hardships necessitating the variance. She stated that increasing the number of businesses on Sunset Road will have a negative impact to surrounding property values. She also inquired about the quality of fencing, noting that the neighboring building's fencing needs repair.

Administrator Buchholtz stated that he would have Code Enforcement inspect the fencing at 8445 Sunset Road for compliance with the City's Property Maintenance Code. He stated that he did not believe there would be any traffic spillover from this building onto Westwood Road. He stated that if the building were to be purchased by a different party, they would still be required to follow the City's Property Maintenance Code in keeping up the property.

City Planner Walburg stated that the setback is a hardship which is not of the property owner's creation and that the residential properties to the north are guided for industrial in the City's 2040 Comprehensive Plan, which means that if an applicant wished to seek rezoning of these properties, the City would be obligated to do so.

Hearing no further comments, Chair Hansen closed the public hearing at 7:25 PM.

Motion made by Commissioner Cobbs, seconded by Commissioner Ali to recommend approval ofthe variance request for 8457 Sunset Road NE, subject to the following conditions: 1) the side setback to the north is approved at 25 feet versus the required 50 feet only if the main entrance to the building is not located on the north side and requested fence and landscaping is installed as indicated on the site plan; 2) variances to the side setback to the south and parking setback in the front yard are approved only if the entire site is fenced for security; 3) landscaping shall be provided in the north side yard as suggested on the site plan, with details to be reviewed and approved by the City Planner at the time of Site Plan review; and 4) all other details of the proposed development will be reviewed in the Site Plan review process, including grading, drainage, stormwater management, landscaping and screening, signage, lighting, number of parking spaces and other details as required by City Code.

Voting Yea: Chairperson Hansen, Commissioner Ali, Commissioner Bernhagen, Commissioner Cobbs, Commissioner Eischens, Commissioner Julien. Motion carried.

C. Public Hearing - Conditional Use Permit for Adult Daycare - 1330-1334 81st Ave NE

City Planner Walburg provided an overview of the conditional use permit request from Peaceful Adult Day Center to operate an adult day care center at 1330-1334 81st Avenue NE. She stated that this building is part of the Spring Lake Park Office Suites complex. She said that current uses in the office complex include office uses and service businesses. She noted that the applicant is not proposing any changes to the exterior of the building but would reconfigure the inside of the building to accommodate this use.

Planner Walburg noted that the City Code has outlined specific performance standards for day care uses. She stated that since the proposed use is an adult day care use and does not cater to children, flexibility could be shown to these standards. She noted that the Code requires at least 150 square feet of outdoor area for seating or exercise shall be provided for each adult under care.

Planner Walburg stated that she is recommending approval of the conditional use permit with the following conditions: 1) the applicant shall apply for and receive all applicable building permits prior to beginning work; 2) the applicant shall ensure daycare participants are secured within the building for their safety, except supervised outdoor time; 3) the applicant shall provide outdoor seating for adult daycare participants, including at least two (2) benches; and 4) the applicant shall ensure that employee and customer cars are parked only in spaces designated for use by Peaceful Adult Day Center.

Marty Fisher, Premier Commercial Properties, stated that he was representing the seller in this transaction and assisting the owner of Peaceful Adult Day Center with the application process. He stated that Ms. Hassan currently operates an adult day care facility in Fridley and found this location to be a suitable location for a second location. He stated that the clientele suffers from medical conditions such as dementia, minimizing their need for outdoor space. He said the age ranges of participates are 18-88. He said that programming includes education, counseling, and

RESOLUTION NO. 21-41

A RESOLUTION CONDITIONALLY GRANTING SITE PLAN APPROVAL TO ALLOW THE CONSTRUCTION OF AN INDUSTRIAL BUILDING AT 8457 SUNSET ROAD NE

WHEREAS, Bob Fearing, City Moving and Storage ("Applicant"), has made application for a site plan approval to construct a 12,000 square foot building for an industrial use; and

WHEREAS, the property 8457 Sunset Road NE, is legally described as follows:

The North 162 feet of Lot 18, Spring Lake Park Plat A, subject to easement of record; and

WHEREAS, the site is currently zoned I-1, Light Industrial, and the use is consistent with the 2040 Comprehensive Plan and the City's Zoning Ordinance; and

WHEREAS, the City Council approved Resolution 21-40, which grants variances for this property to bring it in conformance with the City's zoning code; and

WHEREAS, City staff has reviewed the site plan application against the site plan review criteria outlined in §16.20.060 of the Spring Lake Park City Code and has recommended approval, subject to conditions.

WHEREAS, the Spring Lake Park City Council has reviewed the application in accordance with §16.20.060 and hereby accepts the findings and recommendations of City staff.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Spring Lake Park, Minnesota that the City Council hereby grant site plan approval to Bob Fearing, City Moving and Storage, to allow the construction of an industrial building at 8457 Sunset Road NE, subject to the following conditions:

1. Stormwater management facilities for the site (including facilities within the public right-of-way) shall be considered private and shall me maintained by the property owner.
2. Applicant shall submit a copy of the watershed district permit for the site and a copy of the stormwater management facilities maintenance agreement for the site.
3. Installation of private sanitary sewer and water services shall be per Public Works Department requirements and shall be observed by the Public Works Department.
4. Driveway construction and patching of Sunset Road shall be per Public Works Department requirements and shall be observed by the Public Works Department.
5. The applicant shall submit a signage plan to be reviewed by the City Planner prior to building permit approval.
6. The applicant shall submit a landscaping plan detailing type, species and height of tree or shrub to be installed on the north side of property prior to building permit approval.

7. The applicant shall submit a lighting plan detailing the type, placement, and number of lighting devices for parking lot and building lighting, including height, wattage, direction of illumination, and expected light intensity prior to building permit approval.
8. The applicant shall comply with all conditions outlined in Resolution 21-40.

The foregoing Resolution was moved for adoption by .

Upon Vote being taken thereon, the following voted in favor thereof:

And the following voted against the same:

Whereon the Mayor declared said Resolution duly passed and adopted the 4th day of October, 2021.

APPROVED BY:

_____
Robert Nelson, Mayor

ATTEST:

_____
Daniel R. Buchholtz, City Administrator

Stantec

Planning Report

To:	Spring Lake Park City Council City of Spring Lake Park	From:	Lauren Walburg, Stantec
File:	8457 Sunset Rd NE – Site Plan Review	Date:	September 30, 2020

Re: Site Plan Review, 8457 Sunset Road NE

INTRODUCTION

The 1.1-acre Industrial site at 8457 Sunset Road NE is a rectangular parcel located in the northeast corner of Spring Lake Park in the industrial park, south of 85th Avenue NE, fronting Sunset Road NE on its west side. The site abuts existing single family homes to the north, which are guided Industrial but still occupied as single family homes. The applicant, Bob Fearing wants to build a 12,000-sq-ft building for City Moving and Storage on the I-1 zoned property. The Zoning Code requires larger setbacks from industrial to residential uses and the applicant is requesting a variance to the side yard setbacks for the project and front yard parking setback for the project. The property was previously approved for a similar variance in May 2020, however since that time the location of the building on the site has been reconfigured, requiring an amended variance.

The property is currently vacant and borders another industrial use to the south, the Eagle Brook Church to the west across Sunset Road, two single family homes to the north, and single family homes to the east, which front on Westwood Road NE.

The Planning Commission recommended approval of the variance with the staff recommended conditions at their meeting on September 27, 2021. The applicant has also requested site plan approval at this time, which this memo discusses.

Re: **Site Plan Review, 8457 Sunset Road NE**

EXISTING ZONING AND REQUIREMENTS

The property is zoned I-1: Light Industrial. Within this district, permitted uses include manufacturing, warehousing, dry cleaning, offices, and research and development/laboratory uses. Self-storage is not explicitly identified in the ordinance as a permitted, accessory, or conditional use, however, the code states that storage, warehousing, or wholesaling businesses are permitted (§16.20.030 and Appendix D). Other uses similar to the permitted uses, but not specifically identified, are also allowed, provided they comply with regulations described in the Performance Standards outlined later in the code.

Other requirements for property in the I-1 district include:

- Must provide suitable open spaces, landscaping, and parking areas (§153.056).
- Must establish a high standard of appearance and controls for external effects (such as noise, smoke, and the like) (§153.056).
- If any yards are to be landscaped, they shall be landscaped attractively with lawns, trees, shrubs, and the like. Any areas left in a natural state shall be properly maintained in a sightly and well-kept condition (§153.058).
- Impervious surfaces shall not cover more than 75 % of any zoning lot located in the commercial or industrial districts. The remainder of the zoning lot shall be covered with turf grass, native grasses, perennial flowering plants, shrubs, trees or similar landscape material sufficient to prevent soil erosion, minimize off-site stormwater runoff, and encourage natural filtration function (§153.063)

As noted above, performance standards also apply to buildings within the Light Industrial District, as guided in §153.100. These standards regulate noise, odor, exterior lighting, glare, vibration, fumes and gases, smoke, dust, hazards, and visual impacts. The site plan review process implements these regulations to ensure that development is compatible with neighboring properties and that negative external impacts are minimized.

SITE PLAN REVIEW CRITERIA

The City of Spring Lake Park's zoning ordinance also outlines site plan review criteria and application material for commercial and industrial properties. These criteria as well as information presented in the site plan review application are included below. Site plan review criteria is established in the City's code of ordinances §153.060.

1. **Complete architectural plans showing the floor plans and elevation of the proposed buildings, and identification of the use of each structure;**
   These plans are included in the application packet sheets A1 – A3.
2. **Complete plans and specifications for exterior wall finishes proposed for all principal and accessory buildings;**
   Materials to be used for exteriors of the storage facilities are included in sheet A3.
3. **Provision for off-street parking, vehicle storage, internal and external circulation, and supplementary traffic data in sufficient detail to calculate traffic generation, parking requirements;**
   Proposed parking and circulation are illustrated in sheet A1 and C8.
4. **The type and placement of signs, other than street name signs;**
   The application does not include a signage plan,
5. **The type and location of firefighting facilities;**
   Access and circulation as well as firefighting facilities are included in sheet C7
6. **The nature and extent of cut and fill and degree of soil compaction, along with related engineering data;**

Re: **Site Plan Review, 8457 Sunset Road NE**

Proposed erosion control measures and grading plans are illustrated on sheets C2 – C5. More information and issues about erosion control is included in the engineering comments.

7. **Plans and specifications for facilities for drainage of the lots, if any, and the sites, streets, highways, and alleys, including provisions of storm drainage, culverts, and appurtenant structures and reference to supplementary data for drainage;**
   A stormwater management plan, including existing and proposed storm sewers and drainage, is included in sheet C5. Additional comments regarding stormwater management are including in the engineering comments below.
8. **Plans and specifications for distribution and service lines for water supply to the building site; wells or other sources of supply;**
   Utility information and proposed locations are included in sheet C7. Additional comments regarding utilities are included in the engineering comments below.
9. **Plans and specifications for sewage and all liquid or solid waste storage and disposal facilities, including main and secondary collection lines and stub-offs from the secondary collection lines to the building site;**
   Utility information and proposed locations are included in sheet C7. Additional comments regarding utilities are included in the engineering comments below.
10. **The type, placement, and number of traffic safety signs and traffic-control devices;**
    Traffic safety devices including signs, bollards, and roadway/parking lot markings are included in sheets C8 and A1.
11. **The type, placement, and number of lighting devices for parking lot and building lighting, including height, wattage, direction of illumination, and expected light intensity;**
    The application does not include a photometric plan.
12. **Barricades and other safety devices;**
    Fence detail is shown on sheet A1.
13. **Complete landscaping and screening plans, including species and sizes of trees and shrubs proposed; and**
    Landscaping is shown on sheet A1. At the time of construction applicant should submit more details on species, sizes of trees and shrubs proposed.
14. **Complete plans for proposed sidewalks to service parking, recreation, and service areas.**
    Sidewalks and handicap accessible areas are illustrated in sheet C2.1. Additional comments regarding sidewalk requirements are listed in the engineering comments section below.

ENGINEERING COMMENTS

The City Engineer reviewed the site plan review application and identified issues to be resolved before construction. These issues include property, permits, water and stormwater, grading, and access and circulation. All comments are listed below.

1. Stormwater management facilities for the site (including facilities withing the public right-of-way) shall be considered private and shall me maintained by the property owner.
2. Applicant shall submit a copy of the watershed district permit for the site and a copy of the stormwater management facilities maintenance agreement for the site.
3. Installation of private sanitary sewer and water services shall be per Public Works Department requirements and shall be observed by the Public Works Department.
4. Driveway construction and patching of Sunset Road shall be per Public Works Department requirements and shall be observed by the Public Works Department.
   Note: Engineering review did not review the site for parking, landscaping, or lighting requirements.

Re: **Site Plan Review, 8457 Sunset Road NE**

RECOMMENDATIONS

We recommend that the site plan application be approved with the following conditions, based on the analysis provided by the City Engineer and City Planner. These conditions include:

1. Stormwater management facilities for the site (including facilities withing the public right-of-way) shall be considered private and shall me maintained by the property owner.
2. Applicant shall submit a copy of the watershed district permit for the site and a copy of the stormwater management facilities maintenance agreement for the site.
3. Installation of private sanitary sewer and water services shall be per Public Works Department requirements and shall be observed by the Public Works Department.
4. Driveway construction and patching of Sunset Road shall be per Public Works Department requirements and shall be observed by the Public Works Department.
5. The applicant shall submit a signage plan to be reviewed by the City Planner prior to building permit approval.
6. The applicant shall submit a landscaping plan detailing type, species and height of tree or shrub to be installed on the north side of property prior to building permit approval.
7. The applicant shall submit a lighting plan detailing the type, placement, and number of lighting devices for parking lot and building lighting, including height, wattage, direction of illumination, and expected light intensity prior to building permit approval.

RESOLUTION NO. 21-42

RESOLUTION GRANTING APPROVAL OF CONDITIONAL USE PERMIT FOR HLP CONSTRUCTION LLC AT 8375 SUNSET ROAD NE

WHEREAS, HLP Construction LLC (the "Applicant") submitted an application for approval of a conditional use permit to permit the operation of an automotive vehicle repair business and automotive sales business at 8375 Sunset Road NE; and

WHEREAS, the legal description for the planned unit development is as follows:

> North 110 feet of Lot 22, Spring Lake Park Plat A, subject to easement of record; and

WHEREAS, the Planning Commission considered the Applicant's request at a duly noticed Public Hearing which took place on September 27, 2021; and

WHEREAS, the Planning Commission recommended approval of the application of an automotive vehicle repair business to the City Council; and

WHEREAS, automotive sales is not a permitted use in the I-1 Zoning District.

WHEREAS, the City Council considered the application at its October 4, 2021 meeting and has made the following findings in support of approval of the conditional use permit application for operation of an automotive vehicle repair business:

1. The proposed use is a reasonable use of the property, anticipated as a Conditional Use in the I-1 zoning district.
2. The use is screened from adjacent residential uses and additional screening will be added; therefore, it is not expected to have a detrimental effect on surrounding properties or lower property values.
3. Adjacent roadways and the existing parking lot are adequate to handle anticipated traffic and vehicles using the site.
4. No changes are proposed to site grading and drainage and therefore stormwater management should be adequate as it exists now.
5. There are no unusual odors, fumes, dust, noise or vibration associated with the use, and all work will be conducted indoors.
6. No residential use is proposed on the site and therefore incompatible growth in that regard is not an issue with this use.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Spring Lake Park that the City Council does hereby approve the application made by HLP Construction LLC for a conditional use permit to permit the operation of an automobile vehicle repair business at 8375 Sunset Road NE, subject to the following conditions:

1. The applicant shall apply for and receive all applicable building permits prior to beginning work.

2. The applicant shall conduct all auto repair work inside the building with the garage door shut.
3. Hours of operation shall be 7:00am to 7:00pm, Monday through Friday and 7:00am to 3:00pm, Saturday.
4. Applicant shall provide screening to the residential properties to the east, including fencing or additional landscaping, to the satisfaction of the City Planner.
5. Outdoor storage shall be screened as soon as practical after the approval of the permit and before a certificate of occupancy is issued for the property.
6. Should the applicant decide to improve the building, the conditional use permit and conditions will be revisited to ensure compliance.

BE IT FURTHER RESOLVED that the City Council does hereby deny the applicant's request for a conditional use permit for automotive sales due to the fact that automotive sales is not an allowed use in the I-1, Light Industrial, zoning district.

The foregoing Resolution was moved for adoption by Councilmember.

Upon Vote being taken thereon, the following voted in favor thereof:

And the following voted against the same:

Whereon the Mayor declared said Resolution duly passed and adopted the 4th day of October, 2021.

APPROVED BY:

_____
Robert Nelson, Mayor

ATTEST:

_____
Daniel R. Buchholtz, City Administrator

State of Minnesota)
Counties of Anoka and Ramsey) ss
City of Spring Lake Park)

I, Daniel R. Buchholtz, duly appointed and qualified City Clerk in and for the City of Spring Lake Park, Anoka and Ramsey Counties, Minnesota, do hereby Certify that the foregoing is a true and correct copy of Resolution No. 21-42, A Resolution Granting Approval of Conditional Use Permit For HLP Construction LLC At 8375 Sunset Road, adopted by the Spring Lake Park City Council at their regular meeting on the 4th day of October, 2021.

(SEAL)

_____
Daniel R. Buchholtz, Administrator, Clerk/Treasurer

Dated: _____

Stantec

Planning Report

To:	Planning Commission City of Spring Lake Park	From:	Lauren Walburg Stantec
File:	HLP Construction LLC – Conditional Use Permit	Date:	September 27, 2021

Re: HLP Construction LLC CUP | 8375 Sunset Road NE

BACKGROUND

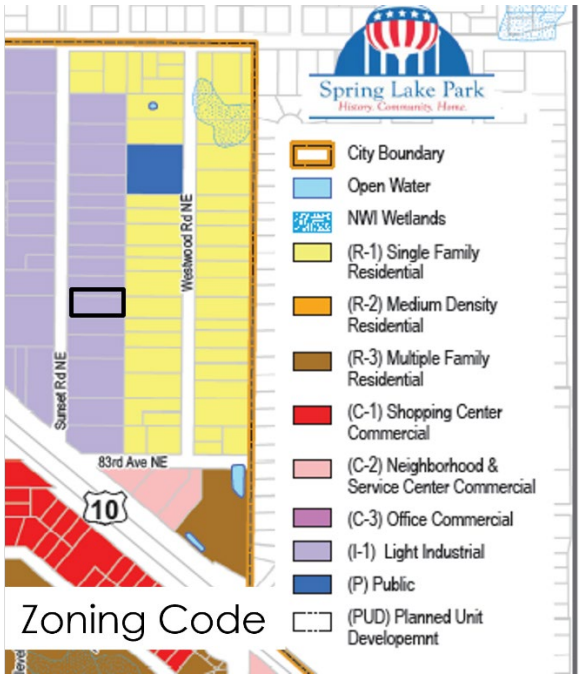
HLP Construction LLC currently operates a construction siding business at 8375 Sunset Road NE. The applicant proposes to open an auto repair and auto sale business for their company vehicles. The property is guided Commercial/Industrial and zoned I-1 Light Industrial. The siding business, categorized as light manufacturing/building materials sales and storage, is a permitted use within the I-1. The proposed auto repair use is allowed as a conditional use in the light industrial district, and automobile sales are not permitted in the district.

The site is located on the east side of Sunset Road NE and north west of the County Highway 10/Central Avenue NE interchange in the industrial park. The site is accessible by Sunset Road NE and the adjacent uses are single-family residential to the east, Aggressive Industries to the south, and industrial uses to the west and north.

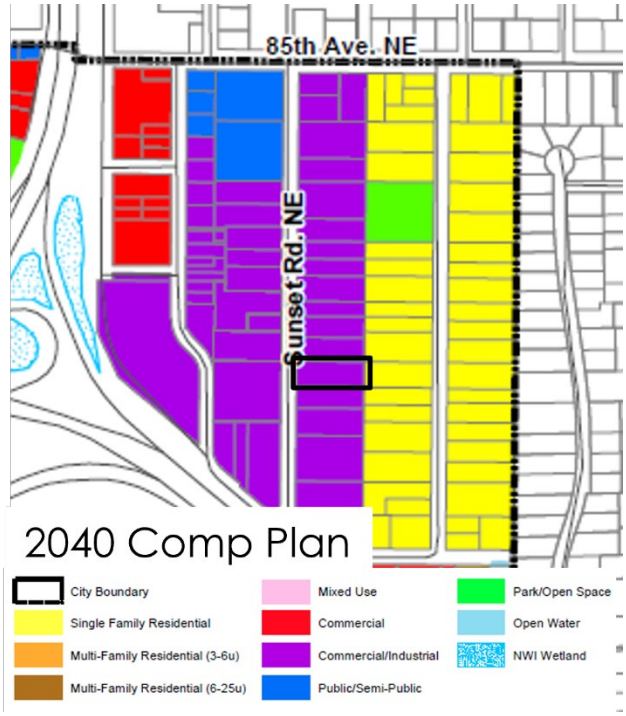
PLANNING ISSUES DISCUSSION

1) **Comprehensive Plan and Zoning.** The property is guided Commercial/Industrial in the 2040 Comprehensive Plan. The zoning is I-1: Light Industrial which is intended to provide employment opportunities and to group certain uses in locations accessible to highways for the safe and effective movement of raw materials, finished products and employees.

Reference: **HLP Construction LLC CUP | 8375 Sunset Road NE**



Zoning: I-1 Light Industrial



Land Use Guidance: Commercial/Industrial in 2040 Comprehensive Plan

Reference: HLP Construction LLC CUP | 8375 Sunset Road NE

Requirements for property in the I-1 zoning district include:

- If any yards are to be landscaped, they shall be landscaped attractively with lawns, trees, shrubs, and the like. Any areas left in a natural state shall be properly maintained in a sightly and well-kept condition (§153.058).
- Where any business or industrial use (i.e., structure, parking or storage) abuts a residential zone or use, such business or industry shall provide a buffer yard and screening along the boundary of the residential property. The buffer area and screening shall also be provided where a business or industry is across the street from a residential zone or use, but not on that side of a business or industry considered to be the front as defined by the city. (§153.064)
- All materials, supplies, merchandise, or other similar matter not on display for direct sale, rental, or lease to the ultimate consumer or user shall be stored within a completely enclosed building within the commercial and industrial districts or within the confines of an opaque wall or fence not less than six feet high. (§153.066)
- Performance standards apply to buildings within the I-1 Industrial district, as guided in §153.100. These standards regulate noise, odor, exterior lighting, glare, vibration, fumes and gases, smoke, dust, hazards, and visual impacts. The site plan review process implements these regulations to ensure that development is compatible with neighboring properties and that negative external impacts are minimized.

2) **Application Request.** Because auto repair is a conditional use within the I-1 district, the City can attach reasonable conditions to the permit to ensure the use is not harmful to neighboring properties or the community. Although the applicant is also requesting to sell vehicles at the property, auto sale is not currently a permitted use within the I-1 district, so that use is not being considered at this time. The applicant is not proposing any changes to the existing building or lot at this time, although has said that changes to the building to improve storage may be necessary in the future. If changes to the building or site are made in the future, the Planning Commission may want to revisit the conditional use permit at that time to ensure compliance.

   Currently, the property also is being used for outdoor storage of materials and vehicles. The building inspector has informed the applicant that to receive a Certificate of Occupancy and comply with City regulations, the outdoor storage will need to be fenced for screening to adjacent properties. The property also abuts a residential zone to the east, where the applicant will be required to provide a buffer yard and screening along the boundary of the residential property. The applicant will need to work with the City Planner to ensure screening and buffering to residential uses is adequate.

   Similar to other auto repair uses, the applicant proposes to conduct maintenance inside their building. The Planning Commission could also consider conditions regarding hours of operation and noise to surrounding properties. The parking lot is unstriped and relatively informal, so calculating parking spaces available is challenging. The applicant has stated that they currently have two employees working at the property, although this may increase should the auto repair use be approved. Even with increased employees, the applicant appears to have sufficient parking on-site to accommodate both their siding business and auto repair business.

3) **Conditional Use Permit.** Section §153.202 of the City of Spring Lake Park's zoning code outlines the requirements to approve a conditional use permit. This application has been analyzed with respect to those requirements, listed below. The City Council may then authorize the conditional use permit, provided the applicant has provided evidence establishing the following:

   (a) The proposed use at the particular location requested is necessary or desirable to provide a service or a facility which is in the interest of public convenience and will contribute to the general welfare of the neighborhood or community;

The auto repair use is compatible with the industrial/commercial nature of the district. The ability to conduct maintenance on their own vehicles would provide a service to the business, and the neighborhood should the applicant choose to expand this business.

(b) The use will not, under the circumstances of the particular case, be detrimental to the health, safety, morals, or general welfare of persons residing or working in the vicinity or injurious to property values or improvements in the vicinity;

The applicant will be required to provide a buffer to the residential properties to the east and provide screening for any outdoor storage on their property. The Planning Commission should also consider conditions that set reasonable hours of operation and require work to be done inside to lessen the impact on neighboring properties.

(c) The proposed use will comply with the regulations specified in this chapter for the district in which the proposed use is to be located;

The proposed use is compliant with all applicable standards in the I-1 Light Industrial district.

(d) The use is one of the conditional uses specifically listed for the district in which it is to be located;

Auto repair is considered a Conditional Use in the I-1 Light Industrial district.

(e) The proposed use shall not have a detrimental effect on the use and enjoyment of other property in the immediate vicinity;

The applicant will be required to install the buffer and screening as discussed, and the applicant is not proposing any changes to the building or site itself. The Planning Commission could also consider conditions that lessen the effect on properties in the immediate vicinity.

(f) The use will not lower property values or impact scenic views in the surrounding area;

There is existing screening to the residential properties to the east and the applicant will be required to add additional screening for their outdoor storage, improving the visual appearance of the property.

(g) Existing streets and highways and proposed access roads will be adequate to accommodate anticipated traffic;

This property can be accessed from Sunset Road NE, which is adequate to handle the minimal amount of traffic expected from this type of use.

(h) Sufficient off-street parking and loading space will be provided to serve the proposed use;

The applicant is supplying adequate parking for employees and the proposed auto repair business. The applicant has stated that currently two employees work at the property, which could increase with the addition of an auto repair business. While the parking lot is not striped, and it is difficult to assess how many parking spaces are available, an estimated 30 cars would fit on the property, which is more than adequate for the proposed uses.

(i) The use includes adequate protection for the natural drainage system and natural topography;

The applicant does not propose any changes to the property, therefore the natural drainage system and natural topography will not be affected.

(j) The proposed use includes adequate measures to prevent or control offensive odor, fumes, dust, noise, or vibration so that none of these will constitute a nuisance; and

Measures should be put in place to ensure that noise is minimal from the auto repair business, however it will not require measures to mitigate odor, fumes, dust, noise, and vibrations.

(k) The proposed use will not stimulate growth incompatible with prevailing density standards.

The applicant is not proposing any residential units as part of the project.

RECOMMENDATIONS

At this point, planning staff has no recommendation for this request. Should the Planning Commission feel that they have enough information to make a recommendation to the City Council, the following conditions could be included. If the Planning Commission feels that more information is needed to make a recommendation to the City Council, the PC could consider continuing the request to their next meeting.

1) The applicant shall apply for and receive all applicable building permits prior to beginning work.
2) The applicant shall conduct auto repair work inside the building, with the garage door shut.
3) Hours of operation shall be 7am to 9pm seven days per week (or as modified by City Council).
4) Applicant shall provide screening to the residential properties to the east, including fencing or additional landscaping, to the satisfaction of the City Planner.
5) Outdoor storage shall be screened as soon as practical after the approval of the permit, and before a certificate of occupancy is issued for the property.
6) Should the applicant decide to improve the building, the conditional use permit and conditions will be revisited to ensure compliance.

FINDINGS OF FACT

We recommend the following findings of fact for approval of the Conditional Use Permit:

1) The proposed use is a reasonable use of the property, anticipated as a Conditional Use in the I-1 zoning district.
2) The use is screened from adjacent residential uses and additional screening will be added, therefore it is not expected to have a detrimental effect on surrounding properties or lower property values.
3) Adjacent roadways and the existing parking lot are adequate to handle anticipated traffic and vehicles using the site.
4) No changes are proposed to site grading and drainage and therefore stormwater management should be adequate as it exists now.
5) There are no unusual odors, fumes, dust, noise or vibration associated with the use, and all work will be conducted indoors.

Reference: **HLP Construction LLC CUP | 8375 Sunset Road NE**

6) No residential use is proposed on the site and therefore incompatible growth in that regard is not an issue with this use.

Spring Lake Park
Historic Community Home

City of Spring Lake Park
1301 81st Avenue NE
Spring Lake Park, MN 55432
763-784-6491 (p) 763-792-7257 (f)
info@slpmn.org

For Office Use Only	
Case Number:	
Fee Paid:	8/11/21
Received by:	JRB
Date Filed:	8/11/21
Date Complete:	
Base Fee: $500.00	Escrow: $1,500.00

DEVELOPMENT APPLICATION

TYPE OF APPLICATION (Check All That Apply)

☐ Appeal	☐ Site Plan/Building Plan Review	☐ Minor Subdivision
☐ Comprehensive Plan Amendment	☐ Conceptual Plan Review	☐ Lot Combination
☐ Ordinance Amendment (Text)	☒ Conditional Use Permit	☐ Preliminary Plat
☐ Rezoning	☐ Variance	☐ Final Plat
☐ Planned Unit Development	☐ Street or Easement Vacation	☐ Other_____

PROPERTY INFORMATION

Street Address: 8375 Sunset Rd Spring Lake Park, MN 55432
Property Identification Number (PIN#): Current Zoning: Industrial
Legal Description (Attach if necessary):

APPLICANT INFORMATION

Name: Hector Lara Mendoza	Business Name: HLP Construction LLC	
Address: 16331 Reeder Rd		
City Eden Prairie	State: MN	Zip Code: 55347
Telephone: 763-746-6375	Fax: N/A	E-mail: hlpconstruction11@hotmail.com
Contact: N/A		Title:

OWNER INFORMATION (If different from applicant)

Name:	Business Name:	
Address:		
City	State:	Zip Code:
Telephone:	Fax:	E-mail:
Contact:		Title:

DESCRIPTION OF REQUEST (attach additional information if needed)

Existing Use of Property: some material storage, parking lot for company vehicles.
Nature of Proposed Use: To create more efficient and organized storage unit for the company.
Reason(s) to Approve Request: It benefits our business. Would be more visually pleasing to surrounding neighboring businesses

PREVIOUS APPLICATIONS PERTAINING TO THE SUBJECT SITE

Project Name:	Date of Application:
Nature of Request:	

NOTE: Applications only accepted with ALL required support documents.
See City Code

APPLICATION FEES AND EXPENSES:

The City of Spring Lake Park requires all applicants to reimburse the City for any and all costs incurred by the City to review and act upon applications.

The application fee includes administrative costs which are necessary to process the application. The escrow fee will include all charges for staff time by the City Planner, City Engineer, City Attorney, and/or any other consultants as needed to process the application.

Minnesota Statute § 471.462 requires all cities to provide, upon request, a nonbinding estimate of consulting fees in connection with applications for permits, licenses, or other approvals relating to real estate development or construction. If the applicant requests the estimate, the application shall not be deemed complete until the City has (1) provided an estimate to the applicant; (2) received the required application fees, as specified by the City; (3) received a signed acceptance of the fee estimate from the applicant; and (4) received a signed statement that the applicant has not relied on the estimate of fees in its decision to proceed with the final application from the applicant.

The City will track all consultant costs associated with the application. If these costs are projected to exceed the money initially deposited to your escrow account, you will be notified in the manner that you have identified below that additional monies are required in order for your application process to continue. If you choose to terminate the application (notice must be in writing), you will be responsible for all costs incurred to that point. If you choose to continue the process you will be billed for the additional monies and an explanation of expenses will be furnished. Remittance of these additional fees will be due within thirty (30) days from the date the invoice is mailed. If payment is not received as required by this agreement, the City may approve a special assessment for which the property owner specifically agrees to be to be assessed for 100 percent per annum and waives any and all appeals under Minnesota Statutes Section 429.081 as amended. ***All fees and expenses are due whether the application is approved or denied.***

With my signature below, I hereby acknowledge that I have read this agreement in its entirety and understand the terms herein. ***I agree to pay to the City all costs incurred during the review process as set forth in this Agreement.*** This includes any and all expenses that exceed the initial Escrow Deposit to be paid within 30 days of billing notification. I further understand that the application process will be terminated if payment is not made and application may be denied for failure to reimburse City for costs. I further understand that the City may approve a special assessment against my property for any unpaid escrows and that I specifically waive any and all appeals under Minnesota Statutes 429.081, as amended.

I wish to be notified of additional costs in the following manner (select one):

☑ E-mail hlpconstructionllc@hotmail.com ☐ Fax _____ ☐ USPS – Certified Mail

I, the undersigned, hereby apply for the considerations described above and declare that the information and materials submitted in support of this application are in compliance with adopted City policy and ordinance requirements are complete to the best of my knowledge.

I acknowledge that I have read the statement entitled "Application Fees and Expenses" as listed above.

I understand that this application will be processed in accordance with established City review procedures and Minnesota Statutes Section 15.99 as amended, at such time as it is determined to be complete. Pursuant to Minnesota Statutes Section 15.99, the City will notify the applicant within fifteen (15) business days from the filing date of any incomplete or other information necessary to complete the application, including all four requirements of Minnesota Statute § 471.462, should I request a written estimate of consultant fees. Failure on my part to supply all necessary information as requested by the City may be cause for denying this application.

Applicant: Hector Lara Mandragon Date: 08/05/21

Owner: _____ Date: 08/05/21

NOTE: Applications only accepted with ALL required support documents.
See City Code

City of Spring Lake Park
Conditional Use Permit Worksheet

A conditional use permit cannot be approved unless the Planning and Zoning Commission and the City Council make certain findings and recommendations. Please provide a response on how/why your project meets the below stated criteria. Use additional sheets if necessary. If some items are not applicable for your project, write N/A. Contact the Zoning Administrator with any questions.

1. That the proposed use at the particular location requested is necessary or desirable to provide a service or a facility which is in the interest of public convenience and will contribute to the general welfare of the neighborhood or community. Yes because the proposed use will boost our business. when businesses in an area do well so does the community around it.

2. That the use will not be detrimental to the health, safety, morals, or general welfare of persons residing or working in the vicinity of the use or injurious to property values/improvements within the vicinity of the use. The proposed use will add efficient storage to empty space that will help the business store things neatly and organized. thus boosting the safety and improve the property.

3. That the proposed use will comply with the regulations specified in Chapter 153 of the Zoning Code. If it didn't we wouldn't be allowed to move forward with our use.

4. That the proposed use shall not have a detrimental effect on the use and enjoyment of other property in the immediate vicinity. The is zero possibility of that happening. our use will not interfere and does not involve other properties.

5. That the use will not lower property values or impact scenic views in the surrounding area. Will not. matter of fact it will add to the scenic view because our use will be a quality build

6. That existing utilities, streets, highways and proposed access roads will be adequate to accommodate anticipated traffic. Yes, there is not going to be a surge of traffic because that's not its intended use.

7. That the use includes adequate protection for the natural drainage system and natural topography. Yes

8. That the proposed use includes adequate measures to prevent or control offensive odor, fumes, dust, noise or vibration so that none of these will constitute a nuisance. N/A

9. That the proposed use will not stimulate growth incompatible with prevailing density standards. No it will not stimulate incompatible growth, because that is not the intended use.

Hector,

The City received your application for a CUP on August 6, 2021. In reviewing the application, the escrow amount ($1,500) and the CUP application fee ($500) has not been paid. As such, pursuant to M.S. 15.99, the application is deemed incomplete. Please submit the $1500 escrow amount and $500 application fee at your earliest convenience. If we receive the application fee by September 2, 2021, we can proceed with the public hearing at the September 27, 2021 City Council meeting.

I have copied the Cities Administrator on this email. Dan Buchholtz is the contact for the CUP process.

Regards

Jeff Baker, CBO, CFI-II
Building Official/Fire Marshal
City of Spring Lake Park
1301 81st Ave NE
Spring Lake Park MN 55432
763-792-7212

Spring Lake Park

www.slpmn.org

E. Public Hearing - Conditional Use Permit to Operate Construction Business with Auto Repair and Outdoor Storage - 8375 Sunset Road

City Planner Walburg provided an overview of the conditional use permit request where the applicant proposes to open an auto repair and auto sale business. She stated the proposed auto sales use is allowed as a conditional use in the I-1, Light Industrial, district, but that automobile sales are not permitted in the district.

Planner Walburg stated that she is recommending approval of the conditional use permit for the auto repair business with the following conditions: 1) the applicant shall apply for and receive all applicable building permits prior to beginning work; 2) the applicant shall conduct auto repair work inside the building, with the garage door shut; 3) hours of operation shall be 7:00 AM to 9:00 PM seven days per week (or as modified by the City Council); 4) applicant shall provide screening to the residential properties to the east, including fencing or additional landscaping, to the satisfaction of the City Planner; 5) outdoor storage shall be screened as soon as practical after the approval of the permit, and before a certificate of occupancy is issued for the property; and 6) should the applicant decide to improve the building, the conditional use permit and conditions will be revised to ensure compliance.

Building Official Baker stated that he discovered the use in operation during a fire inspection. He stated that the applicant shared with him his desire to operate auto repair in the rear of the building and possibly selling vehicles or tools in the front. He said the building is in good condition.

Chair Hansen opened the public hearing at 8:26 PM.

Hector Lura, 8375 Sunset Road NE, stated that he purchased the building in 2021. He stated that the building is well formatted for auto repair. He stated that he would like to repair damaged cars on site, and use the office space in the front of the building as a dealership to sell those vehicles. He stated that he would build a nice fence along the east, south and north property lines to screen the damaged vehicles.

Administrator Buchholtz noted that auto sales use is not an allowed use in the I-1 district. Mr. Lura stated that he will need to determine a different use for the front area. Administrator Buchholtz stated that Mr. Lura should approach City staff when that use is identified so it can be determined if additional zoning approvals are required.

Hearing no public comment, Chair Hansen closed the public hearing at 8:36 PM.

Commissioner Bernhagen inquired about business hours. Mr. Lura stated that business hours would be Monday through Friday, 7:00 AM to 7:00 PM and Saturday, 7:00 AM to 4:00 PM. Commissioner Bernhagen expressed his preference for these hours rather than the City Planner's recommendation.

Motion made by Commissioner Bernhagen, seconded by Commissioner Julien, to recommend approval of the conditional use permit with the following conditions: 1) the applicant shall apply for and receive all applicable building permits prior to beginning work; 2) the applicant shall conduct auto repair work inside the building, with the garage door shut; 3) hours of operation shall be 7:00 AM to 7:00 PM, Monday through Friday and 7:00 AM to 4:00 PM on Saturday; 4) applicant shall provide screening to the residential properties to the east, including fencing or additional landscaping, to the satisfaction of the City Planner; 5) outdoor storage shall be screened as soon as practical after the approval of the permit, and before a certificate of occupancy is issued for the property; and 6) should the applicant decide to improve the building, the conditional use permit and conditions will be revised to ensure compliance.

Voting Yea: Chairperson Hansen, Commissioner Ali, Commissioner Bernhagen, Commissioner Cobbs, Commissioner Eischens, Commissioner Julien. Motion carried.

6. NEW BUSINESS

A. Review 2022 Street Improvement Project for Compliance with Comprehensive Plan

Administrator Buchholtz provided an overview of the 2022 Street Improvement Project, which includes the reconstruction of Garfield Street, Hayes Street and 80th Avenue NE. He stated that M.S. 429 states that the Planning Commission must review the project for compliance with the Comprehensive Plan. He stated that the proposed project does comply with the 2040 Comprehensive Plan, fulfilling a policy that states that the city "continue regular maintenance of existing City streets, including reconstruction of older streets as necessary."

Motion made by Commissioner Cobbs, seconded by Commissioner Julien to find that the proposed 2022 Street Improvement Project complies with the City's 2040 Comprehensive Plan and to authorize Chair Hansen to submit a letter to the City Council communicating that finding.

Voting Yea: Chairperson Hansen, Commissioner Ali, Commissioner Bernhagen, Commissioner Cobbs, Commissioner Eischens, Commissioner Julien. Motion carried.

7. OTHER

A. Administrator Report – No report.

8. ADJOURN

Motion made by Commissioner Eischens, seconded by Commissioner Julien, to adjourn.

Voting Yea: Chairperson Hansen, Commissioner Ali, Commissioner Bernhagen, Commissioner Cobbs, Commissioner Eischens, Commissioner Julien. Motion carried.

The meeting was adjourned at 8:45 PM.

City of Spring Lake Park

Engineer's Project Status Report

To:	Council Members and Staff	Re:	**Status Report for 10.04.21 Meeting**
From:	Phil Gravel	File No.:	R-18GEN

Note: Updated information is shown in *italics.*

2021 MS4 Permit and SWPPP Update (193805251). Annual Report and Public Meeting due by June 30th. Pond, structural BMP, and outfall inspections due by July 31st. Program analysis due in December. Coordination with CCWD related to TMDL information will happen as needed. The application has been submitted to MPCA for their review. Annual Public Meeting was held on July 6, 2021. Ordinance updates have been processed.

Risk and Resiliency Assessment (RRA) and Emergency Response Plan (ERP) – Water System (193805314). This is an assessment and evaluation of the water system based on requirements of the Environmental Protection Agency (EPA) and Department of Homeland Security (DHS). ERP completion by 12/30/21.
The RRA was completed and certified by the EPA at the end of June. *The next step is the completion of the ERP. The target date for completing the ERP is November 15, 2021.*

Utilities for 525 Osborn Road Project (193805012). This city project was for off-site utilities for 525 Osborne Rd. Construction was completed in 2020. *Final Contractor payment will be processed one final close-out documents are received from Contractor.*

Suite Living Spring Lake Park (Hampton Cos. project at 525 Osborne). Utility connections have been made. *Site work continues – developer needs to complete restoration at Spring Crest Estates.*

Stormwater Utility Plan (193804944). The city is considering a stormwater utility charge. Ordinance has been processed. *The next step is to work with billing department on implementation set-up.*

2021 Sewer Lining Project (193805204). This project included lining in the general area between Terrace and Monroe and south of 81st Avenue. Terry Randall is watching this project. Construction Contracts have been signed. *A Preconstruction Conference was held on September 30th.*

2021 Street Seal Coat and Crack Repair Project (193805205). The 2021 area is the area south of 81st Ave. and west of Monroe St. Crack repair, seal coat, and sweeping has been completed. *Final contractor payment will be processes when documents are received from Contractor.*

Sidewalk Project: Possible sidewalk improvements in Triangle Park and at City Hall. This work will be delayed until 2022 and may be combined with the 2022 Street Project.

2022 Street Improvements Project (193805383). This project will include pavement replacement in the Garfield-Hayes neighborhood. Resolution ordering Feasibility Report approved on July 19th. Feasibility Report was received on Sept. 7th. Neighborhood open house was on September 13th. *Public Improvement Hearing will be on October 4th.*

2021 Storm Pond and Basin Inspections: Staff has inspected storm ponds in the area east of TH65 and north of 81st Ave. in 2021. Repair work on many of the city (public) ponds has been completed. *Letters have been sent to owners of private ponds to inform them of required maintenance.*

9-29-21 Status of Spring Lake Park Cellular Antenna Installations on Water Towers:

- **2021 T-Mobile/Sprint antennae replacement on Arthur Street tower**. This is a new request based on a 12-30-20 email message from Shane Bagley of Begley Wireless Consultants to Dan Buchholtz. Construction Drawings (CDs) prepared by Fullerton Engineering Design (dated 12/15/20 and updated 5/25/21). A second Construction Documents (CDs) Review memo was sent to applicant on 6/8/2021. *CDs are okay - remaining issues will be resolved at Preconstruction Conference. Lease negotiations complete as of 9/20/21 with approval of Lease Amendment #4. Contractor will need to provide insurance certificate and bond.*

- **T-Mobile Antenna Maintenance on Able Street Tower (2020 Anchor)**. This project includes antennae replacement. The contact person for the design is Tom Jemilo at insite inc. Review of the Construction Drawings (CDs) for this project were approved on 9/29/20. The Second Amendment to T-Mobile Lease Agreement was approved in January 2021. Preconstruction Conference was held with Premise Electrical on 2/17/21. The Electrical portion of the work was done as of 4/5/21. The antenna work has been completed. 9/20/21 msg to contractor: *They need to remove the unused conduit as shown on the drawings and discussed at the pre-con. This project is **not** OK to finalize.*

- **T-Mobile Utility Upgrade/Generator - Able Street Tower (Network Hardening)**. Contact people for the project are Tom Jemilo at insite inc. and Jason Bayer from JDR (contractor). Review of the drawings was completed in 2020. Precon was held on 1/13/21. Construction was substantially complete as of 2/9/21. Natural gas has been installed. Generator has been startup has been completed. *Restoration is an issue (5/12/21): The turf not acceptable, fence is broken. Photos have been sent to the Contractor. 7/13/21: No Change. Site will be inspected this week.* 9/20/21: This project is acceptable from an inspection standpoint. The City and the Contractor can take the next steps to finalizing the project

- **2019-2021 Verizon on Arthur Street tower**. This is a new installation. The contact person is Michael Raia of TechScape. Revised Construction Drawings labeled Revision E were submitted in March 2019 and are considered approvable. Final Lease was approved by city council on October 21, 2019. *Construction may not occur until late 2021.*

- **2021 Clearwire equipment removal from Able Street tower (MS52XC144)**. Equipment removal project (from Qualtek Wireless - fall of 2020). City Building Permit Number for this project is 2020-00449. Plans have been reviewed by engineering/public works. Precon was on March 20, 2021 (minutes sent on 4/2/21). Construction started on April 28, 2021. Removal work on tank has been completed. 7/13/21: Tom Slack has completed his paint touch-up work. Clearwire said that they planned to remove concrete pad and finish site restoration. 9/20/21: This project is acceptable from an inspection standpoint. 9/27/21: *City and Contractor can take the next steps to finalizing the project – Qualtek would like to close out permit 2020-00449.*

Feel free to contact Harlan Olson, Phil Carlson, Jim Engfer, Mark Rolfs, Marc Janovec, Peter Allen, or me if you have any questions or require any additional information.

CORRESPONDENCE

DEPARTMENT OF TRANSPORTATION

Metro District
1500 W. Co. Rd. B2
Roseville, MN 55113

September 15th, 2021

Daniel Buchholtz
City of Spring Lake Park
1301 81st Ave. N.E.
Spring Lake Park, MN 55432

RE: Trunk Highway 65 Planning and Environmental Linkages Study – Notification of Adoption

Greetings,

Following up from our last correspondence in September, the Minnesota Department of Transportation and Federal Highway Administration's Highway 65 Planning and Environmental Linkages (PEL) Study has finalized the PEL Report. This letter serves as notification of the TH 65 PEL adoption, including all analysis and recommendations.

The TH 65 PEL study area includes about 7 miles of TH 65 from 81st Avenue NE (just south of County State Aid Highway [CSAH] 10) in Spring Lake Park through Blaine, to Bunker Lake Boulevard in Ham Lake, with a ½ mile buffer on either side. TH 65 is a vital link for traffic traveling between the Twin Cities urban core and northern suburban and exurban communities.

The goal of this study was to examine a range of alternatives that address capacity, access, mobility, and safety issues. Using a robust engagement process, the study developed several alternatives and progressed through three screening phases. The range of alternatives identified in the final report will be carried forward as recommended for post-study formal NEPA process and more detailed design when funding becomes available.

The final signed report including all appendices are located here. Please contact me at jennifer.wiltgen@state.mn.us or (612) 499-7984 or Philip Forst at phil.forst@dot.gov or (651) 291-6110 for questions or additional information.

Sincerely,

Jennifer Wiltgen
Digitally signed by Jennifer Wiltgen
Date: 2021.09.15 18:42:23 -05'00'

Jennifer Wiltgen
North Area Coordinator
MnDOT Metro District
TH 65 PEL Project Manager

CC:
Philip Forst, FHWA
Lynn Clarkowski, MnDOT
Lisa Elliott, MnDOT
Curt Kobilarcsik, MnDOT
Melissa Barnes, MnDOT

PLANNING AND ENVIRONMENTAL LINKAGES STUDY

Trunk Highway 65
State Project: 0208-161

From 81st Avenue to Bunker Lake Blvd. in
Cities of Spring Lake Park, Blaine, and Ham Lake, in Anoka County, Minnesota

Submitted pursuant to 23 USC 168 & 23 CFR 450
By the
U.S. Department of Transportation
Federal Highway Administration and
Minnesota Department of Transportation
for

Planning product identifying alternatives that would be carried forward into future project development. The planning product is to be used in future NEPA analyses within the study area unless substantial new information is introduced by the project sponsor or FHWA that would make it prudent to reconsider the evaluation of alternatives and assessment of effects.

Contacts:

FHWA: Phil Forst
Environmental Specialist
Cray Plaza
180 5th Street E, Suite 930
St. Paul, MN 55101-1857
Phone: 651-291-6110

MnDOT: Melissa Barnes
Project Manager
MnDOT District Metro
1500 County Road B2 West
Roseville, MN
Phone: 612-499-8729

Recommended for approval by:

_____
MnDOT – Metro District Director of Program Delivery Date

Approved by:

_____
MnDOT – Chief Environmental Officer Date

Approved by:

_____
FHWA – Program Development Engineer Date

This document is available in alternative formats to individuals with disabilities by calling the Minnesota Relay Service at 1-800-627-3529.

TH 65 Planning and Environmental Linkages (PEL) Study

Final PEL Study Report

June 2021

DEPARTMENT OF TRANSPORTATION

Table of Contents

Tables

Figures

Acronym / Terms List

Term	Definition	Term	Definition
AA	Alternatives Analysis	PEL	Planning and Environmental Linkages
CSAH	County State Aid Highway	PMT	Project Management Team
DDI	Diverging Diamond Interchange	SHPO	State Historic Preservation Office
DOI	United States Department of the Interior	SPUI	Single Point Urban Interchange
EJ	Environmental Justice	TAC	Technical Advisory Committee
EO	Executive Order	TDM	Travel Demand Management
EPA	United States Environmental Protection Agency	TH	Trunk Highway (e.g. TH 65)
FHWA	Federal Highway Administration	TPP	Transportation Policy Plan
FTA	Federal Transit Administration	TSMO	Transportation Systems Management Options
GIS	Geographic Information Systems	US	United States Highway (e.g. US 10)
HPDP	Highway Project Development Process	USACE	United States Army Corps of Engineers
LOS	Level of Service	USFWS	United States Fish and Wildlife Service
MMLOS	Multi-modal Level of Service		
MnDOT	Minnesota Department of Transportation		
MnDNR	Minnesota Department of Natural Resources		
Mph	Miles per hour		
MPCA	Minnesota Pollution Control Agency		
NEPA	National Environmental Policy Act		
NHPA	National Historic Preservation Act		
NPS	National Park Service		
NRHP	National Register of Historic Places		
NWI	National Wetlands Inventory		
OSA	Office of the State Archaeologist		
PAC	Public Advisory Committee		

Agency Authority and Support

The Federal Highway Administration (FHWA) has developed the Planning and Environmental Linkages (PEL) approach to accelerate project delivery by linking the planning process with the National Environmental Policy Act (NEPA). FHWA has been involved throughout the Trunk Highway (TH) 65 PEL Study process and provided concurrence at multiple stages throughout the process. The Minnesota Department of Transportation (MnDOT) is the local agency that led the study process. This report is to be used in future NEPA analyses within the study area unless new information is introduced by the project sponsor or FHWA. This study has been prepared in accordance with 23 U.S.C. 168 (Integration of planning and environmental review) and other FHWA policy on PEL process.

Local Agency Support

The following local agencies have been involved throughout the study process and have long supported improvements in the area. After participating in the three levels of screening evaluation through TAC meetings, and providing a robust public information and community comment period, these agencies found the PEL process to be a valuable tool in the alternatives decision-making process resulting in a flexible corridor vision. They support the recommendation of the eight section-wide alternatives that were determined to move forward to NEPA.

When individual projects move into future environmental review processes, they are committed to providing continued support and participation. See Appendix C: Letters of Support for letters.

- Anoka County
- City of Blaine
- City of Ham Lake
- City of Spring Lake Park
- Metropolitan Council

Acknowledgements

The following staff were involved in the development of the TH 65 PEL:

Project Management Team

MnDOT

- Melissa Barnes – Project Manager
- Sheila Kauppi
- Kent Barnard

Local Partners

- Jon Haukaas, City of Blaine
- Joe MacPherson, Anoka County
- Dan Buchholtz, Spring Lake Park
- Tom Collins, Ham Lake

FHWA

Kris Riesenberg

Technical Advisory Committee

MnDOT

- Melissa Barnes – Project Manager
- Jennifer Wiltgen – Deputy Project Manager
- Kent Barnard
- Jim Hendricksen
- Tod Sherman
- Shaker Rabban
- Josh Fleck
- Douglas Carter
- Tim Donovan
- Deb Moynihan
- Mackenzie Turner Bargen
- Jason Junge
- Lisa Elliott
- Brigid Gombold
- Kevin Schwartz
- Ashley Roup
- Gwen Mei
- Jamal Love

FHWA

- Philip Forst
- James McCarthy
- Andrew Emanuele

Local Partners

- Jack Forslund, Anoka County
- Joe MacPherson, Anoka County
- Jane Rose, Anoka County
- Jon Haukaas, City of Blaine
- Ben Hayle, City of Blaine
- Erik Thorvig, City of Blaine
- Tom Collins, City of Ham Lake
- Denise Webster, City of Ham Lake
- Dan Buchholtz, City of Spring Lake Park
- Terry Randall, City of Spring Lake Park

Consultant Team

Consultant team members participated in the PMT, TAC, PAC, and public meetings as appropriate.

- Brandi Popenhagen, Consultant Project Manager
- Jason Longsdorf, PEL Advisor
- Katie Caskey, Public Outreach
- Richard Storm, Safety and Traffic Lead
- Smith Myung, Traffic Forecasting
- Scott Reed, Environmental, Existing Conditions
- Caroline Miller, Environmental, Alternatives Analysis, PEL Study Report
- Smith Siromaskul, Concept Lead
- Bobby Oare, Concept Design
- Nic Hentges, Concept Design and Estimates
- Natalie Sager, Traffic, Existing Conditions, Alternatives Analysis
- Shaun Bready, Traffic

Executive Summary

This report documents the Minnesota Department of Transportation's (MnDOT) analysis and recommendations of a Planning and Environmental Linkages (PEL) Study conducted to identify transportation improvements along Trunk Highway (TH) 65 in Anoka County, Minnesota. The project includes about 7 miles of TH 65 from 81st Ave (just south of County State Aid Highway [CSAH] 10) in Spring Lake Park through Blaine, to Bunker Lake Blvd in Ham Lake. TH 65 is a vital link for traffic traveling between the Twin Cities urban core and northern suburban and exurban communities. TH 65 is the only continuous north/south corridor of its functional class and capacity in Anoka County.

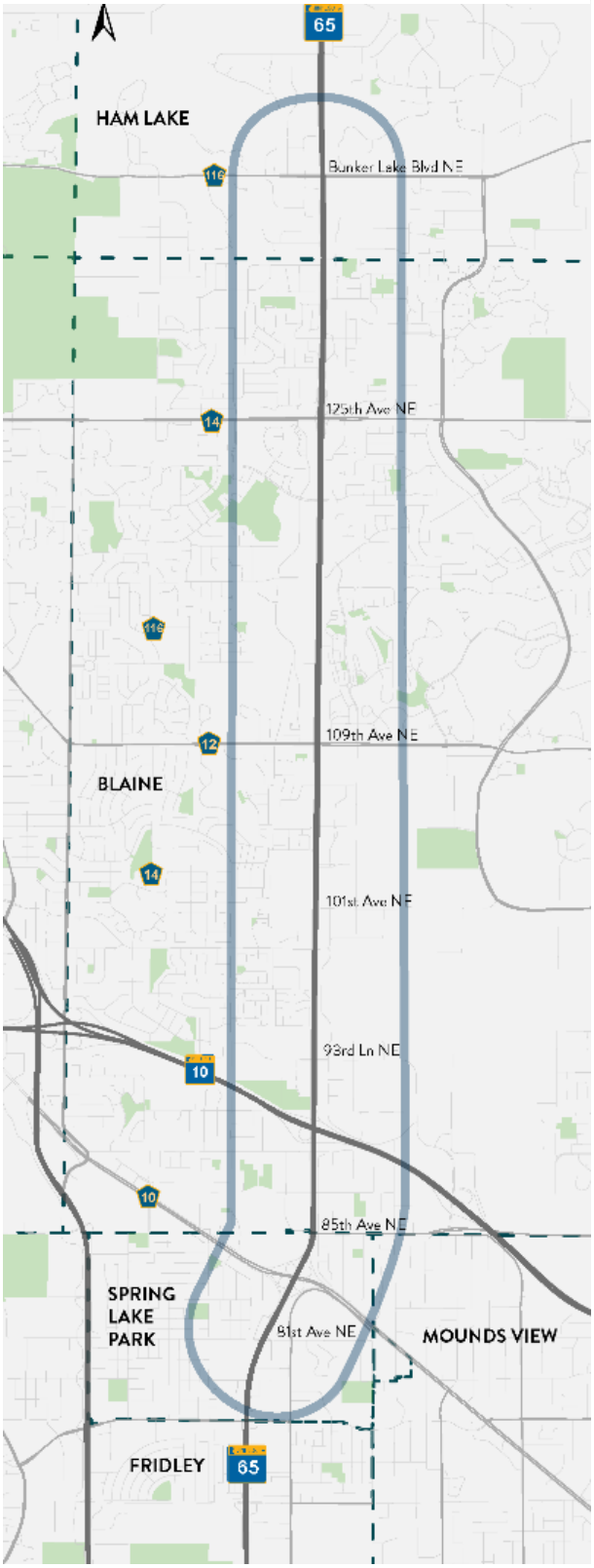
Planning and Environmental Linkages

Planning and Environmental Linkages (PEL) is a study process that is typically used to identify transportation issues and environmental concerns. It can be applied to make planning decisions and for planning analysis. These decisions and analyses, for example, can be used to identify and prioritize future projects, develop the purpose and need for a project, determine project size or length, and/or develop and refine a range of alternatives. PEL studies should be able to link planning to environmental issues and result in useful information that can be carried forward into the National Environmental Policy Act (NEPA) process (in accordance with 23 U.S.C. 168). The adoption and use of a PEL study in the NEPA process is subject to a determination by the Federal Highway Administration (FHWA).

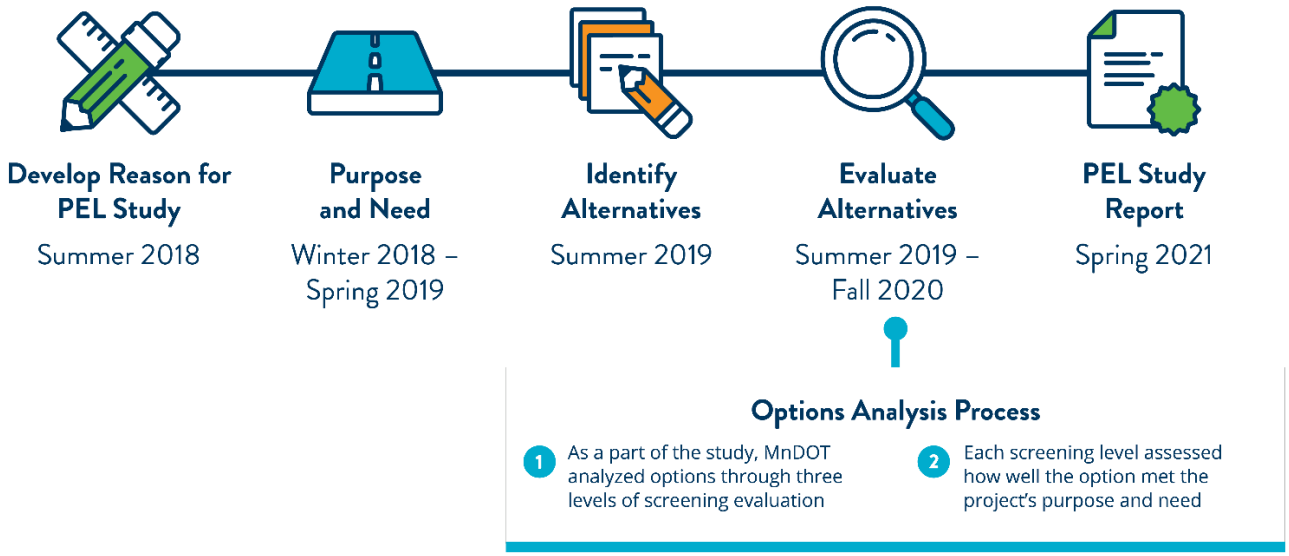
PEL Process

MnDOT, local agency stakeholders, and the Federal Highway Administration (FHWA) worked together through a Technical Advisory Committee (TAC) and a Public

TH 65 Study Area



Advisory Committee (PAC) to develop a vision for the TH 65 corridor. The study began in summer 2018 and concludes with the publication of this report.



Purpose and Need

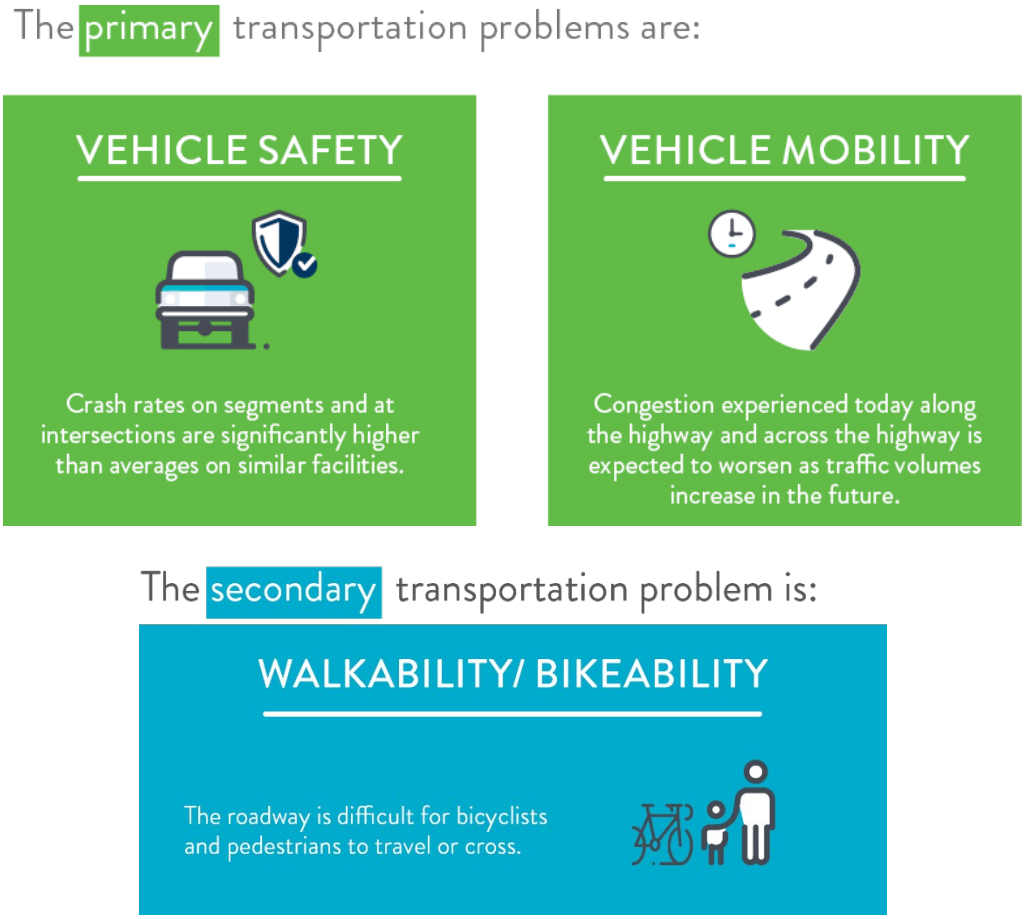
The purpose of the TH 65 corridor improvement project is to improve motorized traffic flow along and across TH 65 by decreasing average travel times and reducing delays, reduce crash frequencies along the corridor, and create an environment where pedestrians and bicyclists are safer and are able to conveniently access destinations across and along the TH 65 corridor safely.

Creating these conditions will better connect residents and businesses on opposite sides of the corridor, resulting in a more cohesive community (Appendix F: Purpose and Need and Evaluation Criteria Memo).

The project's purpose was developed to address the following needs, which were identified as a part of the existing conditions analysis (Appendix E: Existing Conditions Review and Future Traffic Operations Memo) and purpose and need

development process, consistent with MnDOT's Highway Project Development Process (HPDP)[1]. The primary needs are the main transportation problem(s) to be solved that led to initiation of the project. Secondary needs describe other transportation problems or opportunities for improvements within the project study area that may be able to be addressed, if feasible, at the same time that the primary needs are addressed:

- Primary need: Vehicle safety
- Primary need: Vehicle mobility
- Secondary need: Bikeability/walkability



1 MnDOT Highway Project Development Process, https://www.dot.state.mn.us/planning/hpdp/

Goals

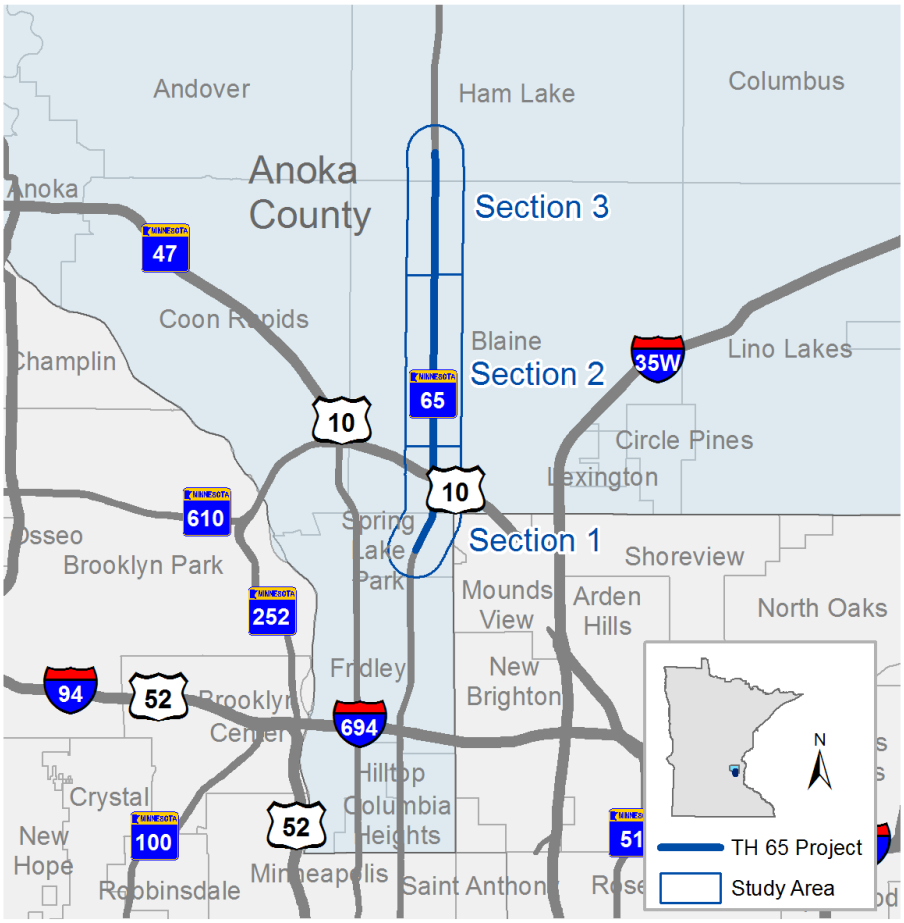
Goals are not considered the transportation needs of the project, however, they provide context that can influence project development and design decisions. A statement of identified goals can provide an additional set of criteria for comparative evaluation of alternatives. The following goals were established for the project:

- Minimizing impacts to socio-economic and environmental resources
- Viability of development/redevelopment potential

Additional Considerations

Additional considerations describe other desirable project elements that were not central to the purpose and need, but were important considerations to the selection of alternative. As transportation improvements are considered for the TH 65 corridor, they should also avoid adversely impacting transit mobility and meet the fiscal limitations for transportation improvements in the region (project is implementable).

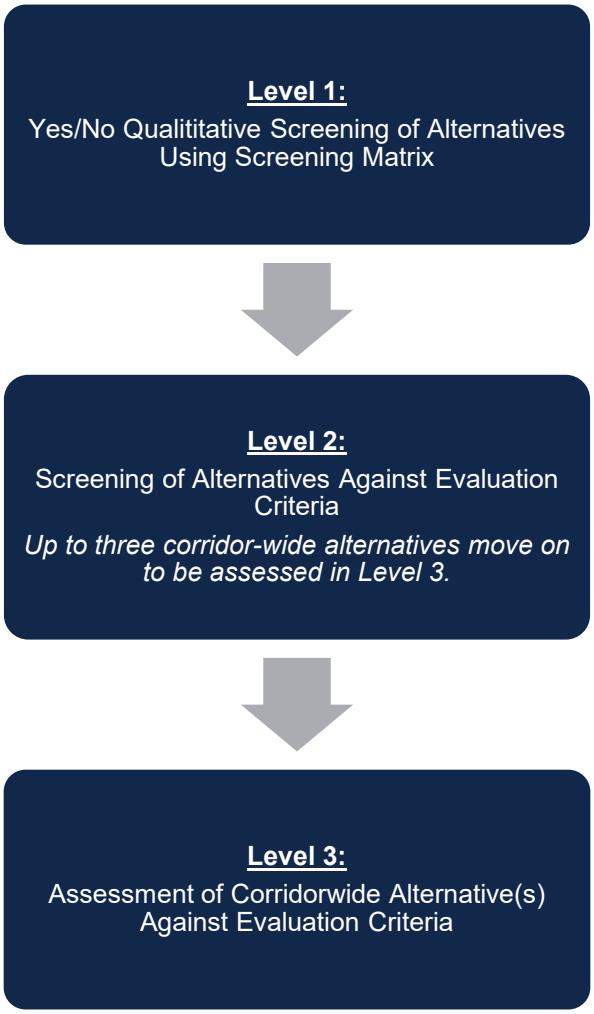
Project Location and Study Area Sections



Alternatives Analysis

The purpose and need shaped the development of the evaluation criteria used in each level of evaluation screening. The alternatives analysis process included the development of alternatives and three screening levels of evaluation using criteria based on the project's Purpose and Need. The study area was divided into three geographic sections to better develop and evaluate different alternatives based on the context throughout the corridor. Each section-wide alternative has the ability to be interchanged with another to achieve the corridor vision. See Section 3 for a description of the alternatives analysis process or Appendix G: Alternatives Analysis Memo for the full memo.

Evaluation Process Overview



The purpose of the Level 1 screening was to eliminate alternatives that clearly did not meet the project's Purpose and Need. Criteria in the Level 2 screening compared how well each option met the Purpose and Need, additional considerations and goals of the project. The alternatives were compared against the no-build alternative and each other, by section. The performance measures were a mix of qualitative and quantitative assessments, based on the criteria and the data available at this stage of development. Three corridor-wide alternatives in Level 3 were screened with refined evaluation criteria as well as updated Level 2 screening results based on design refinements.

A total of 42 section-wide, spot location, and Transportation System Management and Operations (TSMO) alternatives[2] were evaluated in Level 1. A total of 23 section-wide and spot location alternatives were evaluated in Level 2. A total of three corridor-wide alternatives (9 section-wide alternatives) were evaluated in Level 3. During Level 3, all passed the screening except one section-wide alternative, leaving 8 viable section-wide alternatives recommended in this report (see Table ES-1 below for the Level 3 Screening Results). Additionally, TSMO alternatives were not evaluated in the Levels 2 and 3 screenings and will be carried forward for consideration during future NEPA review.

2 Transportation Systems Management and Operations are technology or design solutions that can be added to a corridor to better manage the flow of traffic and address safety issues. Examples include transit signal priority, variable speed signs, and intelligent transportation systems (ITS).

Table ES-1 – Level 3 Screening Results

Section or TSMO	No-build Alternative	Corridor-wide Alternative 1	Corridor-wide Alternative 2	Corridor-wide Alternative 3
Section 1	Carried Forward	US 10 Alt 1 (Diamond at CSAH 10): Carried Forward	US 10 Alt 2 (Signalized Rotary at CSAH 10): Carried Forward	US 10 Alt 2 (Diamond at CSAH 10): Carried Forward
Section 2	Carried Forward	Freeway Alt 3: Carried Forward	Hybrid Freeway: Carried Forward	Hybrid Freeway (Interchange at 109)3: Carried Forward
Section 3	Carried Forward	Freeway Alt: Carried Forward	Superstreet: Carried Forward	Hybrid Freeway: Not Recommended
TSMO	N/A	Carried Forward	Carried Forward	Carried Forward

Considered but Dismissed

As discussed in the previous section, a total of 42 alternatives were evaluated in the Level 1 screening and 23 in Level 2. Some were outright "eliminated," meaning that they would not be considered in future study. Others were categorized as "not recommended," meaning they were removed from consideration because similar improvements in other alternatives have demonstrated superior performance. They can be reconsidered in future studies if new information or analysis indicates it would better meet the Purpose and Need. Appendix G: Alternatives Analysis Memoprovides detail regarding these alternatives removed from consideration during Levels 1 and 2.

Agency and Public Involvement

The TH 65 PEL Study included public involvement throughout the process as well as ongoing agency coordination. Details on Agency and Public involvement can be found in Section 4 of the report. A mix of standing committees and coordination at key project milestones kept stakeholders and the public informed of the process and provided opportunities to weigh in and shape the study. Multiple committees including a Local Officials Group and a Technical Advisory Committee provided direct coordination on the project at both the staff level and elected official level. Federal, state, and local resource agencies were also engaged during the study process.

The Public Advisory Committee (PAC) included a group of 23 residents, business owners, and elected officials within the study area, representative of the cross section of stakeholders identified. Meetings were scheduled in tandem with key decision points in the project such as developing the Purpose and Need, developing alternatives, and evaluation of

3 The Hybrid Freeway (Interchange at 109th Ave) was added between Levels 2 and 3 as a variation on the Hybrid Freeway Alternative, but including an interchange at 109th Ave.

alternatives. The general public was also engaged during these key decision points with a variety of methods including in-person and virtual opportunities.

Study Recommendations

Based on the results of the alternatives analysis process, 8 section-wide build alternatives will be carried forward into the future NEPA process for the TH 65 corridor. This discussion can be found in Section 5 of the report and documentation in Appendix A: Public Engagement and Agency Coordination. These alternatives meet the 23 U.S.C. 168 criteria for NEPA. They also generated support from the TAC and PAC, and support from the public based on comments received throughout the process (see Local Agency Support and letters in Appendix C: Letters of Support). Although these alternatives were presented as corridor-wide alternatives in the Level 3 screening, their ability to be mixed and matched by section allows for flexibility in the future NEPA process. Any combination of these section-wide alternatives will result in meeting the Purpose and Need, which was why study recommendations are made at the section level in this report and not corridor-wide.

Section 1 Alternatives – 81st Ave to North of 93rd Ave

Three Section 1 alternatives have been carried forward for future consideration in NEPA:

- US 10 Alternative 1 (Diamond at CSAH 10)
- US 10 Alternative 2 (Signalized Rotary at CSAH 10)
- US 10 Alternative 2 (Diamond at CSAH 10)

These Section 1 Alternatives are similar in their removal of the existing cloverleaf at US 10, right-in/right-out access restrictions at 85th and 89th, and bicycle and pedestrian crossings at 87th Ave and 93rd Ave. The differences between the alternatives are the designs of the US 10 and CSAH 10 interchanges.

Section 2 Alternatives – North of 93rd Ave to 117th Ave

Three Section 2 Alternatives have been carried forward for future consideration in NEPA:

- Freeway Alternative 3
- Hybrid Freeway
- Hybrid Freeway Sub-Alternative (Interchange at 109th Ave)

The main difference in design between the alternatives is that Freeway Alternative 3 would be a six-lane limited access facility with interchanges, while the hybrid freeway alternatives would include a series of slip ramps from frontage roads and grade separated median U-turns that would provide more access points. The Hybrid Freeway Sub-Alternative would also include an interchange at 109th that the Hybrid Freeway Alternative does not include.

Section 3 Alternatives – 117th Ave to Bunker Lake Blvd

Two Section 3 alternatives have been carried forward for future consideration in NEPA:

- Freeway Alternative
- Superstreet

Both alternatives would be limited-access facilities to Bunker Lake Blvd. The Freeway Alternative would include an interchange at Bunker Lake Blvd, while the Superstreet Alternative would include a Reduced Conflict U-turn, thereby transitioning from a freeway to a superstreet approaching the intersection.

Corridor-wide Recommendations

Traffic Operations and Safety

All alternatives improved the morning and afternoon peak travel time along and crossing the corridor, and vehicle throughput along the corridor when compared to the no-build alternative. Notable differences include reducing existing travel times along the seven-mile corridor from over 40 minutes down to around 12 minutes during both morning and afternoon rush hours. As traffic grows, the 2045 no-build travel times increase to 50 minutes, while the alternatives maintained approximately 12 minutes. Just as critical was crossing travel times, which were measured between key origins and destinations throughout the corridor. In several areas where it can take ten minutes to cross, the alternatives reduced crossing times to three or four minutes. Safety performance also improved with all alternatives, with 70 to 80 percent reduction in conflict points[4] when compared to the no-build alternative.

Transportation Systems Management and Operations (TSMO)

Transit Signal Priority, Variable Speed Signs, and Intelligent Transportation Systems were carried forward from Level 1 and should be considered during future NEPA review. These alternatives could be applied throughout all sections of the corridor as an add-on to any of the alternatives.

Bicycle and Pedestrian

Bicycle and pedestrian improvements vary slightly between alternatives, however, all alternatives include improved north/south travel on both sides of the highway. The alternatives include a mix of new 10-ft trail and low volume frontage road access for contiguous travel from 81st Ave to Bunker Lake Blvd. Crossing times of TH 65 are also improved in all alternatives and will also be more comfortable for users with several new facilities included as a part of the designs.

4 A conflict point is an area where vehicles, bicycles, and/or pedestrians may interact. Examples are intersections and driveways. Reducing conflict points improves safety.

Transit Recommendations

The Level 3 evaluation of transit focused on how the alternatives maintained current express route transit service on TH 65, which currently operates only in Section 2. All alternatives improved travel time along the corridor, with similar results as vehicular travel time.

Freight Recommendations

The Level 3 evaluation of freight evaluated heavy commercial vehicle travel time between representative origin and destinations along the corridor. Overall, all the alternatives in Sections 1 and 2 showed improvement over the no-build. Section 3 alternatives maintained the same travel time when compared with the no-build during the PM peak, but improved during the AM peak.

Affected Environment and Environmental Consequences

Environmental resources were considered during screening Levels 2 and 3 of the alternatives analysis. Initial analysis about the existing conditions of the corridor informed the evaluation criteria for which resource categories could be potentially impacted and which resource impacts could vary between alternatives. Both quantitative and qualitative criteria were used to evaluate impacts to environmental resources. Environmental Justice, water resources, and property impacts were the major environmental resource differentiators between alternatives. Other environmental resources not evaluated in the PEL will need to be addressed during future NEPA review.

Implementation Plan

The PEL process is intended to provide a framework for the long-term implementation of recommended improvements as funding becomes available and to be used as a resource for future NEPA documentation. It is anticipated that the funding for all the recommended corridor improvements will not be available at one time. Potential separate projects to implement the study recommendations were identified in coordination with MnDOT and the Technical Advisory Committee.

The implementation plan breaks out potential separate projects within the three geographical sections of roadway. While the timing of funding is unknown, each separate project implementation timeline has the potential to affect other areas of the corridor due to removal of bottlenecks and changes in driver expectations. While a project could be implemented independently, in some locations it will be critical to evaluate and complete the NEPA decision making document for the overall section since the preferred alternative may dictate the outcome of another project within the section.

Corridor Risks

Multiple corridor risks have been identified in the PEL as a roadmap for future NEPA review. The following areas have been identified: Drainage, noise, right-of-way, public concerns, driver expectations and safety, maintenance, downstream effects, Environmental Justice, parks – 4(f) and 6(f), and other environmental resources.

Supporting Documentation Appendices

The following memos and documentation were developed as a part of the PEL study process and are referenced throughout this report.

- Appendix A: Public Engagement and Agency Coordination
- Appendix B: PEL Questionnaire
- Appendix C: Letters of Support
- Appendix D: Concurrence Documentation
- Appendix E: Existing Conditions Review and Future Traffic Operations Memo
- Appendix F: Purpose and Need and Evaluation Criteria Memo
- Appendix G: Alternatives Analysis Memo

Next Steps

The PEL documentation provides reference framework for future implementation of projects as identified in the implementation plan. When a project is chosen for implementation, project proposers will need to complete environmental review in accordance with NEPA, which requires additional design advancement, social, economic and environmental impact analysis, and public involvement.

The following study report summarizes the PEL process and study for TH 65.

1. Study Area

Trunk Highway (TH) 65 is a principal arterial located within the Twin Cities metropolitan area in Anoka County (Figure 1 1). The study area includes about 7 miles of TH 65 from 81st Ave NE (just south of County State Aid Highway [CSAH] 10) in Spring Lake Park through Blaine, to Bunker Lake Blvd in Ham Lake (see Figure 1-1 and Figure 1-2). The study area was divided into three sections for purposes of the analysis. These section breakpoints were determined after technical analysis of traffic, likelihood of independent utility, and after consultation with the Technical Advisory Committee. The alternatives can be interchanged by section to assemble the corridor vision, leaving flexibility for future environmental review. Below are the following section designations:

- Section 1: 81st Ave to North of 93rd Ln
- Section 2: North of 93rd Ln to 117th Ave
- Section 3: North of 117th Ave to Bunker Lake Blvd

Figure 1-1 – TH 65 Study Area location in Anoka County, Minnesota

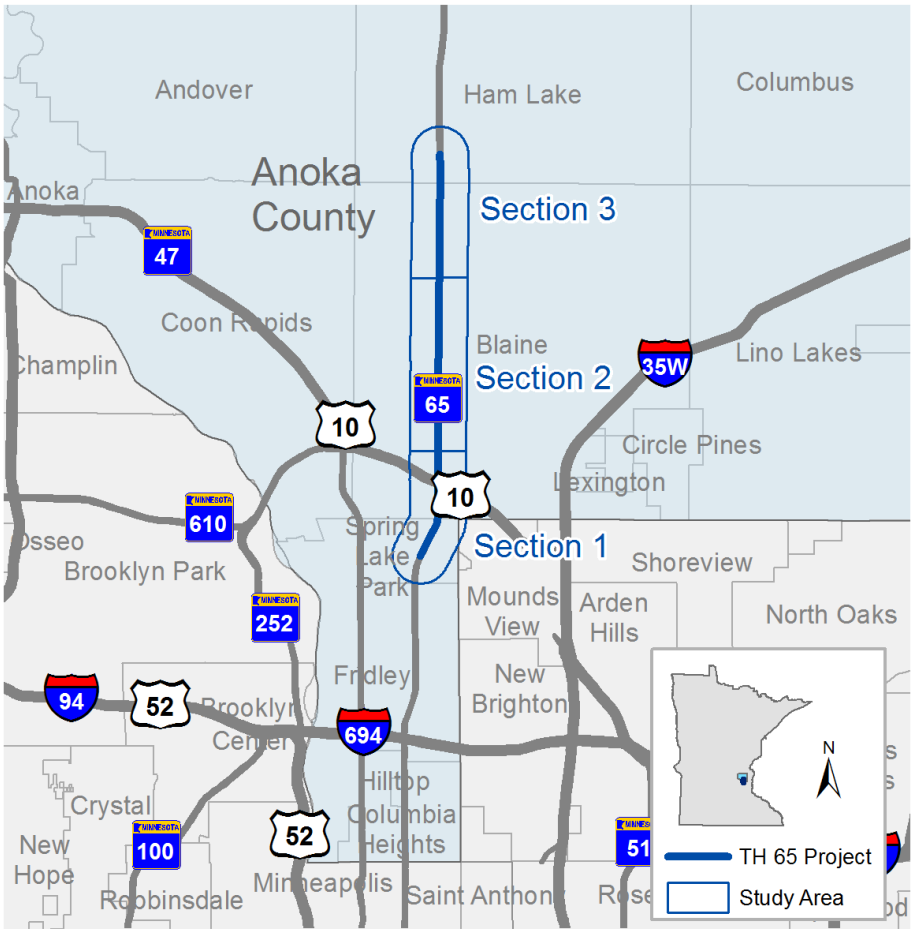
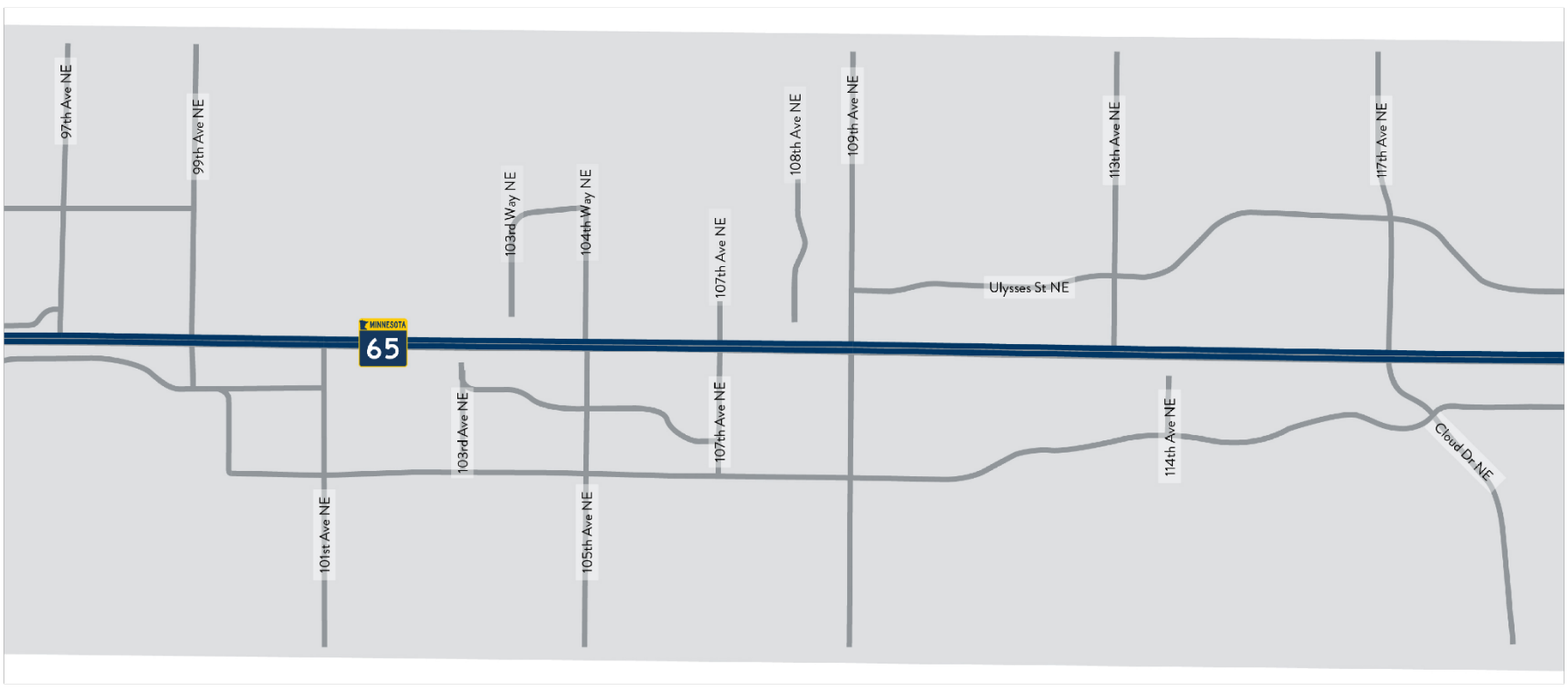


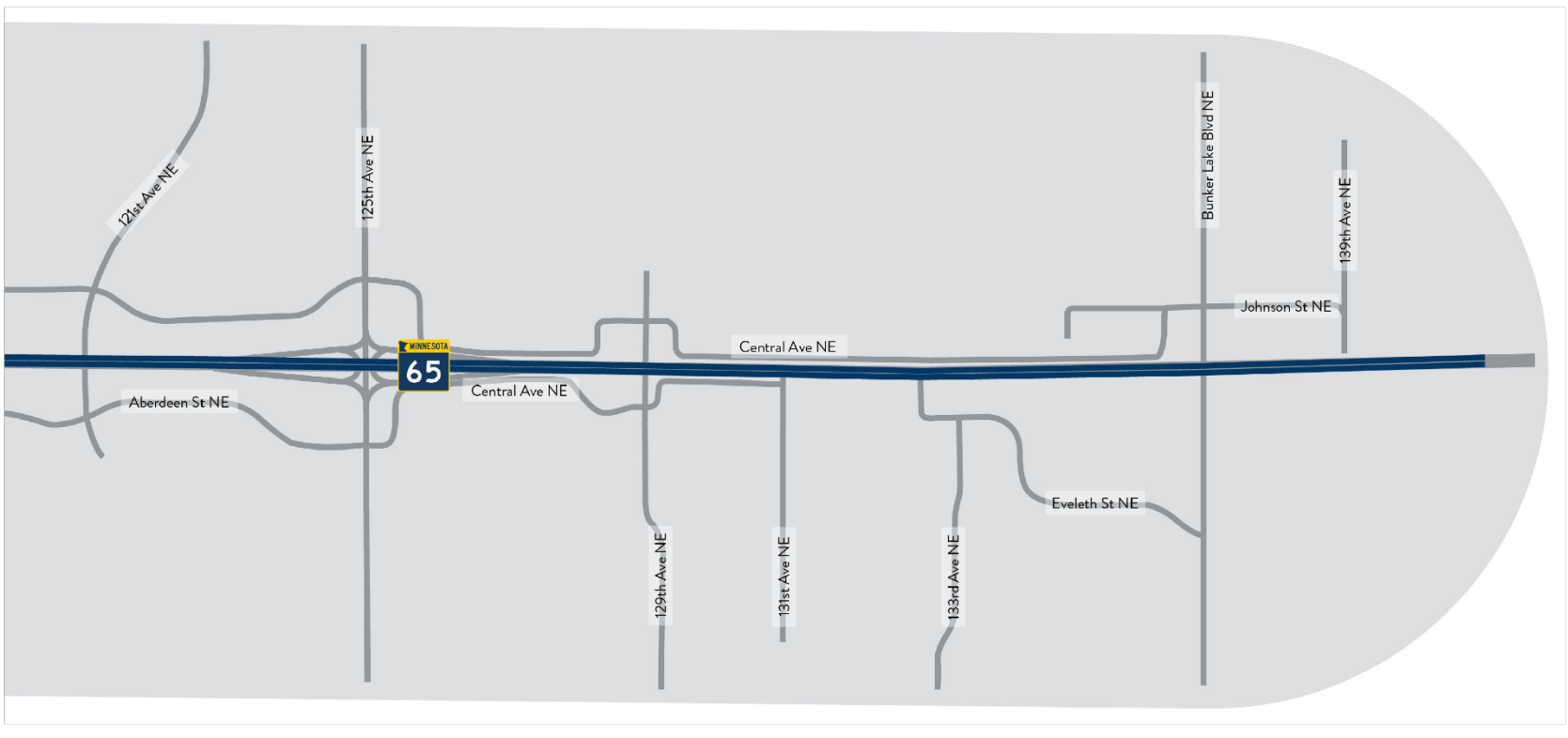
Figure 1-2 – TH 65 Study Area

Section 1

Section 2



Section 3



1.1 PEL Process

National Environmental Policy Act (NEPA) process principles were followed for this PEL study including preparation of a project Purpose and Need, evaluation of alternatives, and coordination with local, state, and federal agencies. The following are the key points that required Federal Highway Administration (FHWA) concurrence:

- Determining the reason for the PEL study – 9/28/2018
- Purpose and Need and evaluation criteria – 5/10/2019
- Alternatives Analysis – 12/22/2020
- Final PEL study – This Report publication serves as the concurrence date

The project Purpose and Need was developed in accordance with MnDOT's Highway Project Development Process (HPDP) guidance.[5] The Alternatives Analysis process used technical analysis and public input to support the development and evaluation of a range of reasonable alternatives. Three levels of screening evaluation were used to evaluate and carry forward alternatives that best met the Purpose and Need. Reasonable alternatives include those that are practical or reasonable from a technical or economic standpoint and using common sense. The results of the Alternatives Analysis support carrying forward multiple alternatives for each section of the corridor into future NEPA review.

5 Highway Project Development Process, https://www.dot.state.mn.us/planning/hpdp/

2. Purpose and Need

The Purpose and Need (see Appendix F: Purpose and Need and Evaluation Criteria Memo)for the TH 65 study was developed for the project based upon a detailed existing and future conditions analysis and FHWA concurred on it on May 10, 2019. Minor non-substantive edits have been made to the Purpose and Need below that improve readability of the section based upon subsequent agency review and comment.

2.1 Background

TH 65 is a vital link for traffic traveling between the Twin Cities urban core and northern suburban and exurban communities. TH 65 is the only continuous north/south corridor of its size and capacity in Anoka County. Within the study area, TH 65 is currently a four-to six-lane divided highway with the following characteristics:

- Classified as a principal arterial with a primary function of providing mobility, while also providing access to adjacent land uses
- Six-lane divide roadway from CSAH 10 to just north of 93rd Ave; four-lane divided roadway north of 93rd Ave and south of CSAH 10
- Auxiliary southbound lane present between approximately TH 10 and 95th Ave
- Posted speed limit is 55 miles per hour (mph) from 81st Ave to 109th Ave; speed limit rises to 60 mph north of 109th Ave
- Signalized intersections are present at approximately ½-mile intervals in the southern half of the corridor; there is a short freeway section in the northern half between 117th Ave and 131st Ave (a distance of approximately one and ¾ miles). No movements are restricted at the signalized intersections.
- There are three interchanges; a full cloverleaf interchange at CSAH 10, a partial cloverleaf at TH 10, and a Single Point Urban Interchange (SPUI) at Main Street (Also known as 125th St).
- Serves approximately 40,000 to 60,000 vehicles per day[6]
- Provides access to TH 65 commercial/retail corridor spanning Fridley, Spring Lake Park, Blaine and East Bethel.

This section of TH 65 handles similar traffic volumes as does the parallel section of Interstate 35W, yet does not have the fully controlled access (i.e., access only provided at interchanges) that allows for a freer flow of traffic.

6 2017-2018, MnDOT Traffic Mapping Application, https://www.dot.state.mn.us/traffic/data/tma.html

TH 65 has experienced substantial growth in local and regional travel demand within the project limits, creating traffic levels that exceed current roadway capacity. At this time, only preservation and safety improvements are identified for this section of TH 65 in the 2040 Transportation Policy Plan (TPP). These improvements include resurfacing TH 65 from County Rd 10 to 217th Ave (2024-2029).

While the proposed safety projects would provide limited improvements to intersection operations, primarily by reducing conflicts between through traffic and left turn queues, they would not address the broader transportation issues along TH 65. Additional improvements beyond those identified in the TPP would be necessary to address deficiencies in the study area.

2.2 Need

Many of the issues in the TH 65 corridor arise from the two roles the corridor serves. As noted previously, the corridor is a principal arterial intended to provide mobility to commuters and other traffic traveling through the corridor. However, the presence of residential and commercial development adjacent to the corridor creates a notable need for traffic, both motorized and non-motorized to use and/or cross TH 65 to access these types of developments. Specifically, traffic must use the at-grade intersections to cross the corridor. Signal timing prioritizes the north-south movements causing delays for vehicles, bicycles, and pedestrians crossing at these intersections which discourage motorized traffic from crossing the corridor in many instances. The width of the intersections, volume and speed of traffic, and inconsistent bicycle and pedestrian crossing infrastructure results in many bicyclists and pedestrians avoiding crossing TH 65 out of concern for their safety. Therefore, the TH 65 corridor in its current configuration has a significant negative effect on the mobility and cohesiveness of the surrounding community.

The primary needs for improving the TH 65 corridor are related to vehicle safety and vehicle mobility both for TH 65 through traffic and cross street traffic. Secondary needs include bikeability and walkability along and across the corridor, as there is a notable amount of commercial and residential land use in the corridor. In addition, transit mobility must be considered as there is an express commuter route (Metro Transit Route 865) connecting Blaine and downtown Minneapolis. The following sections present these needs qualitatively; the quantitative analysis supporting the needs of the TH 65 corridor can be found in Appendix E: Existing Conditions Review and Future Traffic Operations Memo.

2.2.1 Primary Needs

The project's purpose was developed to address the following needs, which were identified as a part of the existing conditions analysis and purpose and need development process, consistent with MnDOT's Highway Project Development Process (HPDP). The primary needs are the main transportation problem(s) to be solved that led to initiation of the project.

Vehicle Safety

There are several intersections and segments with crash rates above the critical crash rate[7], including the TH 65 intersections with 81st Ave, 85th Ave, and 109th Ave. Of even greater concern are the number of intersections and segments with injury or fatality-related crashes above the critical crash rate. Two segments of TH 65, between 81st Ave and CSAH 10 and between 99th Ave and 105th Ave, have injury/fatality crashes above the critical rate. Three intersections along TH 65 have injury/fatality crashes above the critical rate, including 89th Avenue, 93rd Lane NE, and Bunker Lake Blvd.

Vehicle Mobility

Current traffic, including freight, experiences notable delays along TH 65, especially during the evening rush hour. Five signalized intersections in the study area have long enough delays that the intersection is considered to operate poorly (more than 55 seconds of delay per vehicle). These include TH 65 at: 81st Ave, Clover Leaf Pkwy, 99th Ave, 109th Ave, Cloud Drive, and Bunker Lake Blvd. Average travel speeds in the peak directions during peak hours range from 22 to 25 mph and fall around or below a target speed of approximately 20 to 22 mph[8], indicating excessive delay. Forecasted traffic operations in 2045 indicate that all 12 signalized intersections on the TH 65 corridor will operate poorly and average travel speeds will be further reduced.

Also of concern are the delays and queue lengths on the side streets connecting to TH 65, and some of the traffic movements from TH 65 to the side streets. Every intersection along the TH 65 corridor has at least one movement that operates poorly, many having delays of 100 seconds or more. Forecasted traffic operations in 2045 indicate that delays on side streets will further worsen. Currently, delays on side streets result in motorists revising their trips to avoid crossing the TH 65 corridor entirely. Public input collected via in-depth phone interviews and open-ended online written surveys indicates that TH 65 is enough of a barrier that many residents do not shop in their neighborhood retail stores on the other side of the highway. Some employees chose to work in other communities rather than the businesses on the other side of TH 65. This condition is expected to worsen by 2045.

In addition, for some residents in the corridor, TH 65 is the only option for local trips because of the incomplete frontage road system. For example, residents on the west side of TH 65 between 97th Avenue and 109th Avenue must either use TH 65 or must drive through the residential streets to the west for local trips. This situation likely exacerbates the operational issues at the intersections along TH 65 in this area; especially the 99th Avenue intersection, which provides the most direct connection to TH 65 from these western neighborhoods.

2.2.2 Secondary Needs

Secondary needs describe other transportation problems or opportunities for improvements within the project study area that may be able to be addressed, if feasible, at the same time that the primary needs are addressed.

7 The critical crash rate is a statistically significant rate indicating that an intersection or roadway segment has crashes frequently enough that there is a safety problem that may need to be addressed.

8 The target speed of 20 to 22 miles per hour was determined using Highway Capacity Manual (HCM) Exhibit 18-1. Base free flow speeds for the corridor were determined to range from 50 to 55 miles per hour (from HCM Equation 18-3) and a threshold of LOS D or better was used.

Walkability and Bikeability

The TH 65 corridor was assessed for pedestrian mobility and safety using a method developed by the Oregon Department of Transportation. This method considered various elements in the TH 65 corridor (e.g. lane configurations and width, presence and size of pedestrian refuges, signal types and timing, among others) both at intersections and along the roadway. The analysis determined the likely safety and comfort of bicyclists and pedestrians traveling across or along
TH 65. Nearly every intersection received a failing rating for pedestrian and bicycle travel. Bicycle travel along the corridor was near failing for the northbound and southbound directions.

Pedestrian and bicycle traffic is more sensitive than motorized traffic to signal delays (i.e. how long walkers and bikers need to wait for a signal, and how long the signal lasts), and the width of the intersection. There are currently no pedestrian or bike routes along TH 65, and pedestrians and bicyclists have to wait for a notable amount of time when crossing the corridor due to long signal cycle lengths. In addition to these concerns, pedestrians and bicyclists have to avoid high volumes of vehicles making right turns. Wider corners at intersections allow vehicles to make turns at higher speeds, which contributes to the potentially unsafe conditions for pedestrians and bicyclists.

MnDOT's pedestrian risk assessment tool was also used to assess risk at intersections on the corridor. With this methodology, risk is assessed based on factors such as: presence of bus stops, presence of medians on the major road, presence of on-street parking, number of through lanes on the major road, speed limit, proximity to school(s), presence of left turn lanes on the major road, and approach volumes. Overall, 11 intersections were considered to have high pedestrian risk and five were considered to have medium pedestrian risk.

Within a five year study period (2013-2017), 14 pedestrian or bicyclist related crashes occurred in the project review area, two of which resulted in severe injuries. A review of the pedestrian and bicyclist environment along TH 65 revealed the lack of comfortable facilities cohesively along TH 65; this may be a contributing factor for pedestrian and bicyclist crashes. Nine of the 14 crashes occurred at signalized intersections, two were mid-block crossings, and three were along TH 65. The majority of crashes occurred on dry road surfaces with clear weather conditions.

2.3 Purpose

Given the information presented in the previous sections, the purpose of the TH 65 corridor improvement project is to improve motorized traffic flow along and across TH 65 by decreasing average travel times and reducing delays, reducing crash frequencies along the corridor, and creating an environment where pedestrians and bicyclists are safer and are able to conveniently access destinations across and along the TH 65 corridor safely. Creating these conditions will better connect residents and businesses on opposite sides of the corridor, resulting in a more cohesive community.

As transportation improvements are considered for the TH 65 corridor, they should also avoid adversely impacting transit mobility and meet the fiscal limitations for transportation improvements in the region.

2.4 Additional Considerations

Additional considerations describe other desirable project elements that were not central to the purpose and need, but were important considerations to the selection of alternatives. As transportation improvements are considered for the TH 65 corridor, they should also avoid adversely impacting transit mobility and meet the fiscal limitations for transportation improvements in the region (project is implementable).

2.4.1 Transit Mobility

Currently, Metro Transit Route 865, an express route between Blaine and downtown Minneapolis, uses the TH 65 corridor between 117th Avenue and TH 10. Three local routes use a segment of TH 65, starting at 89th Avenue and heading south out of the corridor study limits. These routes are able to function effectively along the TH 65 corridor by using the shoulders when congestion exists. Potential improvements to the TH 65 corridor should maintain transit mobility for these routes, and should not impede access to the Metro Transit Park and Ride at the north end of Route 865 (located at the intersection of Ulysses Avenue and Paul Parkway just west of TH 65).

2.4.2 Implementable

The cost of transportation improvements is always a consideration; capital budgets are constrained and must address many needs across the system. Previous studies have suggested that a freeway with access only at interchanges may be the best technical solution for mobility along and across the TH 65 corridor. However, transportation solutions for the corridor must fit within fiscal constraints; therefore, a fully access-controlled solution may not be viable.

2.5 Goals

Goals are not considered the transportation needs of the project, however, they provide context that can influence project development and design decisions. A statement of identified goals can provide an additional set of criteria for comparative evaluation of alternatives. Minimizing impacts to socio-economic and environmental resources will be considered as a project goal.

2.5.1 Environmental Concerns

The TH 65 corridor has certain social, economic, and environmental resources and/or concerns that will be considered. These include:

- The presence of parks and known historical resources within 1000 feet of the TH 65 alignment
- The presence of low income and minority populations
- Areas of wetlands, floodplains, and drainage ways
- A number of sites with known or potential soil and groundwater contamination; many of which are located adjacent to intersections along the corridor

Evaluation of potential improvements to the TH 65 corridor will consider potential effects on these resources.

2.5.2 Development/Redevelopment Potential

The TH 65 corridor is fairly well developed. However, there are several properties that are underutilized for various reasons (e.g. presence of contamination, economics, access). Evaluation of potential improvements to the TH 65 corridor will consider the viability of development and redevelopment options along the corridor, impact on development or redevelopment potential, and potential to enhance development or redevelopment options.

3. Alternatives Analysis

The alternatives analysis process included the development of alternatives and three screening levels of evaluation using criteria based on the project's Purpose and Need. FHWA concurred on the Alternatives Analysis Memo (see Appendix D: Concurrence Documentation)on December 22, 2020. The remaining alternatives after the final (Level 3) screening represent those alternatives that best met the project's Purpose and Need. The study area was divided into three sections to better develop and evaluate different alternatives based on the context throughout the corridor. Each section-wide alternative has the ability to be interchanged with another to achieve the corridor vision. For example, a freeway type of alternative could be included in Sections 1 and 3, and a hybrid freeway type alternative in Section 2 and still be a viable corridor-wide alternative.

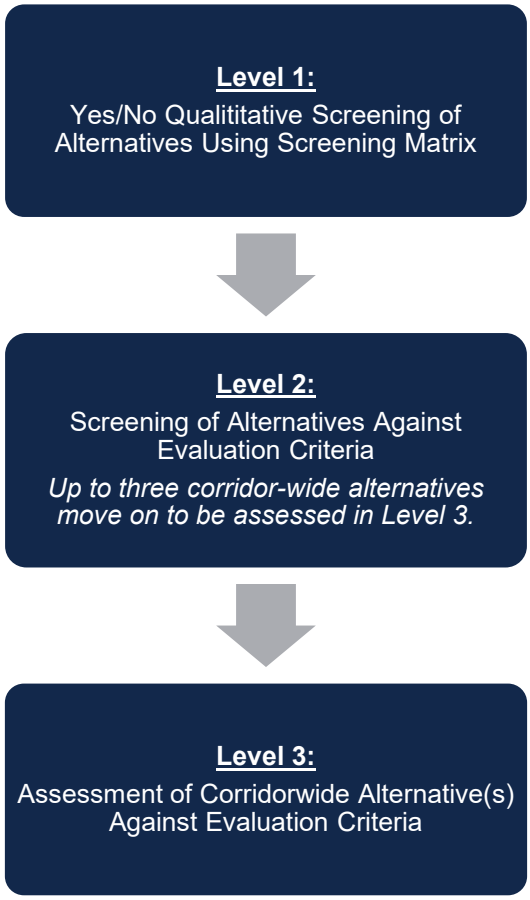
A total of 42 section-wide, spot location, and Transportation System Management and Operations (TSMO) alternatives were evaluated in Level 1. A total of 23 section-wide and spot location alternatives were evaluated in Level 2. A total of three corridor-wide alternatives (9 section-wide alternatives) were evaluated in Level 3. During Level 3, all passed the screening except one section-wide alternative, leaving 8 viable alternatives documented in this report. Additionally, TSMO alternatives were not evaluated in the Levels 2 and 3 screenings and will be carried forward for consideration during future NEPA review. See Appendix G: Alternatives Analysis Memofor additional analysis and documentation.

3.1 Evaluation Criteria and Results[9]

Evaluation criteria were developed based on the project's purpose and need. Additional considerations and known environmental issues are identified in the Purpose and Need and Evaluation Criteria Memo(see Appendix F: Purpose and Need and Evaluation Criteria Memo). The three-step screening process is summarized in Figure 3-1 and further explained in the following sections.

9 The Evaluation Criteria section has been updated since the Purpose and Need and Evaluation Memo was approved by FHWA in 2019 to clarify terminology (e.g. use of term "Alternatives" to exclusively describe conceptual designs and "Sections" to describe geographic sections of the corridor) and other minor terminology and tense corrections. Additionally, the Evaluation Criteria for Levels 2 and 3 has been revised based on input from federal agency comments, MnDOT staff, and the Technical Advisory Committee, including FHWA.

Figure 3-1 – Evaluation Process Overview



3.1.1 Section-level Designations

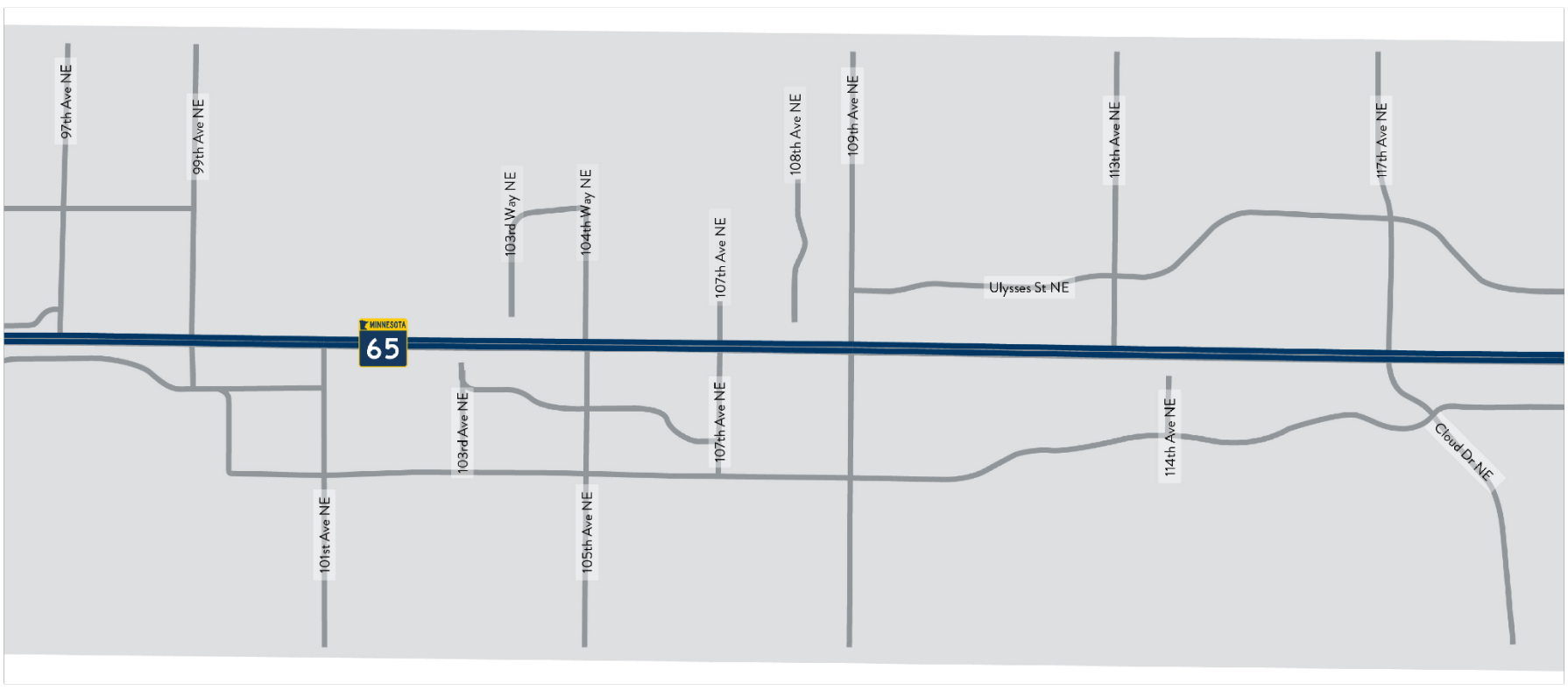
The study area was divided into three sections for purposes of the analysis. The alternatives can be interchanged between sections to assemble the corridor vision, leaving flexibility for the future NEPA process. Below are the following section designations:

- Section 1: 81st Ave to North of 93rd Ln
- Section 2: North of 93rd Ln to 117th Ave
- Section 3: North of 117th Ave to Bunker Lake Blvd

Figure 3-2 – TH 65 Study Area

Section 1

Section 2



Section 3

3.1.2 Alternatives Evaluated

The following figures below (Figures 3-3 through Figure 3-6)summarize the alternatives considered during the process, the evaluation result, and how alternatives were combined or "re-packaged" between evaluation levels. Alternatives that were combined were limited to Section 1, between Levels 2 and 3, and were the result of the development of spot location alternatives only addressing a specific part of the section.

3.1.3 Level 1 Screening Criteria

The purpose of the Level 1 screening was to eliminate alternatives that clearly did not meet the project's Purpose and Need. Alternatives were evaluated in Level 1 by three geographic sections. The following "yes" or "no" questions were included as a part of the Level 1 screening:

Safety

Does the alternative have the potential to reduce the number and severity of crashes along the corridor?

Congestion

Does the alternative have the potential to improve travel time along the corridor?

Does the alternative have the potential to improve travel time crossing the corridor?

Pedestrian/Bicycle

Does the alternative have the potential to improve comfort and safety for pedestrians and bicyclists?

Implementable

Is the alternative practical?

Figure 3-3 – Section 1, Alternatives Analysis Evaluation Process and Results

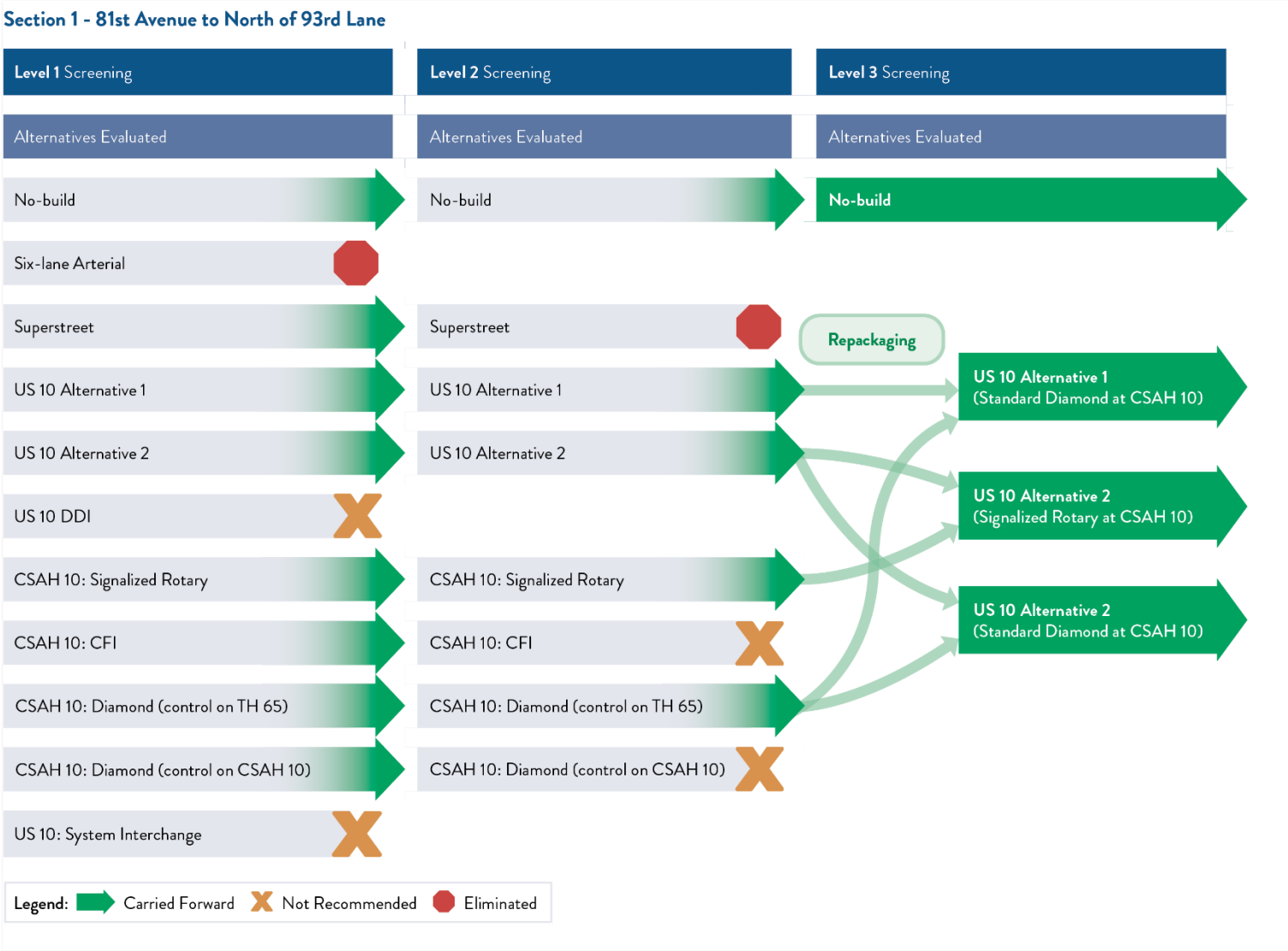
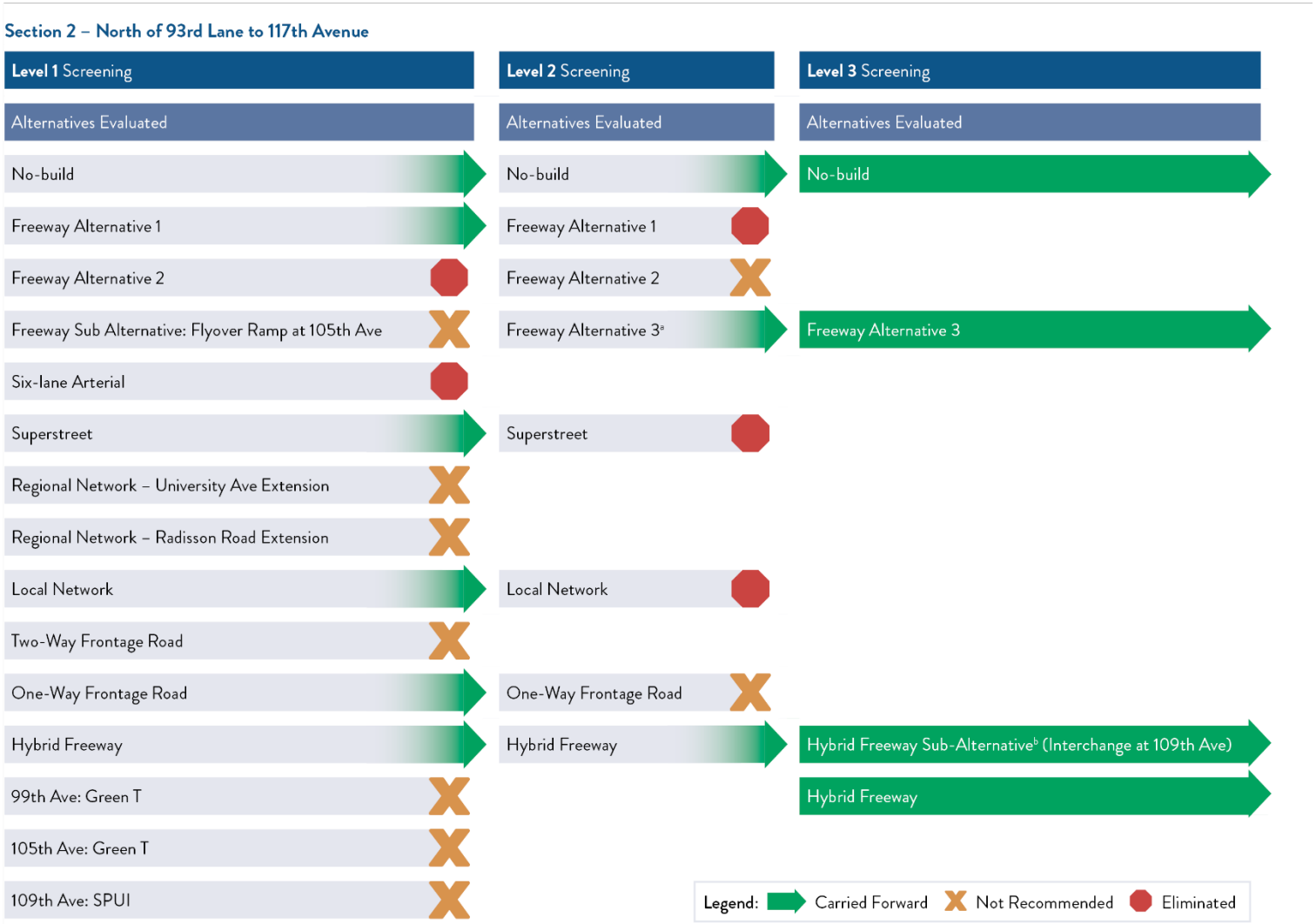


Figure 3-4 – Section 2, Alternatives Analysis Evaluation Process and Results



a. Freeway Alternative 3 was added during the Level 2 screening as another freeway alternative that could better connect the west side of the corridor with the frontage road system.
b. The Hybrid Freeway (Interchange at 109th Ave) was added between Levels 2 and 3 as a variation on the Hybrid Freeway Alternative, but including an interchange at 109th Ave.

Figure 3-5 – Section 3, Alternatives Analysis Evaluation Process and Results

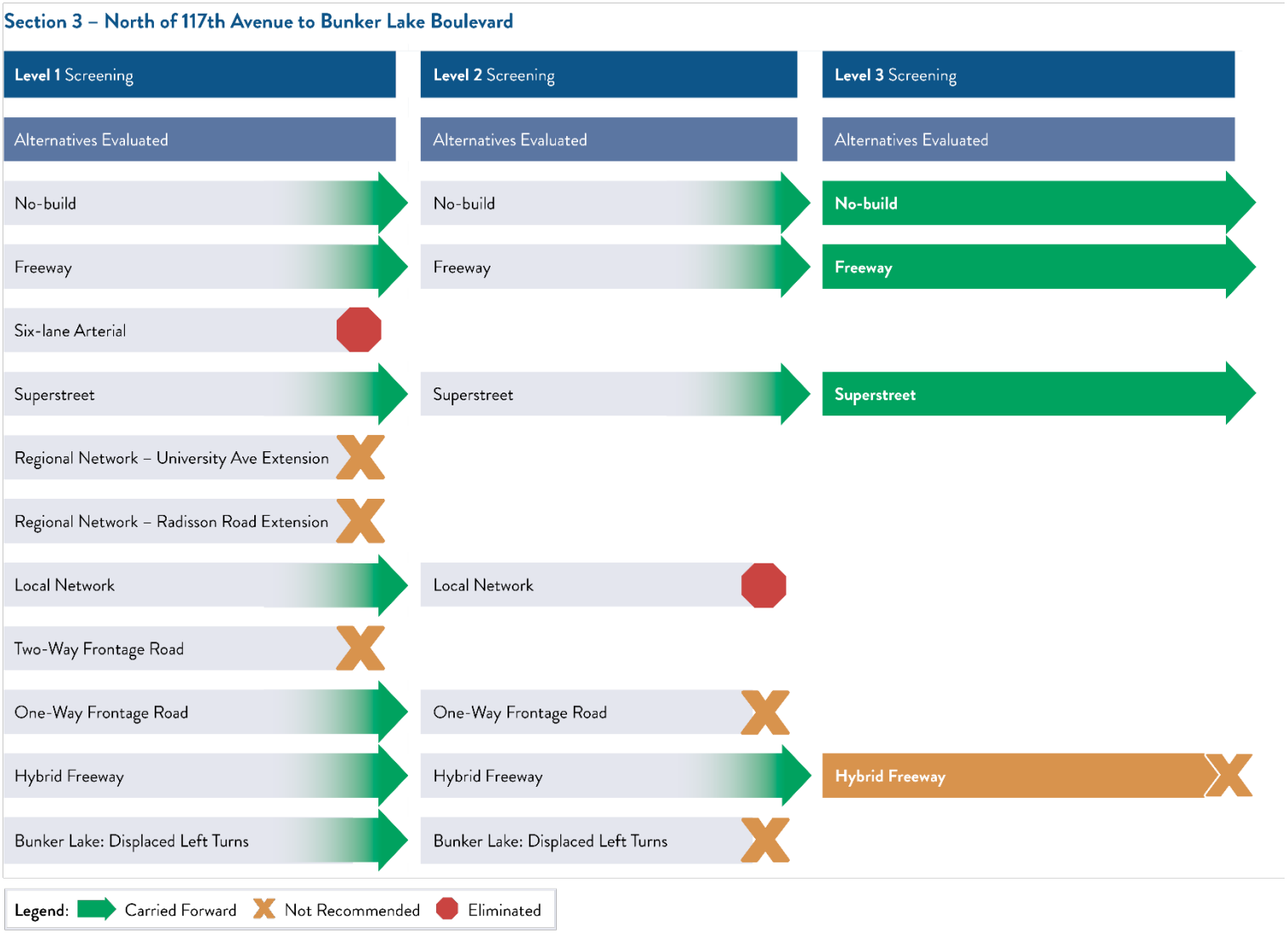
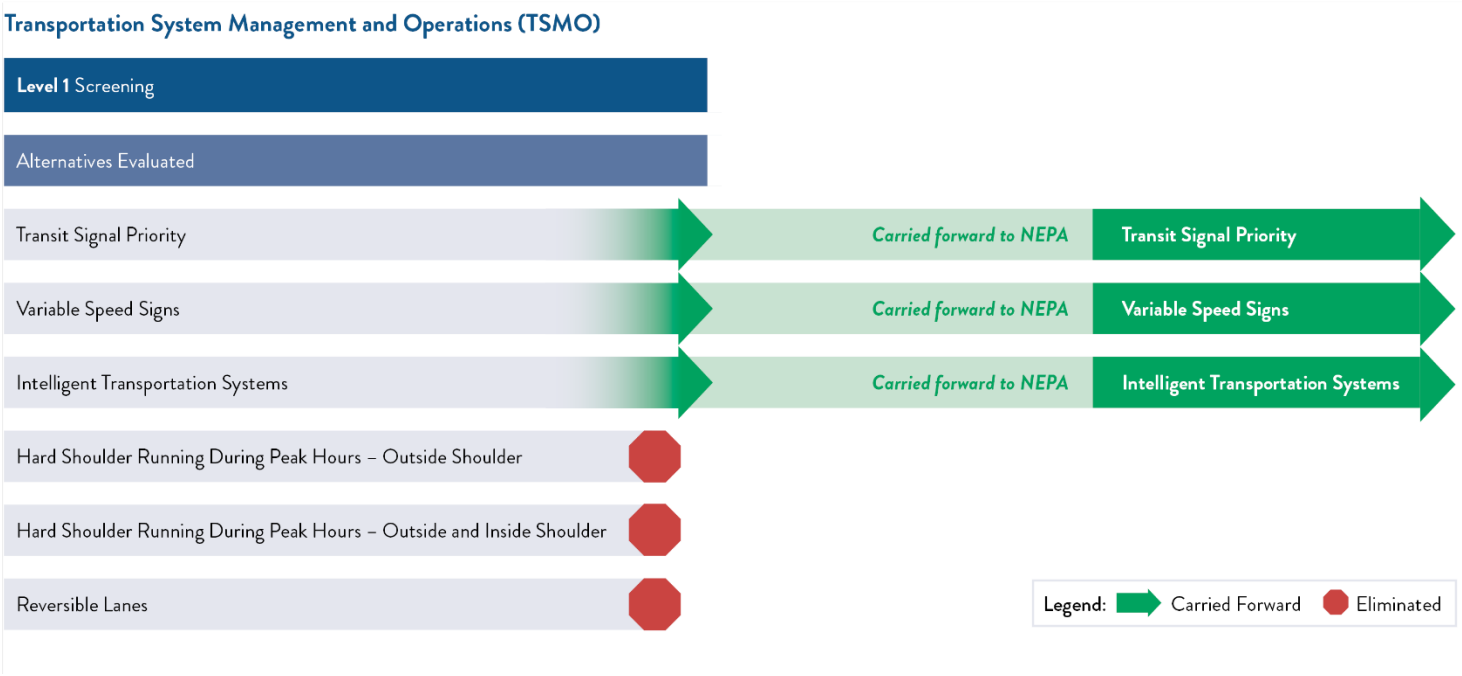


Figure 3-6 – TSMO, Alternatives Analysis Evaluation Process and Results



Level 1 Summary Categories

An alternative that had a "no" response to any of the questions was either eliminated from consideration or not recommended to move forward to Level 2. The screening matrix summarized each alternative into the following categories:

- Carried Forward: The alternative will be evaluated further in Level 2 as a stand-alone alternative.
- Elements Carried Forward: This alternative is removed from consideration, but specifically identified elements are carried forward into Level 2 for incorporation into other alternatives.
- Not Recommended: This alternative is removed from consideration. No elements unique to the alternative are carried forward because similar improvements in other alternatives have demonstrated superior performance. It can be reconsidered in future studies if new information or analysis indicates it would better meet the Purpose and Need.
- Eliminated: The alternative does not help address the Purpose and Need and should not be reconsidered in any future analysis (including Level 2) or in NEPA.

3.1.4 Level 1 Screening Results

The Level 1 screening evaluation resulted in the elimination of 7 alternatives, and not recommending 12 alternatives (see Table 3-1). The project team in coordination with the Technical Advisory Committee (TAC) completed the Level 1 evaluation.

Table 3-1 – Level 1 Screening Results (Totals)

Section or TSMO	Alternatives / Elements Carried Forward	Alternatives Not Recommended	Alternatives Eliminated	Total Alternatives Evaluated
Section 1	8	2	1	11
Section 2	7	7	1	15
Section 3	7	3	1	11
TSMO	3	0	3	6
Total	24	12	6	42

Note: Each section total includes the no-build alternative carried forward

The TAC met on August 7, 2019 and agreed that the following alternatives be eliminated or not recommended. These alternatives were eliminated or not recommended for various reasons related to not meeting the Purpose and Need (See Table 3-2 for the list of alternatives evaluated in Level 1). The categories where the alternatives did not meet the

Purpose and Need include the following: safety, implementable, bikeability/walkability, and congestion. For a more detailed discussion about alternatives considered and rationale for the Level 1 results, reference Appendix G: Alternatives Analysis Memo.

Table 3-2 – Level 1 Alternatives Considered and Screening Results

Section or TSMO	Alternatives Carried Forward	Alternatives Not Recommended	Alternatives Eliminated
Section 1	No-build, Superstreet, US 10 Alternative 1, US 10 Alternative 2, CSAH 10: Signalized Rotary, CSAH 10: CFI, CSAH 10: Diamond (Control on TH 65), CSAH 10: Diamond (Control on CSAH 10)	US 10 DDI, US 10: System Interchange	Six-lane Arterial
Section 2	No-build, Freeway Alternative 1, Freeway Alternative 2, Superstreet, Local Network, One-Way Frontage Road, Hybrid Freeway,	Freeway Sub Alt: Flyover at 105th Ave, Regional Network: University Ave Extension, Regional Network: Radisson Rd Extension, Two-way Frontage Rd, 99th Ave: Green T, 105th Ave: Green T, 109th Ave: SPUI	Six-lane Arterial
Section 3	No-build, Freeway, Superstreet, Local Network, One-way Frontage Road, Hybrid Freeway,	Regional Network: University Ave Extension, Regional Network: Radisson Rd Extension, Two-way Frontage Rd	Six-lane Arterial

Section or TSMO	Alternatives Carried Forward	Alternatives Not Recommended	Alternatives Eliminated
	Bunker Lake: Displaced Left Turns		
TSMO	Transit Signal Priority, Variable Speed Signs, Intelligent Transportation Systems	None	Hard Shoulder (outside, during peak hours), Hard Shoulder (outside and inside, during peak hours), Reversible Lanes

3.1.5 Level 2 Screening

Criteria in Level 2 screening compared how well each option met the Purpose and Need, additional considerations and goals of the project. The alternatives were compared against the no-build alternative and each other, by section. The performance measures were a mix of qualitative and quantitative assessments, based on the criteria and the data available at this stage of development. All alternatives were considered interchangeable by section (except for no-build). Table 3-3 summarizes evaluation criteria used for Level 2 Screening. TSMO alternatives were not evaluated and carried forward. Reference Figure 3-3 for alternatives considered in Level 2.

Table 3-3 – Level 2 Screening Criteria

Category and Criteria	Performance Measure
Category: Vehicle Safety	Vehicle Safety Performance Measure
Ability to address identified unsafe physical or operational conditions	Crash modification factors (CMF) and Highway Safety Manual (HSM)

Category: Traffic Operations	Traffic Operations Performance Measure
Intersection capacity	Overall intersection v/c (Volume to Capacity Ratio)
Quality of the driver experience	Corridor travel speeds resulting in LOS D or better based on Highway Capacity Manual (HCM) methodology (HCM Exhibit 18-1, arterial alternatives only). Use a base free flow speed (BFFS) of 55 mph north of 93rd Lane NE, and 50 mph south of 93rd Lane NE.
Quality of traffic operations	Overall intersection LOS

Category: Bikeability/Walkability	Bikeability/Walkability Performance Measure
Ability to move safely east-west across the corridor	Crossing Level of Service (Oregon Multi-modal Level of Service - MMLOS)
Ability to move safely north-south along corridor	Distance to next crossing and Section Level of Service (Oregon Multi-modal Level of Service - MMLOS).

Category: Community	Community Performance Measure
Minimize impacts to existing landowners and businesses	Number of properties and acres of properties that may be impacted based on alternative footprint.
Support of local and regional planning efforts	Visibility and accessibility of existing and planned retail/commercial property consistent with City Land Use Plans.
Minimize impacts on Environmental Justice (EJ) communities	Number of properties and acres of potential impacts on identified EJ properties based on alternative footprint.

Category: Environmental Resources	Environmental Resources Performance Measure
Minimize wetland impacts	Number of wetlands and acres of wetlands that may be impacted based on alternative footprint.
Minimize floodplain impacts	Number of floodplains and acres of floodplains that may be impacted based on alternative footprint.
Minimize 4(f) impacts	Number of parks and acres of parks that may be impacted based on alternative footprint.
Avoid disturbing or acquiring hazardous material sites.	Number of known sites within 100 feet of alternative footprint.

Category: Implementable	Implementable Performance Measure
Construction costs	Assessment of probable construction and right-of-way costs (low, moderate, high, very high). This will be based on the number of high cost elements like total right of way impacted, number of bridges, major grading changes, etc.
Constructability	Assessment of construction impacts on traveling public (low, moderate, high, very high).
Transit	Assessment of adverse impacts to existing or proposed transit routes or facilities.

Level 2 Summary Categories

An alternative that did not best meet the Purpose and Need while also considering the "Additional Considerations" and "Goals" of environmental, fiscal, and implementable evaluation criteria was either eliminated from consideration or not recommended to move forward to Level 3. Alternatives were evaluated by section.

- Carried Forward: The alternative will be evaluated further in Level 3 as a stand-alone alternative.
- Elements Carried Forward: This alternative is removed from consideration, but specifically identified elements are carried forward into Level 3 for incorporation into other alternatives.

- Not Recommended: This alternative is removed from consideration. No elements unique to the alternative are carried forward because similar improvements in other alternatives have demonstrated superior performance. It can be reconsidered in future studies if new information or analysis indicates it would better meet the Purpose and Need.
- Eliminated: The alternative does not help address the Purpose and Need and should not be reconsidered in any future analysis (including Level 3) or in NEPA.

3.1.6 Level 2 Screening Results

The TAC met multiple times to deliberate over the Level 2 Alternatives, additional analysis needed, and which alternatives should move forward into Level 3 screening. The TAC met on September 17, 2019, October 2, 2019, and November 6, 2019. During the meeting on November 6, 2019, the TAC held a workshop where the attendees assembled two to three corridor-wide alternatives for consideration in small groups by using the Level 2 evaluation matrix and graphics, and then reported out to the rest of the TAC. The exercise of assembling a corridor-wide alternative helped the group determine which Level 2 section-wide alternatives best met the project's Purpose and Need and therefore which alternatives should be carried forward to Level 3. The TAC supported the three corridor-wide alternatives recommended for the Level 3 screening. The recommendations by the TAC were presented to the Public Advisory Committee (PAC) on December 19, 2019 for consideration and the PAC supported the recommendations. Additionally, design concepts were presented to the public through online engagement content and pop-up meetings during Fall 2019, which supported grade separated median U-turns, but negatively perceived displaced left turns and at-grade median U-turns. See Section 4.3.3 for more of the engagement themes from this phase.

Table 3-4 – Level 2 Screening Results (Totals)

Section or TSMO	Alternatives / Elements Carried Forward	Alternatives Not Recommended	Alternatives Eliminated	Total Alternatives Evaluated
Section 1	5	2	1	8
Section 2	3	2	3	8
Section 3	4	2	1	7
TSMO	3	0	0	Not evaluated
Total	15	6	5	23

Note: Each section total includes the no-build alternative carried forward

The following alternatives were eliminated or not recommended for various reasons related to not best meeting the Purpose and Need (see Table 3-5). The categories where the alternatives *did not best meet* the Purpose and Need include the following: traffic, bikeability/walkability, and community. For a more detailed discussion about alternatives considered and rationale for the Level 2 results, referenceAppendix G: Alternatives Analysis Memo.

Table 3-5 – Level 2 Alternatives Considered and Screening Results

Section or TSMO	Alternatives Carried Forward	Alternatives Not Recommended	Alternatives Eliminated
Section 1	No-build, US 10 Alt 1, US 10 Alt 2, CSAH 10: Signalized Rotary, CSAH 10: Diamond (Control on TH 65)	CSAH 10: CFI, CSAH 10: Standard Diamond (Control on CSAH 10)	Superstreet
Section 2	No-build, Freeway Alt 3,10 Hybrid Freeway	Freeway Alt 2, One-Way Frontage Rd	Freeway Alt 1, Superstreet, Local Network
Section 3	No-build, Freeway, Superstreet Hybrid Freeway	One-Way Frontage Rd, Bunker Lake: Displaced Left Turns	Local Network
TSMO	Transit Signal Priority, Variable Speed Signs, Intelligent Transportation Systems	None	None

3.1.7 Level 3 Screening

Three corridor-wide alternatives were measured against criteria to illustrate how well each corridor-wide alternative met the Purpose and Need and goals of the project. The performance measures are a mix of qualitative and quantitative assessments, based on the criteria and the data available at this stage of the development. Alternatives in Level 3 were screened with refined evaluation criteria as well as updated Level 2 screening results based on design refinements. A total of three corridor-wide alternatives were evaluated, assembled with a total of 9 section alternatives. In Section 1, spot location alternatives and section alternatives were combined to evaluate three Section 1 alternatives. Input on the Level 3 evaluation criteria was provided by MnDOT technical staff, local and federal agencies and the TAC. For example,

10 Freeway Alternative 3 was added during the Level 2 screening as another freeway alternative that could better connect the west side of the corridor with the frontage road system.

measuring impervious surfaces was added as a part of the Level 3 evaluation criteria as well as more detailed cost estimate comparing corridor performance against value.

In Level 3, the alternatives developed were corridor-wide, however, there remains flexibility to implement different alternatives by section. Transportation System Management & Operations (TSMO)/Corridor Management alternatives were not evaluated in Level 3 and are to be considered during the NEPA process. Categories evaluated included: vehicle safety, traffic operations, bikeability/walkability, community, environmental, and additional considerations. Table 3-6 summarizes evaluation criteria used for Level 3 Screening.

Level 3 Summary Categories

An alternative that did not best meet the Purpose and Need was either eliminated from consideration or not recommended to move into the NEPA process. Alternatives were evaluated by section.

- Carried Forward: The alternative will be considered in future NEPA process.
- Elements Carried Forward: This alternative is removed from consideration, but specifically identified elements are carried forward into future NEPA process for incorporation into other alternatives.
- Not Recommended: This alternative is removed from consideration. No elements unique to the alternative are carried forward because similar improvements in other alternatives have demonstrated superior performance. It can be reconsidered in future studies if new information or analysis indicates it would better meet the Purpose and Need.

3.1.8 Level 3 Screening Results

The following evaluation charts reflect how each alternative performed against the evaluation criteria during Level 3 (see Figures 3-7 through Figure 3-9).

Table 3-6 – Level 3 Screening Criteria

Category and Criteria	Performance Measure
Category: Vehicle Safety	Vehicle Safety Performance Measure
Ability to address identified unsafe physical or operational conditions	Corridor wide safety performance using SSAM3: Conflict points (% change from No-Build).

Category: Vehicle Safety	Vehicle Safety Performance Measure
Ability to address identified unsafe physical or operational conditions	Corridor wide safety performance using SSAM3: Conflict points (% change from No-Build).

Category: Traffic Operations	Traffic Operations Performance Measure
Ability to improve vehicle travel time along the corridor	Corridor travel time in mins.
Improve travel time crossing the corridor	East-west travel time across TH 65 at representative origins and destinations.
Does the improvement maintain current transit service?	Travel time in mins.
How does the improvement impact freight movements?[11]	Travel time in mins at representative origins and destinations.
Ability to improve throughput along the corridor.	Throughput in vehicles per hour.

Category: Bikeability/Walkability	Bikeability/Walkability Performance Measure
Ability to move safely east-west across the corridor[11]	East-west travel time (mins) and distance at representative origins and destinations.
Ability to move safely north-south along corridor	Distance to next crossing and Section Level of Service (Oregon Multi-modal Level of Service - MMLOS)

Category: Community	Community Performance Measure
Minimize impacts to existing landowners and businesses	Number of properties and acres of properties that may be impacted based on alternative footprint.
Support of local and regional planning efforts	Visibility and accessibility of existing and planned retail/commercial property consistent with City Land Use Plans.
Minimize impacts on Environmental Justice (EJ) communities	Number and acres of potential impact on identified EJ properties based on alternative footprint, and qualitative EJ concerns.

Category: Environmental Resources	Environmental Resources Performance Measure
Minimize wetland impacts	Number of wetlands and acres of wetlands that may be impacted based on alternative footprint.
Minimize floodplain impacts	Number of floodplains and acres of floodplains that may be impacted based on alternative footprint.

11 Criteria performance measure revised from original Purpose and Need Memo in response to input from TAC.

Category: Environmental Resources	Environmental Resources Performance Measure
Minimize 4(f) impacts	Number of parks and acres of parks that may be impacted based on alternative footprint.
Avoid disturbing or acquiring hazardous material sites[12]	Risk related to release sites of elevated concern, as identified by MnDOT in Environmental Notification Memo.
Impervious surface[11]	Increase in impervious surfaces in acres and % over No-Build.

Category: Implementable	Implementable Performance Measure
Costs	Opinion of probable construction and right-of-way cost range.
Performance vs. Value[13]	Performance vs. Value. Alternatives were scored quantitatively on the evaluation criteria for performance and divided by total project cost.[14]
Constructability	Assessment of construction impacts on traveling public (low, moderate, high, very high).

Figure 3-7 – Section 1 Detailed Evaluation

Evaluation summary

✓ Addresses the question well ● Addresses the question okay – Addresses the question poorly

Criteria	US 10 Alternative 1 (Standard Diamond at CSAH 10)	US 10 Alternative 2 (Signalized Rotary at CSAH 10)	US 10 Alternative 2 (Standard Diamond at CSAH 10)
Is vehicle safety improved?	✓	✓	✓
Are vehicles able travel along and across Highway 65 in less time?	✓	✓	✓
Is safety and comfort for people walking and bicycling improved?	✓	✓	✓
Level of impacts to existing landowners and businesses	●	●	●
Cost to build	✓	✓	✓
Do the benefits outweigh the costs?	✓	✓	✓
Level of travel impacts during construction	–	–	–

12 Criteria added in response to EPA comments received.

13 Criteria performance measure revised from original Purpose and Need Memo in response to input from TAC.

14 See Appendix G: Alternatives Analysis Memo (Appendix E of memo) for detailed methodology and results.

Source: Adapted from the Level 3 Evaluation Matrix from the Alternatives Analysis Memo

Figure 3-8 – Section 2 Detailed Evaluation

Evaluation Summary

✓ Addresses the question well ● Addresses the question okay – Addresses the question poorly

Criteria	Freeway Alternative 3	Hybrid Freeway	Hybrid Freeway Sub-Alternative (Interchange at 109th Ave)
Is vehicle safety improved?	✓	✓	✓
Are vehicles able travel along and across Highway 65 in less time?	✓	✓	✓
Is safety and comfort for people walking and bicycling improved?	✓	✓	✓
Level of impacts to existing landowners and businesses	–	✓	●
Level of impact to wetlands	●	✓	✓
Cost to build	●	●	–
Do the benefits outweigh the costs?	●	●	–
Level of travel impacts during construction	–	●	●

Source: Adapted from the Level 3 Evaluation Matrix from the Alternatives Analysis Memo

Figure 3-9 – Section 3 Detailed Evaluation

Evaluation Summary

✓ Addresses the question well ● Addresses the question okay – Addresses the question poorly

Criteria	Freeway Alternative	Superstreet (RCUT at Bunker Lake Blvd)	Hybrid Freeway
Is vehicle safety improved?	✓	✓	✓
Are vehicles able travel along and across Highway 65 in less time?	✓	●	✓
Is safety and comfort for people walking and bicycling improved?	✓	✓	✓
Level of impacts to existing landowners and businesses	✓	✓	✓
Cost to build	●	✓	–
Do the benefits outweigh the costs?	●	✓	–
Level of travel impacts during construction	–	✓	●

Source: Adapted from the Level 3 Evaluation Matrix from the Alternatives Analysis Memo

The table below includes the screening results from Level 3 (Figure 3-7). The hybrid freeway alternative in Section 3 was not recommended in Level 3 due to the additional considerations of relatively higher opinion of construction costs and low cost versus performance result. All other alternatives from Level 3 and the TSMO alternatives will be carried forward into the NEPA process. The Technical Advisory Committee (TAC) met multiple times to discuss the Level 3 evaluation criteria and alternatives. The TAC met to discuss the Level 3 screening on January 8, 2020, February 5, 2020, April 1, 2020, and May 20, 2020. At the meeting on June 3, 2020, the group supported the recommendation to "not recommend" the hybrid freeway alternative in Section 3 (part of Corridor-wide Alternative 3). The Public Advisory Committee met on August 5, 2020 to review the Level 3 Alternatives. The group supported the alternatives and provided feedback on how to present the alternatives to the public.

The results of the Level 3 analysis indicated that while section-wide and spot location alternatives were assembled into corridor-wide alternatives, a specific combination did not greatly improve the results of one over another. Instead, a section of the corridor could be interchanged with any combination of alternatives to achieve the corridor-wide vision, with different trade-offs. Therefore, removal of the hybrid freeway alternative from consideration will not ultimately affect future NEPA review because they can be considered at a section-wide level.

The project team implemented multiple engagement and communications methods to engage the public on the alternatives analysis results, including online engagement content and virtual meeting. A majority of the comments from the community expressed positive opinions about the alternatives, most noting their preference for one over another, or offering suggestions on design refinements. Only a handful of comments expressed negative views towards all of the alternatives. See Section 4.3.4 for additional information on engagement during this phase.

Table 3-7 – Level 3 Screening Results

Section or TSMO	No-build Alternative	Corridor-wide Alternative 1	Corridor-wide Alternative 2	Corridor-wide Alternative 3
Section 1	Carried Forward	US 10 Alt 1 (Diamond at CSAH 10): Carried Forward	US 10 Alt 2 (Signalized Rotary at CSAH 10): Carried Forward	US 10 Alt 2 (Diamond at CSAH 10): Carried Forward
Section 2	Carried Forward	Freeway Alt 3: Carried Forward	Hybrid Freeway: Carried Forward	Hybrid Freeway (Interchange at 109th)[15]: Carried Forward
Section 3	Carried Forward	Freeway Alt: Carried Forward	Superstreet: Carried Forward	Hybrid Freeway: Not Recommended
TSMO	N/A	Carried Forward	Carried Forward	Carried Forward

15 The Hybrid Freeway (Interchange at 109th Ave) was added between Levels 2 and 3 as a variation on the Hybrid Freeway Alternative, but including an interchange at 109th Ave.

4. Agency and Public Involvement

The TH 65 PEL Study included public involvement throughout the process as well as regular agency coordination. A mix of standing committees and coordination at key project milestones kept stakeholders and the public informed of the process and provided opportunities to weigh in and shape the study. The following paragraphs describe the stakeholders engaged, process, and major themes from each phase of engagement.

4.1 Local Agency Coordination

A Technical Advisory Committee provided direct coordination on the project at the staff level.

4.1.1 Technical Advisory Committee

The Technical Advisory Committee (TAC) included a core group of MnDOT staff representing functional expertise areas, local and state agency representatives. The project team relied on the TAC throughout the process to provide input on the technical analysis, findings, design alternatives, and deliverables. The TAC helped shape the purpose and need, evaluation criteria, alternatives, and alternatives screening. They also provided feedback on engagement strategies and content for the public and elected officials, in addition to supporting public facing meetings. The following agencies were invited to participate on the TAC:

- MnDOT
- FHWA
- Metropolitan Council
- Anoka County
- City of Blaine
- City of Ham Lake
- City of Spring Lake Park

The TAC met regularly throughout the study process for a total of 17 meetings (Table 4-1).

Table 4-1 – TAC Meetings

Meetings	2018	2019	2020
Meeting Date	September 28 November 7	January 2 February 14 April 3 June 5 July 17 August 7 September 17 October 2 November 6 December 4	January 8 February 5 April 1 May 20 June 3 July 8 October 19

4.1.1.1 *Local Agency Support*

The following local agencies have been involved throughout the study process and have long supported improvements in the area. After participating in the three levels of screening evaluation through TAC meetings, and providing a robust public information and community comment period, these agencies found the PEL process to be a valuable tool in the alternatives decision-making process resulting in a flexible corridor vision. They support the recommendation of the eight section-wide alternatives that were determined to move forward to NEPA.

When individual projects move into future environmental review processes, they are committed to providing continued support and participation. See Appendix C: Letters of Support for letters.

- Anoka County
- City of Blaine
- City of Ham Lake
- City of Spring Lake Park
- Metropolitan Council

4.1.2 Resource Agency Coordination

Federal, state, and local resource agencies were engaged during the study process. MnDOT requested agency comment on the purpose and need and introduced the project through notification letters that were sent between December 2019 and January 2020. Comments from resource agencies were addressed and shaped the development of the Alternatives Analysis memo. Comments were received from the Federal Aviation Administration (FAA) and the Environmental Protection Agency (EPA). Comments from the FAA provided details on the Runway Protection Zone at the Blaine-Anoka County Airport near the project area. Comments from the EPA led to changes in the Level 3 evaluation criteria (adding in impervious surface as a criteria) as noted in the previous chapter.

MnDOT requested resource agency comment on the Alternative Analysis memo in September 2020. From the comments received on the Alternatives Analysis, the EPA acknowledged that their previous comments had been addressed and also noted their role in independent review and comment on future NEPA documents developed for the corridor based on the results of this PEL study. The Office of the State Archaeologist recommended a literature review and archaeological assessment. A summary of resource agency coordination is included in Appendix A: Public Engagement and Agency Coordination. The following resource agencies were engaged as a part of the study (Table 4-2).

Table 4-2 – Resource Agency Coordination

Agency Type	Federal	Tribes	State	Local
Agency	Environmental Protection Agency United States Army Corps of Engineers United States Fish and Wildlife Service Federal Aviation Administration Federal Railroad Administration Federal Transit Administration United States Department of Agriculture National Park Service	Fort Peck and Assiniboine and Sioux Tribes Leech Lake Band of Ojibwe Mille Lacs Band of Ojibwe Santee Sioux Nation Shakopee Mdewakanton Sioux Community Turtle Mountain Band of Chippewa Upper Sioux Community	MN State Historic Preservation Office MN Office of the State Archaeologist MN Pollution Control Agency MN Department of Natural Resources MN Department of Health MN Department of Agriculture MN Department of Commerce MN Board of Water and Soil Resources	Metropolitan Council Anoka County City of Blaine City of Ham Lake City of Spring Lake Park Coon Creek Watershed District Rice Creek Watershed District

4.2 Public Involvement

4.2.1 Goals

Public and stakeholder engagement was a critical component to the study and focused on the following goals:

- Provide engagement opportunities for stakeholders and the public that will allow the project team to determine the purpose and need for the project
- Develop of objective evaluation criteria
- Broadly define and vet alternatives

4.2.2 Stakeholder Identification

The following stakeholders were identified at the outset of the project and the project team shaped specific engagement methods to reach these groups (Table 4-3).

Table 4-3 – Stakeholder Identification

Stakeholder Groups	Individuals, Agencies & Organizations
Partner agencies	Spring Lake Park, Blaine, Ham Lake Anoka County Metropolitan Council Metro Transit Federal Highway Administration
Elected officials	City councilmembers County commissioners State legislators
Business community	In-depth interviews: Walmart, QC Dance National Sport Center Metro North Chamber of Commerce Twin Cities North Chamber of Commerce
Advocates	TH 65 North Corridor Coalition
General public	Underserved communities Residents/neighborhood groups Commuters Visitors to the area
Other stakeholder groups	Schools Public and private utilities Metropolitan Airports Commission Seniors Mobile home park

4.2.3 Local Officials Briefings

During key decision points throughout the project, the project team met with local agency officials prior to sharing information with the public. Input from the group was discussed at TAC meetings and used by the project team. The local officials briefings occurred on:

- March 12, 2019
- July 31, 2019
- December 19, 2019
- August 5, 2020

4.2.4 Public Advisory Committee

The Public Advisory Committee (PAC) included a group of 23 residents, business owners, and elected officials within the study area, representative of the cross section of stakeholders identified. Meetings were scheduled in tandem with key decision points in the project such as developing the Purpose and Need, developing alternatives, and evaluation of alternatives. Input from the group was discussed at TAC meetings and used by the project team. The PAC met five times on the following dates:

- March 12, 2019
- April 30, 2019
- July 31, 2019
- December 19, 2019
- August 5, 2020

4.3 Engagement Activities and Themes Summary

The following section describes the major engagement activities throughout the project and themes documented from public engagement.

4.3.1 Existing Conditions Engagement

At the beginning of the study, the project team was focused on identifying and connecting with stakeholders, understanding corridor problems and learning how people wanted to move around in their community. In fall 2018, the project team conducted an ethnographic analysis of the community by engaging 23 people with an open-ended online survey and conducting in-depth one-on-one interviews with seven people. The respondents represented broad range of

ages, occupations, income brackets and neighborhoods including: Blaine, St. Paul, East Bethel, Ham Lake, Coon Rapids, Lino Lakes and Cambridge.

Short-term issues identified

- The infrastructure along TH 65 in Blaine, as configured today, is ill equipped to handle the clash of commuters and residents (e.g. regional trips vs. local trips).
- The most problematic pocket is between 105th and 109th, in those points where commuter traffic moving N/S is forced to intersect with local traffic headed E/W, causing sizeable delays.
- The situation is further exacerbated by traffic lights that fail to adapt to the volumes of traffic and redundant feeder routes along the intersections.
- Nearly every respondent highlighted the desire to reconfigure TH 65 as a freeway through a series of bridges and thoughtfully placed exits.

Big picture issues identified

- Residents welcome economic expansion in and around Blaine, but are uneasy about their future quality of life.
- The city's initiatives to embrace commercial and residential developers without undertaking simultaneous efforts to address infrastructure, connectivity, and place-making, threatens to turn Blaine into another generic urban outskirt.
- The situation calls for a comprehensive master plan that will ensure sustainable growth over the next 2-3 decades.

The initial input from the in-depth interviews and surveys helped with the development of a community profile and identification of engagement methods for reaching key stakeholder groups.

4.3.2 Purpose and Need and Evaluation Criteria Engagement

The project team held an open house on March 18, 2019 at the National Sports Center seeking input from the public on the identified project needs, evaluation criteria, and existing conditions findings. A total of 98 people attended the meeting and provided input to project staff verbally and through comment forms. A workshop inviting the business community was held on the same day in the morning with 12 attendees. A companion online open house was launched on the project website throughout March 2019, which included the same information as the in-person event. A total of 664 users visited the site and spent an average of four minutes on the site. Input was provided through an online comment form and online survey (200 respondents). The following themes synthesized feedback during this phase of engagement:

- The majority of respondents want alternatives to address all problem areas

- Vehicle congestion and vehicle safety are the problem areas with the most support
- Least support that walking/biking is a problem
- Nearly 50% of the additional comments (in the survey) were about the need to turn Hwy 65 into a freeway (i.e. we need bridges, exit ramps, frontage roads)
- Several respondents commented that MnDOT should act now to fix the problems
- For evaluation criteria, most support for vehicle safety and vehicle congestion criteria

The input received from this phase of engagement helped the project team confirm that they had identified the appropriate project needs and evaluation criteria to analyze design alternatives. The input also helped shape the next phase of the project in developing alternatives that would best meet the project purpose and need.

Mobile Home Park Engagement

After completing an analysis to identify Environmental Justice communities along the corridor, the Mobile Home park at 103rd Way was a top priority for follow up engagement. The project team reached out to the Blaine International Village near 103rd Way at least six times and left flyers to hand out to residents, letting them know about the study. Efforts to schedule a small group focus discussion or a one-on-one discussion with residents was unsuccessful. See Section 6.3 for a more robust discussion on the Environmental Justice analysis completed for the study.

4.3.3 Alternatives Development Engagement

While the project team was developing design alternatives, they hosted a series of pop-up events and online engagement in September and October 2019. The focus was to introduce some of the newer intersection concepts being explored for the TH 65 corridor to the community and inform them about the potential benefits. The project team discussed the alternatives with participants and collected verbal and written comments. The four pop-up events were hosted at the following venues:

- Caribou Coffee, 10400 Baltimore St, Blaine, MN
- Mary Ann Young Senior Center, 9150 Central Ave NE, Blaine, MN
- Blaine World Fest, Blaine City Hall, 10801 Town Square Dr, Blaine, MN
- Centerview Elementary, 10365 Davenport St NE, Blaine, MN

The project team received feedback through conversations and from comment cards, reaching approximately 100 people. A companion online survey was also sent out to the public looking for similar feedback on intersection designs. A total of approximately 275 people responded to the survey. The major takeaways from this engagement phase were:

- Most preferred the Median U-Turns (Grade Separated) option

- Many had a negative perception of displaced left turns
- The at-grade Median U-Turns had negative feedback based on how the ones north of the project area operate
- General negative perception of a bowtie concept. It would only work in certain intersections within the project area

The input from the public at this stage helped the project team with the screening of alternatives and refinement of intersection designs.

4.3.4 Alternatives Analysis Results Engagement

The project team implemented multiple engagement and communications methods to engage the public on the alternatives analysis results; all these engagement events occurred after March 2020. Due to MnDOT policies related to COVID-19, no in-person events were planned and instead the project team used virtual engagement methods to reach the community. A live virtual meeting was held for the public on September 29, 2020, which focused on walking attendees through the interactive website content. Approximately 119 people attended the meeting. Self-directed virtual engagement content on the Alternatives Analysis was posted from August 27, 2020 through October 9, 2020. The web content included interactive maps and videos showing the alternatives, highlighting differences in benefits and impacts and soliciting feedback on designs. The content also included plain language contextual information about the history of the project, description of a Planning and Environmental Linkages Study, and what to expect after the study is complete. The Alternatives Analysis memo was also posted to the project website from August 27, 2020 through October 9, 2020.

A total of 1,902 people visited the website and stayed on the site for an average of 13 minutes and 21 seconds. There were a total of 2,319 sessions, meaning that users returned multiple times to the website. The top visitor locations were from the following cities: Blaine, Minneapolis, St. Paul, Coon Rapids, and Shoreview.

The input received from the community focused on the following themes:

- **All three corridor-wide build alternatives were positively received**. A majority of the comments from the community expressed positive opinions about the alternatives, most noting their preference for one over another, or offering suggestions on design refinements. Only a handful of comments expressed negative views towards all of the alternatives.
- **Traffic flow is the most important problem to fix.** Commenters were most concerned with improving vehicular traffic flow along Highway 65 and minimizing the number of traffic signals along the roadway. Other comments focused on prioritizing improvements to bicycles and pedestrian facilities, minimizing traffic impacts to adjacent neighborhoods, right of way impacts, and business impacts.

- **Mixed reactions to median u-turns.** Several general comments and section-based comments noted concern about how complicated it would be to navigate the corridor with median u-turn configurations in the Hybrid Freeway Alternatives (regardless of grade separation). Others noted they were concerned about safety with making u-turns on a high speed roadway (for at-grade solutions). Commenters that had noted their use of median u-turns in other cities were more favorable to them than those who did not express familiarity with the design type. A few commenters noted that grade separated median u-turns would allow for more crossings for people walking and bicycling with fewer conflict points that would feel more comfortable.

Detailed comments on individual section alternatives are summarized in Section 8.4. Comments received during this phase and a Q & A responding to questions received at the online meetings are included in Appendix A: Public Engagement and Agency Coordination. The input gathered during this phase confirmed the results of the remaining Level 3 alternatives documented in this study and will be considered in future NEPA review for individual projects.

4.4 Communications

During the study process, the project team used several types of communications methods to reach a broad set of stakeholders. The following communications methods were used:

- MnDOT Project website
- MnDOT GovDelivery email updates
- MnDOT social media posts
- Individual stakeholder emails
- Targeted social media ads to promote events and surveys
- One-pager handouts/flyers
- Postcard mailers

In addition to these formal methods, the project team also relied upon City and County TAC members and elected officials to help spread the word with their constituents through newsletters and online social media channels.

5. Study Recommendations

Based on the results of the alternatives analysis process, 8 section-wide build alternatives will be carried forward into the future NEPA process for the TH 65 corridor. These alternatives generated support from the TAC and PAC, and support from the public based on comments received throughout the process as noted in the previous two sections. Although these alternatives were presented as corridor-wide alternatives in the Level 3 screening, their ability to be mixed and matched by section allows for flexibility in the future NEPA process. Any combination of these section-wide alternatives will result in meeting the Purpose and Need, which was why study recommendations are made at the section level in this report and not corridor-wide.

5.1 Section 1 Alternatives – 81st Ave to North of 93rd Ave

Three Section 1 alternatives have been carried forward. These Section 1 Alternatives are similar in their removal of the existing cloverleaf at US 10, right-in/right-out access restrictions at 85th and 89th, and bicycle and pedestrian crossings at 87th Ave and 93rd Ave. The differences between the alternatives are the designs of the US 10 and CSAH 10 interchanges.

5.1.1 US 10 Alternative 1 (Standard Diamond at CSAH 10)

The CSAH 10 Interchange would include a standard diamond with signals on TH 65 (See Figure 5-1). Access changes at TH 10 include the use of a grade separated U-turn for northbound TH 65 to westbound US 10 and westbound US 10 to southbound TH 65 traffic, restriction of most left turns between CSAH 10 to 93rd Ave, and a bridge over 87th Ave. The bridges over 87th Ave and 93rd Ave would provide separated pedestrian and bicycle crossings. A separated trail would be provided along both sides of TH 65, with an exception between 85th Ave and 89th Ave, where parallel local roads exist.

5.1.2 US 10 Alternative 2 (Signalized Rotary at CSAH 10)

This alternative is similar to US 10 Alternative 1, except in this alternative, the loop ramp is removed and replaced with displaced left turn lanes for southbound 65 to eastbound 10 traffic (see Figure 5-2). Additionally, the existing cloverleaf interchange at CSAH 10 would be converted to a signalized rotary configuration (four two-phase signals with one-way roads). Access changes at US 10 include the use of a grade separated U-turn for northbound TH 65 to westbound TH 10 and westbound TH 10 to southbound TH 65 traffic, restriction of most left turns between CSAH 10 to 93rd Ave, and a bridge over 87th Ave. The bridges over 87th Ave and 93rd Ave would provide an opportunity to improve at-grade pedestrian and bicycle crossings. A separated trail would be provided along both sides of TH 65, with an exception between 85th Ave and 89th Ave, where parallel local roads exist.

5.1.3 US 10 Alternative 2 (Standard Diamond at CSAH 10)

This alternative is similar to US 10 Alternative 1, except in this alternative, the loop ramp is removed and replaced with displaced left turn lanes for southbound 65 to eastbound US 10 traffic (see Figure 5-3). Additionally, the existing cloverleaf interchange at CSAH 10 would be converted to a standard diamond with control on TH 65. Access changes at US 10 would include the use of a grade separated U-turn for northbound TH 65 to westbound TH 10 and westbound TH

10 to southbound TH 65, restriction of most left turns between CSAH 10 to 93rd Ave, and a bridge over 87th Ave. The bridges over 87th Ave and 93rd Ave would provide an opportunity to improve at-grade pedestrian and bicycle crossings. A separated trail would be provided along both sides of TH 65, with an exception between 85th Ave and 89th Ave, where parallel roads exist.

Figure 5-1 – US 10 Alternative 1 (Standard Diamond at CSAH 10)

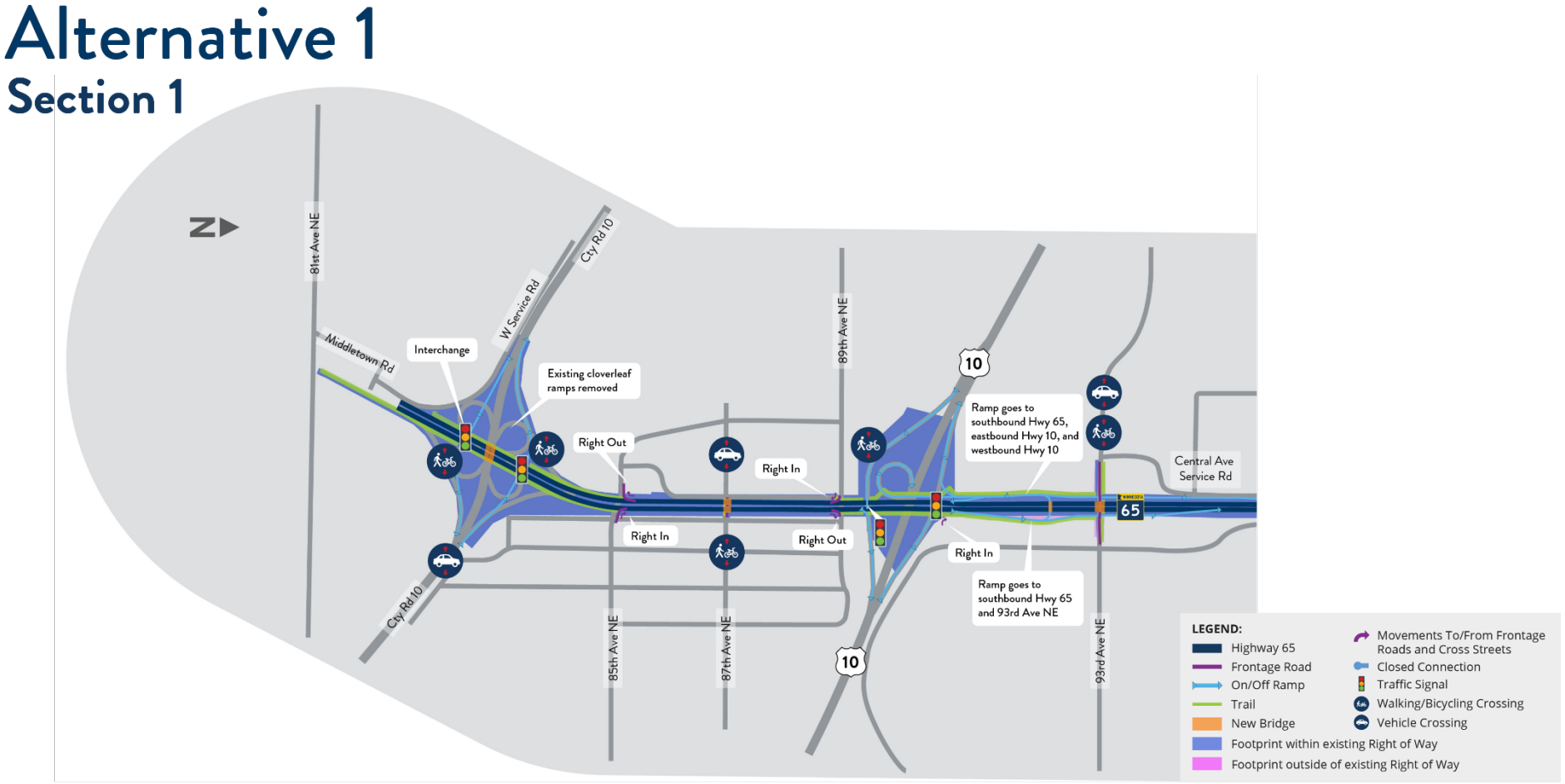


Figure 5-2 – US 10 Alternative 2 (Signalized Rotary at CSAH 10)

Alternative 2
Section 1

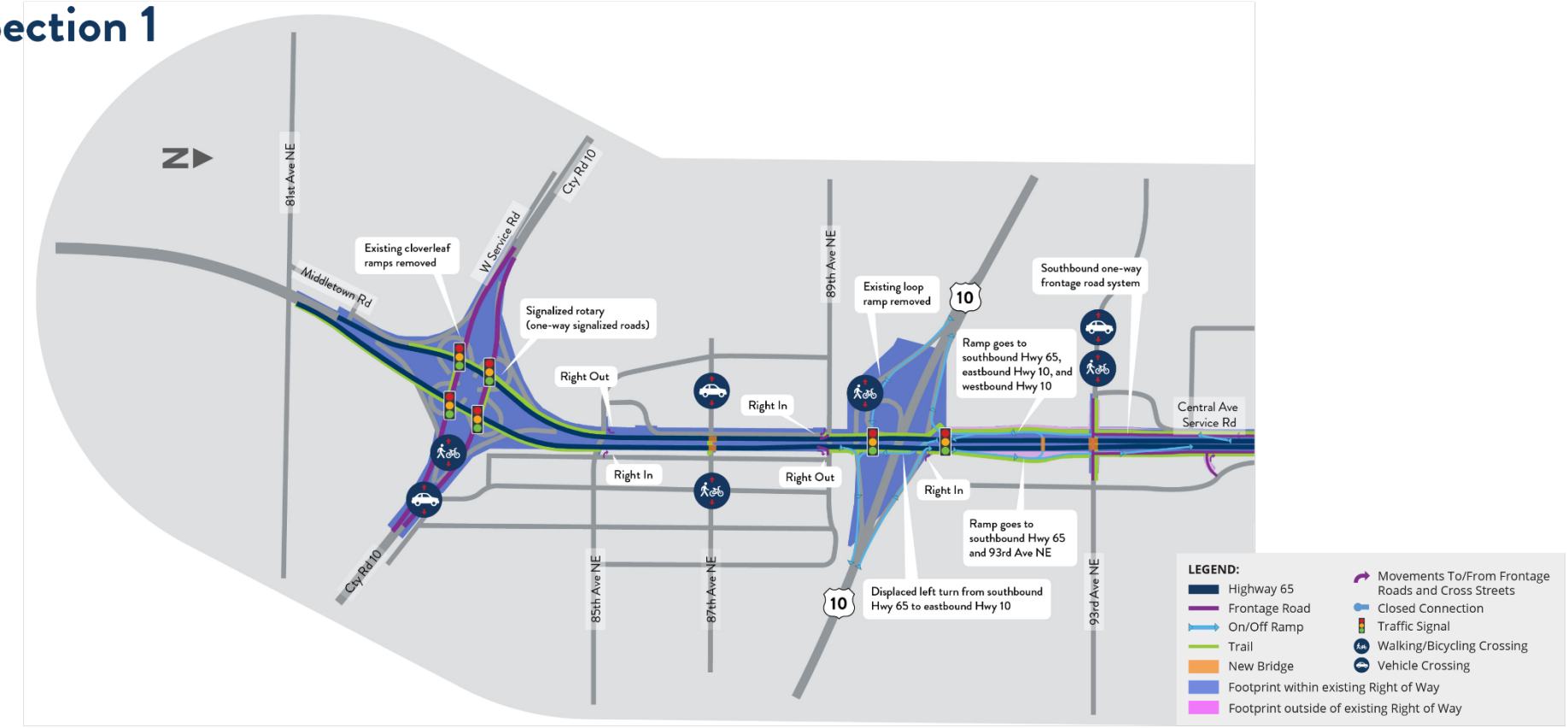
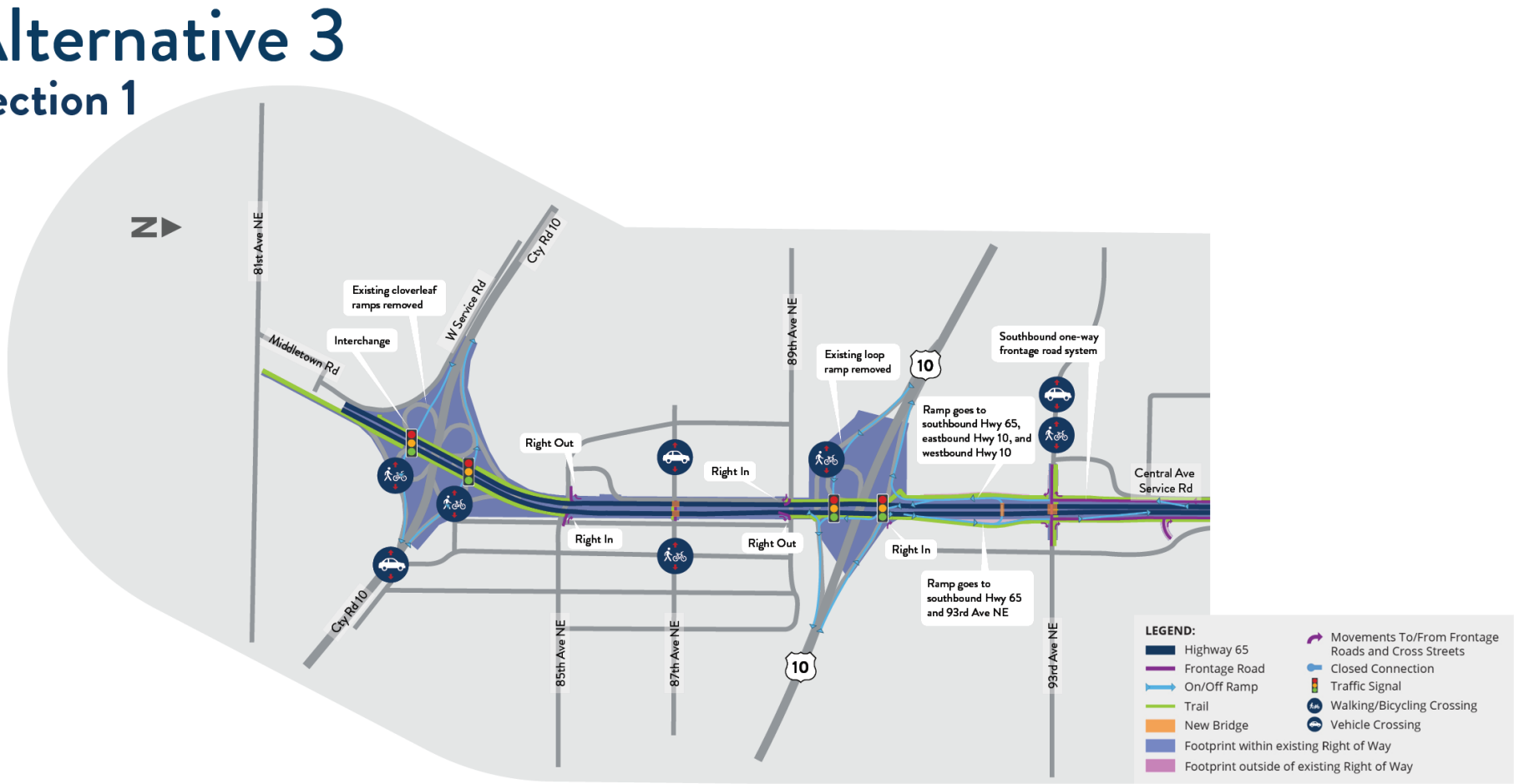


Figure 5-3 – US 10 Alternative 2 (Standard Diamond at CSAH 10)



5.2 Section 2 Alternatives – North of 93rd Ave to 117th Ave

Three Section 2 Alternatives have been carried forward. The main difference in design between the alternatives is that Freeway Alternative 3 would be a six-lane limited access facility with interchanges, while the hybrid freeway alternatives would include a series of slip ramps from frontage roads and grade separated median U-turns that would provide more access points. The Hybrid Freeway Sub-Alternative would also include an interchange at 109th that the Hybrid Freeway Alternative does not include.

5.2.1 Freeway Alternative 3

In this alternative, the roadway would be converted to a six-lane, limited access facility (see Figure 5-4). A two-way frontage road, with a separated trail, would connect 99th Ave to 109th Ave on the west side of TH 65 with ramp access to SB TH 65 between 99th Ave and 105th Ave. NB TH 65 ramps would be provided at 99th Ave that includes a roundabout which allows for circulation to and from the frontage road system. Interchanges are also included at 109th Ave (assumed a diverging diamond interchange), and 117th Ave (assumed a tight diamond interchange). Access would be limited to right-in-right-out at 105th Ave via the ramp from northbound TH 65 to 109th Ave. A pedestrian/bicycle tunnel would be provided to allow crossings under TH 65 at 105th Ave. The new bridges at 99th Ave, 109th Ave, and 117th Ave and a tunnel at 105th Ave would provide separated trails to cross TH 65.

5.2.2 Hybrid Freeway (refined from Level 2)

This alternative converts TH 65 to a six-lane limited access facility from 93rd Ave to 117th Ave (see Figure 5-5). A contiguous one-way frontage road system with parallel separated trail would connect to TH 65 on either side with several right-in right-out intersections, grade-separated U-turns, and slip ramps. A roundabout under a bridge near 101st Ave would provide crossing and U-turn opportunities with a two-way western frontage road between 101st Ave and 103rd Way. Access at 105th Ave and 109th Ave would be reduced to right-in/right-out configurations. Separated trail crossings under TH 65 would be provided at 97th Ave, 101st Ave, 107th Ave, 109th Ave, 113th Ave and 117th Ave.

5.2.3 Hybrid Freeway Sub-Alternative (Interchange at 109th Ave)

This alternative converts TH 65 to a six-lane arterial with limited access from 93rd Ave to 117th Ave (see Figure 5-6). A contiguous one-way frontage road system with trail would connect to TH 65 on either side with several right-in right-out intersections, grade-separated U-turns, and slip ramps. A roundabout under a bridge near 101st Ave would provide crossing and U-turn opportunities. Access at 105th Ave would be reduced to a right-in/right-out configuration and 109th Ave would be converted to a DDI interchange configuration. Separated trail crossings would be provided under TH 65 at 97th Ave, 101st Ave, 107th Ave, 109th Ave, 113th Ave, and 117th Ave.

Figure 5-4 – Freeway Alternative 3

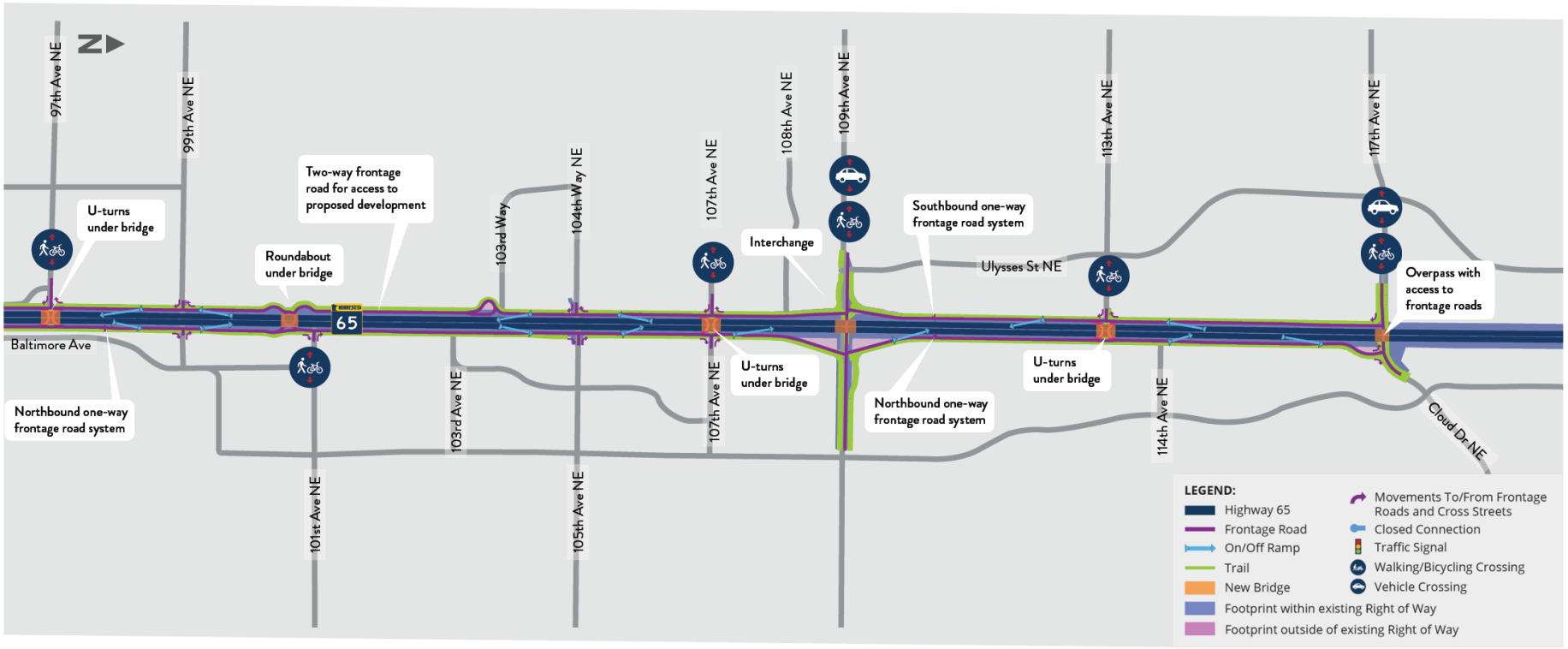
Alternative 1
Section 2

Figure 5-5 – Hybrid Freeway

Alternative 2
Section 2

Figure 5-6 – Hybrid Freeway Sub-Alternative (Interchange at 109th Ave)

Alternative 3
Section 2



5.3 Section 3 Alternatives – 117th Ave to Bunker Lake Blvd

Two Section 3 alternatives have been carried forward. Both alternatives would be limited-access facilities to Bunker Lake Blvd. The Freeway Alternative would include an interchange at Bunker Lake Blvd, while the Superstreet Alternative would include a Reduced Conflict U-turn, thereby transitioning from a freeway to a superstreet approaching the intersection.

5.3.1 Freeway Alternative

The roadway would be converted to a six-lane, limited access facility with a tight diamond interchange at Bunker Lake Blvd and would maintain the existing interchange at 125th Ave (see Figure 5-7). A new frontage road with a parallel trail would be added between 131st Ave and 133rd Ave on the east side of TH 65 to fill a gap in the existing frontage road system and provide a contiguous network. A pedestrian tunnel would be provided to allow crossings under TH 65 at 133rd Ave NE. The new bridge at Bunker Lake Blvd would provide separated trail to cross TH 65.

5.3.2 Superstreet (RCUT at Bunker Lake Blvd)

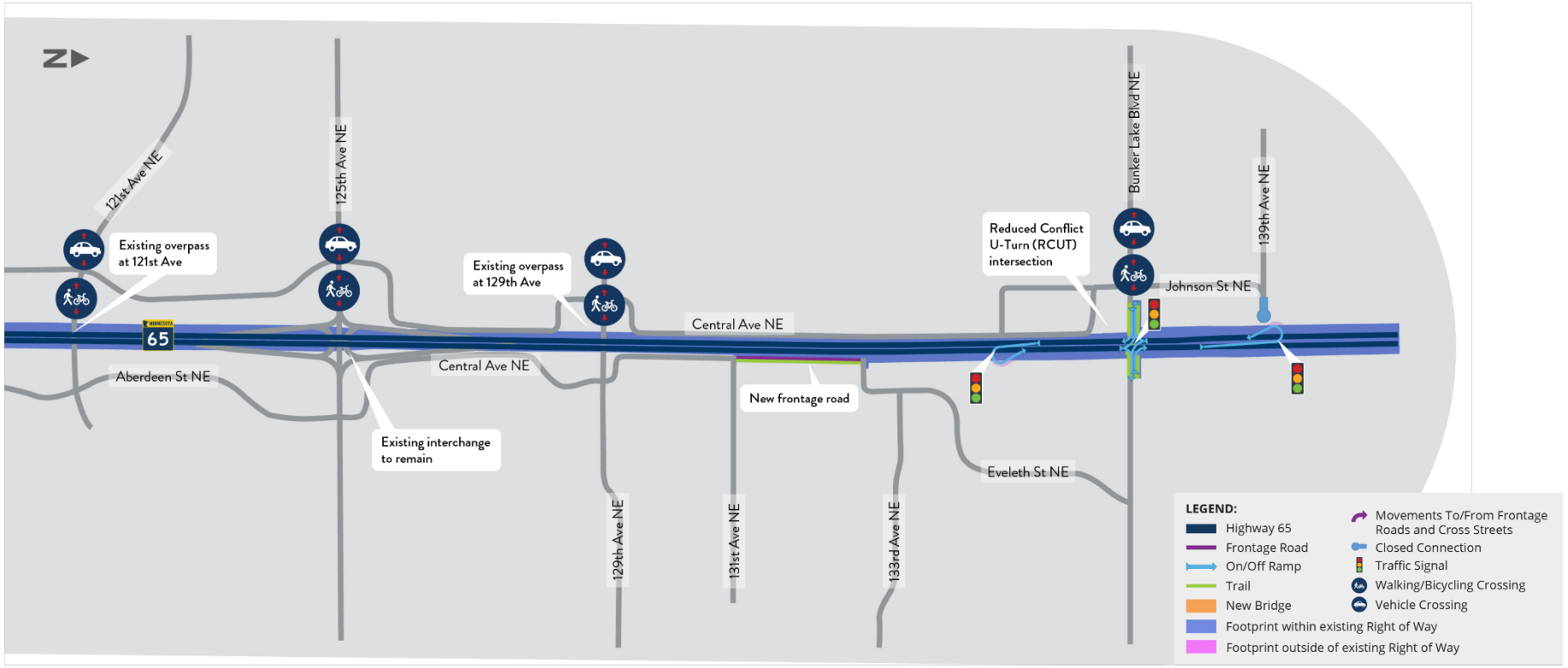
This alternative converts TH 65 to a six-lane limited access facility from 117th Ave to Bunker Lake Blvd and maintains the existing in place interchange at 125th Ave (see Figure 5-8). The intersection at Bunker Lake Blvd would be converted to a reduced conflict U-turn (RCUT) intersection configuration. A new frontage road with a separate parallel trail would be added between 131st Ave and 133rd Ave on the east side of TH 65 to fill a gap in the existing frontage road system and provide a contiguous network. An at-grade trail crossing would be provided at the RCUT. Pedestrians and bicyclists travelling along TH 65 would use the existing local road system.

Figure 5-7 – Freeway Alternative

Alternative 1
Section 3

Figure 5-8 – Superstreet (RCUT at Bunker Lake Blvd)

Alternative 2
Section 3



5.4 Corridor-wide Recommendations

The following section summarizes the transportation-related screening results from the Level 3 Alternatives Analysis and provides recommendations for what to consider in future NEPA analyses. For more detailed information on the topics below, referenceAppendix G: Alternatives Analysis Memo (and the Level 3 Evaluation Matrix located in the memo's appendix).

5.4.1 Traffic Operations and Safety

All alternatives improved the morning and afternoon peak travel time along and crossing the corridor, and vehicle throughput along the corridor when compared to the no-build alternative. Notable differences include reducing existing travel times along the seven-mile corridor from over 40 minutes down to around 12 minutes during both morning and afternoon rush hours. As traffic grows, the 2045 no-build travel times increase to 50 minutes, while the alternatives maintained approximately 12 minutes. For all three build alternatives in 2045, there is improved mobility at the southern terminus of the project as it transitions out of the study area. At the northern terminus, all build alternatives in 2045 have improved mobility over the no-build; however, drivers are likely to experience backups at the northernmost signal at the transition (either Bunker Lake Blvd or Andover Blvd depending upon the alternative).

Just as critical were crossing travel times, which were measured between key origins and destinations throughout the corridor. In several areas where it can take ten minutes to cross, the alternatives reduced crossing times to three or four minutes. Safety performance also improved with all alternatives, with 70 to 80 percent reduction in conflict points when compared to the no-build alternative.

5.4.2 Transportation Systems Management and Operations (TSMO)

The following TSMO alternatives were carried forward from Level 1 and should be considered during future NEPA review. These alternatives could be applied throughout all sections of the corridor as an add-on to any of the alternatives.

Transit Signal Priority

Transit Signal Priority includes equipping traffic signals with the ability to detect and prioritize transit movements in the corridor.

Variable Speed Signs

Variable speed signs could have an adjusted posted speed limit depending upon traffic conditions, weather, or other roadway conditions.

Intelligent Transportation Systems (ITS)

Examples of ITS include real-time information boards displaying travel time and delay information, adaptive traffic signal control, and dynamic speed display signs.

5.4.3 Bicycle and Pedestrian Recommendations

North/South Mobility

Bicycle and pedestrian improvements vary slightly between alternatives, however, all alternatives include improved north/south mobility on both sides of the highway. The alternatives include a mix of new 10-ft trail and low volume frontage road connections for contiguous travel from 81st Ave to Bunker Lake Blvd, which contributed to the improved connectivity. The Level 3 evaluation showed improved Multi-modal Level of Service results for all alternatives corridor-wide with scores in the A-C range except south of 125th Ave on west side of TH 65 on Ulysses, which scored a C-D. Adding separated multi-modal facilities to existing frontage roads could further improve mobility and comfort for users.

Crossing TH 65

Crossings of TH 65 are also improved in all alternatives. In Section 1, new vehicle bridges at 87th Ave and 93rd Ave would include bike/ped facilities, making it more comfortable and quicker to cross the highway. In the Level 3 evaluation, travel time crossing TH 65 utilizing the 87th Ave bridge would be 6 minutes faster on foot and 3 minutes faster on bicycle compared with the no-build. The variations in intersection/interchange design at US 10 and CSAH 10 should be further evaluated in the NEPA process for bikeability and walkability to improve user comfort and safety in crossing TH 65.

In Section 2, the Freeway Alternative would include new grade-separated crossings at 99th Ave, 105th Ave, 109th Ave, and 117th Ave. In the same section, the hybrid freeway alternatives would include new grade-separated crossings at 97th Ave, 101st Ave, 107th Ave and 109th Ave, 113th Ave, and 117th Ave (most at grade-separated median U-turn locations). These grade separated crossings would make it more comfortable and quicker to cross the highway. Travel times improved when compared to the no-build for most of the hybrid freeway alternatives, however travel times remained the same for the Freeway Alternative.

In Section 3, both alternatives would include a new bike/ped only crossing at 133rd Ave and crossing at Bunker Lake Blvd (grade separated in the Freeway Alternative and at-grade in the Superstreet Alternative). For both alternatives, travel time crossing at Bunker Lake Blvd remained the same when compared to the no-build alternative. Future NEPA analysis should consider bicyclist and pedestrian safety and comfort for both grade-separated and at-grade crossings of TH 65.

5.4.4 Transit Recommendations

The Level 3 evaluation of transit focused on how the alternatives maintained current express route transit service on TH 65, which currently operates only in Section 2. All alternatives improved travel time along the corridor, with similar results as vehicular travel time. Future NEPA study and analysis should consider how the proposed alternatives would affect local bus service and the park and ride facility at 117th Ave. During the Level 2 evaluation, US 10 Alternative 1 and US 10 Alternative 2 include removed left turns at 85th Ave and 89th Ave which would affect existing local bus route service (Routes 25, 59, 825).

5.4.5 Freight Recommendations

The Level 3 evaluation of freight evaluated heavy commercial vehicle travel time between representative origin and destinations along the corridor. Overall, all the alternatives in Sections 1 and 2 showed improvement over the no-build.

Section 3 alternatives maintained the same travel time when compared with the no-build during the PM peak, but improved during the AM peak. Future NEPA analyses should consider freight movements and freight related businesses along the corridor.

5.5 Construction Related Recommendations

The Level 3 evaluation developed high-level cost ranges (-15% to +50% cost range estimate) to compare relative costs of implementation between alternatives (See Table 5-1). The methodology for developing these can be found in Appendix G: Alternatives Analysis Memo(Cost Estimate appendix). The higher opinion of costs were correlated with right-of-way acquisition costs for alternatives that would require additional space beyond the existing right-of-way and new infrastructure such as frontage roads and bridges. Freeway alternatives and freeway elements, such as interchanges require additional space. The Hybrid Freeway alternatives had fewer right-of-way costs but more infrastructure such as bridges, walls and lane-miles to construct.

Table 5-1 – Construction Related Recommendations

Section/Alternative	Opinion of Costs ($2020-millions)
Section 1	Cost range
US 10 Alt 1 (Diamond at CSAH 10)	$66 to $116
US 10 Alt 2 (Rotary at CSAH 10)	$62 to $110
US 10 Alt 2 (Diamond at CSAH 10)	$66 to $117

Section/Alternative	Opinion of Costs ($2020-millions)
Section 2	Cost range
Freeway Alt 3	$124 to $219
Hybrid Freeway	$120 to $212
Hybrid Freeway Sub-Alt (Interchange at 109th)	$147 to $260

Section/Alternative	Opinion of Costs ($2020-millions)
Section 3	Cost range
Freeway Alt	$32 to $57
Superstreet (RCUT at Bunker Lake Blvd)	$18 to $31

Other construction related recommendations include evaluating the performance versus costs and impact of construction on the traveling public. The Section 1 alternatives had a beneficial rating, but high construction impacts to the traveling public. The Section 2 alternatives had a mediocre score, with the Hybrid Freeway Sub-Alt (Interchange at 109th Ave) receiving a poor rating due to the additional infrastructure footprint at 109th Ave. The Freeway Alternative 3 had high construction impacts to the travelling public. The Section 3 alternatives of Freeway and Superstreet had a mediocre and beneficial score, respectively. The Freeway Alternative also had high construction impacts to the traveling public, while the Superstreet had low impacts.

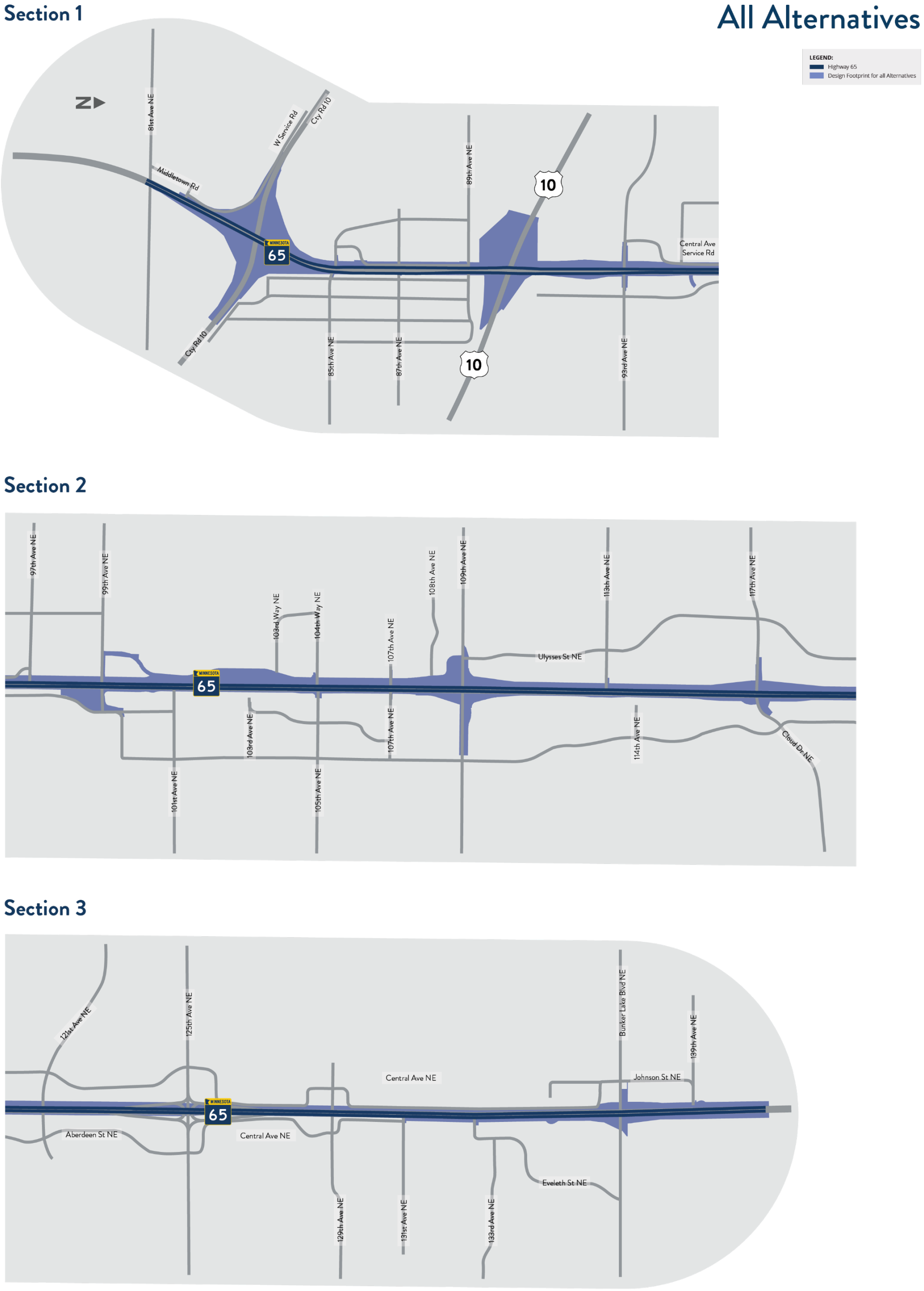
The performance evaluation rated and compared project attributes (evaluation criteria) such as how well each alternative met the purpose and need, minimized environmental impacts, its constructability and implementability. It did not consider the long-term maintenance or life-cycle costs between alternatives since life-cycle cost values for various alternative components (i.e. bridges, lane-miles, retaining walls) were not available. This should be evaluated in the next phase of project development (environmental analysis and preliminary design) when the alternative designs are advanced beyond a planning level. MnDOT's Benefit-Costs Analysis (BCA) for Transportation Projects[16] methodology could be applied which considers routine maintenance, major rehabilitation and life-cycle costs in defining the Project's overall costs. The BCA and life-cycle costs could be important information in selecting a recommended alternative for implementation.

16 Benefit-Cost Analysis for Transportation Projects, Benefit-Cost Analysis - MnDOT (state.mn.us)

6. Affected Environment and Environmental Consequences

Based on the findings of the existing conditions report that future improvements have the potential to impact certain environmental resources and that impacts could vary between alternatives, several environmental topic areas were selected as a part of the Alternatives Analysis evaluation criteria. For more detail on the following sections, reference Appendix E: Existing Conditions Review and Future Traffic Operations Memoand Appendix G: Alternatives Analysis Memo.

Figure 6-1 – Design Footprint for All Alternatives



6.1 Property Impacts

Major infrastructure projects often require right-of-way acquisitions to accommodate design features, such as interchanges and ramps. These impacts can affect both businesses and residential properties, potentially harming the economic vitality and community cohesion of the corridor. Right-of-way acquisitions are often drivers of implementation costs, which is the case with TH 65.

6.1.1 Findings

Levels 2 and 3 of the Alternatives Analysis evaluation considered property impacts by documenting the number and acres of potential property impacts, including potential relocations. The approach taken considered a worst-case scenario for impacts, however, further design of the corridor could result in fewer impacts. The Freeway Alternative 3 in Section 2 has the highest documented impact of 26 acres, including 3-5 potential residential relocations and 16-17 business relocations. The Hybrid Freeway Sub-Alternative (Interchange at 109th Ave) has the second highest documented impacts with 7.6 acres, including 12-13 business relocations. Future NEPA analyses should seek to avoid residential relocations where possible. The relocations in Section 2 also correlate with potential Environmental Justice populations.

6.2 Local and Regional Planning Compatibility

Both existing land use and future land use were reviewed to understand the effects or potential effects land use has on transportation in the project review area. Existing land use along TH 65 is primarily commercial and industrial with some institutional and office. Further away from the TH 65 alignment, the project review area is primarily made up of residential and parks and recreation uses. There are few future planned land use changes along the TH 65 corridor in the review area. Primarily, these changes are for further development of commercial areas. These changes are most prevalent at the south end of the corridor, south of CSAH 10 in Spring Lake Park, on the west side of the corridor between 99th Ave and 105th Ave, and at the north end of the corridor, starting at 133rd Ave in Ham Lake.

6.2.1 Evaluation Results

Levels 2 and 3 of the Alternatives Analysis evaluation considered compatibility to local and regional plans by qualitatively documenting access and visibility to existing and planned retail/commercial property. The proposed alternatives with the addition of a frontage road system on both sides of the highway will improve access. Proposed retaining walls near on/off ramps may reduce visibility to some businesses. Future NEPA analyses will need to consider the balance of access and visibility across the roadway in existing and future planned land use.

6.3 Environmental Justice

All projects involving a federal action (funding, permit, or land) must comply with Executive Order (EO) 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, signed by President Clinton on February 11, 1994. Executive Order 12898 directs the Federal departments and agencies take the appropriate steps to identify and address any “disproportionately high and adverse" human health or environmental effects of Federal programs, policies, and activities on minority and low-income populations.

The analyses presented in this section were prepared in compliance with EO 12898; the US Department of Transportation's (USDOT) Order to Address Environmental Justice in Minority Populations and Low-Income Populations [USDOT Order 5610.2(a), May 2, 2012]; and Minnesota Department of Transportation's Highway Project Development Process (HPDP).

According to the HPDP, any program, policy, activity, or project funded or approved by the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), or other U.S. DOT component and not covered by the Programmatic Categorical Exclusion Approval Agreement between the Federal Highway Administration and the Minnesota Department of Transportation requires an Environmental Justice (EJ) analysis. The purpose of EJ is to:

- Avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations
- Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process
- Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations

The existing conditions analysis revealed that although the project review area does not exceed EJ thresholds, there are several block groups that may warrant further research and exploration to ensure they are not subject to EJ protections. Three of the block groups exhibit a high share of minority populations, while another block group exhibits a high share of low-income populations.[17]

6.3.1 Evaluation Results

Levels 2 and 3 of the Alternatives Analysis evaluation considered impacts to environmental justice communities by documenting the number and acreage of potential properties impacted. The Freeway Alternative 3 in Section 2 would result in three unavoidable residential parcel acquisitions and two mobile home relocations of potential EJ populations near 103rd Ave. Future NEPA analyses should include field verification beyond desktop census demographic analysis to confirm the presence of EJ populations around 103rd Ave and elsewhere in the corridor. Engagement efforts early in the process to connect with Blaine International Village residents were unsuccessful and should be pursued again in any future studies of the corridor (see Section 4.3.1).

6.4 Water Resources

A review of publicly available data, which identified wetlands, stream crossings, floodplains, and wells within the project review area, was completed. One large pond (Laddie Lake), approximately 52 acres in area, was identified in the project review area. The perimeter of the pond is surrounded by approximately 16 acres of Freshwater Emergent Wetland.

17 See Section 4.6.11 of Appendix E: Existing Conditions Review and Future Traffic Operations Memo.

Laddie Lake, and the associated wetlands, are located near the south end of the corridor, adjacent to TH 10 and TH 65. In addition, there are several smaller wetlands that are present in the project review area, based on National Wetland Inventory data. Wetland delineations should be completed as specific improvement projects are identified and developed in the future.

TH 65 crosses four streams in the project review area. Existing culverts at these locations may need to be extended depending on the final design of the project. Existing 100 and 500-year floodplains in the project review area are largely associated with these stream crossing areas.

6.4.1 Evaluation Results

Levels 2 and 3 of the Alternatives Analysis evaluation considered impacts to wetlands and floodplains by documenting the number and acreage of impacts. The Freeway Alternative 3 in Section 2 documented the wetland impact acreage at 3 acres, with 11 wetlands impacted. All other alternatives had less than or equal to 0.5 acres of impact. Floodplain impacts were only found in Section 2, with all three alternatives in that section impacting 1.1 to 1.2 acres of floodplain. Future NEPA analyses will need to reevaluate wetland and floodplain impacts based on refined design.

6.5 Park Resources - 4(f) and 6(f)

Locations of parks within the review area pose a risk of 4(f) or 6(f) impacts if any of the alternatives would require right-of-way acquisition (temporary or permanent) on any of these properties. There are 24 parks and one golf course located within the project review area. Parks located less than 1,000 feet from the TH 65 centerline have a higher risk of being impacted with permanent or construction right-of-way needs. Six parks are located less than 1,000 feet from the TH 65 alignment. The name, location, and distance to the TH 65 alignment of these parks are listed below.

- Aquatore Park – northwest quadrant of TH 65 and TH 10 (less than 100 feet)
- Suzanna Park – southwest quadrant of TH 65 and 109th Ave (275 feet)
- The Green Park – southeast of TH 65 and 114th Ave (675 feet)
- Pine Grove Gardens Park – northeast of TH 65 and 114th Ave (225 feet)
- Ostmans Park – west of TH 65 and 131st Ave (875 feet)
- Carrara West Park – northeast of TH 65 and 131st Ave (575 feet)

Aquatore Park is the only park in the study area identified as a Minnesota park subject to permanent land use requirements. Converting part of all of the site to a non-recreation use requires prior approval by the state commissioner of natural resources. This program is administered by the Minnesota Department of Natural Resources (MnDNR). Aquatore Park is not a federally funded Land and Water Conservation Fund (LWCF) site and therefore would not require coordination with the National Park Service.

6.5.1 Evaluation Results

Levels 2 and 3 of the Alternatives Analysis evaluation considered impacts to park resources by documenting the number and acreage of potential park impacts. Of the recommended alternatives, all three Section 1 alternatives document an impact of 0.2 acres to Aquatore Park. Future NEPA analyses will need to re-evaluate parks impacts based on refined design.

6.6 Contaminated Materials

The presence of contaminated properties within the project review area can pose issues relating to worker exposure, special handling and disposal requirements, and potential liability for cleanup. Encountering unknown contamination during construction can also lead to significant delays if not adequately addressed during the planning phase.

A search for federal, state, and local environmental listings was conducted for the corridor. The U.S. Environmental Protection Agency (USEPA) EnviroMapper, a tool for accessing USEPA environmental data, did not indicate any National Priorities List (NPL) or Superfund Sites (sites which are nationally prioritized for cleanup) within 1.5 miles of the TH 65 alignment. A further search of the Minnesota Pollution Control Agency (MPCA) "What's In My Neighborhood" (WIMN) database was conducted to identify listed hazardous waste sites and contaminated properties located within project review area. The WIMN database identifies listings associated with air quality, environmental review, feedlots, hazardous waste, investigation and cleanup, water quality, and tanks.

A total of 527 unique points were found in the project review area; these sites have the potential to impact the project, due to the presence or likely presence of contamination associated with the properties.

A review of the database search results found the types and number of listings that have the most potential to impact the corridor. A majority of the listings are related to hazardous material use and wastes associated with commercial and industrial properties located along the corridor. Eighty-three sites were identified as having multiple listings in several databases. A number of former dump sites, brownfields properties, gas stations, automotive repair facilities, automotive dealerships, and industrial uses are also concentrated in the project review area, particularly in the southern half of the corridor, between 109th Ave and TH 10.

6.6.1 Evaluation Results

Level 2 of the Alternatives Analysis evaluation considered impacts to contaminated materials by documenting the number of potential sites impacted. Level 3 of the evaluation assessed only sites identified as "sites of elevated concern" as documented by MnDOT staff. In Section 1, municipal wells are present, but are likely below any construction depth. In Section 2, the Freeway Alternative may require a partial acquisition near the Lee Wrecking site at 117th Ave where residual waste could be encountered. Section 2 also has a few dump sites near 117th Ave, but all alternatives avoid these. Section 3 contains no sites of elevated concern. A Phase I and Phase II Environmental Site Assessment will be required in future NEPA review to adequately characterize the corridor for contamination issues.

6.7 Impervious Surface

Impervious surfaces are defined as areas where water cannot infiltrate, such as roadway pavement. Increases in impervious surfaces force runoff to enter the stormwater systems in greater volume, which can lead to flooding of local streams and water quality issues if not properly managed. The impervious surface category was added to the evaluation criteria for the Level 3 evaluation in response to comments received from the EPA on the Purpose and Need and Evaluation Criteria (see Appendix A: Public Engagement and Agency Coordination for comment letter).

6.7.1 Evaluation Results

Level 3 of the Alternatives Analysis evaluation measured the change in impervious surface by documenting the percent change from the no-build. All the alternatives in all sections resulted in an increase of impervious surface, from as little as 18 percent up to 93 percent. These findings indicate an unavoidable increase in impervious surface and future NEPA analyses should consider strategies to manage surface water. See Section 8.1 for more discussion regarding drainage risks with the implementation of alternatives.

6.8 Least Environmental Damaging Alternatives

The following alternatives were identified as the least environmental damaging from the Level 3 screening analysis. Future NEPA review will include a more detailed impact analysis with refined design. For additional detail on the results of the Level 3 screening analysis, refer toAppendix G: Alternatives Analysis Memo.

6.8.1 Section 1: US 10 Alternative 1 (Standard Diamond at CSAH 10)

In Section 1, US 10 Alternative 1 (Standard Diamond at CSAH 10) was identified as the least environmentally damaging alternative based on the Level 3 screening analysis. This alternative included the fewest number and acreage of community and natural resources by a small margin. It should be noted that all three alternatives in Section 1 are similar in terms of impacts with all documenting less than 3.5 acres in property impacts, include no residential relocations, less than 3 acres of potential environmental justice properties, less than 0.5 acres in wetland impacts, 0.2 acres of impact to Aquatore Park, and a similar increase in impervious surface (8-10 acres). There were no identified contamination sites of elevated concern, nor any floodplain impacts identified. The visibility and accessibility of existing and planned retail/commercial properties showed similar access benefits across all alternatives and potential impacts to visibility with retaining walls near US 10. Additional design refinement could potentially avoid or minimize some of these impacts with any of the alternatives.

6.8.2 Section 2: Hybrid Freeway

In Section 2, the Hybrid Freeway Alternative was identified as the least environmentally damaging alternative based on the Level 3 screening analysis. This alternative has notably fewer community and natural resources impacts when compared with the Freeway 3 Alternative, and slightly fewer impacts when compared with the Hybrid Freeway Sub-Alternative (Interchange at 109th Ave). This alternative has the fewest property impacts at 2.3 acres when compared with Freeway Alternative 3 (26 acres), and the Hybrid Freeway Sub-Alternative (Interchange at 109th Ave) (7.6 acres). In

terms of floodplain (1.1 acres), wetland (0.4-0.5 acres), contamination impacts (avoids sites of elevated concern), and impervious surface increase (40 acres), the Hybrid Freeway and Sub-Alternative perform similarly. None of the alternatives identified any park impacts (4f or 6f properties). The visibility and accessibility of existing and planned retail/commercial properties showed similar access benefits across all alternatives with the addition of the frontage road system and potential impacts to visibility with retaining walls near ramps.

6.8.3 Section 3: Superstreet (RCUT at Bunker Lake Blvd)

In Section 3, the Superstreet (RCUT at Bunker Lake Blvd) was identified as the least environmentally damaging alternative based on the Level 3 screening analysis. This alternative has minor property impacts of 0.2 acres, 0.1 acres of wetland impacts, and a minor increase in impervious surface (9 acres). There were no visibility/accessibility, environmental justice, floodplain, parks, or contamination impacts identified. The Freeway Alternative has slightly more property impacts of 1.4 acres, but no wetland impacts. Other than these two categories, the two alternatives resulted in similar community and environmental impacts.

7. Implementation Plan

The PEL process is intended to provide a framework for the long-term implementation of recommended improvements as funding becomes available and to be used as a resource for future NEPA documentation. It is anticipated that the funding for all the recommended corridor improvements will not be available at one time. Potential separate projects to implement the study recommendations were identified in coordination with MnDOT and the Technical Advisory Committee.

The following breaks out potential separate projects within the three geographical sections of roadway which as described in the Alternatives Analysis include concept alternatives that can be interchangeable by section. While the timing of funding is unknown, each separate project implementation timeline has the potential to affect other areas of the corridor due removal of bottlenecks and changes in driver expectations. While a project could be implemented independently, in some locations it will be critical to evaluate and complete the NEPA decision making document for the overall section since the preferred alternative may dictate the outcome of another project within the section.

7.1 Identification of Projects

To implement separate projects, care must be taken to ensure that the area transportation system operates acceptably at the conclusion of each separate project and selecting a recommended alternative is evaluated for each section so that the project does not predetermine a section alternative. The ability of each separate project to operate on its own is referred to as “independent utility”. Also, mitigation measures needed in response to overall area impacts must be implemented with the project in which the impacts occur, and not deferred to a later phase of the ultimate planned transportation system. The separate projects should meet the following criteria:

- Independent Utility – Each project should have independent utility to the extent that the project provides a functional transportation system even in the absence of other elements of the recommended alternative.
- Elements of the Purpose and Need – Each project should contribute to meeting the Purpose and Need for the overall recommended alternative.
- Environmental Impacts – Each project should avoid the introduction of substantial additional environmental impacts that cannot be mitigated.
- Mitigation Directly Related to Impacts – Each project should include appropriate mitigation measures to match the environmental impacts of that project phase of the overall recommended alternative.

7.2 Section 1 – 81st Ave to North of 93rd Ln

Figure 7-1 identifies three potential projects located in Section 1 of the study area. These projects could be constructed at different times but selecting a preferred alternative is necessary at the section level under one NEPA document. The

only exception to this is if a standalone bicycle and pedestrian improvements project advanced. Logical termini and independent utility will need to be solidified once the NEPA process officially begins. The Transportation System Management & Operations (TSMO) improvements identified in the Alternatives Analysis which include Transit Signal Priority, Variable Speed Signs and Intelligent Transportation Systems. Transit Signal Priority can be done project by project, but Variable Speed Signs and Intelligent Transportation Systems will likely need to be applied from south to north to capture the intended benefits. The potential separate projects described in detail in the Alternatives Analysis include improvements at the following locations:

- CSAH 10 - spot improvement
- 83rd Ave to 89th Ave – section improvement that changes access and local circulation
- US 10 to 93rd Ln - section improvement that changes access and local circulation

The recommended alternatives identified in the Alternatives Analysis could likely be interchanged in this area but the breakout of potential separate projects are recommended due to how the improvements change TH 65 access and local circulation and the likelihood of independent utility. Note, there are no specified improvements to the frontage road system between CSAH 10 and US 10 with the exception of how TH 65 is accessed therefore if improvements are proposed to these existing roadways they can be completed independent of TH 65 potential projects identified in Section 1.

Figure 7-1 – Section 1 Projects

The potential separate projects each contribute to meeting the purpose and need as described in Table 7-1 below. The table also summarizes the opinion of costs (2020 $) and potential environmental resources that will need to be considered with further project development.

Table 7-1 – Section 1 Projects

Project	Crash Reduction	Congestion Reduction	Multi-modal Enhancements	Key Environmental Resources Affected	Opinion of Cost
CSAH 10	Reduction in conflict points	Reduces corridor travel time.	Incorporates multi-modal trail along TH 65. Improves bicycle/pedestrian crossings with signal.	Noise	$6M to $16M
83rd Ave to 89th Ave	Substantial reduction in conflict points	Reduces corridor and crossing travel time.	Improves bicycle/ pedestrian crossings by removing conflict with TH 65.	Noise Visual	$16M to $30M
US 10 to 93rd Ln	Substantial reduction in conflict points	Reduces corridor and crossing travel time.	Incorporates multi-modal trail along TH 65. Improves bicycle/ pedestrian crossings by removing conflict with TH 65.	Noise Visual Parks Right-of-Way Environmental Justice	$40M to $71M

7.2.1 Project Timeline

The timeline (potentially 5-10 years) for implementing Section 1 Projects are recommended after implementing the projects in Section 2 (a very congested part of the corridor) and will depend on funding availability. While Section 2 is a bottleneck along the corridor, so is Section 1. Improving congestion at US 10 has the potential to shift regional traffic to the TH 65 corridor, resulting in the pursuit for mobility improvements, due to the pent-up travel demand on TH 65. The PEL did not evaluate how travel demand shifts with improvements to each individual section and should be considered in the next phase of project development. The order of improvements in this section would potentially start with the US 10 to 93rd Ln due to the congestion that is expected to worsen over time at this heavily utilized interchange with US 10. The closely spaced traffic signals are contributing to the congestion and removing the bottleneck in Section 2 could potentially increase demand at the interchange with US 10. The next project would shift to 83rd Ave to 89th Ave which would remove closely spaced traffic signals also contributing to congestion. Finally, CSAH 10 would be improved which would eliminate the weaving contributing to congestion at this location.

7.2.2 Vision south of CSAH 10

A PEL Study is currently underway on TH 65 south of CSAH 10. The study outcomes have the potential of influencing the improvements at CSAH 10.

7.2.3 Interaction with Section 2

The distance between access (ramp locations) between 93rd Ln and 99th Ave has the potential to introduce a weave. The recommended alternatives for the US 10 and 93rd Ln is a shared access resulting in substantial demand on the ramps north of 93rd Ln. Traffic operations should be considered when developing the preferred alternative at this location and the next project to the north in Section 2.

Section 2 is a bottleneck on TH 65 which results in users choosing other routes to avoid congestion along this section. If this bottleneck is relieved it has the potential to shift more demand to TH 65 in Section 1 especially at US 10. Future phases should evaluate how this shift affects congestion in this area.

7.3 Section 2 – North of 93rd Ln to 117th Ave

Section 2 consists of three potential separate projects that incorporate access changes and lane additions on TH 65 and new frontage roads shown in Figure 7-2. The lane additions are necessary to increase mainline capacity and in some locations to provide auxiliary lanes between proposed ramp locations. During the concept development phase it was assumed that TH 65 would be elevated in each alternative in Section 2, therefore lane additions for capacity would likely occur when each project is implemented. While each project could be built separately, one NEPA document is likely necessary to determine the preferred alternative for this section since the recommended alternatives are section wide and the selection of one-element would determine the preferred alternative section-wide. The breakout of potentially separate projects is predicated on how access and changes to local circulation is affected within each project. The Transportation System Management & Operations (TSMO) improvements identified in the Alternatives Analysis which include Transit Signal Priority, Variable Speed Signs and Intelligent Transportation Systems. Transit Signal Priority can be done project by project, but Variable Speed Signs and Intelligent Transportation Systems will likely need to be applied from south to north to capture the intended benefits. The potential separate projects described in detail in the Alternatives Analysis include improvements at the following locations:

- 97th Ave to 103rd Way – section improvement that changes access and local circulation (including new frontage roads) and adds lanes on TH 65
- 103rd Way to 113th Ave – section improvement that changes access and local circulation (including new frontage roads) and adds lanes on TH 65
- 113th Ave to north of 117th Ave - section improvement that changes access and local circulation (including new frontage roads) and adds lanes on TH 65

Figure 7-2 – Section 2 Projects

The potential separate projects each contribute to meeting the purpose and need as described in Table 7-2 below. The table also summarizes the opinion of costs (2020 $) and potential environmental resources that will need to be considered with further project development.

Table 7-2 – Section 2 Projects

Project	Crash Reduction	Congestion Reduction	Multi-modal Enhancements	Key Environmental Resources Affected	Opinion of Cost
97rd Ave to 103rd Way	Substantial reduction in conflict points.	Reduces corridor travel time.	Incorporates multi-modal trail along new TH 65 frontage roads. Improves bicycle/ pedestrian crossings by removing conflicts with TH 65.	Noise Visual Right-of-Way Wetlands Floodplains Environmental Justice	$30M to $83M
103rd Way to 113th Ave	Substantial reduction in conflict points.	Reduces corridor travel time and crossing travel time.	Incorporates multi-modal trail along new TH 65 frontage roads. Improves bicycle/ pedestrian crossings by removing conflicts with TH 65.	Noise Visual Right-of-Way	$30M to $102M
113th Ave to north of 117th Ave	Substantial reduction in conflict points.	Reduces corridor travel time and crossing travel time.	Incorporates multi-modal trail along new TH 65 frontage roads. Improves bicycle/ pedestrian crossings by removing conflicts with TH 65.	Noise Visual Right-of-Way	$37M to $76M

7.3.1 Project Timeline

This section includes a substantial bottleneck along the corridor and east-west travel. Addressing the congestion and safety needs in this section is considered a priority with a shorter-term timeline (potentially within five years) for implementation depending on funding availability. Anoka County is prioritizing improvements at 105th and 109th Aves including obtaining state bonding for preliminary and final design, and the City of Blaine has received federal funding and state funding for construction of improvements between 97th and 113th Aves. The City of Blaine is also seeking funding to construct all improvements between 93rd and 113th Aves. Their next priority is to implement improvements between 113th Ave to north of 117th Ave.

7.3.2 Interaction with Section 1

The distance between access (ramp locations) between 93rd Ln and 99th Ave has the potential to introduce a weave. The recommended alternatives for the US 10 and 93rd Ln is a shared access resulting in substantial demand on the ramps north of 93rd Ln. Traffic operations should be considered when developing the preferred alternative in this section and future projects to the north in Section 1.

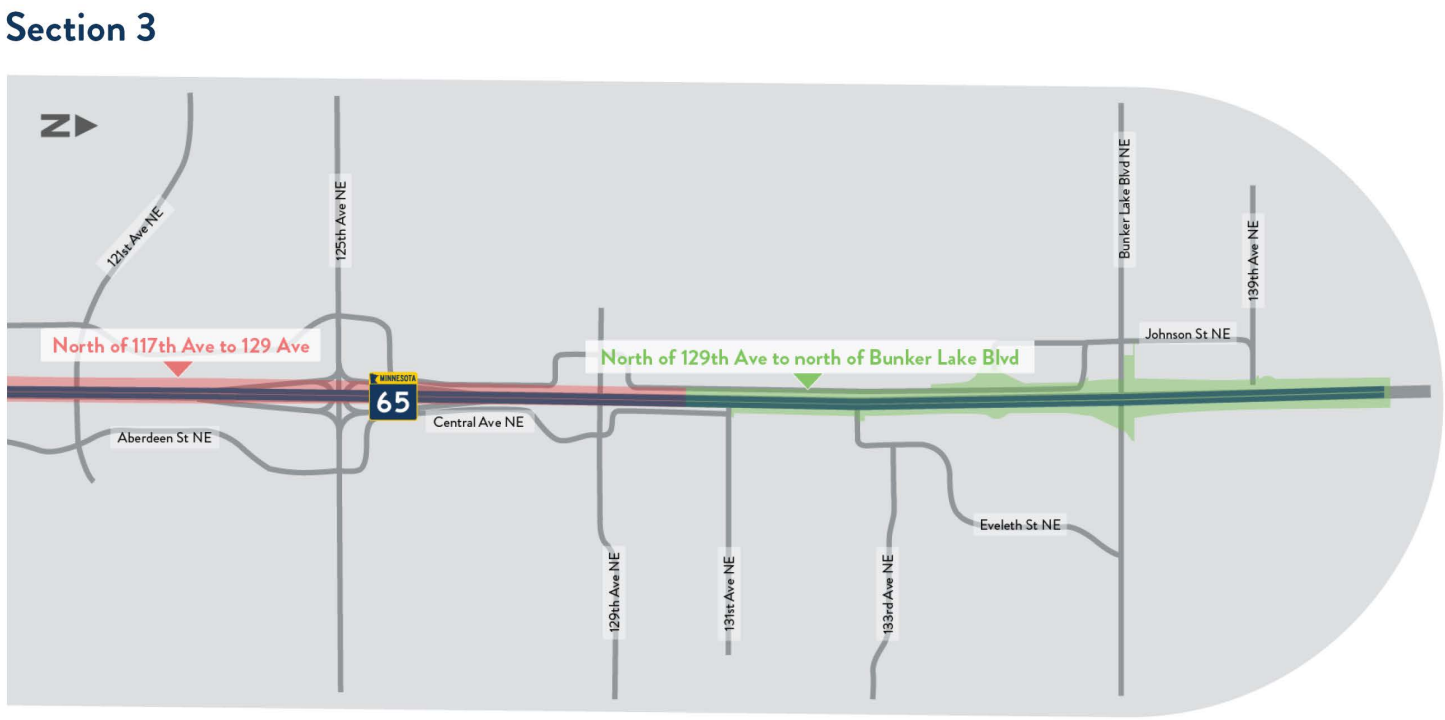
Section 2 is a bottleneck on TH 65 which results in users choosing other routes to avoid congestion along this section. If this bottleneck is relieved it has the potential to shift more demand to TH 65 in Section 1 especially at US 10 although US 10 is also a substantial bottleneck. Future phases should evaluate how this shift affects travel demands along the corridor including the timing for adding an additional lane on TH 65.

7.4 Section 3 – 117th Ave NE to North of Bunker Lake Blvd

Section 3 consists of two potential separate projects that incorporate access changes and lane additions on TH 65 shown in Table 7-3. The lane additions are necessary to increase mainline capacity. During the concept development phase it was assumed that TH 65 would be elevated at Bunker Lake Blvd, therefore lane additions for capacity would likely occur when this location improvement is implemented. While each project could be built separately, one NEPA document would cover the entire section to determine the preferred alternative. The breakout of potentially separate projects is predicated on how access and changes to local circulation is affected within each project. The Transportation System Management & Operations (TSMO) improvements identified in the Alternatives Analysis which include Transit Signal Priority, Variable Speed Signs and Intelligent Transportation Systems. Transit Signal Priority can be done project by project, but Variable Speed Signs and Intelligent Transportation Systems will likely need to be applied from south to north to capture the intended benefits. The potential separate projects described in detail in the Alternatives Analysis include improvements at the following locations:

- North of 117th Ave to north of 129th Ave – Add lane on TH 65
- North of 129th Ave to north of Bunker Lake Blvd - section improvement that changes access, improves Bunker Lake Blvd intersection, adds frontage road and adds lanes on TH 65

Figure 7-3 – Section 3 Projects



The potential separate projects each contribute to meeting the purpose and need as described in Table 7-3 below. The table also summarizes the opinion of costs (2020 $) and potential environmental resources that will need to be considered with further project development.

Table 7-3 – Section 3 Projects

Project	Crash Reduction	Congestion Reduction	Multi-modal Enhancements	Key Environmental Resources Affected	Opinion of Cost
North of 117th Ave to 129th Ave	No change.	Reduces corridor travel time.	None	Noise	$7M to $13M
North of 129th Ave to north of Bunker Lake Blvd	Reduction in conflict points.	Reduces corridor travel time and crossing travel time.	Improves bicycle/ pedestrian crossings by removing conflicts with TH 65.	Noise Visual Right-of-Way	$10M to $44M

7.4.1 Project Timeline

This section includes is the least congested area along the corridor. Addressing the congestion and safety needs in this section is considered less of a priority and is considered longer term (greater than ten years) for implementation depending on funding availability. The timing of lane additions, access changes and intersection improvements at Bunker Lake Blvd will likely depend on how traffic demands change due to improvements occurring in Sections 1 and 2.

8. Corridor Risks

The following risks have been identified and should be considered when further developing the projects listed in the implementation plan and in future NEPA review.

8.1 Drainage

8.1.1 Sections 1, 2, and 3

While additional impervious surface was estimated for the recommended alternatives, mitigation was not studied. The footprints have the potential to change and grow based how the project resolves increases in impervious surface. Future study will include developing an overall stormwater plan at logical drainage basin breaks for the corridor.

8.2 Noise

8.2.1 Sections 1, 2, and 3

Noise impacts were not analyzed in the Alternatives Analysis. The alternatives considered assumed TH 65 would be elevated with the grade separated alternatives. This resulted in an assumption of short noise walls on top of retaining walls along TH 65 mainline. The assumption of elevating TH 65 could change during the next phase of study which could shift the location of noise walls as well as their height (potentially requiring additional right-of-way beyond the existing footprint).

8.3 Right-of-Way

8.3.1 Section 1

Alternatives in Section 1 assumed lower (non-freeway) design speeds that dictated geometric design, elevating TH 65 using retaining walls, and designated offsets in determining footprints and potential impacts to adjacent private properties. Right-of-way costs considered market values and general multipliers. Market values can change over time and multipliers could differ depending on the impacts. Design criteria changes have the potential to change overall footprints and potential right-of-way impacts.

8.3.2 Sections 2 and 3

Recommended Alternatives in Section 2 assumed different (non-freeway and freeway) design speeds that dictated geometric design, elevating TH 65 using retaining walls, and designated offsets in determining footprints and potential impacts to adjacent private properties. Right-of-way costs considered market values and general multipliers. Market values can change over time and multipliers could differ depending on the impacts. Design criteria changes have the potential to change overall footprints and potential right-of-way impacts. This section includes recommended alternatives with very different right-of-way footprints. Some alternatives have more infrastructure than right-of-way needs while others have less infrastructure but greater right-of-way needs.

8.4 Public Concerns

8.4.1 Section 1

The changes in access between 83rd Ave and 89th Ave were met with some resistance due to circulation changes in the surrounding area. Education and additional outreach regarding these changes will be critical in the next phase. Concerns were also expressed regarding removal of the cloverleaf interchanges at CSAH 10. The removal has been recommended to reduce congestion due to weaves between ramps.

8.4.2 Section 2

The alternatives that considered grade separated median U-turns were met with some resistance due to circulation changes in the surrounding area. Education and additional outreach regarding these changes will be critical in the next phase.

8.4.3 Section 3

The alternatives that considered signalized median U-turns (RCUT) were met with resistance due to circulation changes at Bunker Lake Blvd. Education and additional outreach regarding these changes will be critical in the next phase.

8.5 Driver Expectations and Safety

8.5.1 Section 2

While the potential separate projects result in substantial reduction in conflicts, improving safety, they have a potential to shift crashes to the next traffic signal due to driver's expectations of a free flowing driving environment.

8.6 Maintenance

8.6.1 Section 2

The recommended alternatives include frontage roads, some of which would be essential to completing the access from TH 65 to the local system along the corridor (i.e. grade separated median U-turns). MnDOT and the City of Blaine would need an ownership and maintenance agreements for proposed frontage roads.

8.7 Downstream Effects

8.7.1 Section 3

Improving capacity and removing bottlenecks south of Bunker Lake Blvd has shown to draw more traffic demand on TH 65. This has the potential to affect operations at the next major signalized intersection at Andover Blvd and need to be considered with the next phase for Section 3.

8.8 Environmental Justice

8.8.1 Sections 1, 2, and 3

As described in Section 6.3, the Freeway Alternative in Section 2 would result in 3 residential parcel acquisitions and two mobile home relocations of potential EJ populations near 103rd Ave. Future NEPA analyses should include field verification beyond desktop census demographic analysis to confirm the presence of EJ populations around 103rd Ave and elsewhere in the corridor. Future study and design refinement should seek to avoid or minimize property impacts in these communities and conduct more community engagement to better understand how these alternatives may benefit or impact these communities.

8.9 Parks – 4(f) and 6(f)

8.9.1 Sections 1, 2, and 3

As described in Section 6.5, all three Section 1 alternatives document an impact of 0.2 acres to Aquatore Park. Future NEPA analyses will need to re-evaluate parks impacts based on refined design. Aquatore Park is both a 4(f) resource and a Minnesota park subject to permanent land use requirements. Future coordination will be required with MnDNR

8.10 Other Environmental Resources

8.10.1 Sections 1, 2, and 3

The Alternatives Analysis process analyzed several environmental and community resource categories as described in Section 6; however, the NEPA process will require detailed analysis of additional categories. While the resource categories chosen were the result of the existing conditions analysis, resource issues could potentially surface depending on refined design decisions.

Additionally, the Office of the State Archaeologist recommended a literature review and archaeological assessment. This should be addressed in future NEPA review. See Appendix A: Public Engagement and Agency Coordination for the letter dated September 29, 2020.

9. Next Steps

The PEL documentation provides reference framework for future implementation of projects as identified in the implementation plan. When a project is chosen for implementation, project proposers will need to complete environmental review in accordance with NEPA, which requires additional design advancement, social, economic and environmental impact analysis, and public involvement.

ACD Snapshot September 2021

To keep our partners better informed of our activities in the district, we've committed to providing regular snapshots. This installment includes announcements and highlights of recently completed projects and programs.

ACD's mission is to: Holistically conserve and enhance Anoka County's natural resources for the benefit of current and future generations through partnership and innovation.

Strong partnerships. Innovative solutions.
Healthy environments.

1318 McKay Dr. NE, Suite 300, Ham Lake, MN 55304
Ph:763-434-2030
www.AnokaSWCD.org

Elected Officials Tour Water Management Projects

This month the Sunrise River Watershed Management Organization (SRWMO) hosted a public official's tour of water quality projects. The tour was to show cities who financially contribute to the SRWMO how their dollars are used. It was also an opportunity for multi-city discussion. Thirteen people were present including city council members, town board supervisors, a county commissioner, and SRWMO board members.

Tour visits included a stormwater pond enhancement, curb cut rain garden, lakeshore restoration, and infiltration basin. At three of the sites the owner was present to talk about the problems they had been experiencing and how the project has worked for them. Key information shared included costs, funding sources, and measurements of success.

The Anoka Conservation District (ACD) coordinated the tour. ACD is contracted to coordinate administration and projects for the SRWMO, which otherwise has no staff. The SRWMO and ACD have a 20+ year collaborative relationship that has resulted in dozens of water quality projects. The SRWMO is one of six watershed organizations that cover Anoka County.

Photos:

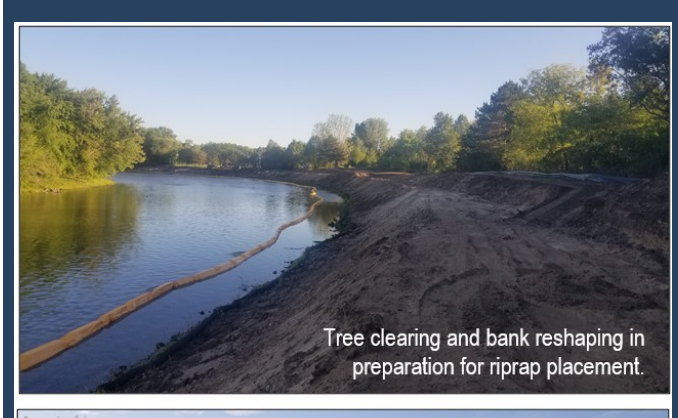
Top – Linwood Elementary School's principal and teachers describe a rain garden at their school entrance.

Middle – ACD staffer Jamie Schurbon describes how a stormwater pond at Martin Lake was enlarged to better capture pollutants form 24 acres of neighborhood.

Bottom – County Commissioner Jeff Reinert asks Coon Lakeshore owner Rhonda Scheiderich about a lakeshore stabilization and plant buffer (outside of image).

ACD Contact: **Jamie.Schurbon@AnokaSWCD.org**

Update - Riverbank Stabilization Project Construction in Mississippi River Community Park, Anoka



Tree clearing and bank reshaping in preparation for riprap placement.

Riprap placement at the toe of the slope.

The riverbank stabilization project in Mississippi River Community Park is underway. Tree clearing, bank reshaping, and riprap installation have been the primary focus at this stage in the construction process.

Future work will include native seeding, erosion control blanket installation, and planting of native shrubs and trees.

The project is funded by a Clean Water Fund grant, a Watershed Based Funding grant, and match from the City of Anoka. Watch for more updates from ACD and the City of Anoka as the project progresses.

Read additional updates on our blog here:

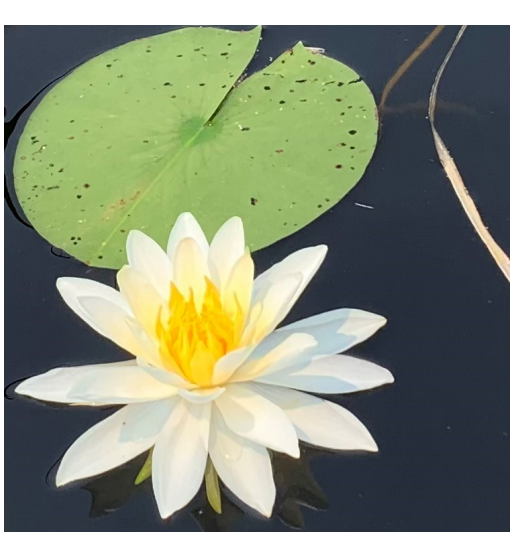
https://www.anokaswcd.org/blog/mississippi-community-park-riverbank-stabilization-project-update.html

ACD Contact: **Mitch.Haustein@AnokaSWCD.org**

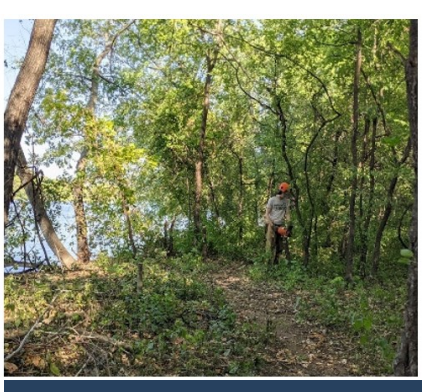
Supervisor Spotlight: Sharon LeMay

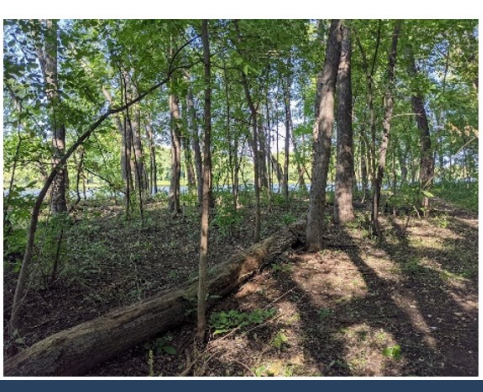
Sharon LeMay, who has been a Supervisor with ACD since January 2017, moved around a lot growing up, from England to Florida, France, Illinois, Texas, Minnesota, and back to England before finally settling permanently in Minnesota. She did not grow up in a family that spent a lot of time outdoors, preferring instead to visit museums, historic landmarks, and read. In fact, one of her first memories of nature was quite traumatic for her as a young girl. While exploring a vacant, wooded city lot, Sharon looked down at her tan corduroy pants and found they were crawling with little spiders, which she only learned later were actually wood ticks! Up to that point, her only experiences with nature involved manicured city parks or sightseeing in short trips. Still, even though recreating in nature was not a core part of Sharon's childhood, she grew up to revere nature and spend much of her free time working and volunteering to be a good steward of the environment.

When she isn't working, Sharon volunteers with several local organizations, including the Master Naturalist program, the MN DNR, and Herbalists Without Borders. She enjoys her studies in homeopathy and making herbal medicines. She also loves hiking, yoga, biking, visiting historic sites and museums, and camping with her husband and dogs.



Sharon's favorite place in Minnesota is the North Shore of Lake Superior. She loves the remote and rugged coastlines of oceans, and the North Shore is as close as it gets to that in Minnesota. She enjoys walking the beaches looking for stones, hearing the waves, smelling the air, or simply sitting on a rock watching the water. In this peaceful place, she is able to reflect on nature as something valuable in its own right, rather than valuable only for what we can do in it or with it. Her love for the environment evolved over time as she came to witness the sacredness of nature, and it culminated in her choice to run for elected office on the ACD Board of Supervisors.





Creating a More Resilient Landscape at Kings Island

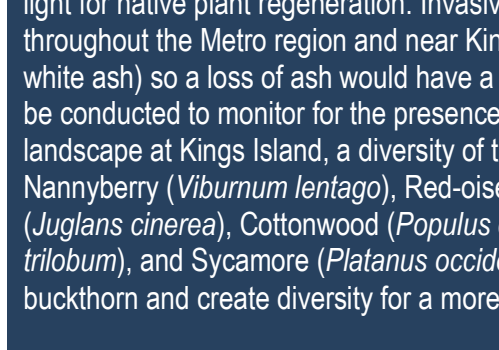
Anoka Conservation District has been working with the City of Anoka and Mississippi Park Connection to create a more resilient landscape at Kings Island. Efforts have begun to remove invasive buckthorn from the island to allow space and light for native plant regeneration. Invasive emerald ash borer (EAB) infestations that kill ash trees have been detected throughout the Metro region and near Kings Island. Approximately 50% of Kings Island canopy is ash (green, black or white ash) so a loss of ash would have a great impact on the habitat on Kings Island. Surveys have and will continue to be conducted to monitor for the presence of EAB. To prepare for the loss of ash trees and create a more resilient landscape at Kings Island, a diversity of tree and shrubs were planted by volunteers. Species planted include Nannyberry (*Viburnum lentago*), Red-oiser Dogwood (*Cornus sericea*), Swamp white oak (*Quercus bicolor*), Butternut (*Juglans cinerea*), Cottonwood (*Populus deltoids*), Hackberry (*Celtis occidentalis*), Highbush Cranberry (Viburnum *trilobum*), and Sycamore (*Platanus occidentalis*) a tree with a more southern range. More efforts are needed to control buckthorn and create diversity for a more resilient landscape at Kings Island.

ACD Contact: **Carrie.Taylor@AnokaSWCD.org**

Fall is a Great Time to Identify Invasive Species

Early fall can be a great time to identify invasive species around your property. Invasive species can potentially outcompete native plants. Controlling invasive species can help increase native plant diversity and create better habitat for local wildlife. It also help stop the spread of invasive seeds to your neighbor's property and other natural areas. The first step in managing invasive species on your property is by identifying them. Three species to look out for this time of the year are:

Canada Thistle is an aggressive perennial that produces many seeds. They are best identified by their wavy spiny/toothed margins that can be prickly if walked through. Most of their purple flowers have turned into a ball of white fluff by this time of year.

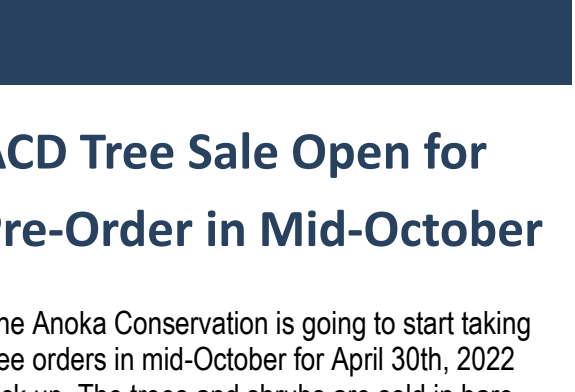


Purple loosestrife is listed as a MDA prohibited noxious weed that grows along shoreland areas. Purple loosestrife can make it difficult to access open water and the dense root systems can even change the hydrology of wetlands. Leaves are lance-shaped with smooth edges and grow up to four inches long. They are usually arranged in pairs opposite each other on the stem, and rotated 90 degrees from the pair below. Individual flowers have five or six pink-purple petals surrounding small, yellow centers. Single flowers make up flower spikes, which can be up to one foot tall. This is a great time to look for the bright purple flowers along your shore.

Common tansy is also an invasive species that is currently flowering. The flowers are bright yellow and button-like, arranged in a flat-topped cluster. The leaves look fern-like with reddish-brown stems. It is very common invasive species in the arrowhead of Minnesota. This quick spreading species can greatly impact landscape restoration efforts.

You can reach out to ACD if you want to confirm an invasive species on your property or want advice on how to manage the invasive population.

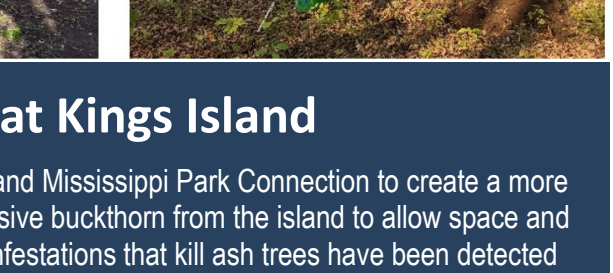
ACD Contact: **Mollie.Annen@AnokaSWCD.org**



ACD Tree Sale Open for Pre-Order in Mid-October

The Anoka Conservation is going to start taking tree orders in mid-October for April 30th, 2022 pick up. The trees and shrubs are sold in bare root seedlings or transplants range from 8" to 24" in height. They may be purchased in bundles of ten for $19.00, or twenty-five for $38 **not including tax**. Native prairie seed and tree aides are also available. **You do not need to be an Anoka County Resident to order**.

Call 763-434-2030 x 100 or email **kathy.berkness@anokaswcd.org** to get added to the notification list.



AGENDA

SUPERVISOR REGULAR BOARD MEETING
1318 MCKAY DR. NE SUITE 300 HAM LAKE
MONDAY, SEPTEMBER 20, 2021 5PM

Remotely Join ACD Board Meeting:
We are attempting a new technology to provide the option for the public and partners to join our monthly meetings remotely, while the Board meets on-site. If you are interested in attending remotely, please contact Kathy.Berkness@AnokaSWCD.org

4:30 Supervisor Training: Tour of the McKay Property Enhancements

5:00 - Regular Meeting – START RECORDING THE MEETING

Public Comments

Approve the September Agenda - Call for additions, deletions, or transferring consent agenda items to the regular agenda

A. Approval of the Special Meeting Minutes
B. Approval of Regular August Board Meeting Minutes
C. Correction of the July Board Meeting Minutes

Consent Agenda
D. Review of Staff Activity Reports and Programs
E. Approval of August Financial Reports

New Business Informational Items
F. Partner Report
G. Watersheds

New Business-Action Items
H. Chose Outstanding Conservationist
I. SST Fix up Grant Payment Approval
J. Burman WMA Payment Approval
K. Rum River 1W1P Executive Summary
L. Mikkelson WMA Prairie Enhancement Contractor Payment
M. District Capacity Targeted Shoreline Stewardship Cost Share
N. Well Sealing Contracts
O. Well Sealing Cost Share Payments
P. Approve Ferden Martin Lakeshore Project

Additions
Q.
R.
S.
T.
U.
V.

Pay Bills

FYI /Meetings
- Pick MASWCD Outstanding Conservationist – September 20
- October 27, Tree Planting Mississippi Community Park
- October 18 – ACD Board Meeting Office in Ham Lake 5pm
- November 3 – MASWCD Metro Area 4 Meeting – virtual (more information to come)
- November 11 – Veterans Day
- December 12-14 - MASWCD Convention – Double Tree in Bloomington

SPECIAL BOARD MEETING MINUTES
DATE: SEPTEMBER 7, 2021
TIME: 10:00 AM
LOCATION: 1318 MCKAY DR. #300
HAM LAKE MN 55304

Members Present: Mary Jo Truchon, Chair
Glenda Meixell, Treasurer
Colleen Werdien, Supervisor

Others Present: Kathy Berkness, Office Administrator
Jared Wagner, Water Resource Specialist

Chair Truchon called the meeting to order at 10:04am

Approve the Special Meeting Agenda

- Meixell moved to approve the agenda. Werdien seconded the motion. All ayes, motion carried.

A. Revetment Installation Agreements – Waldon

Wagner presented a memo and a cost share application for cedar tree revetment on the Rum River, which will be done toward the 5,100 total linear feet of installations for the contract with Anoka County. Wagner explained that this project the landowner has 600' in length of river frontage and of that 500' is ideal for a cedar tree revetment practice. The final 100' at the downstream end of the property needs a larger solution. Wagner provided a breakdown of the project funding.

The application included estimated costs and funding contributions that included ACD donated willow and dogwood stakes, dedicated CCM grant crew days, donated trees, landowner cash match, and encumbered CPL grant funds.

- Werdien moved to approve the Waldon cost share application. Meixell seconded the motion. All ayes, motion carried.
- Meixell moved to enter into a project agreement with Joel Waldon and authorize the Chair to sign the agreement. Werdien seconded the motion. All ayes, motion carried.

- Meixell moved to adjourn at 10:16AM. Werdien seconded the motion. All ayes, motion carried. Meeting adjourned.

Prepared by Kathy Berkness, Office Administrator Date

Approved as to form and content by Mary Jo Truchon, Chair Date

BOARD MEETING MINUTES

DATE: AUGUST 16, 2021
TIME: 5:00 PM
LOCATION: ACD OFFICE: 1318 MCKAY DR NE HAM LAKE MN 55304

Members Present: Mary Jo Truchon, Chair
Jim Lindahl, Vice Chair
Sharon LeMay, Secretary
Glenda Meixell, Treasurer
Colleen Werdien, Supervisor

Others Present: Chris Lord, District Manager
Kathy Berkness, Office Administrator

Chair Truchon Called the meeting to order 5:04pm

Public Comments – None.

Approve the August Agenda - Call for additions, deletions, or transferring consent agenda items to the regular agenda. Noted as additions: item (P) Levy Authority and Action (Q) Mikkelson WMA Prairie Payment (R) Carp Solutions Payment (S) Anoka County Budget Meeting.

- Lindahl moved to approve the amended August Agenda. Meixell seconded the motion. All ayes, motion carried.

Consent Agenda

A. Approval of July Minutes

B. Review of the Staff Activity Reports

C. Approval of the July Financial Reports

- Meixell moved to approve the consent agenda. Lindahl seconded the motion. All ayes, motion carried.

Personnel Committee Meeting

D. LeMay provided details of the Personnel Meeting on August 11, 2021 and the Board reviewed the minutes from the meeting.

- LeMay moved to authorize offering the Technician position to Breanna Keith with a starting wage of $19/hour to $21/hour negotiated by the District Manager, with a preferred start date no later than October 1, 2021, conditional on satisfactory verification of references, prior employment, education, criminal background and driving record. Lindahl seconded the motion. All ayes, motion carried.

- LeMay moved to authorize ending the probationary period as successfully completed and retain Annen in the Technician class and provide a pay increase of $1.50/hour effective the next payroll period. Lindahl seconded the motion. All ayes, motion carried.

New Business-Information Items

E. Partner Report

Nothing to report

F. Watershed Meetings

The Board discussed watershed organization meeting attendance as follows:

- Jim Lindahl; CCWD Advisory Committee Meeting –Attended Meeting
- Sharon LeMay; Lower St. Croix 1W1P – Attended Meeting

- Glenda Meixell; MWMO Citizens Advisory Meeting – No Meeting but invited to an MWMO upcoming tour
- Collen Werdien LRRWMO & Rum River 1W1P – No Meetings
- Mary Jo Truchon – Did not make it to the meeting but is scheduled to go to the MWMO Tour

New Business – Informational Items

G. Aqua Weed Stick Reimbursement

The Board reviewed a request for Aqua Weed stick reimbursement from the County and prepared memo by Emily Johnson the Outreach and Engagement Coordinator. Lord explained at the July Board of Supervisors meeting, the Board approved the Staff Recommendation to send reimbursement to Anoka County Parks for $3,959.50 for the installation of five Aqua Weed Stick Landing Stations. The amount on the original invoice was in error and so the check for $3,959.50 has been voided. This memo requests reimbursement in the corrected amount of $3,640.05.

- Lindahl moved to approve the reimbursement payment of $3,640.05 to Anoka County Parks. LeMay seconded the motion. All ayes, motion carried.

H. Approve Entering into ASP 7 Grant Agreement

The Board reviewed a memo and agreement prepared by Restoration Ecologist Carrie Taylor related to approving the OHF Anoka Sand Plain Habitat Conservation Phase 7 Grant Agreement. Lord explained ACD has been awarded $460,800 by the Lessard-Sams Outdoor Heritage Council as a Direct Recipient of the Anoka Sand Plain Habitat Conservation Phase 7 Project. This funding is for habitat enhancement at Cedar Creek Ecosystem Science Reserve, Carl E. Bonnell WMA, Cedar Creek Conservation Area (Anoka Parks) and the Rare Plant Rescue Program. Lord explained that the DNR is behind in execution of the contracts and hopes to have it available for signature soon. The legacy bill was signed into legislation and spending for the program started as of July 1, 2021. Further stating if Truchon were the authorized contact, she would be inundated with all the related correspondence and have to DocuSign the contract, thus the reason to have the District Manager execute the agreement.

- Meixell moved to approve entering OHC FY2021 Anoka Sand Plain Habitat Conservation Phase 7 grant agreement and authorize Chris Lord to execute the agreement. LeMay seconded the motion. All ayes, motion carried.

I. Lawns to Legumes Reimbursements and Authorization to Sign the Financial Report

The Board reviewed a memo prepared by Restoration Ecologist Carrie Taylor related to Lawns to Legumes reimbursements.

- Lindahl moved to reimburse the cost share participants Jackie Wallmow $750 and Oralee Kirk $207.78 for Anoka County Lawns to Legumes project. Werdien seconded the motion. All ayes, motion carried.

J. Riparian Pollinator Cost Share Contract

The Board reviewed a memo prepared by Taylor requesting approval for a District Capacity Riparian and Lakeshore Pollinator Habitat Cost Share.

- Meixell moved to reimburse Carrie Malette $183.56 for plant purchases for Malette Pollinator Habitat Cost Share Contract POL-2020-6. LeMay seconded the motion. All ayes, motion carried.

K. Cedar Creek Conservation Area Habitat Enhancement

The Board reviewed a memo and reimbursement request to the MN Native Landscapes for their wetland enhancement activities. Lord explained that this project installed a ditch plug for a wetland restoration, which is unique for ACD. Taylor partnered with the US and Fish and Wildlife Service staff. Lord stated that he is excited for her because it develops familiarity in this type of practice to pursue in the future.

- Lindahl moved to approve payment of $14,000.00 for Minnesota Native Landscape Invoice No. 30130 for wetland enhancement services with ASP 7 Outdoor Heritage Funds. Meixell seconded the motion. All ayes, motion carried.

L. Martin Lakeshore Stabilization Deed Restriction

The Board reviewed material prepared by Watershed Projects Manager Jamie Schurbon regarding a deed restriction for a stabilization project. Lord explained in July the ACD board approved a cost share grant agreement with residents Julia Beckstrom and Bob Arvold for a Martin Lakeshore stabilization. They are moving toward construction. As part of this project the owners have agreed to a deed restriction for project maintenance for the 10 year contract life. The access agreement will ensure ACD staff can visit the property to inspect the project.

- LeMay moved to authorize the Chair or District Manager to sign the Deed Restriction and Easement Agreement for Access to Maintain/Repair Lakeshore Stabilization Project at 22865 West Martin Lake Drive and approve payment of up to $300 for document filing fees to Anoka County. Meixell seconded the motion. All ayes, motion carried.

M. Revetment Installation Agreement – City of Andover

ACD was contracted by Anoka County Parks to install 5,100 linear feet of cedar tree revetments along the Rum River through 2022. A cost share application and project agreement are attached for the City of Andover. The City owns Timber River Park, which includes approximately 450’ of river frontage along the Rum River. Lindahl provided the location of the project on the map. Lord pointed out the pictures within the memo stating that the installation will go smooth since water levels are so low. Lord explained the Cedar tree installation process to the Board.

- Meixell moved to approve cost share application for the Timber Rivers Park Revetment project. LeMay seconded the motion. LeMay seconded the motion. Lindahl abstained, as the Chair of Andover Park Commission did not want there to be a conflict of interest. LeMay, Meixell, Truchon, and Werdien ayes, motion carried

- Meixell moved to enter into project agreement with the City of Andover and approve Chair to sign the agreement once signed and returned by the city. Werdien seconded the motion. Lindahl abstained, as the Chair of Andover Park Commission did not want there to be a conflict of interest. LeMay, Meixell, Truchon, and Werdien ayes, motion carried

N. Well Sealing Contract Approval

The Board reviewed a memo prepared by Water Resource Technician Kris Larson requesting approval of a well sealing contract

- LeMay moved to approve the Well Sealing Cost Share Contract listed below. Lindahl seconded the motion. All ayes, motion carried.

Activity Name	Don Stodla Well Drilling Co. INC	E.H. Renner & Sons.	Grant Match 60% for resident cost share
CWFWS-2021-22-Fridley-Meyers	$1,300.00	$915.00	$549.00

O. Well Sealing Cost Share Payment

The Board reviewed a memo prepared by Larson requesting approval for a well sealing cost share reimbursement.

- LeMay moved to approve reimbursement for Well Sealing Cost Share Contract listed below. Lindahl seconded the motion. All ayes, motion carried.

Activity Name	Budget		
	Reimbursement Amount	Total Project Cost	Remaining Budget
CWFWS-2021-9-Centerville-Herr Tim Herr	$ 1,156.20	$ 1,927.00	$ 171,460.10

Additions

P. Levy Authority and Climate Action

Truchon commented that so much has gone on this past summer with the weather and fires. She is interested in ACD staff and supervisors opinions on actions we could be taking to mitigate climate change in Anoka County. Truchon stated that she knows everything ACD does combats climate change but is still very interested in getting an analysis on any ideas the staff and other supervisors might have. The Board discussed. Berkness stated she will reach out to staff and supervisors and compile a list.

Q. Gordie Mickelson WMP Prairie Enhancement

The Board reviewed a memo prepared by Taylor requesting reimbursement to the Native Resource Preservation for installing native seed and mowing on the Mikkelson WMA.

- Meixell moved to approve payment of $2,139.00 for NPR Invoice 1526 for services provided for CPL grant #156253. Werdien seconded the motion. All ayes, motion carried.

R. Carp Solutions Contract – Sunrise River Chain of Lake Carp Management

The Board reviewed material provided by Schurbon about a payment to Carp Solutions for Carp Management. Lord provided detail on how the tags aid in the removal process.

- Lindahl moved Approve $16,280.00 payment of invoice “ACD_08-14-21” dated 8/14/2021 to Carp Solutions LLC for services provided to under the Sunrise River Chain of Lake Carp Management Services 2021 contract. Truchon seconded. All ayes, motion carried.

S. Anoka County Budget Committee Transcript

The Board reviewed the Anoka County budget committee transcripts prepared by Lord. LeMay questioned if the County Budget meeting was video taped for public access? Werdien replied that the meeting was recorded by a member of the League of Women voters for transparency purposes. Lord reminded the board that ACD requested a substantial percentage increase in the county levy allocated to support ACD’s role in the county. In real dollars, the request is quite

small relative to the tax burden on Anoka County taxpayers. At $0.81 per capita, the request, if fully funded, would still leave ACD as the lowest funded SWCD in MN by this metric. Currently the ACD receives operational levy of $0.41 per capita for the last 21 years. The Board discussed the transcripts and Commissioners' comments about the work the District does and the lack of acknowledgment that ACD has not received an inflationary increase in twenty years. The perception of the State Legislature is that SWCDs receive adequate operational funding support from their counties. After much discussion it was decided that before reaching out to the legislators about acquiring levy authority, an attempt should be made to reach out to the County Commissioners first. The Board discussed various options to pursue engagement with the commissioners. After much discussion, the Board consensus is to have the District Manager and Supervisor Lindahl reach out to county commissioners who seem supportive of ACD.

PAY BILLS

- Meixell moved to approve electronic payments EP1496- EP1507 & DD2193-DD2215 & check numbers 15509-15534 noting the void of previously approved check of 15474. Werdien seconded the motion. All ayes, motion carried.

The Board reviewed the FYI meetings. After some discussion, the Board decided on the morning of October 27, for the ACD fall tree planting at Mississippi Community Park.

FYI /Meetings

- Area IV Summer Meeting and Tour- TBD
- September 20 – Outstanding Conservationist Submission Deadline
- September 20 - ACD Board Meeting Office in Ham Lake 5pm
- October 27 - Supervisor and Staff Tree Planting at Mississippi River Park- Time TBD
- December 12-14 - MASWCD Convention – Double Tree in Bloomington

- Anoka County WROC Events - Go to Anoka SWCD website Click on "Outreach" then "Events" from Dropdown (direct link: https://www.anokaswcd.org/index.php/educational/events.html)

- Lindahl moved to adjourn at 7:29pm. Werdien seconded the motion. Five ayes, (Werdien, LeMay, Lindahl, Meixell, Truchon), no abstentions, no nays. Motion carried.

Prepared by Kathy Berkness, Office Administrator Date

Approved as to form and content by Mary Jo Truchon, Chair Date

Schurbon's memo shifts funds between WBIF and District Capacity and authorizes ACD to receive grant funds to cover time and materials.

- Meixell moved to unencumber $1,116.85 from the 2021 Rum Metro WBIF grant for Lake George, Reed-Boniface Shoreline 2021 project. Encumber the $937.65 from the 2019 District Capacity Shoreline Stewardship grant for the same project. LeMay seconded the motion. All ayes, motion carried.

- Lindahl moved to authorize ACD to receive $937.65 of 2019 District Capacity Shoreline Stewardship grant funds for ACD-provided materials and ACD installation of the Lake George, Reed-Boniface Shoreline 2021 project. Owner to pay the remainder. Werdien seconded the motion. All ayes, motion carried.

F. Aqua Weed Stick Reimbursement

The Board reviewed a memo prepared by Outreach and Engagement Coordinator Emily Johnson regarding reimbursement to Anoka County for work and material related to the Aqua Weed Stick Grant. Lord explained that Johnson was contacted by Anoka County Parks Aquatic Invasive Species Coordinator about this grant and suggested that ACD apply for it. ~~If the County applied it would take too long as there are many hoops to jump through~~. Lord provided detail to the Board about the various locations of the Aqua Sticks.

- Lindahl moved to approve the reimbursement payment of $3,959.40 to Anoka County Parks. Meixell seconded the motion. All ayes, motion carried.

G. Lawns to Legumes Reimbursements and Authorization to Sign the Financial Report

The Board reviewed a memo prepared by Restoration Ecologist Carrie Taylor related to Lawns to Legumes reimbursements along with the BWSR financial report generated to request reimbursement.

- Werdien moved to reimburse the cost share participants as outlined below and to authorize Truchon to sign the enclosed BWSR eLink financial report. Meixell seconded the motion. All ayes, motion carried.

L2L-2020-21-Anoka-Otto	$178.00
L2L-2020-2-Coon Rapids-Geyer	$148.90
L2L-2020-7-Fridley-Hanson	$419.78
L2L-2020-3-Anoka-Ryden	$750.00
L2L-2020-16-Fridley-Jordan	$227.28
L2L-2020-18-Fridley-Carter	$750.00

H. Riparian Pollinator Cost Share Contract

The Board reviewed a memo prepared by Taylor requesting approval for a District Capacity Riparian and Lakeshore Pollinator Habitat Cost Share. Lord explained that some of the projects will be paired with stabilization projects and be utilizing various pots of money.

- Meixell moved to approve the Riparian Pollinator Project as listed below. Lindahl seconded the motion. All ayes, motion carried.

Cost Share Budget	Landowner Cash	Landowner In Kind	District Capacity	Total
2021-Riparian Pollinator-Mississippi Kinney	$1,000.00	$500.00	$4,500.00	$6,000.00

I. 2020 Year-end Finances Approval Subject to audit.

Lord provided detail to the Board about the structure of the 2020-year end finances stating that that the finances are almost complete but he still needs the pension numbers provided by Peterson. Lord highlighted within the report the PERA numbers he is waiting for, stating they do not affect the bottom line. Werdien asked about the structure of PERA in which Lord provided

North Metro Mayors

North Metro Mayors Minute – September 2021

Our September 2021 board meeting started in the parking lot of the New Brighton Community Center, feasting on bite-sized morsels handcrafted by Entourage Events Group staff in their 53-foot mobile fully decked-out kitchen.

Entourage CEO Steve Hark was our guest presenter at the meeting. He introduced us to a Philadelphia parks program that brings live music and local food to 10 parks over 10 weeks with 10% of the proceeds going back into park improvements. Steve pitched an idea of The Kitchen being used in a city park with community restaurants doing the food service. Brooklyn Park Councilwoman Tonja West-Hafner immediately saw the potential to introduce more people to the terrific restaurants in her city. Learn more about Steve's offerings here: http://entourageeventsgroup.com/

In business matters, the board adopted a 1% reduction in dues for 2022. Operations Committee Chair Jim Dickinson, Andover city administrator, says after three years of tightening expenses and lowering dues he feels we've right sized our operations.

Meeting host New Brighton Mayor Kari Niedfeldt-Thomas updated us on developments, ranging in value from $3 million to $100 million. The city is growing efforts in diversity, equity and inclusion, with a coordinator to be hired soon.

I appreciated legislative insights from Senator John Hoffman and Representative Kristin Bahner.

City updates included New Hope reporting their new aquatic park drew 46,000 guests, up from 18,000 for the old pool. Fridley Mayor Scott Lund wonders if COVID stay at home orders helped the municipal liquor store have its third record year of sales. See meeting minutes next month for more updates.

Community Partner Comcast announced this week a $1 million Comcast RISE program that will give 100 small businesses owned by people of color $10,000 grants to be distributed in late November. The window to apply is Oct. 1-14, 2021. Learn more here: https://vimeo.com/604205688

I hope to see you at the final 2021 board meeting at Brooklyn Park City Hall on Nov. 17 at 5:30 p.m. (which is a change from the original location). It's likely to be a hybrid again. City managers and administrators will meet Oct. 20 in New Hope.

Jill Brown, Executive Director
Cell: 612-889-2611
Email: JillCBrown@msn.com


the kitchen


elite catering

Photo ID:
Page 1 Mayor Karasek presents dahlias from his garden to Mayor Niedfeldt-Thomas.

Page 2 Mayors Lund and Niedfeldt-Thomas

Entourage staff

Page 3 Mayor Hemken, Kirk McDonald, Councilwoman Tonja West-Hafner, Mayor Niedfeldt-Thomas

Entourage staff

Mayor Karasek, Sen. Hoffman, Entourage CEO Steve Hark

U.S. Municipal Bond Market

The Road to Getting Infrastructure Done in 2021

- The ball is in the Democrats' court right now. The holdup to finalizing infrastructure is being caused by progressive Democrats wanting the Senate to approve their $3.5 trillion budget reconciliation package before the $1+ trillion bi-partisan package is voted on by the House.
- It seems progressive Democrats are going to need to accept a total budget reconciliation package closer to $1.5 trillion in order to get infrastructure negotiations completed.
- It is possible, but not a certainty, that the public finance friendly elements of the budget reconciliation package remain if spending falls by $2 trillion.

Tom Kozlik
Head of Municipal Research & Analytics
214.859.9439
tom.kozlik@hilltopsecurities.com

Is Infrastructure Too-Big-To-Fail, or Too-Big-NOT-To-Fail?

Some believe the once-in-a-generation infrastructure legislation is too-big-to-fail, while others are describing it as too-big-NOT-to-fail. We have written that the likelihood of passage remains challenging and have also indicated that there seems to be no clear path. What we have been referring to all along is the potential for a combination of the $1+ trillion and the $3.5 trillion together to pass both chambers of Congress, because after all, progressive Democrats still see them linked. Today, we are going to identify the road to getting infrastructure done in 2021. It will still amount to once-in-a-generation type programs, even though total spending will amount to less than the $4.5+ trillion or sum of the above.

It seems progressive Democrats are going to need to accept a total budget reconciliation package closer to $1.5 trillion in order to get infrastructure negotiations completed.

All eyes will be on Congress, and especially the U.S. House of Representatives, as they return to Washington, D.C. this week. A Sept. 27, 2021 leader-imposed deadline exists for the House to vote on the $1+ trillion bipartisan package. This deadline will likely need to get pushed back, which would upset House moderates. Other items on Congress' near-term to-do list include the need for a continuing resolution on a budget and a decision on the debt ceiling. This commentary will concentrate on what Democrats need to do to finally complete what many outside the beltway view as an impractical legislative bluff as a barrier to an agreement. Even without the entire $3.5 trillion number that progressives appear to not be budging, an extraordinary amount of federal support will flow throughout the country.

The Holdup is From Progressive Democrats

The infrastructure holdup is no longer a Republican-Democrat feud. Work by the Republicans on infrastructure is essentially over, already playing their part by helping the $1+ trillion bipartisan plan pass through the Senate. The holdup also is not necessarily the result of the moderate Senate Democrats such as Joe Manchin or Kyrsten Sinema, although Manchin has written that he won't support another $3.5 trillion. Manchin has indicated that something costing $1.5 trillion or less over a 10-year period is possible. However, time may not be on the Democrats' side, because over the weekend a report surfaced revealing Manchin may want a strategic pause until 2022.

Please see disclosure starting on page 5.

The holdup is from progressive House Democrats. The progressives still see each infrastructure package as being linked. They have said their support will not come for the $1+ trillion bipartisan package unless the Senate passes the $3.5 trillion Build Back Better plan that some see as being more related to social spending and less to hard infrastructure. Therefore, the details of the $3.5 trillion budget reconciliation package are going to need to be scaled down prior to Senate approval. This is not what is happening, however. Something closer to the $3.5 trillion package, or even more, is being constructed and pushed for by Congressional leaders. Some Democrats are also trying to find room in the package for other items such as a potential repeal to the $10,000 state and local government (SALT) cap.

The progressives have said their support will not come for the $1+ trillion bipartisan package unless the Senate passes the $3.5 trillion Build Back Better plan that some see as being more related to social spending and less to hard infrastructure.

So, the road to getting something done on infrastructure this year could lead to a combination of policies that includes the $1+ trillion bipartisan plan already approved by the Senate and a budget reconciliation package that tops out around $1.5 trillion. As expected, the budget reconciliation number ($1.5 trillion) could rise or fall slightly depending upon the policymaking process. Now that House members are back in session, the question now is if this path of compromise is possible by the progressive Democrats and the rest of the Democratic party. Progressives have not given any indication they are even willing to come down to a number close to $1.5 trillion. They feel they have already compromised to get to the $3.5 trillion number. The problem is they may be overplaying their hand, and the potential to lose out on $2.5 trillion of infrastructure investment is on the line.

Progressives have not given any indication they are even willing to come down to a number close to $1.5 trillion. They feel they have already compromised to get to the $3.5 trillion number. The problem is they may be overplaying their hand, and the potential to lose out on $2.5 trillion of infrastructure investment is on the line.

What Happens to Public Finance Friendly Elements if Spending Falls to $1.5 Trillion

The question then is whether the public finance friendly elements, like the new taxable, direct-pay bond program and advance refundings with tax-exempts, remain in the budget reconciliation package if it falls to a total spending amount of $1.5 trillion from the current $3.5 trillion. It is possible that these public finance elements stay because if lawmakers are searching for hard-infrastructure items to remain, these spending items would certainly fit that description more than many other line-items. However, policymakers may also determine that public finance was prioritized in the Rescue Plan Act and more support is not needed. There was at least $650 billion that flowed to public finance entities in the Rescue Plan Act (see page 3). Some recent reports are indicating that this Rescue Plan Act money has been slow to be spent by state governments. We expect more to come on this over the next two weeks, and it is very possible that lawmakers punt infrastructure negotiating until the end of October in order to clear time for other legislative priorities.

See charts on pages 3-5.

Comparison of Total Tax Breaks

Policy Category	Ways and Means Outlay	President's Budget Outlay
Extension of expanded Child Tax Credit (CTC)	$556 billion	$449 billion
Permanent extension of expanded Child and Dependent Care Tax Credit (CDCTC)	$98 billion	$104 billion
Permanent extension of expanded Earned Income Tax Credit (EITC)	$135 billion	$105 billion
Tax Benefits for Caregivers	$36 billion	<$1 billion
Subtotal, Tax Cuts and Credits for Individuals	$825 billion	$659 billion
Automatic retirement contributions	$24 billion	n/a
Expanded Savers Credit	$23 billion	n/a
Subtotal, Retirement Provisions	$47 billion	$0
Infrastructure financing subsidies	$42 billion	$12 billion
New Markets Tax Credit	$2 billion	$4 billion
Rehabilitation tax credits	$26 billion	n/a
Disaster and resiliency tax relief	$3 billion	$4 billion
Housing tax credits	$47 billion	$45 billion
Credits for tribes and territories	$11 billion	n/a
Subtotal, Infrastructure Tax Breaks	$131 billion	$65 billion
Renewable electricity and energy	$134 billion	$297 billion
Renewable fuels	$43 billion	$11 billion
Electric Vehicles (EV) and other green vehicles	$42 billion	$17 billion
Energy efficiency incentives	$39 billion	$35 billion
Green workforce and environmental justice	$15 billion	n/a
Subtotal, Climate-Related Tax Breaks	$273 billion	$360 billion
Tax cuts for universities and college students	$5 billion	n/a
Tax cuts for residents and medical students	$5 billion	n/a
Delay of amortization of research and experimentation, other tax cuts	$27 billion	n/a
Subtotal, Other Tax Breaks	$37 billion	$0
Total	**$1,313 billion**	**$1,084 billion**

Source: Committee for a Responsible Federal Budget and HilltopSecurities.

Potential "True Cost" of Reconciliation Policies, if Made Permanent

Policy Category	Ten-Year Estimate
Tax Credit Extensions	
Extension of expanded Child Tax Credit (CTC)	$1,100 billion
Extension of expanded Earned Income Tax Credit (EITC)	$105 billion
Extension of expanded Child and Dependent Care Tax Credit (CDCTC)	$105 billion
Clean Energy Investments	
Clean energy and vehicle tax incentives	$330 billion
Climate-smart agriculture, wildfire prevention, and forestry	$100 billion
Federal procurement of clean technologies	$50 billion
Weatherization and electrification of buildings	$40 billion
Clean energy accelerator	$30 billion
Civilian Climate Corps	$10 billion
Clean energy standard	N/A
Education and Families	
Funding for community colleges, HBCUs, and Pell Grants	$285 billion
High-quality and affordable child care	$250 billion
Paid family and medical leave	$225 billion
Universal pre-kindergarten for all 3- and 4-year-olds	$165 billion
Nutrition assistance	$45 billion
Manufacturing, Jobs, and Housing	
Housing investments (including funding for affordable housing programs)	$190 billion
Upgrades to Innovation and Research & Development	$185 billion
American manufacturing and supply chains funding	$180 billion
Investment in workers and communities	$120 billion
Immigration and border management	$100 billion
Small business support	$30 billion
Pro-worker incentives and penalties	N/A
Health Care	
Expansions of home and community-based health care services	$400 billion
New dental, vision, and hearing benefit in Medicare	$370 billion
Closing the Medicaid "coverage gap" in non-expansion states	$300 billion
Extension of expanded Affordable Care Act benefits from the American Rescue Plan	$165 billion
Lower patient spending on prescription drugs	$120 billion
Total Cost of Permanent Policies	**$5,000 billion**
Potential Additional Policies and Costs	
Changes to State and Local Tax (SALT) deduction cap	$120 billion
Investment in K-12 school infrastructure and upgrades federal hospitals and buildings	$90 billion
Expansion of Graduate Medical Education	$20 billion
Costs from potential estimating differences	$250 billion
Potential Total Cost with Additional Policies and Costs	**$5,480 billion**

Source: Committee for a Responsible Federal Budget and HilltopSecurities.

Estimated Budgetary Effects of Select Revenue Proposals ($ in billions)

Provision	FY 2022-2031
A. Bond Financing	
1. Credit to Issuer for certain infrastructure bonds	-$22,539
2. Advance refunding bonds	-14,919
3. Permanent modification of small issuer exemption for financial institutions	-3,965
4. Other	-614
Total of Infrastructure Financing	**-$42,037**

Source: Joint Committee on Taxation Sept. 11, 2021 and HilltopSecurities.

Recent HilltopSecurities Municipal Commentary

- Proposed Tax Increases Reinforce Tax-Exempt Municipal Bond Demand, Sept. 15, 2021
- Mostly Constructive News for Public Finance in Ways and Means' Build Back Better Markup, However the Path for Passage Remains Challenging, Sept. 13, 2021
- Lawmakers Moved Closer on Infrastructure in August, [there is] Still No Clear Path, Sept. 1, 2021
- Economic Impact from Hurricane Ida Expected to be Modest, Municipal Credit Impact Likely to be Minimal, Aug. 30, 2021
- Florida's Threats Cause Blowback to Municipals, Debt Service Not Currently at Risk, Aug. 23, 2021

Readers may view all of the HilltopSecurities Municipal Commentary here.

Spring Lake Park

Travel Show

Tour Coordinator Jamie Cassidy will present
on the upcoming tours for 2022

- Come & See Where We Will Travel -

Location: Spring Lake Park City Hall

Wednesday, November 10, 2021

Time: 10:00-11:00am

Fee: Free

Please RSVP Soon to let us know you are coming!

Questions: Please call 763-792-7231

Anoka County
COUNTY ADMINISTRATION

Respectful, Innovative, Fiscally Responsible

Rhonda Sivarajah
County Administrator

This letter was sent to all elected officials of the City of Spring Lake Park

September 20, 2021

The Honorable Bob Nelson
Mayor, City of Spring Lake Park
1301 81st Avenue NE
Spring Lake Park, MN 55432

RE: Rice Creek Watershed District Appointment

Dear Mayor Nelson:

In accordance with the provisions of Minn. Stat. § 103B.227, Anoka County in September 2021 published a notice that a term will expire for a manager on the Rice Creek Watershed District Board of Managers. The notice publication requirement applies because Rice Creek Watershed District is considered a watershed management organization. The published notice states that persons interested in being appointed may submit their names to the appointing authority, which is the county board for a watershed district appointment. For your information, a copy of the notice is enclosed.

In appointing a manager to the Rice Creek Watershed District, Minn. Stat. § 103D.311 is also applicable. This statute requires a county board, upon the expiration of a term, to appoint managers for a watershed district from a list of persons nominated jointly or severally by the cities and municipalities within the district if a list(s) is submitted 60 days before the manager's term of office expires or to appoint a manager who resides in a city that fails to submit a list. The vacancy expires on January 17, 2022.

In order for the county to accept nominations, they must be received by Thursday, November 18, 2021. If there is a desire to jointly submit a list for the manager appointment, you may wish to confer with affected cities and jointly submit the list. The cities with territory located in the Rice Creek Watershed District are Blaine, Centerville, Circle Pines, Columbia Heights, Columbus, Fridley, Lexington, Lino Lakes, and Spring Lake Park.

In order for names submitted to the county to be considered a list under the statutory definition, the list must contain the names of at least three nominees eligible to be appointed. To be eligible for an appointment, a nominee must reside within the watershed district boundaries, be eligible to vote in the district, and not be a public officer of the county, state, or federal government (except that a soil and water conservation supervisor can be appointed).

Minn. Stat. § 103D.311 requires the county board to appoint watershed district managers that fairly represent the various hydrologic areas within the watershed district. Rice Creek Watershed District is divided into five separate planning zones. The appointee whose term expires on January 17, 2022, is Steve Wagamon. Mr. Wagamon's residence is located in planning zone 4 while the remaining managers each live in planning zones 1, 2, 3, and 5 of the Rice Creek Watershed District. A map with the location of current board members highlighted is being forwarded to the Spring Lake Park city manager/administrator. Although Rice Creek Watershed District has divided itself into five planning areas, the county board may appoint any eligible individual who resides within the watershed district as long as that appointee can fairly represent the various hydrologic areas within the district.

All applicants must submit a completed application form to the appointing authority. Find the application at https://www.anokacounty.us/3122/Citizen-Advisory-Boards-and-Commissions.

If you have any questions regarding this appointment process, you may contact me at 763-324-4715.

Sincerely,

Rhonda Sivarajah
County Administrator
763-324-4715
Rhonda.Sivarajah@co.anoka.mn.us

RS:bv
Enclosure

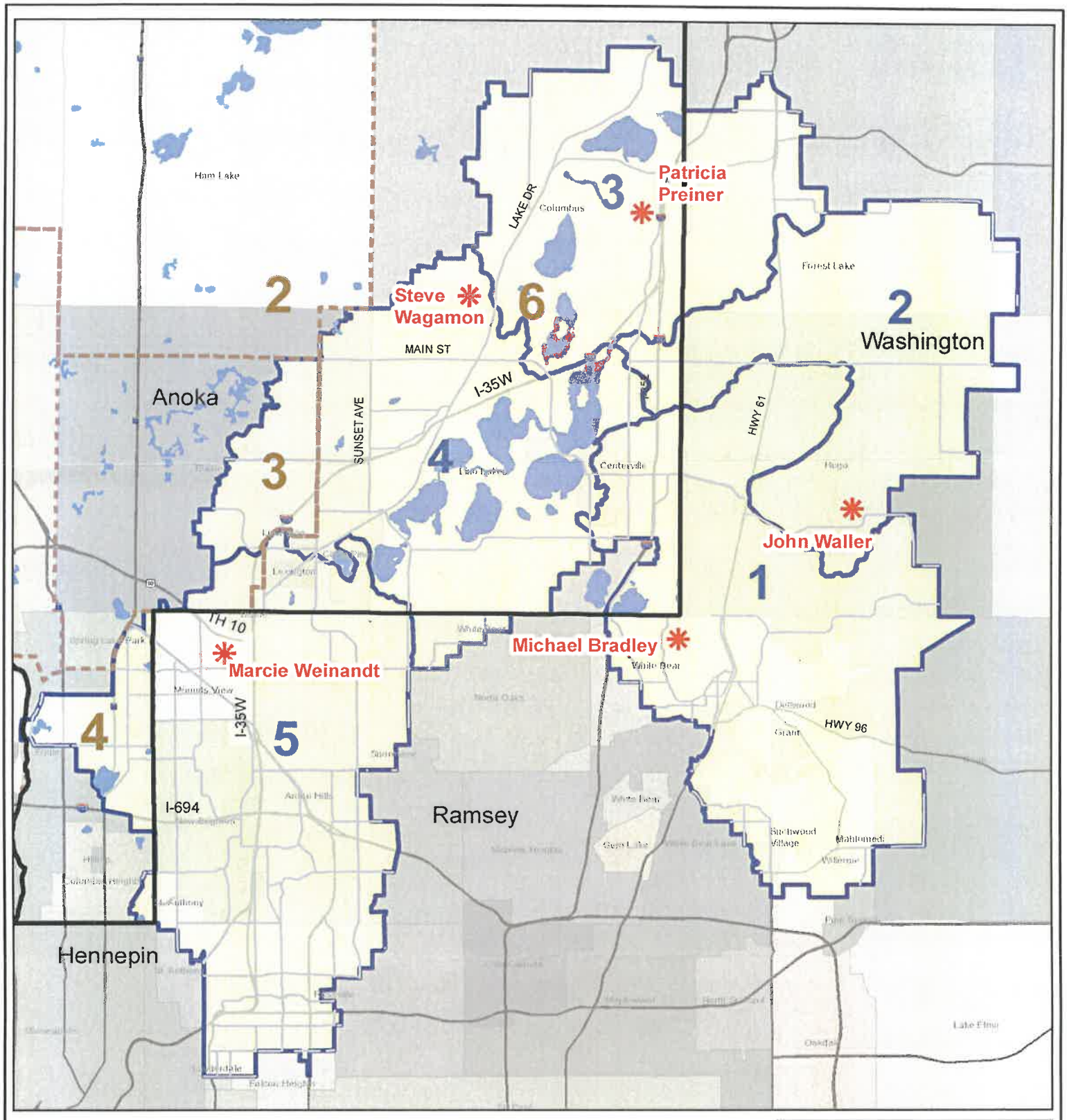
c: Spring Lake Park City Manager/Administrator
Brenda Vetter, Principal Administrative Assistant

PUBLIC NOTICE OF VACANCY

NOTICE IS HEREBY GIVEN pursuant to Minn. Stat. § 103B.227 and § 103D.311 that a vacancy will occur on the Rice Creek Watershed District Board of Managers due to the expiration on January 17, 2022, of the term of Steve Wagamon, city of Columbus. Term of the appointment is for three years. Managers are eligible to be reappointed. Persons interested in being appointed to serve on the Rice Creek Watershed District Board of Managers may submit their names for consideration to the Anoka County Board of Commissioners, the appointing authority. Minn. Stat. § 103D.311 permits the cities in the district to submit a list(s) of nominations to the county board. If a valid list(s) containing at least three eligible nominees for a manager's position is submitted at least 60 days prior to the expiration of the term or by November 18, 2021, the Anoka County Board of Commissioners is required to make an appointment either from the list(s) or to appoint a manager who resides in a city that fails to submit a list. Since a list may be submitted, persons interested in being considered for appointment may wish to contact their city to request to be included on a list of nominations. In the absence of a valid list, the Anoka County Board of Commissioners may appoint any voting resident of the Rice Creek Watershed District who is not a public officer of the county, state, or federal government.

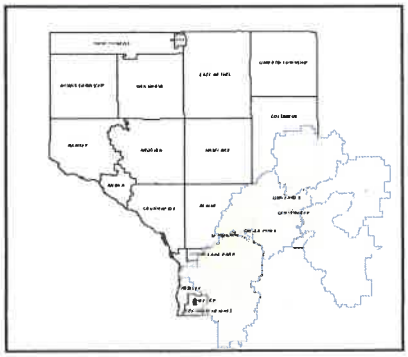
Rhonda Sivarajah
County Administrator

PUBLISH IN: Union, September 17, 2021
Forest Lake Times, September 16, 2021
Quad Community Press, September 21, 2021



Rice CreekWatershed District

- County Boundary
- Commissioner Districts
- Lakes
- RCWD Boundary/Hydrologic Areas



September 2, 2021