EXTRACT OF MINUTES OF A MEETING OF THE CITY COUNCIL OF THE CITY OF SHOREVIEW, MINNESOTA

Pursuant to due call and notice thereof, a regular meeting of the City Council of the City of Shoreview, Ramsey County, Minnesota, was duly held at the City Hall in said City on October 17, 2022, at 7:00 P.M.

The following members were present: Mayor Martin, Council Members Denkinger, Johnson and Springhorn

and the following were absent: Councilmember Doan

Member Johnson introduced the following resolution and moved its adoption:

RESOLUTION NO. 22-79
RESOLUTION APPROVING FINDINGS OF FACT AND RECORD OF DECISION AND THE NEGATIVE DECLARATION OF NEED FOR AN ENVIRONMENTAL IMPACT STATEMENT FOR THE BLUFFS DEVELOPMENT

WHEREAS, Tycon Companies ("Proposer") proposes to redevelop an approximately 18.6-acre site in Shoreview to construct 160 new multifamily units and 19 single-family lots in The Bluffs development; and

WHEREAS, the project crosses the threshold of a mandatory environmental assessment worksheet ("EAW") because it has more than 150 attached units and requires a comprehensive plan amendment per Minnesota Rules, part 4410.4300, subpart 19; and

WHEREAS, the City of Shoreview is the Responsible Governmental Unit (RGU) for preparing the EAW and for determining the potential for environmental impacts of the project; and

WHEREAS, the EAW was prepared by Kimley-Horn on behalf of the Proposer, who submitted completed data portions of the EAW to the City of Shoreview consistent with Minnesota Rules, part 4410.1400; and

WHEREAS, the EAW was prepared using the form approved by the Minnesota Environmental Quality Board (EQB) for EAWs in accordance with Minnesota Rules, part 4410.1300; and

WHEREAS, the City of Shoreview submitted a copy of the EAW to all public agencies on the EAW distribution list and published EAW availability in the *EQB Monitor* on August 23, 2022, in accordance with applicable state laws, rules, and regulations; and

WHEREAS, the EAW comment period lasted from August 23, 2022 to September 22, 2022, and four (4) regulatory agencies and twelve (12) members of the public submitted written comments during the comment period; and

WHEREAS, none of the agency comments received recommended preparation of an EIS, and none suggested that the project had the potential to cause significant environmental effects; and

WHEREAS, the Proposer and city have carefully reviewed each comment and prepared a specific written response in accordance with Minnesota Rules. The comments and responses were provided as part of the attached Findings of Facts and Record of Decision; and

WHEREAS, the preparation of the EAW and comments received on the EAW have generated information adequate to determine whether the proposed project, The Bluffs, has the potential for significant environmental impacts; and, and staff recommends the city council approve the findings of fact and record of decision dated October 2022 and determine that no environmental impact statement ("EIS") is necessary, reasonable, or warranted with respect to The Bluffs development project under the circumstances; and

WHEREAS, the city council held a public meeting on October 17, 2022, to review the EAW and consider the need for an EIS; and.

WHEREAS, the city council desires to make findings of fact and a record of decision that no EIS is required with respect to the Project ("Negative Declaration").

NOW, THEREFORE, BE IT RESOLVED by the City of Shoreview, Minnesota, that:

1. Adopt and approve the findings of fact and record of decision for The Bluffs environmental assessment worksheet in the form which is attached hereto as Exhibit A and hereby makes the findings of fact and conclusions which are contained therein; and

2. Find and determine that, based upon the findings of fact and record of decision, no environmental impact statement is required for The Bluffs development project pursuant to the Minnesota Environmental Policy Act or Minnesota Rules, chapter 4100.

3. This resolution and the attached Findings of Fact and Record of Decision shall be distributed within five days in accordance with Minnesota Rules, 4410.1700, subpart 5.

The motion for the adoption of the foregoing resolution was duly seconded by council member Denkinger, and after full discussion thereof and upon vote being taken thereon, the followed voted in favor thereof:

All Present

and the following voted against the same:

Whereupon said resolution was declared duly passed and adopted by the City Council of the City of Shoreview, Minnesota this 17th day of October, 2022.

Sandy Martin
Mayor

Attest:

Brad Martens
City Manager

STATE OF MINNESOTA
COUNTY OF RAMSEY
CITY OF SHOREVIEW

I, the undersigned, being the duly qualified and acting City Manager of the City of Shoreview, Minnesota, DO HEREBY CERTIFY that I have compared the attached and foregoing extract of minutes with the original thereof on file in my office, and that the same is a full, true and complete transcript of the minutes of a meeting of the City Council of said City duly held on the 17th of October therein indicated, insofar as such minutes relate to a resolution adopting record of decision, response to comments, and decision on the Environmental Assessment Worksheet for The Bluffs Redevelopment project.

WITNESS my hand this 17th day of October, 2022.

Brad Martens, City Manager

EXHIBIT A

The Bluffs

Findings of Fact and Record of Decision

City of Shoreview

October 2022

Table of Contents

List of Appendices

1. Administrative Background

Tycon Companies is proposing to redevelop an approximately 18.6-acre site located between Snail Lake and Highway 96 West, just west of Snail Lake Boulevard in Shoreview, Ramsey County, Minnesota. The proposed project consists of 160 multifamily units and 19 single-family lots and would include a stormwater management area, vehicular access, water service, sanitary sewer, and electrical. All of these new services would be extensions to existing infrastructure or upgrades to existing systems to support the new development.

The City of Shoreview is the Responsible Governmental Unit (RGU) for this project. An Environmental Assessment Worksheet (EAW) has been prepared in accordance with Minnesota Rules Chapter 4410. The EAW was mandatory per Minnesota Rules, part 4410.4300, subpart 19: Residential development.

The EAW was filed with the Minnesota Environmental Quality Board (EQB) and circulated for review and comment to the required distribution list. A notice of availability was published in the *EQB Monitor* on August 23, 2022. This notice included a description of the project, information on where copies of the EAW were available, and invited the public to provide comments.

The EAW was made available electronically on the City of Shoreview's website at https://www.shoreviewmn.gov/government/departments/community-development/the-bluffs-environmental-assessment-worksheet.

The EAW comment period extended from August 23, 2022, to September 22, 2022. Written comments were received from four agencies. Twelve public comments were also received. All comments were considered in determining the potential for significant environmental impacts.

Based on the information in the record, which is composed of the EAW for the proposed project, the comments submitted during the public comment period, the responses to comments, and other supporting documents, the City of Shoreview makes the following Findings of Fact and Conclusions.

2. Findings of Fact

2.1 Project Description

The Bluffs project is a proposed development that consists of 160 multifamily units and 19 single-family lots located between Snail Lake and Highway 96 West, just west of Snail Lake Boulevard in Shoreview, Ramsey County, Minnesota. The 18.6-acre site consists of existing institutional use and right-of-way that will be vacated. There are existing buildings on site that will be demolished.

The proposed project also includes a stormwater management area, vehicular access, water service, sanitary sewer, and electrical. All of these new services would be extensions to existing infrastructure or upgrading existing systems to support the new development.

2.2 Corrections to the EAW or Changes to the Project Since the EAW was Published

Updates have been made to the EAW based on comments received and additional agency coordination. Please see Appendix A for the revised EAW.

2.3 Agency and Public Comments on the EAW

During the comment period, the City of Shoreview received four written comments from the following agencies:

- Metropolitan Council
- Minnesota Department of Natural Resources (DNR)
- Office of the State Archaeologist (OSA)
- State Historic Preservation Office (SHPO)

The City of Shoreview received an additional 12 written comments from the public.

Consistent with state environmental rules, responses have been prepared for all substantive comments received during the comment period. The following tables contain responses to agency and public comments. Copies of the agency and public comments received are included in Appendix B and C, respectively.

2.3.1 Metropolitan Council

Comment	Response
The staff review finds that the EAW is complete and accurate with respect to regional concerns and does not raise major issues of consistency with Council policies. An EIS is not necessary for regional purposes.	Comment noted.
Forecasts The EAW discusses a site development with 19 single family lots on the southern 11.3 acres, and 160 multifamily units on the northern 7.3 acres. This development could yield households and population beyond previous expectations. Previously, the Metropolitan Council expected Shoreview would reach 12,000 households in 2030. Recently completed development in Shoreview and a separate upcoming redevelopment (3680 Victoria St.) will cumulatively add about 1,000 households, and push Shoreview beyond the previously approved communitywide forecast. Should development of The Bluffs proceed, Council staff recommend a forecast change with Shoreview's next comprehensive plan amendment. For this site alone, we recommend adding +180 households and +400 population to the 2030 and 2040 forecast now in place. This is in addition to the forecast change previously advised, associated with the 3680 Victoria St redevelopment. Please feel free to contact Council Research staff if you wish to discuss further.	Comment noted. If this occurs, the city will coordinate with the Metropolitan Council to determine any changes needed.
Item 13 – Fish, wildlife, plant communities, and sensitive ecological resources (rare features) Council Parks staff encourage the proposer (Tycon Companies) and RGU (City of Shoreview) to coordinate with Ramsey County Parks and Recreation to ensure that there are no permanent impacts to the Regional Parks System units referenced in the EAW, particularly the Highway 96 Regional Trail. Any temporary impacts or construction activities and any resulting trail detours should be clearly communicated to residents and visitors through a variety of methods, including online (e.g., city and county websites, etc.) and on-site (e.g., temporary signage, etc.).	Comment noted. The project proposer and the city will continue to coordinate with Ramsey County Parks to avoid and minimize impacts to the Regional Parks System, including the Highway 96 Regional Trail. The project proposer will also work with city staff and Ramsey County Parks to communicate any temporary impacts or construction activities should they be needed.

Comment	Response
Item 13 – Fish, wildlife, plant communities, and sensitive ecological resources (rare features) The Project Proposer should identify efforts to preserve mature tree stands on slopes or boundaries to minimize erosion potential, and efforts should be made to preserve trees across property boundaries to maintain existing species migration patterns between the site and areas to the south. We recommend the developer select vegetation for landscaping that is native, draught-tolerant, and chloride-tolerant or chloride-friendly. Additionally, we recommend the proposer include language around aquatic invasive species and how to inspect boats at the dock.	Comment noted. The project proposer will work to minimize erosion potential. No trees will be removed along the bluff line or within 30 feet, and over 4 acres of trees will be preserved on site to maintain tree canopy and provide wildlife habitat. A tree replacement plan will be developed and implemented per city code requirements. The developer will also utilize native plants in landscaped areas. As stated in *Aquatic Invasive Species Best Management Practices for Water Access* published by the DNR, it is the personal responsibility of boat operators to properly complete the aquatic invasive species actions required in state statute. Guidance for shoreland owners is available from the DNR at https://www.dnr.state.mn.us/invasives/shoreland_owners.html.

2.3.2 Minnesota Department of Natural Resources

Comment	Response
1. Page 5, Section 9 – Permits and Approvals Required. Regardless of the underlying zoning district, the proposed 160-unit multifamily development on the northern portion of the site is in fact a shoreland residential planned unit development (PUD) in accordance with the state shoreland rules (Minn. Rules 6120.2500 - 6120.3900). Specifically, Minn. Rules 6120.3300, Subp. 2(A), states that "residential subdivisions with dwelling unit densities exceeding those in the tables in subparts 2a and 2b can only be allowed if designed and approved as residential planned unit developments under part 6120.3800." DNR's records from 1993 indicate that the City of Shoreview's shoreland ordinance was approved without standards for shoreland planned unit developments because the city indicated that PUD zoning districts would not be located in shoreland districts. To date, the City of Shoreview has not submitted a request to DNR to amend its shoreland ordinance to allow shoreland PUDs. Since the City of Shoreview's shoreland ordinance does not contain standards for shoreland planned unit developments, the DNR would review and approve the proposed shoreland PUD prior to Council approval. DNR's review and approval of shoreland PUDs is required under City Code Section 209.080(N)(5)) and Minn. Rules 6120.3800, Subp. 1. The DNR will review and approve shoreland PUDs according to the standards in Section 10 of shoreland model ordinance. We recommend that the project proposer carefully review these standards and use them to design their project.	The developer will adhere to the appropriate shoreland rules of the city and DNR as required. The project proposer will continue to work with the City of Shoreview and the DNR through the project entitlement process.
2. Page 6-7, Section 9 – Land Use. As explained in the previous comment, the proposed 160-unit multifamily development is in fact a shoreland PUD; DNR's review and approval of shoreland PUDs is required under City Code Section 209.080(N)(5)) and Minn. Rules 6120.3800, Subp. 1. Furthermore, the EAW should provide additional information to discuss how the project complies with the standards of the shoreland overlay district. DNR notes, for example, that building height is limited to 35 feet in the city's shoreland overlay	The proposed project conforms with city building height standards for areas zoned R3. Flexibility to shoreland regulations will need to be considered for the requested multifamily building height.

Comment	Response
district. In 1993, DNR approved the city's proposal for deviation from the building height standard of 25 feet in the statewide standards to the city's proposed limit of 35 feet. To date, the city has not requested DNR approval for any further deviation of this standard.	
3. Page 9, Section 11 – Surface Water. This section should recognize that Snail Lake is a Lake of Biological Significance, and that stormwater from the development will ultimately flow into this basin.	Comment noted. The EAW identified Snail Lake as a Lake of Biological Significance under Item 13.a. It was also noted in the DNR's Natural Heritage Review letter, which was included as an attachment to the EAW. EAW Item 11.b.ii. has been updated to state that stormwater from the site ultimately flows into Snail Lake.
4. Page 12, Section 11 – Stormwater. The significant increase in impervious surfaces will also increase the amount of road salt used in the project area. Chloride released into local lakes and streams does not break down, and instead accumulates in the environment, potentially reaching levels that are toxic to aquatic wildlife and plants. Consider promoting local business and city participation in the Smart Salting Training offered through the Minnesota Pollution Control Agency. There are a variety of classes available for road applicators, sidewalk applicators, and property managers. More information and resources can be found at this website. Many winter maintenance staff who have attended the Smart Salting training — both from cities and counties and from private companies — have used their knowledge to reduce salt use and save money for their organizations. We also encourage cities and counties to consider how they may participate in the Statewide Chloride Management Plan and provide public outreach to reduce the overuse of chloride. Here are some educational resources for residents as well as a sample ordinance regarding chloride use. Blanding's turtles, a protected state-listed threatened species, have been documented within the vicinity of the project area. Stormwater features may be colonized by Blanding's turtles in the area, therefore we recommend incorporating	The project proposer and/or building manager will complete the Smart Salting Training offered through the MPCA. As noted in the EAW, the stormwater management best management practices (BMPs) proposed for the development include infiltration basins, which would not have standing water for long periods of time and would not be considered suitable overwintering habitat for Blanding's turtles. Other BMPs would be implemented during construction to minimize impacts to Blanding's turtles and other wildlife in the project vicinity. The required avoidance measures were included in the EAW under Item 13.c. and will be incorporated into project plans. Native seed mixes are anticipated to be used for landscaping and stormwater BMPs.

Comment	Response
measures to avoid impacting this species into stormwater management. In years when the stormwater features will be dredged to remove excess sediment, please draw down water levels by September 15th in order to allow turtles to find overwintering habitat elsewhere. It is also important that this section, as well as project plans, incorporate the **required avoidance measures** for state-listed species that were provided in the DNR Natural Heritage letter. We recommend that BWSR-approved, weed-free, native seed mixes be used to the greatest degree possible in stormwater features and development landscaping in order to provide pollinator habitat.	
5. Page 13, Section 11 – Water Appropriation. The EAW states that groundwater can be found from 0 to 50 feet below the surface across the project area. The project is also proposing to utilize predominantly underground parking. If it is necessary to use a sump pump to remove water from the underground parking levels in volumes that exceed 10,000 gallons per day or one million gallons per year, then a DNR Water Appropriation Permit would be required.	Comment noted. A DNR Water Appropriation Permit will be obtained if needed as indicated under Items 8 and 11 of the EAW. The underground parking is above the water table, and no continuous pumping will be necessary.
6. Page 13, Section 11 – Wetlands. The potential indirect impacts to the wetland(s) from receiving development stormwater should be discussed in this section. It is also unclear how placing retaining walls along the wetland boundary will alter wetland hydrology.	All stormwater runoff will be treated prior to entering into any water resources on site or adjacent to the site. The retaining walls are located outside of the wetland buffer; therefore, they will not directly or indirectly impact any wetlands on the site.
7. Page 14, Section 11 – Water Resources. This section of the EAW is incomplete because it does not assess the effect of the project on water surface use on Snail Lake, i.e., number and type of watercraft, including current and projected watercraft usage.	The proposed project anticipates the placement of one shared dock with one shared pontoon that will be managed by the property management company for the multifamily building. The single family lots may also be permitted to add a dock to their property in accordance with DNR regulations, similar to the other single-family homes along the lakeshore. The number of docks allowed under DNR ordinance for the single-family homes is being

Comment	Response
	discussed as part of the shoreland model ordinance review process. According to June 2022 aerial imagery, there are approximately 59 docks present on Snail Lake. Typical watercraft on a lake of this size may consist of canoes, kayaks, stand-up paddleboards, jet-skis, fishing boats, and recreational boats. The addition of the dock for the multifamily residential building, and the potential addition of docks for the single-family lots, would slightly increase the number of watercrafts on Snail Lake during the months of May through October. An increase in boats could potentially cause an increase in suspended sediment and disturbance of aquatic vegetation; however, given the minimal increase in watercraft usage, it would result in minimal impacts to the lake. The City of Shoreview Municipal Code Chapter 900 Traffic does not limit the amount of watercraft on Snail Lake.
8. Page 18, Section 13 - Fish, Wildlife, Plant Communities, and Sensitive Ecological Resources (Rare Features). This section of the EAW greatly minimizes the potential impacts to wildlife, plants, and sensitive ecological features, and claims that there will be no impacts without providing a justification for this conclusion. There is no discussion of how an increase in impervious surfaces as well as increased nutrient/pesticide use from added lawns and landscaping will impact surface runoff, potentially impacting Snail Lake, a Lake of Biological Significance that contains several state-listed rare species. The proposed project would result in substantial tree removal in wooded areas that currently provides valuable local wildlife habitat. The potential impacts of tree	There will be an increase in impervious surfaces on the site; however, the proposed project will provide treatment of all stormwater runoff prior to entering into Snail Lake as described under Item 11.b.ii. The current site does not provide pre-treatment of stormwater runoff for the site. Additionally, native and pollinator friendly landscaping will be used throughout the site, which will improve pollinator habitat in the project vicinity. The proposed development includes a 30-foot setback from the existing bluff line and will not

Comment	Response
removal are not fully described in the EAW, and it is unclear if 5.8 acres of tree removal within shoreland is even compatible with shoreland ordinances. It is unclear if the proposer coordinated with the U.S. Fish and Wildlife Service regarding potential impacts to the federally endangered Rusty Patched Bumble Bee. No evidence or coordination is mentioned or provided in the appendices. This section also states that, "no impacts to the lake shore are anticipated for the proposed development." This statement is unsupported. Please provide additional supporting information on anticipated impacts to the lake shore.	impact or remove trees along the bluff or along the shoreline of Snail Lake. The bluff may be impacted if the single-family homes add docks. The amount of impact will be limited under the shoreland ordinance. With the bluff being maintained, this area will continue to provide valuable wildlife habitat along Snail Lake. The 5.8 acres of tree removal is a measure of tree canopy, which is the entire area covered by the branches and leaves when viewed from above, including grassy areas underneath. The project is anticipated to remove 220 trees, 41 of which are landmark trees, and plant 246 trees, for a net increase in the number of trees on site. These proposed trees will provide canopy and habitat for wildlife within the project area. A tree replacement plan will be developed, including best management practices for tree preservation, and implemented per city code requirements prior to construction. Coordination US Fish and Wildlife Service was not completed for the EAW. The existing conditions on the site provide little suitable foraging habitat for the rusty patched bumble bee. There may be some overwintering habitat within the wooded areas; however, the majority of these areas onsite are being preserved including the wooded bluff area. The proposed project anticipates minimal disturbance and grading activities along the lakeshore. The minimal disturbance will be for removal of the bathhouse and restorative grading activities after the structure is removed. The disturbed areas will be restored with vegetation to

Comment	Response
	minimize erosion and sedimentation of the lake. Furthermore, it is anticipated the beach area will be restored to a more natural shoreline in collaboration with Ramsey County.
9. Page 21, Section 15 – Visual. This section of the EAW incorrectly states that the proposed project would conform with city code regulations for building height. Building height is limited to 35 feet in the city's shoreland ordinance. In 1993, DNR approved the city's proposal for deviation from the building height standard of 25 feet in the statewide standards to the city's proposed limit of 35 feet. To date, the city has not requested DNR approval for any further deviation of this standard.	The proposed project conforms with city building height standards for areas zoned R3. The project proposer will continue to work with the City of Shoreview and the DNR through the project entitlement process.
10. Page 23, Section 16 – Dust and Odors. If water for dust control is taken from a lake or stream in volumes that exceed 10,000 gallons per day or one million gallons per year, a DNR Water Appropriation Permit would be required. Please do not use products that contain chloride for dust control in areas that drain to public waters.	Water will not be pumped from Snail Lake for dust control on the site. A DNR Water Appropriation Permit will not be needed for dust suppression.

2.3.3 Office of the State Archaeologist

Comment	Response
Thank you for the opportunity to comment on the above listed project. While there are no previously recorded archaeological sites, archaeological site leads, or burials in the project area, the project area does have moderate to high potential to contain archaeological sites or features. Therefore, a phase I archaeological reconnaissance conducted by a qualified archaeologist is recommended. The Minnesota Historical Society maintains a list of cultural resource professionals here: https://www.mnhs.org/preservation/directory.	Comment noted. A Phase I archaeological survey will be completed for the project site and an unanticipated discoveries plan will be prepared prior to construction.

2.3.4 State Historic Preservation Office

Comment	Response
Due to the nature and location of the proposed project, we recommend that a Phase I archaeological survey be completed. The survey must meet the requirements of the Secretary of the Interior's Standards for Identification and Evaluation and should include an evaluation of National Register eligibility for any properties that are identified. For a list of consultants who have expressed an interest in undertaking such surveys, please visit the website **preservationdirectory.mnhs.org**, and select "Archaeologists" in the "Search by Specialties" box. We will reconsider the need for survey if the project area can be documented as previously surveyed or disturbed. Any previous survey work must meet contemporary standards. **Note:** plowed areas and right-of-way are not automatically considered disturbed. Archaeological sites can remain intact beneath the plow zone and in undisturbed portions of the right-of-way. Please note that this comment letter does not address the requirements of Section 106 of the National Historic Preservation Act of 1966 and 36 CFR § 800. If this project is considered for federal financial assistance, or requires a federal permit or license, then review and consultation with our office will need to be initiated by the lead federal agency. Be advised that comments and recommendations provided by our office for this state-level review may differ from findings and determinations made by the federal agency as part of review and consultation under Section 106.	Comment noted. A Phase I archaeological survey will be completed for the project site, and an unanticipated discoveries plan will be prepared prior to construction.

2.3.5 Luke Bonawitz

Comment	Response
It's my intention to express my concern with a development of this scale on the 11 acre property site. While a property of this scale may shoehorn its way through the administrative process one must ask the authorities that make these decisions whether the impact to Shoreview is warranted and necessary? Snail lake is quite the jewel of the Shoreview community. It offers appropriately the mix of recreational use and aesthetic graces for what Shoreview is know for. Even though this property appears tucked away behind a slim border of trees it will impact traffic flows on hwy 96 and adjoining roads. What doesn't make sense is slamming a high density apartment complex into a neighborhood devoid of this density. Further, the excessive demand it will put on city hall and services will disengage single family homeowners from accessing city hall as the complex proximity will increase traffic and use of the water park and other services that homeowners have enjoyed in recent years. This community recognizes the environmental impact this project can and will have on snail lake and the nearby homes. One dock access to the lake can mean dozens of boat slips for easy access to tear up the lake every day. Snail lake Beach/boat access was built for the lake of this size, and it keeps lake traffic to manageable levels. With a private beach and dock access it becomes a magnet for high levels of pollution and human waste entering the lake. The addition of the single-family homes only adds to the mass effect. Please reconsider this property for an office complex or another charter school concept. For that matter, there should be consideration for another public school facility here since Mounds view schools are already overwhelmed. Case in point of Shoreview redevelops deluxe corporate site into high density there will be a need for places in schools for the near future. I ask the commission to really Vette this process to the enth degree for the long-term stability of Shoreview.	Comment noted. As summarized in Item 18 of the EAW, a traffic study was completed for the proposed project, which evaluated level of service (LOS) for the study intersections. LOS is a measure of the ability of an intersection to accommodate traffic volumes, and LOS grades range from A to F with LOS A being the highest (best traffic flow and least delay). The traffic study found that all study intersections are anticipated to operate at LOS A in the AM and PM peak hours. The proposed project anticipates the placement of one shared dock with one shared pontoon that will be managed by the property management company for the multifamily building. The single family lots may also be permitted to add a dock to their property in accordance with DNR regulations, similar to the other single-family homes along the lakeshore. The number of docks allowed under DNR ordinance for the single-family homes is being discussed as part of the shoreland model ordinance review process. The addition of the dock for the multifamily residential building, and the potential addition of docks for the single-family lots, would slightly increase the number of watercrafts on Snail Lake during the months of May through October. An increase in boats could potentially cause an increase in suspended sediment and disturbance of aquatic vegetation; however, given the minimal increase in watercraft usage, it would result in minimal impacts to the lake. The City of Shoreview Municipal Code Chapter 900 Traffic does not limit the amount of watercraft on Snail Lake.

2.3.6 Rob Bouta, ECO FORESIGHT

Comment	Response
Item 7. Cover Types. The cover type table indicates 5.7 acres of the 18.6-acre site (30.6%) will be impervious after construction. Item 9 should address how this impervious ratio complies with shoreland regulations and consider how proof-of-parking would increase the impervious ratio above 30%.	The impervious surface numbers included in the EAW reflect the proposed development. The additional parking shown in the proof-of-parking concept would add 0.4 acres of impervious surface. The project proposer will implement stormwater management best management practices as required for the impervious surfaces on site. The impervious surface area is in compliance with the city's shoreland regulations, and the project proposer will continue to work with the City of Shoreview and the DNR through the project entitlement process.
Item 9. Land Use. The EAW is incomplete in its discussion of the project's compatibility with the City of Shoreview 2040 Comprehensive Plan. Specifically, the EAW mentions the Policy Development Area (PDA), but it does not address policies in the Comprehensive Plan for the Gospel Mission Camp PDA. That part of the Comprehensive Plan states: "Reuse of the property shall meet community needs and incorporate amenities that are accessible to the public. A Comprehensive Plan Amendment will be required for any change in land use. ... The cultural and historical significance this property shall be recognized in any redevelopment plan. Efforts shall be taken to preserve the existing Ministry Center building and incorporate the structure into the redevelopment. ... Redevelopment of the site shall be sensitive to the lakeshore environment by establishing a protection zone and/or implementing mitigation techniques to reduce the development's impact on the lake."	As noted in the EAW, Shoreview's 2040 Comprehensive Plan identifies the project site as being within a Policy Development Area (PDA). PDAs are locations that may have the potential to develop or redevelop in the future. All PDAs require a comprehensive plan amendment when the proposed designation is different than the designation on the future land use map. To better guide future development and redevelopment, the city identifies for each PDA one or more land use designations that could be appropriate, as well as a set of policies intended to guide any future development or redevelopment project. For this site there are several designations, including: INST – Institutional, O – Office, MU – Mixed Use (allows up to 45 residential units per acre), RM – Residential Medium (4 to 8 units per acre), and RH – Residential High (8 to 20 units per acre). The future land use map shows the project site as RM – Residential Medium. The proposed project would provide additional housing, which is a community need in the city and the region.

Comment	Response
	The project proposer will work with the city on appropriate recognition of the cultural and historic significance of the site. The proposed development includes a 30-foot setback from the existing bluff line, meaning there will be no building construction or grading within that area. The current site does not provide pre-treatment of stormwater runoff for the site. The proposed development will improve the quality of stormwater runoff by providing best management practices (BMPs) for all impervious areas as required by current rules and regulations. Furthermore, it is anticipated that the beach area will be restored to a more natural shoreline in collaboration with Ramsey County. Additional PDA guidance will be addressed through the project entitlement process.
Item 9. Zoning. This section is inaccurate. The EAW says the project site is zoned as a Planned Unit Development (PUD) and that "the existing PUD is specific to the site's current institutional use, so the redevelopment would require rezoning the site to R1 – Detached Residential and R3 – Multi-Dwelling Residential." This statement is incorrect and inaccurate. The project proponent previously considered a Shoreland Residential PUD for the site in consultation with the City of Shoreview and the MnDNR. A Shoreland PUD could be appropriately designed to protect Snail Lake and shift high densities away from the lake.	The existing PUD does not allow for any uses other than those already on the site. Any redevelopment project requires rezoning as stated in the EAW. The project proposer will continue to work with the City of Shoreview and the DNR through the project entitlement process. The proposed development is compatible with nearby land uses, and the project proposer incorporated site design elements to reduce potential impacts.
Item 9. Shoreland District. This section is incomplete. The typical procedure for Shoreland Ordinance administration involves deferring to the MnDNR and State Shoreland Rules regarding omissions such as multi-family lot standards. The proposed apartment building density is higher than allowed under the Shoreland Ordinance, which calls for a minimum of 10,000 square feet per lot. The project should be proposed	The project proposer will continue to work with the City of Shoreview through the project entitlement process. Note that the density calculations included in the comment are not consistent with the formulas used by the city for development applications.

Comment	Response
as Shoreland PUD and tiered shoreland density and open space calculations should be provided. The Shoreland PUD process is designed for sensitive areas like the proposed development site, the R3 ordinance lacks the standard practices for shoreland protection. The EAW does not demonstrate that the proposed project complies with the City of Shoreview Shoreland Management Ordinance and Minnesota State Shoreland Rules. The Shoreview Shoreland Management Ordinance states that the "uses permitted in the Shoreland Management Areas are those uses allowed and regulated by the applicable zoning district underlying the Environmental Overlay District. ... Where the requirements of the underlying zoning district as shown on the official Zoning Map are more restrictive than those set forth herein, the more restrictive standards shall apply." The Shoreland Ordinance specifies the minimum size of residential lots, but it does not specify standards for multi-family residential. If the site is rezoned to R3, the underlying R3 density will not apply because it is not clear that the R3 standard is "more restrictive" than the default shoreland standard, as written in the ordinance. The EAW should include a shoreland density evaluation to determine whether the apartment building density is allowed under shoreland regulations. The proposed apartment building involves a dramatic density increase from the baseline shoreland density. Shoreland protection measures are needed to justify the proposed density increase. The EAW does not show that the proposed project density complies with the Shoreland Ordinance, or with Section 205.093(B)(1) of the City Code, which states that "Densities shall be in compliance with the Land Use Chapter of the Comprehensive Guide Plan." The lot proposed for the apartment building is a riparian lot that covers about 7.3 acres and includes about 1 acre of wetland. Subtracting the acre of wetland leaves about 6.3 acres (274,428 square feet) of suitable shoreland development area. The Shoreland Ordinance calls for 15,000 square feet per residential	

Comment	Response
unit on riparian lots. The apartment building lot could accommodate about 18.3 riparian residential units, far less than the 160 units proposed. The EAW does not discuss how the proposed project will comply with several other parts of the City of Shoreview Shoreland Management Ordinance. For instance: (1) the shoreland ordinance says impervious surface will not exceed 30% of the lot area and is unclear whether the project complies with this requirement; (2) the shoreland ordinance says the maximum building height shall not exceed 35 feet and the EAW says building height will be up to 65 feet; and (3) the shoreland ordinance requires a shoreland mitigation plan for residential development that requires land use approval. The shoreland mitigation plan should be made part of the EAW and should address other measures such as the use of landscaping to reduce the visual appearance of structures from the lakeshore.	
Item 9. Comprehensive Plan. This section is incomplete. The EAW does not state how the proposed project is compatible with the Comprehensive Plan policies written for the Gospel Mission Camp PDA, nor does it state how the project will be compatible with the Shoreland Overlay District or what shoreland protection measures will be provided to the justify the proposed density increase.	As noted in the EAW, Shoreview's 2040 Comprehensive Plan identifies the project site as being within a Policy Development Area (PDA). PDAs are locations that may have the potential to develop or redevelop in the future. All PDAs require a comprehensive plan amendment when the proposed designation is different than the designation on the future land use map. To better guide future development and redevelopment, the city identifies for each PDA one or more land use designations that could be appropriate, as well as a set of policies intended to guide any future development or redevelopment project. For this site there are several designations, including: INST – Institutional, O – Office, MU – Mixed Use (allows up to 45 residential units per acre), RM – Residential Medium (4 to 8 units per acre), and RH – Residential High (8 to 20 units per acre). The future land use map shows the project site as RM – Residential Medium. As

Comment	Response
	noted in the EAW, redevelopment of the site will require the site to be rezoned. A comprehensive plan amendment will be required to allow the rezoning. The project proposer will continue to work with the City of Shoreview and the DNR through the project entitlement process.
Item 11. Surface Water. This section is incomplete. The EAW does not indicate whether any trout stream/lakes, wildlife lakes, migratory waterfowl feeding/resting lakes, or outstanding resource value waters are located onsite or in the project vicinity.	According to available data from the DNR, there are no trout streams/lakes, designated wildlife lakes, or migratory waterfowl feeding/resting areas located within the project study area or within the vicinity. Snail Lake is a Lake of Biological Significance as indicated under Item 13.a.
Item 11. Other Surface Waters, Watercraft Use. This section is incomplete. The EAW should answer the question on the EAW form with an analysis of the number of existing and projected watercraft on Snail Lake. The EAW does not "Discuss how the project will change the number or type of watercraft on any water body, including current and projected watercraft usage." EAW should say how many private and shared docks are likely to be installed on Snail Lake. The EAW should estimate the number and density of watercraft on Snail Lake before and after project construction, indicate what measures will be deployed to minimize effects on the shoreland, and address the potential for watercraft crowding on Snail Lake. The MnDNR has published boating studies useful in preparing such estimates.	The proposed project anticipates the placement of one shared dock with one shared pontoon that will be managed by the property management company for the multifamily building. The single family lots may also be permitted to add a dock to their property in accordance with DNR regulations, similar to the other single-family homes along the lakeshore. The number of docks allowed under DNR ordinance for the single-family homes is being discussed as part of the shoreland model ordinance review process. According to June 2022 aerial imagery, there are approximately 59 docks present on Snail Lake. Typical watercraft on a lake of this size may consist of canoes, kayaks, stand-up paddleboards, jet-skis, fishing boats, and recreational boats. The addition of the dock for the multifamily residential building, and the potential addition of docks for the single-family lots, would slightly increase the number of watercrafts on Snail Lake during the months of May through October. An increase in boats could potentially

Comment	Response
	cause an increase in suspended sediment and disturbance of aquatic vegetation; however, given the minimal increase in watercraft usage, it would result in minimal impacts to the lake. The City of Shoreview Municipal Code Chapter 900 Traffic does not limit the amount of watercraft on Snail Lake.
Item 12. Hazardous Materials. This section is incomplete. The EAW indicates asbestos containing material was found in the Gyro Lodge, but it did not indicate whether asbestos is present in other onsite buildings, whether other hazardous materials such as lead are present in any onsite buildings. In addition, the EAW should identify "measures to avoid, minimize, or mitigate adverse effects from existing contamination or potential environmental hazards," as requested on the EAW form.	Except for the Gyro Lodge all structures on site were constructed after 1990 and therefore are not anticipated to contain asbestos. A pre-demolition survey will be conducted for all buildings on site prior to demolition, and regulated materials will be disposed in accordance with applicable regulations. As noted under Item 12.b., asbestos-containing material will be removed in accordance with MPCA and MDH regulations. In addition, a Response Action Plan will be developed prior to construction.
Item 13. Fish and Wildlife. This section is inaccurate. The words "previously disturbed" do not accurately describe the project area. Woodlands on the site appear more mature and dense, but not more disturbed than shown on aerial photographs from the 1930s and 1940s (see MN Historical Aerial Photographs Online).	The project site has been in active use that has evolved over the decades. The site was previously developed for the Union Gospel Mission with construction and demolition of numerous buildings and ongoing lawn maintenance.
Item 13. Rare Species. This section is incomplete. The EAW indicates two species of rare plants, the olive-colored southern naiad and the small green wood orchid, have been documented onsite. The EAW later indicates that impacts to these species are not anticipated "due to lack of suitable habitat within the project site or the likelihood that the species is present in the area given the historical observation dates for the species." It is unclear how it was determined that impact to rare species previously observed on the site are not expected, given that aerial photographs show little site disturbance since the 1930s and the EAW does not document site disturbances in relation to the times and locations of rare	According to the DNR's Natural Heritage Information System, the last recorded observations of the olive-colored southern naiad and small green wood orchid were in 1943 and 1919, respectively. As noted in the DNR's Natural Heritage review letter included in Appendix D, the species with the potential to be impacted by the proposed project are the Blanding's turtle and the pugnose shiner. These species are discussed under Item 13 of the EAW.

Comment	Response
species observations. Furthermore, the EAW does not indicate whether a rare plant survey has been conducted on the site or whether it has been determined the once observed rare plants are no longer present on the site.	
Item 13. Fish and Wildlife Mitigation. This section is incomplete. Item 7, Cover Types, indicates the project will remove 5.8 acres of trees, which is 57% of the existing tree cover. Section 209.050 of the City of Shoreview Municipal Code states that vegetation shall be left intact to the maximum extent possible, and that development "shall be conducted so that the maximum number of trees, in particular landmark trees, are preserved by the clustering of structures in existing cleared areas and natural clearings." The project proposes to preserve about 4.3 acres of trees, or about 43% of the trees on the site. The EAW does not specify how tree preservation will be maximized and tree removal will be minimized. The EAW does not include a map showing tree removal areas, nor does it indicate why it is not possible to preserve more than 43% of the trees. The proposed tree removal and the potential for rare vascular plant species along the lakeshore help demonstrate the need for a complete shoreland evaluation and mitigation plan (See comments on Item 9).	The proposed development includes a 30-foot setback from the existing bluff line and will not impact or remove trees along the bluff or along the shoreline of Snail Lake. The bluff may be impacted if the single-family homes add docks. The amount of impact will be limited under the shoreland ordinance. With the bluff being maintained, this area will continue to provide valuable wildlife habitat along Snail Lake. The 5.8 acres of tree removal is a measure of tree canopy, which is the entire area covered by the branches and leaves when viewed from above, including grassy areas underneath. The project is anticipated to remove 220 trees, 41 of which are landmark trees, and plant 246 trees, for a net increase in the number of trees on site. These proposed trees will provide canopy and habitat for wildlife within the project area. A tree replacement plan will be developed and implemented per city code requirements prior to construction.
Item 13. Fish and Wildlife Mitigation. Blanding's turtle mitigation measures should be written into project construction specifications.	Comment noted.
Item 13. Fish and Wildlife Mitigation. This section is inaccurate. The EAW states that no impacts to the lake shore are anticipated. How much lakeshore will be affected and how much disturbance will occur for installation and maintenance of the docks mentioned under Item 11.b.iv.2?	The proposed project anticipates minimal disturbance and grading activities along the lakeshore. The minimal disturbance will be for removal of the bathhouse and restorative grading activities after the structure is removed. The disturbed areas will be restored with vegetation to minimize erosion and sedimentation of the lake. Furthermore,

Comment	Response
	it is anticipated the beach area will be restored to a more natural shoreline in collaboration with Ramsey County. The installation of docks will result in some disturbance; however, it will be temporary in nature. Dock maintenance will be completed in accordance with DNR requirements.
Item 14. Historic Properties. This section is incomplete. The EAW does not state why it "is not anticipated that archaeological sites will be uncovered during construction of this project." Given that the site includes a bluff that overlooks Snail Lake and appears to be include undisturbed woodland, parts of the site may contain undiscovered archaeological material. The conclusions of the EAW should be supported by an archaeological survey.	A Phase I archaeological survey will be completed for the project site and an unanticipated discoveries plan will be prepared prior to construction.
Item 15. Visual. This section may be inaccurate. The EAW states that the project would conform with city code regulations for building height. See the comment on building height under Item 9.	The proposed project conforms with city building height standards for areas zoned R3. The project proposer will continue to work with the City of Shoreview and the DNR through the project entitlement process.
Item 16. Air. This section is incomplete. The EAW states that no stationary source emissions are anticipated as part of the proposed project. The EAW is incomplete because it does not address greenhouse gases (GHG) or climate change. The Minnesota Center for Environmental Advocacy (MCEA) has described climate change as a "potentially significant environmental impact." To comply with Minnesota law and policy, the MCEA has said that an EAW must analyze GHG emissions that the development will emit, possible mitigation measures to reduce those emissions, and the impacts of climate change on the project.	In 2022, the Minnesota Environmental Quality Board, which oversees the state environmental review process, started a pilot program to test and evaluate the inclusion of climate change information in environmental review. Responsible governmental units have the option to participate in this pilot program on a voluntary basis; participation is not required. The proposed development will comply with the energy requirements in the Minnesota State Building Code.

2.3.7 Shawn Carpenter

Comment	Response
I have attached a copy of the plan with a slight variation. One where I simply purchase sites 2,3,4 of block 3. I would add a storm water runoff pond and save what I consider the most beautiful oak, not to mention one of the most historic, on that site. It would be an extension to our current property at 4525 Snail Lake Blvd. This is a serious offer in an attempt to save something significant. Of course I am open to any variation that keeps that tree and the ground to its drip line untouched. As far as the new plan, it isn't much different. What I value, what I would do, how, and so on, doesn't matter at this point. Kind of like explaining a joke. If you have to, it's lost on them. For most everyone who decides, or lives, or works in Shoreview, those old growth trees are just a black dot on a plan. Experience them is all I can suggest. It's pretty easy to know what the apartment will look like and how it will fit in. Just stand at the fire station across from Island Lake school. To know what renters will deal with (u-turns and noise) …just stand at the entrance to Union Gospel. Try the u-turn. Do you think it will really matters to us on Snail Lake Blvd that we add hundred(s) of 30+mph cars to the current thousands? However, it will matter to the largest Red Oak in Shoreview … oh sorry, black dot at what would be the Harbor Ct entrance. The rest of the site will just be rich people trying to skirt any sort of regulations to "humanize" a shoreline and blanket what is not house, driveway or road with sod. How much? The only question I am asking you to answer. P.S. Turn the way-back machine to 2021. You take all the trees older than say, oh I don't know, 100 … draw a circle around them to their outer drip line. Protect those circles, the shoreline and bluff. Plenty of room for apartments and/or townhomes. 4 stories max. You know, like most great neighborhoods of the world. Why 4? Think tree height. Design something worth looking at and landscaping worth walking through. Ditch the chemicals and make sure everything you plant ends in berry. And of course you respect the people who will live there and give them a controlled entrance at Dale, slow down the freeway out front, fill the boulevards with trees …	Comment noted. The project is anticipated to remove 220 trees, 41 of which are landmark trees, and plant 246 trees, for a net increase in the number of trees on site. These trees will restore the canopy and provide additional wildlife habitat in the area. A tree replacement plan will be developed and implemented per city code requirements prior to construction.

2.3.8 Jane Friedmann on behalf of Shoreview Lakes Preservation

Comment	Response
5 – Project Location. Tax Parcel Numbers.	
Tax Parcel Numbers: Provide accurate and complete information as to whether 580 Shoreview, LLC has paid any property taxes on the property (including parcels A, B and C, if applicable) at 580 Hwy. 96 in Shoreview since it purchased it in December, 2020, and provide proof thereof. (Parcels B and C were labeled in the version of the EAW presented to the city council for approval.) The Tax Parcel Numbers (referenced on EAW page 5 of 161) seem to imply taxes have been paid, which is inconsistent with Ramsey County online records listing the property as tax-exempt.	Comment noted. Comment not related to the EAW.
Provide accurate and complete information as to whether and when the grace period for the transfer from tax-exempt status expired for the subject property (including parcels A, B and C, if applicable).	Comment noted. Comment not related to the EAW.
Provide accurate and complete information explaining, if taxes have not yet been paid, when a conversion to taxable will be made as required by Minnesota laws, including Minn. Stat. 272.02 and 273.125.	Comment noted. Comment not related to the EAW.
Provide accurate and complete information about the dollar amounts of public funds that will be sought through TIF, for affordable housing or other aspects of the proposed project.	Comment noted. The project proposer has not requested public funding or TIF at this time. Any TIF requests will be considered in accordance with city policies.
6(b), (c) and (d) – Project Description. Give a complete description of the proposed project. Project magnitude. Total Project Acreage. Number and Type of Residential Units. Structure Heights. Explain the project purpose.	
Provide accurate and complete information about the property acreage (including number of acres, land acquisition records, and all property surveys) because this information impacts issues such as density and impervious surface figures. Acreage numbers in the EAW are different than those presented in the concept-stage proposal and tax records. The western north-south boundary of the property, as	The acreages included in the EAW are based on land title surveys completed for the project site in 2021 and 2022. The project proposer is proposing to redevelop an 18.6-acre site that includes:

Comment	Response
depicted in the EAW (page 44 of 161), has moved westward, as compared to what is shown in the concept-stage proposal (page 19 of 44).	• 18.3 acres of an 18.4-acre institutional parcel (formerly the Union Gospel Mission property). The remaining 0.1 acre would be dedicated as Highway 96 right-of-way and is not included in the proposed redevelopment. • 0.3 acres of right-of-way (formerly Lake Street) west of the institutional parcel that would be vacated. Ramsey County and the city would retain a drainage and ponding easement on the vacated right-of-way.
Provide accurate and complete information about the property's developable-land acreage. There is one acre of protected wetland on the property (EAW page 7 of 161) and extensive protected bluffs too steep to be developable. At least part of those features are on the north parcel where the apartment building is proposed. Calculations for density should exclude protected wetlands and bluffs because they are not developable.	The developable area and site density will be evaluated by the city as part of the project entitlement process.
Provide accurate and complete information regarding the total area of the subject property in legal dispute between the owner of 580 Shoreview, LLC and an adjacent property owner, and explain if the adjacent property owner is found to own the portion of property in dispute, how that impacts density and impervious surface figures.	Comment noted. Comment not related to the EAW.
Explain why the proposed apartment building does not comply with the definition of Planned Unit Development ("PUD") in City Code 202.010 or the Future Land Use listed in the Shoreview 2040 Comprehensive Plan. PUD is defined as a development in which certain listed standards may be altered by negotiation and agreement, "except that land use and density shall be consistent with that permitted by the Land Use Plan." City Code 205.093(B)(1) states that "Densities shall be in compliance with the Land Use Chapter of the Comprehensive Guide Plan." The Future Land Use of this specific property is listed as "Residential Medium (4/8units per acre)" also known as	As noted in the EAW, Shoreview's 2040 Comprehensive Plan identifies the project site as being within a Policy Development Area (PDA). PDAs are locations that may have the potential to develop or redevelop in the future. All PDAs require a comprehensive plan amendment when the proposed designation is different than the designation on the future land use map. To better

Comment	Response
R-2, in Chapter 4 of the comprehensive plan at page 9 of 55, which can be found at https://link.edgepilot.com/s/f2eae28d/CPRJ2dVzMUydUj8aWZXIxg?u=https://www.shoreviewmn.gov/home/showpublisheddocument/12120/637838005786830000.	guide future development and redevelopment, the city identifies for each PDA one or more land use designations that could be appropriate, as well as a set of policies intended to guide any future development or redevelopment project. For this site there are several designations, including: INST – Institutional, O – Office, MU – Mixed Use (allows up to 45 residential units per acre), RM – Residential Medium (4 to 8 units per acre), and RH – Residential High (8 to 20 units per acre). The future land use map shows the project site as RM – Residential Medium. The project proposer is proposing to rezone the site to R1 – Detached Residential and as a PUD that will follow the underlying zoning of R3 – Multi-Dwelling Residential. Up to 23 units per acre may be allowed in areas zoned R3 with a density bonus for affordable housing.
Explain how the proposed apartment building density of 160 units complies with city code. The apartment proposed for Lot 1, Block 1 (North Parcel, 7.29 acres) is proposed to have 160 units. Future zoning for the parcel is slated for 4-8 units per acre, which mandates a maximum of 58.32 units. Even under R-3 zoning, which does not apply here per the Land Use Plan, regulations allow for a maximum of 20 units per acre which is a maximum of 145 units on 7.29 acres and even fewer units after protected wetland and bluff are excluded as being not developable.	As noted in the EAW, Shoreview's 2040 Comprehensive Plan identifies the project site as being within a Policy Development Area (PDA). PDAs are locations that may have the potential to develop or redevelop in the future. All PDAs require a comprehensive plan amendment when the proposed designation is different than the designation on the future land use map. To better guide future development and redevelopment, the city identifies for each PDA one or more land use designations that could be appropriate, as well as a set of policies intended to guide any future

Comment	Response
	development or redevelopment project. For this site there are several designations, including: INST – Institutional, O – Office, MU – Mixed Use (allows up to 45 residential units per acre), RM – Residential Medium (4 to 8 units per acre), and RH – Residential High (8 to 20 units per acre). The future land use map shows the project site as RM – Residential Medium. The project proposer is proposing to rezone the site to R1 – Detached Residential and as a PUD that will follow the underlying zoning of R3 – Multi-Dwelling Residential. Up to 23 units per acre may be allowed in areas zoned R3 with a density bonus for affordable housing.
Provide an adjusted acreage figure for the proposed apartment building parcel as well as the single-family parcel that removes protected wetland and bluff acreage from total acreage, since density calculations should only be based on developable land.	The developable area and site density will be evaluated by the city as part of the project entitlement process.
Explain whether the proposed density of 160 units is related to offering affordable housing or whether a variance would be sought. If a variance request is planned, explain why the proposer believes this project warrants increased density. If affordable housing will be built, please indicate the number of units to be included under that designation.	Comment noted. Comment is not related to the EAW process.
Verify the maximum height of the proposed apartment building at all elevations around the building, using the definition given in City Code 202.010 and stated below. The definition allows for maximum height to be anywhere around the building, not necessarily at the front of the building. City code 202.010 defines "Height, Building." That definition provides, "For substandard riparian lots, building height is as measured from the highest roof peak to the lowest point at finished	As noted in the EAW, the proposed height of the multifamily residential building is 65 feet.

Comment	Response
grade. Finished grade is the final grade upon completion of construction." With setbacks shown (EAW page 44 of 161) at no more that 60 ft. on the south side, building height can be no more than 65 ft. as per city code, if standard R-3 zoning is approved.	
Provide height figures for proposed retaining walls. Retaining walls may not exceed four feet in height unless necessary to remedy existing slope failure, as described in City Code 209.080 (G) (b). The change in grade between the west wall of the proposed apartment and the eastern edge of the wetland to the northwest of the apartment is between 18 and 28 ft. In elevation, based on analysis of existing elevations shown in the first concept-stage proposal and the statement in the EAW that the west side of the apartment will expose some of the bottom two parking levels at finished grade	The proposed retaining walls are not related to shoreland failure as they are located outside of the shoreland zone and may be taller than 4 feet. As such, retaining walls will be engineered and will meet city code requirements
7 – Cover Types. Wooded/Forest. Impervious Surface. 9(c) Land Use. Identify measures incorporated into the proposed project to mitigate any potential incompatibility.	
Provide a Tree Preservation Plan as required by City Code 209.050(B)(2), depicting how many of the existing trees and landmark trees will be lost due to the proposed construction and where those trees are located. Trees are the first issue the Shoreview Environmental Committee ("EQC") identified with this project in its attached September 2021 report. That EQC report states irrelevant part, "The committee would like the developer to minimize removal of trees on the property, both large and small."	The project is anticipated to remove 220 trees, 41 of which are landmark trees, and plant 246 trees, for a net increase in the number of trees on site. A tree replacement plan will be developed and implemented per city code requirements prior to construction.
Show how tree-planting plans will comply with City Code 206.020 (A)(1)(c) which states "Shade trees shall be used for the perimeter of the parking area and island landscaping at a minimum rate of one shade tree per 10 parking stalls. Shade trees shall be setback a minimum of 8 feet from curbs and/or pavement."	A tree replacement plan will be developed and implemented per city code requirements prior to construction.

Comment	Response
Add an explanation of what will be done to use permeable pavement technology as noted by Shoreview's Environmental Quality Board (EQB). See attached.	Permeable pavement and other stormwater management features are being evaluated as project design advances.
8 – Permits and Approvals Required. Local. State.	
Address whether the proposal, as described in the EAW, will comply with local Snail Lake Improvement District policies and whether permits will be obtained, if needed, for Saint Paul Regional Water Services Wellhead Protection Areas for wells including those depicted in Figure 10 (EAW page 42 of 161).	As noted in the EAW, the project will comply with all city ordinances and will obtain all necessary permits prior to construction. No permits are anticipated from Saint Paul Regional Water Services as the proposed development will be connected to the existing water infrastructure in the area.
9(a)(iii) – Land Use. Describe zoning including special districts or overlays such as shoreland.	
Address whether the DNR shoreland ordinance or Shoreview's Shoreland Overlay District apply for each lot, or if one ordinance or the other applies in specific situations.	The DNR has indicated that the project will need to be reviewed using the DNR's shoreland model ordinance. The project proposer will continue to work with the City of Shoreview and the DNR through the project entitlement process.
Explain why the development is no longer proposed as a PUD.	The project proposer is proposing to rezone the site to R1 – Detached Residential and as a PUD that will follow the underlying zoning of R3 – Multi-Dwelling Residential. The project proposer will continue to work with the city and DNR through the project entitlement process.
Explain how the proposal is consistent with Shoreview's shoreland ordinance.	The project proposer will continue to work through the project entitlement process with the city.

Comment	Response
10 – Soils.	
The EAW is incomplete in that it does not reference Best Management Practices (BMPs), as presented in the Urban Small Sites Manual, as required by City Code 209.040(C) Soils etc. Explain which best management practices will be utilized for this project.	Best management practices for erosion and sediment control in accordance with city code will be implemented during construction of the proposed development.
11(b)(iv)(2) - Water Resources. Describe the effects from project activities on water resources and measures to minimize or mitigate the effects below. Surface Waters. Other surface waters.	
Provide a study of Snail Lake that analyzes existing and future watercraft. It cannot be said that the addition to this small lake of an approximately 120-ft. long dock for the apartment building and the likely nine additional docks for single-family lots won't affect other watercraft and recreational users and have other impacts. Ramsey County reportedly determined in the past that only 6 or 7 more boats could be safely added to the lake when they allowed for 6 or 7 boat-parking spots at Vadnais-Snail Lakes Regional Park on Snail Lake.	The proposed project anticipates the placement of one shared dock with one shared pontoon that will be managed by the property management company for the multifamily building. The single family lots may also be permitted to add a dock to their property in accordance with DNR regulations, similar to the other single-family homes along the lakeshore. The number of docks allowed under DNR ordinance for the single-family homes is being discussed as part of the shoreland model ordinance review process. According to June 2022 aerial imagery, there are approximately 59 docks present on Snail Lake. Typical watercraft on a lake of this size may consist of canoes, kayaks, stand-up paddleboards, jet-skis, fishing boats, and recreational boats. The addition of the dock for the multifamily residential building, and the potential addition of docks for the single-family lots, would slightly increase the number of watercrafts on Snail Lake during the months of May through October. An increase in boats could potentially cause an increase in suspended

Comment	Response
	sediment and disturbance of aquatic vegetation; however, given the minimal increase in watercraft usage, it would result in minimal impacts to the lake. The City of Shoreview Municipal Code Chapter 900 Traffic does not limit the amount of watercraft on Snail Lake.
Explain how a 120-ft.-long dock complies with DNR best practices of minimizing impact on lakes and bringing docks only out as far as to be able to reach navigable water. A rental pontoon boat has been mentioned as a possibility for the apartment building. Most pontoon boats have a draft of 10 inches, so can navigate in 10" of water or more. The minimum recommended depth is two feet, according to numerous sources. DNR maps show water depth at the site of the proposed dock as three feet.	As noted in the EAW, the shared dock to serve the multifamily building will comply with the requirements of DNR Public Waters Work General Permit (2008-0401).
13 - Fish, Wildlife, Plant Communities and Sensitive Ecological Resources.	
Provide accurate and complete information as to how runoff will be controlled to the west of the proposed apartment building without any stormwater management areas proposed for that area. The existing elevations, as shown in the concept-stage proposal (page 19 of 44), indicate a steep grade from the western edge of the apartment all the way down to the lake. A description in the EAW (page 6 of 161) indicates that the elevation on the west and east of the building will be lower than that of the north and south, so water would assumedly flow west and east.	The proposed development will provide stormwater management best management practices (BMPs) for all impervious areas as required by current rules and regulations, which includes underground collection and above ground BMPs.
If fertilizer, herbicides or pesticides will be used on the more than 7 acres of proposed lawn, explain how those chemicals will be kept from making their way into Snail Lake or the wetlands and retaining pond on or near the property. The environmental standards as stated by the DNR says that "wetlands should be protected from pollution; use of fertilizers and pesticides should be avoided." (EAW page 131 of 161).	The proposed project will provide pre-treatment of all impervious surfaces and native landscaping to minimize the need for lawn chemicals and increase pollinator friendly species on the site. Buffers around the wetlands and lake will be provided to minimize runoff and nutrient loading from the

Comment	Response
	proposed development into the resources identified on the site.
Explain how Tycon will regulate the introduction of new watercraft in order to avoid the transfer of additional invasive water plants and animal species to the lake. Likewise explain how Tycon will ensure that any sod introduced to the property will be free of the invasive Asian Jumping Worm or other invasive species. According to news reports, Asian Jumping Worms in purchased sod are a real concern and the worms are extremely detrimental to steep slopes, causing vegetation to weaken and die, and ground to erode.	As stated in *Aquatic Invasive Species Best Management Practices for Water Access* published by the DNR, it is the personal responsibility of boat operators to properly complete the aquatic invasive species actions required in state statute. Guidance for shoreland owners is available from the DNR at https://www.dnr.state.mn.us/invasives/shoreland_owners.html. The project proposer will work with the contractor to minimize the introduction of invasive species on the site through the use of local suppliers to the extent practicable.
14 - Historic properties	
Address what will be done to prevent any potential impacts to the cultural and historic Snail Lake Archaeological site as depicted and required in Chapter 8 of the Shoreview 2040 Comprehensive Plan.	As described in the 2040 Comprehensive Plan, the Snail Lake archaeological site is on the northwestern shore of Snail Lake; it is not within the project site. A Phase I archaeological survey will be completed for the project site, and an unanticipated discoveries plan will be prepared prior to construction.
Explain what will be done to preserve the Union Gospel Mission, Gyro Building, mosaic tile floor which is from the original State Capitol Building as noted in Chapter 8 of the Comprehensive Plan.	As noted in the designation study that was attached to the EAW in Appendix F, there are no records of mosaic tile floor from the original State Capitol Building in the Gyro Lodge. Furthermore, after inspection of the building, there is no remnants of mosaic tile within the building.

Comment	Response
15 – Visual.	
Provide visual aids showing the summer vegetation remaining during and after the proposed construction from all aspects along the lake, not just from the west as shown at page 157 of 161 of the EAW. Images provided in the EAW (pages 156 and 157) show identical vegetation, despite one image purportedly showing existing vegetation and the other post-construction vegetation.	Visual simulations were provided in the EAW to show a before and after rendering of the proposed development from Snail Lake. The existing vegetation along the bluff will be maintained as this provides a natural visual barrier to the proposed building.
Provide visuals that realistically show alterations to the view from the lake, taking into account any removal of trees or vegetation to allow for viewing corridors, if proposed, and showing the docks themselves. Show realistic alterations to the view caused by development of the entire property, not just the apartment parcel.	Visual simulations were provided in the EAW to show a before and after rendering of the proposed development from Snail Lake. The existing vegetation along the bluff will be maintained as this provides a natural visual barrier to the proposed building. The single family lots would be required to be set back from the lakeshore, and it is anticipated the vegetation will be maintained along the single-family lot lakeshore as well.
The EAW shows a site plan that places the ordinary high-water level (OHWL) at 883.43 in elevation (EAW, page 44 of 161). The plan also provides for the basement of level 2 at an elevation of 900.00 feet and basement level 1 at 910.00 feet, and one can extrapolate that if 5 stories are added on top of that of at least 10 feet per story the building elevation would then be at least 970 feet (not accounting for any roof lines). That is an imposing 86.57 feet above the ordinary high-water level. This imposing height violates city code, the city's comprehensive plan and objectives of shoreland management in Minnesota to limit the visibility of structures as viewed from public waters assuming summer leaf-on conditions. Explain how the proposed 65-ft.-minimum apartment building can be visually shielded to the extent that a reasonable person could consider the visual impact from the lake minimal, as per shoreland ordinance.	The proposed development is in compliance with city building height requirements as noted in the comprehensive plan. Visual simulations were provided in the EAW to show a before and after rendering of the proposed development from Snail Lake. The existing vegetation along the bluff will be maintained as this provides a natural visual barrier to the proposed building.

Comment	Response
Provide an illumination study with a lighting plan demonstrating the location, height and type of lighting proposed on site, and a photometric lighting plan showing the illumination levels around the lake to address the potential impacts of light pollution to all surrounding neighbors.	As noted in the EAW, the project will comply with all city ordinances for lighting in the area.
Explain what will be done to minimize pollution from vehicle lights.	Trees will be preserved along the bluff and along the eastern boundary of the site adjacent to the office building. The lower portion of the multifamily building's parking garage will also be screening by a retaining wall. The project area is an urban area with existing roadways and developments; vehicle lights will be similar to existing patterns in the project vicinity.
Describe what steps will be taken to protect the privacy of surrounding property owners from the proposed apartment units.	Vegetation will be maintained along the residential buildings to the east of the proposed development. Trees and other vegetation have been incorporated into project design to minimize impacts to the surrounding area. Visual simulations were provided in the EAW to show a before and after rendering of the proposed development from Snail Lake.
17 – Noise.	
The EAW is incomplete because it fails to address if and how this development will comply with MPCA noise standards as required in City Code 209.010(A). Provide such information.	The proposed development will comply with MPCA noise standards and city code.
The EAW is also incomplete because it fails to provide a Noise Impact Statement as provided in City Code 209.020(G). Provide such information.	According to the city code, the city could request a noise impact statement for projects that may be considered a potential noise source, but a noise impact statement is not required.

Comment	Response
	The project area is currently a developed urban area. The existing noise sources in the area consist mainly of noise from the surrounding roadways, the lake, and other land uses including the commercial and residential land uses in the project vicinity. A sound increase of 3 dBA is barely noticeable by the human ear, a 5 dBA increase is clearly noticeable, and a 10 dBA increase is heard as twice as loud. For example, if the sound energy is doubled (i.e., the amount of traffic doubles), there is a 3 dBA increase in noise, which is just barely noticeable to most people. On the other hand, if traffic increases by a factor of 10, the resulting sound level will increase by about 10 dBA and be heard as twice as loud. The traffic volumes attributable to the project are anticipated to be below the amount that would generate a sound increase that could be noticeable. The change in traffic noise levels is not anticipated to be readily perceptible; therefore, a noise impact statement is not necessary.
Provide a roadway noise study addressing the increased vehicle traffic reverberating against the proposed apartment and the proposed retaining wall to surrounding areas. As discussed at prior hearings, noise is a problem from hard surfaces.	A sound increase of 3 dBA is barely noticeable by the human ear, a 5 dBA increase is clearly noticeable, and a 10 dBA increase is heard as twice as loud. For example, if the sound energy is doubled (i.e., the amount of traffic doubles), there is a 3 dBA increase in noise, which is just barely noticeable to most people. On the other hand, if traffic increases by a factor of 10, the resulting

Comment	Response
	sound level will increase by about 10 dBA and be heard as twice as loud. The traffic volumes attributable to the project are anticipated to be below the amount that would generate a sound increase that could be noticeable. The change in traffic noise levels is not anticipated to be readily perceptible; therefore, a noise impact statement is not necessary.
18(a) – Transportation. Parking.	
In the September 28, 2021 Shoreview planning commission meeting, Mr. Rick Wessling, the architect who presented the concept-stage proposal to the planning commission, stated that "the county was pretty clear about the fact that they did not want this development to continue to use the entrance that was there now and that the only entrance that the county was going to approve was the entrance that aligned with the Dale St. alignment." Explain why the entrance is now proposed in the EAW at exactly the spot where the county did not want it. Share any discussions with the county or other regulatory bodies on the proposed change in entrance location.	The current development proposal includes less density than what was presented in the concept plan at the September 28, 2021, planning commission meeting. Conversations with Ramsey County have continued since that time as design progressed, and prior to completion of the traffic analysis for the EAW the County confirmed that using the existing site entrance would be acceptable.
Explain what good faith efforts could be taken to provide 155 more parking stalls as required by city code. City ordinances for areas zoned R-3, require 2.5 stalls per unit (EAW page 27 of 161). Ordinance allows for fewer parking stalls if best management practices, such as proof of parking, are employed. Even with proposed proof-of-parking, the number of stalls per unit only reaches 2.0, in direct violation of City Code 206.020 (C) and 206.020(C)(4).	As stated in the EAW, the city allows reduced parking as long as best management practices, such as proof of parking, are followed. The project proposer is proposing an additional 75 parking spaces as proof of parking. An exhibit showing where the additional parking spaces could be located is provided in Appendix H of the EAW. The construction of the additional 75 parking spaces would require the conversion of the proposed above ground stormwater management to underground chambers.

Comment	Response
Provide new impervious surface numbers that reflect both proof-of-parking to 2.0 stalls per unit and full proof-of-parking to 2.5 stalls per unit.	The impervious surface numbers included in the EAW reflect the proposed development. The additional parking shown in the proof-of-parking concept would add 0.4 acres of impervious surface. The project proposer will implement stormwater management best management practices as required for the impervious surfaces on site.
Provide comparable studies that analyze lakefront multi-unit properties' parking needs, since guest parking for such properties is likely higher that for non-riparian properties.	The proposed parking meets the industry standard for this type of a facility and will be consistent with the city's zoning and subdivision standards.
The construction of the 75 parking spaces identified for proof-of-parking would require the conversion of the proposed aboveground stormwater management to underground chambers. Please provide some explanation of the underground system and best practices.	The proposed stormwater management BMPs would meet the city, watershed, and state requirements. The underground chambers would collect and pre-treat the stormwater runoff for the proposed development.
19 – Cumulative Potential Effects.	
Address any impacts on the neighborhood from the proposed The Bluffs project on top of surrounding work including: a) the Hodgson Road Construction which is slated to begin in the Spring of 2023; b) the Dutt proposed PUD apartment development at the corner of Gramsie and Hodgson and c) access to Kowalski's being impacted by the access point to the apartment no longer located at a stoplight at Dale Street. For instance, consider the cumulative effects of items a-c to traffic. There are at least 12,400 vehicles per day on the stretch of Hodgson Road to be reconstructed according to the 2016 Shoreview Traffic Counts which can be found at 637838006109500000(shoreviewmn.gov), which is up significantly from the 11,600 vehicles per day there according to the 2014 MNDOT traffic count map which can be	Roadway improvements and other developments were incorporated into the traffic analysis for the EAW through the incorporation of traffic background growth in the area.

Comment	Response
found at Traffic Mapping Application (arcgis.com). Tycon is seeking to add up to 160 apartment units for which the City of Shoreview requires 2.5 parking spots per unit, which is approximately 400 additional vehicles. Land for 19 additional homes would be sold by Tycon to other developers. That's another 50 vehicles. Dutt is seeking to add 119 apartment units for which Shoreview also requires 2.5 parking spots per unit, which is approximately 300 additional vehicles per day. That means at least 13,258 (12,400 +508+50+300) vehicles need to be diverted daily from Hodgson Road. Hodgson already experiences 51-100crashes as depicted in the City Crash Data at 637838006109500000 (shoreviewmn.gov). Is the plan to try and funnel 13,258 vehicles and 51-100 crashes through the Snail Lake Blvd residential neighborhood, parks and local trails? There are already 1,619 through 2,929 vehicles a day, or roughly 3,000 vehicles, on that boulevard according to the above referenced Shoreview Traffic Counts. Snail Lake Blvd cannot be expected to handle the 3,000 existing vehicles as well as the 13,258 Hodgson vehicles for a total of 16,258 vehicles. The city classifies Snail Lake Blvd as a two-lane collector street, minor from Highway 96 to Snail Lake Road and major from Snail Lake Road to Victoria. The city has found that "traffic operations data indicates that two-lane roadways begin to experience noticeable problems once traffic volumes exceed approximately 10,000 trips per day." See 637838006109500000 (shoreviewmn.gov). More specifically, the City forecasted the capacity of two-lane collector streets with a C level of service at 7,500. See https://link.edgepilot.com/s/cbae13e5/IgFdkjkET0mDEHTehm-mRw?u= https://www.shoreviewmn.gov/home/showpublisheddocument/13224/637838006109500000.	
20 – Other Potential Environment Effects.	
Provide information to demonstrate how developer(s) and their contractors and sub-contractors for this proposed project will use solar systems, energy efficient appliances, lighting systems, and exterior landscaping to reduce the energy use and energy demands of new construction per City Code 209.030.	The proposed development will comply with the energy requirements in the Minnesota State Building Code. The proposed building is also being designed and will be constructed to be rooftop solar ready.

Comment	Response
Describe what will be done to add water source heat pumps, air heat exchanges, fuel cells or back up battery storage as backup generators, and geothermal loops as noted by the EQC in their attached report.	The project proposer anticipates installing a natural gas generator. The project will be required to meet all current building and electrical codes for backup generators, appliances, and mechanical systems for the building.
Explain what Tycon has done to work with the metro energy community and the Snail Lake residents.	The project proposer anticipates working with the metro energy providers during design and construction of the proposed development. As part of the EAW process, the community could review and comment on the EAW and attend city council meetings related to the EAW process to provide comments.
Appendixes B and D. SimTraffic analysis results.	
Tycon's EAW relies on traffic data from the COVID period when people were quarantined and traveling much less. Those data are unreliable and should be reassessed.	Data used in the study is consistent with pre-COVID data.
The entrance to the apartment building is described as right in, right out. A median exists at that spot. For traffic exiting the property onto Hwy. 96, an estimated half of the trips would generate a U-turn at Snail Lake Blvd. in order to travel west. Likewise, approximately half the traffic entering the property would have to make a U-turn from westbound Hwy. 96, most likely at Dale St. (EAW page 67 of 161, Appendix A, exhibit 5).	Comment noted.
Data provided by Kimley-Horn and Associates, Inc. in Appendix B shows a 24-hour total of 13 U-turns from westbound to eastbound Hwy. 96 at Dale St. (EAW page 80 of 161). No comparable data is provided for Snail Lake Blvd. but peak-hour data (7-9a.m. and 4-6 p.m.) shows a total of one (1) U-turn from eastbound to westbound Hwy. 96 at Snail Lake Blvd. (EAW page 86 of 161). However, data in Exhibit 3 (EAW	There are currently minimal U-turns at the intersections noted. Exhibit 3 shows the AM and PM peak hour volumes rounded to the nearest 5 trips. With the small number of U-turns, it was rounded to 0.

Comment	Response
page 65 of 161) showing existing (2021) peak-hour traffic finds that there are zero U-turns at either Dale or Snail Lake Blvd.	
An estimated 726 new trips daily would be generated by a 160-unit apartment building (EAW, page 53 of 161). As described above, almost all of those trips would generate one U-turn, either at Dale or Snail Lake Blvd. That's more than 30 U-turns per hour ON AVERAGE 24-hours-a-day in additional to the 0.5 per hour at Dale and perhaps another 0.5 per hour at Snail Lake Blvd. That's a2,900 percent increase in U-turns.	A vehicle entering the site and then exiting the site is considered 2 trips (1 entering trip and 1 exiting trip). Based on projections in the report, both Highway 96 & Snail Lake Boulevard and Highway 96 & Dale Street will likely have 180 U-turns each per day based on the trip distribution. This is not anticipated to have a significant impact on operations along the corridor.
The proposed location of the apartment driveway is just to the west of the start of the eastbound left-turn lane at Snail Lake Blvd. Traffic exiting the driveway would have to immediately cross two lanes of traffic to get to that turn lane.	For vehicles exiting the site, taking a right turn and then making a U-turn at Snail Lake Boulevard should improve safety compared to a full access, uncontrolled intersection because vehicles will only need to interact with a single direction of traffic for each maneuver.
Provide data that analyzes how U-turns on 50-mile-per-hour highways affect traffic safety and explain what will be done to minimize traffic accidents as a result of U-turns and quick lane changes related to the proposed development.	Based on the traffic analysis, there are adequate gaps on Highway 96 for vehicles to make U-turns. U-turns at intersections are consistent with the geometry on the corridor, i.e., the existing westbound to eastbound U-turn at Highway 96 & Victoria Street.
Provide information as to what measures will be taken to promote the safety of pedestrians and bicyclists on the public trail just north of the northern edge of the apartment property as cars enter and exit the apartment property.	Signage will be implemented in accordance with City of Shoreview and Ramsey County requirements.

Comment	Response
Provide accurate and complete information regarding projected use of Snail Lake Blvd. and Harbor Place Drive. The data presented in the EAW estimates that no (zero) traffic generated from the apartment building would utilize Snail Lake Boulevard (EAW page 67of 161) and no (zero) traffic generated from the single-family-home properties would utilize Harbor Place Drive (EAW page 68 of161).	A small percentage of multifamily traffic may use Snail Lake Boulevard, and it is anticipated to have minimal impact on traffic operations. A small percentage of single-family traffic may use Harbor Place Drive. This is not anticipated to have an impact on operations, and traffic volumes are normal for a residential roadway.
Explain how the light timing at the intersection of Hwy. 96 and Snail Lake Blvd. will be adjusted to accommodate increased U-turns on Hwy. 96 and increased traffic on Snail Lake Blvd. Currently about three cars are allowed through the green light on Snail Lake Blvd. per cycle. Wait times are lengthy.	Signal timing will be coordinated with Ramsey County.

2.3.9 Paul Gardner

Comment	Response
The Environmental Quality Board (EQB) is experimenting this year with adding climate considerations to EAWs on a voluntary basis. While the developer and the city are not required to include climate impacts, I would like to offer some comments about how the site may avoid future climate impacts. Higher-income communities and their inhabitants in the United States are responsible for a disproportionate percentage of carbon emissions, especially through our transportation and buildings. This development could make a statement that it plans to be part of the solution by incorporating methods and technologies that prepare our community for a reduced-carbon future, and not the status quo. We cannot miss this opportunity to leave a better future for the next generation, because they will have to live with the impacts of this development. In response to my previous comments to the Planning Commission and City Council, the developers have included the following on page 27 under Other Potential Environmental Effects.	Comment noted. The project proposer will continue to work with the city to explore sustainability options.

Comment	Response
"The proposed project includes a number of sustainability measures, including: • A solar-ready roof on the multifamily building • Electric vehicle charging-ready parking spaces in the multifamily building parking structure" These additions to the project are most welcome. Considering that it comprises only two lines in a massive document, I would urge the developer to offer some more detail to show their commitment to seeing the idea through. I will offer my original comments (with some modifications) again here for the record in the EAW. • **Electrify Everything**: Please consider avoiding the use of natural gas. Electric appliances as well as heating and cooling technologies are available "off the shelf" and will provide potential homeowner or renters with long-term energy savings. Examples include induction stoves and air or ground-source heat pumps. They work, they are reliable, and they will provide multiple benefits. • **Be Solar-Ready**: It is now possible to achieve net-zero energy status for multi-unit housing as well as single-family housing. One can now build energy-efficient buildings combined with heat pumps and solar energy production connected to the grid. The large buildings that would be on the site provide a perfect opportunity for solar, and the area is also large enough to create a well field for ground-source heating and cooling. The site can be made "solar-ready" with the installation of bi-directional electrical meters for when the owners choose to install solar. As I can attest from decarbonizing our 1972 rambler, re-wiring buildings later is more expensive and difficult. • **Be EV Ready**: During this decade, sales of electric vehicles will skyrocket. Our housing needs to be ready to handle them. Examples exist for installing enough 220V connections in apartment garages so that owners can scale up level 2 chargers as needed. Otherwise, the building owners will have to re-wire the building at higher cost down the road. If this is going to be market-rate housing, the building will attract buyers/tenants who own EVs now, or who want to buy one soon. EV connectivity would be a competitive advantage.	

Comment	Response
• **Be Climate Resilient**: 2019 was the wettest year on record in Minnesota, and 2021 was one of the driest. Experts tell us to expect more extremes. There is an effort by the Ramsey Washington Metro Watershed District (RWMWD) to stabilize lake levels in Grass Lake. Please tap into RWMWD's expertise to go beyond code for water quality and the otherwise very sound ideas for stormwater in the EAW. Ideas include using drought-resistant turf like fine fescues, to stormwater reuse for irrigation (similar to Shoreview's excellent work at the Rice Creek Fields), and even rainwater harvesting for select non-potable uses. In short, please don't let the opportunity pass that will reduce risks and future costs for climate.	

2.3.10 Bonnie Haugen

Comment	Response
I have been a resident of Shoreview for 40 years & one of the reasons for moving to this community was the open space, hiking & biking trails. I am fearful that those things are no longer important to our city government officials. It is one of the reasons that I strongly oppose the proposed development on the union gospel mission site. Why would a developer purchase property "in hopes" of having it rezoned to meet his needs? This is a huge development that will increase traffic in several areas, will stretch our resources in our school system & have a negative effect on snail lake. It will mean destroying several landmark trees on the property & disrupting the ecosystem of the shoreline. I sincerely hope that our city government will listen to the residents & stop this development that is not wanted or needed!	Comment noted. The proposed project would not impact the parks and recreation areas in the vicinity of the site. As summarized in Item 18 of the EAW, a traffic study was completed for the proposed project, which evaluated level of service (LOS) for the study intersections. LOS is a measure of the ability of an intersection to accommodate traffic volumes, and LOS grades range from A to F with LOS A being the highest (best traffic flow and least delay). The traffic study found that all study intersections are anticipated to operate at LOS A in the AM and PM peak hours. The proposed project anticipates the placement of one shared dock with one shared pontoon that will be managed by the property management company for the multifamily building. The single family lots may also be permitted to add a dock to their property in accordance with DNR regulations, similar to the other single-family homes along the lakeshore. The number of docks allowed under DNR ordinance for the single-family homes is being discussed as part of the shoreland model ordinance review process. The addition of the dock for the multifamily residential building, and the potential addition of docks for the single-family lots, would slightly increase the number of watercrafts on Snail Lake during the months of May through October. An increase in boats could potentially cause an increase in

Comment	Response
	suspended sediment and disturbance of aquatic vegetation; however, given the minimal increase in watercraft usage, it would result in minimal impacts to the lake. The City of Shoreview Municipal Code Chapter 900 Traffic does not limit the amount of watercraft on Snail Lake. The proposed development includes a 30-foot setback from the existing bluff line and will not impact or remove trees along the bluff or along the shoreline of Snail Lake. The bluff may be impacted if the single-family homes add docks or stairways to reach the lakeshore. The amount of impact will be limited under the shoreland ordinance. The project is anticipated to remove 220 trees, 41 of which are landmark trees, and plant 246 trees, for a net increase in the number of trees on site.

2.3.11 David McWilliams

Comment	Response
I'm writing to let you know of my concerns about the development proposed by Tycon properties on the former Union Gospel property. Significant issues have been raised by area residents that this development does not fit the character of the area or the objectives of the 2040 Comprehensive Plan. As someone who works in the building and construction industry, I think many of these concerns are valid and this development does not fit appropriately with the requested re-zoning designation. As a city, we need to be asking ourselves what kind of community we want when we make exceptions and allow changes to zoning requirements. This project does not appear to be a good steward of the critical environmental resources (trees, lake, wetland) on this site. These resources are only becoming more scarce and should be foremost on our minds as we recognize the challenges that the planet faces. I encourage you to vote against this proposal. If Tycon Properties wants to develop this property in a way that requires re-zoning, ask them to make it something great that our city can be truly proud of.	Comment noted.

2.3.12 Kate McWilliams

Comment	Response
I am writing to express my opposition to the proposed housing development on Snail Lake. I am a lifelong resident of Shoreview. I love our city: the balance of houses, businesses, and natural spaces is beautiful. But I have been concerned in the last decade in particular about the rigorous development of most of our remaining natural spaces and the preponderance of high density, expensive housing. To see yet another high-rise take the place of a restrained native location is appalling. Who benefits? The developer? And the city gets more tax revenue? While the current residents have to deal with increased traffic, bigger school classes, more big buildings, and the destruction of beautiful native spaces. In this day of air pollution, climate change, habitat loss and extinctions, it seems tragically naïve to destroy yet more native habitat for short term money gains. We might not be able to change the world, but we can do better in our city.	Comment noted. The project site is a previously developed site that once served as a ministry and outreach center. The site has been previously disturbed with construction and demolition of numerous buildings and includes mowed turf grass under some existing tree canopy. The bluff line will be maintained, and no additional disturbance will occur along the shoreline. The development is also anticipated to plant 246 trees across the site to restore the canopy and provide additional wildlife habitat. No significant impacts to Snail Lake are anticipated. One dock is being proposed for the development. The single family lots may also be permitted to add a dock to their property in accordance with DNR regulations, similar to the other single-family homes along the lakeshore. The number of docks allowed under DNR ordinance for the single-family homes is being discussed as part of the shoreland model ordinance review process.

2.3.13 Emma Nelson

Comment	Response
Why are you allowing the redevelopment in snail lake when clearly residents don't want it? Oh yes, we'd love our local community beach area to have a nice brick apartment view. What a joke. Not to mention what it's doing to the environment, which is then your guys' fault. I'll say it if no one else will, you will be the direct reason for damage to the environment, your fault, you're the reason for that, the world would be better off if your ma hadn't. There's a petition with over four thousand signatures on it from people who don't want this crap you all are pulling, and the only reason it's not thousands more is because you did it under everyone's noses. No letters were sent out, no information, you counted on the fact no one would be paying attention. That's on your head. So explain to me, and I want an answer from you or from someone else, why you all took it upon yourselves to destroy a community site, to tear down properties for fucking apartment buildings, lAkEfRonT pRoPertIes - which we all know that just means rich white people, let's be honest here, not that you're honest people - and a fucking CAR PARK. I can't with you people! How do you even get your job? "Are you willing to accept the dumbest proposals for profit at the expense of community sites? Yes? Hired!" People want to save snail lake. Not destroy it. Do you drive around your own city, see all those save sail lake signs and think "ahh, that's me and mines fault. Mm, cozy. Just a days work of being the pencil pushing dick in a spinny chair". Because what you should feel is guilty, morally and ethically dirty, and like it's your fault. Because it is.	Comment noted.

2.3.14 Claudia Schufman

Comment	Response
I'm a Shoreview resident of nearly thirty years. After review of the proposed plans for the former union gospel mission I am adamantly opposed to this massive development in my backyard. It is WAY too big for the space. The density of this proposed property is outrageous! What are our elected officials thinking?? Please do the right thing and call this project off. The road plans alone should squelch the deal. Unbelievable really.	Comment noted.

2.3.15 Terra Swisher

Comment	Response
I want to add my support to those others who think that Shoreview and the surrounding area would not benefit from the proposed development at Snail Lake. There are only so many unpaved places left in our area, only so many old trees. What we do have in abundance is already nearly yearly flooding, already overcrowded schools and money in the pockets of developers who do not show with their projects that they care about or understand that once things are paved over, that's it, they're gone. There is indeed a housing problem in the area so called "luxury" apartments and expensive condos will not help, that excuse is flimsy and, frankly, insulting. These rents will be just as unattainable as the current ones as long as landlords can artificially increase them. To conclude, I want to say that I do not live near snail lake, I live in southern Shoreview and therefore I'm not sending this out of thought for my personal property. Any skin I have in this is because I believe that my children and grandchildren deserve to grow up knowing what a tree more than five years old looks like and what bees are. Destroying every scrap of land in service of the mighty and omnipotent dollar will not serve Shoreview long term.	Commented noted. The project site is a previously developed site that once served as a ministry and outreach center. The proposed development includes a 30-foot setback from the existing bluff line and will not impact or remove trees along the bluff or along the shoreline of Snail Lake. The bluff may be impacted if the single-family homes add docks or stairways to reach the lakeshore. The amount of impact will be limited under the shoreland ordinance. The development is also anticipating to plant 246 trees across the site to restore the canopy and provide additional wildlife habitat. Furthermore, it is anticipated that the beach area will be restored to a more natural shoreline in collaboration with Ramsey County.

2.3.16 Joan Vaughn

Comment	Response
As a 25 year resident of Shoreview, I am opposed to the site redevelopment plan for the Union Gospel Mission. It will have a huge negative impact environmentally. I oppose the devastation to the trees and other vegetation, the displacement of birds and animals in the area, and the obvious long-term negative effect on the lake. We must preserve our trees, wildlife, and water. That is why we live in Shoreview and pay taxes here. I am also opposed to the massive increase of traffic for Hwy 96. The proposed entrance is dangerous, being so close to an intersection (Snail Lake Blvd.) It will be right-in, right-out, so those who want to go a different direction will have to negotiate a U-turn somewhere. Traffic will increase dramatically and dangerously. This is not a sustainable option for Shoreview.	Comment noted. The project site is a previously developed site that once served as a ministry and outreach center. The proposed development includes a 30-foot setback from the existing bluff line and will not impact or remove trees along the bluff or along the shoreline of Snail Lake. The bluff may be impacted if the single-family homes add docks or stairways to reach the lakeshore. The amount of impact will be limited under the shoreland ordinance. The development is also anticipated to plant 246 trees across the site to restore the canopy and provide additional wildlife habitat. Furthermore, it is anticipated that the beach area will be restored to a more natural shoreline in collaboration with Ramsey County. For vehicles exiting the site, taking a right turn and then making a U-turn at Snail Lake Boulevard should improve safety compared to a full access, uncontrolled intersection because vehicles will only need to interact with a single direction of traffic for each maneuver. As summarized in Item 18 of the EAW, a traffic study was completed for the proposed project, which evaluated level of service (LOS) for the study intersections. LOS is a measure of the ability of an intersection to accommodate traffic volumes, and LOS grades range from A to F with LOS A being the highest (best traffic flow and least delay). The traffic study found that all study intersections are anticipated to operate at LOS A in the AM and PM peak hours.

3. Conclusions

1. All requirements for environmental review of the proposed project have been met.
2. The EAW and the permit development processes related to the project have generated information that is adequate to determine whether the project has the potential for significant environmental effects.
3. Areas where potential environmental effects have been identified will be addressed during the final design of the project. If the project were to proceed, it would be subject to regulatory authority which will be sufficient to implement mitigation necessary to address potential environmental effects. Mitigation will be provided where impacts are expected to result from project construction, operation, or maintenance. Mitigation measures are incorporated into project design and have been or will be coordinated with state and federal agencies during the permit process.
4. Based on the criteria in Minnesota Rules, part 4410.1700, the project does not have the potential for significant environmental effects.
5. **An environmental impact statement is not required for the proposed project.**

Appendix A

Revised EAW

Appendix B

Agency Comments

Appendix C

Public Comments

Appendix A

Revised EAW

The Bluffs

Environmental Assessment Worksheet

October 2022

Prepared for:

SHOREVIEW

Prepared by:

Kimley»Horn

Table of Contents

List of Tables

List of Figures

List of Appendices

July 2013 Version

Environmental Assessment Worksheet

This Environmental Assessment Worksheet (EAW) form and EAW Guidelines are available at the Environmental Quality Board's (EQB's) website at: http://www.eqb.state.mn.us/EnvRevGuidance Documents.htm. The EAW form provides information about a project that may have the potential for significant environmental effects. The EAW Guidelines provide additional detail and resources for completing the EAW form.

Cumulative potential effects can either be addressed under each applicable EAW Item or can be addressed collectively under EAW Item 19.

Note to reviewers: Comments must be submitted to the RGU during the 30-day comment period following notice of the EAW in the *EQB Monitor*. Comments should address the accuracy and completeness of information, potential impacts that warrant further investigation, and the need for an EIS.

1. Project Title

The Bluffs

2. Proposer

Proposer: Tycon Companies
Contact Person: Max Segler
Title: CEO and President
Address: 321 University Ave SE
City, State, ZIP: Minneapolis, MN 55414
Phone: 612-379-7000
Email: max@tyconco.com

3. RGU

RGU: City of Shoreview
Contact Person: Niki Hill
Title: Assistant Community Development Director
Address: 4600 Victoria Street North
City, State, ZIP: Shoreview, MN 55126
Phone: (651) 490-4658
Email: NHill@shoreviewmn.gov

4. Reason for EAW Preparation

Check one:

Required:
☐EIS Scoping
☒Mandatory EAW

Discretionary:
☐Citizen petition
☐RGU discretion
☐Proposer initiated

If EAW or EIS is mandatory, give EQB rule category subpart number(s) and name(s):
Minnesota Rules, part 4410.4300, subpart 19: Residential development

5. Project Location

County: Ramsey
City/Township: Shoreview
PLS Location (¼, ¼, Section, Township, Range): NW ¼ of the NW ¼ of Section 24, Township 30N, Range 23W
Watershed (81 major watershed scale): Mississippi River – Twin Cities
GPS Coordinates: 45.077640, -93.124846
Tax Parcel Numbers: 243023220005
At a minimum, attach each of the following to the EAW:

- **County map showing the general location of the project** (see Figure 1)
- **US Geological Survey 7.5 minute, 1:24,000 scale map indicating project boundaries** (see Figure 2)
- **Site plans showing all significant project and natural features. Pre-construction site plan and post-construction site plan.** (see Figure 3 and Appendix A)

6. Project Description

a. Provide the brief project summary to be published in the *EQB Monitor* (approximately 50 words).

The Bluffs project is a proposed development that consists of 160 multifamily units and 19 single-family lots located between Snail Lake and Highway 96 West, just west of Snail Lake Boulevard in Shoreview, Ramsey County, Minnesota. The 18.6-acre site consists of existing institutional use and right-of-way that will be vacated. There are existing buildings on site that will be demolished.

b. Give a complete description of the proposed project and related new construction, including infrastructure needs. If the project is an expansion, include a description of the existing facility. Emphasize 1) construction and operation methods and features that will cause physical manipulation of the environment or will produce wastes; 2) modifications to existing equipment or industrial processes; 3) significant demolition, removal, or remodeling of existing structures; and 4) timing and duration of construction activities.

Tycon Companies is proposing to redevelop an approximately 18.6-acre site that includes:

- 18.3 acres of an 18.4-acre institutional parcel (formerly the Union Gospel Mission property). The remaining 0.1 acre would be dedicated as Highway 96 right-of-way and is not included in the proposed redevelopment.
- 0.3 acres of right-of-way (formerly Lake Street) west of the institutional parcel that would be vacated. Ramsey County and the city would retain a drainage and ponding easement on the vacated right-of-way.

See Figure 1 and Figure 2 for the project location and Figure 3 for the existing site conditions. There are existing buildings on site that will be demolished.

The redevelopment would include the following:

- **Multifamily Building:** One building with 160 multifamily units on the site's northern 7.3 acres. The building will be five stories tall over two levels of structured parking. The parking will be predominately below grade when viewed from the north and south and will be partially visible from the east and west but shielded by existing vegetation (see project visualizations in Appendix G). There will be an outdoor amenity space southwest of the building, an accessible path to Snail Lake, and one shared dock for the building.
- **Single-Family Lots:** 19 single-family lots, including nine lakefront lots, located on the southern 11.3 acres.

Vehicular access to the multifamily building will be from Highway 96 on the north (see Figure 4) and will be right-in/right-out. Vehicular access to the single-family lots will be from Harbor Court to the east via a new access in the southeastern corner of the site (see Figure 4). Harbor Court will be extended from this new access, as shown in the site plan in Appendix A. The development will also include a stormwater management area to the east of the multifamily building (see Item 11 for more information). Utilities will be extended to the single-family lots, including sanitary sewer, water, and electrical.

Multifamily building construction is anticipated to begin in March 2023 and be completed in approximately 13 months. Construction on the single-family lots is also anticipated to begin in March 2023 and will be completed as lots are sold.

c. Project magnitude

Table 1: Project Magnitude

Measure	Magnitude
Total Project Acreage	18.6
Linear Project Length	N/A
Number and Type of Residential Units	Multifamily: 160 units Single Family: 19 lots
Commercial Building Area (square feet)	N/A
Industrial Building Area (square feet)	N/A
Institutional Building Area (square feet)	N/A
Other Uses – specify (square feet)	N/A

Measure	Magnitude
Structure Height(s)	Multifamily: 65 feet Single Family: No more than 35 feet as measured per zoning code standards

d. Explain the project purpose. If the project will be carried out by a governmental unit, explain the need for the project and identify its beneficiaries.

The Bluffs is a private development proposed to develop one existing institutional parcel into a residential development in order to provide multifamily and single-family housing to address housing needs in Shoreview.

e. Are future stages of this development, including development on any other property, planned or likely to happen? ☐ Yes ☒ No

If yes, briefly describe future stages, relationship to present project, timeline, and plans for environmental review.

Not applicable.

f. Is this project a subsequent stage of an earlier project? ☐ Yes ☒ No

If yes, briefly describe the past development, timeline, and past environmental review.

Not applicable.

7. Cover Types

Estimate the acreage of the site with each of the following cover types before and after development.

The site covers 18.6 acres of predominantly wooded, institutional land. Existing cover types within the study area are shown on Figure 5, and existing and proposed cover types are listed in Table 2.

As shown in Table 2, the proposed development would remove 5.8 acres of tree canopy, which includes grassy areas underneath. The anticipated number of trees to be removed is 220, 41 of which are landmark trees. The project includes planting 246 trees, for a net increase in the number of trees on site.

Table 2: Cover Types

Cover Type	Before (Acres)	After (Acres)
Wetlands	1.0	1.0
Deep Water/Streams	0.0	0.0
Wooded/Forest	10.1	4.3
Brush/Grassland	0.0	0.0
Cropland	0.0	0.0
Lawn/Landscaping	6.1	7.1
Impervious Surface	1.4	5.7
Stormwater Ponding	0.0	0.5
Total	18.6	18.6

8. Permits and Approvals Required

List all known local, state, and federal permits, approvals, certifications, and financial assistance for the project. Include modifications of any existing permits, governmental review of plans, and all direct and indirect forms of public financial assistance including bond guarantees, Tax Increment Financing, and infrastructure. ***All of these final decisions are prohibited until all appropriate environmental review has been completed. See Minnesota Rules Chapter 4410.3100.***

Table 3: Permits and Approvals Required

Unit of Government	Type of Application	Status
Local		
City of Shoreview	Comprehensive Plan Amendment	To be applied for
	Preliminary and Final Plat	To be applied for
	Concept Review	Complete
	Development Review	To be applied for
	Rezoning	To be applied for
	Right-of-Way Permit	To be applied for, if needed
	Demolition Permit	To be applied for
	Building Permits	To be applied for
	Erosion Control, Grading, and Stormwater Permit	To be applied for
	Sewer and Water Permit	To be applied for, if needed
Regional		
Metropolitan Council	Comprehensive Plan Amendment	To be applied for
Ramsey County	Right-of-Way Permit	To be applied for
	Demolition Permit	To be applied for
Ramsey-Washington Metro Watershed District	Watershed District Permit	To be applied for
State		
Minnesota Department of Health	Water Extension Permit	To be applied for, if needed
Minnesota Department of Natural Resources	Water Appropriation Permit	To be applied for, if needed
	Public Waters Work Permit	To be applied for, if needed
	General Permit Number 2008-0401	To be applied for
Minnesota Pollution Control Agency	Construction Site Stormwater Permit	To be applied for
	Section 401 Water Quality Certification	To be applied for, if needed
	Sanitary Sewer Extension Permit	To be applied for, if needed
	Notice of Intent of Demolition	To be applied for, if needed
	National Pollutant Discharge Elimination System (NPDES) Permit	To be applied for
Federal		
U.S. Army Corps of Engineers	Section 404 Permit	To be applied for, if needed

9. Land Use

a. Describe:

i. Existing land use of the site as well as areas adjacent to and near the site, including parks, trails, and prime or unique farmlands.

Existing land use for the site is institutional. The site was formerly owned by the Union Gospel Mission. Over its 90-year ownership, the site was used for a number of purposes as described in Item 14 and Appendix F, including church revivals, housing men during the Great Depression, alcohol treatment, and children's overnight and day camps. Adjacent existing land uses include single-family detached residential, office, and commercial (see Figure 6 for a map of existing land uses).

The nearest park or recreation area is the 47-acre Snail Lake Marsh Open Area, located approximately ¼-mile west of the site. Other nearby parks include Shoreview Commons Park (40 acres, 1/3-mile northwest), Sitzer Park (8 acres, ½-mile southeast), and Vadnais-Snail Lakes Regional Park (1,696 acres, ½-mile south). The Highway 96 Regional Trail is located within the Highway 96 right-of-way north of the site, and there are other trails and bicycle-friendly roads in the vicinity of the site as shown in the city's parks and trails map included in Appendix B.

The project site does not include prime or unique farmland.

ii. Planned land use as identified in comprehensive plans (if available) and any other applicable plan for land use, water, or resource management by a local, regional, state, or federal agency.

Shoreview's 2040 Comprehensive Plan identifies the project site as being within a Policy Development Area (PDA). PDAs are locations that may have the potential to develop or redevelop in the future. To better guide future development and redevelopment, the city identifies for each PDA one or more land use designations that could be appropriate, as well as a set of policies intended to guide any future development or redevelopment project. For this site there are several designations, including: INST – Institutional, O – Office, MU – Mixed Use (allows up to 45 residential units per acre), RM – Residential Medium (4 to 8 units per acre), and RH – Residential High (8 to 20 units per acre). The future land use map shows the project site as RM – Residential Medium (see Figure 7). Any project that proposes a land use different than the designation on the future land use map requires a comprehensive plan amendment.

Future land uses adjacent to the project site include low-density residential (up to 4 units/acre) and office as shown on Figure 7.

iii. Zoning, including special districts or overlays such as shoreland, floodplain, wild and scenic rivers, critical area, agricultural preserves, etc.

The project site is zoned as a Planned Unit Development (PUD). The existing PUD is specific to the site's current institutional use, so any redevelopment would require rezoning. The applicant is proposing to rezone the site to R1 – Detached Residential

and as a PUD that will follow the underlying zoning of R3 – Multi-Dwelling Residential. The uses proposed are consistent with what is allowed in the districts.

The project site is also within the city's Shoreland Overlay District for Snail Lake. The city's Shoreland Overlay District regulations defer to the underlying zoning district relative to allowable uses. However, the overlay district does include development design regulations, including but not limited to lot area, setbacks, building heights, and impervious surface coverage that will be met with the proposed development.

As part of the EAW review process, the Minnesota Department of Natural Resources (DNR) has indicated that the project will need to be reviewed using the DNR shoreland model ordinance review process.

b. Discuss the project's compatibility with nearby land uses, zoning, and plans listed in Item 9a above, concentrating on implications for environmental effects.

The project is compatible with nearby land uses as it is generally acceptable for multifamily residential and single-family residential to be located next to existing single-family residential and office uses. As noted under Item 9.a.iii., redevelopment of the site will require the site to be rezoned. A comprehensive plan amendment will be required to allow the rezoning.

c. Identify measures incorporated into the proposed project to mitigate any potential incompatibility as discussed in Item 9b above.

While the proposed development is compatible with nearby land uses, the applicant incorporated site design elements to reduce potential impacts. For instance, the multifamily building will be placed close to Highway 96, and the single-family lots will be near the existing neighborhood; the roadway connections will distribute traffic between the multifamily building and single-family lots; and vegetation will be retained on the bluff, minimizing views of the development from Snail Lake.

10. Geology, Soils, and Topography/Landforms

a. Geology – Describe the geology underlying the project area and identify and map any susceptible geologic features such as sinkholes, shallow limestone formations, unconfined/shallow aquifers, or karst conditions. Discuss any limitations of these features for the project and any effects the project could have on these features. Identify any project designs or mitigation measures to address effects to geologic features.

According to the Geologic Atlas of Ramsey County (1992),[1] bedrock geology of the project site consists of Prairie du Chien Group, a sandy or oolitic and thin-bedded dolostone, and Jordan Sandstone, a medium- to coarse-grained, friable quartzose sandstone. The estimated depth to bedrock is approximately 200-250 feet below grade. The surficial geology consists of sandy lake sediment, which consists of fine to medium sand, silt and clay, and scattered dropstones.

[1] Available at https://conservancy.umn.edu/handle/11299/58233

No sinkholes, unconfined/shallow aquifers, or karst conditions were identified in the project area. The geology of the project site does not result in limitations for the proposed development.

b. Soils and Topography – Describe the soils on the site, giving NRCS (SCS) classifications and descriptions, including limitations of soils. Describe topography, any special site conditions relating to erosion potential, soil stability, or other soil limitations, such as steep slopes or highly permeable soils. Provide estimated volume and acreage of soil excavation and/or grading. Discuss impacts from project activities (distinguish between construction and operational activities) related to soils and topography. Identify measures during and after project construction to address soil limitations including stabilization, soil corrections, or other measures. Erosion/sedimentation control related to stormwater runoff should be addressed in response to Item 11.b.ii.

According to the Natural Resources Conservation Service (NRCS) Web Soil Survey, there are six soil types within the site, which are generally sands (see Table 4).

Table 4: Soil Types

Map Unit Symbol	Map Unit Name	Acres within Study Area[2]	Percent of Site
158B	Zimmerman fine sand, 1 to 6 percent slopes	3.3	17.4%
158D	Zimmerman loamy fine sand, 12 to 25 percent slopes	4.0	21.4%
161	Isanti loamy fine sand, depressional	1.3	7.2%
859B	Urban land-Zimmerman complex, 1 to 8 percent slopes	10.0	53.6%
1033	Udifluvents	0.1	0.4%

A geotechnical exploration of the project site identified fill on the site. The fill on the northern portion of the site is not suitable for foundation support and will be removed and replaced with suitable compacted engineered fill. Two borings on the southern portion of the site in the area of the Harbor Court extension also encountered fill. The origin of this fill is unknown, so it is not recommended for supporting new buildings or utilities and will be removed and replaced with suitable compacted engineered fill. Fill soils will be disposed of in accordance with state regulations and guidelines.

On the southern edge of the site adjacent to Snail Lake there is an existing bluff with greater than 30 percent slopes. The proposed development includes a 30-foot setback from the existing bluff line, meaning there will be no building construction or grading within that area to minimize impacts to the bluff. Erosion and sediment control is discussed under Item 11.

The site earthwork is estimated to be a net cut of 52,500 cubic yards based on the excavations for ponding, stormwater management, vehicle infrastructure, and building foundations.

A NPDES permit is required because the project will disturb more than one acre of land. A Stormwater Pollution Prevention Plan (SWPPP) will be prepared. All unpaved areas disturbed during construction will be revegetated in accordance with the standard NPDES permit

[2] Data provided by the NRCS is rounded to the nearest tenth of an acre.

requirements. In areas with steep slopes, special consideration will be given to prevent erosion during construction, such as erosion control blankets, along with vegetation establishment to permanently stabilize side slopes and any areas impacted as a result of construction.

11. Water Resources

a. Describe surface water and groundwater features on or near the site below.

i. Surface Water – lakes, streams, wetlands, intermittent channels, and county/judicial ditches. Include any special designations such as public waters, trout stream/lake, wildlife lakes, migratory waterfowl feeding/resting lake, and outstanding resource value water. Include water quality impairments or special designations listed on the current MPCA 303d Impaired Waters List that are within one mile of the project. Include DNR Public Waters Inventory number(s), if any.

DNR Public Waters within one mile of the project site include Snail Lake (DNR ID #60802), Turtle Lake (DNR ID #59779), Marsden Lake (DNR ID #68521), Martha Lake (DNR ID #68160), Brennan's Pond (DNR ID #53767), Willow Pond (DNR ID #70645), and one unnamed waterbody (DNR ID #70984) (see Figure 8). Snail Lake, located adjacent to the site, and Turtle Lake, located approximately 0.8 miles northwest of the site, are listed on the Minnesota Pollution Control Agency's (MPCA's) 303d Impaired Waters List[3] for mercury in fish tissue. During low-water periods, inflow to Snail Lake is augmented by pumping water from nearby Sucker Lake. The city and the Snail Lake Improvement District are responsible for the operation of the augmentation system to maintain acceptable water levels in Snail Lake.

The National Wetlands Inventory identifies several wetlands adjacent to the project site, including a freshwater pond, a freshwater emergent wetland, and a lake (Snail Lake) (see Figure 9).

Aquatic resources within the project site were delineated in 2021. Three wetlands were identified onsite: one along the shore of Snail Lake, and two in the northwest corner of the site (see Figure 9). Two of these wetlands are jurisdictional under the Minnesota Wetland Conservation Act (WCA) (see Appendix D for the Minnesota WCA Notice of Decision). The wetland located at the northwestern boundary is a constructed stormwater pond and is categorized as incidental.

ii. Groundwater – aquifers, springs, and seeps. Include 1) depth to groundwater; 2) if project is within a MDH well protection area; and 3) identification of any onsite and/or nearby wells, including unique numbers and well logs, if available. If there are no wells known on site or nearby, explain the methodology used to determine this.

According to the Minnesota Hydrogeology Atlas, depth to groundwater varies from 0 to 50 feet across the project site. According to the Minnesota Department of Health's (MDH's) Minnesota Well Index, there are six wells within the project site and two

[3] 2022 Impaired Waters List: https://www.pca.state.mn.us/water/minnesotas-impaired-waters-list

wells within 150 feet of the project site (see Table 5 and Figure 10). Any additional, previously unknown wells encountered during construction will be capped and sealed according to MDH regulations.

The project site is within the City of Shoreview and Saint Paul Regional Water Services Wellhead Protection Areas as well as the Shoreview Drinking Water Supply Management Area.

Table 5: Wells

Well ID Number	Well Status	Well Name	Well Depth	Date Drilled
342632	Sealed	SB-1	41 feet	10/13/2020
342633	Sealed	SB-10	41 feet	10/20/2020
342634	Sealed	SB-12	41 feet	10/19/2020
342635	Sealed	SB-14	21 feet	10/19/2020
429955	Sealed	Gospel Mission Assoc. MW-1	50.5 feet	12/22/1986
279497	Inactive	Boring 6	26.5	5/15/1987
279498	Inactive	N/A	51 feet	5/15/1987
342592	Sealed	SB-1	65 feet	6/2/2014

b. Describe effects from project activities on water resources and measures to minimize or mitigate the effects below.

i. Wastewater – For each of the following, describe the sources, quantities, and composition of all sanitary, municipal/domestic, and industrial wastewaters projected or treated at the site.

1) If the wastewater discharge is to a publicly owned treatment facility, identify any pretreatment measures and the ability of the facility to handle the added water and waste loadings, including any effects on, or required expansion of, municipal wastewater infrastructure.

Based on the Metropolitan Council's Sewer Availability Charge determination standards for the proposed uses (see site plan in Appendix A), the additional wastewater flows are projected to be approximately 49,046 gallons per day (GPD) at full buildout (see Table 6). Wastewater is expected to be equivalent to domestic strength wastewater.

Wastewater for the proposed multifamily development will be collected in a proposed 6" PVC sanitary sewer that connects to the existing sanitary manhole located at the center of the site. The service elevation at the building is assumed to be higher than the garage level (900.00) and therefore a sanitary sump internal to the building will be utilized for waste routed from the garage level. The sanitary sewer sizing is as follows assuming 160 units within the building, 274 GPD per SAC. No pretreatment of sanitary sewer flows is anticipated.

Wastewater for the proposed single-family development will be collected by two runs of 8" PVC sanitary sewer within the single-family lot. The sanitary sewer sizing is as follows assuming 19 single-family homes at 274 GPD per SAC. These

lots will require a lift station before discharging into an existing 8" sanitary sewer in Harbor Court. No pretreatment of sanitary sewer flows is anticipated.

All sanitary sewers are located outside the MDH required setbacks from a well. Any additional, previously unknown on-site wells, if encountered during construction, will be sealed by a licensed well contractor according to Minnesota Rules Chapter 4725.

Table 6: Utility Demand Estimate

Structure	Size	Average Flow (GPD)
Multifamily Building	160 Units	43,840
Single-Family Lot	19 Units	5,206
Total Average GPD		49,046

Wastewater will be conveyed through the municipal collection system to the Metropolitan Council Environmental Services (MCES) regional collection and treatment system. Wastewater will be treated at the Metropolitan Wastewater Treatment Plant (Metro WWTP) in St. Paul. The Metro WWTP treatment type is advanced secondary with chlorination/dechlorination, and it discharges treated effluent to the Mississippi River. The Metro WWTP has a capacity of 314 million gallons per day (MGD) and receives an average flow of 164 MGD as of October 2021.

Given an estimated excess capacity of 150 MGD, the regional treatment facility and wastewater collection pipes has sufficient long-term capacity to handle the additional wastewater flow of approximately 49,046 GPD (0.049 MGD) that would be generated by the proposed development. The city's wastewater system would also be able to handle the additional flows, and no expansion of the municipal system would be required.

2) **If the wastewater discharge is to a subsurface sewage treatment system (SSTS), describe the system used, the design flow, and suitability of site conditions for such a system.**

   Not applicable.

3) **If the wastewater discharge is to surface water, identify the wastewater treatment methods, discharge points, and proposed effluent limitations to mitigation impacts. Discuss any effects to surface or groundwater from wastewater discharges.**

   Not applicable.

ii. **Stormwater – Describe the quantity and quality of stormwater runoff at the site prior to and post construction. Include the routes and receiving water bodies for runoff from the site (major downstream water bodies as well as the immediate receiving waters). Discuss any environmental effects from stormwater discharges. Describe stormwater pollution prevention plans including temporary and permanent runoff controls and potential BMP site**

locations to manage or treat stormwater runoff. Identify specific erosion control, sedimentation control, or stabilization measures to address soil limitations during and after project construction.

Stormwater within the site currently sheet flows untreated to wetlands onsite (see Figure 9 and Item 11.a.i. for a description of these wetlands) and either infiltrates or overflows to the northwest or a localized low point to the northeast. Stormwater from the site ultimately flows into Snail Lake, which is a Lake of Biological Significance as described under Item 13.

Post-construction quality of stormwater runoff from the project site will be improved by best management practices (BMPs) to meet MPCA and Ramsey-Washington Metro Watershed District (RWMWD) treatment requirements. Proposed stormwater management includes a few ponds onsite offering pretreatment and stormwater retention prior to discharging to the existing pond west of the property. In total, the proposed development includes approximately 0.5 acres of above ground stormwater management areas.

Stormwater quantity will be controlled such that volume and discharge rates are consistent with BMPs as approved by RWMWD in accordance with MPCA stormwater requirements. BMPs to be explored with RWMWD include, but are not limited to, surface filtration ponds that would be located at the southwest and south sides of the multifamily lot. These BMPs would utilize sand filters with underdrains to treat stormwater for both the multifamily and single-family sites. Underground filtration treatment and attenuation is not anticipated at this time but would be utilized in areas where aboveground BMPs are limited. Pre-treatment of stormwater will be provided as required by the city and RWMWD. The final design of the site, once determined, will achieve all of the outcomes stated above to manage stormwater within the project boundaries and will comply with all city of Shoreview, RWMWD, and MPCA stormwater requirements.

A Stormwater Pollution Prevention Plan (SWPPP) will be developed in accordance with the National Pollutant Discharge Elimination System (NPDES) permit administered by the MPCA. The SWPPP will cover temporary measures to prevent pollution during construction (erosion and sediment control as well as controls to minimize spills, leaks, or other discharges of pollutants) and permanent measures to prevent stormwater pollution after construction. These BMPs may include one or more of the following: silt fencing, inlet sediment filters, sediment traps, diversion ditches, grit chambers, temporary ditch checks, rock filter dikes, fiber logs, turf reinforcement mats, temporary seeding, riprap and erosion control blankets for disturbed areas, and seeding or placement of sod or other plant material for final restoration. An Erosion Control Plan checklist will be followed by the developer to meet city and state requirements, minimize drainage problems and soil erosion, and prevent sediment from entering curb and gutter systems and storm sewer inlets.

The project will comply with all city, RWMWD, county, and state rules for stormwater management, and chloride use will be addressed in the Stormwater Management Plan that will be reviewed by the city for compliance.

iii. Water Appropriation – Describe if the project proposes to appropriate surface or groundwater (including dewatering). Describe the source, quantity, duration, use, and purpose of the water use and if a DNR water appropriation permit is required. Describe any well abandonment. If connecting to an existing municipal water supply, identify the wells to be used as a water source and any effects on, or required expansion of, municipal water infrastructure. Discuss environmental effects from water appropriation, including an assessment of the water resources available for appropriation. Identify any measures to avoid, minimize, or mitigate environmental effects from the water appropriation.

Construction dewatering may be required for the redevelopment of the project site. Construction activities related to dewatering will include discharging to temporary stormwater BMPs. Any temporary dewatering will require a DNR Temporary Water Appropriations General Permit 1997-005 if less than 50 million gallons per year and less than one year in duration. A DNR Water Appropriation Permit is required if there is any temporary dewatering that is above 10,000 gallons per day, or one million gallons per year. It is anticipated that the temporary dewatering would only occur during utility installation and potential construction of building footings and utilities.

The water supply will be obtained from the city of Shoreview water system, which is a groundwater based public water supply. Water appropriation for new wells or an increase in authorized volume is not anticipated for the project as the city's current system can accommodate the development.

iv. Surface Waters

1) Wetlands – Describe any anticipated physical effects or alterations to wetland features, such as draining, filling, permanent inundation, dredging, and vegetative removal. Discuss direct and indirect environmental effects from physical modification of wetlands, including the anticipated effects that any proposed wetland alterations may have to the host watershed. Identify measures to avoid (e.g., available alternatives that were considered), minimize, or mitigate environmental effects to wetlands. Discuss whether any required compensatory wetland mitigation for unavoidable wetland impacts will occur in the same minor or major watershed, and identify those probable locations.

There are three wetlands located on site; two are jurisdictional under WCA. The wetland located at the northwestern boundary (determined to be a constructed stormwater pond) has been approved as incidental under WCA. See Appendix D for the Minnesota WCA Notice of Decision.

The wetlands will not be impacted by the proposed project, and a 16.5-foot wetland buffer will be established. Runoff will be mitigated in the design of the site, and proposed stormwater management that includes a pond onsite offering pretreatment and stormwater retention will improve post-construction quality of stormwater runoff.

2) **Other surface waters – Describe any anticipated physical effects or alterations to surface water features (lakes, streams, ponds, intermittent channels, county/judicial ditches) such as draining, filling, permanent inundation, dredging, diking, stream diversion, impoundment, aquatic plant removal, and riparian alteration. Discuss direct and indirect environmental effects from physical modification of water features. Identify measures to avoid, minimize, or mitigate environmental effects to surface water features, including in-water Best Management Practices that are proposed to avoid or minimize turbidity/sedimentation while physically altering the water features. Discuss how the project will change the number or type of watercraft on any water body, including current and projected watercraft usage.**

Two portions of Snail Lake's shoreline are publicly owned: approximately ¼ mile along the Snail Lake Marsh Open Area to the northwest and approximately ½ mile along Vadnais-Snail Lakes Regional Park to the south. Vadnais-Snail Lakes Regional Park also includes a public boat launch. Residences on the north, east, and west sides of the lake have private docks.

The project proposes one shared dock to serve the multifamily building, which must comply with the requirements of DNR Public Waters Work General Permit (2008-0401). The applicant indicates that the shared dock would have one berth for overnight berthing of a pontoon or other watercraft owned by the multifamily building. The single family lots may also be permitted to add a dock to their property in accordance with DNR regulations. The number of docks allowed under DNR ordinance for the single-family homes is being discussed as part of the shoreland model ordinance review process.

No alterations to other surface waters are anticipated as part of the redevelopment.

12. Contamination/Hazardous Materials/Wastes

a. **Pre-project Site Conditions – Describe existing contamination or potential environmental hazards on or in close proximity to the project site, such as soil or groundwater contamination, abandoned dumps, closed landfills, existing or abandoned storage tanks, and hazardous liquid or gas pipelines. Discuss any potential environmental effects from pre-project site conditions that would be caused or exacerbated by project construction and operation. Identify measures to avoid, minimize, or mitigate adverse effects from existing contamination or potential environmental hazards. Include development of a Contingency Plan or Response Action Plan.**

MPCA's What's In My Neighborhood (WIMN) database was reviewed to determine if any known contaminated properties or potential environmental hazards are located on the project site or within 150 feet of the project site. The database does not include any sites within the study area or within 150 feet of the study area.

An asbestos inspection was completed in 2006 for the Gyro Lodge, one of the existing buildings on site (see Item 14 for more information on this structure), and asbestos-containing material was identified. Asbestos-containing material will be removed in accordance with MPCA and MDH regulations. A pre-demolition survey will be conducted for all buildings on site prior to demolition, and regulated materials will be disposed in accordance with applicable regulations. In addition, a Response Action Plan will be developed prior to construction.

b. Project Related Generation/Storage of Solid Wastes – Describe solid wastes generated/stored during construction and/or operation of the project. Indicate method of disposal. Discuss potential environmental effects from solid waste handling, storage, and disposal. Identify measures to avoid, minimize, or mitigate adverse effects from the generation/storage of solid waste including source reduction and recycling.

Construction Generated Waste

Demolition of the existing buildings and pavement will create demolition-related debris such as concrete, brick, and bituminous. Construction of the proposed development will generate construction-related waste materials such as wood, packaging, excess materials, and other wastes. Waste materials will either be recycled or disposed of in the proper facilities in accordance with state regulations and guidelines. Asbestos-containing material will be removed in accordance with MPCA and MDH regulations.

Operationally Generated Waste

The proposed development would generate new demands on solid waste management and sanitation services provided in the project area. It is estimated that 4.9 pounds of municipal solid waste (MSW) will be generated per person per day.[4] An average household occupancy of 2.13 was applied to the estimated residential units based on data from the 2015-2020 American Community Survey Estimates. The resulting estimate of residential MSW generated per year based upon the proposed densities is 341 tons.

Hazardous waste products are not anticipated to be produced or stored within the proposed development.

c. Project Related Use/Storage of Hazardous Materials – Describe chemicals/hazardous materials used/stored during construction and/or operation of the project including method of storage. Indicate the number, location, and size of any above or below ground tanks to store petroleum or other materials. Discuss potential environmental effects from accidental spills or releases of hazardous materials. Identify measures to avoid, minimize, or mitigate adverse effects from the use/storage of chemicals/hazardous materials including source reduction and recycling. Include development of a spill prevention plan.

No underground storage tanks have been identified within the project site. Any hazardous waste materials used/stored during construction and/or operation of the project will be disposed of in the manner specified by local or state regulation or by the manufacturer. A

[4] Source: U.S. Environmental Protection Agency, Facts and Figures about Materials, Waste and Recycling. Available at: https://www.epa.gov/facts-and-figures-about-materials-waste-and-recycling/national-overview-facts-and-figures-materials

spill prevention plan will be developed, and proper spill prevention controls will be in place for any vehicle refueling or maintenance that occurs on site during construction.

d. Project Related Generation/Storage of Hazardous Wastes – Describe hazardous wastes generated/stored during construction and/or operation of the project. Indicate method of disposal. Discuss potential environmental effects from hazardous waste handling, storage, and disposal. Identify measures to avoid, minimize, or mitigate adverse effects from the generation/storage of hazardous wastes including source reduction and recycling.

Regulated material and/or waste will be managed in accordance with Chapter 209.040 of the Shoreview city code and state requirements. No known toxic or hazardous wastes are anticipated to be generated on the site. Toxic or hazardous waste to be stored on the site during construction will include fuel and oil necessary to operate heavy construction equipment and during operations may include commercial cleaning supplies.

13. Fish, Wildlife, Plant Communities, and Sensitive Ecological Resources (Rare Features)

a. Describe fish and wildlife resources as well as habitats and vegetation on or near the site.

The site is wooded around the perimeter with lawn and landscaped areas in the interior. There are also three wetland areas on site as described in Item 11.a.i. These existing cover types, shown in Figure 5, provide marginal wildlife habitat for songbirds, white-tailed deer, and small mammals such as squirrels, rabbits, raccoon, and maybe fox, that are adapted to previously disturbed suburban environments. A bluff area is located on the southern and western project boundaries along the shoreline of Snail Lake. This area would also provide habitat for wildlife generalist species that are highly adaptive to human interaction and a suburban environment.

The proposed project is adjacent to Snail Lake, which is a large waterbody that provides habitat for numerous fish species, reptiles, amphibians, and insects. Waterfowl are also known to occur within Snake Lake and along the lake shore. According to the DNR,[5] Snail Lake has walleye, northern pike, largemouth bass, bluegill, crappie, and bullhead species.

The project is not located within any regionally significant ecological areas (RSEAs), Minnesota Biological Survey (MBS) Sites of Biodiversity Significance, or native plant communities. However, as described under Item 13b, there are three MBS Sites of Biodiversity Significance, two RSEAs and three native plant communities located within one mile of the site, and Snail Lake is considered a Lake of Biological Significance. Snail Lake Marsh Open Area and Vadnais-Snail Lakes Regional Park are located adjacent to Snail Lake and also provide wildlife habitat.

Seven Public Water Basins are also located within one mile of the project site (see Figure 8).

[5] Minnesota Department of Natural Resources. "Snail Lake." Available at https://www.dnr.state.mn.us/areas/fisheries/eastmetro/lakes/snail.html.

b. Describe rare features such as state-listed (endangered, threatened, or special concern) species, native plant communities, Minnesota County Biological Survey Sites of Biodiversity Significance, and other sensitive ecological resources on or within close proximity to the site. Provide the license agreement number and/or correspondence number (ERDB) from which the data were obtained, and attach the Natural Heritage letter from the DNR. Indicate if any additional habitat or species survey work has been conducted within the site and describe results.

State-Listed Threatened and Endangered Species

Based on a review of the Natural Heritage Information System (NHIS) for state-listed threatened, endangered, and special concern species (per license agreement LA-1074), there are records for 11 species within the project site and the area within one mile of the project site (see Table 7).

Table 7: State-Listed Threatened and Endangered Species

Species	Group	Status	Location	Habitat
Autumn Fimbry *(Fimbristylis autumnalis)*	Botanical	Special Concern	One record is located within one mile of the project site.	Preferred habitat includes wet meadow/carr and lake shore.
Blanding's Turtle *(Emydoidea blandingii)*	Reptile	Threatened	Nine records were located; one within the project site and eight within one mile of the project site.	Preferred habitat includes wetland complexes and adjacent sandy uplands.
Lark Sparrow *(Chondestes grammacus)*	Bird	Special Concern	One record is located within one mile of the project site.	Preferred habitat includes dry grasslands with sand or gravel soils, some bare ground, and widely scattered trees.
Least Darter *(Etheostoma microperca)*	Fish	Special Concern	Two records were located; one within the project site and one within one mile of the project site.	Preferred habitat includes freshwater streams and lakes. Species was last observed in Snail Lake in 2018.
Olive-colored Southern Naiad *(Najas guadalupensis ssp. olivacea)*	Vascular Plant	Special Concern	One record is located within the project site.	Species is usually found along the margins of lakes in 3-6.5 feet of water.
Pugnose Shiner *(Notropis anogenus)*	Fish	Threatened	One record is located within the project site.	Preferred habitat includes clear glacial lakes and low gradient small- to moderate-sized streams in areas of little current.
Red-shouldered Hawk *(Buteo lineatus)*	Bird	Special Concern	One record is located within one mile of the project site.	Preferred habitat includes large tracts of mature deciduous forest with scattered wetland openings.
Rusty patched Bumble Bee *(Bombus affinis)*	Insect	Federally Endangered	One record is located within one mile of the project site.	Preferred habitat includes semi-natural upland grassland, shrubland, woodlands, and forests. The entire project site is within a Low Potential Zone.
Small Green Wood Orchid *(Platanthera clavellata)*	Vascular Plant	Special Concern	One record is located within the project site.	Preferred habitat includes swamp forests that have a continuous canopy of black spruce or tamarack.
Swamp Blackberry *(Rubus semisetosus)*	Vascular Plant	Threatened	One record is located within one mile of the project site.	Preferred habitat includes forested rich peatland, marsh, and wet meadow/carr.
Toothcup *(Rotala ramosior)*	Vascular Plant	Threatened	One record is located within one mile of the project site.	Preferred habitat includes the sandy shores of small, shallow lakes set in a savanna landscape.

Other Sensitive Ecological Resources

Of the three MBS Sites of Biodiversity Significance within one mile of the site, two are moderate sites of biodiversity. They are associated with Grass Lake Park about 0.5 miles to the south and Snail Lake Wetlands about 0.4 miles to the west. The third Site of Biodiversity Significance is Sucker Lake Natural Area, which is located about 0.9 miles east of the project site and is an outstanding site of biodiversity.

The two RSEAs located within one mile of the site are associated with the Snail Lake Wetlands and Sucker Lake Natural Area.

The three native plant communities located within one mile of the site are associated with the Sucker Lake Natural Area and include a Red Oak-Sugar Maple-Basswood Forest, a Tamarack Swamp, and an Alder Swamp.

Snail Lake has been identified as a Lake of Moderate Biological Significance. Lakes of Biological Significance are ranked as Outstanding, High, or Moderate based on unique plant and animal presence.

As noted above, these sites and native plant communities are not within the project site.

c. Discuss how the identified fish, wildlife, plant communities, rare features, and ecosystems may be affected by the project. Include a discussion on introduction and spread of invasive species from the project construction and operation. Separately discuss effects to known threatened and endangered species.

Effects to Wildlife Habitat and Sensitive Ecological Resources

The existing site conditions provide several acres of non-native wildlife habitat. The proposed development includes a 30-foot setback from the existing bluff line (meaning there will be no building construction or grading within that area), which will minimize impacts to any wildlife utilizing the hillside areas adjacent to the lake shore. Tree removal will be required as part of the project; however, a tree replacement plan will be developed and implemented per city code requirements. Effective erosion prevention and sediment control practices will be implemented and maintained near Snail Lake throughout the duration of the project. Redevelopment will not have a significant adverse impact to any wildlife currently utilizing the site or the surrounding area.

Impacts to Threatened and Endangered Species

Adverse impacts are not anticipated to the following species due to lack of suitable habitat within the project site or the likelihood that the species is present in the area given the historical observation dates for the species:

- Autumn fimbry
- Lark sparrow
- Olive-colored southern naiad
- Red-shouldered hawk
- Small green wood orchid
- Swamp blackberry
- Toothcup

Adverse impacts to the least darter and pugnose shiner are also not anticipated since the project will not adversely affect Snail Lake. These species are sensitive to environmental

degradation, especially turbidity and siltation within the waterbodies that they inhabit. Stormwater BMPs will be implemented during construction and operation to minimize potential impacts to least darter and pugnose shiner habitat. To protect spawning fish, work within the water should be avoided from March through July.

The project site has suitable habitat for onsite nesting for the Blanding's turtle, specifically in the open, sandy uplands adjacent to the lake. According to the DNR (see review letter in Appendix D), the following avoidance measures are required:

- Avoid aquatic impacts during hibernation season, between October 15th and April 15th, unless the area is unsuitable for hibernation.
- The use of erosion control blankets shall be limited to "bio-netting" or "natural-netting" types, and specifically not products containing plastic mesh netting or other plastic components.
- Review mulch products and do not allow any materials with synthetic (plastic) fiber additives in areas that drain to Public Waters.
- Areas where there will be construction, especially aquatic areas, should be thoroughly checked for turtles before the use of heavy equipment or any ground disturbance.
    - The Blanding's turtle flyer[6] must be given to all contractors working in the area.
    - Monitor for turtles during construction and report any sightings to the DNR Nongame Specialist.
- If turtles are in imminent danger they must be moved by hand out of harm's way, otherwise they are to be left undisturbed.

Recommendations included in the Blanding's turtle fact sheet (see Appendix E) will, as appropriate, also be implemented during construction to minimize impacts to the Blanding's turtle.

Potential suitable habitat for the rusty patched bumble bee may exist within or near the study area. The redevelopment will include approximately 40 percent lawn/landscaping within the site and will also include native landscaping elements. No impacts to the rusty patched bumble bee are anticipated.

No significant adverse impacts are anticipated to state-listed species.

Invasive Species

Invasive species are a major cause of biodiversity loss and are considered biological pollutants by the DNR. Invasive species can be moved on construction equipment, landscaping equipment, and other debris. Measures to avoid the introduction of invasive species are described below in Item 13.d.

d. Identify measures that will be taken to avoid, minimize, or mitigate adverse effects to fish, wildlife, plant communities, and sensitive ecological resources.

Temporary, short-term impacts to wildlife and wildlife habitat may occur during construction; however, long-term impacts are not anticipated. After construction and installation of the landscaping elements of the project, the wildlife using the site prior to construction will be

[6] Available at http://files.dnr.state.mn.us/natural_resources/animals/reptiles_amphibians/turtles/blandings_turtle/flyer.pdf.

able to continue to use the site. The project site will retain 4.3 acres of wooded/forest area and 7.1 acres of lawn/landscaping (as shown above in Table 2), which will continue to provide habitat for typical suburban wildlife. The wildlife currently on site include animals like squirrels, raccoons, and deer that thrive on the habitat created by suburban sprawl and the fragmentation of woods and forests.[7] The proposed development includes a 30-foot setback from the existing bluff line (meaning there will be no building construction or grading within that area), which will minimize impacts to any wildlife utilizing the hillside areas adjacent to the lake shore. No impacts to the lake shore are anticipated for the proposed development and all wetlands have been avoided. No permanent or temporary impacts to sensitive ecological resources are anticipated to result from the redevelopment of the site. Measures to minimize and mitigate impacts to habitat and species are described below.

Wildlife Habitat

As previously noted, the wildlife living in the project vicinity are generalist species that are adaptive to human interaction and a suburban environment. The proposed development avoids all wetlands and includes stormwater ponds that will be seeded with native plants to provide habitat for pollinators, small mammals, birds, amphibians and reptiles. Over 4 acres of trees will be preserved on the site, and the bluff along Snail Lake will be avoided by construction activities. The shoreline along Snail Lake will be retained and will continue to provide habitat for reptiles, birds, amphibians, and other potential wildlife living in the area. Over 7 acres of lawn and landscaping will be maintained on the site. These areas will continue to provide wildlife habitat for wildlife living in the project vicinity.

The proposed development will be planting trees to re-establish the urban forest feel and the tree canopy of the site. This will restore some of the wildlife habitat that will be temporarily disturbed during construction of the proposed project.

Threatened and Endangered Species

Disturbed areas will be reseeded using native seed mixes to promote pollinator habitat, and removal of any rusty patched bumble bee habitat will be completed during the inactive season (November 1 – March 31) to minimize impacts to this species.

In order to avoid adverse impacts to the least darter, proper erosion and sediment control practices will be implemented and maintained during construction near the lake shore and will be incorporated into stormwater management design.

If Blanding's turtles are found on the project site, state law and rules prohibit the destruction of threatened or endangered species, except under certain prescribed conditions. If turtles are in imminent danger, they should be moved out of harm's way. Otherwise, they should be left undisturbed. A Blanding's turtle fact sheet that describes the habitat use and life history of the species along with two lists of recommendations for avoiding and minimizing impacts to the turtles is included in Appendix E.

Invasive Species

The proposed project would not result in the introduction of invasive species. Disturbed areas would be reestablished using appropriate native and stabilization seed mix. Invasive species will be controlled onsite during construction, and landscaping will not include any

[7] Minnesota Department of Natural Resources. "Living with wildlife." Available at https://www.dnr.state.mn.us/livingwith_wildlife/index.html.

DNR identified invasive species. Additionally, best management practices will be followed when relocating equipment from other sites.

14. Historic Properties

Describe any historic structures, archeological sites, and/or traditional cultural properties on or in close proximity to the site. Include 1) historic designations; 2) known artifact areas; and 3) architectural features. Attach letter received from the State Historic Preservation Office (SHPO). Discuss any anticipated effects to historic properties during project construction and operation. Identify measures that will be taken to avoid, minimize, or mitigate adverse effects to historic properties.

No properties listed on the National Register of Historic Places (NRHP) are located on or proximate to the project site.

A study was completed to determine if any of the existing structures on the project site are eligible for the NRHP (included as Appendix F). According to the study, the project site has greatly changed since the Union Gospel Mission assembled the parcel in 1930. The house, cottages, and garage that were on the site in 1930 have been razed. Two cabins built in ca. 1962 have been razed. Three extant buildings, Ona Orth Ministry Center (2000), Bath House (1990), and Restrooms (2015), were recently built and do not appear to have achieved significance in the past fifty years. These buildings damage the integrity of the site and its eligibility as a historic district and are non-contributing buildings. The Gyro Lodge was built ca. 1932 by the Union Gospel Mission and remains on the parcel. The study found that overall, the character of the site has been significantly altered and no longer retains sufficient integrity to convey its significance. The camp property and Gyro Lodge were recommended as not eligible for the NRHP.

According to the Minnesota Office of the State Archaeologist's Public Viewer, there are no known archaeological or cultural sites within the section the project site is in (Section 24, Township 30N, Range 23W). It is not anticipated that archaeological sites will be uncovered during the construction of this project; however, if cultural materials are encountered during construction, unanticipated discovery protocols will be followed.

15. Visual

Describe any scenic views or vistas on or near the project site. Describe any project related visual effects such as vapor plumes or glare from intense lights. Discuss the potential visual effects from the project. Identify any measures to avoid, minimize, or mitigate visual effects.

The project site is not near any designated scenic views or vistas. It is adjacent to Snail Lake, and visual changes from the lake would include the removal of the bathhouse along the shore and partial visibility of the multifamily building above the tree line (see visualizations in Appendix G). Changes to views from the lake would be minimal given the location of the multifamily building away from the lake and retention of vegetation on the bluff. The multifamily building would be visible from Highway 96 as illustrated in visualizations in Appendix G. This view would be compatible with the existing character of the highway corridor.

The proposed project would conform with city code regulations for building height, building form, landscape screening, and lighting. There would be minimal light trespass onto adjacent

properties in accordance with city ordinance (½ foot-candle at the property line). Building and site lighting would follow International Dark Sky Organization guidelines, including:

- Lights on only when needed
- Only light areas that need it
- Lighting that is no brighter than necessary
- Minimize blue light emissions
- Eliminate upward direct light

Adverse visual effects are not anticipated.

16. Air

a. Stationary Source Emissions – Describe the type, sources, quantities, and compositions of any emissions from stationary sources such as boilers or exhaust stacks. Include any hazardous air pollutants, criteria pollutants, and any greenhouse gases. Discuss effects to air quality including any sensitive receptors, human health, or applicable regulatory criteria. Include a discussion of any methods used to assess the project's effect on air quality and the results of that assessment. Identify pollution control equipment and other measures that will be taken to avoid, minimize, or mitigate adverse effects from stationary source emissions.

No stationary source emissions are anticipated as part of the proposed project; therefore, no mitigation is required.

b. Vehicle Emissions – Describe the effect of the project's traffic generation on air emissions. Discuss the project's vehicle-related emissions effect on air quality. Identify measures (e.g., traffic operational improvements, diesel idling minimization plan) that will be taken to minimize or mitigate vehicle-related emissions.

Motor vehicles emit a variety of air pollutants including carbon monoxide (CO), hydrocarbons, nitrogen oxides, and particulates. The primary pollutant of concern is CO, which is a byproduct of the combustion process of motor vehicles. CO concentrations are highest where vehicles idle for extended periods of time. For this reason, CO concentrations are generally highest in the vicinity of signalized intersections where vehicles are delayed and emitting CO. Generally, concentrations approaching state air quality standards are found within about 100 feet of a roadway source. Farther from the road, the CO in the air is dispersed by the wind such that concentrations rapidly decrease.

The Minnesota Department of Transportation (MnDOT) has developed a screening method designed to identify intersections that will not cause a CO impact above state standards. MnDOT has demonstrated that even the 10 highest traffic volume intersections in the Twin Cities do not experience CO impacts. Therefore, intersections with traffic volumes lower than these 10 highest intersections will not cause a CO impact above state standards. MnDOT's screening method demonstrates that intersections with total daily approaching traffic volumes below 82,300 vehicles per day will not have the potential for causing CO air pollution problems. None of the intersections in the study area exceed the criteria that would lead to a violation of the air quality standards.

c. Dust and Odors – Describe sources, characteristics, duration, quantities, and intensity of dust and odors generated during project construction and operation. (Fugitive dust may be discussed under Item 16a). Discuss the effect of dust and odors in the vicinity of the project including nearby sensitive receptors and quality of life. Identify measures that will be taken to minimize or mitigate the effects of dust and odors.

The project may generate temporary fugitive dust emissions during demolition of existing structures and during construction. These emissions would be controlled by sweeping, watering, or sprinkling, as appropriate, or as prevailing weather and soil conditions dictate. Dust emissions are not anticipated during operations as all surfaces will either be impervious or vegetated.

The construction and operation of the project are not expected to generate objectionable odors.

17. Noise

Describe sources, characteristics, duration, quantities, and intensity of noise generated during project construction and operation. Discuss the effect of noise in the vicinity of the project including 1) existing noise levels/sources in the area; 2) nearby sensitive receptors; 3) conformance to state noise standards; and 4) quality of life. Identify measures that will be taken to minimize or mitigate the effects of noise.

Existing Noise
The project site is lawn and woodland. The existing traffic noise sources at the site are the surrounding roadways, including Highway 96 to the north.

Construction Noise
Typical construction noise will be temporarily generated by construction activities. The project will adhere to Shoreview Ordinance 209.020, which states, "No person shall engage in or permit construction activities involving the use of any kind of electric, diesel or gas-powered machine or other power equipment except between the hours of 7:00 a.m. and 9:00 p.m. on any weekday or between the hours of 8:00 a.m. and 9:00 p.m. on any weekend or holiday." A permit will be obtained from the city for work outside these hours as applicable.

Operational Noise
Operations of the project will generate noise consistent with single-family and multifamily residential uses and are not anticipated to affect quality of life for nearby properties. Building design will incorporate noise reduction technologies in interior spaces, where possible. The proposed project will comply with all applicable noise standards and ordinances.

18. Transportation

a. Describe traffic-related aspects of project construction and operation. Include 1) existing and proposed additional parking spaces; 2) estimated total average daily traffic generated; 3) estimated maximum peak hour traffic generated and time of occurrence; 4) source of trip generation rates used in the estimates; and 5) availability of transit and/or other alternative transportation modes.

The Traffic Impact Analysis for the proposed project is included in Appendix C. Below is a summary of the information included in that report.

Parking

The project site includes an existing surface parking lot that will be removed. The proposed multifamily parking includes 214 enclosed structured parking spaces and 31 surface parking spaces for a total of 245 parking spaces. The proposed residential parking does not meet city ordinances for areas zoned R-3, which require 2.5 stalls per unit. The city allows reduced parking as long as best management practices, such as proof of parking, are followed. The applicant is proposing an additional 75 parking spaces as proof of parking. An exhibit showing where the additional parking spaces could be located is provided in Appendix H. The construction of the additional 75 parking spaces would require the conversion of the proposed above ground stormwater management to underground chambers.

Single-family parking will be consistent with the R1 zoning and subdivision standards.

Existing Traffic Volumes

Historical annual average daily traffic (AADT) data provided by MnDOT's Traffic Mapping Application was reviewed. Daily traffic counts were collected in 2019 in the study area. Table 8 provides a summary of the AADT information.

Table 8: Existing Traffic Volumes

Street Segment	Roadway Classification	Most Recent AADT	
		Volume	Year
Highway 96	Minor Arterial	21,400	2019
Snail Lake Boulevard	Local Collector	2,150	2019
Dale Street	Local Street	680	2019
Victoria Street	Local Collector	4,900	2019

Trip Generation

Based on a review of the land uses provided in the Institute of Transportation Engineers *Trip Generation Manual*, Land Use Codes (LUC) 221 Multifamily-Housing, Midrise and LUC 210 Single Family Home – Detached were determined to be most appropriate for the proposed development based on the anticipated site operations and site size. Opening year site-generated traffic projections are presented in Table 9.

Table 9: Proposed Site Trip Generation – Opening Year (2023)

Land Use Description	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Multifamily Building	160 units	726	13	46	59	38	24	62
Single-Family Homes	19 units	179	3	10	13	11	7	18
Total Site Trips		**905**	**16**	**56**	**72**	**49**	**31**	**80**

The residential development is anticipated to generate 905 daily trips with 72 AM peak hour trips (16 entering and 56 exiting) and 80 PM peak hour trips (49 entering and 31 exiting). The trips to and from the multifamily building will access the site from Highway 96, and the trips

to and from the single-family homes will access the site from Harbor Court. The anticipated trip generation is minimal compared to traffic volumes on surrounding roadways.

Transit and Other Transportation Modes

There is an existing sidewalk on the north side of Highway 96 and the Highway 96 Regional Trail on the south side. There is a pedestrian tunnel under Highway 96 that connects the regional trail to the trail north of the highway near the Shoreview Community Center. The proposed multifamily building will connect to the Highway 96 Regional Trail. There are no existing pedestrian facilities along Harbor Court, and none are proposed along the Harbor Court extension.

The project area is served by Metro Transit's Route 62, which has its northern terminus at the park-and-ride lot at the Shoreview Community Center north of Highway 96 and stops along Hodgson Road about 0.3 miles east of the project site.

b. Discuss the effect on traffic congestion on affected roads and describe any traffic improvements necessary. The analysis must discuss the project's impact on the regional transportation system. *If the peak hour traffic generated exceeds 250 vehicles or the total daily trips exceeds 2,500, a traffic impact study must be prepared as part of the EAW.* Use the format and procedures described in the Minnesota Department of Transportation's Access Management Manual, Chapter 5 *(available at: http://www.dot.state.mn.us/accessmanagement/resources.html)* or a similar local guidance.

The traffic analysis evaluated intersection capacity for the following intersections:

- Highway 96 & Victoria Street
- Highway 96 & Dale Street
- Highway 96 & Right-In/Right-Out Access
- Highway 96 & Snail Lake Boulevard
- Snail Lake Boulevard & Harbor Court

The capacity of an intersection quantifies its ability to accommodate traffic volumes and is expressed in terms of level of service (LOS), measured in average delay per vehicle. LOS grades range from A to F, with LOS A being the highest (best traffic flow and least delay), LOS E as saturated or at-capacity conditions, and LOS F being the lowest (oversaturated conditions). LOS D or better is generally considered acceptable operating conditions. The capacity analysis was performed to determine the delay and LOS for the study intersections for the Existing Year (2021) and Opening Year (2023) conditions. The analysis scenarios are summarized below:

- Existing Year (2021) – All study intersections operate at LOS A in the AM and PM peak hours with current traffic volumes.
- Opening Year (2023) No-Build Conditions – The No-Build traffic volumes are the anticipated future traffic volumes with area growth taken into consideration. In this scenario, access would not be provided to the proposed site. All study intersections are anticipated to operate at LOS A in the AM and PM peak hours.
- Opening Year (2023) Build Conditions – The Build traffic volumes would be the anticipated traffic from the proposed development in addition to the Opening Year

(2023) No-Build traffic volumes. In this scenario, access would be provided to the proposed site based on the site plan. All study intersections are anticipated to operate at LOS A in the AM and PM peak hours.

c. Identify measures that will be taken to minimize or mitigate project related transportation effects.

Based on the analysis results, a right-turn lane warrant analysis was completed for the intersection of Highway 96 and the multifamily site access. A right-turn lane is warranted at the intersection with the Opening Year Build (2023) approach volumes, based on PM peak hour volumes. An eastbound right-turn lane should be provided at the multifamily site access to improve safety and operations along Highway 96. No other geometric or operational mitigations are recommended in the study area.

19. Cumulative Potential Effects

a. Describe the geographic scales and timeframes of the project related environmental effects that could combine with other environmental effects resulting in cumulative potential effects.

Cumulative potential effects are defined as "the effect on the environment that results from the incremental effects of a project in addition to other projects in the environmentally relevant area that might reasonably be expected to affect the same environmental resources, including future projects actually planned or for which a basis of expectation has been laid, regardless of what person undertakes the other projects or what jurisdictions have authority over the projects."[8] The geographic areas considered for cumulative potential effects are those near the project site (within approximately one-half mile), and the timeframe considered includes projects that would be constructed in the reasonably foreseeable future.

b. Describe any reasonably foreseeable future projects (for which a basis of expectation has been laid) that may interact with environmental effects of the proposed project within the geographic scales and timeframes identified above.

The proposed project is in a developed community, and while the PDAs show the potential for redevelopment, there are no current or pending proposals. No reasonably foreseeable future projects have been identified within the project vicinity.

c. Discuss the nature of the cumulative potential effects and summarize any other available information relevant to determining whether there is potential for significant environmental effects due to these cumulative effects.

No reasonably foreseeable future projects have been identified within the project vicinity; therefore, no cumulative potential effects have been identified.

[8] Minnesota Rules, part 4410.0200, subpart 11a

20. Other Potential Environmental Effects

If the project may cause any additional environmental effects not addressed by Items 1 to 19, describe the effects here, discuss the how the environment will be affected, and identify measures that will be taken to minimize and mitigate these effects.

All known environmental effects are addressed in the preceding sections. The proposed project includes a number of sustainability measures, including:

- A solar-ready roof on the multifamily building
- Electric vehicle charging-ready parking spaces in the multifamily building parking structure
- Enhanced air sealing between units for improved energy efficiency and indoor air quality
- LED lighting

RGU Certification

*The Environmental Quality Board will only accept **SIGNED** Environmental Assessment Worksheets for public notice in the EQB Monitor.*

I hereby certify that:

- The information contained in this document is accurate and complete to the best of my knowledge.
- The EAW describes the complete project; there are no other projects, stages, or components other than those described in this document, which are related to the project as connected actions or phased actions, as defined at Minnesota Rules, parts 4410.0200, subparts 9c and 60, respectively,
- Copies of this EAW are being sent to the entire EQB distribution list.

Signature _____ Date _____

Title _____

FIGURES

Figure 1: County Map

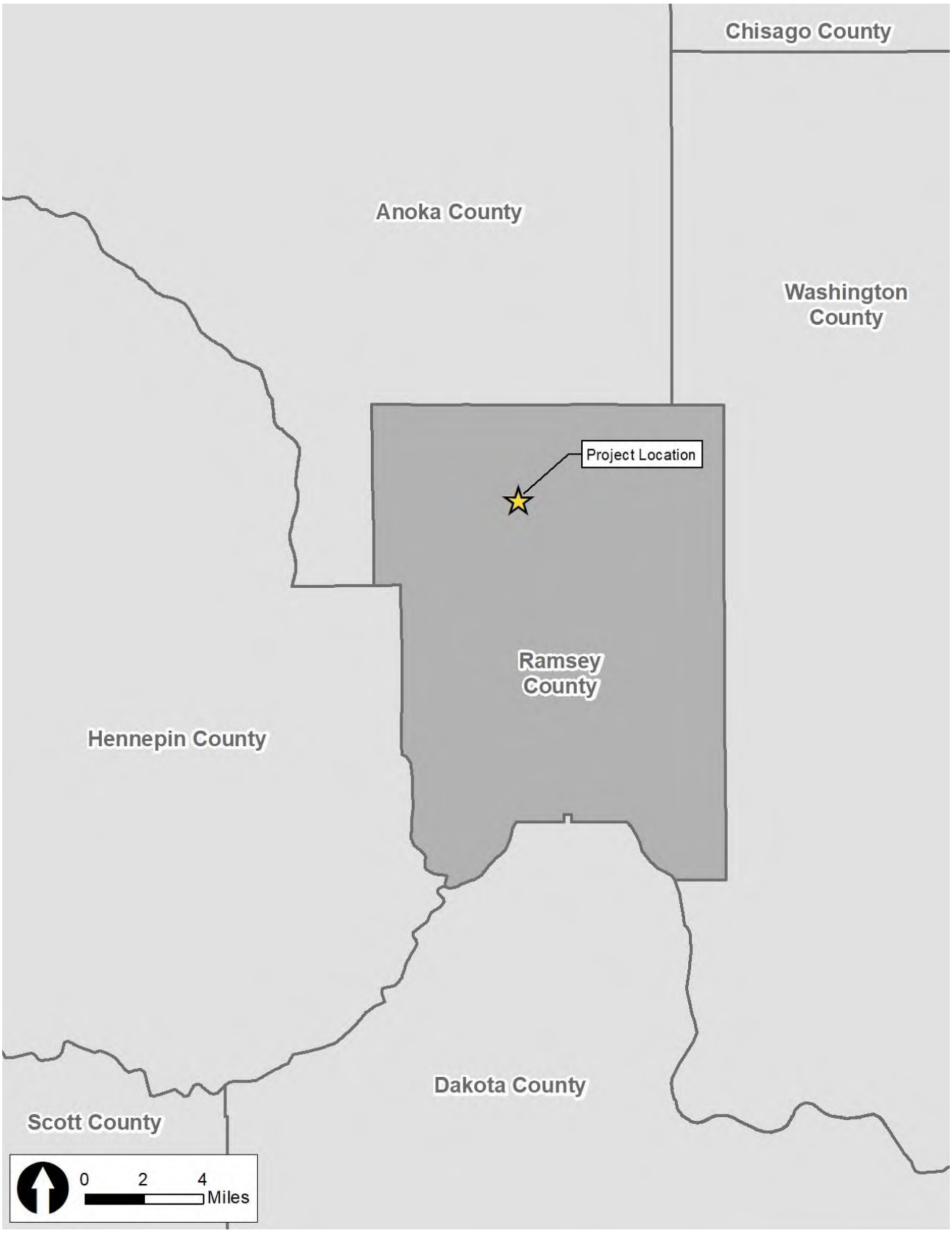


Figure 2: USGS Map

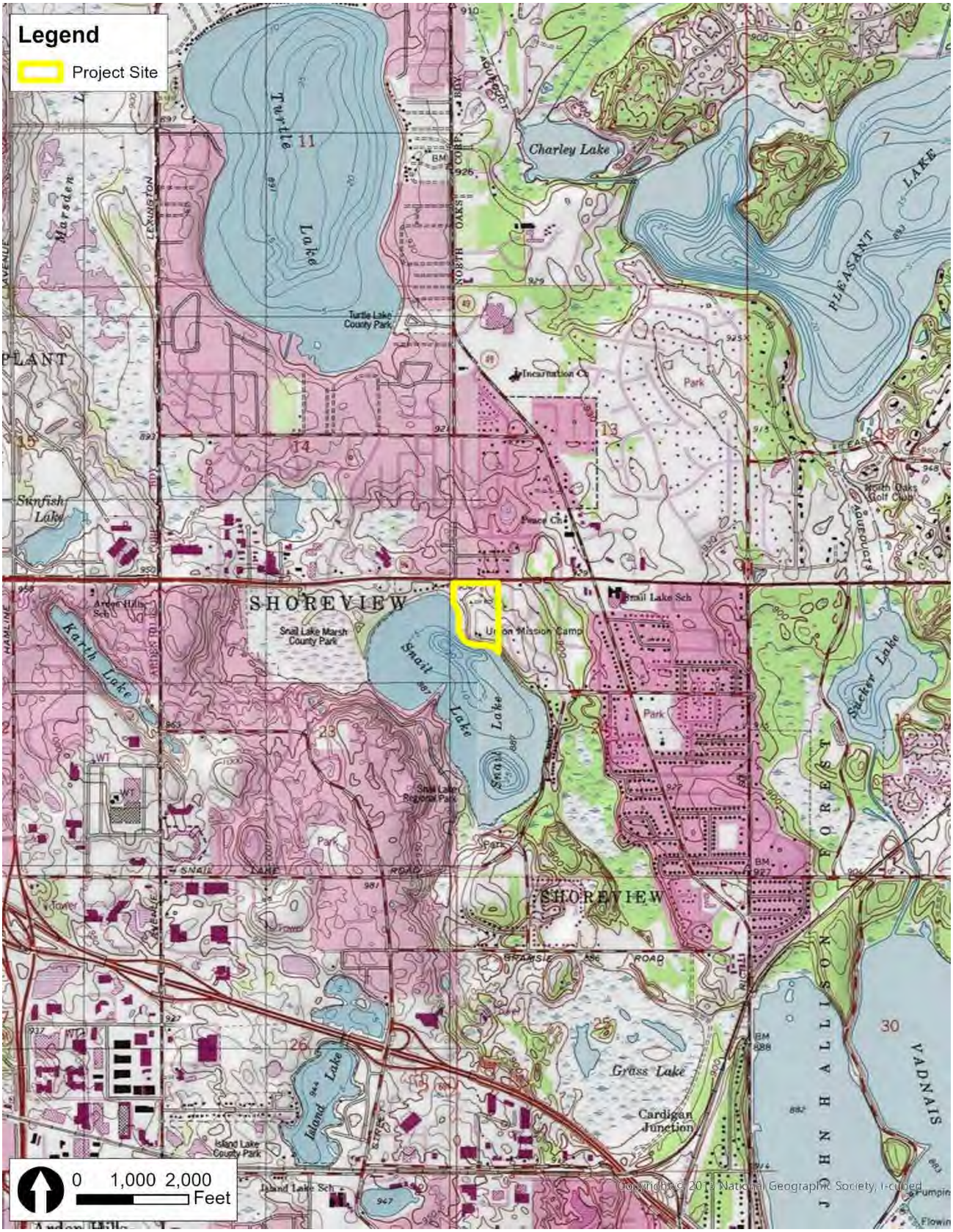


Figure 3: Existing Conditions

Figure 4: Proposed Development

Figure 5: Existing Project Site Cover Types

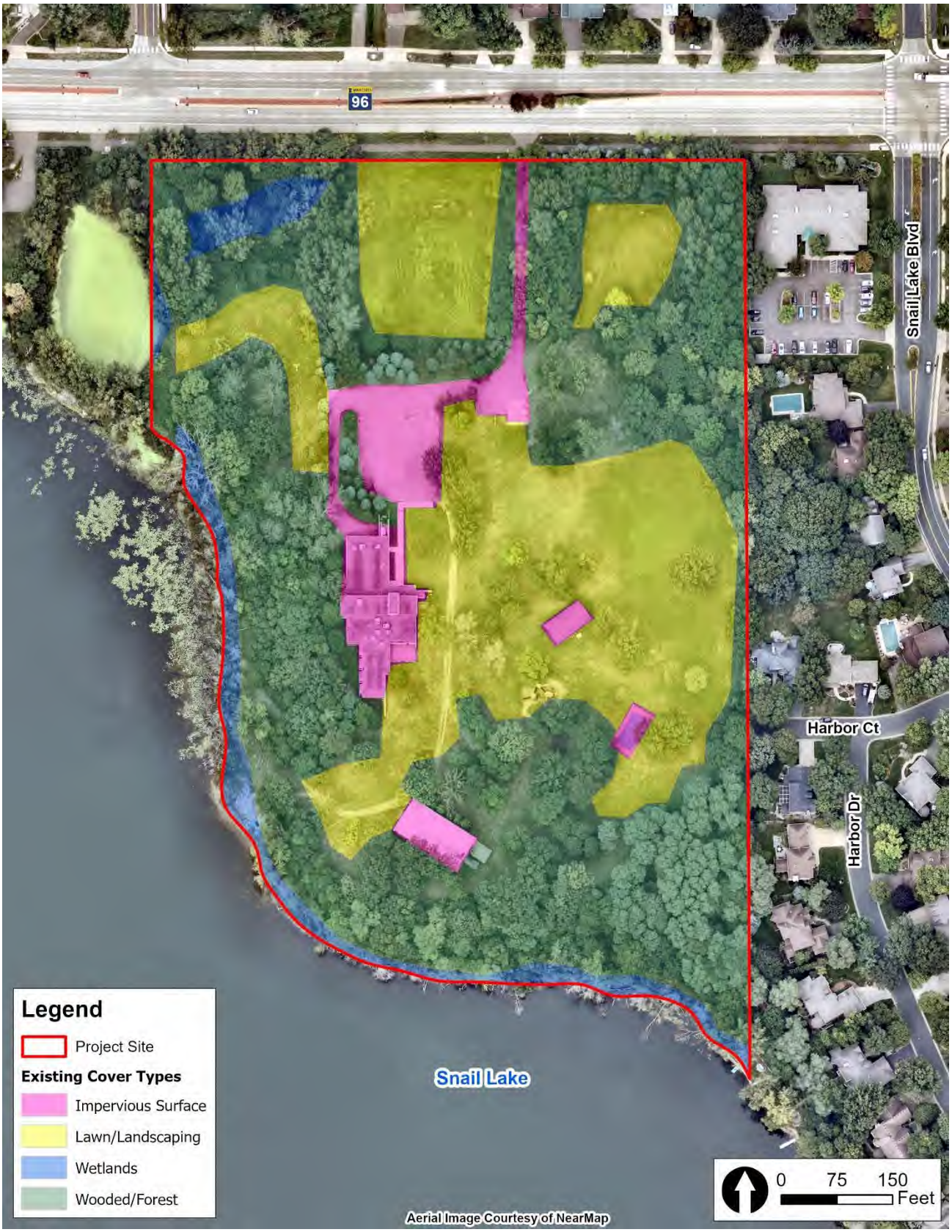


Figure 6: Existing Land Use

Figure 7: Future Land Use

Figure 8: Water Resources Within One Mile

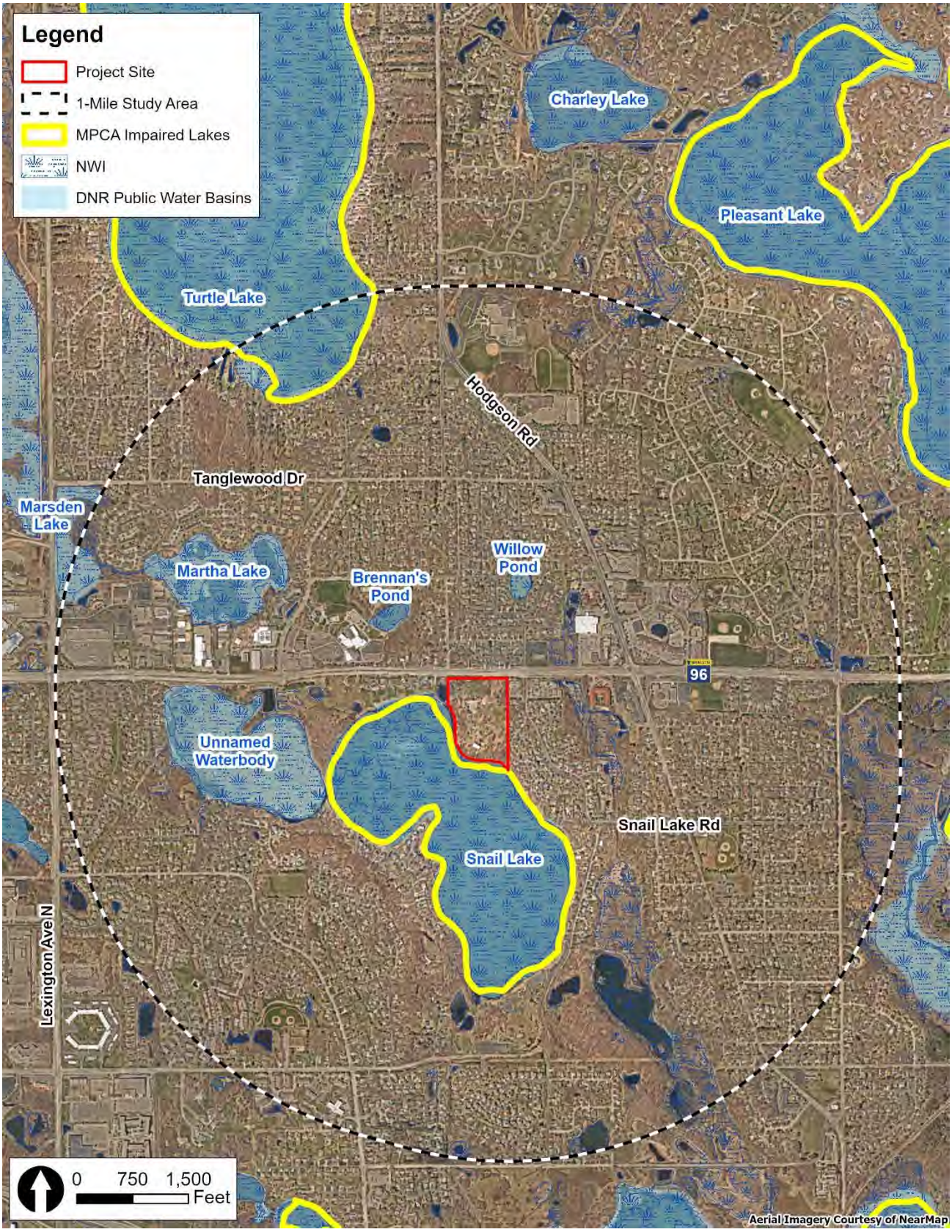
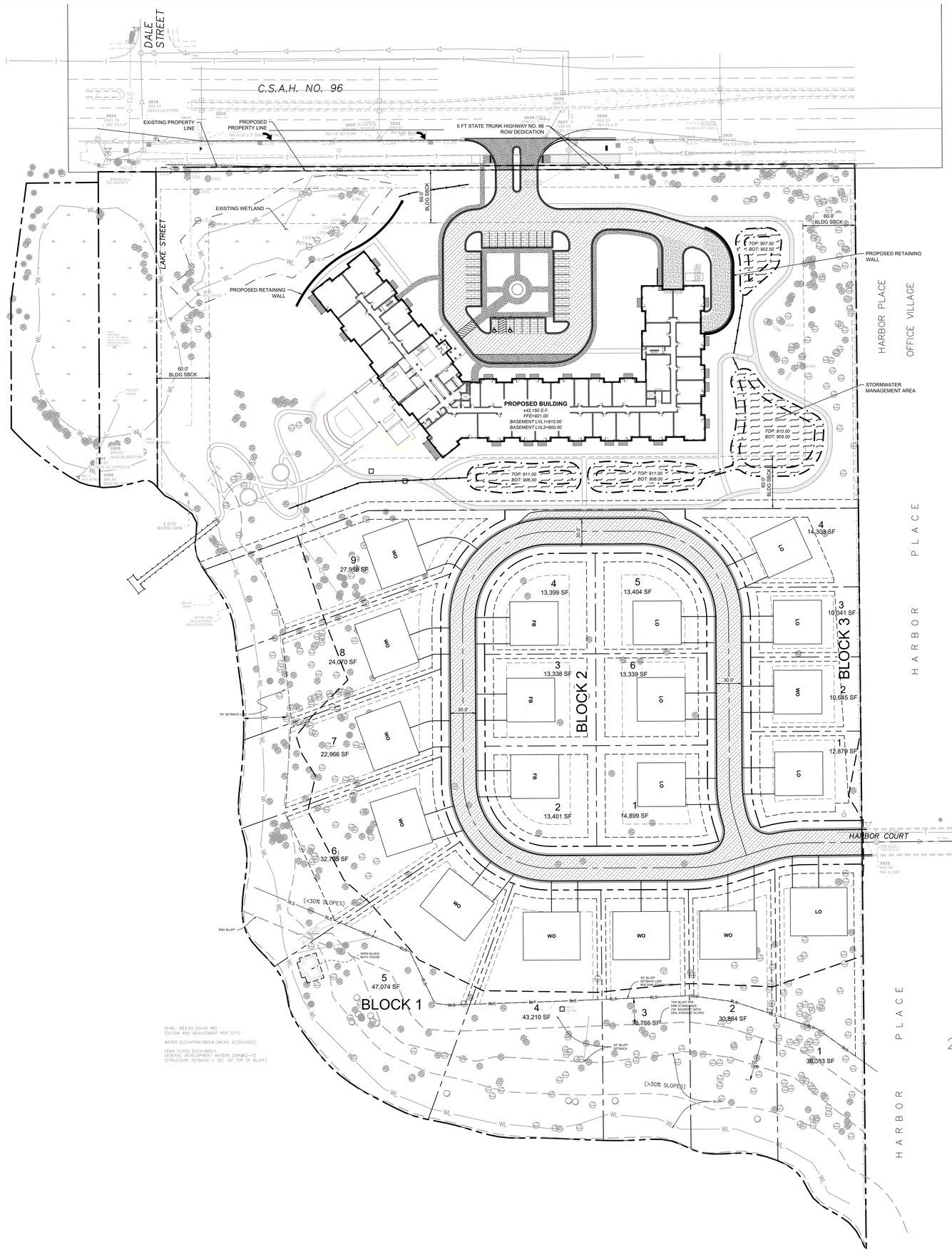


Figure 9: Water Resources on Site

Figure 10: Wells Within 150 Feet

APPENDIX A

Proposed Site Plan



LEGEND

- PROPERTY LINE
- PROPOSED FENCE
- SETBACK LINE
- RETAINING WALL
- PROPOSED CURB AND GUTTER
- PROPOSED HEAVY DUTY ASPHALT
- PROPOSED STANDARD DUTY ASPHALT
- PROPOSED CONCRETE PAVEMENT
- PROPOSED STORMWATER MANAGEMENT AREA
- PROPOSED CONCRETE SIDEWALK

SITE PLAN NOTES

1. ALL WORK AND MATERIALS SHALL COMPLY WITH ALL CITY/COUNTY REGULATIONS AND CODES AND O.S.H.A. STANDARDS.
2. CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF VESTIBULES, SLOPE PAVING, SIDEWALKS, EXIT PORCHES, TRUCK DOCKS, PRECISE BUILDING DIMENSIONS AND EXACT BUILDING UTILITY ENTRANCE LOCATIONS.
3. ALL INNER CURBED RADII ARE TO BE <3> AND OUTER CURBED RADII ARE TO BE <10> UNLESS OTHERWISE NOTED. STRIPED RADII ARE TO BE 5'.
4. ALL DIMENSIONS AND RADII ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
5. EXISTING STRUCTURES WITHIN CONSTRUCTION LIMITS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS NECESSARY. ALL COST SHALL BE INCLUDED IN BASE BID.
6. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL RELOCATIONS, (UNLESS OTHERWISE NOTED ON PLANS) INCLUDING BUT NOT LIMITED TO, ALL UTILITIES, STORM DRAINAGE, SIGNS, TRAFFIC SIGNALS & POLES, ETC. AS REQUIRED. ALL WORK SHALL BE IN ACCORDANCE WITH GOVERNING AUTHORITIES REQUIREMENTS AND PROJECT SITE WORK SPECIFICATIONS AND SHALL BE APPROVED BY SUCH. ALL COST SHALL BE INCLUDED IN BASE BID.
7. SITE BOUNDARY, TOPOGRAPHY, UTILITY AND ROAD INFORMATION TAKEN FROM A SURVEY BY E.G. RUD & SONS, INC., DATED 07/01/2021.
8. KIMLEY-HORN ASSUMES NO LIABILITY FOR ANY ERRORS, INACCURACIES, OR OMISSIONS CONTAINED THEREIN.
9. TOTAL LAND AREA IS 18.44 ACRES.
10. PYLON / MONUMENT SIGNS SHALL BE CONSTRUCTED BY OTHERS. SIGNS ARE SHOWN FOR GRAPHICAL & INFORMATIONAL PURPOSES ONLY. CONTRACTOR TO VERIFY SIZE, LOCATION AND ANY REQUIRED PERMITS NECESSARY FOR THE CONSTRUCTION OF THE PYLON / MONUMENT SIGN.
11. CONTRACTOR SHALL REFERENCE ARCH / MEP PLANS FOR SITE LIGHTING AND ELECTRICAL PLAN.
12. NO PROPOSED LANDSCAPING SUCH AS TREES OR SHRUBS, ABOVE AND UNDERGROUND STRUCTURES, OR OTHER OBSTRUCTIONS SHALL BE LOCATED WITHIN EXISTING OR PROPOSED UTILITY EASEMENTS AND RIGHTS OF WAY UNLESS SPECIFICALLY NOTED ON PLANS OTHERWISE.
13. REFERENCE ARCHITECTURAL PLANS FOR DUMPSTER ENCLOSURE DETAILS.
14. REFER TO FINAL PLAT OR ALTA SURVEY FOR EXACT LOT AND PROPERTY BOUNDARY DIMENSIONS.
15. ALL AREAS ARE ROUNDED TO THE NEAREST SQUARE FOOT.
16. ALL DIMENSIONS ARE ROUNDED TO THE NEAREST TENTH FOOT.
17. ALL PARKING STALLS TO BE <9'> IN WIDTH AND <18'> IN LENGTH UNLESS OTHERWISE INDICATED.
18. THERE ARE 0.00 ACRES OF WETLAND IMPACTS.
19. FOR OFFSITE IMPROVEMENTS, SEE THE <OFFSITE PLANS> IMPROVEMENTS PLANS.

PROPERTY SUMMARY

580 HIGHWAY 96 DEVELOPMENT	
TOTAL PROPERTY AREA	18.44 AC
LAKE STREET ADDITION	0.29 AC
RIGHT OF WAY DEDICATION	0.09 AC
NET PROPERTY AREA	18.64 AC
NORTH PARCEL	7.29 AC
SOUTH PARCEL	11.35 AC
NORTH PARCEL PERVIOUS	4.34 AC
NORTH PARCEL IMPERVIOUS	2.95 AC
SOUTH PARCEL PERVIOUS	8.60 AC
SOUTH PARCEL IMPERVIOUS	2.75 AC
TOTAL DISTURBED AREA	8.66 AC

ZONING SUMMARY	
EXISTING ZONING	PUD
PROPOSED ZONING NORTH PARCEL SOUTH PARCEL	 R3 - MULTI-FAMILY DWELLING RESIDENTIAL R1 - DETACHED RESIDENTIAL
PARKING SETBACKS	SIDE/REAR = 5' ROAD/FRONT = 20'
BUILDING SETBACKS (MULTIFAMILY RESIDENTIAL)	FRONT = 30'; 60'* SIDE = 30; 60'* REAR = 30'; 60'*
BUILDING SETBACKS (SINGLE FAMILY RESIDENTIAL)	VARIES BY TYPE OF LOT
PROPOSED SURFACE PARKING	31 SPACES
PROPOSED UNDERGROUND PARKING	214 SPACES
PROPOSED PROOF OF PARKING	75 SPACES

*PER ZONING R3 CITY CODE, BUILDING HEIGHT OF 35 FEET MAY BE EXCEEDED IF FOR EVERY ADDITIONAL FOOT OF HEIGHT THERE IS AN ADDITIONAL FOOT OF SETBACK ON ALL SIDES;
BUILDING HEIGHT OF 55 FEET REQUIRES 50 FEET OF SETBACK, 30' + (65'-35')(1) = 60'
**PER CITY CODE 203.039 (E) (4), FRONT SETBACK MAY BE REDUCED IF CHARACTERISTICS OF PROPERTY (TOPOGRAPHY, DRAINAGE, UTILITY LOCATIONS, LOT COVERAGE LIMITATIONS) REQUIRE THIS SETBACK TO BE REDUCED AND THE PROPOSED SETBACK IS GENERALLY CONSISTENT WITH NEIGHBORING PROPERTIES. IN NO CASE SHALL THE FRONT SETBACK BE LESS TAHN 20 FEET UNLESS APPROVED AS A VARIANCE BY PLANNING COMMISSION.

NORTH

GRAPHIC SCALE IN FEET
0 25 50 100

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

THE TYCON COMPANIES

Tycon Hwy 96 Shoreview

580 Hwy 96
Shoreview, MN

URBANWORKS

901 NORTH THIRD STREET, SUITE 145, MINNEAPOLIS, MN 55401

CONSULTANT
Kimley»Horn
2021 KIMLEY-HORN AND ASSOCIATES, INC.
767 EUSTIS STREET,
SUITE 100, ST. PAUL, MN 55114
PHONE: 651-645-4197
WWW.KIMLEY-HORN.COM

PRELIMINARY

NOT FOR CONSTRUCTION

KHA PROJECT No: 160844010

REVISIONS

DATE	01/14/2022
KHA PROJECT #	160844010
PHASE	DESIGN DEVELOPMENT
DESIGNED BY	CJJ
DRAWN BY	BAW
CHECKED BY	TJL
SCALE	AS SHOWN

OVERALL SITE PLAN

C400

PRELIMINARY - NOT FOR CONSTRUCTION

APPENDIX B

City Parks and Trails Map

City Parks

E9 Bobby Thiesen Park 3575 Vivian Avenue | 15 acres
Soccer Field • 1.5 Basketball Courts • Skating Rink & Warming House • Trails • Shelter • 3 Tennis Courts • Volleyball

G1 Bucher Park 5900 Mackubin Street | 25 acres
2 Ball Fields • Soccer Field • 1.5 Basketball Courts • Skating Rink & Warming House • Trails • Picnic Shelter • Playground • Grills • 2 Tennis Courts

F6 Commons Park 4580 Victoria Street | 40 acres
2 Ball Fields • Soccer Field • 1.5 Basketball Courts • Skating Rink • Trails • Picnic Shelter • Playground • Grills • 2 Tennis Courts • Haffeman Pavilion

E10 Lake Judy Park 900 Arbogast Street | 5 acres
Trails • Picnic • Playground • Shelter • Grill • Half Court Basketball

D3 Heritage Park 1170 Lepak Court
Historic Lepak Larson House

E2 McCullough Park 915 County Road I | 75 acres
2 Ball Fields • Soccer Field • 1.5 Basketball Courts • Skating Rink & Warming House • Trails • Picnic Shelter & Grills • Playground • • 2 Tennis Courts • Volleyball

H2 Ponds Park 190 Sherwood Road | 1 acre
Trails • Playground

B2 Rice Creek Fields 5880 Rice Creek Parkway | 11 acres
4 Fastpitch Fields • Batting Cages • Shelter • Trails • Playground

C3 Shamrock Park 5623 Snelling Avenue | 23 acres
2 Ball Fields • 5 Soccer Fields • 1.5 Basketball Courts • Skating Rink & Warming House • Trails • Picnic Shelter & Grills • Playground • 2 Tennis Courts

G7 Sitzer Park 4344 Hodgson Road | 8 acres
2 Ball Fields • Basketball Court • Skating Rink & Warming House • Trails • Picnic Shelter• Playground • Shelter

F8 Wilson Park 815 County Road F | 13 acres
2 Ball Fields • 1.5 Basketball Courts • Skating Rink & Warming House • Trails • Playground • 2 Tennis Courts • Skate Park

County Parks

E9 Island Lake County Park 3655 Victoria Street | 167 acres
Boat Ramp • Fishing • Golf Course • Shelter • Picnic • Playground • Volleyball

G10 Lake Owasso County Park 5900 Mackubin Street | 25 acres
2 Boat Ramps • Fishing • Picnic • Nature Playground

C2 Rice Creek North Regional Trail 1951 County Road I West
Off-Leash Dog Area (5959 Lexington Avenue) • Picnic • Trails • Canoeing

G8 Vadnais-Snail Lakes Regional Park 4191 Snail Lake Blvd. | 400 acres
Boat Ramp • Fishing • Golf Course • Shelter • Picnic • Playground • Volleyball

F5 Turtle Lake County Park 915 County Road I | 75 acres
Boat Ramp • Fishing • Golf Course • Shelter • Picnic • Playground • Swimming Beach • Volleyball

Public Buildings

F5 Chippewa Middle School 5000 Hodgson Road
3 Ball Fields • Soccer Field • Hardcourt Area • Playground • Swimming Pool • 5 Tennis Courts

E11 Emmet Williams Elementary School 955 County Road D
2 Ball Fields • Playground

F10 Island Lake Elementary School 3555 Victoria Street North
2 Ball Fields • Playground

F6 Ramsey County Library 4570 Victoria Street North

Shoreview Community Center 4580 Victoria Street North
Waterpark • Indoor Playground • Fitness Center • Banquets-Meetings • Indoor Track • Gymansium

Shoreview Ice Arena 877 Highway 96
Hockey Rinks

G6 Snail Lake Education Center 350 Highway 96 West
2 Ball Fields • Basketball Court • Playground • Soccer Fields

D3 Turtle Lake Elementary School 1141 Lepak Court
2 Ball Fields • Soccer Field • Basketball Court • Playground

Shoreview
shoreviewmn.gov
shoreviewcommunitycenter.com

APPENDIX C

Traffic Impact Analysis

TRAFFIC IMPACT ANALYSIS

580 HIGHWAY 96 DEVELOPMENT

SHOREVIEW, MINNESOTA

Prepared for:

Tycon Companies & Urban Works

Prepared By:

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

JUNE 2022

Kimley»Horn

TRAFFIC IMPACT ANALYSIS

DRAFT
580 HIGHWAY 96 DEVELOPMENT

SHOREVIEW, MINNESOTA

REPORT CERTIFICATION

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

June 29, 2022

Jacob Rojer, P.E., PTOE

Date

License No. 56767

TABLE OF CONTENTS

APPENDIX

INTRODUCTION

This Traffic Impact Analysis documents the operational impacts of the proposed 160-unit apartment building and 19 single family homes off Highway 96 in Shoreview, MN. The apartment building would have a single access on Highway 96, approximately 300 feet east of Dale Street, while the single-family homes would tie into Harbor Court. The proposed development is anticipated to be constructed and open by 2023. **Exhibit 1** shows the proposed project location. All exhibits are included in **Appendix A.**

The proposed development is located on the south side of Highway 96 between Dale Street and Snail Lake Boulevard. The site is mainly surrounded by residential properties. Per discussions with the City of Shoreview, the following intersections will be included in the traffic capacity analysis:

- Highway 96 & Victoria Street
- Highway 96 & Dale Street
- Highway 96 & Snail Lake Boulevard
- Snail Lake Boulevard & Harbor Court

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

EXISTING ROADWAYS

The following provides a detailed description of Highway 96, Dale Street, Snail Lake Boulevard, Victoria Street, and Harbor Court.

Highway 96 is an east-west four-lane divided County State Aid Highway with two lanes in each direction and a center median. Highway 96 starts at Old Highway 8 in New Brighton and crosses I-35W and US Highway 10 and continues east to I-35E and Highway 61. The MnDOT Functional Classification System Map classifies Highway 96 as a Minor Arterial Roadway. The MnDOT Traffic Mapping Application reports an annual average daily traffic (AADT) of 21,400 vehicles per day (vpd) in 2019 on Highway 96. The posted speed limit on Highway 96 is 50 miles per hour (mph).

Dale Street is a two-lane north-south roadway with one lane in each direction. Dale Street is classified as a Local Collector according to the Shoreview 2040 Comprehensive Plan. The MnDOT Traffic Mapping Application reports the AADT on Dale Street as 680 vpd in 2019. The current posted speed limit on Dale Street is 30 mph.

Snail Lake Boulevard is a two-lane north-south roadway with one lane in each direction. Snail Lake Boulevard is classified as a Local Collector according to the Shoreview 2040 Comprehensive Plan. The MnDOT Traffic Mapping Application reports the AADT on Snail Lake Boulevard as 2,150 vpd in 2019. The current posted speed limit on Snail Lake Boulevard is 30 mph.

Victoria Street is a four-lane road that tapers down to a two lane north-south roadway with one lane in each direction. Victoria Street is classified as a Local Collector according to the Shoreview 2040 Comprehensive Plan. The MnDOT Traffic Mapping Application reports the AADT on Victoria Street as 4,900 vpd in 2019. The current posted speed limit on Victoria Street is 30 mph.

Harbor Court is a two-lane east-west residential roadway that currently dead ends approximately 325 feet west of Snail Lake Boulevard. Harbor Court is classified as a Local Road according to the

Shoreview 2040 Comprehensive Plan. There is no historic AADT volume or posted speed limit on Harbor Court.

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

EXISTING TRAFFIC VOLUMES

To analyze the traffic operations at the study intersection, weekday peak period turning movement counts were collected on Wednesday October 27, 2021. 24-hour counts were also collected at Highway 96 & Dale Street. **Exhibit 3** provides a summary of the weekday AM and PM peak hour turning traffic volumes. The turning movement count data is provided in **Appendix B**.

The network AM peak hour was determined to be 7:15 AM to 8:15 AM and the network PM peak hour was determined to be 4:30 PM to 5:30 PM.

BACKGROUND GROWTH AND COMMITTED TRAFFIC

Historical AADT data provided by MnDOT's Traffic Mapping Application was reviewed and compared to the 2040 estimates shown in Map 5.4 of the Shoreview Comprehensive Plan. This information was utilized to develop a background growth rate to determine forecast peak hour volumes at the study intersections for Opening Year (2023).

Table 1 provides a summary of the AADT information and the resultant growth rate. Based on future projections, volumes are anticipated to remain consistent with existing volumes. However, a 0.5% annual growth rate was conservatively applied to the Existing (2021) traffic volumes to develop the Opening Year No-Build (2023) turning movement volumes.

Table 1 – Annual Growth Rate Calculation

Street Segment	Most Recent AADT		Comprehensive Plan AADT		Annual Growth Rate
	Volume	Year	Volume	Year	
Highway 96	21,400	2019	21,000	2040	-0.1%
Snail Lake Boulevard	2,150	2019	1,800	2040	-0.8%
Dale Street	680	2019	800	2040	0.8%
Victoria Street	4,900	2019	4,100	2040	-0.8%

Exhibit 4 shows the Opening Year No-Build (2023) turning movement volumes.

PEDESTRIANS AND BICYCLES

There is an existing sidewalk on the north side of Highway 96 and a trail on the south side of Highway 96. The proposed multifamily building will connect to the trail along Highway 96. A sidewalk connection will also be provided between the multifamily and single-family homes. The extension of Harbor Court will have a sidewalk built to the edge of the property. There are currently no pedestrian facilities along Harbor Court.

PROPOSED DEVELOPMENT

SITE TRIP GENERATION

The trip-generating potential of the proposed development was calculated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual, Eleventh Edition*. Standard ITE trip rates were used to develop the total trips generated by the site.

The average rate for ITE Land Use Code 221 (Multifamily-Housing, Mid-Rise) and ITE Land Use Code 210 (Single Family Home – Detached) were used to calculate the trip generation potential of the site. **Table 2** provides a summary of the number of trips anticipated to be generated during the weekday AM and PM peak hours. As shown, the site is anticipated to generate 72 new trips during the AM peak hour (16 entering, 56 exiting) and 80 new trips during the PM peak hour (49 entering, 31 exiting).

Table 2 – Site Trip Generation

Land Use Description	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Apartment Building (ITE 221)	160 units	726	13	46	59	38	24	62
Single Family Homes (ITE 210)	19 units	179	3	10	13	11	7	18
Total Site Generated Trips		**905**	**16**	**56**	**72**	**49**	**31**	**80**

For this analysis, it was assumed that all site trips will be vehicle trips. There was no mode split reduction for trips via transit, biking, or walking.

SITE TRIP DISTRIBUTION AND ASSIGNMENT

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

- 50% to/from the west on Highway 96
- 50% to/from the east on Highway 96

In general, the following global trip distribution was assumed for the single-family development:

- 40% to/from the west on Highway 96
- 10% to/from the east on Highway 96
- 50% to/from the south on Snail Lake Boulevard

The trip distribution for the site-generated traffic is shown in **Exhibit 5** for the apartment building trips and in **Exhibit 6** for the single-family home trips**.**

Access to the development will be provided from both Highway 96 and Harbor Court. All apartment building trips will utilize the Right In Right Out (RIRO) access off Highway 96 while all the single-family trips will utilize the access at Harbor Court. The proposed site plan is included in **Appendix C**. The site trips were assigned to the study intersections as shown in **Exhibit 7.**

CAPACITY ANALYSIS

A capacity analysis was performed to quantify the delay and level of service at the study intersections during the weekday AM and PM peak hours.

The capacity of an intersection quantifies its ability to accommodate traffic volumes and is measured in average delay per vehicle. It is expressed in terms of level of service (LOS) which ranges from A to F, with LOS A as the highest (best traffic flow and least delay), LOS E as saturated or at-capacity conditions, and LOS F as the lowest (oversaturated conditions). The LOS grades shown below, which are provided in the Transportation Research Board's Highway Capacity Manual (HCM), quantify and categorize the driver's discomfort, frustration, fuel consumption, and travel times experienced as a result of intersection control and the resulting traffic queuing. A detailed description of each LOS rating can be found in **Table 3**. The range of control delay for each rating (as detailed in the HCM) is also shown in Table 3. Because signalized intersections are expected to carry a larger volume of vehicles and stopping is required during red time, higher delays are tolerated for the corresponding LOS ratings.

Table 3 – Level of Service Information

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

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

- Existing Year (2021)
- Opening Year No-Build (2023)
- Opening Year Build (2023)

The overall intersection LOS for the side street stop-controlled intersection was not reported because the minimal delay for the major street through movements skews the weighted overall intersection delay. In this case, the worst side street stop-controlled movement was reported for the overall intersection LOS.

EXISTING YEAR (2021) CONDITIONS

The traffic volumes shown in **Exhibit 3** were used in the Existing Year (2021) analysis. **Tables 4 & 5** show the LOS and delay for the study intersections under Existing Year (2021) conditions during the AM and PM peak hours, respectively.

Based on the analysis, the study intersections are currently operating at LOS A during the AM peak hour and PM peak hour. At Highway 96 & Dale Street, the worst side street stop-controlled movement is operating at LOS C in the AM peak hour and LOS D in the PM peak hour. There are a few minor left-turn movements at the signalized intersections that operate near the LOS D/E threshold, but this is not uncommon with low volume turning movements. All 95th percentile queues are within their storage capacity. The SimTraffic reports are provided in **Appendix D**.

Table 4 – Existing Year (2021) AM Peak Hour Intersection Analysis

Intersection	Control	Approach	Operations by Movement						Overall Intersection	
			Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Highway 96 & Snail Lake Boulevard	Signal	EB	-	-	5.7	A	2.0	A	7.0	A
		WB	58.4	E	4.1	A	1.0	A		
		NB	44.8	D	0.0	A	4.9	A		
		SB	42.3	D	45.2	D	11.4	B		
Snail Lake Boulevard & Harbor Court	All Way Stop	EB	3.4	A	-	-	-	-	0.6	A
		WB	-	-	-	-	-	-		
		NB	-	-	0.0	A	-	-		
		SB	-	-	0.9	A	0.7	A		
Highway 96 & Dale Street	Side Street Stop	EB	8.3	A	1.8	A	-	-	22.1*	C*
		WB	-	-	1.8	A	1.8	A		
		NB	-	-	-	-	-	-		
		SB	22.1	C	-	-	6.1	A		
Highway 96 & Victoria Street	Signal	EB	55.3	E	1.1	A	-	-	8.4	A
		WB	-	-	8.9	A	4.3	A		
		NB	-	-	-	-	-	-		
		SB	58.7	E	-	-	-	-		

* Worst Side Street Movement

Table 5 – Existing Year (2021) PM Peak Hour Intersection Analysis

Intersection	Control	Approach	Operations by Movement						Overall Intersection	
			Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Highway 96 & Snail Lake Boulevard	Signal	EB	58.0	E	7.5	A	5.6	A	8.5	A
		WB	64.2	E	4.3	A	4.2	A		
		NB	47.8	D	51.5	D	14.0	B		
		SB	47.3	D	52.9	D	15.4	B		
Snail Lake Boulevard & Harbor Court	All Way Stop	EB	5.4	A	-	-	-	-	6.2	A
		WB	-	-	-	-	-	-		
		NB	-	-	5.8	A	-	-		
		SB	-	-	6.4	A	6.9	A		
Highway 96 & Dale Street	Side Street Stop	EB	11.4	B	2.6	A	-	-	26.5*	D*
		WB	-	-	2.1	A	3.0	A		
		NB	-	-	-	-	-	-		
		SB	26.5	D	-	-	11.7	B		
Highway 96 & Victoria Street	Signal	EB	54.9	D	2.5	A	-	-	8.2	A
		WB	-	-	6.1	A	4.8	A		
		NB	-	-	-	-	-	-		
		SB	56.5	E	-	-	10.6	B		

* Worst Side Street Movement

OPENING YEAR NO-BUILD (2023) CONDITIONS

A capacity analysis was performed for Opening Year No-Build (2023) conditions in order to develop baseline operating conditions for the opening year. The analysis was performed using Synchro/SimTraffic with existing intersection geometry and control, existing peak hour factors and signal timing information, and the traffic volumes shown in **Exhibit 4**. **Tables 6 & 7** show the LOS and delay for the study intersections under Opening Year No-Build (2023) conditions during the AM and PM peak hours, respectively.

Similar to the Existing Year (2021) conditions, the study intersections are expected to operate at LOS A during the AM peak hour and PM peak hour. The worst side street stop-controlled movements at Highway 96 & Dale Street are still expected to operate at LOS C and LOS D during the AM and PM peak hours, respectively. There are a few minor left-turn movements at the signalized intersections that are anticipated to operate near the LOS D/E threshold, but this is not uncommon with low volume turning movements. All 95th percentile queues are within their storage capacity. The SimTraffic reports are provided in **Appendix D**.

Table 6 – Opening Year No-Build (2023) AM Peak Hour Intersection Analysis

Intersection	Control	Approach	Operations by Movement						Overall Intersection	
			Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Highway 96 & Snail Lake Boulevard	Signal	EB	-	-	5.7	A	1.9	A	7.3	A
		WB	54.9	D	4.1	A	1.1	A		
		NB	43.3	D	0.0	A	5.0	A		
		SB	42.8	D	40.5	D	15.4	B		
Snail Lake Boulevard & Harbor Court	All Way Stop	EB	4.2	A	-	-	-	-	0.7	A
		WB	-	-	-	-	-	-		
		NB	-	-	0.0	A	-	-		
		SB	-	-	1.0	A	0.5	A		
Highway 96 & Dale Street	Side Street Stop	EB	11.5	B	1.9	A	-	-	19.5*	C*
		WB	-	-	1.8	A	1.1	A		
		NB	-	-	-	-	-	-		
		SB	19.5	C	-	-	7.8	A		
Highway 96 & Victoria Street	Signal	EB	53.4	D	1.4	A	-	-	9.6	A
		WB	-	-	10.4	B	4.5	A		
		NB	-	-	-	-	-	-		
		SB	54.1	D	-	-	10.1	B		

* Worst Side Street Movement

Table 7 – Opening Year No-Build (2023) PM Peak Hour Intersection Analysis

Intersection	Control	Approach	Operations by Movement						Overall Intersection	
			Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Highway 96 & Snail Lake Boulevard	Signal	EB	59.6	E	8.1	A	5.3	A	9.7	A
		WB	57.3	E	5.4	A	4.8	A		
		NB	49.2	D	41.1	D	14.8	B		
		SB	46.4	D	46.0	D	20.1	C		
Snail Lake Boulevard & Harbor Court	All Way Stop	EB	4.8	A	-	-	-	-	6.4	A
		WB	-	-	-	-	-	-		
		NB	-	-	5.8	A	-	-		
		SB	-	-	6.7	A	7.9	A		
Highway 96 & Dale Street	Side Street Stop	EB	12.0	B	2.8	A	-	-	25.2*	D*
		WB	-	-	2.4	A	3.4	A		
		NB	-	-	-	-	-	-		
		SB	25.2	D	-	-	10.0	A		
Highway 96 & Victoria Street	Signal	EB	56.2	E	2.9	A	-	-	8.5	A
		WB	-	-	5.6	A	4.7	A		
		NB	-	-	-	-	-	-		
		SB	56.3	E	-	-	12.5	B		

* Worst Side Street Movement

OPENING YEAR BUILD (2023) CONDITIONS

Opening Year Build (2023) conditions were analyzed to determine any traffic impacts from the addition of the site traffic to the study intersections. Opening Year Build (2023) conditions turning movement volumes were developed by adding the site trips in **Exhibit 7** to the Opening Year No-Build (2023) conditions turning movement volumes in **Exhibit 4**. The Opening Year Build (2023) turning movement volumes are shown in **Exhibit 8**. **Tables 8 & 9** show the LOS and delay for the study intersections under Opening Year Build (2023) conditions during the AM and PM peak hours, respectively.

Intersection control, signal timings and intersection geometry were not changed from Opening Year No-Build (2023) analysis.

Similar to the Opening Year No-Build (2023) conditions, the study intersections are expected to operate at LOS A during the AM peak hour and PM peak hour. The worst side street stop-controlled movements at Highway 96 & Dale Street are anticipated to operate at LOS C and LOS D during the AM and PM peak hours, this is consistent with Opening Year No-Build (2023) Conditions.

There are a few minor left-turn/U-turn movements at signalized intersections that operate near the LOS D/E threshold, but this is not uncommon with low volume turning movements. All 95th percentile queues are within their storage capacity. The SimTraffic reports are provided in **Appendix D**.

Table 8 – Opening Year Build (2023) AM Peak Hour Intersection Analysis

Intersection	Control	Approach	Operations by Movement						Overall Intersection	
			Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Highway 96 & Snail Lake Boulevard	Signal	EB	57.4[2]	E	5.4	A	1.4	A	9.8	A
		WB	58.8	E	6.5	A	1.7	A		
		NB	47.7	D	-	-	5.5	A		
		SB	43.0	D	52.0	D	19.6	B		
Snail Lake Boulevard & Harbor Court	All Way Stop	EB	4.9	A	-	-	2.3	A	1.0	A
		WB	-	-	-	-	-	-		
		NB	-	-	0.1	A	-	-		
		SB	-	-	1.0	A	1.3	A		
Highway 96 & Dale Street	Side Street Stop	EB	7.2	A	1.4	A	-	-	22.9[1]	C
		WB	2.0[2]	A	0.5	A	0.0	A		
		NB	-	-	-	-	-	-		
		SB	22.9	C	-	-	12.0	B		
Highway 96 & Victoria Street	Signal	EB	56.2	E	1.7	A	-	-	7.7	A
		WB	-	-	6.5	A	3.1	A		
		NB	-	-	-	-	-	-		
		SB	51.9	D	-	-	11.7	B		
Highway 96 & Multi-Family Site Access	Side Street Stop	EB	-	-	0.3	A	0.0	A	3.6[1]	A
		WB	-	-	2.1	A	-	-		
		NB	-	-	-	-	3.6	A		
		SB	-	-	-	-	-	-		

[1] Worst Side Street Movement

[2] Worst Delay reported between left-tun and U-turn movements

Table 9 – Opening Year Build (2023) PM Peak Hour Intersection Analysis

Intersection	Control	Approach	Operations by Movement						Overall Intersection	
			Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Highway 96 & Snail Lake Boulevard	Signal	EB	71.0[2]	E	7.5	A	4.6	A	10.0	A
		WB	61.8	E	6.7	A	4.7	A		
		NB	45.5	D	40.3	D	14.6	B		
		SB	44.3	D	48.4	D	17.9	B		
Snail Lake Boulevard & Harbor Court	All Way Stop	EB	4.6	A	-	-	4.8	A	6.5	A
		WB	-	-	-	-	-	-		
		NB	6.0	A	5.9	A	-	-		
		SB	-	-	7.0	A	7.4	A		
Highway 96 & Dale Street	Side Street Stop	EB	11.6	B	2.8	A	-	-	32.4[1]	D
		WB	10.8[2]	B	0.5	A	1.2	A		
		NB	-	-	-	-	-	-		
		SB	32.4	D	-	-	10.8	B		
Highway 96 & Victoria Street	Signal	EB	56.2	E	2.9	A	-	-	8.8	A
		WB	-	-	6.4	A	5.3	A		
		NB	-	-	-	-	-	-		
		SB	52.6	D	-	-	11.6	B		
Highway 96 & Multi-Family Site Access	Side Street Stop	EB	-	-	0.6	A	1.3	A	11.1[1]	B
		WB	-	-	2.3	A	-	-		
		NB	-	-	-	-	11.1	B		
		SB	-	-	-	-	-	-		

[1] Worst Side Street Movement

[2] Worst Delay reported between left-tun and U-turn movements

TURN LANE WARRANTS

To determine if an eastbound right-turn lane would be warranted at the intersection of Highway 96 & the multi-family site access with the addition of the site traffic from the proposed development, a signal warrant analysis was completed for the intersection. The necessity of turn lanes at the site accesses was analyzed using *NCHRP Report 457 - Evaluating Intersection Improvements: An Engineering Study Guide*. Highway 96 has a posted speed limit of 50 mph. Turn lane warrants were based on Opening Year Build (2023) AM and PM peak hour projections.

Table 10 summarizes the results from Figure 2-6 from NCHRP Report 457 for the addition of right-turn lane. The guidelines from NCHRP Report 457 recommend that if the plotted volumes are to the right of the curves for the speed of the major road listed, a right turn lane be considered. The analysis shows that the eastbound right turn lane will be warranted in Opening Year Build (2023) Conditions.

TABLE 10: RIGHT TURN LANE WARRANT SUMMARY

Location	Peak Hour	Major Road Volume (veh/h)	Right Turn Volume (veh/h)	Limiting Right Turn Volume (veh/h)	Right Turn Warranted yes/no?
Eastbound Right Turn Highway 96 & Multi-Family Site Access	AM	595	15	20	NO
	PM	1240	40	8	**YES**

Based on the results, it is recommended to install an eastbound right turn lane at Highway 96 & multi-family site access into the proposed development because it is expected to be warranted under Opening Year Build (2023) conditions. It will also create a safer driving experience on Highway 96 by providing a space for right turning vehicles to decelerate apart from through traffic. The figures are included in **Appendix E**.

CONCLUSIONS AND RECOMMENDATIONS

UrbanWorks Architecture is proposing a 160-unit apartment building and 19 single family homes off Highway 96 in Shoreview, MN. The apartment building would have a single access off Highway 96, approximately 300 feet east of Dale Street while the single-family homes tie into Harbor Court. The site is anticipated to generate 72 new trips during the AM peak hour (16 entering, 56 exiting) and 80 new trips during the PM peak hour (49 entering, 31 exiting).

A capacity analysis was performed for Existing Year (2021) conditions, Opening Year No-Build (2023) conditions, and Opening Year Build (2023) conditions. In all three scenarios, the study intersections are anticipated to operate at LOS A in the AM and PM peak hours. There are a few minor left-turn/U-turn movements at signalized intersections that operate near the LOS D/E threshold, but this is not uncommon with low volume turning movements. All 95th percentile queues are within their storage capacity.

A right-turn lane warrant analysis was completed for the intersection of Highway 96 & multi-family site access intersection. A right-turn lane is warranted at the intersection with the Opening Year Build (2023) approach volumes, based on PM peak hour volumes. An eastbound right-turn lane should be provided at the multi-family site access to improve safety and operations along Highway 96. No other geometric or operational mitigations are recommended in the study area.

APPENDIX

A. Exhibits

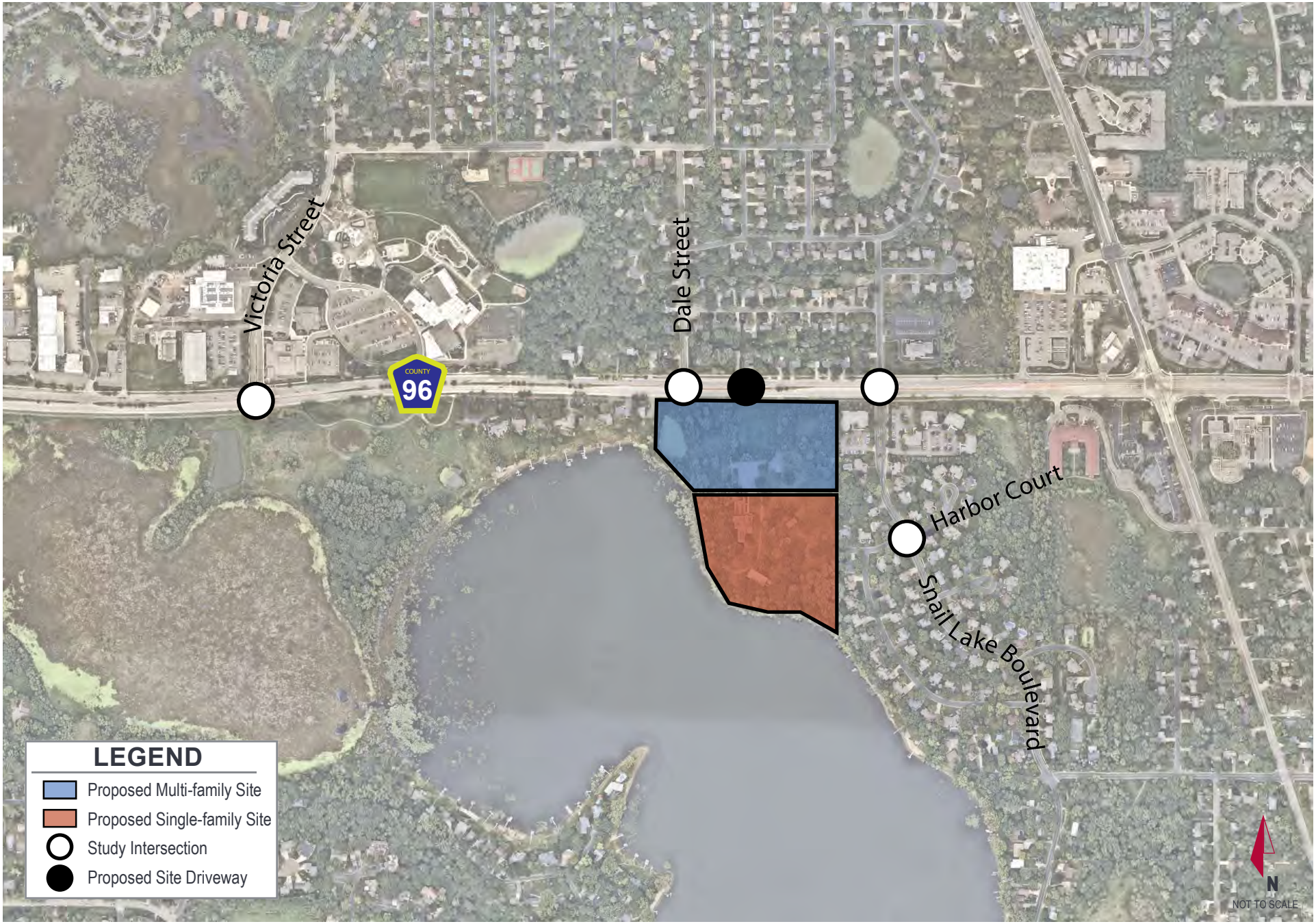
B. Turning Movement Counts

C. Site Layout Exhibit

D. SimTraffic Analysis Results

E. Turn Lane Warrant Analysis

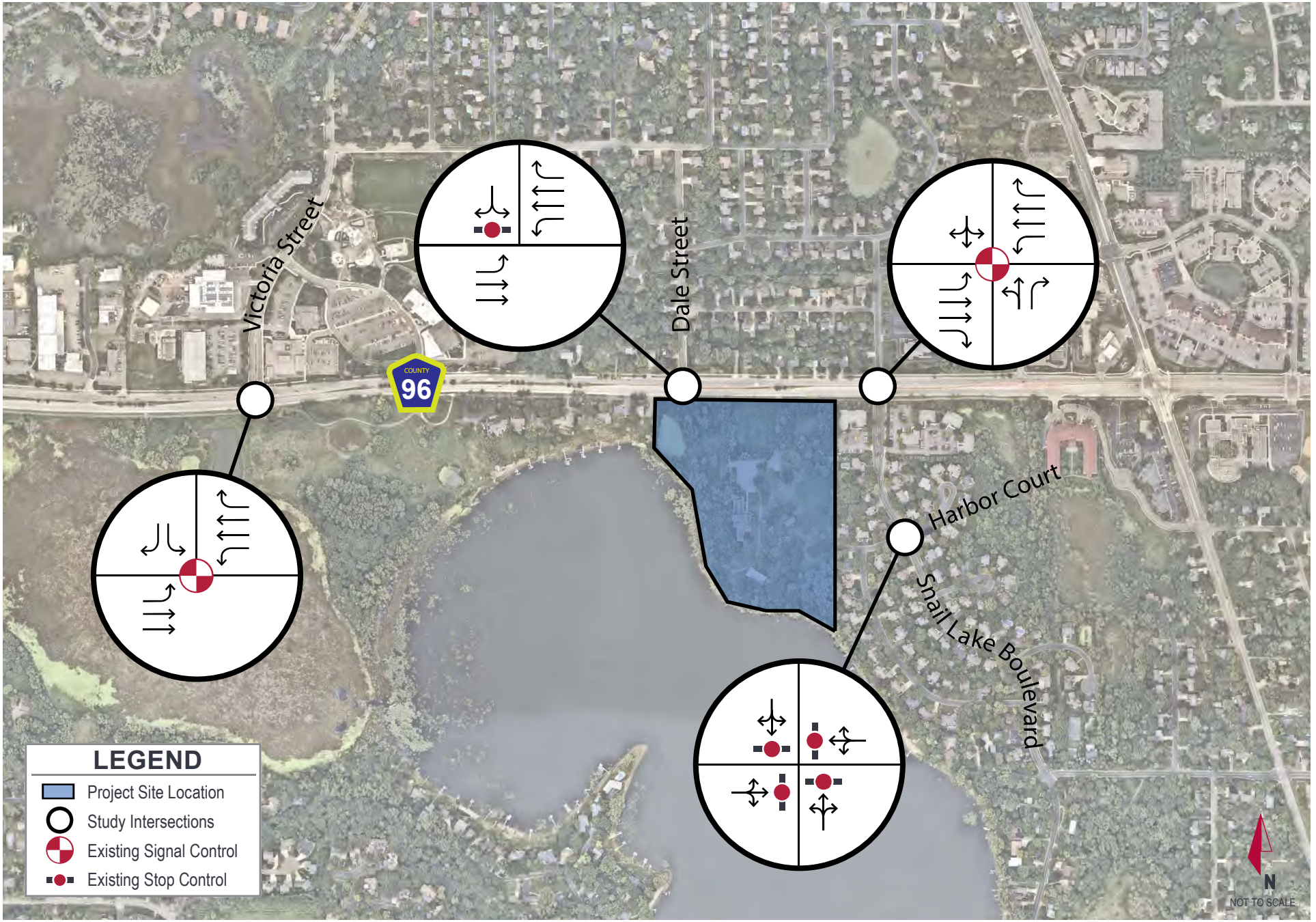
Appendix A:
Exhibits



Kimley»Horn

EXHIBIT 1

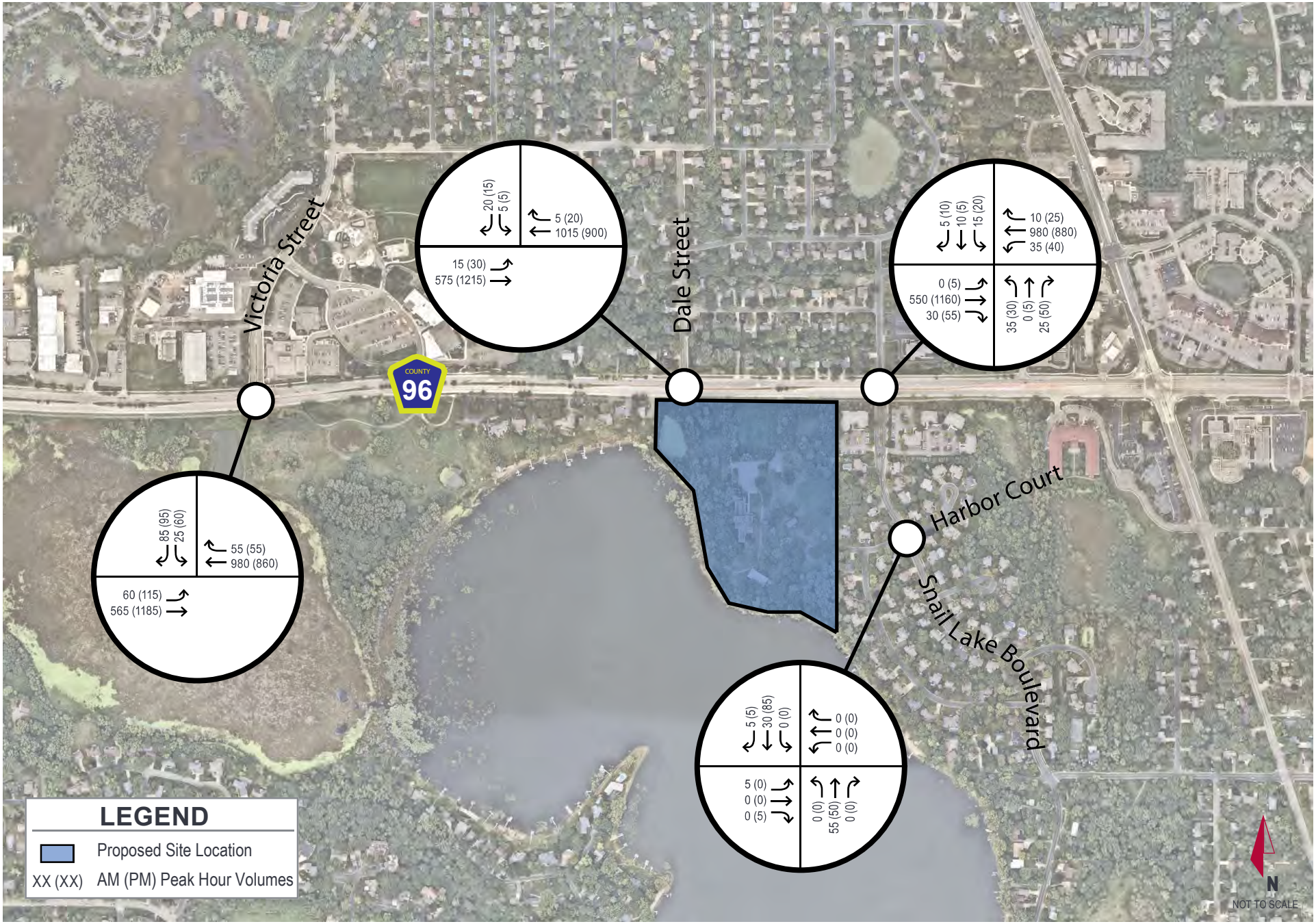
PROJECT SITE LOCATION AND STUDY AREA



Kimley»Horn

EXHIBIT 2

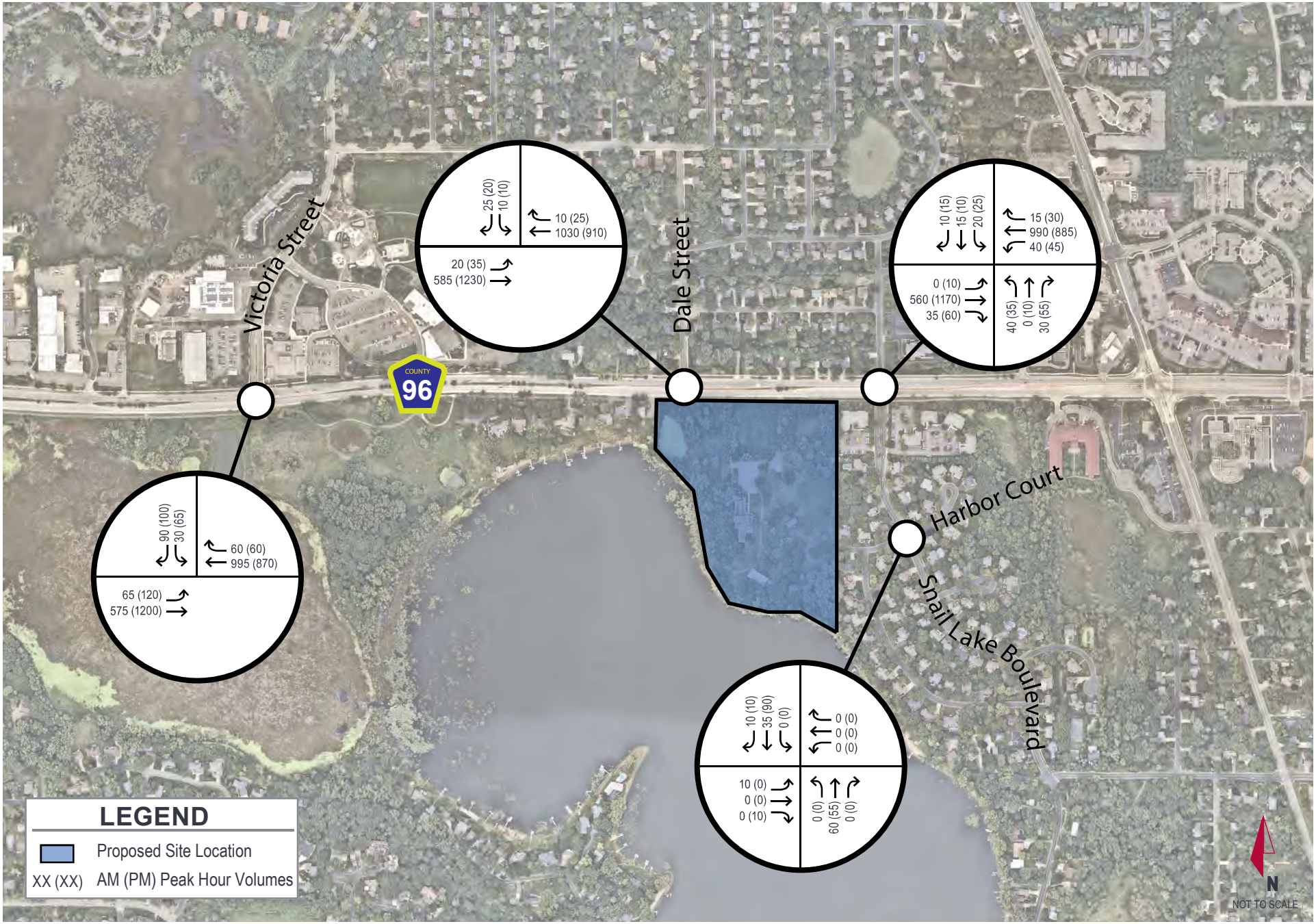
EXISTING GEOMETRY AND INTERSECTION CONTROL



Kimley»Horn

EXHIBIT 3

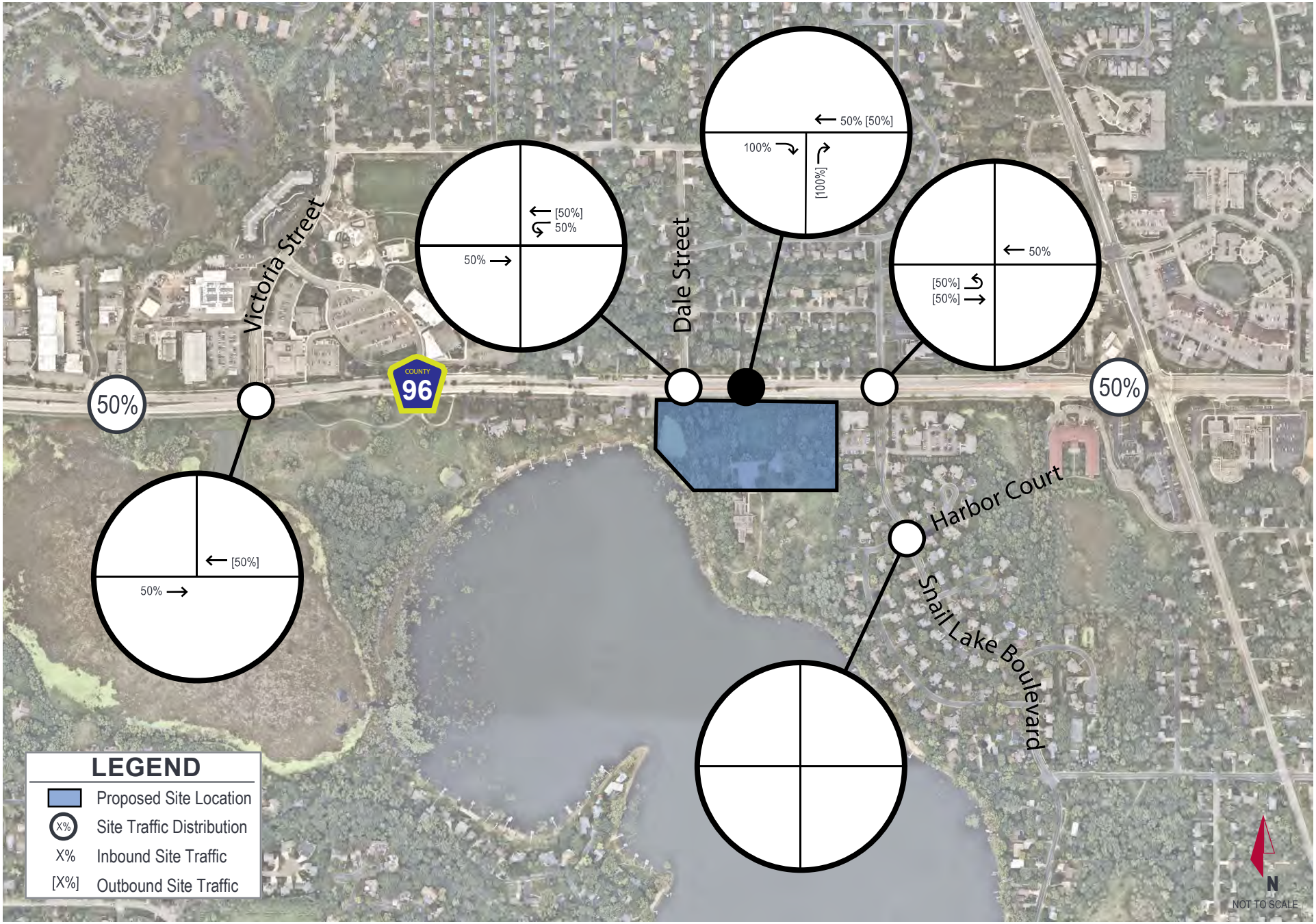
EXISTING (2021)
PEAK HOUR TRAFFIC VOLUMES



Kimley»Horn

EXHIBIT 4

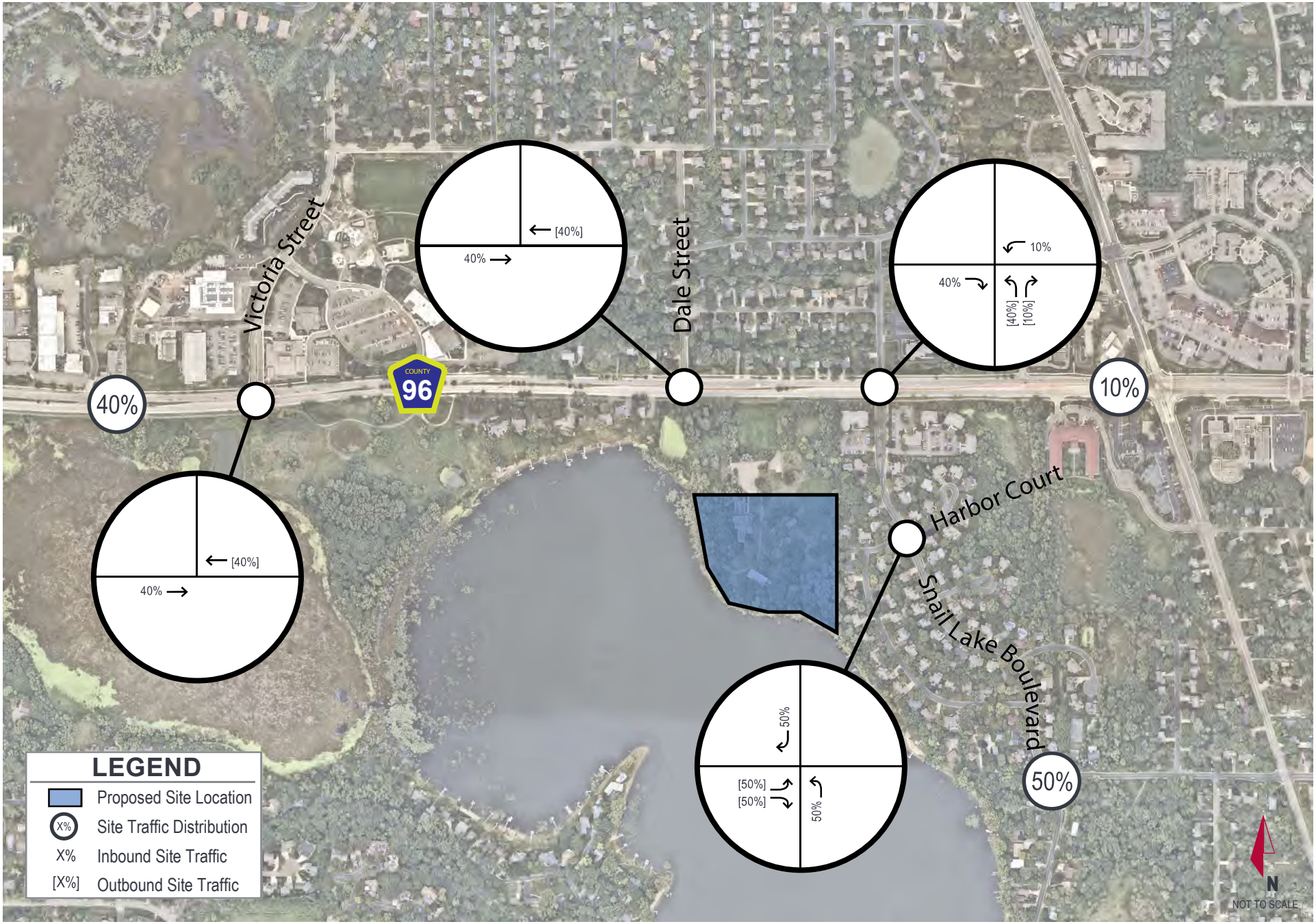
OPENING YEAR (2023) NO-BUILD PEAK HOUR TRAFFIC PROJECTIONS



Kimley»Horn

EXHIBIT 5

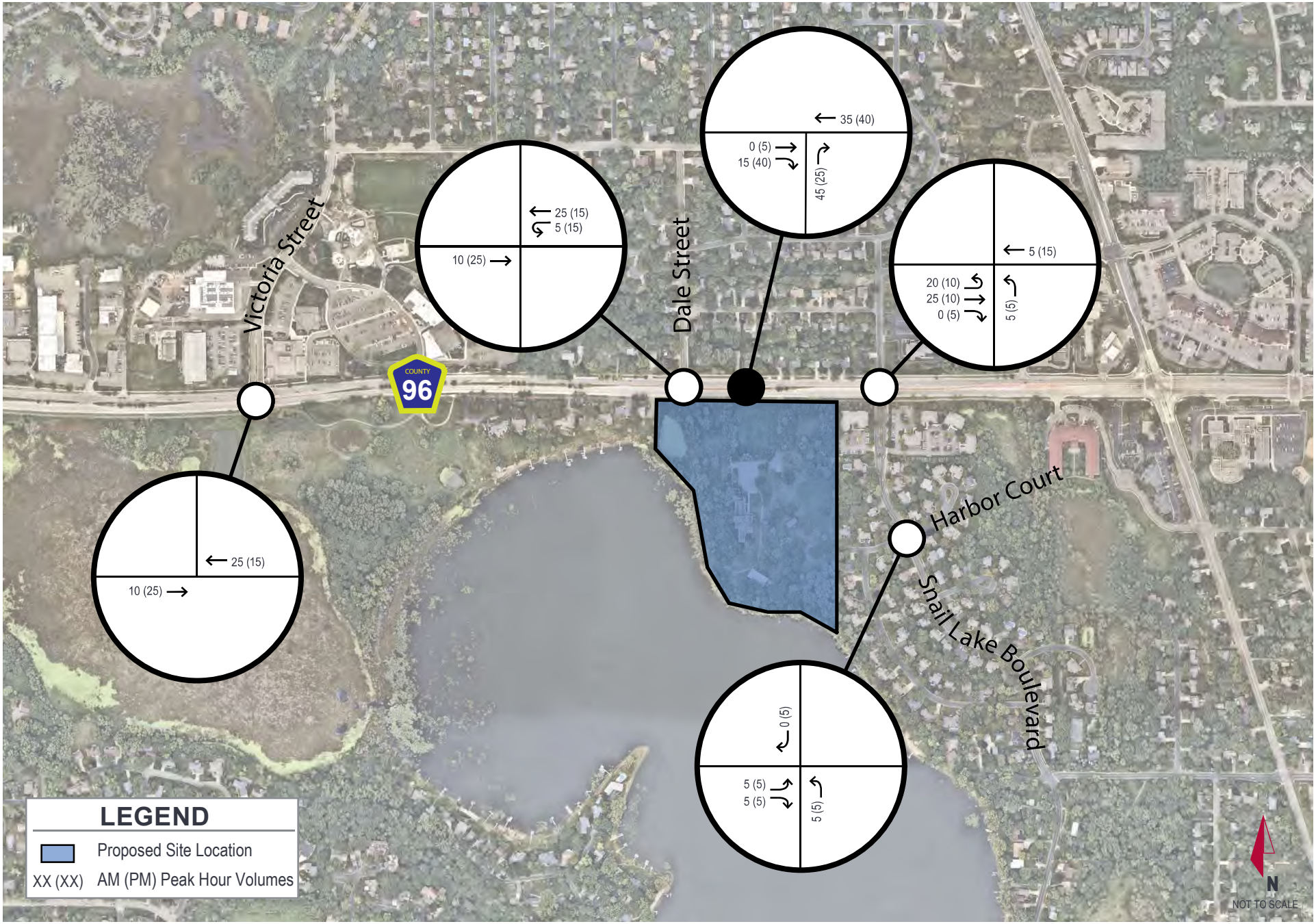
MULTI-FAMILY DEVELOPMENT
TRIP DISTRIBUTION



Kimley»Horn

EXHIBIT 6

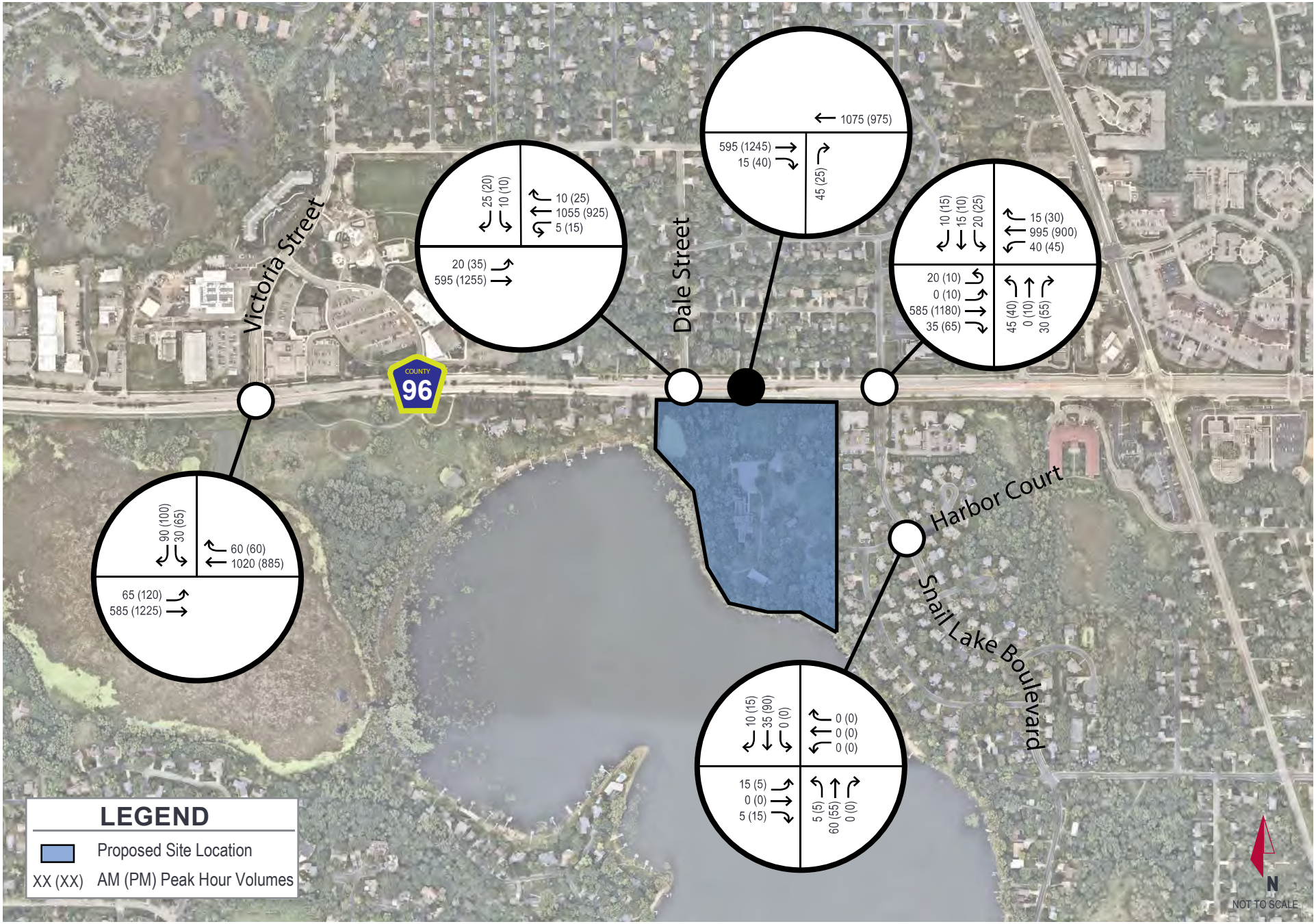
SINGLE-FAMILY DEVELOPMENT
TRIP DISTRIBUTION



Kimley»Horn

EXHIBIT 7

TOTAL PROJECT TRAFFIC



Kimley»Horn

EXHIBIT 8

OPENING YEAR (2023) BUILD PEAK HOUR TRAFFIC PROJECTIONS

Appendix B:
Turning Movement Counts

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

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

Count Name: County Highway 96 & Victoria Street North
Site Code:
Start Date: 10/27/2021

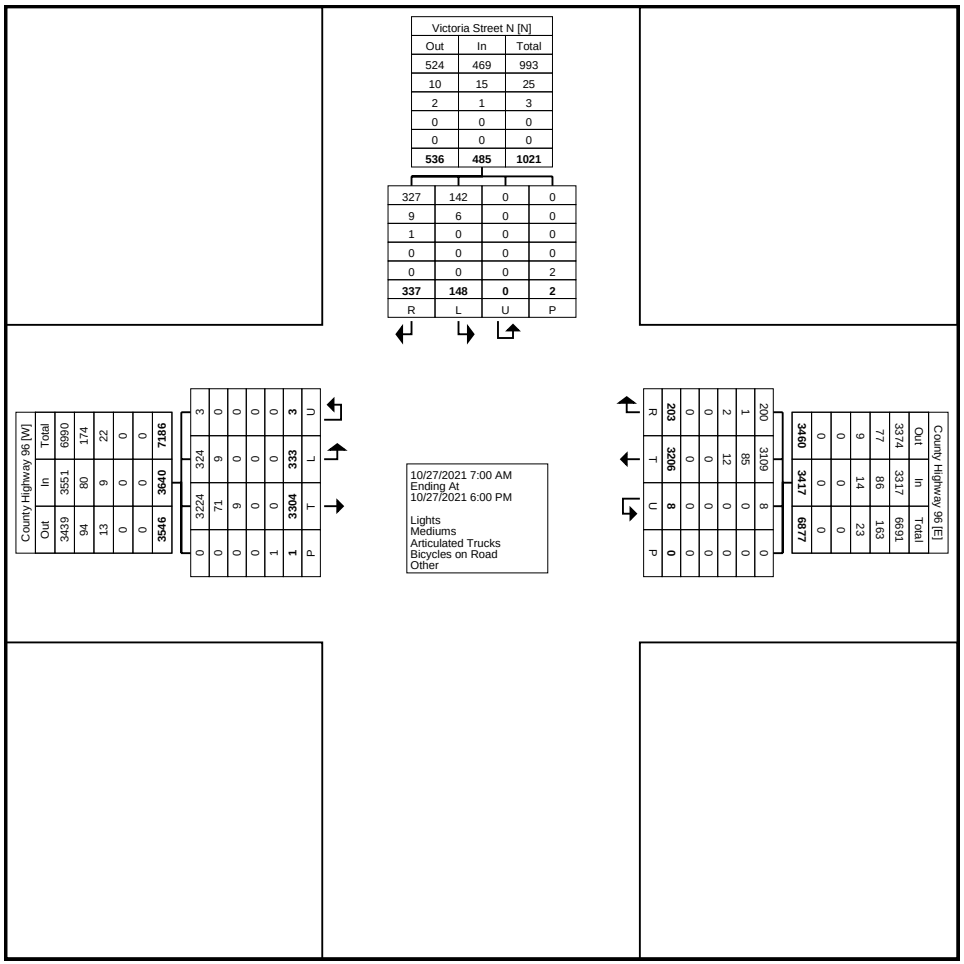
Turning Movement Data

Start Time	County Highway 96 Eastbound					County Highway 96 Westbound					Victoria Street N Southbound					
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Int. Total
7:00 AM	7	113	0	0	120	162	7	0	0	169	4	14	0	0	18	307
7:15 AM	8	115	0	0	123	223	6	2	0	231	8	17	0	0	25	379
7:30 AM	9	133	0	0	142	245	15	0	0	260	3	22	0	0	25	427
7:45 AM	26	145	0	0	171	285	18	0	0	303	8	28	0	1	36	510
Hourly Total	50	506	0	0	556	915	46	2	0	963	23	81	0	1	104	1623
8:00 AM	23	162	0	0	185	229	15	0	0	244	7	16	0	0	23	452
8:15 AM	12	140	0	0	152	183	10	1	0	194	2	23	0	0	25	371
8:30 AM	29	147	0	0	176	203	12	1	0	216	7	23	0	0	30	422
8:45 AM	29	153	0	0	182	192	14	0	0	206	9	18	0	0	27	415
Hourly Total	93	602	0	0	695	807	51	2	0	860	25	80	0	0	105	1660
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	7	265	1	0	273	183	11	0	0	194	8	17	0	0	25	492
4:15 PM	21	291	0	0	312	170	12	2	0	184	9	18	0	0	27	523
4:30 PM	27	289	2	0	318	224	17	0	0	241	21	21	0	0	42	601
4:45 PM	27	321	0	1	348	228	16	1	0	245	13	18	0	0	31	624
Hourly Total	82	1166	3	1	1251	805	56	3	0	864	51	74	0	0	125	2240
5:00 PM	35	288	0	0	323	188	11	0	0	199	17	27	0	0	44	566
5:15 PM	28	289	0	0	317	186	12	1	0	199	9	31	0	1	40	556
5:30 PM	26	229	0	0	255	156	11	0	0	167	16	25	0	0	41	463
5:45 PM	19	224	0	0	243	149	16	0	0	165	7	19	0	0	26	434
Hourly Total	108	1030	0	0	1138	679	50	1	0	730	49	102	0	1	151	2019
Grand Total	333	3304	3	1	3640	3206	203	8	0	3417	148	337	0	2	485	7542
Approach %	9.1	90.8	0.1	-	-	93.8	5.9	0.2	-	-	30.5	69.5	0.0	-	-	-
Total %	4.4	43.8	0.0	-	48.3	42.5	2.7	0.1	-	45.3	2.0	4.5	0.0	-	6.4	-
Lights	324	3224	3	-	3551	3109	200	8	-	3317	142	327	0	-	469	7337
% Lights	97.3	97.6	100.0	-	97.6	97.0	98.5	100.0	-	97.1	95.9	97.0	-	-	96.7	97.3
Mediums	9	71	0	-	80	85	1	0	-	86	6	9	0	-	15	181
% Mediums	2.7	2.1	0.0	-	2.2	2.7	0.5	0.0	-	2.5	4.1	2.7	-	-	3.1	2.4
Articulated Trucks	0	9	0	-	9	12	2	0	-	14	0	1	0	-	1	24
% Articulated Trucks	0.0	0.3	0.0	-	0.2	0.4	1.0	0.0	-	0.4	0.0	0.3	-	-	0.2	0.3
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	1	-	-	-	-	0	-	-	-	-	2	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-

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

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

Count Name: County Highway 96 & Victoria Street North
Site Code:
Start Date: 10/27/2021



Turning Movement Data Plot

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

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

Count Name: County Highway 96 & Victoria Street North
Site Code:
Start Date: 10/27/2021

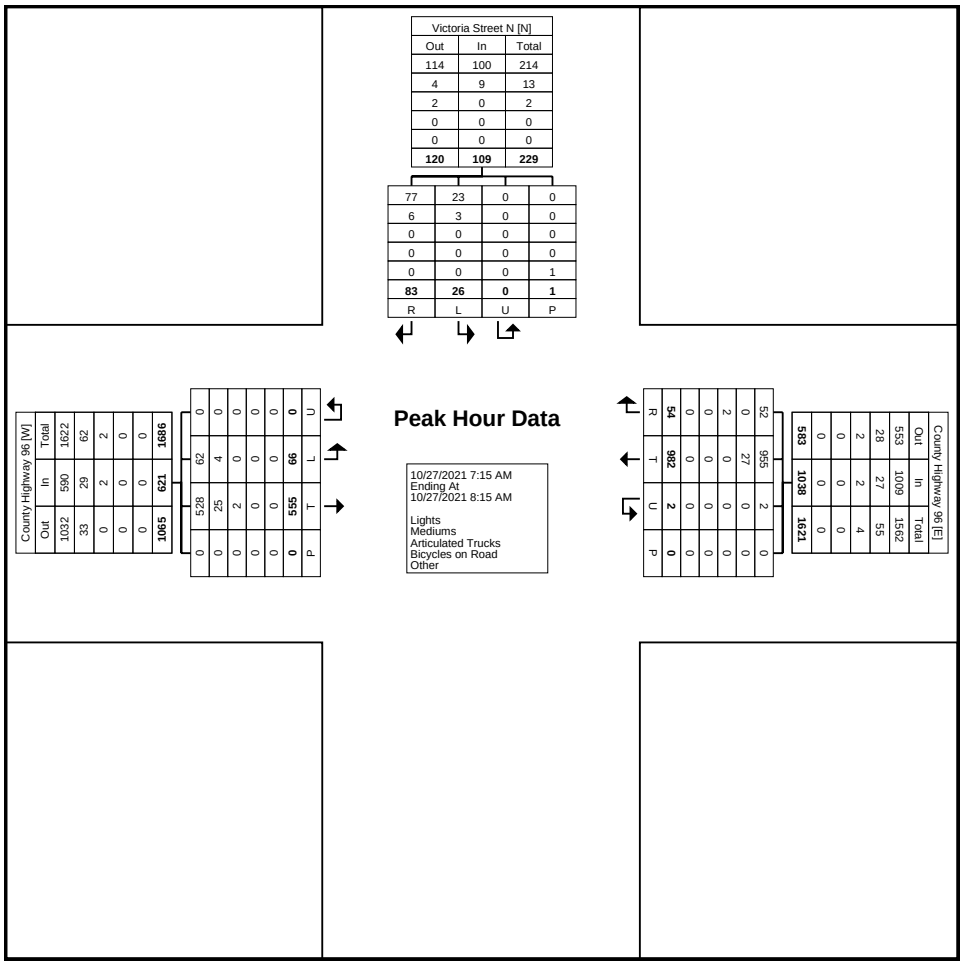
Turning Movement Peak Hour Data (7:15 AM)

Start Time	County Highway 96 Eastbound					County Highway 96 Westbound					Victoria Street N Southbound					
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Int. Total
7:15 AM	8	115	0	0	123	223	6	2	0	231	8	17	0	0	25	379
7:30 AM	9	133	0	0	142	245	15	0	0	260	3	22	0	0	25	427
7:45 AM	26	145	0	0	171	285	18	0	0	303	8	28	0	1	36	510
8:00 AM	23	162	0	0	185	229	15	0	0	244	7	16	0	0	23	452
Total	66	555	0	0	621	982	54	2	0	1038	26	83	0	1	109	1768
Approach %	10.6	89.4	0.0	-	-	94.6	5.2	0.2	-	-	23.9	76.1	0.0	-	-	-
Total %	3.7	31.4	0.0	-	35.1	55.5	3.1	0.1	-	58.7	1.5	4.7	0.0	-	6.2	-
PHF	0.635	0.856	0.000	-	0.839	0.861	0.750	0.250	-	0.856	0.813	0.741	0.000	-	0.757	0.867
Lights	62	528	0	-	590	955	52	2	-	1009	23	77	0	-	100	1699
% Lights	93.9	95.1	-	-	95.0	97.3	96.3	100.0	-	97.2	88.5	92.8	-	-	91.7	96.1
Mediums	4	25	0	-	29	27	0	0	-	27	3	6	0	-	9	65
% Mediums	6.1	4.5	-	-	4.7	2.7	0.0	0.0	-	2.6	11.5	7.2	-	-	8.3	3.7
Articulated Trucks	0	2	0	-	2	0	2	0	-	2	0	0	0	-	0	4
% Articulated Trucks	0.0	0.4	-	-	0.3	0.0	3.7	0.0	-	0.2	0.0	0.0	-	-	0.0	0.2
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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

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

Count Name: County Highway 96 & Victoria Street North
Site Code:
Start Date: 10/27/2021



Turning Movement Peak Hour Data Plot (7:15 AM)

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

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

Count Name: County Highway 96 & Victoria Street North
Site Code:
Start Date: 10/27/2021

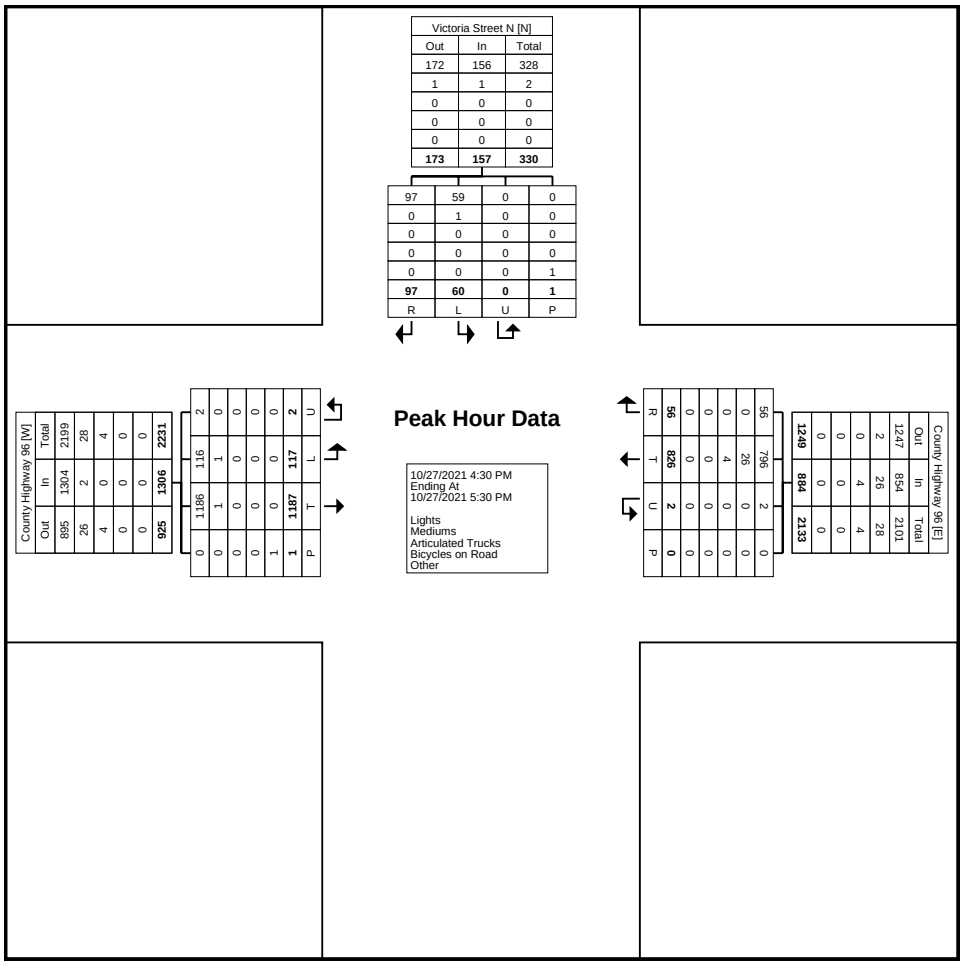
Turning Movement Peak Hour Data (4:30 PM)

Start Time	County Highway 96 Eastbound					County Highway 96 Westbound					Victoria Street N Southbound					
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Int. Total
4:30 PM	27	289	2	0	318	224	17	0	0	241	21	21	0	0	42	601
4:45 PM	27	321	0	1	348	228	16	1	0	245	13	18	0	0	31	624
5:00 PM	35	288	0	0	323	188	11	0	0	199	17	27	0	0	44	566
5:15 PM	28	289	0	0	317	186	12	1	0	199	9	31	0	1	40	556
Total	117	1187	2	1	1306	826	56	2	0	884	60	97	0	1	157	2347
Approach %	9.0	90.9	0.2	-	-	93.4	6.3	0.2	-	-	38.2	61.8	0.0	-	-	-
Total %	5.0	50.6	0.1	-	55.6	35.2	2.4	0.1	-	37.7	2.6	4.1	0.0	-	6.7	-
PHF	0.836	0.924	0.250	-	0.938	0.906	0.824	0.500	-	0.902	0.714	0.782	0.000	-	0.892	0.940
Lights	116	1186	2	-	1304	796	56	2	-	854	59	97	0	-	156	2314
% Lights	99.1	99.9	100.0	-	99.8	96.4	100.0	100.0	-	96.6	98.3	100.0	-	-	99.4	98.6
Mediums	1	1	0	-	2	26	0	0	-	26	1	0	0	-	1	29
% Mediums	0.9	0.1	0.0	-	0.2	3.1	0.0	0.0	-	2.9	1.7	0.0	-	-	0.6	1.2
Articulated Trucks	0	0	0	-	0	4	0	0	-	4	0	0	0	-	0	4
% Articulated Trucks	0.0	0.0	0.0	-	0.0	0.5	0.0	0.0	-	0.5	0.0	0.0	-	-	0.0	0.2
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	1	-	-	-	-	0	-	-	-	-	1	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-

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

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

Count Name: County Highway 96 & Victoria Street North
Site Code:
Start Date: 10/27/2021



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

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

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

Count Name: County Highway 96 & Dale Street North
Site Code:
Start Date: 10/27/2021

Turning Movement Data

Start Time	County Highway 96 Eastbound					County Highway 96 Westbound					Dale Street N Southbound					
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Int. Total
12:00 AM	1	6	0	0	7	9	0	0	0	9	0	0	0	0	0	16
12:15 AM	0	7	0	0	7	5	0	0	0	5	0	0	0	0	0	12
12:30 AM	0	8	0	0	8	5	0	0	0	5	0	0	0	0	0	13
12:45 AM	0	6	2	0	8	4	0	0	0	4	0	0	0	0	0	12
Hourly Total	1	27	2	0	30	23	0	0	0	23	0	0	0	0	0	53
1:00 AM	1	4	1	0	6	2	0	0	0	2	0	0	0	0	0	8
1:15 AM	0	9	0	0	9	5	0	0	0	5	0	0	0	0	0	14
1:30 AM	0	1	0	0	1	5	0	0	0	5	0	0	0	0	0	6
1:45 AM	0	1	0	0	1	4	0	0	0	4	0	0	0	0	0	5
Hourly Total	1	15	1	0	17	16	0	0	0	16	0	0	0	0	0	33
2:00 AM	0	6	0	0	6	6	0	0	0	6	0	0	0	0	0	12
2:15 AM	0	5	0	0	5	3	0	0	0	3	0	0	0	0	0	8
2:30 AM	0	2	0	0	2	5	0	0	0	5	0	0	0	0	0	7
2:45 AM	0	1	0	0	1	2	0	0	0	2	0	0	0	0	0	3
Hourly Total	0	14	0	0	14	16	0	0	0	16	0	0	0	0	0	30
3:00 AM	0	4	0	0	4	5	0	0	0	5	0	0	0	0	0	9
3:15 AM	0	4	0	0	4	3	0	0	0	3	0	0	0	0	0	7
3:30 AM	0	6	0	0	6	8	0	0	0	8	0	0	0	0	0	14
3:45 AM	0	4	0	0	4	4	0	0	0	4	0	0	0	1	0	8
Hourly Total	0	18	0	0	18	20	0	0	0	20	0	0	0	1	0	38
4:00 AM	0	6	0	0	6	11	0	0	0	11	0	0	0	0	0	17
4:15 AM	0	7	0	0	7	7	0	0	0	7	0	1	0	0	1	15
4:30 AM	0	19	0	0	19	30	0	0	0	30	0	0	0	1	0	49
4:45 AM	0	20	0	0	20	26	0	0	0	26	0	0	0	1	0	46
Hourly Total	0	52	0	0	52	74	0	0	0	74	0	1	0	2	1	127
5:00 AM	0	12	0	0	12	20	0	0	0	20	0	0	0	0	0	32
5:15 AM	0	27	0	0	27	41	1	0	0	42	2	2	0	1	4	73
5:30 AM	0	43	1	0	44	67	0	0	0	67	0	1	0	1	1	112
5:45 AM	0	46	0	0	46	76	0	0	0	76	1	0	0	1	1	123
Hourly Total	0	128	1	0	129	204	1	0	0	205	3	3	0	3	6	340
6:00 AM	0	60	0	0	60	81	0	0	0	81	1	2	0	0	3	144
6:15 AM	0	52	1	0	53	84	0	1	0	85	1	3	0	4	4	142
6:30 AM	0	78	0	0	78	135	0	0	0	135	1	0	0	0	1	214
6:45 AM	3	103	0	0	106	143	2	0	0	145	1	6	0	1	7	258
Hourly Total	3	293	1	0	297	443	2	1	0	446	4	11	0	5	15	758
7:00 AM	3	108	0	0	111	175	1	0	0	176	0	6	0	0	6	293
7:15 AM	4	126	1	0	131	212	0	0	0	212	3	6	0	0	9	352
7:30 AM	4	127	0	0	131	273	2	1	0	276	0	3	0	0	3	410
7:45 AM	3	158	0	0	161	282	1	0	0	283	2	8	0	0	10	454

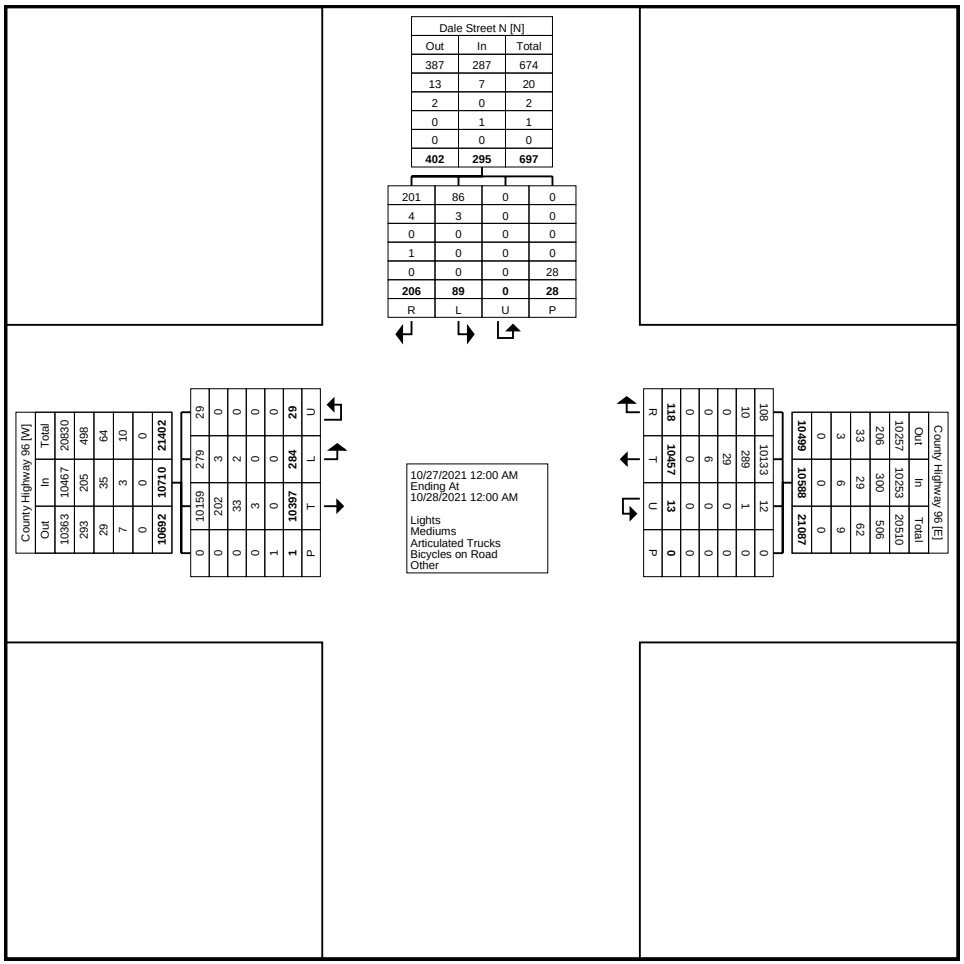
Hourly Total	14	519	1	0	534	942	4	1	0	947	5	23	0	0	28	1509
8:00 AM	4	164	0	0	168	249	1	0	0	250	1	5	0	0	6	424
8:15 AM	3	143	1	0	147	186	2	0	0	188	1	2	0	0	3	338
8:30 AM	2	149	1	0	152	214	3	0	0	217	5	5	0	0	10	379
8:45 AM	2	164	0	0	166	200	3	0	0	203	1	6	0	0	7	376
Hourly Total	11	620	2	0	633	849	9	0	0	858	8	18	0	0	26	1517
9:00 AM	1	127	0	0	128	156	0	0	0	156	1	4	0	0	5	289
9:15 AM	2	125	0	0	127	151	3	1	0	155	3	3	0	0	6	288
9:30 AM	1	171	0	0	172	160	2	1	0	163	0	6	0	0	6	341
9:45 AM	0	150	0	0	150	142	2	0	0	144	1	7	0	1	8	302
Hourly Total	4	573	0	0	577	609	7	2	0	618	5	20	0	1	25	1220
10:00 AM	6	107	0	0	113	135	1	2	0	138	1	3	0	0	4	255
10:15 AM	1	164	0	0	165	148	1	1	0	150	0	0	0	0	0	315
10:30 AM	5	117	0	0	122	158	0	1	0	159	2	0	0	0	2	283
10:45 AM	2	153	0	0	155	166	0	0	0	166	4	2	0	0	6	327
Hourly Total	14	541	0	0	555	607	2	4	0	613	7	5	0	0	12	1180
11:00 AM	3	151	0	0	154	146	2	1	0	149	3	5	0	0	8	311
11:15 AM	0	153	0	0	153	155	4	0	0	159	0	8	0	0	8	320
11:30 AM	4	158	1	0	163	177	0	1	0	178	0	2	0	0	2	343
11:45 AM	7	163	0	0	170	183	2	0	0	185	1	0	0	0	1	356
Hourly Total	14	625	1	0	640	661	8	2	0	671	4	15	0	0	19	1330
12:00 PM	3	170	1	0	174	167	1	0	0	168	1	2	0	0	3	345
12:15 PM	4	168	0	0	172	193	1	0	0	194	1	2	0	2	3	369
12:30 PM	8	169	0	0	177	191	0	0	0	191	2	2	0	0	4	372
12:45 PM	4	160	0	0	164	175	1	0	0	176	2	2	0	1	4	344
Hourly Total	19	667	1	0	687	726	3	0	0	729	6	8	0	3	14	1430
1:00 PM	2	152	0	0	154	162	0	0	0	162	1	1	0	0	2	318
1:15 PM	4	191	0	0	195	142	2	0	0	144	2	2	0	1	4	343
1:30 PM	6	182	1	0	189	189	0	0	0	189	2	2	0	0	4	382
1:45 PM	9	184	2	0	195	172	1	0	0	173	1	1	0	0	2	370
Hourly Total	21	709	3	0	733	665	3	0	0	668	6	6	0	1	12	1413
2:00 PM	4	186	2	0	192	172	1	0	0	173	2	5	0	1	7	372
2:15 PM	3	198	0	0	201	191	3	0	0	194	1	2	0	0	3	398
2:30 PM	5	210	1	0	216	177	1	0	0	178	0	5	0	0	5	399
2:45 PM	3	201	0	0	204	206	5	1	0	212	4	5	0	0	9	425
Hourly Total	15	795	3	0	813	746	10	1	0	757	7	17	0	1	24	1594
3:00 PM	6	190	0	0	196	186	3	0	0	189	3	3	0	0	6	391
3:15 PM	3	225	0	0	228	182	2	0	0	184	2	5	0	2	7	419
3:30 PM	7	235	0	0	242	221	3	0	0	224	2	2	0	1	4	470
3:45 PM	6	225	0	1	231	231	3	0	0	234	0	1	0	0	1	466
Hourly Total	22	875	0	1	897	820	11	0	0	831	7	11	0	3	18	1746
4:00 PM	10	258	0	0	268	186	0	0	0	186	0	4	0	0	4	458
4:15 PM	3	306	0	0	309	188	4	1	0	193	1	3	0	0	4	506
4:30 PM	6	300	0	0	306	251	3	0	0	254	0	3	0	1	3	563
4:45 PM	9	322	0	0	331	242	5	1	0	248	1	7	0	0	8	587
Hourly Total	28	1186	0	0	1214	867	12	2	0	881	2	17	0	1	19	2114
5:00 PM	6	296	1	0	303	211	6	0	0	217	1	2	0	0	3	523
5:15 PM	11	289	0	0	300	198	5	0	0	203	1	2	0	1	3	506
5:30 PM	9	232	1	0	242	161	1	0	0	162	0	3	0	0	3	407
5:45 PM	13	224	2	0	239	164	3	0	0	167	3	6	0	0	9	415
Hourly Total	39	1041	4	0	1084	734	15	0	0	749	5	13	0	1	18	1851
6:00 PM	13	179	1	0	193	157	6	0	0	163	2	4	0	1	6	362

6:15 PM	7	136	1	0	144	165	4	0	0	169	0	3	0	2	3	316
6:30 PM	5	135	0	0	140	126	2	0	0	128	0	5	0	1	5	273
6:45 PM	9	125	2	0	136	98	3	0	0	101	2	4	0	0	6	243
Hourly Total	34	575	4	0	613	546	15	0	0	561	4	16	0	4	20	1194
7:00 PM	0	128	1	0	129	105	3	0	0	108	0	1	0	0	1	238
7:15 PM	3	109	0	0	112	107	3	0	0	110	0	2	0	1	2	224
7:30 PM	3	81	0	0	84	64	0	0	0	64	2	3	0	0	5	153
7:45 PM	4	116	2	0	122	77	0	0	0	77	0	2	0	0	2	201
Hourly Total	10	434	3	0	447	353	6	0	0	359	2	8	0	1	10	816
8:00 PM	5	84	0	0	89	73	0	0	0	73	2	1	0	0	3	165
8:15 PM	8	97	1	0	106	56	1	0	0	57	1	5	0	0	6	169
8:30 PM	3	92	0	0	95	67	3	0	0	70	2	1	0	0	3	168
8:45 PM	4	72	0	0	76	43	2	0	0	45	0	1	0	0	1	122
Hourly Total	20	345	1	0	366	239	6	0	0	245	5	8	0	0	13	624
9:00 PM	3	64	0	0	67	45	1	0	0	46	1	0	0	0	1	114
9:15 PM	0	53	0	0	53	29	1	0	0	30	1	2	0	1	3	86
9:30 PM	2	41	0	0	43	28	0	0	0	28	0	1	0	0	1	72
9:45 PM	0	35	0	0	35	43	1	0	0	44	2	2	0	0	4	83
Hourly Total	5	193	0	0	198	145	3	0	0	148	4	5	0	1	9	355
10:00 PM	0	35	0	0	35	42	0	0	0	42	2	0	0	0	2	79
10:15 PM	3	31	1	0	35	16	0	0	0	16	0	0	0	0	0	51
10:30 PM	1	26	0	0	27	15	1	0	0	16	1	0	0	0	1	44
10:45 PM	0	17	0	0	17	19	0	0	0	19	1	1	0	0	2	38
Hourly Total	4	109	1	0	114	92	1	0	0	93	4	1	0	0	5	212
11:00 PM	1	9	0	0	10	18	0	0	0	18	1	0	0	0	1	29
11:15 PM	1	13	0	0	14	11	0	0	0	11	0	0	0	0	0	25
11:30 PM	2	10	0	0	12	19	0	0	0	19	0	0	0	0	0	31
11:45 PM	1	11	0	0	12	12	0	0	0	12	0	0	0	0	0	24
Hourly Total	5	43	0	0	48	60	0	0	0	60	1	0	0	0	1	109
Grand Total	284	10397	29	1	10710	10457	118	13	0	10588	89	206	0	28	295	21593
Approach %	2.7	97.1	0.3	-	-	98.8	1.1	0.1	-	-	30.2	69.8	0.0	-	-	-
Total %	1.3	48.1	0.1	-	49.6	48.4	0.5	0.1	-	49.0	0.4	1.0	0.0	-	1.4	-
Lights	279	10159	29	-	10467	10133	108	12	-	10253	86	201	0	-	287	21007
% Lights	98.2	97.7	100.0	-	97.7	96.9	91.5	92.3	-	96.8	96.6	97.6	-	-	97.3	97.3
Mediums	3	202	0	-	205	289	10	1	-	300	3	4	0	-	7	512
% Mediums	1.1	1.9	0.0	-	1.9	2.8	8.5	7.7	-	2.8	3.4	1.9	-	-	2.4	2.4
Articulated Trucks	2	33	0	-	35	29	0	0	-	29	0	0	0	-	0	64
% Articulated Trucks	0.7	0.3	0.0	-	0.3	0.3	0.0	0.0	-	0.3	0.0	0.0	-	-	0.0	0.3
Bicycles on Road	0	3	0	-	3	6	0	0	-	6	0	1	0	-	1	10
% Bicycles on Road	0.0	0.0	0.0	-	0.0	0.1	0.0	0.0	-	0.1	0.0	0.5	-	-	0.3	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	1	-	-	-	-	0	-	-	-	-	28	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-

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

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

Count Name: County Highway 96 & Dale Street North
Site Code:
Start Date: 10/27/2021



Turning Movement Data Plot

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

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

Count Name: County Highway 96 & Dale Street North
Site Code:
Start Date: 10/27/2021

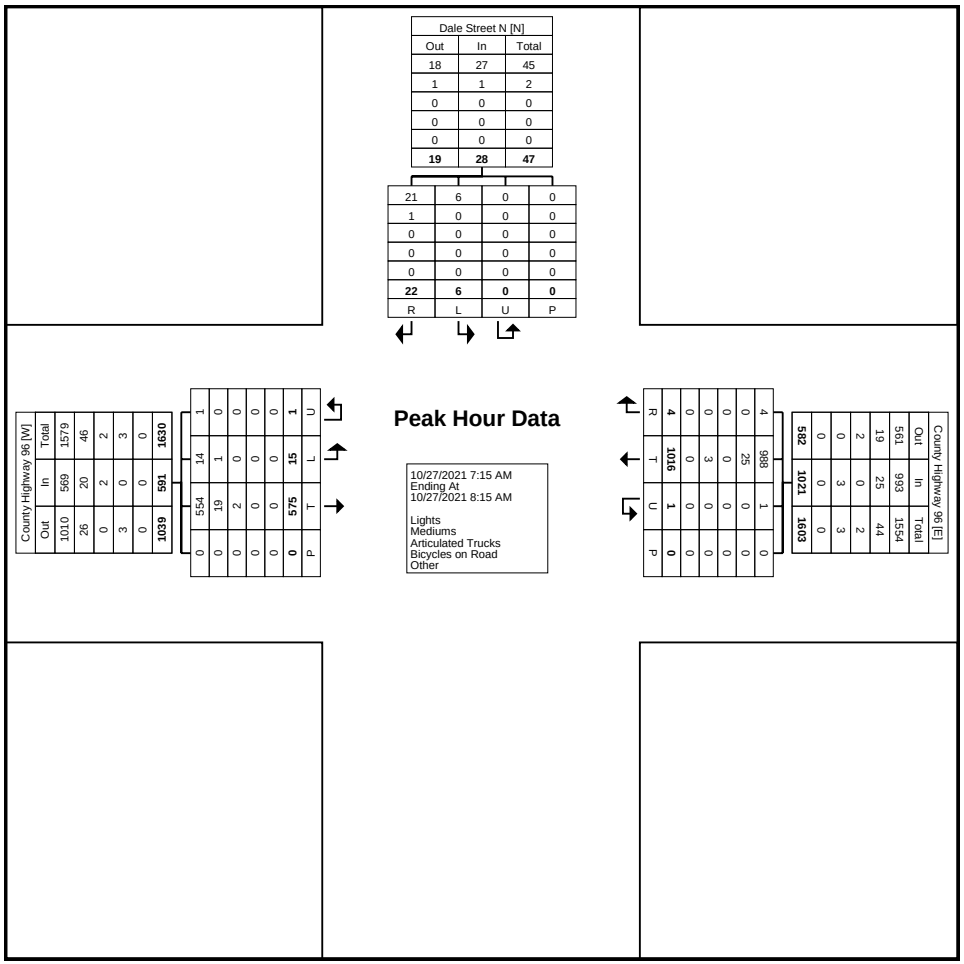
Turning Movement Peak Hour Data (7:15 AM)

Start Time	County Highway 96 Eastbound					County Highway 96 Westbound					Dale Street N Southbound					
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Int. Total
7:15 AM	4	126	1	0	131	212	0	0	0	212	3	6	0	0	9	352
7:30 AM	4	127	0	0	131	273	2	1	0	276	0	3	0	0	3	410
7:45 AM	3	158	0	0	161	282	1	0	0	283	2	8	0	0	10	454
8:00 AM	4	164	0	0	168	249	1	0	0	250	1	5	0	0	6	424
Total	15	575	1	0	591	1016	4	1	0	1021	6	22	0	0	28	1640
Approach %	2.5	97.3	0.2	-	-	99.5	0.4	0.1	-	-	21.4	78.6	0.0	-	-	-
Total %	0.9	35.1	0.1	-	36.0	62.0	0.2	0.1	-	62.3	0.4	1.3	0.0	-	1.7	-
PHF	0.938	0.877	0.250	-	0.879	0.901	0.500	0.250	-	0.902	0.500	0.688	0.000	-	0.700	0.903
Lights	14	554	1	-	569	988	4	1	-	993	6	21	0	-	27	1589
% Lights	93.3	96.3	100.0	-	96.3	97.2	100.0	100.0	-	97.3	100.0	95.5	-	-	96.4	96.9
Mediums	1	19	0	-	20	25	0	0	-	25	0	1	0	-	1	46
% Mediums	6.7	3.3	0.0	-	3.4	2.5	0.0	0.0	-	2.4	0.0	4.5	-	-	3.6	2.8
Articulated Trucks	0	2	0	-	2	0	0	0	-	0	0	0	0	-	0	2
% Articulated Trucks	0.0	0.3	0.0	-	0.3	0.0	0.0	0.0	-	0.0	0.0	0.0	-	-	0.0	0.1
Bicycles on Road	0	0	0	-	0	3	0	0	-	3	0	0	0	-	0	3
% Bicycles on Road	0.0	0.0	0.0	-	0.0	0.3	0.0	0.0	-	0.3	0.0	0.0	-	-	0.0	0.2
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

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

Count Name: County Highway 96 & Dale Street North
Site Code:
Start Date: 10/27/2021



Turning Movement Peak Hour Data Plot (7:15 AM)

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

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

Count Name: County Highway 96 & Dale Street North
Site Code:
Start Date: 10/27/2021

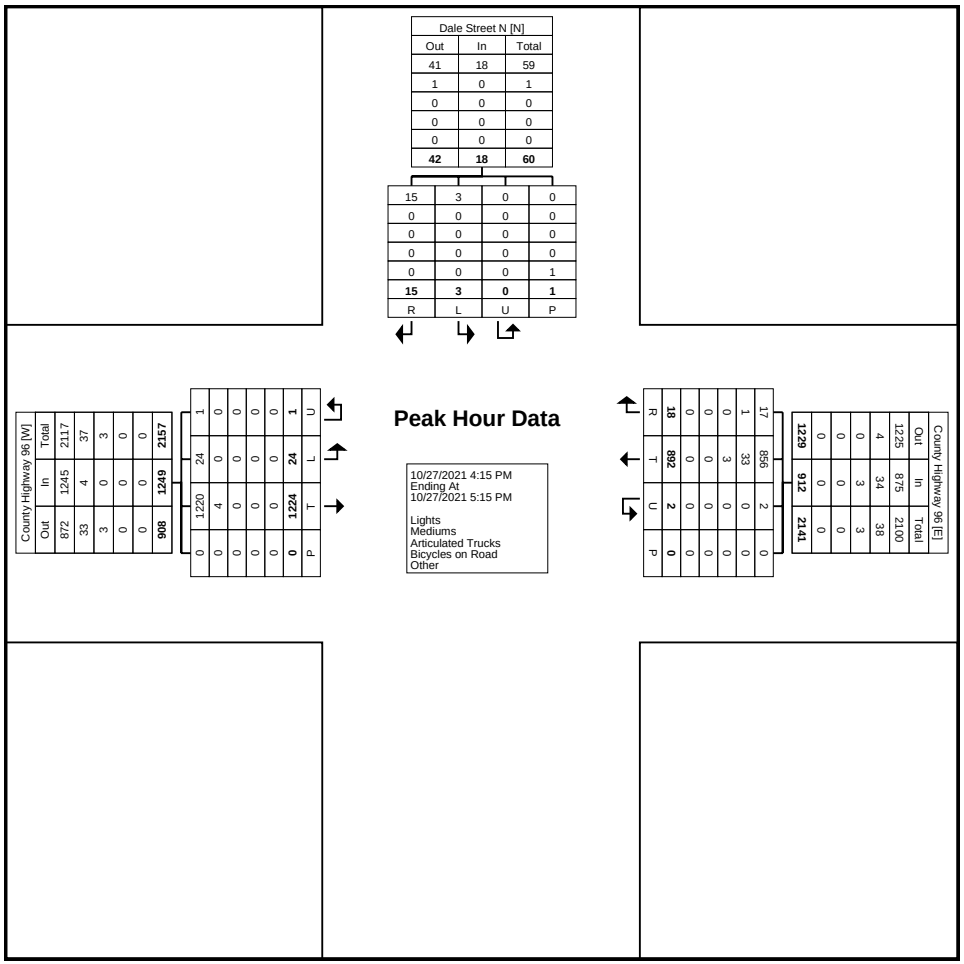
Turning Movement Peak Hour Data (4:15 PM)

Start Time	County Highway 96 Eastbound					County Highway 96 Westbound					Dale Street N Southbound					
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Int. Total
4:15 PM	3	306	0	0	309	188	4	1	0	193	1	3	0	0	4	506
4:30 PM	6	300	0	0	306	251	3	0	0	254	0	3	0	1	3	563
4:45 PM	9	322	0	0	331	242	5	1	0	248	1	7	0	0	8	587
5:00 PM	6	296	1	0	303	211	6	0	0	217	1	2	0	0	3	523
Total	24	1224	1	0	1249	892	18	2	0	912	3	15	0	1	18	2179
Approach %	1.9	98.0	0.1	-	-	97.8	2.0	0.2	-	-	16.7	83.3	0.0	-	-	-
Total %	1.1	56.2	0.0	-	57.3	40.9	0.8	0.1	-	41.9	0.1	0.7	0.0	-	0.8	-
PHF	0.667	0.950	0.250	-	0.943	0.888	0.750	0.500	-	0.898	0.750	0.536	0.000	-	0.563	0.928
Lights	24	1220	1	-	1245	856	17	2	-	875	3	15	0	-	18	2138
% Lights	100.0	99.7	100.0	-	99.7	96.0	94.4	100.0	-	95.9	100.0	100.0	-	-	100.0	98.1
Mediums	0	4	0	-	4	33	1	0	-	34	0	0	0	-	0	38
% Mediums	0.0	0.3	0.0	-	0.3	3.7	5.6	0.0	-	3.7	0.0	0.0	-	-	0.0	1.7
Articulated Trucks	0	0	0	-	0	3	0	0	-	3	0	0	0	-	0	3
% Articulated Trucks	0.0	0.0	0.0	-	0.0	0.3	0.0	0.0	-	0.3	0.0	0.0	-	-	0.0	0.1
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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

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

Count Name: County Highway 96 & Dale Street North
Site Code:
Start Date: 10/27/2021



Turning Movement Peak Hour Data Plot (4:15 PM)

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

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

Count Name: County Highway 96 & Snail Lake Boulevard
Site Code:
Start Date: 10/27/2021

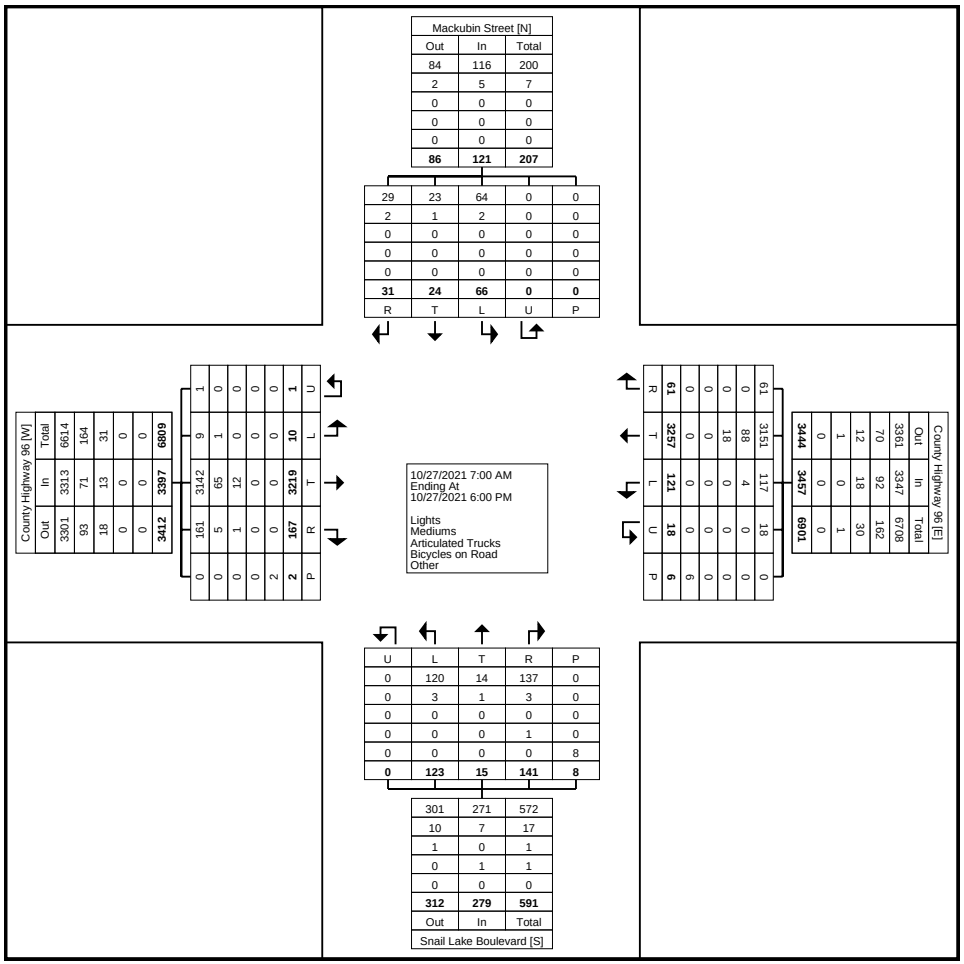
Turning Movement Data

Start Time	County Highway 96 Eastbound						County Highway 96 Westbound						Snail Lake Boulevard Northbound						Mackubin Street Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	0	102	4	0	0	106	2	166	0	1	0	169	1	0	2	0	0	3	3	0	2	0	0	5	283
7:15 AM	0	124	4	0	0	128	3	205	0	1	2	209	5	0	7	0	0	12	3	1	1	0	0	5	354
7:30 AM	0	116	9	0	0	125	14	256	3	0	1	273	11	1	4	0	1	16	1	0	4	0	0	5	419
7:45 AM	0	144	10	0	0	154	11	267	3	1	0	282	10	1	8	0	0	19	6	3	2	0	0	11	466
Hourly Total	0	486	27	0	0	513	30	894	6	3	3	933	27	2	21	0	1	50	13	4	9	0	0	26	1522
8:00 AM	1	144	7	1	0	153	5	241	5	0	0	251	8	0	8	0	1	16	4	4	0	0	0	8	428
8:15 AM	1	142	9	0	1	152	9	183	2	1	0	195	8	1	6	0	0	15	6	1	2	0	0	9	371
8:30 AM	1	131	16	0	0	148	2	205	4	1	0	212	3	2	5	0	1	10	8	1	4	0	0	13	383
8:45 AM	0	150	18	0	0	168	6	189	3	0	0	198	9	0	6	0	0	15	4	1	1	0	0	6	387
Hourly Total	3	567	50	1	1	621	22	818	14	2	0	856	28	3	25	0	2	56	22	7	7	0	0	36	1569
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	1	249	11	0	0	261	10	182	5	2	0	199	9	1	11	0	0	21	2	1	1	0	0	4	485
4:15 PM	0	298	3	0	0	301	11	171	4	2	1	188	14	1	15	0	1	30	4	2	0	0	0	6	525
4:30 PM	1	284	12	0	0	297	11	244	5	2	1	262	7	2	15	0	3	24	4	1	4	0	0	9	592
4:45 PM	1	318	13	0	0	332	14	235	9	1	0	259	9	3	10	0	0	22	1	3	3	0	0	7	620
Hourly Total	3	1149	39	0	0	1191	46	832	23	7	2	908	39	7	51	0	4	97	11	7	8	0	0	26	2222
5:00 PM	1	276	18	0	0	295	4	209	4	2	1	219	11	0	20	0	0	31	6	3	1	0	0	10	555
5:15 PM	0	290	10	0	0	300	9	192	5	4	0	210	4	0	7	0	1	11	7	0	1	0	0	8	529
5:30 PM	0	221	13	0	1	234	4	157	4	0	0	165	9	2	8	0	0	19	5	2	2	0	0	9	427
5:45 PM	3	230	10	0	0	243	6	155	5	0	0	166	5	1	9	0	0	15	2	1	3	0	0	6	430
Hourly Total	4	1017	51	0	1	1072	23	713	18	6	1	760	29	3	44	0	1	76	20	6	7	0	0	33	1941
Grand Total	10	3219	167	1	2	3397	121	3257	61	18	6	3457	123	15	141	0	8	279	66	24	31	0	0	121	7254
Approach %	0.3	94.8	4.9	0.0	-	-	3.5	94.2	1.8	0.5	-	-	44.1	5.4	50.5	0.0	-	-	54.5	19.8	25.6	0.0	-	-	-
Total %	0.1	44.4	2.3	0.0	-	46.8	1.7	44.9	0.8	0.2	-	47.7	1.7	0.2	1.9	0.0	-	3.8	0.9	0.3	0.4	0.0	-	1.7	-
Lights	9	3142	161	1	-	3313	117	3151	61	18	-	3347	120	14	137	0	-	271	64	23	29	0	-	116	7047
% Lights	90.0	97.6	96.4	100.0	-	97.5	96.7	96.7	100.0	100.0	-	96.8	97.6	93.3	97.2	-	-	97.1	97.0	95.8	93.5	-	-	95.9	97.1
Mediums	1	65	5	0	-	71	4	88	0	0	-	92	3	1	3	0	-	7	2	1	2	0	-	5	175
% Mediums	10.0	2.0	3.0	0.0	-	2.1	3.3	2.7	0.0	0.0	-	2.7	2.4	6.7	2.1	-	-	2.5	3.0	4.2	6.5	-	-	4.1	2.4
Articulated Trucks	0	12	1	0	-	13	0	18	0	0	-	18	0	0	0	0	-	0	0	0	0	0	-	0	31
% Articulated Trucks	0.0	0.4	0.6	0.0	-	0.4	0.0	0.6	0.0	0.0	-	0.5	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.4
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.7	-	-	0.4	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	50.0	-	-	-	-	-	50.0	-	-	-	-	-	12.5	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	7	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	50.0	-	-	-	-	-	50.0	-	-	-	-	-	87.5	-	-	-	-	-	-	-	-

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

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

Count Name: County Highway 96 & Snail Lake Boulevard
Site Code:
Start Date: 10/27/2021



Turning Movement Data Plot

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

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

Count Name: County Highway 96 & Snail Lake Boulevard
Site Code:
Start Date: 10/27/2021

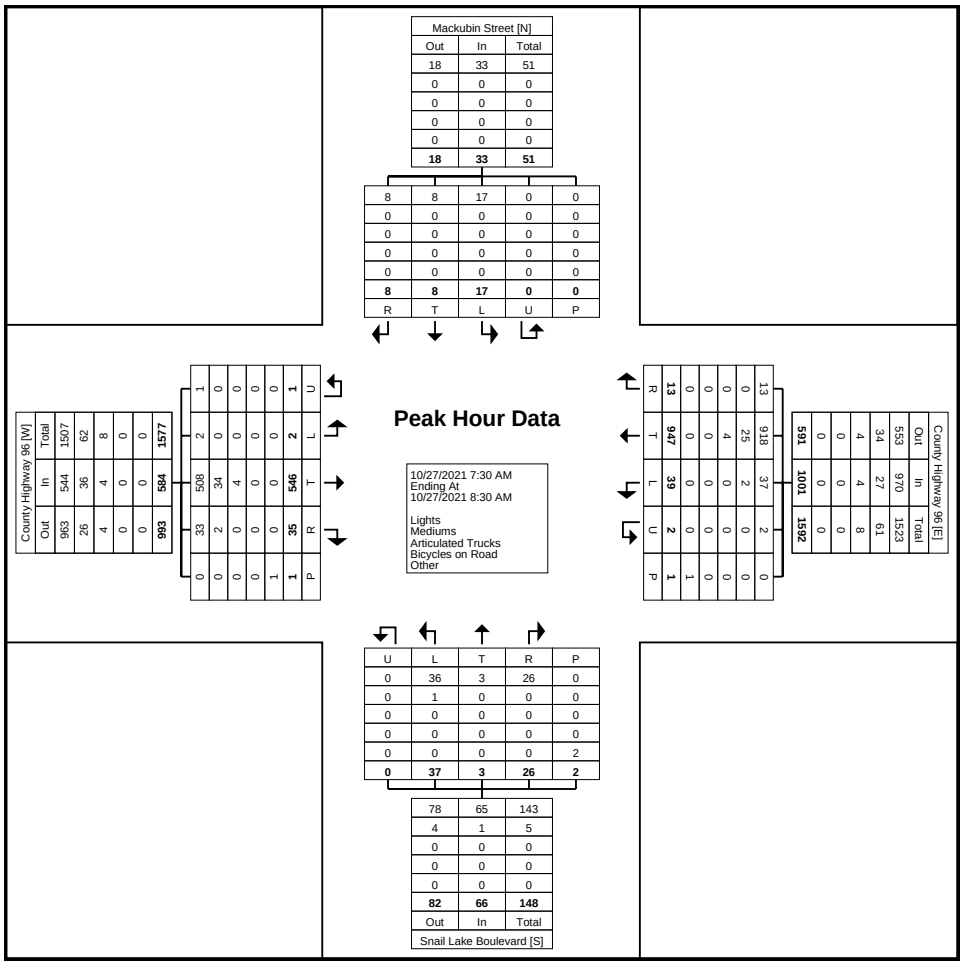
Turning Movement Peak Hour Data (7:30 AM)

Start Time	County Highway 96 Eastbound						County Highway 96 Westbound						Snail Lake Boulevard Northbound						Mackubin Street Southbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
7:30 AM	0	116	9	0	0	125	14	256	3	0	1	273	11	1	4	0	1	16	1	0	4	0	0	5	419
7:45 AM	0	144	10	0	0	154	11	267	3	1	0	282	10	1	8	0	0	19	6	3	2	0	0	11	466
8:00 AM	1	144	7	1	0	153	5	241	5	0	0	251	8	0	8	0	1	16	4	4	0	0	0	8	428
8:15 AM	1	142	9	0	1	152	9	183	2	1	0	195	8	1	6	0	0	15	6	1	2	0	0	9	371
Total	2	546	35	1	1	584	39	947	13	2	1	1001	37	3	26	0	2	66	17	8	8	0	0	33	1684
Approach %	0.3	93.5	6.0	0.2	-	-	3.9	94.6	1.3	0.2	-	-	56.1	4.5	39.4	0.0	-	-	51.5	24.2	24.2	0.0	-	-	-
Total %	0.1	32.4	2.1	0.1	-	34.7	2.3	56.2	0.8	0.1	-	59.4	2.2	0.2	1.5	0.0	-	3.9	1.0	0.5	0.5	0.0	-	2.0	-
PHF	0.500	0.948	0.875	0.250	-	0.948	0.696	0.887	0.650	0.500	-	0.887	0.841	0.750	0.813	0.000	-	0.868	0.708	0.500	0.500	0.000	-	0.750	0.903
Lights	2	508	33	1	-	544	37	918	13	2	-	970	36	3	26	0	-	65	17	8	8	0	-	33	1612
% Lights	100.0	93.0	94.3	100.0	-	93.2	94.9	96.9	100.0	100.0	-	96.9	97.3	100.0	100.0	-	-	98.5	100.0	100.0	100.0	-	-	100.0	95.7
Mediums	0	34	2	0	-	36	2	25	0	0	-	27	1	0	0	0	-	1	0	0	0	0	-	0	64
% Mediums	0.0	6.2	5.7	0.0	-	6.2	5.1	2.6	0.0	0.0	-	2.7	2.7	0.0	0.0	-	-	1.5	0.0	0.0	0.0	-	-	0.0	3.8
Articulated Trucks	0	4	0	0	-	4	0	4	0	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	8
% Articulated Trucks	0.0	0.7	0.0	0.0	-	0.7	0.0	0.4	0.0	0.0	-	0.4	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.5
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	100.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	0.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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

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

Count Name: County Highway 96 & Snail Lake Boulevard
Site Code:
Start Date: 10/27/2021



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

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

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

Count Name: County Highway 96 & Snail Lake Boulevard
Site Code:
Start Date: 10/27/2021

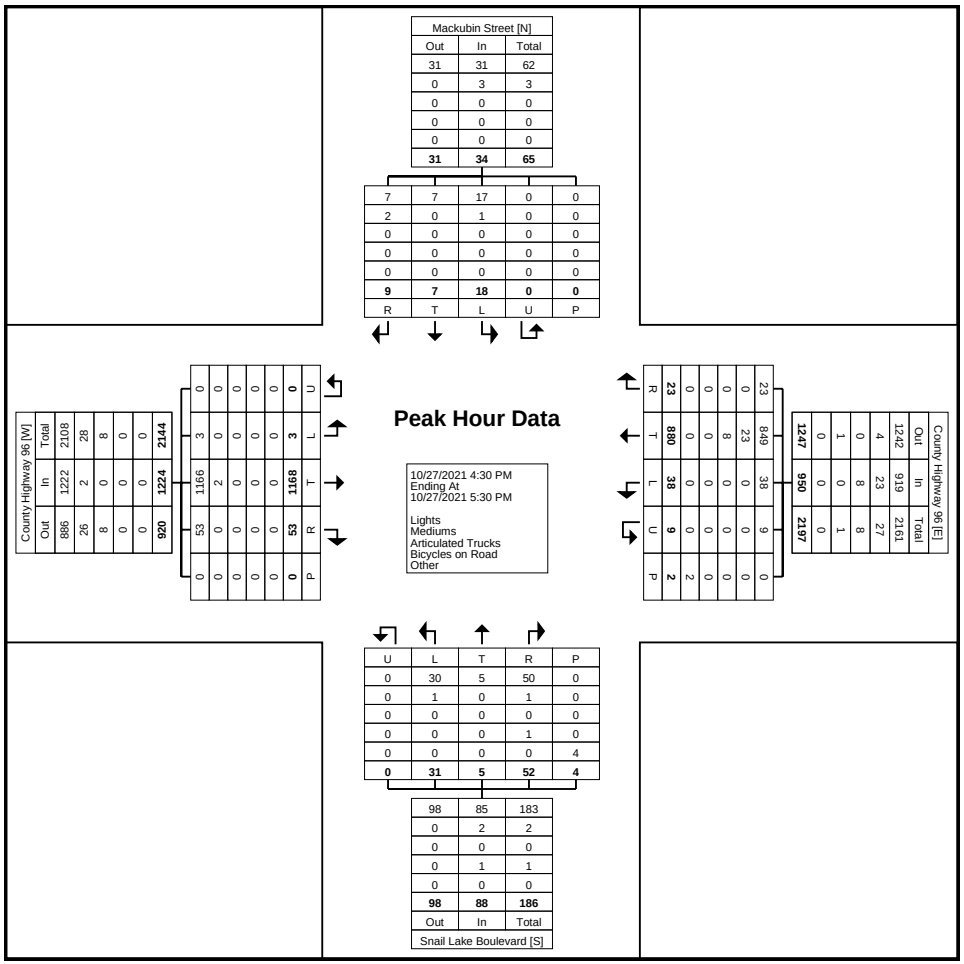
Turning Movement Peak Hour Data (4:30 PM)

Start Time	County Highway 96 Eastbound						County Highway 96 Westbound						Snail Lake Boulevard Northbound						Mackubin Street Southbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
4:30 PM	1	284	12	0	0	297	11	244	5	2	1	262	7	2	15	0	3	24	4	1	4	0	0	9	592
4:45 PM	1	318	13	0	0	332	14	235	9	1	0	259	9	3	10	0	0	22	1	3	3	0	0	7	620
5:00 PM	1	276	18	0	0	295	4	209	4	2	1	219	11	0	20	0	0	31	6	3	1	0	0	10	555
5:15 PM	0	290	10	0	0	300	9	192	5	4	0	210	4	0	7	0	1	11	7	0	1	0	0	8	529
Total	3	1168	53	0	0	1224	38	880	23	9	2	950	31	5	52	0	4	88	18	7	9	0	0	34	2296
Approach %	0.2	95.4	4.3	0.0	-	-	4.0	92.6	2.4	0.9	-	-	35.2	5.7	59.1	0.0	-	-	52.9	20.6	26.5	0.0	-	-	-
Total %	0.1	50.9	2.3	0.0	-	53.3	1.7	38.3	1.0	0.4	-	41.4	1.4	0.2	2.3	0.0	-	3.8	0.8	0.3	0.4	0.0	-	1.5	-
PHF	0.750	0.918	0.736	0.000	-	0.922	0.679	0.902	0.639	0.563	-	0.906	0.705	0.417	0.650	0.000	-	0.710	0.643	0.583	0.563	0.000	-	0.850	0.926
Lights	3	1166	53	0	-	1222	38	849	23	9	-	919	30	5	50	0	-	85	17	7	7	0	-	31	2257
% Lights	100.0	99.8	100.0	-	-	99.8	100.0	96.5	100.0	100.0	-	96.7	96.8	100.0	96.2	-	-	96.6	94.4	100.0	77.8	-	-	91.2	98.3
Mediums	0	2	0	0	-	2	0	23	0	0	-	23	1	0	1	0	-	2	1	0	2	0	-	3	30
% Mediums	0.0	0.2	0.0	-	-	0.2	0.0	2.6	0.0	0.0	-	2.4	3.2	0.0	1.9	-	-	2.3	5.6	0.0	22.2	-	-	8.8	1.3
Articulated Trucks	0	0	0	0	-	0	0	8	0	0	-	8	0	0	0	0	-	0	0	0	0	0	-	0	8
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.9	0.0	0.0	-	0.8	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	1.9	-	-	1.1	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	50.0	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	4	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	50.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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

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

Count Name: County Highway 96 & Snail Lake Boulevard
Site Code:
Start Date: 10/27/2021



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

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

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

Count Name: Snail Lake Boulevard & Harbor Court
Site Code:
Start Date: 10/27/2021

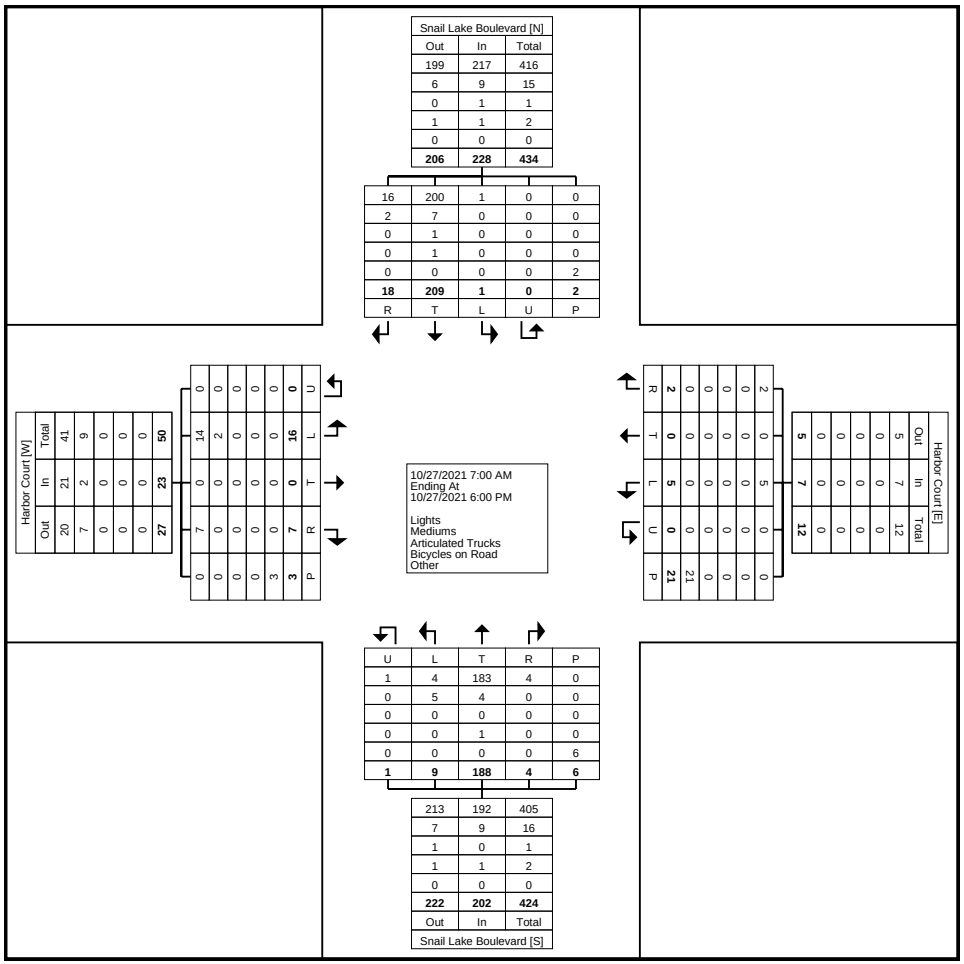
Turning Movement Data

Start Time	Harbor Court Eastbound						Harbor Court Westbound						Snail Lake Boulevard Northbound						Snail Lake Boulevard Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	5	1	0	0	6	9
7:15 AM	0	0	0	0	0	0	1	0	0	0	1	1	0	12	0	0	0	12	0	3	0	0	0	3	16
7:30 AM	3	0	0	0	0	3	1	0	0	0	0	1	2	14	1	0	0	17	0	4	3	0	0	7	28
7:45 AM	3	0	0	0	0	3	0	0	1	0	0	1	0	14	1	0	1	15	0	11	0	0	1	11	30
Hourly Total	6	0	0	0	0	6	2	0	1	0	1	3	2	43	2	0	1	47	0	23	4	0	1	27	83
8:00 AM	1	0	0	0	0	1	0	0	1	0	1	1	0	13	0	0	0	13	0	10	0	0	0	10	25
8:15 AM	1	0	0	0	0	1	1	0	0	0	2	1	0	13	0	0	0	13	0	11	0	0	1	11	26
8:30 AM	0	0	2	0	0	2	0	0	0	0	3	0	1	10	0	0	0	11	0	13	1	0	0	14	27
8:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	2	10	0	0	0	12	0	9	0	0	0	9	21
Hourly Total	2	0	2	0	0	4	1	0	1	0	9	2	3	46	0	0	0	49	0	43	1	0	1	44	99
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	1	0	2	0	0	3	0	0	0	0	0	0	2	10	0	0	1	12	0	20	4	0	0	24	39
4:15 PM	2	0	0	0	0	2	0	0	0	0	2	0	0	20	0	1	1	21	0	10	1	0	0	11	34
4:30 PM	0	0	0	0	2	0	1	0	0	0	1	1	1	15	0	0	1	16	0	22	1	0	0	23	40
4:45 PM	0	0	0	0	0	0	1	0	0	0	2	1	0	15	0	0	2	15	1	15	1	0	0	17	33
Hourly Total	3	0	2	0	2	5	2	0	0	0	5	2	3	60	0	1	5	64	1	67	7	0	0	75	146
5:00 PM	1	0	1	0	0	2	0	0	0	0	0	0	0	8	1	0	0	9	0	26	1	0	0	27	38
5:15 PM	1	0	2	0	0	3	0	0	0	0	0	0	0	12	1	0	0	13	0	22	2	0	0	24	40
5:30 PM	3	0	0	0	1	3	0	0	0	0	5	0	0	10	0	0	0	10	0	15	0	0	0	15	28
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	9	0	0	0	10	0	13	3	0	0	16	26
Hourly Total	5	0	3	0	1	8	0	0	0	0	6	0	1	39	2	0	0	42	0	76	6	0	0	82	132
Grand Total	16	0	7	0	3	23	5	0	2	0	21	7	9	188	4	1	6	202	1	209	18	0	2	228	460
Approach %	69.6	0.0	30.4	0.0	-	-	71.4	0.0	28.6	0.0	-	-	4.5	93.1	2.0	0.5	-	-	0.4	91.7	7.9	0.0	-	-	-
Total %	3.5	0.0	1.5	0.0	-	5.0	1.1	0.0	0.4	0.0	-	1.5	2.0	40.9	0.9	0.2	-	43.9	0.2	45.4	3.9	0.0	-	49.6	-
Lights	14	0	7	0	-	21	5	0	2	0	-	7	4	183	4	1	-	192	1	200	16	0	-	217	437
% Lights	87.5	-	100.0	-	-	91.3	100.0	-	100.0	-	-	100.0	44.4	97.3	100.0	100.0	-	95.0	100.0	95.7	88.9	-	-	95.2	95.0
Mediums	2	0	0	0	-	2	0	0	0	0	-	0	5	4	0	0	-	9	0	7	2	0	-	9	20
% Mediums	12.5	-	0.0	-	-	8.7	0.0	-	0.0	-	-	0.0	55.6	2.1	0.0	0.0	-	4.5	0.0	3.3	11.1	-	-	3.9	4.3
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	1
% Articulated Trucks	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.5	0.0	-	-	0.4	0.2
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	0	1	0	0	-	1	2
% Bicycles on Road	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	-	0.0	0.0	0.5	0.0	0.0	-	0.5	0.0	0.5	0.0	-	-	0.4	0.4
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	3	-	-	-	-	-	21	-	-	-	-	-	6	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

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

Count Name: Snail Lake Boulevard & Harbor Court
Site Code:
Start Date: 10/27/2021



Turning Movement Data Plot

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

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

Count Name: Snail Lake Boulevard & Harbor Court
Site Code:
Start Date: 10/27/2021

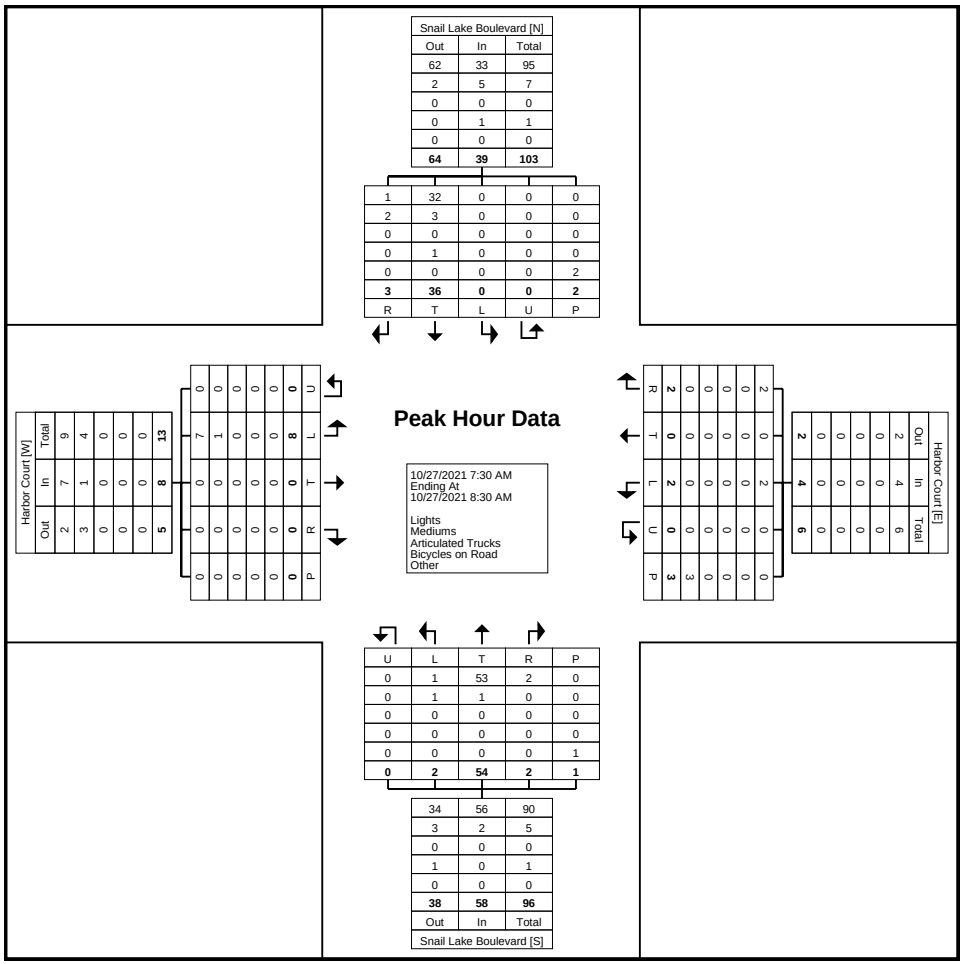
Turning Movement Peak Hour Data (7:30 AM)

Start Time	Harbor Court Eastbound						Harbor Court Westbound						Snail Lake Boulevard Northbound						Snail Lake Boulevard Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:30 AM	3	0	0	0	0	3	1	0	0	0	0	1	2	14	1	0	0	17	0	4	3	0	0	7	28
7:45 AM	3	0	0	0	0	3	0	0	1	0	0	1	0	14	1	0	1	15	0	11	0	0	1	11	30
8:00 AM	1	0	0	0	0	1	0	0	1	0	1	1	0	13	0	0	0	13	0	10	0	0	0	10	25
8:15 AM	1	0	0	0	0	1	1	0	0	0	2	1	0	13	0	0	0	13	0	11	0	0	1	11	26
Total	8	0	0	0	0	8	2	0	2	0	3	4	2	54	2	0	1	58	0	36	3	0	2	39	109
Approach %	100.0	0.0	0.0	0.0	-	-	50.0	0.0	50.0	0.0	-	-	3.4	93.1	3.4	0.0	-	-	0.0	92.3	7.7	0.0	-	-	-
Total %	7.3	0.0	0.0	0.0	-	7.3	1.8	0.0	1.8	0.0	-	3.7	1.8	49.5	1.8	0.0	-	53.2	0.0	33.0	2.8	0.0	-	35.8	-
PHF	0.667	0.000	0.000	0.000	-	0.667	0.500	0.000	0.500	0.000	-	1.000	0.250	0.964	0.500	0.000	-	0.853	0.000	0.818	0.250	0.000	-	0.886	0.908
Lights	7	0	0	0	-	7	2	0	2	0	-	4	1	53	2	0	-	56	0	32	1	0	-	33	100
% Lights	87.5	-	-	-	-	87.5	100.0	-	100.0	-	-	100.0	50.0	98.1	100.0	-	-	96.6	-	88.9	33.3	-	-	84.6	91.7
Mediums	1	0	0	0	-	1	0	0	0	0	-	0	1	1	0	0	-	2	0	3	2	0	-	5	8
% Mediums	12.5	-	-	-	-	12.5	0.0	-	0.0	-	-	0.0	50.0	1.9	0.0	-	-	3.4	-	8.3	66.7	-	-	12.8	7.3
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	-	-	-	-	0.0	0.0	-	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	-	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	1
% Bicycles on Road	0.0	-	-	-	-	0.0	0.0	-	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	-	2.8	0.0	-	-	2.6	0.9
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

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

Count Name: Snail Lake Boulevard & Harbor Court
Site Code:
Start Date: 10/27/2021



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

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

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

Count Name: Snail Lake Boulevard & Harbor Court
Site Code:
Start Date: 10/27/2021

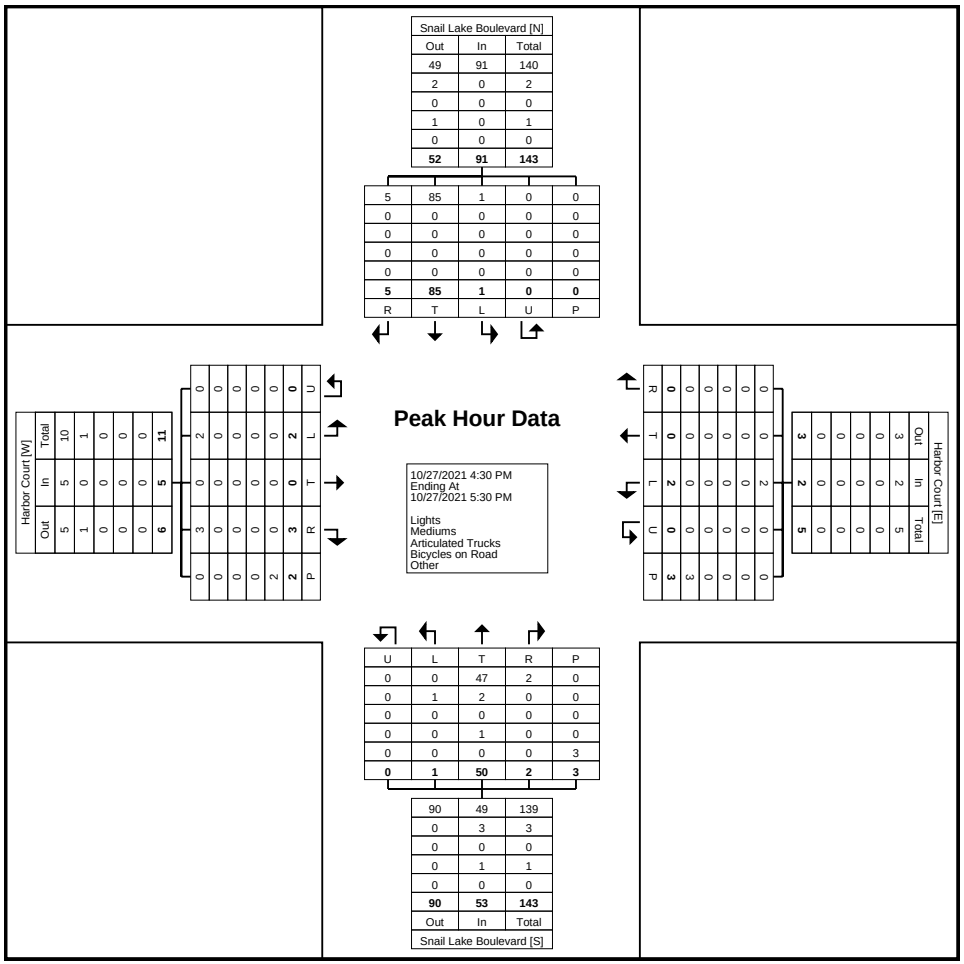
Turning Movement Peak Hour Data (4:30 PM)

Start Time	Harbor Court Eastbound						Harbor Court Westbound						Snail Lake Boulevard Northbound						Snail Lake Boulevard Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
4:30 PM	0	0	0	0	2	0	1	0	0	0	1	1	1	15	0	0	1	16	0	22	1	0	0	23	40
4:45 PM	0	0	0	0	0	0	1	0	0	0	2	1	0	15	0	0	2	15	1	15	1	0	0	17	33
5:00 PM	1	0	1	0	0	2	0	0	0	0	0	0	0	8	1	0	0	9	0	26	1	0	0	27	38
5:15 PM	1	0	2	0	0	3	0	0	0	0	0	0	0	12	1	0	0	13	0	22	2	0	0	24	40
Total	2	0	3	0	2	5	2	0	0	0	3	2	1	50	2	0	3	53	1	85	5	0	0	91	151
Approach %	40.0	0.0	60.0	0.0	-	-	100.0	0.0	0.0	0.0	-	-	1.9	94.3	3.8	0.0	-	-	1.1	93.4	5.5	0.0	-	-	-
Total %	1.3	0.0	2.0	0.0	-	3.3	1.3	0.0	0.0	0.0	-	1.3	0.7	33.1	1.3	0.0	-	35.1	0.7	56.3	3.3	0.0	-	60.3	-
PHF	0.500	0.000	0.375	0.000	-	0.417	0.500	0.000	0.000	0.000	-	0.500	0.250	0.833	0.500	0.000	-	0.828	0.250	0.817	0.625	0.000	-	0.843	0.944
Lights	2	0	3	0	-	5	2	0	0	0	-	2	0	47	2	0	-	49	1	85	5	0	-	91	147
% Lights	100.0	-	100.0	-	-	100.0	100.0	-	-	-	-	100.0	0.0	94.0	100.0	-	-	92.5	100.0	100.0	100.0	-	-	100.0	97.4
Mediums	0	0	0	0	-	0	0	0	0	0	-	0	1	2	0	0	-	3	0	0	0	0	-	0	3
% Mediums	0.0	-	0.0	-	-	0.0	0.0	-	-	-	-	0.0	100.0	4.0	0.0	-	-	5.7	0.0	0.0	0.0	-	-	0.0	2.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	-	0.0	-	-	0.0	0.0	-	-	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	1
% Bicycles on Road	0.0	-	0.0	-	-	0.0	0.0	-	-	-	-	0.0	0.0	2.0	0.0	-	-	1.9	0.0	0.0	0.0	-	-	0.0	0.7
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	2	-	-	-	-	-	3	-	-	-	-	-	3	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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

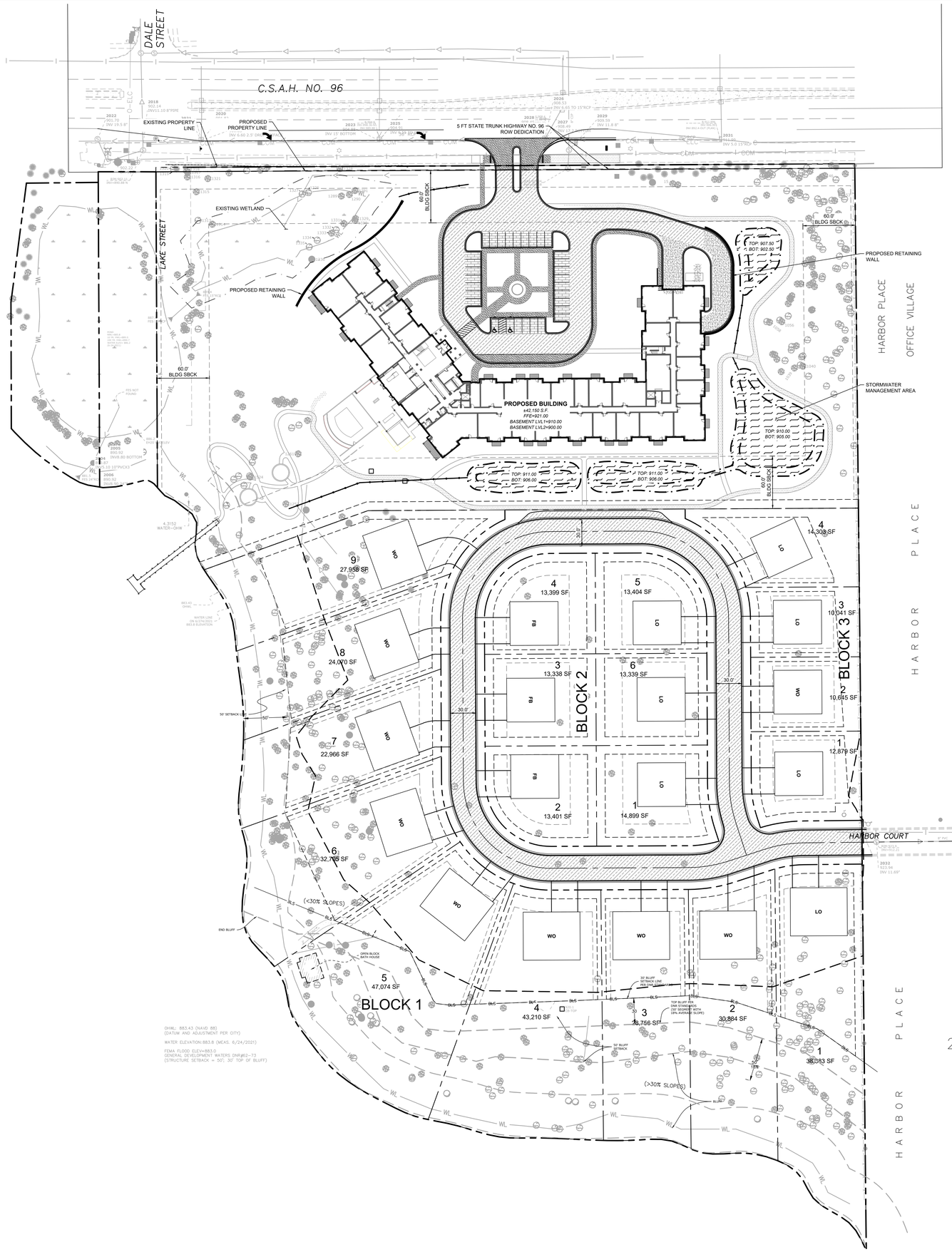
Warrenville, Illinois, United States 60555
(630) 487-5550 bailey.waters@kimley-horn.com

Count Name: Snail Lake Boulevard & Harbor Court
Site Code:
Start Date: 10/27/2021



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

Appendix C:
Site Layout Exhibit



LEGEND

- PROPERTY LINE
- PROPOSED FENCE
- SETBACK LINE
- RETAINING WALL
- PROPOSED CURB AND GUTTER
- PROPOSED HEAVY DUTY ASPHALT
- PROPOSED STANDARD DUTY ASPHALT
- PROPOSED CONCRETE PAVEMENT
- PROPOSED STORMWATER MANAGEMENT AREA
- PROPOSED CONCRETE SIDEWALK

SITE PLAN NOTES

1. ALL WORK AND MATERIALS SHALL COMPLY WITH ALL CITY/COUNTY REGULATIONS AND CODES AND O.S.H.A. STANDARDS.
2. CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF VESTIBULES, SLOPE PAVING, SIDEWALKS, EXIT PORCHES, TRUCK DOCKS, PRECISE BUILDING DIMENSIONS AND EXACT BUILDING UTILITY ENTRANCE LOCATIONS.
3. ALL INNER CURBED RADII ARE TO BE <3> AND OUTER CURBED RADII ARE TO BE <10> UNLESS OTHERWISE NOTED. STRIPED RADII ARE TO BE 5'.
4. ALL DIMENSIONS AND RADII ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
5. EXISTING STRUCTURES WITHIN CONSTRUCTION LIMITS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS NECESSARY. ALL COST SHALL BE INCLUDED IN BASE BID.
6. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL RELOCATIONS, (UNLESS OTHERWISE NOTED ON PLANS) INCLUDING BUT NOT LIMITED TO, ALL UTILITIES, STORM DRAINAGE, SIGNS, TRAFFIC SIGNALS & POLES, ETC. AS REQUIRED. ALL WORK SHALL BE IN ACCORDANCE WITH GOVERNING AUTHORITIES REQUIREMENTS AND PROJECT SITE WORK SPECIFICATIONS AND SHALL BE APPROVED BY SUCH. ALL COST SHALL BE INCLUDED IN BASE BID.
7. SITE BOUNDARY, TOPOGRAPHY, UTILITY AND ROAD INFORMATION TAKEN FROM A SURVEY BY E.G. RUD & SONS, INC., DATED 07/01/2021.
8. KIMLEY-HORN ASSUMES NO LIABILITY FOR ANY ERRORS, INACCURACIES, OR OMISSIONS CONTAINED THEREIN.
9. TOTAL LAND AREA IS 18.44 ACRES.
10. PYLON / MONUMENT SIGNS SHALL BE CONSTRUCTED BY OTHERS. SIGNS ARE SHOWN FOR GRAPHICAL & INFORMATIONAL PURPOSES ONLY. CONTRACTOR TO VERIFY SIZE, LOCATION AND ANY REQUIRED PERMITS NECESSARY FOR THE CONSTRUCTION OF THE PYLON / MONUMENT SIGN.
11. CONTRACTOR SHALL REFERENCE ARCH / MEP PLANS FOR SITE LIGHTING AND ELECTRICAL PLAN.
12. NO PROPOSED LANDSCAPING SUCH AS TREES OR SHRUBS, ABOVE AND UNDERGROUND STRUCTURES, OR OTHER OBSTRUCTIONS SHALL BE LOCATED WITHIN EXISTING OR PROPOSED UTILITY EASEMENTS AND RIGHTS OF WAY UNLESS SPECIFICALLY NOTED ON PLANS OTHERWISE.
13. REFERENCE ARCHITECTURAL PLANS FOR DUMPSTER ENCLOSURE DETAILS.
14. REFER TO FINAL PLAT OR ALTA SURVEY FOR EXACT LOT AND PROPERTY BOUNDARY DIMENSIONS.
15. ALL AREAS ARE ROUNDED TO THE NEAREST SQUARE FOOT.
16. ALL DIMENSIONS ARE ROUNDED TO THE NEAREST TENTH FOOT.
17. ALL PARKING STALLS TO BE <9'> IN WIDTH AND <18'> IN LENGTH UNLESS OTHERWISE INDICATED.
18. THERE ARE 0.00 ACRES OF WETLAND IMPACTS.
19. FOR OFFSITE IMPROVEMENTS, SEE THE <OFFSITE PLANS> IMPROVEMENTS PLANS.

PROPERTY SUMMARY

580 HIGHWAY 96 DEVELOPMENT	
TOTAL PROPERTY AREA	18.44 AC
LAKE STREET ADDITION	0.29 AC
RIGHT OF WAY DEDICATION	0.09 AC
NET PROPERTY AREA	18.64 AC
NORTH PARCEL	7.29 AC
SOUTH PARCEL	11.35 AC
NORTH PARCEL PERVIOUS	4.34 AC
NORTH PARCEL IMPERVIOUS	2.95 AC
SOUTH PARCEL PERVIOUS	8.60 AC
SOUTH PARCEL IMPERVIOUS	2.75 AC
TOTAL DISTURBED AREA	8.66 AC

ZONING SUMMARY	
EXISTING ZONING	PUD
PROPOSED ZONING NORTH PARCEL SOUTH PARCEL	 R3 - MULTI-FAMILY DWELLING RESIDENTIAL R1 - DETACHED RESIDENTIAL
PARKING SETBACKS	SIDE/REAR = 5' ROAD/FRONT = 20'
BUILDING SETBACKS (MULTIFAMILY RESIDENTIAL)	FRONT = 30'; 60'* SIDE = 30; 60'* REAR = 30'; 60'*
BUILDING SETBACKS (SINGLE FAMILY RESIDENTIAL)	VARIES BY TYPE OF LOT
PROPOSED SURFACE PARKING	31 SPACES
PROPOSED UNDERGROUND PARKING	214 SPACES
PROPOSED PROOF OF PARKING	75 SPACES

*PER ZONING R3 CITY CODE, BUILDING HEIGHT OF 35 FEET MAY BE EXCEEDED IF FOR EVERY ADDITIONAL FOOT OF HEIGHT THERE IS AN ADDITIONAL FOOT OF SETBACK ON ALL SIDES;
BUILDING HEIGHT OF 55 FEET REQUIRES 50 FEET OF SETBACK, 30' + (65'-35')(1) = 60'
**PER CITY CODE 203.039 (E) (4), FRONT SETBACK MAY BE REDUCED IF CHARACTERISTICS OF PROPERTY (TOPOGRAPHY, DRAINAGE, UTILITY LOCATIONS, LOT COVERAGE LIMITATIONS) REQUIRE THIS SETBACK TO BE REDUCED AND THE PROPOSED SETBACK IS GENERALLY CONSISTENT WITH NEIGHBORING PROPERTIES. IN NO CASE SHALL THE FRONT SETBACK BE LESS TAHN 20 FEET UNLESS APPROVED AS A VARIANCE BY PLANNING COMMISSION.

NORTH

GRAPHIC SCALE IN FEET
0 25 50 100

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

THE TYCON COMPANIES

Tycon Hwy 96 Shoreview

580 Hwy 96
Shoreview, MN

URBANWORKS

901 NORTH THIRD STREET, SUITE 145, MINNEAPOLIS, MN 55401

CONSULTANT
Kimley»Horn
2021 KIMLEY-HORN AND ASSOCIATES, INC.
767 EUSTIS STREET,
SUITE 100, ST. PAUL, MN 55114
PHONE: 651-645-4197
WWW.KIMLEY-HORN.COM

PRELIMINARY

NOT FOR CONSTRUCTION

KHA PROJECT No: 160844010

REVISIONS

DATE	01/14/2022
KHA PROJECT #	160844010
PHASE	DESIGN DEVELOPMENT
DESIGNED BY	CJJ
DRAWN BY	BAW
CHECKED BY	TJL
SCALE	AS SHOWN

OVERALL SITE PLAN

C400

PRELIMINARY - NOT FOR CONSTRUCTION

Appendix D:
SimTraffic Analysis Results

1: Snail Lake Boulevard & County Highway 96 Performance by movement

Movement	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.1	2.3	0.2	2.3	0.0		0.0	0.1	0.1	0.1	0.2
Total Del/Veh (s)	5.7	2.0	58.4	4.1	1.0	44.8		4.9	42.3	45.2	11.4	7.0

2: Snail Lake Boulevard & Harbor Court Performance by movement

Movement	EBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.1
Total Del/Veh (s)	3.4	0.0	0.9	0.7	0.6

3: County Highway 96 & Dale St N Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	8.3	1.8	1.8	1.8	22.1	6.1	2.0

4: County Highway 96 & Victoria Street N Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	All
Denied Del/Veh (s)	3.1	0.1	0.0	0.0	0.1	0.1
Total Del/Veh (s)	55.3	1.1	8.9	4.3	58.7	8.4

Total Network Performance

Denied Del/Veh (s)	0.3
Total Del/Veh (s)	17.7

Intersection: 1: Snail Lake Boulevard & County Highway 96

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB
Directions Served	T	T	R	L	T	T	R	LT	R	LTR
Maximum Queue (ft)	137	122	42	84	138	124	4	81	50	66
Average Queue (ft)	59	63	7	22	64	44	0	24	14	20
95th Queue (ft)	117	121	29	59	121	104	2	61	36	51
Link Distance (ft)	959	959			1211	1211		707		700
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)			350	375			375		275	
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 2: Snail Lake Boulevard & Harbor Court

Movement	EB
Directions Served	LTR
Maximum Queue (ft)	45
Average Queue (ft)	5
95th Queue (ft)	26
Link Distance (ft)	374
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: County Highway 96 & Dale St N

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	39	46
Average Queue (ft)	7	15
95th Queue (ft)	29	37
Link Distance (ft)		1186
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	330	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: County Highway 96 & Victoria Street N

Movement	EB	EB	EB	WB	WB	WB	SB
Directions Served	L	T	T	T	T	R	L
Maximum Queue (ft)	132	99	65	207	234	52	99
Average Queue (ft)	51	22	11	94	108	12	31
95th Queue (ft)	107	67	43	195	214	38	74
Link Distance (ft)		837	837	2161	2161		648
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	350					330	
Storage Blk Time (%)							
Queuing Penalty (veh)							

Network Summary

Network wide Queuing Penalty: 0

1: Snail Lake Boulevard & County Highway 96 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	2.8	0.2	2.8	0.1	0.1	1.9	0.1	0.1	0.1
Total Del/Veh (s)	58.0	7.5	5.6	64.2	4.3	4.2	47.8	51.5	14.0	47.3	52.9	15.4

1: Snail Lake Boulevard & County Highway 96 Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	8.5

2: Snail Lake Boulevard & Harbor Court Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	5.4	5.8	6.4	6.9	6.2

3: County Highway 96 & Dale St N Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	11.4	2.6	2.1	3.0	26.5	11.7	2.6

4: County Highway 96 & Victoria Street N Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	2.5	0.3	0.0	0.0	0.1	0.1	0.3
Total Del/Veh (s)	54.9	2.5	6.1	4.8	56.5	10.6	8.2

Total Network Performance

Denied Del/Veh (s)	0.4
Total Del/Veh (s)	19.9

Intersection: 1: Snail Lake Boulevard & County Highway 96

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	LT	R	LTR
Maximum Queue (ft)	35	195	235	57	68	132	126	6	82	58	69
Average Queue (ft)	4	97	115	11	24	45	26	0	25	22	23
95th Queue (ft)	19	168	193	37	54	98	78	3	63	47	57
Link Distance (ft)		959	959			1211	1211		707		700
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	350			350	375			375		275	
Storage Blk Time (%)											
Queuing Penalty (veh)											

Intersection: 2: Snail Lake Boulevard & Harbor Court

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	28	53	56
Average Queue (ft)	4	25	32
95th Queue (ft)	21	48	52
Link Distance (ft)	374	398	707
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: County Highway 96 & Dale St N

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	36	49
Average Queue (ft)	13	12
95th Queue (ft)	37	36
Link Distance (ft)		1186
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	330	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: County Highway 96 & Victoria Street N

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	R	L	R
Maximum Queue (ft)	164	124	110	137	153	31	137	73
Average Queue (ft)	87	40	28	61	68	7	45	33
95th Queue (ft)	144	93	75	120	138	27	101	59
Link Distance (ft)		837	837	2161	2161		648	648
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	350					330		
Storage Blk Time (%)								
Queuing Penalty (veh)								

Network Summary

Network wide Queuing Penalty: 0

1: Snail Lake Boulevard & County Highway 96 Performance by movement

Movement	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.2	2.5	0.2	2.7	0.0		0.0	0.1	0.1	0.1	0.2
Total Del/Veh (s)	5.7	1.9	54.9	4.1	1.1	43.3		5.0	42.8	40.5	15.4	7.3

2: Snail Lake Boulevard & Harbor Court Performance by movement

Movement	EBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.1	0.1
Total Del/Veh (s)	4.2	0.0	1.0	0.5	0.7

3: County Highway 96 & Dale Street N Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.2	0.0
Total Del/Veh (s)	11.5	1.9	1.8	1.1	19.5	7.8	2.2

4: County Highway 96 & Victoria Street N Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	3.0	0.2	0.0	0.0	0.1	0.1	0.2
Total Del/Veh (s)	53.4	1.4	10.4	4.5	54.1	10.1	9.6

Total Network Performance

Denied Del/Veh (s)	0.3
Total Del/Veh (s)	18.6

Intersection: 1: Snail Lake Boulevard & County Highway 96

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB
Directions Served	T	T	R	L	T	T	R	LT	R	LTR
Maximum Queue (ft)	139	150	48	75	136	145	4	88	49	92
Average Queue (ft)	58	65	8	26	64	43	0	27	14	28
95th Queue (ft)	110	126	33	62	119	103	2	69	36	68
Link Distance (ft)	959	959			1211	1211		707		700
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)			350	375			375		275	
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 2: Snail Lake Boulevard & Harbor Court

Movement	EB
Directions Served	LTR
Maximum Queue (ft)	46
Average Queue (ft)	7
95th Queue (ft)	30
Link Distance (ft)	374
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: County Highway 96 & Dale Street N

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	53	70
Average Queue (ft)	14	21
95th Queue (ft)	44	50
Link Distance (ft)		1186
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	330	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: County Highway 96 & Victoria Street N

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	R	L	R
Maximum Queue (ft)	134	108	79	280	307	53	94	94
Average Queue (ft)	58	29	14	113	124	14	33	36
95th Queue (ft)	116	81	50	240	255	42	77	68
Link Distance (ft)		837	837	2161	2161		648	648
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	350					330		
Storage Blk Time (%)					0			
Queuing Penalty (veh)					0			

Network Summary

Network wide Queuing Penalty: 0

1: Snail Lake Boulevard & County Highway 96 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	2.8	0.2	2.5	0.1	0.2	1.7	0.1	0.2	0.1
Total Del/Veh (s)	59.6	8.1	5.3	57.3	5.4	4.8	49.2	41.1	14.8	46.4	46.0	20.1

1: Snail Lake Boulevard & County Highway 96 Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	9.7

2: Snail Lake Boulevard & Harbor Court Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	4.8	5.8	6.7	7.9	6.4

3: County Highway 96 & Dale Street N Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	12.0	2.8	2.4	3.4	25.2	10.0	2.9

4: County Highway 96 & Victoria Street N Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	2.3	0.3	0.0	0.0	0.1	0.2	0.3
Total Del/Veh (s)	56.2	2.9	5.6	4.7	56.3	12.5	8.5

Total Network Performance

Denied Del/Veh (s)	0.4
Total Del/Veh (s)	21.3

Intersection: 1: Snail Lake Boulevard & County Highway 96

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	LT	R	LTR
Maximum Queue (ft)	47	188	231	40	102	153	114	9	88	68	114
Average Queue (ft)	10	103	124	9	29	57	31	1	29	23	37
95th Queue (ft)	34	174	202	32	71	120	84	5	71	51	89
Link Distance (ft)		959	959			1211	1211		707		700
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	350			350	375			375		275	
Storage Blk Time (%)											
Queuing Penalty (veh)											

Intersection: 2: Snail Lake Boulevard & Harbor Court

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	29	53	60
Average Queue (ft)	8	27	35
95th Queue (ft)	28	47	57
Link Distance (ft)	374	398	707
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: County Highway 96 & Dale Street N

Movement	EB	WB	SB
Directions Served	L	T	LR
Maximum Queue (ft)	56	4	44
Average Queue (ft)	16	0	16
95th Queue (ft)	45	3	37
Link Distance (ft)		959	1186
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	330		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: County Highway 96 & Victoria Street N

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	R	L	R
Maximum Queue (ft)	196	109	113	106	136	42	129	86
Average Queue (ft)	95	44	33	53	60	9	51	38
95th Queue (ft)	166	97	81	101	117	32	101	72
Link Distance (ft)		837	837	2161	2161		648	648
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	350					330		
Storage Blk Time (%)								
Queuing Penalty (veh)								

Network Summary

Network wide Queuing Penalty: 0

1: Snail Lake Boulevard & County Highway 96 Performance by movement

Movement	EBU	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	2.5	0.2	2.6	0.0		0.0	0.1	0.1	0.1
Total Del/Veh (s)	57.4	5.4	1.4	58.8	6.5	1.7	47.7		5.5	43.0	52.0	19.6

1: Snail Lake Boulevard & County Highway 96 Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	9.8

2: Snail Lake Boulevard & Harbor Court Performance by movement

Movement	EBL	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	0.1
Total Del/Veh (s)	4.9	2.3	0.1	1.0	1.3	1.0

3: County Highway 96 & Dale Street N Performance by movement

Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	7.2	1.4	2.0	0.5	0.0	22.9	12.0	1.2

4: County Highway 96 & Victoria Street N Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	3.1	0.2	0.0	0.0	0.1	0.2	0.2
Total Del/Veh (s)	56.2	1.7	6.5	3.1	51.9	11.7	7.7

5: Multi-Family Site Access & County Highway 96 Performance by movement

Movement	EBT	EBR	WBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	0.3	0.0	2.1	3.6	1.5

Total Network Performance

Denied Del/Veh (s)	0.3
Total Del/Veh (s)	19.0

Intersection: 1: Snail Lake Boulevard & County Highway 96

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB
Directions Served	UL	T	T	R	L	T	T	R	LT	R	LTR
Maximum Queue (ft)	58	130	128	43	108	178	146	2	94	55	86
Average Queue (ft)	17	54	58	6	30	71	47	0	36	15	30
95th Queue (ft)	46	111	114	27	74	149	112	1	75	38	68
Link Distance (ft)		591	591			1211	1211		707		700
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	350			350	375			375		275	
Storage Blk Time (%)											
Queuing Penalty (veh)											

Intersection: 2: Snail Lake Boulevard & Harbor Court

Movement	EB
Directions Served	LTR
Maximum Queue (ft)	44
Average Queue (ft)	14
95th Queue (ft)	38
Link Distance (ft)	374
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: County Highway 96 & Dale Street N

Movement	EB	WB	SB
Directions Served	L	U	LR
Maximum Queue (ft)	37	26	71
Average Queue (ft)	8	1	19
95th Queue (ft)	29	10	51
Link Distance (ft)			1186
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	330	350	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: County Highway 96 & Victoria Street N

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	R	L	R
Maximum Queue (ft)	133	70	52	165	192	43	92	104
Average Queue (ft)	60	23	8	61	71	8	33	40
95th Queue (ft)	116	63	33	128	153	31	76	82
Link Distance (ft)		837	837	2161	2161		648	648
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	350					330		
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 5: Multi-Family Site Access & County Highway 96

Movement	NB
Directions Served	R
Maximum Queue (ft)	51
Average Queue (ft)	19
95th Queue (ft)	40
Link Distance (ft)	202
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 0

1: Snail Lake Boulevard & County Highway 96 Performance by movement

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	2.7	0.2	2.7	0.1	0.0	1.7	0.1	0.1
Total Del/Veh (s)	71.0	67.2	7.5	4.6	61.8	6.7	4.7	45.5	40.3	14.6	44.3	48.4

1: Snail Lake Boulevard & County Highway 96 Performance by movement

Movement	SBR	All
Denied Del/Veh (s)	0.2	0.2
Total Del/Veh (s)	17.9	10.0

2: Snail Lake Boulevard & Harbor Court Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	4.6	4.8	6.0	5.9	7.0	7.4	6.5

3: County Highway 96 & Dale Street N Performance by movement

Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	11.6	2.8	10.8	0.5	1.2	32.4	10.8	2.2

4: County Highway 96 & Victoria Street N Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	2.4	0.3	0.0	0.0	0.1	0.1	0.3
Total Del/Veh (s)	56.2	2.9	6.4	5.3	52.6	11.6	8.8

5: Multi-Family Site Access & County Highway 96 Performance by movement

Movement	EBT	EBR	WBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	0.6	1.3	2.3	11.1	1.5

Total Network Performance

Denied Del/Veh (s)	0.4
Total Del/Veh (s)	22.0

Intersection: 1: Snail Lake Boulevard & County Highway 96

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB
Directions Served	UL	T	T	R	L	T	T	R	LT	R	LTR
Maximum Queue (ft)	60	198	207	57	94	160	168	15	97	62	87
Average Queue (ft)	22	100	118	11	31	70	49	1	32	26	29
95th Queue (ft)	52	185	199	39	74	143	122	7	77	52	70
Link Distance (ft)		591	591			1211	1211		707		700
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	350			350	375			375		275	
Storage Blk Time (%)											
Queuing Penalty (veh)											

Intersection: 2: Snail Lake Boulevard & Harbor Court

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	38	63	71
Average Queue (ft)	13	28	35
95th Queue (ft)	37	51	60
Link Distance (ft)	374	398	707
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: County Highway 96 & Dale Street N

Movement	EB	WB	SB
Directions Served	L	U	LR
Maximum Queue (ft)	52	36	57
Average Queue (ft)	14	9	19
95th Queue (ft)	41	32	45
Link Distance (ft)			1186
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	330	350	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: County Highway 96 & Victoria Street N

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	R	L	R
Maximum Queue (ft)	200	115	113	146	172	34	129	64
Average Queue (ft)	99	48	36	66	72	12	52	34
95th Queue (ft)	176	100	86	128	141	36	102	58
Link Distance (ft)		837	837	2161	2161		648	648
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	350					330		
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 5: Multi-Family Site Access & County Highway 96

Movement	NB
Directions Served	R
Maximum Queue (ft)	48
Average Queue (ft)	14
95th Queue (ft)	35
Link Distance (ft)	202
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 0

Appendix E:
Turn Lane Warrant Analysis

RIGHT TURN LANE WARRANTS

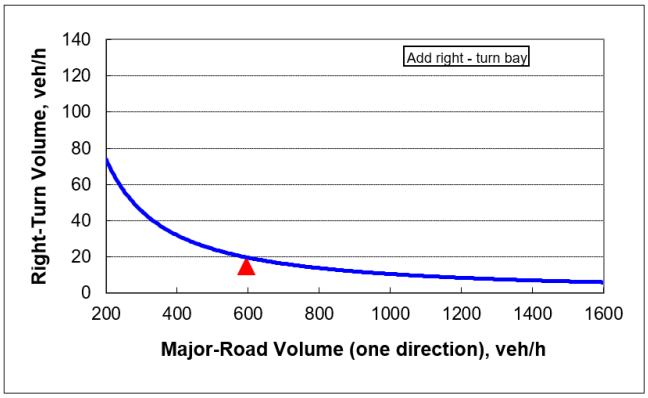
Condition: Opening Year Build (2023) AM Peak Hour
Eastbound Right at Highway 96 & Multi-Family Site Access

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	50
Major-road volume (one direction), veh/h:	595
Right-turn volume, veh/h:	15

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	20
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



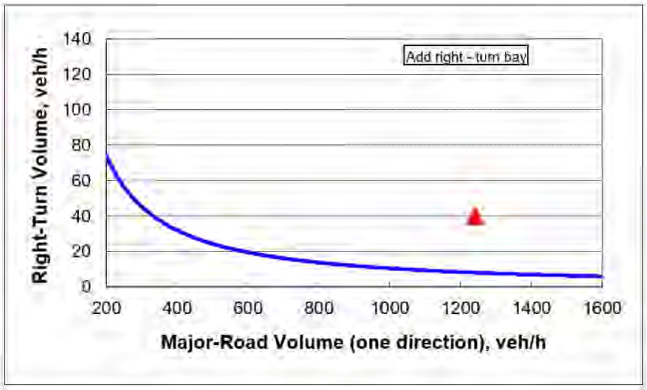
Condition: Opening Year Build (2023) AM Peak Hour
Eastbound Right at Highway 96 & Multi-Family Site Access

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	50
Major-road volume (one direction), veh/h:	1240
Right-turn volume, veh/h:	40

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	8
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Add right-turn bay.	



APPENDIX D

Agency Correspondence

BOARD OF WATER AND SOIL RESOURCES

Minnesota Wetland Conservation Act
Notice of Decision

Local Government Unit: Ramsey-Washington Metro Watershed District (RWMWD)	**County:** Ramsey
Applicant Name: Max Segler (Tycon Companies)	**Applicant Representative:** Wayne Jacobson (Jacobson Environmental)
Project Name: 580 Hwy 96 W Incidental	**LGU Project No. (if any):** 21-08 WCA
Date Complete Application Received by LGU: 5/14/2021	
Date of LGU Decision: 6/10/2021	
Date this Notice was Sent: 6/15/2021	

WCA Decision Type - check all that apply

☒ **Wetland Boundary/Type** ☐ **Sequencing** ☐ **Replacement Plan** ☐ **Bank Plan (not credit purchase)**

☐ **No-Loss (8420.0415)** ☐ **Exemption (8420.0420)**

Part: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ H **Subpart:** ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐ 6 ☐ 7 ☐ 8 ☐ 9

Replacement Plan Impacts (replacement plan decisions only)

Total WCA Wetland Impact Area:
Wetland Replacement Type: ☐ Project Specific Credits: ☐ Bank Credits:
Bank Account Number(s):

Technical Evaluation Panel Findings and Recommendations (attach if any)

☐ Approve ☒ Approve w/Conditions ☐ Deny ☐ No TEP Recommendation

Nicole Soderholm (RWMWD-LGU) and Ben Meyer (BWSR) joined Ashley Mack (Jacobson Environmental) onsite on 6/4/21 to review the boundary and discuss the application. No changes were requested to the boundaries/types. Based on the site visit and review of historical photos, there is insufficient evidence to categorize Basin 1 as incidental. Basin 3 appears to be a constructed stormwater pond in historically upland area and is therefore approved as incidental. A Ramsey County 1997 grading plan further supports this. Basins 1 and 2 remain jurisdictional under WCA.

LGU Decision

☒ Approved with Conditions (specify below)[1] ☒ Approved[1] ☐ Denied

List Conditions: **Basin 1 is not considered incidental.**

Decision-Maker for this Application: ☒ Staff ☐ Governing Board/Council ☐ Other:

Decision is valid for: ☒ 5 years (default) ☐ Other (specify):

[1] *Wetland Replacement Plan approval is not valid until BWSR confirms the withdrawal of any required wetland bank credits. For project-specific replacement a financial assurance per MN Rule 8420.0522, Subp. 9 and evidence that all required forms have been recorded on the title of the property on which the replacement wetland is located must be provided to the LGU for the approval to be valid.*

LGU Findings – Attach document(s) and/or insert narrative providing the basis for the LGU decision[1].

☒ Attachment(s) (specify): **1997 Ramsey County File: Grading Plan**
☐ Summary:

[1] *Findings must consider any TEP recommendations.*

Attached Project Documents

☒ Site Location Map ☐ Project Plan(s)/Descriptions/Reports (specify): Click here to enter text.

Appeals of LGU Decisions

If you wish to appeal this decision, you must provide a written request within 30 calendar days of the date you received the notice. All appeals must be submitted to the Board of Water and Soil Resources Executive Director along with a check payable to BWSR for $500 *unless* the LGU has adopted a local appeal process as identified below. The check must be sent by mail and the written request to appeal can be submitted by mail or e-mail. The appeal should include a copy of this notice, name and contact information of appellant(s) and their representatives (if applicable), a statement clarifying the intent to appeal and supporting information as to why the decision is in error. Send to:

Appeals & Regulatory Compliance Coordinator
Minnesota Board of Water & Soils Resources
520 Lafayette Road North
St. Paul, MN 55155
travis.germundson@state.mn.us

Does the LGU have a local appeal process applicable to this decision?

☐ Yes[1] ☒ No

[1]*If yes, all appeals must first be considered via the local appeals process.*

Local Appeals Submittal Requirements (LGU must describe how to appeal, submittal requirements, fees, etc. as applicable)

Notice Distribution (include name)

Required on all notices:

☒ SWCD TEP Member: **Michael Schumann (Ramsey County)**	☒ BWSR TEP Member: **Ben Meyer**
☐ LGU TEP Member (if different than LGU contact):	
☒ DNR Representative: **Leslie Parris, Dan Scollan**	
☐ Watershed District or Watershed Mgmt. Org.:	
☒ Applicant (notice only):	☐ Agent/Consultant (notice only):

Optional or As Applicable:

☒ Corps of Engineers: **Eric White**	
☐ BWSR Wetland Mitigation Coordinator (required for bank plan applications only):	
☐ Members of the Public (notice only):	☐ Other:

Signature:	**Date:**
Nicole Goderham	6/15/2021

This notice and accompanying application materials may be sent electronically or by mail. The LGU may opt to send a summary of the application to members of the public upon request per 8420.0255, Subp. 3.

Minnesota Department of Natural Resources
Division of Ecological & Water Resources
500 Lafayette Road, Box 25
St. Paul, MN 55155-4025

July 20, 2022
Correspondence # MCE 2022-00387

Madeline Humphrey
Kimley-Horn and Associates, Inc.

RE: Natural Heritage Review of the proposed The Bluffs,
T30N R23W Section 24; Ramsey County

Dear Madeline Humphrey,

As requested, the Minnesota Natural Heritage Information System has been reviewed to determine if the proposed project has the potential to impact any rare species or other significant natural features. Based on the project details provided with the request, the following rare features may be impacted by the proposed project:

Ecologically Significant Areas

- Snail Lake has been identified as a Lake of *Moderate* Biological Significance. Lakes of Biological Significance were ranked as *Outstanding, High or Moderate* based on unique plant and animal presence. It is important that effective erosion prevention and sediment control practices be implemented and maintained near the lake throughout the duration of the project. Indirect impacts, such as the introduction or spread of invasive species, should also be considered and minimized.

  There are other natural resource - related issues associated with lakeshore developments besides the potential impacts to rare features. These issues include increased nutrients, pollutants, erosion, and sedimentation resulting in decreased water quality and decreased habitat quality for fish and wildlife. Maintaining native vegetation along lakeshores is one way to reduce these negative impacts. The combination of upland, lakeshore, and aquatic plants creates a buffer zone that provides numerous ecological benefits. Lakeshore and upland plants help stabilize banks and protect the shoreline from erosion by absorbing the forces of wind, waves, and boat traffic. They also filter pollutants that would otherwise drain from the watershed into the lake, thereby protecting water quality. Most noticeably, lakeshore and upland plants provide a variety of vital

habitat components for fish and wildlife including food, protection from weather and predators, denning sites and nursery areas for young, perching and sunning sites for birds and turtles, and flyways and travel corridors. Aquatic plants produce oxygen, purify lake water by stabilizing bottom sediments and reducing nutrient cycling, and provide underwater cover for fish. As such, if a buffer zone of native vegetation is present within the project boundary, I recommend that it be maintained and enhanced. If not, I recommend that one be established.

For additional information on aquatic plants and lakeshore management, please refer Lakescaping and Natural Buffers & Lakescaping online resources. The DNR book *Lakescaping for Wildlife and Water Quality* also covers a wide array of topics associated with managing lakeshore property and includes techniques to prevent shoreline erosion and to restore wildlife habitat, wildflowers, and water quality. Another reference is *Restore Your Shore*, an online interactive multimedia program that guides users through the process of protecting a natural shoreline or restoring a degraded shore with a natural buffer zone.

State-listed Species

- Blanding's turtles (*Emydoidea blandingii*), a state-listed threatened species, have been documented in the vicinity of the proposed project. Blanding's turtles use upland areas up to and over a mile distant from wetlands, waterbodies, and watercourses. Uplands are used for nesting, basking, periods of dormancy, and traveling between wetlands. Factors believed to contribute to the decline of this species include collisions with vehicles, wetland drainage and degradation, and the development of upland habitat. Any added mortality can be detrimental to populations of Blanding's turtles, as these turtles have a low reproduction rate that depends upon a high survival rate to maintain population levels.

  This project has the potential to impact this rare turtle through direct fatalities and habitat disturbance/destruction due to excavation, fill, and other construction activities associated with the project. Minnesota's Endangered Species Statute (*Minnesota Statutes*, section 84.0895) and associated Rules (*Minnesota Rules*, part 6212.1800 to 6212.2300 and 6134) prohibit the take of threatened or endangered species without a permit. As such, **the following avoidance measures are required**:

  - Avoid aquatic impacts during hibernation season, between October 15th and April 15th, unless the area is unsuitable for hibernation.
  - The use of erosion control blanket shall be limited to 'bio-netting' or 'natural-netting' types, and specifically not products containing plastic mesh netting or other plastic components.
  - Also, be aware that hydro-mulch products may contain small synthetic (plastic) fibers to aid in their matrix strength. These loose fibers could potentially re-suspend and make

their way into Public Waters. As such, please review mulch products and not allow any materials with synthetic (plastic) fiber additives in areas that drain to Public Waters.

- Areas where there will be construction, especially aquatic areas, should be thoroughly checked for turtles before the use of heavy equipment or any ground disturbance.
  - The Blanding's turtle flyer must be given to all contractors working in the area.
  - Monitor for turtles during construction and report any sightings to the DNR Nongame Specialist, Erica Hoaglund (Erica.Hoaglund@state.mn.us).
- If turtles are in imminent danger they must be moved by hand out of harm's way, otherwise, they are to be left undisturbed.

If the above avoidance measures are not possible, please contact me as further action may be needed.

For additional information, see the Blanding's turtle fact sheet, which describes the habitat use and life history of this species. The fact sheet also provides two lists of recommendations for avoiding and minimizing impacts to this rare turtle. **Please refer to both lists of recommendations and apply those that are relevant to your project.** For further assistance regarding the Blanding's turtle, please contact the DNR Regional Nongame Specialist, Erica Hoaglund.

- Pugnose shiners (*Notropis anogenus*), a state-listed threatened fish species, and least darters (*Etheostoma microperca*), a state-listed fish species of special concern, have been documented in Snail Lake. These species prefer clear, low velocity lakes and streams with an abundance of submerged vegetation such as eelgrass, Canadian elodea, pondweed, and muskgrass. Both species are intolerant of the environmental degradation (especially turbidity and siltation) that can be caused from pollution, pesticides, and runoff. They are vulnerable to the removal of littoral vegetation from lakes, the invasion of Eurasian water milfoil (*Myriophyllum spicatum*), and increases in eutrophication from nutrient enrichment. As such, both maintaining vegetation around lakes and streams to avoid siltation and avoiding removal of in-lake vegetation are essential to the survival of these rare fish species. To protect spawning fish, work within the water should be avoided from March through July.

- Please visit the DNR Rare Species Guide for more information on the habitat use of these species and recommended measures to avoid or minimize impacts. For further assistance with these species, please contact the appropriate DNR Regional Nongame Specialist or Regional Ecologist.

Federally Protected Species

- To ensure compliance with federal law, conduct a federal regulatory review using the U.S. Fish and Wildlife Service's (USFWS) online Information for Planning and Consultation (IPaC) tool.

Environmental Review and Permitting

- The Environmental Assessment Worksheet should address whether the proposed project has the potential to adversely affect the above rare features and, if so, it should identify specific measures that will be taken to avoid or minimize disturbance. Sufficient information should be provided so the DNR can determine whether a takings permit will be needed for any of the above protected species.

- Please include a copy of this letter and the MCE-generated Final Project Report in any state or local license or permit application. Please note that measures to avoid or minimize disturbance to the above rare features may be included as restrictions or conditions in any required permits or licenses.

The Natural Heritage Information System (NHIS), a collection of databases that contains information about Minnesota's rare natural features, is maintained by the Division of Ecological and Water Resources, Department of Natural Resources. The NHIS is continually updated as new information becomes available, and is the most complete source of data on Minnesota's rare or otherwise significant species, native plant communities, and other natural features. However, the NHIS is not an exhaustive inventory and thus does not represent all of the occurrences of rare features within the state. Therefore, ecologically significant features for which we have no records may exist within the project area. If additional information becomes available regarding rare features in the vicinity of the project, further review may be necessary.

For environmental review purposes, the results of this Natural Heritage Review are valid for one year; the results are only valid for the project location and project description provided with the request. If project details change or the project has not occurred within one year, please resubmit the project for review within one year of initiating project activities.

The Natural Heritage Review does not constitute project approval by the Department of Natural Resources. Instead, it identifies issues regarding known occurrences of rare features and potential impacts to these rare features. For information on the environmental review process or other natural resource concerns, you may contact your DNR Regional Environmental Assessment Ecologist.

Thank you for consulting us on this matter, and for your interest in preserving Minnesota's rare natural resources.

Sincerely,

James Drake
Natural Heritage Review Specialist
James.F.Drake@state.mn.us

Cc: Melissa Collins

APPENDIX E

Blanding's Turtle Fact Sheet

Environmental Review Fact Sheet Series

Endangered, Threatened, and Special Concern Species of Minnesota

Blanding's Turtle

(*Emydoidea blandingii*)

Minnesota Status:	Threatened	State Rank[1]:	S2
Federal Status:	none	Global Rank[1]:	G4

HABITAT USE

Blanding's turtles need both wetland and upland habitats to complete their life cycle. The types of wetlands used include ponds, marshes, shrub swamps, bogs, and ditches and streams with slow-moving water. In Minnesota, Blanding's turtles are primarily marsh and pond inhabitants. Calm, shallow water bodies (Type 1-3 wetlands) with mud bottoms and abundant aquatic vegetation (e.g., cattails, water lilies) are preferred, and extensive marshes bordering rivers provide excellent habitat. Small temporary wetlands (those that dry up in the late summer or fall) are frequently used in spring and summer -- these fishless pools are amphibian and invertebrate breeding habitat, which provides an important food source for Blanding's turtles. Also, the warmer water of these shallower areas probably aids in the development of eggs within the female turtle. Nesting occurs in open (grassy or brushy) sandy uplands, often some distance from water bodies. Frequently, nesting occurs in traditional nesting grounds on undeveloped land. Blanding's turtles have also been known to nest successfully on residential property (especially in low density housing situations), and to utilize disturbed areas such as farm fields, gardens, under power lines, and road shoulders (especially of dirt roads). Although Blanding's turtles may travel through woodlots during their seasonal movements, shady areas (including forests and lawns with shade trees) are not used for nesting. Wetlands with deeper water are needed in times of drought, and during the winter. Blanding's turtles overwinter in the muddy bottoms of deeper marshes and ponds, or other water bodies where they are protected from freezing.

LIFE HISTORY

Individuals emerge from overwintering and begin basking in late March or early April on warm, sunny days. The increase in body temperature which occurs during basking is necessary for egg development within the female turtle. Nesting in Minnesota typically occurs during June, and females are most active in late afternoon and at dusk. Nesting can occur as much as a mile from wetlands. The nest is dug by the female in an open sandy area and 6-15 eggs are laid. The female turtle returns to the marsh within 24 hours of laying eggs. After a development period of approximately two months, hatchlings leave the nest from mid-August through early-October. Nesting females and hatchlings are often at risk of being killed while crossing roads between wetlands and nesting areas. In addition to movements associated with nesting, all ages and both sexes move between wetlands from April through November. These movements peak in June and July and again in September and October as turtles move to and from overwintering sites. In late autumn (typically November), Blanding's turtles bury themselves in the substrate (the mud at the bottom) of deeper wetlands to overwinter.

IMPACTS / THREATS / CAUSES OF DECLINE

- loss of wetland habitat through drainage or flooding (converting wetlands into ponds or lakes)
- loss of upland habitat through development or conversion to agriculture
- human disturbance, including collection for the pet trade* and road kills during seasonal movements
- increase in predator populations (skunks, racoons, etc.) which prey on nests and young

*It is illegal to possess this threatened species.

RECOMMENDATIONS FOR AVOIDING AND MINIMIZING IMPACTS

These recommendations apply to typical construction projects and general land use within Blanding's turtle habitat, and are provided to help local governments, developers, contractors, and homeowners minimize or avoid detrimental impacts to Blanding's turtle populations. **List 1** describes minimum measures which we recommend to prevent harm to Blanding's turtles during construction or other work within Blanding's turtle habitat. **List 2** contains recommendations which offer even greater protection for Blanding's turtles populations; this list should be used *in addition to the first list* in areas which are known to be of state-wide importance to Blanding's turtles (contact the DNR's Natural Heritage and Nongame Research Program if you wish to determine if your project or home is in one of these areas), or in any other area where greater protection for Blanding's turtles is desired.

List 1. Recommendations for all areas inhabited by Blanding's turtles.	**List 2. *Additional* recommendations for areas known to be of state-wide importance to Blanding's turtles.**
GENERAL	
A flyer with an illustration of a Blanding's turtle should be given to all contractors working in the area. Homeowners should also be informed of the presence of Blanding's turtles in the area.	Turtle crossing signs can be installed adjacent to road-crossing areas used by Blanding's turtles to increase public awareness and reduce road kills.
Turtles which are in imminent danger should be moved, by hand, out of harms way. Turtles which are not in imminent danger should be left undisturbed.	Workers in the area should be aware that Blanding's turtles nest in June, generally after 4pm, and should be advised to minimize disturbance if turtles are seen.
If a Blanding's turtle nests in your yard, do not disturb the nest.	If you would like to provide more protection for a Blanding's turtle nest on your property, see "Protecting Blanding's Turtle Nests" on page 3 of this fact sheet.
Silt fencing should be set up to keep turtles out of construction areas. It is critical that silt fencing be removed after the area has been revegetated.	Construction in potential nesting areas should be limited to the period between September 15 and June 1 (this is the time when activity of adults and hatchlings in upland areas is at a minimum).
WETLANDS	
Small, vegetated temporary wetlands (Types 2 & 3) should not be dredged, deepened, filled, or converted to storm water retention basins (these wetlands provide important habitat during spring and summer).	Shallow portions of wetlands should not be disturbed during prime basking time (mid morning to mid- afternoon in May and June). A wide buffer should be left along the shore to minimize human activity near wetlands (basking Blanding's turtles are more easily disturbed than other turtle species).
Wetlands should be protected from pollution; use of fertilizers and pesticides should be avoided, and run-off from lawns and streets should be controlled. Erosion should be prevented to keep sediment from reaching wetlands and lakes.	Wetlands should be protected from road, lawn, and other chemical run-off by a vegetated buffer strip at least 50' wide. This area should be left unmowed and in a natural condition.
ROADS	
Roads should be kept to minimum standards on widths and lanes (this reduces road kills by slowing traffic and reducing the distance turtles need to cross).	Tunnels should be considered in areas with concentrations of turtle crossings (more than 10 turtles per year per 100 meters of road), and in areas of lower density if the level of road use would make a safe crossing impossible for turtles. Contact your DNR Regional Nongame Specialist for further information on wildlife tunnels.
Roads should be ditched, not curbed or below grade. If curbs must be used, 4 inch high curbs at a 3:1 slope are preferred (Blanding's turtles have great difficulty climbing traditional curbs; curbs and below grade roads trap turtles on the road and can cause road kills).	Roads should be ditched, not curbed or below grade.

ROADS cont.	
Culverts between wetland areas, or between wetland areas and nesting areas, should be 36 inches or greater in diameter, and elliptical or flat-bottomed.	Road placement should avoid separating wetlands from adjacent upland nesting sites, or these roads should be fenced to prevent turtles from attempting to cross them (contact your DNR Nongame Specialist for details).
Wetland crossings should be bridged, or include raised roadways with culverts which are 36 in or greater in diameter and flat-bottomed or elliptical (raised roadways discourage turtles from leaving the wetland to bask on roads).	Road placement should avoid bisecting wetlands, or these roads should be fenced to prevent turtles from attempting to cross them (contact your DNR Nongame Specialist for details). This is especially important for roads with more than 2 lanes.
Culverts under roads crossing streams should be oversized (at least twice as wide as the normal width of open water) and flat-bottomed or elliptical.	Roads crossing streams should be bridged.
UTILITIES	
Utility access and maintenance roads should be kept to a minimum (this reduces road-kill potential).	
Because trenches can trap turtles, trenches should be checked for turtles prior to being backfilled and the sites should be returned to original grade.	
LANDSCAPING AND VEGETATION MANAGEMENT	
Terrain should be left with as much natural contour as possible.	As much natural landscape as possible should be preserved (installation of sod or wood chips, paving, and planting of trees within nesting habitat can make that habitat unusable to nesting Blanding's turtles).
Graded areas should be revegetated with native grasses and forbs (some non-natives form dense patches through which it is difficult for turtles to travel).	Open space should include some areas at higher elevations for nesting. These areas should be retained in native vegetation, and should be connected to wetlands by a wide corridor of native vegetation.
Vegetation management in infrequently mowed areas -- such as in ditches, along utility access roads, and under power lines -- should be done mechanically (chemicals should not be used). Work should occur fall through spring (after October 1st and before June 1st).	Ditches and utility access roads should not be mowed or managed through use of chemicals. If vegetation management is required, it should be done mechanically, as infrequently as possible, and fall through spring (mowing can kill turtles present during mowing, and makes it easier for predators to locate turtles crossing roads).

Protecting Blanding's Turtle Nests: Most predation on turtle nests occurs within 48 hours after the eggs are laid. After this time, the scent is gone from the nest and it is more difficult for predators to locate the nest. Nests more than a week old probably do not need additional protection, unless they are in a particularly vulnerable spot, such as a yard where pets may disturb the nest. Turtle nests can be protected from predators and other disturbance by covering them with a piece of wire fencing (such as chicken wire), secured to the ground with stakes or rocks. The piece of fencing should measure at least 2 ft. x 2 ft., and should be of medium sized mesh (openings should be about 2 in. x 2 in.). It is ***very important*** that the fencing be **removed before August 1st** so the young turtles can escape from the nest when they hatch!

REFERENCES

[1]Association for Biodiversity Information. "Heritage Status: Global, National, and Subnational Conservation Status Ranks." NatureServe. Version 1.3 (9 April 2001). http://www.natureserve.org/ranking.htm (15 April 2001).

Coffin, B., and L. Pfannmuller. 1988. Minnesota's Endangered Flora and Fauna. University of Minnesota Press, Minneapolis, 473 pp.

REFERENCES (cont.)

Moriarty, J. J., and M. Linck. 1994. Suggested guidelines for projects occurring in Blanding's turtle habitat. Unpublished report to the Minnesota DNR. 8 pp.

Oldfield, B., and J. J. Moriarty. 1994. Amphibians and Reptiles Native to Minnesota. University of Minnesota Press, Minneapolis, 237 pp.

Sajwaj, T. D., and J. W. Lang. 2000. Thermal ecology of Blanding's turtle in central Minnesota. Chelonian Conservation and Biology 3(4):626-636.

APPENDIX F

Determination of Eligibility Study

Determination of Eligibility Study
for
580 Highway 96 West
Shoreview, Ramsey County, Minnesota

Prepared for
Kimley-Horn and Associates Inc.

by
Amy M. Lucas, M.S.
Landscape Research LLC

DRAFT
July 2022

TABLE OF CONTENTS

List of Figures

1.0 STUDY OBJECTIVES AND METHODS

The objective of this study was to determine if the property at 580 Highway 96W in Shoreview, Minnesota is eligible for the National Register of Historic Places (NRHP). New construction is proposed on an 18.6-acre site that includes this property and an Environmental Assessment Worksheet (EAW) is being completed. The project site is located in Section 24, Township 30, Range 23 in Ramsey County, Minnesota (Figure 1). The legal description of the project parcel is Lots 1 through 4 of J. F. Eisenmenger's Lake Villas.

The site was purchased by 580 Shoreview LLC from the Union Gospel Mission Association of Saint Paul in December 2020. The proposed project will be a mix of multi-family and single-family residential buildings.

The property was photographed during site visits in December 2021 and May 2022. Historical research relied on maps, atlases, property deed, newspapers and U.S. Federal census records. Building and site development is documented in historic photographs, maps, newspaper archives, and the records of Minnesota Historical Society and Ramsey County Historical Society. No previous site plans or building plans were identified.

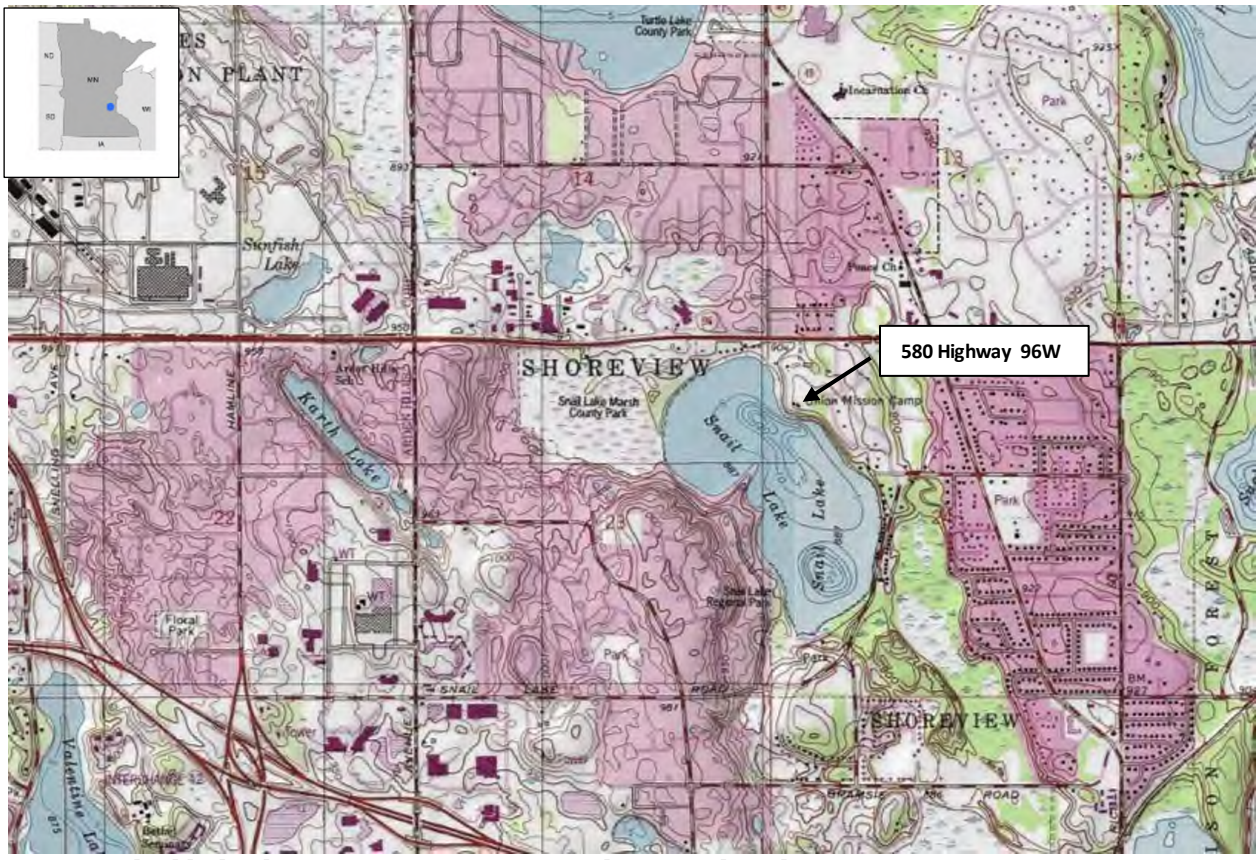


Fig. 1. Site highlighted. (USGS Topo Map-New Brighton Quadrangle, 2019)

2.0 PROPERTY DESCRIPTION

2.1 Location

The site is located at the northeast shore of Snail Lake in Shoreview, Minnesota (Figure 2). The parcel is accessed by Highway 96W at the north and is situated west of the intersection of Highway 96W and Snail Lake Boulevard. An office park and a residential neighborhood of single-family homes (ca. 1990s) is located at the east of the parcel.

Fig. 2. Site outlined in blue. (Ramsey County, 2015 aerial)

2.2 Site Description

There are four buildings on the parcel, which is comprised of four lots. The lots were combined under one ownership entity by 1930. The buildings were built between 1932 and 2015 and all are vacant (Figure 3). The parcel site slopes down to the Snail Lake shoreline along the west side. The paved driveway runs south through the site from Highway 96W. The trees on the site appear to be volunteers and no planting plan is evident. There is a concrete-block fire pit and paved basketball court near the center of the parcel. Metal playground equipment is located near the basketball court.

Fig. 3. Property at 580 Highway 96W with four buildings highlighted. (Google Earth 2021)

Gyro Lodge (ca. 1932)

The two-story, Moderne style building was built in ca. 1932 and is clad in brown brick (Fig. 4). The rectangular-plan building sits on a raised basement and has a flat roof. The façade is divided into five bays with a central entrance. Windows are grouped in groups of three at the first story and singularly spaced at the second story. The entrance has concrete stairs with a brick balustrade. The entrance has aluminum, double-doors and a concrete header which reads "Gyro Lodge" (Fig. 5). The windows have one-over-one aluminum replacement sash and brick sills. The basement openings have replacement, aluminum casement windows. All entrances have replacement, flat-panel, metal doors. The north elevation has a one-story, below-grade mechanical room with a brick chimney. An aluminum egress stair has been placed at the north elevation and windows have been altered into doors to access the stair.

Fig. 4. Gyro Lodge, east elevation, facing west. (May 2022)

Fig. 5. Gyro Lodge main entrance, east elevation. (May 2022)

Ona Orth Ministry Center (2000)

The one-story building was built in 2000 and has an irregular plan (Fig. 6). The building is clad in brown brick and has a flat roof with an aluminum parapet. The main entrance at the north elevation has an aluminum entrance with double-doors and a concrete date stone that reads "2000." Aluminum letters placed in the brick next to the entrance read "Ona Orth Ministry Center." Openings in the building have square, fixed aluminum sash. The service entrance with an overhead door is below-grade at the west elevation.

Fig. 6. Ona Orth Ministry Center, south elevation, facing north. (May 2022)

Bath House (1990)

The Bath House was built in 1990 and is located on the Snail Lake shore. The one-story building is an irregular-plan, concrete block building that houses two changing rooms. There is a painted plywood fence at the east side of the bath house.

Fig. 7. Bath House, north elevation, facing south. (May 2022)

Restrooms (2015)

The restrooms building is near the center of the parcel and was built in 2015. The one-story, brown brick building is square in plan and has a gable roof. The two restroom doors are aluminum and the two windows have fixed aluminum sash. The gable roof extends over an open-air patio and is supported by wood columns, which rest on brown brick pillars.

Fig. 8. Restrooms, north and west elevations, facing southeast. (May 2022)

3.0 PROPERTY HISTORY

3.1 Shoreview Development

The first permanent white settlers in the Shoreview area, Socrates Thompson and Samuel Eaton, arrived around 1850 and claimed land on Turtle Lake.[1] Early settlers included immigrants from Scandinavian countries as well as Ireland and Germany.[2] The soils in the area were sandy and marshy and were better suited for livestock rather than grain.[3]

Minnesota achieved statehood in 1858 and the Mounds View Township was incorporated the same year with 99 residents.[4] Mounds View was bound by Anoka County at the north, the town of White Bear (organized 1858) at the east, the town of Rose (organized 1858, later Roseville) at the south and Hennepin and Anoka Counties at the west.[5] There were more than twenty lakes in the township and Turtle Lake and Snail Lake were the largest.[6] In the 1880s, the Soo Line Railroad extended a rail line to the area, which was increasingly known for its many lakes and recreational opportunities.[7] The township was fully platted by the end of the 19th-century and remained largely in farming use with cabins around the lakes.

In the 1940s and 1950s, Mounds View Township was broken into smaller townships. The town of Shoreview was incorporated in 1957 with 5,231 residents within 12.75 square miles.[8] The farms were replaced with single-family residential neighborhoods and year-round lake homes replaced the seasonal cabins around the lakes.[9] In 1974, Shoreview became a city and had a population of 14,000.[10]

3.2 Site Ownership

The development site includes Lots 1 through 4 of J. F. Eisenmenger's Lake Villas addition which was platted in 1886. Johann Freidrich "John Fred" Eisenmenger (1845-1920) emigrated from Germany and was a St. Paul real estate agent.[11] The plat on Snail Lake was one of many real estate ventures in the St. Paul region developed by Eisenmenger. Lots 1 through 4 in the Lake Villa addition were sold separately. By 1930, the Union Gospel Mission Association of St. Paul had purchased lots 1 through 4 of J. F. Eisenmenger's Lake Villas. The Union Gospel Mission Association of St. Paul was one of many benevolent organizations in St. Paul serving the community.

---

[1] George Warner and Charles M. Foote, eds. *History of Ramsey County and the City of St. Paul* (Minneapolis: North Star Publishing Company, 1881), 274-275.
[2] City of Shoreview, "Comprehensive Plan: Destination Shoreview 2040 Plan" (Adopted in 2018), 166.
[3] Warner and Foote, 273.
[4] Ibid, 277.
[5] Ibid, 273.
[6] Ibid.
[7] City of Shoreview, 167.
[8] Ibid.
[9] Ibid.
[10] Ibid.
[11] U.S. Federal Census 1920, SD 159, ED 18, Sheet 14B.

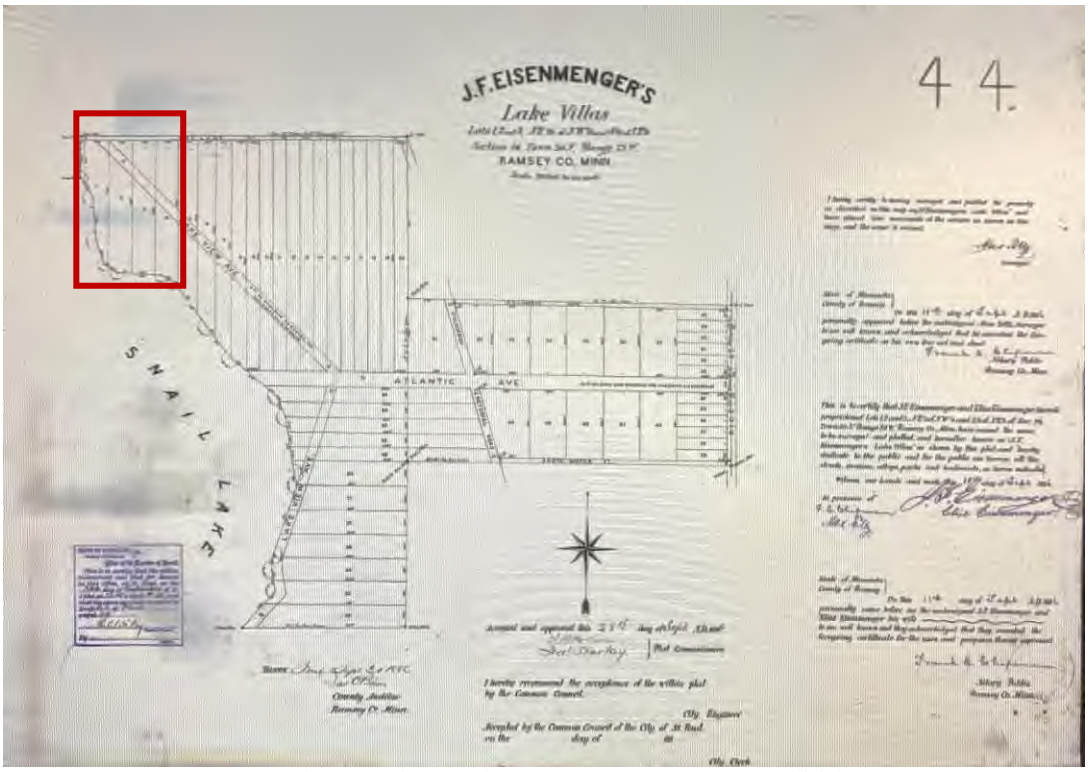


Fig. 9. Plat of J. F. Eisenmenger's Lake Villas, 1886 with Lots 1-4 highlighted. (Hennepin County Recorder)

In 1925, Lots 1 and 2 were owned by sisters Willanna Harvey Werner and Frances LaRue Harvey with Harvey's husband, William Frank Harvey.[12] They operated a dance hall (razed) on the property, but a construction lien on the property led to the sheriff's sale of the lots in 1926.[13] Walter MaGee purchased the lots for $1,272 and transferred ownership to John Hammerbacher in 1928.[14] In 1930, Hammerbacher sold Lots 1 and 2 to the Union Gospel Mission Association of St. Paul.[15]

Eisenmenger sold Lot 3 to Charles Michaud and Achille Michaud in 1891 for $750.[16] In 1930, the Michaud heirs sold Lot 3 the Union Gospel Mission Association of St. Paul.[17]

Eisenmenger sold Lot 4 to Sinai Michaud and Louis Michaud in 1895.[18] The lot transferred in 1898, 1909 and 1928.[19] In 1930, W. S. Marshall and his wife, Hulda Marshall, sold Lot 4 to the Union Gospel Mission Association of St. Paul.[20]

[12] Ramsey County Document #706680, August 27, 1925.
[13] District Court Decree, Document #714728, Book 812, page 271.
[14] Ramsey County Document #714729, July 26, 1926, Deed Book 812, Page 286; Document #760643, June 12, 1928, Deed Book 845, page 296.
[15] Ramsey County Document #798553, May 2, 1930.
[16] Ramsey County Document #190365, October 10, 1891.
[17] Ramsey County Document #799450, Book 877, page 533, May 14, 1930.
[18] Ramsey County Document #230603, November 1, 1895.
[19] Ramsey County Document #230664, July 8, 1898; Document #371712, March 12, 1909; Document #773158, Book 856, Page 310, June 20, 1928.
[20] Ramsey County Document #800185, Book 878, page 225, June 20, 1930.

3.3 Mission Movement

Missions are part of a centuries-old tradition of providing physical and spiritual relief for the poor, and were often situated in rural areas and operated by monasteries. In 1826, David Nasmith, an urban evangelist in Glasglow, Scotland, founded one of the first urban missions in response to deplorable living conditions in industrialized cities.[21] Naismith's mission in Glasgow was followed by another in Dublin, Ireland.[22] In 1835, the London City Mission, was founded to aid dock workers.[23] Urban missions in American cities responded to living conditions surrounding factories and were often established by an outspoken evangelist preaching the "social gospel."[24] In 1872, Evangelist Jerry McAuley founded New York City's Water Street Mission.[25] Mission work, also called urban evangelism, not only preached to the poor, but also provided food, clothing, housing and an education.

The end of the 19th-century was marked by two severe economic depressions in 1873 and 1893. Immigrants and unemployed workers moved to the cities for work. St. Paul's population grew from 20,033 in 1870 to 133,156 in 1880.[26] The plight of immigrants and factory workers entering Minneapolis and St. Paul was met by numerous religious and charitable organizations. Churches, clubs and associations ministered to the poor, as did local branches of the Salvation Army, Young Men's Christian Association (YMCA) and Young Women's Christian Association (YWCA). Minneapolis' early missions dedicated to the gospel welfare movement included the City Mission (razed) on Washington Avenue South, founded by Rev. Edward S. Williams of the Park Avenue Congregational Church in 1883, and the Union City Mission (razed) at Washington Avenue South, founded in 1885.[27] In 1868, St. Paul employed the Rev. E. S. Chase as the "city missionary."[28] By 1877, St. Paul's YMCA maintained four mission stations.[29] The Western Seamen's Friend Society and the St. Paul Bethel Association merged in 1891 and operated a mission houseboat for working class men on the St. Paul riverfront; it was managed by the Reverends Robert Smith and David Morgan.[30] The cities' early missions were commonly connected to a church congregation and often operated out of the church. Preaching and Bible teaching, choirs and music, entertainment, social services such as food pantries and children's camps were typical components of the mission program.[31]

---

[21] Virginia Brainerd Kunz, *Where the Doors Never Close: The Story of St. Paul's Union Gospel Mission* (St. Paul: Union Gospel Mission, 1993), 3.

[22] Kunz, 3.

[23] Ibid.

[24] Norris Magnuson, *Salvation in the Slums: Evangelical Social Work 1865-1920* (Metuchen, N.J.: Scarecrow Press, 1977), 1.

[25] Kunz, 3-4.

[26] Kunz, 15.

[27] Marion D. Shutter, ed., *History of Minneapolis: Gateway to the Northwest* (Chicago: S.J. Clark Publishing Co., 1923), 205; "Services Conducted in 40 Years in Mission," *Minneapolis Journal*, September 27, 1939; Rev. H.K. Painter, "Minneapolis: A Brief Historical Survey of Religious Development and Conditions," *The American Missionary*, Vol. 64, 1910. The Gospel Mission was located at 29 Washington Avenue in 1887 and remained into the 1940s.

[28] Kunz, 11.

[29] Kunz, 12

[30] Ibid.

[31] Norris, 1.

By 1930, there were dozens of missions and tabernacles in Minneapolis and St. Paul.[32] They were located in churches and reconstituted storefronts and in converted single-family homes throughout the city. Some Gospel missions like Gateway Gospel Mission (razed) at 117 Nicollet Avenue and Gospel Mission (razed) at 35 Washington Avenue South in Minneapolis and Union Gospel Mission (razed) at 235 East Seventh Street in St. Paul were dedicated to providing social services. Other missions, like the Full Gospel Tabernacle at 3015 13th Avenue South (extant) and River Lake Gospel Tabernacle (razed) at 4610 East Lake Street in Minneapolis, focused on preaching and dynamic leaders. The People's Christian Mission (razed) at 1204 Washington Avenue South in Minneapolis and the Crispus Attucks Home (razed) at 1537 Randolph Avenue in St. Paul ministered to African Americans. The Children's Gospel Mission in Minneapolis incorporated in 1911 and organized children's camps on Lake Nokomis; in 1916 the mission purchased land on Lake Minnetonka for camping and summer outings.[33]

3.4 Union Gospel Mission of St. Paul

The Union Gospel Mission of St. Paul was organized on December 1, 1902 as "an agency of the evangelical churches" with a primary mission of "saving souls."[34] An upstairs hall at 414 Jackson Street in St. Paul was rented and Reverend Everson R. MacKinney, a Baptist missionary, was hired as the superintendent.[35] The founders stipulated that the headquarters should be in the heart of the city and near railroads and "taverns and bottle houses."[36] The Mission was housed at a rented facility at 443 Jackson Street (razed) before purchasing the building at 235 East Seventh Street (razed) in 1910.[37] In 1912, historian Henry Castle described the organization's main mission as trying to rehabilitate down-and-out men with temporary shelter and food.[38] In 1927, the Union Gospel Mission built an addition to their downtown building. Funded by the St. Paul Bethel Association and the St. Paul Community Chest, the addition called "Bethel Hotel" included dormitories for 240 men and a basement restaurant; there was a separate entrance for the "Boys Club."

In 1930, the Union Gospel Mission purchased the land on Snail Lake in Shoreview for children's summer camps. The land was purchased for $10,000 and had 2,000 feet of shore line, a farm house, pavilion, five cottages, 22 boats and a two-car garage.[39] The Mission purchased discounted bricks from Twin City Bricks and the Gyro Club of St. Paul, a men's fraternal club, donated $1,000 for the construction of a two-story building named Gyro Lodge.[40] It appears the unheated building was built for Union Gospel Mission summer children's camps as well as church revivals.

The Great Depression forced the Mission to change their plans for the camp. In 1934, the men's dormitory in downtown St. Paul was at capacity, Peter McFarlane, superintendent of the Mission, requested approval from the Ramsey County Board of Welfare to house 140 men at the Snail Lake camp.[41] The Mission was already housing men at the camp before the request because newspapers

[32] The Minneapolis Directory of 1929 lists 9 settlement houses, 12 nondenominational missions and dozens of missions related to specific church congregations. The *Minneapolis Tribune* of April 15, 1933 listed 26 "Gospel Missions" in Minneapolis. The St. Paul Directory of 1922 lists fourteen missions.
[33] Articles of Incorporation of The Children's Gospel Mission, 1911. On file at the Minneapolis Collection of the Hennepin County Library.
[34] Kunz, 26.
[35] Kunz, 25-26.
[36] Kunz, 27.
[37] Kunz, 26, 39.
[38] Kunz, 28.
[39] Union Gospel Mission Archives, Minnesota Historical Society.
[40] Kunz, 57. The Gyro Club of St. Paul organized in 1914 and stopped taking minutes in 1952; the club merged with the Oryg Club in 2005. Building permits and records for the Gyro Lodge have not been uncovered.
[41] Kunz, 60.

reported that two Gospel Mission men drowned in Snail Lake in 1932.[42] The camp received more negative press when two men died after drinking illegal alcohol processed at the camp.[43] In 1934, the Mission transferred 95 residents to St. Paul to illegally vote in an election, which instigated an election recount.[44] With the advent of WWII in 1940, the housing pressures on the Mission were alleviated and the camp discontinued housing men in Gyro Lodge.

Fig. 10. Gyro Lodge at Snail Lake in 1933. (MNHS)

Fig. 11. Gyro Lodge at Snail Lake in 1933. (MNHS)

By the 1940s, the Mission was operating a diverse program beyond "serving transients and derelicts" and served boys, girls, women and families at multiple locations.[45] The Bethel Hotel and restaurant on East Seventh Street continued to house and feed men, but the building also housed the Boys' Club and Girls' Club. The Ober Club building and the Welcome Hall Christian Center in the Rondo neighborhood served children and families. The West Side branch of the Mission at 133 East Fairfield Street held gospel services and women's meetings. The Concord Street Chapel at 223 Concord Street housed a boys' club. The Mission started to promote summer camps at Snail Lake, which was originally called "Camp MacFarlane."[46]

[42] *Minneapolis Journal*, July 5, 1932.
[43] "Poison Sought in Deaths of Pair," *Minneapolis Star*, April 15, 1935.
[44] "St. Paul to Recount Questioned Ballots," *Minneapolis Tribune*, March 14, 1934.
[45] Kunz, 68.
[46] MNHS, Union Gospel Mission archives.

In the 1960s, Union Gospel Mission operated two children's camps. The camp on Snail Lake was called "Gospel Hill" and two, 24-bed, brick cabins (razed) were built ca. 1962 (Fig. 13).[47] The Gyro Lodge housed 100 campers in the second-floor dormitory hall and had a kitchen and dining hall on the first floor.[48] The one-story boiler addition at the south side of the Gyro Lodge may have been built in the 1960s. The St. Paul Kiwanis Club leased the Kiwanis camp on the St. Croix River to the Union Gospel Mission throughout the 1960s and 1970s. The 40-acre camp had eight cabins and the Mission raised funds for many improvements including a swimming pool.[49] The Kiwanis Camp was more successful and after 25 years of operation, the Kiwanis Club voted to discontinue the Mission's lease and independently operate the camp.[50]

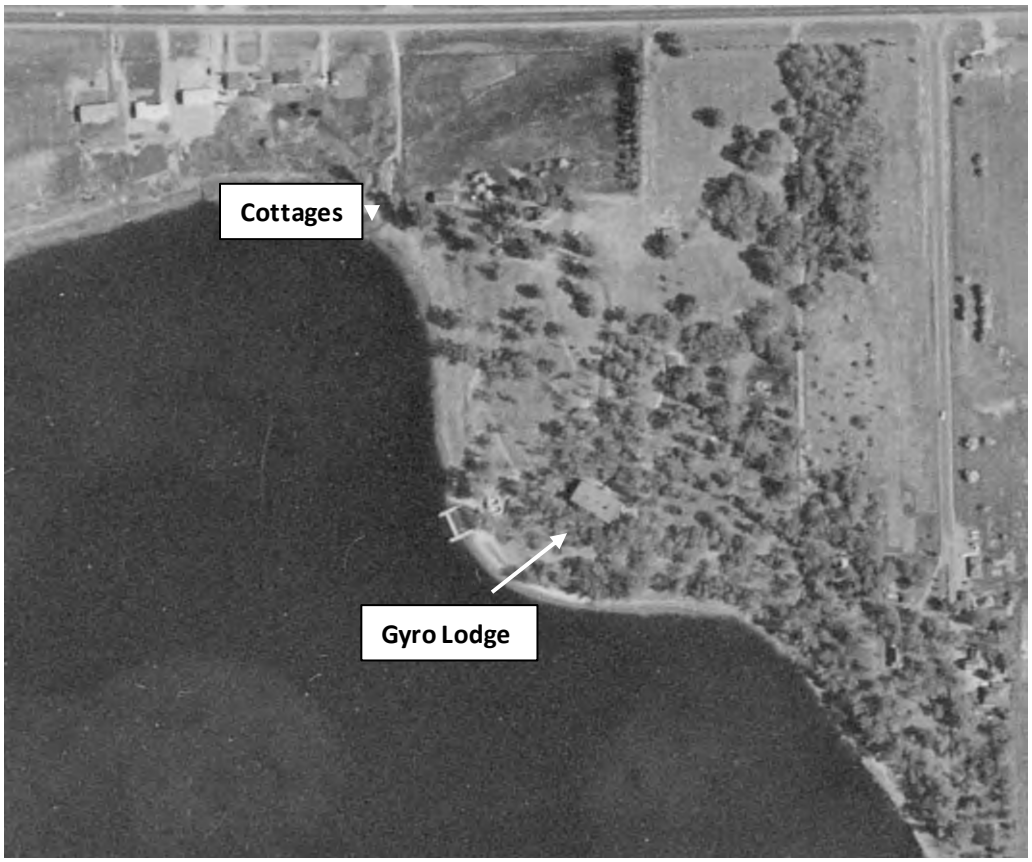


Fig. 12. Aerial view of Snail Lake property in 1957 with the Gyro Lodge and cottages (razed) before the two brick cabins were constructed. (Borchert Map Library)

[47] MNHS, Union Gospel Mission Archives.
[48] MNHS, Union Gospel Mission Archives.
[49] Kunz 69, 86.
[50] Kunz, 86.

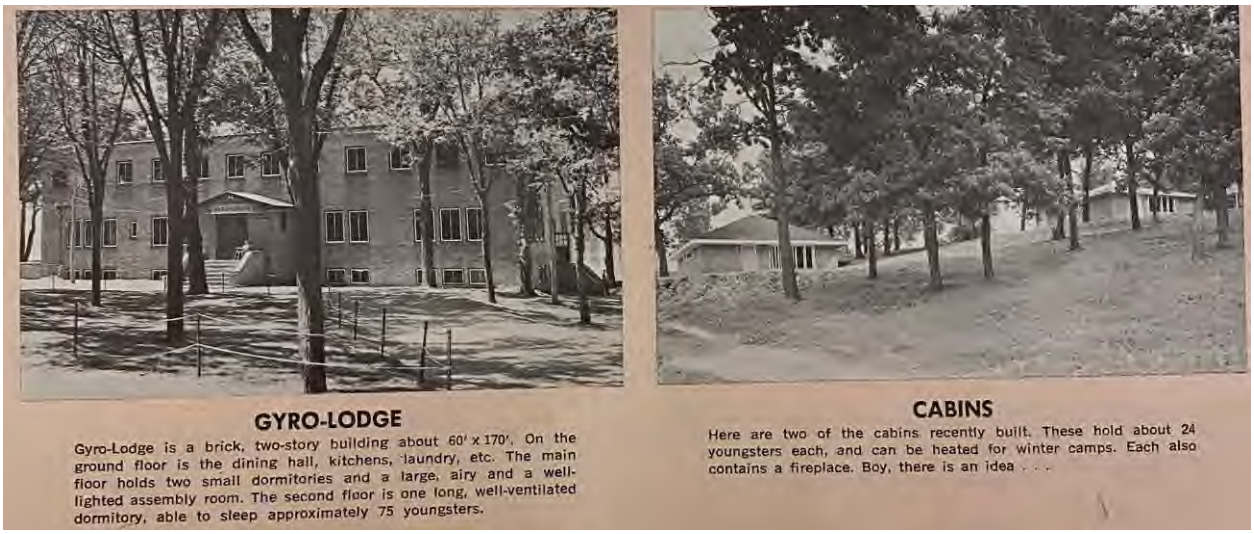


Fig. 13. "Gospel Hill" Camp in 1963 with Gyro Lodge at left and brick cabins at right. (MNHS)

In 1963, the Union Gospel Mission constructed an alcohol treatment building to the north of Gyro Lodge.[51] The building housed the "Dry Dock" program for chronic male alcoholics and in 1972 the building housed residents of the Shoreview Treatment Center.[52] The Mission claimed the male residents would assist with camp maintenance, but combining a children's camp with the male residential program created security risks at the site.[53] In 2000, the treatment center building was rebuilt as the Ona Orth Ministry Center and was named after the funder, Ona Orth (1915-2002). The new building had a chapel, gymnasium and commercial kitchen and accommodated 80 residents.[54] In 2001, the Mission phased the alcohol treatment clients out of the camp site and utilized the Ona Orth Ministry Center for camp activities. The aging Gyro Lodge building was vacated and eventually condemned. The camp continued as a day camp, but no longer offered overnight stays. The organization has not maintained records on numbers of children and residents served at the site.

A number of issues led to the decline of the Union Gospel Mission and its programs. In the 1970s, urban renewal development plans for St. Paul suggested moving the mission and its "derelicts" out of the inner city to deter the homeless population and surrounding security issues.[55] The Mission had mounting debts and deteriorating buildings and many of the supporting agencies that regularly assisted the Mission began to question the Mission's operations and financial records.[56] While the Mission maintained multiple programs for men, women and children, the primary purpose for supportive housing for chronic alcoholic men no longer garnered the public sympathy and funding groups.[57] By 1970, the Mission was operating eighteen foster homes, but the Juvenile Court Services of Ramsey County voted to discontinue funds due to the religious aspects of the operations.[58] The long-term Mission superintendent, Harold Mordh, was investigated for multiple infractions and resigned in 1974; he was eventually convicted on corruption charges.[59]

---

[51] MNHS, Union Gospel Mission Archives.
[52] MNHS, Union Gospel Mission Archives; Kunz, 83.
[53] Kunz, 60, 83.
[54] "Ministry Center has rich history of helping youth," *Shoreview News*, May 26, 2009.
[55] Kunz, 94.
[56] Ibid, 93.
[57] Ibid.
[58] Ibid, 87-88.
[59] "Former Foster Child Claims Sexual Abuse at Union Gospel Mission, *Pioneer Press*, April 12, 2017.

In 1980, the city housing authority offered $600,000 for the Union Gospel Mission building on Seventh Street.[60] With the funds and additional fundraising, the Mission built a new men's shelter and addiction recovery program building at 435 East University Avenue. The Mission tightened the goals for supportive housing and substance abuse programs and focused funds on the men's treatment facility on University Avenue and the Naomi Family Residence at 109 Ninth Street East, a shelter for homeless women and children. In 2020, the Union Gospel Mission board sold the camp for "needy kids" because the "buildings fell outside of the organization's mission."[61]

[60] Kunz, 100.

[61] "Union Gospel Mission is selling longtime Shoreview lakeshore campus," *Star Tribune*, August 18, 2020.

4.0 RESULTS AND RECOMMENDATION

Upon completion of fieldwork and documentation, the property was assessed for NRHP eligibility based on the property's historic significance and integrity. The NRHP criteria, summarized below, were used to assess the significance of each property:

- Criterion A-association with the events that have made a significant contribution to the broad patterns of our history;
- Criterion B-association with the lives of persons significant in our past;
- Criterion C-embodiment of the distinctive characteristics of a type, period, or method of construction; representation of the work of a master; possession of high artistic values; or representation of a significant and distinguishable entity whose components may lack individual distinction; or
- Criterion D-potential to yield information important to prehistory or history.

The National Park Service (NPS) has identified seven aspects of integrity to be considered *before* evaluating the ability of a property to convey its significance: location, design, setting, materials, workmanship, feeling and association. The integrity of the property was assessed in regard to these seven aspects.

4.1 Evaluation

The parcel at 580 Highway 96W has greatly changed since the Union Gospel Mission assembled it in 1930. The house, cottages and garage, which were on the site in 1930 have been razed. Two cabins built in ca. 1962 have been razed. Three extant buildings, Ona Orth Ministry Center (2000), Bath House (1990) and Restrooms (2015), were recently built and do not appear to have achieved significance in the past fifty years. These buildings damage the integrity of the site and its eligibility as a historic district and are non-contributing buildings. The Gyro Lodge was built ca. 1932 by the Union Gospel Mission and remains on the parcel.

Integrity

NRHP Bulletin 15, *How to Apply the National Register Criteria for Evaluation*, explains that location, design, setting, materials, workmanship, feeling and association of a property should be considered ***before*** historic significance.

The site at Highway 96W was assembled for camp use in 1930 and retains the historic *location* boundaries. Buildings on the site have not retained their historic *locations.*

The *design* of the Gyro Lodge has remained intact, but other camps buildings on the site have been razed.

The *setting* is significantly altered. The Oona Orth Ministry Center (2000) and its adjacent parking lot covers a large portion of the parcel. The earlier cottages and cabins (ca. 1962) have been razed.

The *materials* and *workmanship* of the Gyro Lodge largely remain. The doors and windows of the building have replacement units and an exterior metal egress stair was added to the south elevation.

The site does not express the *feeling* of the 1930 camp site era due to new construction on the parcel.

The quality of *association* is altered because the buildings are no longer in use and the site is no longer a

children's camp, which was located on the site ca. 1940-2015.

Overall, the character of the site has been significantly altered and no longer retains sufficient integrity to convey its significance.

National Register of Historic Places Criteria

(A) That are associated with events that have made a significant contribution to the broad patterns of our history;

The Union Gospel Mission was founded and headquartered in St. Paul with multiple outreach programs and buildings. The camp at Snail Lake is one of two children's camps operated by the organization. The camp's first building, Gyro Lodge, initially housed unemployed men during the Depression. The site was used for camp activities ca. 1940-2015, but also housed chronic inebriates in a large building on the north side of the parcel ca. 1962-2001. Records of the number of children and men served on the site were not preserved by the Union Gospel Mission and the site does not appear to meet criterion A.

(B) That are associated with the lives of significant persons in or past;

The superintendents of the Union Gospel Mission assisted in the mission operations, but are not significant on a statewide or national level. Furthermore, the superintendents are not more significant than the mission's board of trustees and other active religious ministers in the community.

(C) That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represents a significant and distinguishable entity whose components may lack individual distinction;

The remaining building at the Union Gospel Mission camp, Gyro Lodge, was built in ca. 1932 by local laborers. The Gyro Lodge does not appear to embody the work of a master nor does it appear to represent the distinctive characteristics of an architectural style or method of construction.

(D) That have yielded or may be likely to yield, information important in history or prehistory.

The Union Gospel Mission camp does not appear to yield important archaeological information.

4.2 Recommendation

The camp property and its building, Gyro Lodge, at 580 Highway 96W, is recommended as not eligible for the National Register of Historic Places.

5.0 REFERENCES

Castle, Henry. *History of St. Paul and Vicinity*. Chicago and New York: Lewis Publishing Co., 1912.

Children's Gospel Mission. *The Story of the Children's Gospel Mission, 1906-1932.* Minneapolis: The Colwell Press, Inc., 1932.

City of Shoreview. "Comprehensive Plan: Destination Shoreview 2040 Plan." Adopted in 2018.

Clark, Clifford, ed., *Minnesota in a Century of Change: The State and Its People since 1900.* St. Paul: Minnesota Historical Society Press, 1989.

Holmquist, June Drenning, Ed., *They Chose Minnesota: A Survey of the State's Ethnic Groups.* St. Paul: Minnesota Historical Society Press, 1981.

Kunz, Virginia Brainard. *Where the Doors Never Close: The Story of St. Paul's Union Gospel Mission.* St. Paul: Union Gospel Mission, 1993.

Larsen, Howard and Carol Baumgartner. *Mounds View: A History.* Mounds View: Mounds View Bicentennial Commission, 1976.

Magnuson, Norris. *Salvation in the Slums: Evangelical Social Work 1865-1920*. Metuchen, N.J.: Scarecrow Press, 1977.

Minneapolis Journal, various years.

Minneapolis Star Tribune, various years.

Nelson, Paul D. "Orphans and Old Folks St. Paul's Crispus Attucks Home," *Minnesota History*, Fall 1998.

Pioneer Press, various years.

Shutter, Marion D., ed., *History of Minneapolis: Gateway to the Northwest*. Chicago: S.J. Clark Publishing Co., 1923.

Wald, John. *The History of Shoreview*. John Wald, 1976.

Warner, George and Charles M. Foote, eds. *History of Ramsey County and the City of St. Paul*. Minneapolis: North Star Publishing Company, 1881.

United States Census of Population, 1900-1940.

Zellie, Carole. Historic Resources Mitigation Report: 4610 E. Lake Street, River Lake Gospel Tabernacle. Prepared by Landscape Research LLC for The Lander Group, 2002.

Collections

Minnesota Historical Society (MNHS)
Ramsey County Historical Society
Ramsey County Recorder's Office
University of Minnesota-Borchert Map Library

APPENDIX G

Project Visualizations

SHORELINE COMPOSITE PHOTOGRAPH - 25' ABOVE LAKE

This composite image of existing conditions viewed from 25' above the lake was created using industry standard software and individual drone images taken from the points shown on the diagram. This composite is intended to establish location and height of the existing physical elements on the project site.

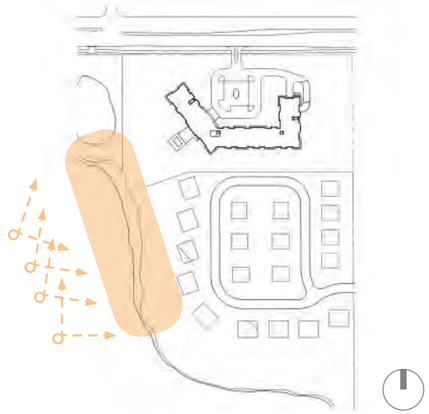
A. Utility Pole

B. Constructed Berm of Ramsey County Stormwater Retention Pond

C. Highest Portion of Existing Building

D. Bathhouse - (6' scale person)

** EXISTING CONDITIONS AS VISUAL POINTS OF REFERENCE



Approximate Location of Drone Photography Locations

revised 8.03.22

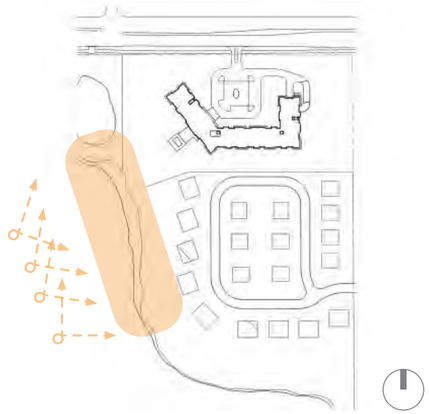
SHORELINE COMPOSITE PHOTOGRAPH - 7’ ABOVE LAKE

This composite image of existing conditions viewed from 7’ above the lake provides an additional perspective of the existing physical elements on the project site noted in the 25’ view. This view is closer to typical actual view height and provides a reference for the project visualization shown on the following page.

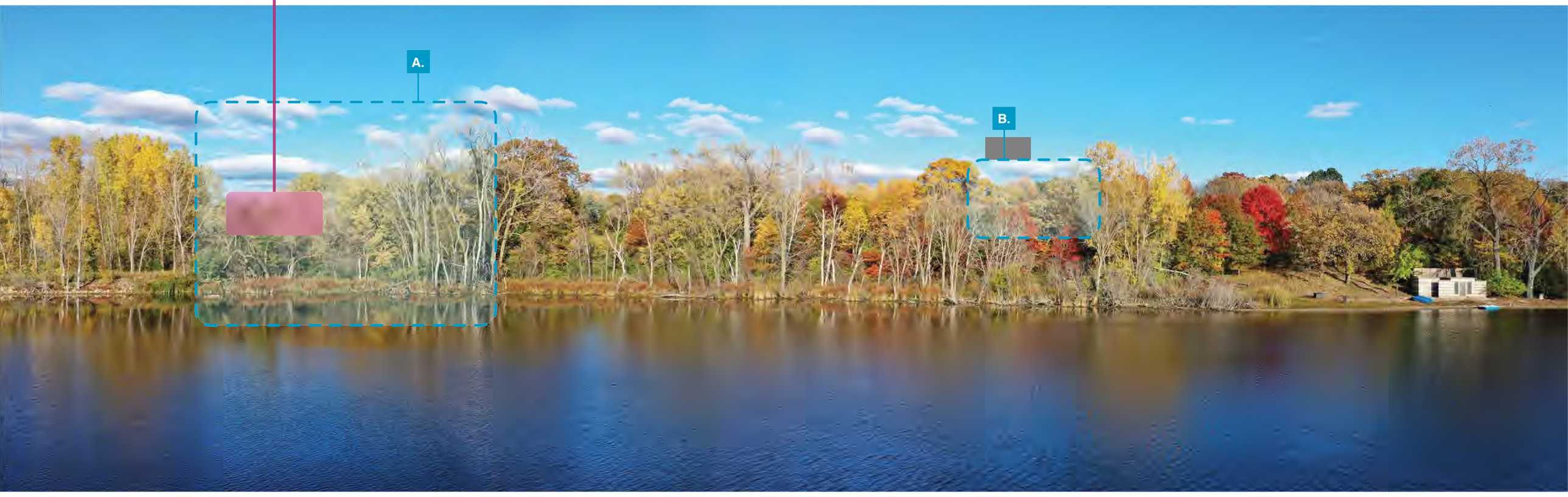
Location of existing utility pole and electrical power lines. Power lines are approximately 36.5’ above grade at highlighted location.

A. Primary Area of Design

B. Top of existing building not visible from this elevation

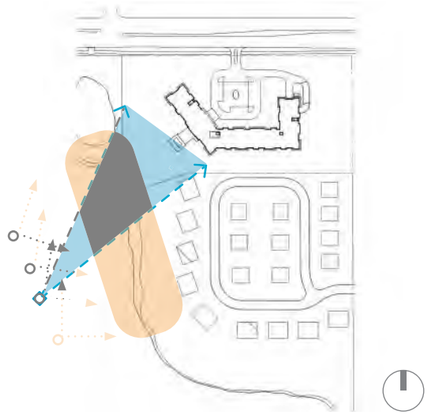


Approximate Location of Drone Photography Locations



SHORELINE COMPOSITE IMAGE WITH BUILDING RENDERING

This project visualization is from 7’ above the lake looking to the northeast as indicated on the diagram. This visualization reflects the proposed buildings as well as proposed tree removals and removal of the bath house.



Approximate Rendering Camera Location in Blue

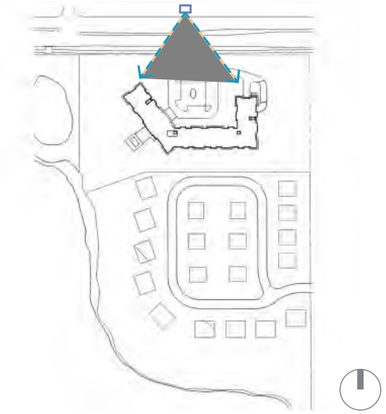
revised 8.03.22

EXISTING STREET VIEW & RENDERING FROM NORTHEAST

This project visualization is at street level from Highway 96 heading west as indicated on the diagram. This visualization reflects the proposed buildings.

EXISTING STREET VIEW & RENDERING FROM NORTH

This project visualization is at street level from Highway 96 directly across from the site as indicated on the diagram. This visualization reflects the proposed buildings.



revised 8.03.22

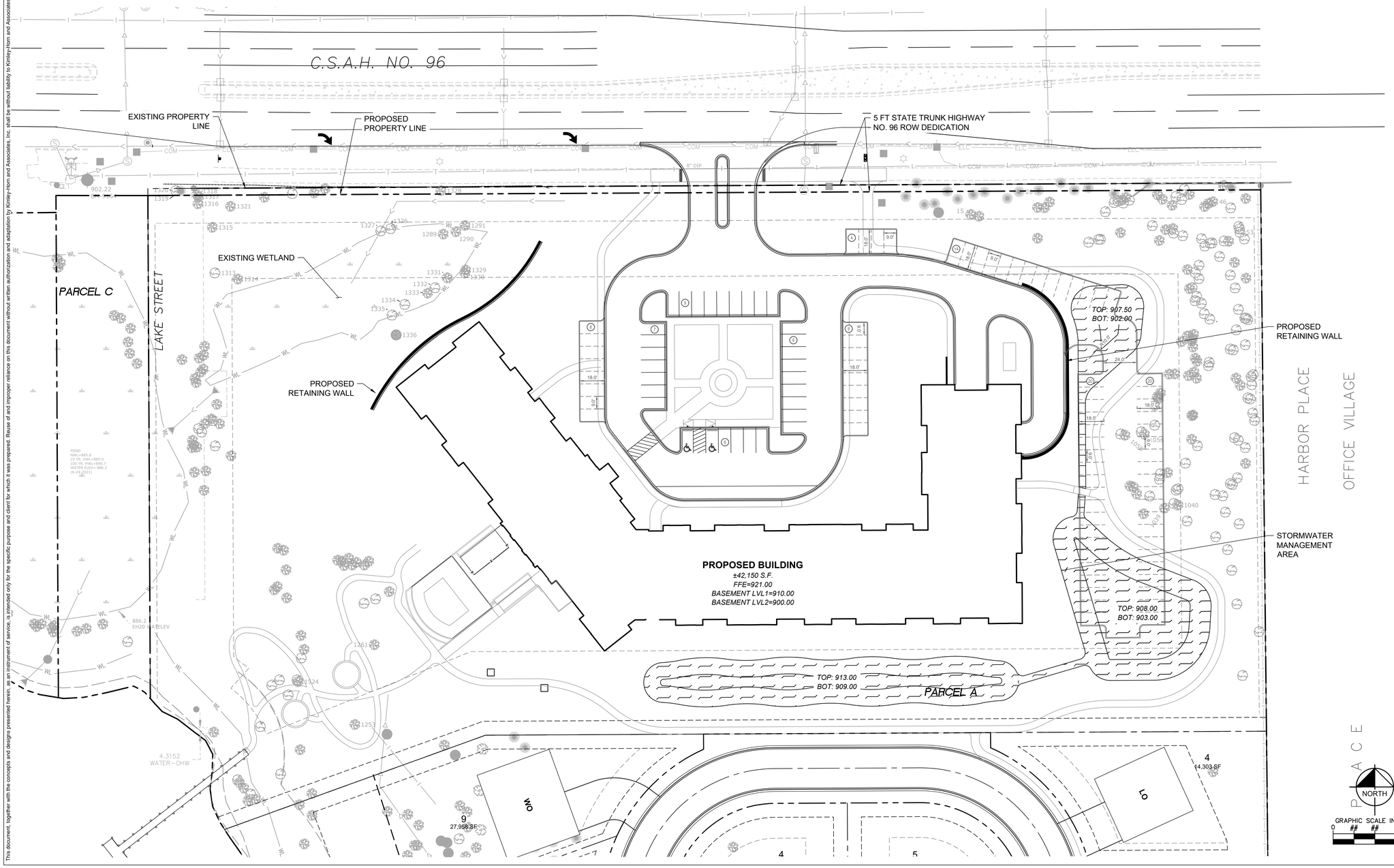
APPENDIX H

Proof of Parking Exhibit

LEGEND

- PROPERTY LINE
- PROPOSED FENCE
- SETBACK LINE
- RETAINING WALL
- PROPOSED CURB AND GUTTER
- PROPOSED STORMWATER MANAGEMENT AREA
- PROOF-OF-PARKING STALLS

PARKING SUMMARY	
580 HIGHWAY 96 DEVELOPMENT	
REQUIRED TOTAL PARKING	320
PROPOSED SURFACE PARKING	31
PROPOSED UNDERGROUND PARKING	214
PROPOSED PROOF-OF-PARKING	75



\\kimley-horn.com\MW_TWC\TWC_LDEV\urbanworks\shoreview - 580 highway 96\3 Design\CAD\plansheets\C4.1 - SITE PLAN - PROPOSED PARKING.dwg July 22, 2022 - 10:22am

THE TYCON COMPANIES

Tycon Hwy 96 Shoreview

580 Hwy 96
Shoreview, MN

URBANWORKS

901 NORTH THIRD STREET, SUITE 145, MINNEAPOLIS, MN 55401

CONSULTANT
Kimley»Horn
2021 KIMLEY-HORN AND ASSOCIATES, INC.
767 EUSTIS STREET,
SUITE 100, ST. PAUL, MN 55114
PHONE: 651-645-4197
WWW.KIMLEY-HORN.COM

PRELIMINARY

NOT FOR CONSTRUCTION

KHA PROJECT No.
160844010

REVISIONS

DATE	01/14/2022
KHA PROJECT #	160844010
PHASE	DESIGN DEVELOPMENT
DESIGNED BY	CJJ
DRAWN BY	BAW
CHECKED BY	TJL
SCALE	AS SHOWN

PROOF-OF-PARKING

C403

PRELIMINARY - NOT FOR CONSTRUCTION

NORTH

GRAPHIC SCALE IN FEET
0 ## ## ###

811
Know what's **below.**
Call before you dig.

Appendix B

Agency Comments

METROPOLITAN
COUNCIL

September 22, 2022

Niki Hill, Assistant Community Development Director
City of Shoreview
4600 Victoria Street North
Shoreview, MN 55126

RE: City of Shoreview - Environmental Assessment Worksheet (EAW) – The Bluffs
Metropolitan Council Review No. 22799-1
Metropolitan Council District No. 10

Dear Niki Hill:

The Metropolitan Council received the EAW for The Bluffs project in Shoreview on August 23, 2022. The Bluffs project is a proposed development that consists of 160 multifamily units and 19 single-family lots located between Snail Lake and Highway 96 West, just west of Snail Lake Boulevard in Shoreview. The 18.6 acre site consists of existing institutional use and right-of-way that will be vacated. There are existing buildings on site that will be demolished.

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

We offer the following comments for your consideration.

Forecasts (Todd Graham, 651-602-1322)
The EAW discusses a site development with 19 single family lots on the southern 11.3 acres, and 160 multifamily units on the northern 7.3 acres.

This development could yield households and population beyond previous expectations. Previously, the Metropolitan Council expected Shoreview would reach 12,000 households in 2030. Recently completed development in Shoreview and a separate upcoming redevelopment (3680 Victoria St.) will cumulatively add about 1,000 households, and push Shoreview beyond the previously approved communitywide forecast.

Should development of The Bluffs proceed, Council staff recommend a forecast change with Shoreview's next comprehensive plan amendment. For this site alone, we recommend adding +180 households and +400 population to the 2030 and 2040 forecast now in place. This is in addition to the forecast change previously advised, associated with the 3680 Victoria St redevelopment. Please feel free to contact Council Research staff if you wish to discuss further.

Item 13 - Fish, wildlife, plant communities, and sensitive ecological resources (rare features) (Colin Kelly, 651-602-1361)
Council Parks staff encourage the proposer (Tycon Companies) and RGU (City of Shoreview) to coordinate with Ramsey County Parks and Recreation to ensure that there are no permanent impacts to the Regional Parks System units referenced in the EAW, particularly the Highway 96 Regional

Trail. Any temporary impacts or construction activities and any resulting trail detours should be clearly communicated to residents and visitors through a variety of methods, including online (e.g., city and county websites, etc.) and on-site (e.g., temporary signage, etc.).

Item 13 - Fish, wildlife, plant communities, and sensitive ecological resources (rare features)
(Maureen Hoffman, 651-602-1279)
The Project Proposer should identify efforts to preserve mature tree stands on slopes or boundaries to minimize erosion potential, and efforts should be made to preserve trees across property boundaries to maintain existing species migration patterns between the site and areas to the south. We recommend the developer select vegetation for landscaping that is native, draught-tolerant, and chloride-tolerant or chloride-friendly. Additionally, we recommend the proposer include language around aquatic invasive species and how to inspect boats at the dock.

This concludes the Council's review of the EAW. The Council will not take formal action on the EAW. If you have any questions or need further information, please contact Eric Wojchik, Principal Reviewer, at 651-602-1330 or via email at Eric.Wojchik@metc.state.mn.us.

Sincerely,

Angela R. Torres, AICP, Senior Manager
Local Planning Assistance

CC: Tod Sherman, Development Reviews Coordinator, MnDOT - Metro Division
Peter Lindstrom, Metropolitan Council District 10
Eric Wojchik, Sector Representative/Principal Reviewer
Reviews Coordinator

N:\CommDev\LPA\Communities\Shoreview\Letters\Shoreview 2022 The Bluffs EAW OK w Comments 22799-1.docx

DEPARTMENT OF NATURAL RESOURCES

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

Transmitted by Email

September 21, 2022

Niki Hill
Assistant Community Development Director
City of Shoreview
4600 Victoria Street North
Shoreview, MN 55126

Dear Niki Hill,

Thank you for the opportunity to review The Bluffs Environmental Assessment Worksheet (EAW) in Ramsey County. The DNR respectfully submits the following comments for your consideration:

1. **Page 5, Section 9 – Permits and Approvals Required.** Regardless of the underlying zoning district, the proposed 160-unit multifamily development on the northern portion of the site is in fact a shoreland residential planned unit development (PUD) in accordance with the state shoreland rules (Minn. Rules 6120.2500 - 6120.3900). Specifically, Minn. Rules 6120.3300, Subp. 2(A), states that "residential subdivisions with dwelling unit densities exceeding those in the tables in subparts 2a and 2b can only be allowed if designed and approved as residential planned unit developments under part 6120.3800."

   DNR's records from 1993 indicate that the City of Shoreview's shoreland ordinance was approved without standards for shoreland planned unit developments because the city indicated that PUD zoning districts would not be located in shoreland districts. To date, the City of Shoreview has not submitted a request to DNR to amend its shoreland ordinance to allow shoreland PUDs.

   Since the City of Shoreview's shoreland ordinance does not contain standards for shoreland planned unit developments, the DNR would review and approve the proposed shoreland PUD prior to Council approval. DNR's review and approval of shoreland PUDs is required under City Code Section 209.080(N)(5)) and Minn. Rules 6120.3800, Subp. 1. The DNR will review and approve shoreland PUDs according to the standards in Section 10 of shoreland model ordinance. We recommend that the project proposer carefully review these standards and use them to design their project.

2. **Page 6-7, Section 9 – Land Use.** As explained in the previous comment, the proposed 160-unit multifamily development is in fact a shoreland PUD; DNR's review and approval of shoreland PUDs is required under City Code Section 209.080(N)(5)) and Minn. Rules 6120.3800, Subp. 1.

Furthermore, the EAW should provide additional information to discuss how the project complies with the standards of the shoreland overlay district. DNR notes, for example, that building height is limited to 35 feet in the city's shoreland overlay district. In 1993, DNR approved the city's proposal for deviation from the building height standard of 25 feet in the statewide standards to the city's proposed limit of 35 feet. To date, the city has not requested DNR approval for any further deviation of this standard.

3. **Page 9, Section 11 – Surface Water.** This section should recognize that Snail Lake is a Lake of Biological Significance, and that stormwater from the development will ultimately flow into this basin.

4. **Page 12, Section 11 – Stormwater.** The significant increase in impervious surfaces will also increase the amount of road salt used in the project area. Chloride released into local lakes and streams does not break down, and instead accumulates in the environment, potentially reaching levels that are toxic to aquatic wildlife and plants. Consider promoting local business and city participation in the Smart Salting Training offered through the Minnesota Pollution Control Agency. There are a variety of classes available for road applicators, sidewalk applicators, and property managers. More information and resources can be found at this website. Many winter maintenance staff who have attended the Smart Salting training — both from cities and counties and from private companies — have used their knowledge to reduce salt use and save money for their organizations.

   We also encourage cities and counties to consider how they may participate in the Statewide Chloride Management Plan and provide public outreach to reduce the overuse of chloride. Here are some educational resources for residents as well as a sample ordinance regarding chloride use.

   Blanding's turtles, a protected state-listed threatened species, have been documented within the vicinity of the project area. Stormwater features may be colonized by Blanding's turtles in the area, therefore we recommend incorporating measures to avoid impacting this species into stormwater management. In years when the stormwater features will be dredged to remove excess sediment, please draw down water levels by September 15th in order to allow turtles to find overwintering habitat elsewhere. It is also important that this section, as well as project plans, incorporate the **required avoidance measures** for state-listed species that were provided in the DNR Natural Heritage letter.

   We recommend that BWSR-approved, weed-free, native seed mixes be used to the greatest degree possible in stormwater features and development landscaping in order to provide pollinator habitat.

5. **Page 13, Section 11 – Water Appropriation.** The EAW states that groundwater can be found from 0 to 50 feet below the surface across the project area. The project is also proposing to utilize predominantly underground parking. If it is necessary to use a sump pump to remove water from the underground parking levels in volumes that exceed 10,000 gallons per day or one million gallons per year, then a DNR Water Appropriation Permit would be required.

6. **Page 13, Section 11 – Wetlands.** The potential indirect impacts to the wetland(s) from receiving development stormwater should be discussed in this section. It is also unclear how placing retaining walls along the wetland boundary will alter wetland hydrology.

7. **Page 14, Section 11 – Water Resources.** This section of the EAW is incomplete because it does not assess the effect of the project on water surface use on Snail Lake, i.e., number and type of watercraft, including current and projected watercraft usage.

8. **Page 18, Section 13 - Fish, Wildlife, Plant Communities, and Sensitive Ecological Resources (Rare Features).** This section of the EAW greatly minimizes the potential impacts to wildlife, plants, and sensitive ecological features, and claims that there will be no impacts without providing a justification for this conclusion. There is no discussion of how an increase in impervious surfaces as well as increased nutrient/pesticide use from added lawns and landscaping will impact surface runoff, potentially impacting Snail Lake, a Lake of Biological Significance that contains several state-listed rare species.

   The proposed project would result in substantial tree removal in wooded areas that currently provides valuable local wildlife habitat. The potential impacts of tree removal are not fully described in the EAW, and it is unclear if 5.8 acres of tree removal within shoreland is even compatible with shoreland ordinances.

   It is unclear if the proposer coordinated with the U.S. Fish and Wildlife Service regarding potential impacts to the federally-endangered Rusty Patched Bumble Bee. No evidence or coordination is mentioned or provided in the appendices.

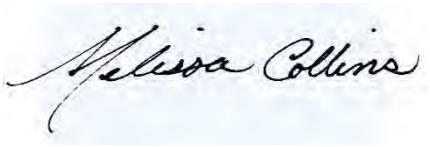
   This section also states that, "no impacts to the lake shore are anticipated for the proposed development." This statement is unsupported. Please provide additional supporting information on anticipated impacts to the lake shore.

9. **Page 21, Section 15 – Visual.** This section of the EAW incorrectly states that the proposed project would conform with city code regulations for building height. Building height is limited to 35 feet in the city's shoreland ordinance. In 1993, DNR approved the city's proposal for deviation from the building height standard of 25 feet in the statewide standards to the city's proposed limit of 35 feet. To date, the city has not requested DNR approval for any further deviation of this standard.

10. **Page 23, Section 16 – Dust and Odors.** If water for dust control is taken from a lake or stream in volumes that exceed 10,000 gallons per day or one million gallons per year, a DNR Water Appropriation Permit would be required. Please do not use products that contain chloride for dust control in areas that drain to public waters.

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

Sincerely,



Melissa Collins
Regional Environmental Assessment Ecologist | Ecological and Water Resources

Minnesota Department of Natural Resources
Phone: 651-259-5755
Email: melissa.collins@state.mn.us

CC: Max Segler, Tycon Companies

Equal Opportunity Employer

328 West Kellogg Blvd St Paul, MN 55102
OSA.Project.Reviews.adm@state.mn.us

Date: 09/13/2022

Niki Hill
City of Shoreview
651-490-4658
NHill@shoreviewmn.gov

Project Name: The Bluffs

Notes/Comments
Thank you for the opportunity to comment on the above listed project. While there are no previously recorded archaeological sites, archaeological site leads, or burials in the project area, the project area does have moderate to high potential to contain archaeological sites or features. Therefore, a phase I archaeological reconnaissance conducted by a qualified archaeologist is recommended. The Minnesota Historical Society maintains a list of cultural resource professionals here: https://www.mnhs.org/preservation/directory.
Recommendations
☐ Not Applicable ☐ No Concerns ☐ Monitoring ☐ Phase Ia – Literature Review ☒ Phase I – Reconnaissance survey ☐ Phase II – Evaluation ☐ Phase III – Data Recovery

If you require additional information or have questions, comments, or concerns please contact our office.

Sincerely,

Jennifer Tworzyanski
Assistant to the State Archaeologist
OSA
Kellogg Center 328 Kellogg Blvd W
St Paul MN 55102
651.201.2265
jennifer.tworzyanski@state.mn.us

DEPARTMENT OF ADMINISTRATION
STATE HISTORIC PRESERVATION OFFICE

September 21, 2022

Niki Hill
Assistant Community Development Director
City of Shoreview
4600 Victoria Street North
Shoreview, MN 55126

RE: EAW – The Bluffs
Residential Development
T30 R23 S24 NW-NW, Shoreview, Ramsey County
SHPO Number: 2022-2460

Dear Niki Hill:

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

Due to the nature and location of the proposed project, we recommend that a Phase I archaeological survey be completed. The survey must meet the requirements of the Secretary of the Interior's Standards for Identification and Evaluation and should include an evaluation of National Register eligibility for any properties that are identified. For a list of consultants who have expressed an interest in undertaking such surveys, please visit the website **preservationdirectory.mnhs.org**, and select "Archaeologists" in the "Search by Specialties" box.

We will reconsider the need for survey if the project area can be documented as previously surveyed or disturbed. Any previous survey work must meet contemporary standards. **Note:** plowed areas and right-of-way are not automatically considered disturbed. Archaeological sites can remain intact beneath the plow zone and in undisturbed portions of the right-of-way.

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

If you have any questions regarding our review of this project, please contact Kelly Gragg-Johnson, Environmental Review Program Specialist, at 651-201-3285 or kelly.graggjohnson@state.mn.us.

Sincerely,

Sarah J. Beimers
Environmental Review Program Manager

Appendix C

Public Comments

SHOREVIEW

Nicole Hill <nhill@shoreviewmn.gov>

Union gospel mission comment period end 9-22-2022

1 message

Luke bonawitz [redacted] Sat, Sep 3, 2022 at 3:13 PM
To: nhill@shoreviewmn.gov

It's my intention to express my concern with a development of this scale on the 11 acre property site. While a property of this scale may shoehorn its way through the administrative process one must ask the authorities that make these decisions whether the impact to Shoreview is warranted and necessary?

Snail lake is quite the jewel of the Shoreview community. It offers appropriately the mix of recreational use and asethetic graces for what Shoreview is know for.

Even though this property appears tucked away behind a slim border of trees it will impact traffic flows on hwy 96 and adjoining roads.

What doesn't make sense is slamming a high density apartment complex into a neighborhood devoid of this density. Further, the excessive demand it will put on city hall and services will disengage single family homeowners from accessing city hall as the complex proximity will increase traffic and use of the water park and other services that homeowners have enjoyed in recent years.

This community recognizes the environmental impact this project can and will have on snail lake and the nearby homes. One dock access to the lake can mean dozens of boat slips for easy access to tear up the lake every day. Snail lake Beach/boat access was built for the lake of this size and it keeps lake traffic to manageable levels. With a private beach and dock access it becomes a magnet for high levels of pollution and human waste entering the lake. The addition of the single family homes only adds to the mass effect.

Please reconsider this property for an office complex or another charter school concept. For that matter, there should be consideration for another public school facility here since Moundsview schools are already overwhelmed. Case in point is of Shoreview redevelops deluxe corporate site into high density there will be a need for places in schools for the near future. I ask the commission to really Vette this process to the enth degree for the long term stability of Shoreview.

Sending warm regards,

Save snail lake.

ECO FORESIGHT
10100 James Road, Bloomington, MN 55431
www.ecoforesight.com
rob.bouta@ecoforesight.com
612.581.0546

Memorandum

Date: September 22, 2022

To: Niki Hill, City of Shoreview, NHill@shoreviewmn.gov

cc: Steve Bona, Shoreview Lakes Preservation, [redacted]

From: Rob Bouta, ECO FORESIGHT

Re: **Comments on The Bluffs Environmental Assessment Worksheet, City of Shoreview, MN**

I reviewed The Bluffs Environmental Assessment Worksheet (EAW) and prepared the following comments on behalf of Shoreview Lakes Preservation. I believe parts of the EAW are incomplete and/or inaccurate. I submit that more complete, more accurate, and more relevant information is readily available and should be added to the EAW before a decision regarding the need for an EIS is made. Minnesota Rules Part 4410.1400 states that the RGU is "responsible for the completeness and accuracy of all information" contained in the EAW.

The comments that follow indicate eight of the 20 EAW content items (40%) are incomplete or inaccurate. Making the EAW complete and the project consistent with shoreland regulations could require substantial changes to the project design, impact assessment, and mitigation plan. If that happens, I believe the EAW should be withdrawn, and the EAW process started over again.

I am available to discuss this project if needed. Contact me at (612) 581-0546 or rob.bouta@ecoforesight.com if you have questions.

Item 7. Cover Types. The cover type table indicates 5.7 acres of the 18.6-acre site (30.6%) will be impervious after construction. Item 9 should address how this impervious ratio complies with shoreland regulations, and consider how proof-of-parking would increase the impervious ratio above 30%.

Item 9. Land Use. The EAW is incomplete in its discussion of the project's compatibility with the City of Shoreview 2040 Comprehensive Plan. Specifically, the EAW mentions the Policy Development Area (PDA), but it does not address policies in the Comprehensive Plan for the Gospel Mission Camp PDA. That part of the Comprehensive Plan states: "Reuse of the property shall meet community needs and incorporate amenities that are accessible to the public. A Comprehensive Plan Amendment will be required for any change in land use. ... The cultural and historical significance this property shall be recognized in any redevelopment plan. Efforts shall be taken to preserve the existing Ministry Center building and incorporate the structure into the redevelopment. ... Redevelopment of the site shall be sensitive to the lakeshore environment by establishing a protection zone and/or implementing mitigation techniques to reduce the development's impact on the lake."

Item 9. Zoning. This section is inaccurate. The EAW says the project site is zoned as a Planned Unit Development (PUD) and that "the existing PUD is specific to the site's current institutional use, so the redevelopment would require rezoning the site to R1 – Detached Residential and R3 – Multi-Dwelling Residential." This statement is incorrect and inaccurate. The project proponent previously considered a Shoreland Residential PUD for the site in consultation with the City of Shoreview and the MnDNR. A Shoreland PUD could be appropriately designed to protect Snail Lake and shift high densities away from the lake.

Item 9. Shoreland District. This section is incomplete. The typical procedure for Shoreland Ordinance administration involves deferring to the MnDNR and State Shoreland Rules regarding omissions such as multi-family lot standards. The proposed apartment building density is higher than allowed under the Shoreland Ordinance, which calls for a minimum of 10,000 square feet per lot. The project should be proposed as Shoreland PUD and tiered shoreland density and open space calculations should be provided. The Shoreland PUD process is designed for sensitive areas like the proposed development site, the R3 ordinance lacks the standard practices for shoreland protection.

The EAW does not demonstrate that the proposed project complies with the City of Shoreview Shoreland Management Ordinance and Minnesota State Shoreland Rules. The Shoreview Shoreland Management Ordinance states that the "uses permitted in the Shoreland Management Areas are those uses allowed and regulated by the applicable zoning district underlying the Environmental Overlay District. ... Where the requirements of the underlying zoning district as shown on the official Zoning Map are more restrictive than those set forth herein, the more restrictive standards shall apply." The Shoreland Ordinance specifies the minimum size of residential lots, but it does not specify standards for multi-family residential. If the site is rezoned to R3, the underlying R3 density will not apply because it is not clear that the R3 standard is "more restrictive" than the default shoreland standard, as written in the ordinance.

The EAW should include a shoreland density evaluation to determine whether the apartment building density is allowed under shoreland regulations. The proposed apartment building involves a dramatic density increase from the baseline shoreland density. Shoreland protection measures are needed to justify the proposed density increase.

The EAW does not show that the proposed project density complies with the Shoreland Ordinance, or with Section 205.093(B)(1) of the City Code, which states that "Densities shall be in compliance with the Land Use Chapter of the Comprehensive Guide Plan." The lot proposed for the apartment building is a riparian lot that covers about 7.3 acres and includes about 1 acre of wetland. Subtracting the acre of wetland leaves about 6.3 acres (274,428 square feet) of suitable shoreland development area. The Shoreland Ordinance calls for 15,000 square feet per residential unit on riparian lots. The apartment building lot could accommodate about 18.3 riparian residential units, far less than the 160 units proposed.

The EAW does not discuss how the proposed project will comply with several other parts of the City of Shoreview Shoreland Management Ordinance. For instance: (1) the shoreland ordinance says impervious surface will not exceed 30% of the lot area and is unclear whether the project complies with this requirement; (2) the shoreland ordinance says the maximum building height shall not exceed 35 feet and the EAW says building height will be up to 65 feet; and (3) the shoreland ordinance requires a shoreland mitigation plan for residential development that requires land use approval. The shoreland mitigation plan should be made part of the EAW and should address other measures such as the use of landscaping to reduce the visual appearance of structures from the lakeshore.

Item 9. Comprehensive Plan. This section is incomplete. The EAW does not state how the proposed project is compatible with the Comprehensive Plan policies written for the Gospel Mission Camp PDA, nor does it state how the project will be compatible with the Shoreland Overlay District or what shoreland protection measures will be provided to the justify the proposed density increase.

Item 11. Surface Water. This section is incomplete. The EAW does not indicate whether any trout stream/lakes, wildlife lakes, migratory waterfowl feeding/resting lakes, or outstanding resource value waters are located onsite or in the project vicinity.

Item 11. Other Surface Waters, Watercraft Use. This section is incomplete. The EAW should answer the question on the EAW form with an analysis of the number of existing and projected watercraft on Snail Lake. The EAW does not "Discuss how the project will change the number or type of watercraft on any water body, including current and projected watercraft usage." The

EAW should say how many private and shared docks are likely to be installed on Snail Lake. The EAW should estimate the number and density of watercraft on Snail Lake before and after project construction, indicate what measures will be deployed to minimize effects on the shoreland, and address the potential for watercraft crowding on Snail Lake. The MnDNR has published boating studies useful in preparing such estimates.

Item 12. Hazardous Materials. This section is incomplete. The EAW indicates asbestos containing material was found in the Gyro Lodge, but it did not indicate whether asbestos is present in other onsite buildings, whether other hazardous materials such as lead are present in any onsite buildings. In addition, the EAW should identify "measures to avoid, minimize, or mitigate adverse effects from existing contamination or potential environmental hazards," as requested on the EAW form.

Item 13. Fish and Wildlife. This section is inaccurate. The words "previously disturbed" do not accurately describe the project area. Woodlands on the site appear more mature and dense, but not more disturbed than shown on aerial photographs from the 1930s and 1940s (see MN Historical Aerial Photographs Online).

Item 13. Rare Species. This section is incomplete. The EAW indicates two species of rare plants, the olive-colored southern naiad and the small green wood orchid, have been documented onsite. The EAW later indicates that impacts to these species are not anticipated "due to lack of suitable habitat within the project site or the likelihood that the species is present in the area given the historical observation dates for the species."

It is unclear how it was determined that impact to rare species previously observed on the site are not expected, given that aerial photographs show little site disturbance since the 1930s and the EAW does not document site disturbances in relation to the times and locations of rare species observations. Furthermore, the EAW does not indicate whether a rare plant survey has been conducted on the site or whether it has been determined the once observed rare plants are no longer present on the site.

Item 13. Fish and Wildlife Mitigation. This section is incomplete. Item 7, Cover Types, indicates the project will remove 5.8 acres of trees, which is 57% of the existing tree cover. Section 209.050 of the City of Shoreview Municipal Code states that vegetation shall be left intact to the maximum extent possible, and that development "shall be conducted so that the maximum number of trees, in particular landmark trees, are preserved by the clustering of structures in existing cleared areas and natural clearings." The project proposes to preserve about 4.3 acres of trees, or about 43% of the trees on the site. The EAW does not specify how tree preservation will be maximized and tree removal will be minimized. The EAW does not

include a map showing tree removal areas, nor does it indicate why it is not possible to preserve more than 43% of the trees. The proposed tree removal and the potential for rare vascular plant species along the lakeshore help demonstrate the need for a complete shoreland evaluation and mitigation plan (See comments on Item 9).

Item 13. Fish and Wildlife Mitigation. Blanding's turtle mitigation measures should be written into project construction specifications.

Item 13. Fish and Wildlife Mitigation. This section is inaccurate. The EAW states that no impacts to the lake shore are anticipated. How much lakeshore will be affected and how much disturbance will occur for installation and maintenance of the docks mentioned under Item 11.b.iv.2?

Item 14. Historic Properties. This section is incomplete. The EAW does not state why it "is not anticipated that archaeological sites will be uncovered during construction of this project." Given that the site includes a bluff that overlooks Snail Lake and appears to be include undisturbed woodland, parts of the site may contain undiscovered archaeological material. The conclusions of the EAW should be supported by an archaeological survey.

Item 15. Visual. This section may be inaccurate. The EAW states that the project would conform with city code regulations for building height. See the comment on building height under Item 9.

Item 16. Air. This section is incomplete. The EAW states that no stationary source emissions are anticipated as part of the proposed project. The EAW is incomplete because it does not address greenhouse gases (GHG) or climate change. The Minnesota Center for Environmental Advocacy (MCEA) has described climate change as a "potentially significant environmental impact." To comply with Minnesota law and policy, the MCEA has said that an EAW must analyze GHG emissions that the development will emit, possible mitigation measures to reduce those emissions, and the impacts of climate change on the project.

SHOREVIEW

Nicole Hill <nhill@shoreviewmn.gov>

The Bluffs EAW plan comments

Shawn Carpenter [redacted] Thu, Sep 22, 2022 at 8:09 AM
To: Nicole Hill <nhill@shoreviewmn.gov>

The Bluffs at Union Gospel

I have attached a copy of the plan with a slight variation. One where I simply purchase sites 2,3,4 of block 3. I would add a storm water runoff pond and save what I consider the most beautiful oak, not to mention one of the most historic, on that site. It would be an extension to our current property at 4525 Snail Lake Blvd. This is a serious offer in an attempt to save something significant. Of course I am open to any variation that keeps that tree and the ground to its drip line untouched.

As far as the new plan, it isn't much different. What I value, what I would do, how, and so on, doesn't matter at this point. Kind of like explaining a joke. If you have to, it's lost on them. For most everyone who decides, or lives, or works in Shoreview, those old growth trees are just a black dot on a plan. Experience them is all I can suggest. It's pretty easy to know what the apartment will look like and how it will fit in. Just stand at the fire station across from Island Lake school. To know what renters will deal with (u-turns and noise) … just stand at the entrance to Union Gospel. Try the u-turn. Do you think it will really matters to us on Snail Lake Blvd that we add hundred(s) of 30+mph cars to the current thousands? However, it will matter to the largest Red Oak in Shoreview … oh sorry, black dot at what would be the Harbor Ct entrance. The rest of the site will just be rich people trying to skirt any sort of regulations to "humanize" a shoreline and blanket what is not house, driveway or road with sod.

How much? The only question I am asking you to answer.

Shawn Carpenter
4525 Snail Lake Blvd

P.S.

Turn the way-back machine to 2021. You take all the trees older than say, oh I don't know, 100 … draw a circle around them to their outer drip line. Protect those circles, the shoreline and bluff. Plenty of room for apartments and/or townhomes. 4 stories max. You know, like most great neighborhoods of the world. Why 4? Think tree height. Design something worth looking at and landscaping worth walking through. Ditch the chemicals and make sure everything you plant ends in berry. And of course you respect the people who will live there and give them a controlled entrance at Dale, slow down the freeway out front, fill the boulevards with trees …


PROPOSED BUILDING
BLOCK 2
BLOCK 1
4525
SLB

SHOREVIEW

Nicole Hill <nhill@shoreviewmn.gov>

Public review feedback for The Bluffs EAW published August 23, 2022

Jane Friedmann [redacted] Wed, Sep 21, 2022 at 5:53 PM
To: Nicole Hill <nhill@shoreviewmn.gov>
Cc: "kbillerbeck@shoreviewmn.gov" <kbillerbeck@shoreviewmn.gov>, "bmartens@shoreviewmn.gov" <bmartens@shoreviewmn.gov>, Tom Simonson <tsimonson@shoreviewmn.gov>, Chris Anderson <canderson@shoreviewmn.gov>, Kent Peterson <kpeterson@shoreviewmn.gov>, "cjohn@shoreviewmn.gov" <cjohn@shoreviewmn.gov>, Anna Riechers <ariechers@shoreviewmn.gov>, Steve Solomonson <ssolomonson@shoreviewmn.gov>, "nwestadt@shoreviewmn.gov" <nwestadt@shoreviewmn.gov>, Barb Yarusso <byarusso@shoreviewmn.gov>, Sandy Martin <smartin@shoreviewmn.gov>, Cory Springhorn <cspringhorn@shoreviewmn.gov>, John Doan <jdoan@shoreviewmn.gov>, Emy Johnson <ejohnson@shoreviewmn.gov>, Susan Denkinger <sdenkinger@shoreviewmn.gov>

September 21, 2022

Dear Ms. Hill,

We, the undersigned respectfully request that Tycon Companies, as proposer for The Bluffs Environmental Assessment Worksheet (EAW), dated August 2022 provide written responses to the city and us regarding the concerns listed below involving the EAW's accuracy, completeness of information, potential impacts that warrant further investigation and the need for an Environmental Impact Statement (EIS) due to the potential for significant environmental effects. We are submitting this letter within the 30-day public review period, ending September 22, 2022. This request differs in some details from the request we provided to the city prior to the August 15, 2022 city council meeting.

The data at issue is listed by number and title below in bold to correspond with the numbers and titles in the EAW.

5 – Project Location. Tax Parcel Numbers.

• Provide accurate and complete information as to whether 580 Shoreview, LLC has paid any property taxes on the property (including parcels A, B and C, if applicable) at 580 Hwy. 96 in Shoreview since it purchased it in December, 2020, and provide proof thereof. (Parcels B and C were labeled in the version of the EAW presented to the city council for approval.) The Tax Parcel Numbers (referenced on EAW page 5 of 161) seem to imply taxes have been paid, which is inconsistent with Ramsey County online records listing the property as tax-exempt.

• Provide accurate and complete information as to whether and when the grace period for the transfer from tax-exempt status expired for the subject property (including parcels A, B and C, if applicable).

• Provide accurate and complete information explaining, if taxes have not yet been paid, when a conversion to taxable will be made as required by Minnesota laws, including Minn. Stat. 272.02 and 273.125.

• Provide accurate and complete information about the dollar amounts of public funds that will be sought through TIF, for affordable housing or other aspects of the proposed project.

6(b), (c) and (d) – Project Description. Give a complete description of the proposed project. Project magnitude. Total Project Acreage. Number and Type of Residential Units. Structure Heights. Explain the project purpose.

• Provide accurate and complete information about the property acreage (including number of acres, land acquisition records, and all property surveys) because this information impacts issues such as density and impervious surface figures. Acreage numbers in the EAW are different than those presented in the concept-stage proposal and tax records. The western north-south boundary of the property, as depicted in the EAW (page 44 of 161), has moved westward, as compared to what is shown in the concept-stage proposal (page 19 of 44).

• Provide accurate and complete information about the property's **developable-land** acreage. There is one acre of protected wetland on the property (EAW page 7 of 161) and extensive protected bluffs too steep to be developable. At least part of those features are on the north parcel where the apartment building is proposed. Calculations for density should exclude protected wetlands and bluffs because they are not developable.

• Provide accurate and complete information regarding the total area of the subject property in legal dispute between the owner of 580 Shoreview, LLC and an adjacent property owner, and explain if the adjacent property owner is found to own the portion of property in dispute, how that impacts density and impervious surface figures.

• Explain why the proposed apartment building does not comply with the definition of Planned Unit Development ("PUD") in City Code 202.010 or the Future Land Use listed in the Shoreview 2040 Comprehensive Plan. PUD is defined as a development in which certain listed standards may be altered by negotiation and agreement, "except that land use and density shall be consistent with that permitted by the Land Use Plan." City Code 205.093(B)(1) states that "Densities shall be in compliance with the Land Use Chapter of the Comprehensive Guide Plan." The Future Land Use of this specific property is listed as "Residential Medium (4/8 units per acre)" also known as R-2, in Chapter 4 of the comprehensive plan at page 9 of 55, which can be found at https://link.edgepilot.com/s/f2eae28d/CPRJ2dVzMUydUj8aWZXIxg?u=https://www.shoreviewmn.gov/home/showpublisheddocument/12120/637838005786830000.

• Explain how the proposed apartment building density of 160 units complies with city code. The apartment proposed for Lot 1, Block 1 (North Parcel, 7.29 acres) is proposed to have 160 units. Future zoning for the parcel is slated for 4-8 units per acre, which mandates a maximum of 58.32 units. Even under R-3 zoning, which does not apply here per the Land Use Plan, regulations allow for a maximum of 20 units per acre which is a maximum of 145 units on 7.29 acres and even fewer units after protected wetland and bluff are excluded as being not developable.

• Provide an adjusted acreage figure for the proposed apartment building parcel as well as the single-family parcel that removes protected wetland and bluff acreage from total acreage, since density calculations should only be based on developable land.

• Explain whether the proposed density of 160 units is related to offering affordable housing or whether a variance would be sought. If a variance request is planned, explain why the proposer believes this project warrants increased density. If affordable housing will be built, please indicate the number of units to be included under that designation.

Verify the maximum height of the proposed apartment building at all elevations around the building, using the definition given in City Code 202.010 and stated below. The definition allows for maximum height to be anywhere around the building, not necessarily at the front of the building. City code 202.010 defines "Height, Building." That definition provides, "For substandard riparian lots, building height is as measured from the highest roof peak to the lowest point at finished grade. Finished grade is the final grade upon completion of construction." With setbacks shown (EAW page 44 of 161) at no more that 60 ft. on the south side, building height can be no more than 65 ft. as per city code, if standard R-3 zoning is approved.

• Provide height figures for proposed retaining walls. Retaining walls may not exceed four feet in height unless necessary to remedy existing slope failure, as described in City Code 209.080 (G) (b). The change in grade between the west wall of the proposed apartment and the eastern edge of the wetland to the northwest of the apartment is between 18 and 28 ft. In elevation, based on analysis of existing elevations shown in the first concept-stage proposal and the statement in the EAW that the west side of the apartment will expose some of the bottom two parking levels at finished grade.

7 – Cover Types. Wooded/Forest. Impervious Surface. 9(c) Land Use. Identify measures incorporated into the proposed project to mitigate any potential incompatibility.

• Provide a Tree Preservation Plan as required by City Code 209.050(B)(2), depicting how many of the existing trees and landmark trees will be lost due to the proposed construction and where those trees are located. Trees are the first issue the Shoreview Environmental Committee ("EQC") identified with this project in its attached September 2021 report. That EQC report states in relevant part, "The committee would like the developer to minimize removal of trees on the property, both large and small."

• Show how tree-planting plans will comply with City Code 206.020 (A)(1)(c) which states "Shade trees shall be used for the perimeter of the parking area and island landscaping at a minimum rate of one shade tree per 10 parking stalls. Shade trees shall be setback a minimum of 8 feet from curbs and/or pavement."

• Add an explanation of what will be done to use permeable pavement technology as noted by Shoreview's Environmental Quality Board (EQB). See attached.

8 – Permits and Approvals Required. Local. State.

• Address whether the proposal, as described in the EAW, will comply with local Snail Lake Improvement District policies and whether permits will be obtained, if needed, for Saint Paul Regional Water Services Wellhead Protection Areas for wells including those depicted in Figure 10 (EAW page 42 of 161).

9(a)(iii) – Land Use. Describe zoning including special districts or overlays such as shoreland.

• Address whether the DNR shoreland ordinance or Shoreview's Shoreland Overlay District apply for each lot, or if one ordinance or the other applies in specific situations.

• Explain why the development is no longer proposed as a PUD.

• Explain how the proposal is consistent with Shoreview's shoreland ordinance.

10 – Soils.

• The EAW is incomplete in that it does not reference Best Management Practices (BMPs), as presented in the Urban Small Sites Manual, as required by City Code 209.040(C) Soils etc. Explain which best management practices will be utilized for this project.

11(b)(iv)(2) - Water Resources. Describe the effects from project activities on water resources and measures to minimize or mitigate the effects below. Surface Waters. Other surface waters.

Provide a study of Snail Lake that analyzes existing and future watercraft. It cannot be said that the addition to this small lake of an approximately 120-ft. long dock for the apartment building and the likely nine additional docks for single-family lots won't affect other watercraft and recreational users and have other impacts. Ramsey County reportedly determined in the past that only 6 or 7 more boats could be safely added to the lake when they allowed for 6 or 7 boat-parking spots at Vadnais-Snail Lakes Regional Park on Snail Lake.

• Explain how a 120-ft.-long dock complies with DNR best practices of minimizing impact on lakes and bringing docks only out as far as to be able to reach navigable water. A rental pontoon boat has been mentioned as a possibility for the apartment building. Most pontoon boats have a draft of 10 inches, so can navigate in 10" of water or more. The minimum recommended depth is two feet, according to numerous sources. DNR maps show water depth at the site of the proposed dock as three feet.

13 - Fish, Wildlife, Plant Communities and Sensitive Ecological Resources.

• Provide accurate and complete information as to how runoff will be controlled to the west of the proposed apartment building without any stormwater management areas proposed for that area. The existing elevations, as shown in the concept-stage proposal (page 19 of 44), indicate a steep grade from the western edge of the apartment all the way down to the lake. A description in the EAW (page 6 of 161) indicates that the elevation on the west and east of the building will be lower than that of the north and south, so water would assumedly flow west and east.

• If fertilizer, herbicides or pesticides will be used on the more than 7 acres of proposed lawn, explain how those chemicals will be kept from making their way into Snail Lake or the wetlands and retaining pond on or near the property. The environmental standards as stated by the DNR says that "wetlands should be protected from pollution; use of fertilizers and pesticides should be avoided." (EAW page 131 of 161).

• Explain how Tycon will regulate the introduction of new watercraft in order to avoid the transfer of additional invasive water plants and animal species to the lake. Likewise explain how Tycon will ensure that any sod introduced to the property will be free of the invasive Asian Jumping Worm or other invasive species. According to news reports, Asian Jumping Worms in purchased sod are a real concern and the worms are extremely detrimental to steep slopes, causing vegetation to weaken and die, and ground to erode.

14 - Historic properties.

• Address what will be done to prevent any potential impacts to the cultural and historic Snail Lake Archaeological site as depicted and required in Chapter 8 of the Shoreview 2040 Comprehensive Plan.

• Explain what will be done to preserve the Union Gospel Mission, Gyro Building, mosaic tile floor which is from the original State Capitol Building as noted in Chapter 8 of the Comprehensive Plan.

15 – Visual.

• Provide visual aids showing the summer vegetation remaining during and after the proposed construction from all aspects along the lake, not just from the west as shown at page 157 of 161 of the EAW. Images provided in the EAW (pages 156 and 157) show identical vegetation, despite one image purportedly showing existing vegetation and the other post-construction vegetation.

• Provide visuals that realistically show alterations to the view from the lake, taking into account any removal of trees or vegetation to allow for viewing corridors, if proposed, and showing the docks themselves. Show realistic alterations to the view caused by development of the entire property, not just the apartment parcel.

The EAW shows a site plan that places the ordinary high-water level (OHWL) at 883.43 in elevation (EAW, page 44 of 161). The plan also provides for the basement of level 2 at an elevation of 900.00 feet and basement level 1 at 910.00 feet, and one can extrapolate that if 5 stories are added on top of that of at least 10 feet per story the building elevation would then be at least 970 feet (not accounting for any roof lines). That is an imposing 86.57 feet above the ordinary high-water level. This imposing height violates city code, the city's comprehensive plan and objectives of shoreland management in Minnesota to limit the visibility of structures as viewed from public waters assuming summer leaf-on conditions. Explain how the proposed 65-ft.-minimum apartment building can be visually shielded to the extent that a reasonable person could consider the visual impact from the lake minimal, as per shoreland ordinance.

• Provide an illumination study with a lighting plan demonstrating the location, height and type of lighting proposed on site, and a photometric lighting plan showing the illumination levels around the lake to address the potential impacts of light pollution to all

surrounding neighbors.

• Explain what will be done to minimize pollution from vehicle lights.

• Describe what steps will be taken to protect the privacy of surrounding property owners from the proposed apartment units.

17 – Noise.

• The EAW is incomplete because it fails to address if and how this development will comply with MPCA noise standards as required in City Code 209.010(A). Provide such information.

The EAW is also incomplete because it fails to provide a Noise Impact Statement as provided in City Code 209.020(G). Provide such information.

• Provide a roadway noise study addressing the increased vehicle traffic reverberating against the proposed apartment and the proposed retaining wall to surrounding areas. As discussed at prior hearings, noise is a problem from hard surfaces.

18(a) – Transportation. Parking.

• In the September 28, 2021 Shoreview planning commission meeting, Mr. Rick Wessling, the architect who presented the concept-stage proposal to the planning commission, stated that "the county was pretty clear about the fact that they did not want this development to continue to use the entrance that was there now and that the only entrance that the county was going to approve was the entrance that aligned with the Dale St. alignment." Explain why the entrance is now proposed in the EAW at exactly the spot where the county did not want it. Share any discussions with the county or other regulatory bodies on the proposed change in entrance location.

• Explain what good faith efforts could be taken to provide 155 more parking stalls as required by city code. City ordinances for areas zoned R-3, require 2.5 stalls per unit (EAW page 27 of 161). Ordinance allows for fewer parking stalls if best management practices, such as proof of parking, are employed. Even with proposed proof-of-parking, the number of stalls per unit only reaches 2.0, in direct violation of City Code 206.020 (C) and 206.020(C)(4).

• Provide new impervious surface numbers that reflect both proof-of-parking to 2.0 stalls per unit and full proof-of-parking to 2.5 stalls per unit.

• Provide comparable studies that analyze lakefront multi-unit properties' parking needs, since guest parking for such properties is likely higher that for non-riparian properties.

• The construction of the 75 parking spaces identified for proof-of-parking would require the conversion of the proposed above ground stormwater management to underground chambers. Please provide some explanation of the underground system and best practices.

19 – Cumulative Potential Effects.

• Address any impacts on the neighborhood from the proposed The Bluffs project on top of surrounding work including: a) the Hodgson Road Construction which is slated to begin in the Spring of 2023; b) the Dutt proposed PUD apartment development at the corner of Gramsie and Hodgson and c) access to Kowalski's being impacted by the access point to the apartment no longer located at a stoplight at Dale Street.

For instance, consider the cumulative effects of items a-c to traffic. There are at least 12,400 vehicles per day on the stretch of Hodgson Road to be reconstructed according to the 2016 Shoreview Traffic Counts which can be found at 637838006109500000 (shoreviewmn.gov), which is up significantly from the 11,600 vehicles per day there according to the 2014 MNDOT traffic count map which can be found at Traffic Mapping Application (arcgis.com). Tycon is seeking to add up to 160 apartment units for which the City of Shoreview requires 2.5 parking spots per unit, which is approximately 400 additional vehicles. Land for 19 additional homes would be sold by Tycon to other developers. That's another 50 vehicles. Dutt is seeking to add 119 apartment units for which Shoreview also requires 2.5 parking spots per unit, which is approximately 300 additional vehicles per day. That means at least 13,258 (12,400 + 508, + 50 + 300) vehicles need to be diverted daily from Hodgson Road. Hodgson already experiences 51-100 crashes as depicted in the City Crash Data at 637838006109500000 (shoreviewmn.gov).

Is the plan to try and funnel 13,258 vehicles and 51-100 crashes through the Snail Lake Blvd residential neighborhood, parks and local trails? There are already 1,619 through 2,929 vehicles a day, or roughly 3,000 vehicles, on that boulevard according to the above referenced Shoreview Traffic Counts. Snail Lake Blvd cannot be expected to handle the 3,000 existing vehicles as well as the 13,258 Hodgson vehicles for a total of 16,258 vehicles. The city classifies Snail Lake Blvd as a two-lane collector street, minor from Highway 96 to Snail Lake Road and major from Snail Lake Road to Victoria. The city has found that "traffic operations data indicates that two-lane roadways begin to experience noticeable problems once traffic volumes exceed approximately 10,000 trips

per day." See 637838006109500000 (shoreviewmn.gov). More specifically, the City forecasted the capacity of two-lane collector streets with a C level of service at 7,500. See https://link.edgepilot.com/s/cbae13e5/IgFdkjkET0mDEHTehm-mRw?u=https://www.shoreviewmn.gov/home/showpublisheddocument/13224/637838006109500000.

20 – Other Potential Environment Effects.

• Provide information to demonstrate how developer(s) and their contractors and sub-contractors for this proposed project will use solar systems, energy efficient appliances, lighting systems, and exterior landscaping to reduce the energy use and energy demands of new construction per City Code 209.030.

• Describe what will be done to add water source heat pumps, air heat exchanges, fuel cells or back up battery storage as backup generators, and geothermal loops as noted by the EQC in their attached report.

• Explain what Tycon has done to work with the metro energy community and the Snail Lake residents.

Appendixes B and D. SimTraffic anaylsis results.

• Tycon's EAW relies on traffic data from the COVID period when people were quarantined and traveling much less. Those data are unreliable and should be reassessed.

The entrance to the apartment building is described as right in, right out. A median exists at that spot. For traffic exiting the property onto Hwy. 96, an estimated half of the trips would generate a U-turn at Snail Lake Blvd. in order to to travel west. Likewise, approximately half the traffic entering the property would have to make a u-turn from westbound Hwy. 96, most likely at Dale St. (EAW page 67 of 161, Appendix A, exhibit 5).

Data provided by Kimley-Horn and Associates, Inc. in Appendix B shows a 24-hour total of 13 U-turns from westbound to eastbound Hwy. 96 at Dale St. (EAW page 80 of 161). No comparable data is provided for Snail Lake Blvd. but peak-hour data (7-9 a.m. and 4-6 p.m.) shows a total of one (1) U-turn from eastbound to westbound Hwy. 96 at Snail Lake Blvd. (EAW page 86 of 161). However, data in Exhibit 3 (EAW page 65 of 161) showing existing (2021) peak-hour traffic finds that there are zero U-turns at either Dale or Snail Lake Blvd.

An estimated 726 new trips daily would be generated by a 160-unit apartment building (EAW, page 53 of 161). As described above, almost all of those trips would generate one U-turn, either at Dale or Snail Lake Blvd. That's more than 30 U-turns per hour ON AVERAGE 24-hours-a-day in additional to the 0.5 per hour at Dale and perhaps another 0.5 per hour at Snail Lake Blvd. That's a 2,900 percent increase in U-turns.

The proposed location of the apartment driveway is just to the west of the start of the eastbound left-turn lane at Snail Lake Blvd. Traffic exiting the driveway would have to immediately cross two lanes of traffic to get to that turn lane.

• Provide data that analyzes how U-turns on 50-mile-per-hour highways affect traffic safety and explain what will be done to minimize traffic accidents as a result of U-turns and quick lane changes related to the proposed development.

• Provide information as to what measures will be taken to promote the safety of pedestrians and bicyclists on the public trail just north of the northern edge of the apartment property as cars enter and exit the apartment property.

Provide accurate and complete information regarding projected use of Snail Lake Blvd. and Harbor Place Drive. The data presented in the EAW estimates that no (zero) traffic generated from the apartment building would utilize Snail Lake Boulevard (EAW page 67 of 161) and no (zero) traffic generated from the single-family-home properties would utilize Harbor Place Drive (EAW page 68 of 161).

• Explain how the light timing at the intersection of Hwy. 96 and Snail Lake Blvd. will be adjusted to accommodate increased U-turns on Hwy. 96 and increased traffic on Snail Lake Blvd. Currently about three cars are allowed through the green light on Snail Lake Blvd. per cycle. Wait times are lengthy.

Sincerely,

(In alphabetical order)
Irinel Ardeleanu, 4535 Snail Lake Blvd.
Ovidiu Ardeleanu, 4535 Snail Lake Blvd.
Beth Aune, 510 Harbor Ct.
Phillip Aune 510 Harbor Ct.
Mike Baker, 4350 Reiland Lane
Millie Baker, 4350 Reiland Lane
Alicia Baraga, 4340 Reiland Lane
Joe Baraga, 4340 Reiland Lane
Alyssa Boswell, 4445 Harbor Place Dr.

Bradford Beale, 4490 Snail Lake Blvd.
Kristine Beale, 4490 Snail Lake Blvd.
Suzanne Bjork, Floral Dr. W.
Stephen Bona, 4445 Snail Lake Blvd.
Paul Boswell, 4445 Harbor Place Dr.
Bill Bush, 4269 Snail Lake Blvd.
Connie Bush, 4269 Snail Lake Blvd.
Amy Carpenter, 4525 Snail Lake Blvd.
Greg Damberg, 4322 Reiland Lane
Kathy Deacon-Weber, 4136 Reiland Lane
Tom Donovan, 4491 Harbor Place Dr.
Judy Donovan, 4491 Harbor Place Dr.
Dave Edwardson, 660 Hwy. 96 W.
Maria Edwardson, 660 Hwy. 96 W.
Lisa Elvidge, 4545 Snail Lake Blvd.
Mike Elvidge, 4545 Snail Lake Blvd.
Jeff Finc, 4515 Snail Lake Blvd.
Raia Finc, 4515 Snail Lake Blvd.
Jane Friedmann, 4455 Harbor Place Dr.
Carol Gariano, 4370 Reiland Lane
John Gariano, 4370 Reiland Lane
Craig Gelderman, 4312 Reiland Lane
Anne Hagen, 4442 Harbor Place Dr.
Dan Hagen, 4442 Harbor Place Dr.
William Heim 4495 Snail Lake Blvd.
Dianne Hoeschen, 4465 Harbor Place Dr.
Wayne Hoeschen, 4465 Harbor Place Dr.
Taro Ito, 4330 Lake Point Ct.
Joanne Ito 4330 Lake Point Ct.
Beth Jackson, 4364 Reiland Lane
Jay Jackson, 4364 Reiland Lane
Janet Johnson, 4192 Nancy Place
Robert Johnson, 4192 Nancy Place
Christina Kaiser, 4300 Snail Lake Blvd.
Pat Kelly, 650 Hwy. 96 W.
Valerie Kelly, 650 Hwy. 96 W.
Gail Kochie, 4268 Reiland Lane
Jack Kochie, 4268 Reiland Lane
Carole Krogh, 4288 Reiland Lane
Richard Krogh, 4288 Reiland Lane
Carl Kuhl, 4322 Lake Point Ct.
Jessica Kuhl, 4322 Lake Point Ct.
Demian Lampland, 4215 Reiland Lane
Tanya Lampland, 4215 Reiland Lane
Kristen Lemke, 4405 Snail Lake Blvd.
Nathan Lemke, 4405 Snail Lake Blvd.
Maribet McCarty, 4337 Snail Lake Blvd.
Mary Malone, 4312 Reiland Lane
Jay Messerly, 5905 Royal Oaks Dr.
Craig Neff, 4455 Harbor Place Dr.
Kristine Nordahl, 4495 Snail Lake Blvd.
Eric Osgood, 4356 Reiland Lane
Jeanne Osgood, 4356 Reiland Lane
Julia Perpich, 4332 Reiland Lane
John Raines, 4337 Snail Lake Blvd.
Bob Sawyer, 4387 Snail Lake Blvd.
Debbie Sawyer, 4387 Snail Lake Blvd.
Mark Schrandt, 4441 Harbor Place Dr.
Wendy Schrandt, 4441 Harbor Place Dr.
Cathy Bauer Schuett, 3469 Harriet Court
Mary Skrypek, 305 Harbor Lane
Randy Skrypek, 305 Harbor Lane
Carol Stadler, 4284 Reiland Lane
Stephanie Sulentic, 4399 Snail Lake Blvd.
Judy Toth, 4255 Snail Lake Blvd.
JoAnn Toth, 4255 Snail Lake Blvd.
Tom Toth, 4255 Snail Lake Blvd.
Carrie Valois, 4324 Lakepoint Ct.
Christopher Valois, 4324 Lakepoint Ct.
Mike Weber, 4136 Reiland Lane

Camille Weier, 4423 Harbor Place Dr.
David Weier, 4423 Harbor Place Dr.
All the above of Shoreview, MN 55126

The above signers, on behalf of Shoreview Lakes Preservation, have read and/or contributed to the content of this letter and have asked for their signature to be included here.

Shoreview Lakes Preservation
4455 Harbor Place Dr., Shoreview, MN 55126

Attachment:
Shoreview's Environmental Quality Committee's comments dated September 2021

cc: Sandy Martin, Mayor
Shoreview City Council members
Shoreview Planning Commission members
Krista Billerbeck, Natural Resources Coordinator
Brad Martens, City Manager
Tom Simonson, Assistant City Manager, Community Development Director

---

Shoreview Environ Quality Comments.pdf
225K

Union Gospel development comments
September 2021
Shoreview Environmental Quality Committee

The EQC members have reviewed the plans submitted by Tycon Companies for the proposed development of the Union Gospel Mission property. Below is a summary of their collective comments.

- The committee would like the developer to minimize removal of trees on the property, both large and small.
- Members feel that the proposed density in the development is too high for being in such close proximity to Snail Lake.
- Additionally, the higher density raises concerns about increased use of Snail Lake. The lake's natural system will likely diminish with the greater demand and traffic.
- The committee has concerns about protected species, habitats, cultural areas that may be present in the area. It is recommended that the DNR Natural Heritage Information System database be checked for any sensitive features in the development area.
- The EQC has concerns about the development and associated construction causing erosion and increased stormwater runoff into the lake, bringing sediment and pollutants with it.
    - Showing exemplary water buffering space to help manage water runoff before it gets to the lake would be a highly visible, low cost opportunity to demonstrate how we can handle lakeshore preservation.
- In addition to stormwater and erosion concerns, the committee encourages the developer to follow existing drainage patterns as much as possible. Members are concerned about drainage pattern changes on the property as a result of this project.
- EQC members are in favor of no wetland loss due to this project and encourage the commission and developer to pursue a layout that preserves all wetland habitat.
- As it is unlikely that the development will be cancelled, the committee encourages the use of permeable pavement technology on both city and developer maintained paved areas. This would be beneficial for flood control, water quality, and erosion prevention.
- EQC members are concerned about the potential for increased chloride pollution in Snail Lake as a result of this development. Adding a significant amount of paved areas so close to the waterbody will inevitably increase the chloride impairment of the lake. The committee is in favor of requiring all snow removal contractors working on the property to be smart salt certified through the MPCA. This was done at the Edison and can be added to the final development agreement when the time comes.
- The committee is concerned with the lack of affordable housing options in the currently proposed plan. With the location of this development so near to community resources and transit, it is an excellent opportunity for low income housing.
- Most specifically, the EQC would like to require/encourage energy efficient installations of various types to be included in the planning/development of this lot.
    - Consideration of water source heat pumps – if the lake is warming, water source heat pumps will help keep the lake freeze in the winter.
    - Install solar panels on all residential structures enough to power at least 50% of energy needs.
    - Install or run conduit for electric vehicle charging stations at the apartment complex and townhomes. (Xcel may be a good resource to help minimize this cost.)

- Air to air heat exchangers can be approximately 80% efficient in the winter. Indirect evaporative cooling can greatly reduce cooling costs in the summer.
- Fuel cells or back up battery storage could also greatly reduce utility costs and act as backup generators.
- A next step very progressive consideration would be to bury polyethylene tubes in the ground to have a Ground Loop commonly called, Geothermal. This loop can be a source of heating and cooling for individual residences to tap into, like how we tap into water, gas and sewer, to provide very highly efficient heating and cooling systems. Doing that lowers the installation costs otherwise incurred for such systems if they are done one at a time, like I did at my home. Developments such as these in which the entire space is a blank sheet, are opportunities for the city and the developer, to make a very significant step in this direction of the future and relatively inexpensively, put an infrastructure in place that cannot be easily put in place after its development.

The committee believes that following the above recommendations could be a great opportunity for both the city and the developer. Some of the reasons behind that belief include:

- With the visibility of this project around a beautiful lake, installing visible solar panels would be a win-win. Energy savings, cost savings, environmental benefit, and great marketing for other residents who may be interested in installing solar.
- By working within the environmental and energy parameters laid out by the committee, the developer could help to gain credibility and acceptance among residents, as well as improve its Corporate Social Responsibility (CSR) image.
- The EQC believes it would be beneficial for the city to be seen as encouraging the use of practical, renewable energy. Options available in the commercial marketplace include no payments incurred by the developer, like the model the city chose to put solar collectors on Shoreview's Maintenance Building.
- By completing the energy work recommended above, the city and developer could build relationships within the Metro energy community.
- This development could be a shining star of inspiration for how new, urban/suburban projects of this type can be completed in an environmentally responsible way. The city's Environmental Quality Committee believes Shoreview should positively challenge and work with the developer to reach that goal.

September 1, 2022

Niki Hill
City of Shoreview
4600 North Victoria St
Shoreview, MN 55126

RE: Comments on The Bluffs EAW

Ms Hill:

I am writing with comments on the Environmental Assessment Worksheet (EAW) for The Bluffs at 580 Highway 96.

The Environmental Quality Board (EQB) is experimenting this year with adding climate considerations to EAWs on a voluntary basis. While the developer and the city are not *required* to include climate impacts, I would like to offer some comments about how the site may *avoid future* climate impacts.

Higher-income communities and their inhabitants in the United States are responsible for a disproportionate percentage of carbon emissions, especially through our transportation and buildings.

This development could make a statement that it plans to be part of the solution by incorporating methods and technologies that prepare our community for a reduced-carbon future, and not the status quo. We cannot miss this opportunity to leave a better future for the next generation, because they will have to live with the impacts of this development.

In response to my previous comments to the Planning Commission and City Council, the developers have included the following on page 27 under Other Potential Environmental Effects.

> "The proposed project includes a number of sustainability measures, including:
>
> • A solar-ready roof on the multifamily building
>
> • Electric vehicle charging-ready parking spaces in the multifamily building parking structure"

These additions to the project are most welcome. Considering that it comprises only two lines in a massive document, I would urge the developer to offer some more detail to show their commitment to seeing the idea through.

I will offer my original comments (with some modifications) again here for the record in the EAW.

- **Electrify Everything**: Please consider avoiding the use of natural gas. Electric appliances as well as heating and cooling technologies are available "off the shelf" and will provide potential homeowner or renters with long-term energy savings. Examples include induction stoves and air or ground-source heat pumps. They work, they are reliable, and they will provide multiple benefits.
- **Be Solar-Ready**: It is now possible to achieve net-zero energy status for multi-unit housing as well as single-family housing. One can now build energy-efficient buildings combined with heat pumps and solar energy production connected to the grid. The large buildings that would be on the site provide a perfect opportunity for solar, and the area is also large enough to create a

well field for ground-source heating and cooling. The site can be made “solar-ready” with the installation of bi-directional electrical meters for when the owners choose to install solar. As I can attest from decarbonizing our 1972 rambler, re-wiring buildings later is more expensive and difficult.

- **Be EV Ready**: During this decade, sales of electric vehicles will skyrocket. Our housing needs to be ready to handle them. Examples exist for installing enough 220V connections in apartment garages so that owners can scale up level 2 chargers as needed. Otherwise, the building owners will have to re-wire the building at higher cost down the road. If this is going to be market-rate housing, the building will attract buyers/tenants who own EVs now, or who want to buy one soon. EV connectivity would be a competitive advantage.
- **Be Climate Resilient**: 2019 was the wettest year on record in Minnesota, and 2021 was one of the driest. Experts tell us to expect more extremes. There is an effort by the Ramsey Washington Metro Watershed District (RWMWD) to stabilize lake levels in Grass Lake. Please tap into RWMWD’s expertise to go beyond code for water quality and the otherwise very sound ideas for stormwater in the EAW. Ideas include using drought-resistant turf like fine fescues, to stormwater reuse for irrigation (similar to Shoreview’s excellent work at the Rice Creek Fields), and even rainwater harvesting for select non-potable uses.

In short, please don’t let the opportunity pass that will reduce risks and future costs for climate.

Thank you for this opportunity to comment.

Paul Gardner
890 Dawn Avenue
Shoreview, MN 55126 612-227-4582
[redacted]

SHOREVIEW

Nicole Hill <nhill@shoreviewmn.gov>

Snail lake development

1 message

Bonnie Haugen [redacted] Mon, Sep 5, 2022 at 6:37 PM
To: nhill@shoreviewmn.gov

I have been a resident of Shoreview for 40 years & one of the reasons for moving to this community was the open space, hiking & biking trails. I am fearful that those things are no longer important to our city government officials. It is one of the reasons that I strongly oppose the proposed development on the union gospel mission site.
Why would a developer purchase property "in hopes" of having it rezoned to meet his needs. This is a huge development that will increase traffic in several areas, will stretch our resources in our school system & have a negative effect on snail lake. It will mean destroying several landmark trees on the property & disrupting the ecosystem of the shoreline.
I sincerely hope that our city government will listen to the residents & stop this development that is not wanted or needed!
Bonnie Haugen
480 Suzanne Ave

SHOREVIEW

Nicole Hill <nhill@shoreviewmn.gov>

Fwd: Tycon Properties Union Gospel Proposal

Susan Denkinger <sdenkinger@shoreviewmn.gov> Fri, Sep 23, 2022 at 10:58 AM
To: Niki Hill <nhill@shoreviewmn.gov>, Brad Martens <bmartens@shoreviewmn.gov>

Begin forwarded message:

From: Dave McWilliams [redacted]
Date: September 22, 2022 at 9:51:18 PM CDT
To: sdenkinger@shoreviewmn.gov
Subject: Tycon Properties Union Gospel Proposal

Council Member Denkinger,

I'm writing to let you know of my concerns about the development proposed by Tycon properties on the former Union Gospel property. Significant issues have been raised by area residents that this development does not fit the character of the area or the objectives of the 2040 Comprehensive Plan. As someone who works in the building and construction industry, I think many of these concerns are valid and this development does not fit appropriately with the requested re-zoning designation.

As a city, we need to be asking ourselves what kind of community we want when we make exceptions and allow changes to zoning requirements. This project does not appear to be a good steward of the critical environmental resources (trees, lake, wetland) on this site. These resources are only becoming more scarce and should be foremost on our minds as we recognize the challenges that the planet faces.

I encourage you to vote against this proposal. If Tycon Properties wants to develop this property in a way that requires re-zoning, ask them to make it something great that our city can be truly proud of.

Thank you.

David McWilliams
Shoreview Resident since 2003

SHOREVIEW

Nicole Hill <nhill@shoreviewmn.gov>

The Bluffs housing development

[redacted] Thu, Sep 22, 2022 at 9:51 PM
To: nhill@shoreviewmn.gov, smartin@shoreviewmn.gov, sdenkinger@shoreviewmn.gov, jdoan@shoreviewmn.gov, cspringhorn@shoreviewmn.gov, ejohnson@shoreviewmn.gov

Hello,

I am writing to express my opposition to the proposed housing development on Snail Lake. I am a lifelong resident of Shoreview. I love our city: the balance of houses, businesses, and natural spaces is beautiful. But I have been concerned in the last decade in particular about the rigorous development of most of our remaining natural spaces and the preponderance of high density, expensive housing. To see yet another high-rise take the place of a restrained native location is appalling. Who benefits? The developer? And the city gets more tax revenue? While the current residents have to deal with increased traffic, bigger school classes, more big buildings, and the destruction of beautiful native spaces. In this day of air pollution, climate change, habitat loss and extinctions, it seems tragically naïve to destroy yet more native habitat for short term money gains. We might not be able to change the world, but we can do better in our city.

Thank you,

Kate McWilliams

Recent recipient of the Shoreview Green Award

SHOREVIEW

Nicole Hill <nhill@shoreviewmn.gov>

Why??

Emma Nelson [redacted] Mon, Sep 5, 2022 at 5:50 AM
To: nhill@shoreviewmn.gov

Why are you allowing the redevelopment in snail lake when clearly residents don't want it? Oh yes, we'd love our local community beach area to have a nice brick apartment view. What a joke. Not to mention what it's doing to the environment, which is then your guys' fault. I'll say it if no one else will, you will be the direct reason for damage to the environment, your fault, you're the reason for that, the world would be better off if your ma hadn't. There's a petition with over four thousand signatures on it from people who don't want this crap you all are pulling, and the only reason it's not thousands more is because you did it under everyone's noses. No letters were sent out, no information, you counted on the fact no one would be paying attention. That's on your head. So explain to me, and I want an answer from you or from someone else, why you all took it upon yourselves to destroy a community site, to tear down properties for fucking apartment buildings, lAkEfRonT pRoPertIes - which we all know that just means rich white people, let's be honest here, not that you're honest people - and a fucking CAR PARK. I can't with you people! How do you even get your job? "Are you willing to accept the dumbest proposals for profit at the expense of community sites? Yes? Hired!" People want to save snail lake. Not destroy it. Do you drive around your own city, see all those save sail lake signs and think "ahh, that's me and mines fault. Mm, cozy. Just a days work of being the pencil pushing dick in a spinny chair". Because what you should feel is guilty, morally and ethically dirty, and like it's your fault. Because it is.

SHOREVIEW

Nicole Hill <nhill@shoreviewmn.gov>

Save Snail Lake

1 message

Claudia Schufman [redacted] Mon, Sep 5, 2022 at 3:25 PM
To: nhill@shoreviewmn.gov

Good day,
My name is Claudia Schufman and I'm a Shoreview resident of nearly thirty years. After review of the proposed plans for the former union gospel mission I am adamantly opposed to this massive development in my backyard. It is WAY too big for the space. The density of this proposed property is outrageous! What are our elected officials thinking?? Please do the right thing and call this project off. The road plans alone should squelch the deal. Unbelievable really.
Claudia Schufman
4795 Victoria St N
Shoreview, 55126

Sent from my iPhone

SHOREVIEW

Nicole Hill <nhill@shoreviewmn.gov>

Snail Lake Development

1 message

Terra Swisher [redacted] Wed, Sep 21, 2022 at 7:05 PM
To: "nhill@shoreviewmn.gov" <nhill@shoreviewmn.gov>

I want to add my support to those others who think that Shoreview and the surrounding area would not benefit from the proposed development at Snail Lake. There are only so many unpaved places left in our area, only so many old trees. What we do have in abundance is already nearly yearly flooding, already overcrowded schools and money in the pockets of developers who do not show with their projects that they care about or understand that once things are paved over, that's it, they're gone. There is indeed a housing problem in the area so called "luxury" apartments and expensive condos will not help, that excuse is flimsy and, frankly, insulting. These rents will be just as unattainable as the current ones as long as landlords can artificially increase them. To conclude, I want to say that I do not live near snail lake, I live in southern Shoreview and therefore I'm not sending this out of thought for my personal property. Any skin I have in this is because I believe that my children and grandchildren deserve to grow up knowing what a tree more than five years old looks like and what bees are. Destroying every scrap of land in service of the mighty and omnipotent dollar will not serve Shoreview long term.

Sincerely,

Terra Swisher

Sent from Mail for Windows

SHOREVIEW

Nicole Hill <nhill@shoreviewmn.gov>

Union Gospel Mission site redevelopment comments

1 message

[redacted] Mon, Sep 5, 2022 at 1:02 PM

To: "nhill@shoreviewmn.gov" <nhill@shoreviewmn.gov>

As a 25 year resident of Shoreview, I am opposed to the site redevelopment plan for the Union Gospel Mission. It will have a huge negative impact environmentally. I oppose the devastation to the trees and other vegetation, the displacement of birds and animals in the area, and the obvious long-term negative effect on the lake. We must preserve our trees, wildlife, and water. That is why we live in Shoreview and pay taxes here. I am also opposed to the massive increase of traffic for Hwy 96. The proposed entrance is dangerous, being so close to an intersection (Snail Lake Blvd.) It will be right-in, right-out, so those who want to go a different direction will have to negotiate a u-turn somewhere. Traffic will increase dramatically and dangerously. This is not a sustainable option for Shoreview.

Thank you.

Joan Vaughn, 4380 Chatsworth St N, Shoreview MN

President

Communities of Care

Interchange Office Building

2355 Hwy 36 West, Suite 400

Roseville, MN 55113

p. 651-482-0549

f. 651-482-0280

joanv@communitiesofcaremn.com

https://link.edgepilot.com/s/9f2385f6/W3q2sWC9Dka5_pwJQKE7Bw?u=http://www.communitiesofcaremn.com/

Like us on Facebook. https://link.zixcentral.com/u/5d83e731/XgBlfEE96hGEbb_gsebghQ?u=https%3A%2F%2Fwww.facebook.com%2Fpg%2FCommunities-of-Care-457371144420451%2Fposts%2F%3Fref%3Dpage_internal