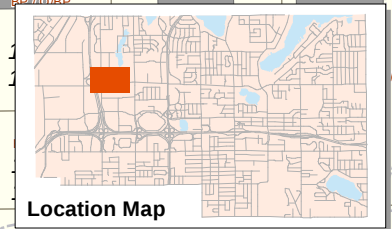


# Attachment A for Planning File 12-001



Prepared by:  
Community Development Department  
Printed: January 25, 2012

## Site Location

Comp Plan / Zoning  
Designations  
LR / LDR-1

## Data Sources

\* Ramsey County GIS Base Map (1/3/2012)  
For further information regarding the contents of this map contact:  
City of Roseville, Community Development Department,  
2660 Civic Center Drive, Roseville MN

## Disclaimer

This map is neither a legally recorded map nor a survey and is not intended to be used as one. This map is a compilation of records, information and data located in various city, county, state and federal offices and other sources regarding the area shown, and is to be used for reference purposes only. The City does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and the City does not represent that the GIS Data can be used for navigational, tracking or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. If errors or discrepancies are found please contact 651-792-7085. The preceding disclaimer is provided pursuant to Minnesota Statutes §466.03, Subd. 21 (2000), and the user of this map acknowledges that the City shall not be liable for any damages, and expressly waives all claims, and agrees to defend, indemnify, and hold harmless the City from any and all claims brought by User, its employees or agents, or third parties which arise out of the user's access or use of data provided.

0 100 200 Feet



mapdoc: planning\_commission\_location.mxd

# Attachment B for Planning File 12-001



Prepared by:  
Community Development Department  
Printed: January 25, 2012



Site Location

## Data Sources

\* Ramsey County GIS Base Map (1/3/2012)

\* Aerial Data: Pictometry (4/2011)

For further information regarding the contents of this map contact:  
City of Roseville, Community Development Department,  
2660 Civic Center Drive, Roseville MN

## Disclaimer

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0 50 100 150 Feet





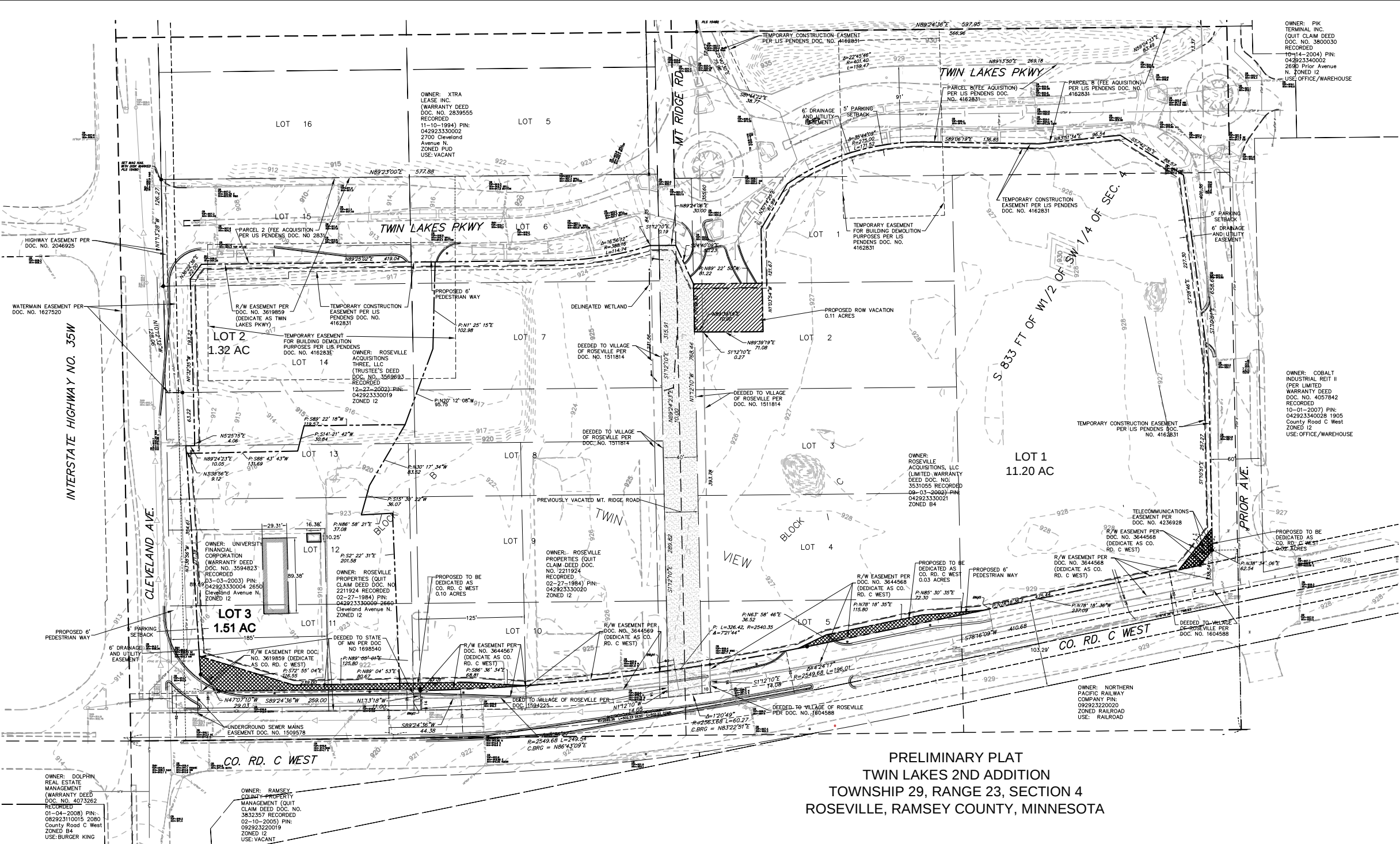
PRELIMINARY PLAT DATA TABLE

|                            |                 |
|----------------------------|-----------------|
| TOTAL SITE AREA:           | 14.10 AC        |
| LOT 1:                     | 11.12 AC        |
| LOT 2:                     | 1.32 AC         |
| LOT 3:                     | 1.51 AC         |
| ROW DEDICATION:            | 0.15 AC         |
| PLAN LAND USE DESIGNATION: | RETAIL BUSINESS |
| EXISTING ZONING:           | B4, I2          |
| PROPOSED ZONING:           | CMU             |
| TOTAL WETLAND AREA:        | 0.11 AC         |
| DATE OF SURVEY:            | 1/12/11         |

  
**Kimley-Horn  
and Associates, Inc.**  
2550 UNIVERSITY AVE. WEST, SUITE 238N  
ST. PAUL, MINNESOTA 55114  
TEL. NO. (651) 645-4197  
FAX. NO. (651) 645-5116

  
**ROSEVILLE, MN**  
**MASTER PLAN**  
DECEMBER 2011





# Attachment D

0 60 120  
SCALE FEET

**OWNERS**  
ROSEVILLE PROPERTIES  
ROSEVILLE ACQUISITIONS, LLC  
ROSEVILLE ACQUISITIONS, THREE, LLC  
2575 FAIRVIEW AVENUE NORTH, #250  
ROSEVILLE, MINNESOTA 55113

UNIVERSITY FINANCIAL CORPORATION  
2650 CLEVELAND AVENUE  
ROSEVILLE, MINNESOTA 55113

**CIVIL ENGINEER**  
WILLIAM D. MATZEK, P.E.  
KIMLEY-HORN AND ASSOCIATES, INC.  
2550 UNIVERSITY AVE. W., SUITE 238N  
SAINT PAUL, MINNESOTA 55114  
(651)645-4197  
FAX (651)645-5116

**SURVEYOR**  
MARK S. HANSON, P.L.S.  
SUNDE LAND SURVEYING  
9001 EAST BLOOMINGTON FREEWAY (35W) SUITE 118  
BLOOMINGTON, MINNESOTA 55420-3435  
(952)881-2455  
FAX (952)888-9526

## LEGEND:

BEARING AND LENGTH OF PROPOSED PROPERTY LINE WHEN DIFFERING FROM EXISTING PROPERTY LINE

LENGTH, RADIUS, AND ANGLE OF PROPOSED PROPERTY LINE WHEN DIFFERING FROM EXISTING PROPERTY LINE

BEARING AND LENGTH OF EXISTING PROPERTY LINE

LENGTH, RADIUS, AND ANGLE OF EXISTING PROPERTY LINE

PROPOSED PROPERTY LINE

EXISTING PROPERTY LINE

EXISTING SECTION LINE

EXISTING PROPERTY ADJUSTMENT

EXISTING LOT LINE

EXISTING EASEMENT

PROPOSED PARKING SETBACK

DRAINAGE AND UTILITY EASEMENT

WETLAND DELINEATION

EXISTING CURB

PROPOSED CURB

EXISTING BUILDING

EXISTING HYDRANT

EXISTING WATER PIPE

EXISTING STORM SEWER

EXISTING STORM MANHOLE

EXISTING SANITARY SEWER

EXISTING SANITARY MANHOLE

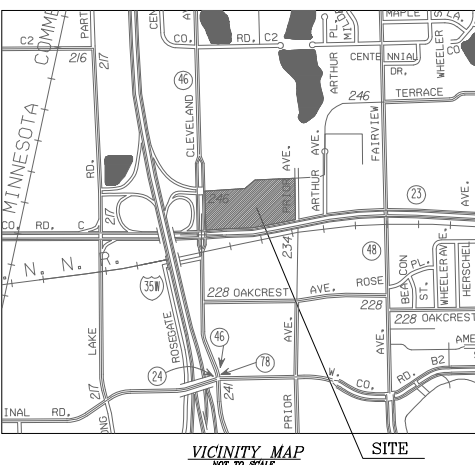
EXISTING CONTOUR

ROW DEDICATION

ROW VACATION

PREVIOUSLY VACATED ROADWAY

| PRELIMINARY PLAT DATA TABLE |                 |
|-----------------------------|-----------------|
| TOTAL SITE AREA:            | 14.18± AC       |
| LOT 1:                      | 11.20± AC       |
| LOT 2:                      | 1.32± AC        |
| LOT 3:                      | 1.51± AC        |
| ROW DEDICATION:             | 0.15± AC        |
| ROW VACATION:               | 0.11± AC        |
| PLAN LAND USE DESIGNATION:  | RETAIL BUSINESS |
| EXISTING ZONING:            | B4, I2          |
| PROPOSED ZONING:            | CMU             |
| TOTAL WETLAND AREA:         | 0.11± AC        |
| DATE OF SURVEY:             | 1/12/11         |



**EXISTING LEGAL DESCRIPTION**

(Per COMMONWEALTH LAND TITLE INSURANCE COMPANY COMMITMENT FOR TILE INSURANCE COMMITMENT NO. 230285, EFFECTIVE DATE SEPTEMBER 13, 2010)

THE WEST 185 FEET OF LOT 11; AND THE SOUTH 89.69 FEET OF THE WEST 185 FEET OF LOT 12, BLOCK B, TWIN VIEW, EXCEPT THAT PART TAKEN IN FINAL CERTIFICATE PER DOCUMENT NO. 1698540.

AND

(Per COMMONWEALTH LAND TITLE INSURANCE COMPANY COMMITMENT FOR TILE INSURANCE COMMITMENT NO. 230286, EFFECTIVE DATE SEPTEMBER 13, 2010)

PARCEL 1:  
LOTS 6, 7, 14, AND 15 AND THE NORTH HALF OF LOT 13 AND THE NORTH HALF OF LOT 8, BLOCK B, TWIN VIEW, EXCEPT THAT PART DEEDED TO THE CITY OF ROSEVILLE PER DOCUMENT NO. 1511814 AND EXCEPT THAT PART TAKEN IN FINAL CERTIFICATE PER DOCUMENT NO. 1698540.

PARCEL 2:  
LOTS 10, 9 AND SOUTH 1/2 OF 8, EXCEPT, THE WEST 125.0 FEET, BLOCK B, TWIN VIEW. EXCEPT THAT PART DEED TO THE CITY OF ROSEVILLE BY DOCUMENT NO. 1594225.

PART OF LOTS 9, 10, 11, 12, AND THE SOUTH 1/2 OF LOTS 8 AND 13, BLOCK B, TWIN VIEW, RAMSEY COUNTY, MINNESOTA DESCRIBED AS FOLLOWS: THE WEST 125 FEET OF LOTS 9 AND 10 AND OF THE SOUTH 1/2 OF LOT 8. THE EAST 8 FEET OF LOTS 11 AND 12 AND OF THE SOUTH 1/2 OF LOT 13. EXCEPT THAT PART TAKEN IN FINAL CERTIFICATE PER DOCUMENT NO. 1698540. EXCEPT THAT PART DEED TO THE CITY OF ROSEVILLE BY DOCUMENT NO. 1594225.

LOTS 11 AND 12 AND THE SOUTH 1/2 OF LOT 13, BLOCK B, TWIN VIEW, RAMSEY COUNTY, MINNESOTA, EXCEPT THE EAST 8.00 FEET THEREOF AND EXCEPT THE WEST 185.00 [FEET] OF LOT 11 AND THE SOUTH 89.69 FEET OF THE WEST 185.00 FEET OF LOT 12, AND EXCEPT THOSE PARTS THEREOF TAKEN FOR THE WIDENING OF COUNTY ROAD "C" AND CLEVELAND AVENUE. EXCEPT THAT PART TAKEN IN FINAL CERTIFICATE PER DOCUMENT NO. 1698540.

PARCEL 3:  
LOTS 1, 2, 3, 4, AND 5, BLOCK C, TWIN VIEW, EXCEPT THE WEST 10 FEET THEREOF, AND ALL THAT PART OF THE SOUTH 833 FEET OF THE WEST 1/2 OF THE SOUTHWEST 1/4 OF SECTION 4, TOWNSHIP 29, RANGE 23, LYING EAST AND NORTH OF THE ABOVE DESCRIBED LOTS, AND EAST OF THE NORTHERLY EXTENSION OF THE EAST LINE OF SAID WEST 10 FEET OF SAID LOTS, AND NORTH OF COUNTY ROAD "C", EXCEPT THE EAST 30 FEET OF THE AFOREDESCRIBED PART OF THE SOUTHWEST 1/4 AND EXCEPT PROPERTY CONVEYED BY DEED DOCUMENT NO. 1604588, SITUATE IN RAMSEY COUNTY, MINNESOTA.

DATE  
01/20/2012

PROJECT NO.  
116199066

SHEET NUMBER  
1

Walmart  
ROSEVILLE, MN  
CLEVELAND AVE & CR C  
STORE # 3404-05

MINNESOTA  
RAMSEY COUNTY

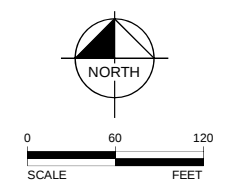
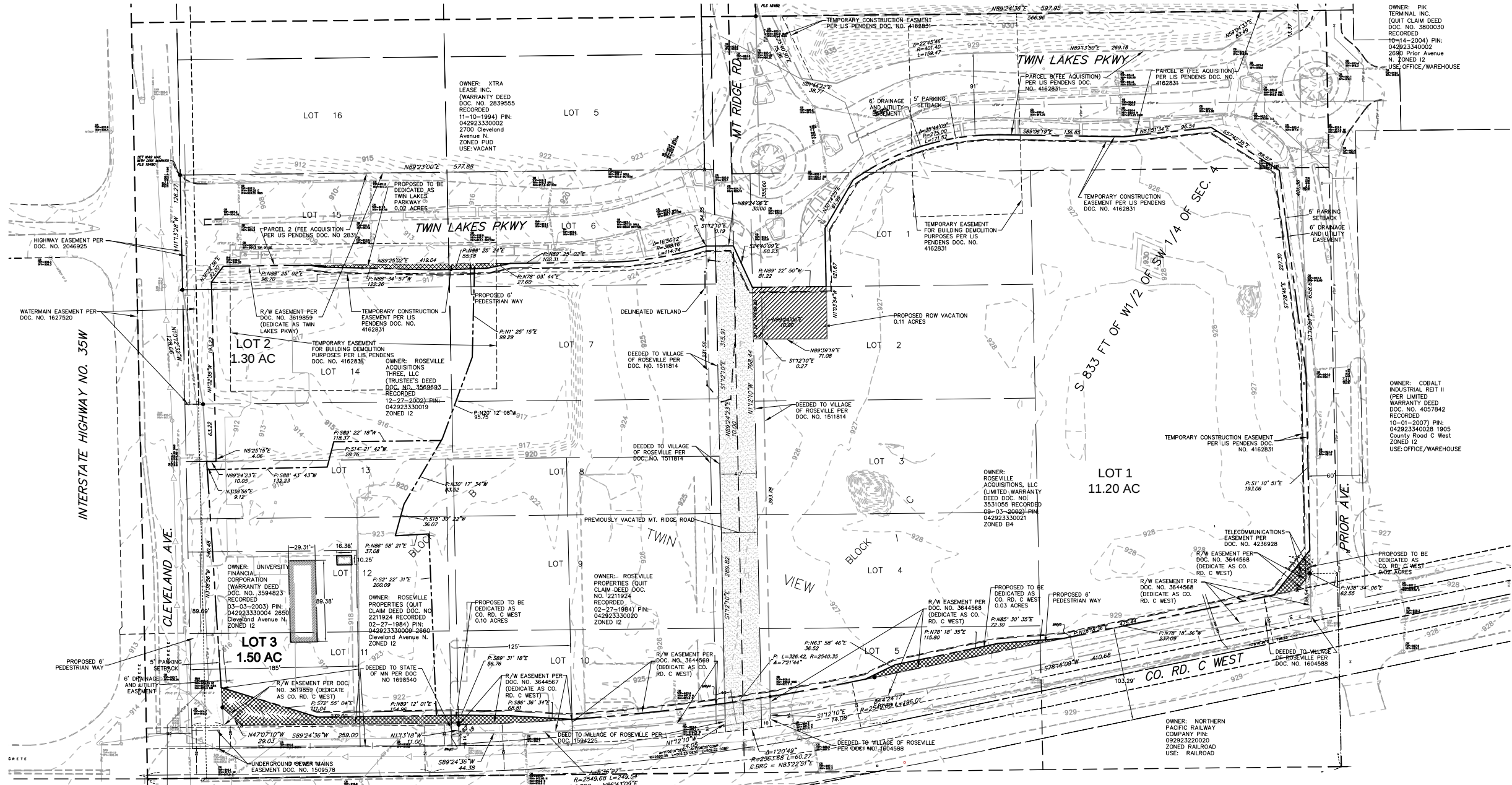
DATE

REVISIONS

No.

DATE

BY



**OWNERS**  
ROSEVILLE PROPERTIES  
ROSEVILLE ACQUISITIONS, LLC  
ROSEVILLE ACQUISITIONS, THREE, LLC  
2575 FAIRVIEW AVENUE NORTH, #250  
ROSEVILLE, MINNESOTA 55113

UNIVERSITY FINANCIAL CORPORATION  
2650 CLEVELAND AVENUE  
ROSEVILLE, MINNESOTA 55113

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**SURVEYOR**  
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9001 EAST BLOOMINGTON FREEWAY (35W) SUITE 118  
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(952)881-2455  
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**EXISTING LEGAL DESCRIPTION**

(Per COMMONWEALTH LAND TITLE INSURANCE COMPANY COMMITMENT FOR TILE INSURANCE COMMITMENT NO. 230285, EFFECTIVE DATE SEPTEMBER 13, 2010)

THE WEST 185 FEET OF LOT 11; AND THE SOUTH 89.69 FEET OF THE WEST 185 FEET OF LOT 12, BLOCK B, TWIN VIEW, EXCEPT THAT PART TAKEN IN FINAL CERTIFICATE PER DOCUMENT NO. 1698540.

AND

(PER COMMONWEALTH LAND TITLE INSURANCE COMPANY COMMITMENT FOR TILE INSURANCE COMMITMENT NO. 230286, EFFECTIVE DATE SEPTEMBER 13, 2010)

PARCEL 1:  
LOTS 6, 7, 14, AND 15 AND THE NORTH HALF OF LOT 13 AND THE NORTH HALF OF LOT 8, BLOCK B, TWIN VIEW, EXCEPT THAT PART DEEDED TO THE CITY OF ROSEVILLE PER DOCUMENT NO. 1511814 AND EXCEPT THAT PART TAKEN IN FINAL CERTIFICATE PER DOCUMENT NO. 1698540.

PARCEL 2:  
LOTS 10, 9 AND SOUTH 1/2 OF 8, EXCEPT, THE WEST 125.0 FEET, BLOCK B, TWIN VIEW. EXCEPT THAT PART DEED TO THE CITY OF ROSEVILLE BY DOCUMENT NO. 1594225.

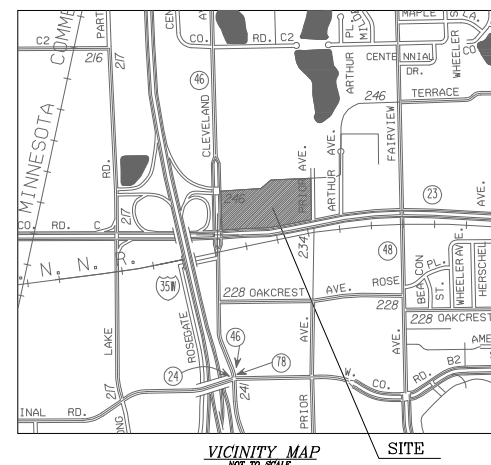
PART OF LOTS 9, 10, 11, 12, AND THE SOUTH 1/2 OF LOTS 8 AND 13, BLOCK B, TWIN VIEW, RAMSEY COUNTY, MINNESOTA DESCRIBED AS FOLLOWS: THE WEST 125 FEET OF LOTS 9 AND 10 AND OF THE SOUTH 1/2 OF LOT 8. THE EAST 8 FEET OF LOTS 11 AND 12 AND OF THE SOUTH 1/2 OF LOT 13. EXCEPT THAT PART TAKEN IN FINAL CERTIFICATE PER DOCUMENT NO. 1698540. EXCEPT THAT PART DEED TO THE CITY OF ROSEVILLE BY DOCUMENT NO. 1594225.

LOTS 11 AND 12 AND THE SOUTH 1/2 OF LOT 13, BLOCK B, TWIN VIEW, RAMSEY COUNTY, MINNESOTA, EXCEPT THE EAST 8.00 FEET THEREOF AND EXCEPT THE WEST 185.00 [FEET] OF LOT 11 AND THE SOUTH 89.69 FEET OF THE WEST 185.00 FEET OF LOT 12, AND EXCEPT THOSE PARTS THEREOF TAKEN FOR THE WIDENING OF COUNTY ROAD "C" AND CLEVELAND AVENUE. EXCEPT THAT PART TAKEN IN FINAL CERTIFICATE PER DOCUMENT NO. 1698540.

PARCEL 3:  
LOTS 1, 2, 3, 4, AND 5, BLOCK C, TWIN VIEW, EXCEPT THE WEST 10 FEET THEREOF, AND ALL THAT PART OF THE SOUTH 833 FEET OF THE WEST 1/2 OF THE SOUTHWEST 1/4 OF SECTION 4, TOWNSHIP 29, RANGE 23, LYING EAST AND NORTH OF THE ABOVE DESCRIBED LOTS, AND EAST OF THE NORTHERLY EXTENSION OF THE EAST LINE OF SAID WEST 10 FEET OF SAID LOTS, AND NORTH OF COUNTY ROAD "C", EXCEPT THE EAST 30 FEET OF THE AFOREDESCRIBED PART OF THE SOUTHWEST 1/4 AND EXCEPT PROPERTY CONVEYED BY DEED DOCUMENT NO. 1604588, SITUATE IN RAMSEY COUNTY, MINNESOTA.

| PRELIMINARY PLAT DATA TABLE |                 |
|-----------------------------|-----------------|
| TOTAL SITE AREA:            | 14.18± AC       |
| LOT 1:                      | 11.20± AC       |
| LOT 2:                      | 1.30± AC        |
| LOT 3:                      | 1.50± AC        |
| ROW DEDICATION:             | 0.18± AC        |
| ROW VACATION:               | 0.11± AC        |
| PLAN LAND USE DESIGNATION:  | RETAIL BUSINESS |
| EXISTING ZONING:            | B4, I2          |
| PROPOSED ZONING:            | CMU             |
| TOTAL WETLAND AREA:         | 0.11± AC        |
| DATE OF SURVEY:             | 1/12/11         |

PRELIMINARY PLAT  
TWIN LAKES 2ND ADDITION  
TOWNSHIP 29, RANGE 23, SECTION 4  
ROSEVILLE, RAMSEY COUNTY, MINNESOTA



- LEGEND:**
- BEARING AND LENGTH OF PROPOSED PROPERTY LINE
- LENGTH, RADIUS, AND ANGLE OF PROPOSED PROPERTY LINE WHEN DIFFERING FROM EXISTING PROPERTY LINE
- BEARING AND LENGTH OF EXISTING PROPERTY LINE
- LENGTH, RADIUS, AND ANGLE OF EXISTING PROPERTY LINE
- PROPOSED PROPERTY LINE
- EXISTING PROPERTY LINE
- EXISTING SECTION LINE
- EXISTING PROPERTY ADJUSTMENT
- EXISTING LOT LINE
- EXISTING EASEMENT
- PROPOSED PARKING SETBACK
- DRAINAGE AND UTILITY EASEMENT
- WETLAND DELINEATION
- EXISTING CURB
- PROPOSED CURB
- EXISTING BUILDING
- EXISTING HYDRANT
- EXISTING WATER PIPE
- EXISTING STORM SEWER
- EXISTING STORM MANHOLE
- EXISTING SANITARY SEWER
- EXISTING SANITARY MANHOLE
- EXISTING CONTOUR
- ROW DEDICATION
- ROW VACATION
- PREVIOUSLY VACATED ROADWAY

**PRELIMINARY PLAT  
TWIN LAKES 2ND  
ADDITION**

**Walmart** ROSEVILLE, MN  
CLEVELAND AVE & CR C  
STORE # 3404-05

MINNESOTA  
RAMSEY COUNTY

DATE  
02/17/2012

PROJECT NO.  
116199066

SHEET NUMBER  
1

SCALE AS NOTED  
DESIGNED BY BNW  
DRAWN BY BNW  
CHECKED BY WDM

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

DATE: \_\_\_\_\_ MN LIC. NO. \_\_\_\_\_

REVISIONS

| No. | REVISIONS | DATE | BY |
|-----|-----------|------|----|
|     |           |      |    |
|     |           |      |    |
|     |           |      |    |
|     |           |      |    |

**Kinney-Horn and Associates, Inc.**  
2550 UNIVERSITY AVE. W., SUITE 238N  
SAINT PAUL, MINNESOTA 55114  
(651)645-4197  
FAX (651)645-5116  
WWW.KHASSOCIATES.COM

# TWIN LAKES 2ND ADDITION

KNOW ALL MEN BY THESE PRESENTS: That University Financial Corp., a Minnesota corporation, owner of the following described property situated in the City of Roseville, County of Ramsey, State of Minnesota:

The West 185 feet of Lot 11; and the South 89.69 feet of the West 185 feet of Lot 12, Block B, Twin View, Except that part taken in Final Certificate per Document No. 1698540.

And that Roseville Acquisitions Three, LLC, a Minnesota limited liability company, owner of the following described property situated in the City of Roseville, County of Ramsey, State of Minnesota:

Lots 6, 7, 14 and 15 and the North Half of Lot 13 and the North Half of Lot 8, Block B, Twin View, according to the recorded plat thereof, Ramsey County, Minnesota. Except that part deeded to the City of Roseville per Document No. 1511814, dated June 7, 1960, and also except that part of the Final Certificate, per Document No. 1698540, dated May 17, 1967, and also except that part of (Parcel 2) which lies northerly and westerly of the following described line: Commencing at the intersection of a line drawn parallel with and distant 10.00 feet west of the east lines of Lots 6 and 7, Block B, Twin View, according to said plat on file and of record in the office of the County Recorder, Ramsey County, Minnesota, and the north line of said Lot 6; thence South 01 degrees 12 minutes 09 seconds East, assumed bearing along said lines drawn parallel with and distant 10.00 feet west of the east lines of Lots 6 and 7, 84.35 feet, to the point of beginning of said line to be hereinafter described; thence westerly, 114.74 feet, along a non tangential curve, concave to the north, having a radius of 388.16 feet and a central angle of 16 degrees 56 minutes 12 seconds, the chord of said curve bears South 80 degrees 56 minutes 57 seconds West; thence South 89 degrees 25 minutes 03 seconds West, tangent to the last described curve, 419.04 feet; thence South 36 degrees 22 minutes 37 seconds West, 22.00 feet; thence South 01 degrees 32 minutes 34 seconds East, 193.22 feet; thence South 05 degrees 25 minutes 16 seconds West, 4.05 feet, to the south line of the North Half of Lot 13, said Block B, and said line there terminating.

And that Roseville Properties, a Minnesota general partnership, owner of the following described property situated in the City of Roseville, County of Ramsey, State of Minnesota:

Tract A: Lots 10, 9, and the South Half of Lot 8, except the West 125.0 feet, Block B, Twin View, Ramsey County, Minnesota. Except that part deeded to the City of Roseville per Document No. 1511814, dated June 7, 1960, and also except that part per deed Document No. 1594225.

Tract B: Parts of Lots 9, 10, 11, 12, and the South Half of Lots 8 and 13, Block B, Twin View, Ramsey County, Minnesota, described as follows: The West 125 feet of Lots 9, 10, and the South Half of Lot 8. The East 8 feet of Lots 11, 12 and the South Half of Lot 13. Subject to Right-of-Way County Road C.

Tract C: Lots 11, 12, and the South Half of Lot 13, Block B, Twin View, Ramsey County, Minnesota, except the East 8.0 feet thereof and except the West 185.0 feet of Lot 11 and the South 89.69 feet of the West 185.00 feet of Lot 12, and excepting those parts thereof taken for the widening of County Road "C" and Cleveland Avenue.

And that Roseville Acquisitions, LLC, a Minnesota limited liability company, owner of the following described property situated in the City of Roseville, County of Ramsey, State of Minnesota:

Lots 1, 2, 3, 4 and 5, Block C, Twin View, except the West 10 feet thereof, and all that part of the South 833 feet of the West 1/2 of the Southwest 1/4 of Section 4, Township 29, Range 23, lying East and North of the above described lots, and East of the northerly extension of the East line of said West 10 feet of said lots, and North of County Road "C", except the East 30 feet of the aforescribed part of the Southwest 1/4 and except property conveyed by Deed Document No. 1604588, situate in Ramsey County, Minnesota, and also except that part of (Parcel 8) described as follows:

Beginning at the intersection of a line drawn parallel with and distant 30.00 feet west of the east line of the Southwest Quarter of the Southwest Quarter of Section 4, Township 29, Range 23, Ramsey County, Minnesota, and the north line of the south 833.00 feet of sid Southwest Quarter of the Southwest Quarter; thence South 01 degrees 10 minutes 50 seconds East, assumed bearing along said line drawn parallel with and distant 30.00 feet west of said east line of the Southwest Quarter of the Southwest Quarter, 401.36 feet; thence North 07 degrees 28 minutes 45 seconds West, along a line to be hereinafter referred to as reference line "A", 227.30 feet, and said reference line "A" there terminating; thence North 57 degrees 42 minutes 34 seconds West, along a line to be hereinafter referred to as reference line "B", 88.57 feet, and said reference line "B" there terminating; thence South 83 degrees 51 minutes 35 seconds West, along a line to be hereinafter referred to as reference line "C", 96.54 feet; thence North 89 degrees 06 minutes 18 seconds West, 136.85 feet; thence westerly and southwesterly, 171.52 feet, along a tangential curve, concave to the southeast, having a radius of 275.00 feet and a central angle of 35 degrees 44 minutes 09 seconds, and said reference line "C" there terminating; thence South 30 degrees 14 minutes 26 seconds West, not tangent to the last described line, along a line to be hereinafter referred to as reference line "D", 61.99 feet and said reference line "D" there terminating; thence South 01 degrees 03 minutes 53 seconds East, 121.67 feet; thence South 89 degrees 39 minutes 20 seconds West, 71.08 feet, to the east line of the west 10.00 feet of Lot 2, Block C, Twin View, according to the recorded plat thereof, Ramsey County, Minnesota; thence North 01 degrees 12 minutes 09 seconds West, along the east lines of Lots 1 and 2 said Block C, and its northerly extension thereof, 355.60 feet, to said north line of the south 833.00 feet of the Southwest Quarter of the Southwest Quarter, thence North 89 degrees 24 minutes 36 seconds East, along said north line of the south 833.00 feet of the Southwest Quarter of the Southwest Quarter, 17.62 feet; thence South 25 degrees 40 minutes 30 seconds East, along a line to be hereinafter referred to as reference line "E", 75.96 feet, and said reference line "E" there terminating; thence South 81 degrees 44 minutes 22 seconds East, along a line to be hereinafter referred to as reference line "F", 38.77 feet, and said reference line "F" there terminating; thence easterly, 159.47 feet, along a non-tangential curve, concave to the southeast, having a radius of 401.40 feet and a central angle of 22 degrees 45 minutes 46 seconds; thence North 89 degrees 13 minutes 50 seconds East, tangent to the last described curve 269.18 feet; thence North 59 degrees 04 minutes 33 seconds East, 83.49 feet, to said north line of the south 833.00 feet of the Southwest Quarter of the Southwest Quarter; thence North 89 degrees 24 minutes 36 seconds East, along said north line of the south 833.00 feet of the Southwest Quarter of the Southwest Quarter, 13.37 feet, to the point of beginning.

And also except that part of the South 833 feet of the West Half of the Southwest Quarter of Section 4, Township 29, Range 23, Ramsey County, Minnesota, described as follows: Commencing at the intersection of the northerly extension of the East line of the West 10.00 feet of Lots 1 and 2, Block C, Twin View, according to the recorded plat thereof, Ramsey County, Minnesota, and the North line of the South 833.00 feet of the Southwest Quarter of the Southwest Quarter, Section 4, Township 29, Range 23, Ramsey County, Minnesota; thence North 89 degrees 24 minutes 36 seconds East, along said North line of the South 833.00 feet of the Southwest Quarter of the Southwest Quarter, 17.62 feet, to the point of beginning; thence South 25 degrees 40 minutes 30 seconds East, 75.96 feet; thence South 81 degrees 44 minutes 22 seconds East, 38.77 feet; thence easterly, 159.47 feet, along a non-tangential curve, concave to the Southeast, having a radius of 401.40 feet and a central angle of 22 degrees 45 minutes 46 seconds; thence North 89 degrees 13 minutes 50 seconds East, tangent to the last described curve, 269.18 feet; thence North 59 degrees 04 minutes 33 seconds East, 83.49 feet, to said North line of the South 833.00 feet of the Southwest Quarter of the Southwest Quarter; thence South 89 degrees 24 minutes 36 seconds West, along said North line of the South 833.00 feet of the Southwest Quarter of the Southwest Quarter, 566.96 feet, to the point of beginning.

Have caused the same to be surveyed and platted as TWIN LAKES 2ND ADDITION and do hereby dedicate or donate to the public for public use forever the public ways and the drainage and utility easements as shown on this plat.

In witness whereof said University Financial Corp., a Minnesota corporation, has caused these presents to be signed by its proper officer this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

Signed: \_\_\_\_\_ its \_\_\_\_\_

STATE OF \_\_\_\_\_  
COUNTY OF \_\_\_\_\_

The foregoing instrument was acknowledged before me this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, by \_\_\_\_\_ of University Financial Corp., a Minnesota corporation, on behalf of the corporation.

\_\_\_\_\_  
Notary Public, \_\_\_\_\_  
My Commission Expires \_\_\_\_\_

In witness whereof said Roseville Acquisitions Three, LLC, a Minnesota limited liability company, has caused these presents to be signed by its proper officer this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

Signed: \_\_\_\_\_ its \_\_\_\_\_

STATE OF \_\_\_\_\_  
COUNTY OF \_\_\_\_\_

The foregoing instrument was acknowledged before me this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, by \_\_\_\_\_ of Roseville Acquisitions Three, LLC, a Minnesota limited liability company, on behalf of the company.

\_\_\_\_\_  
Notary Public, \_\_\_\_\_  
My Commission Expires \_\_\_\_\_

In witness whereof said Roseville Properties, LLC, a Minnesota limited liability company, has caused these presents to be signed by its proper officer this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

Signed: \_\_\_\_\_ its \_\_\_\_\_

STATE OF \_\_\_\_\_  
COUNTY OF \_\_\_\_\_

The foregoing instrument was acknowledged before me this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, by \_\_\_\_\_ of Roseville Properties, LLC, a Minnesota limited liability company, on behalf of the company.

\_\_\_\_\_  
Notary Public, \_\_\_\_\_  
My Commission Expires \_\_\_\_\_

I, Mark S. Hanson, do hereby certify that I have surveyed or directly supervised the survey of the property described on this plat; prepared this plat or directly supervised the preparation of this plat; that this plat is a correct representation of the boundary survey; that all mathematical data and labels are correctly designated on this plat; that all monuments depicted on this plat have been correctly set; that all water boundaries and wet lands, as defined in Minnesota Statutes, Section 505.01, Subd. 3, as of the date of the surveyor's certification are shown and labeled on this plat; and all public ways are shown and labeled on this plat.

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

\_\_\_\_\_  
Mark S. Hanson, Licensed Land Surveyor  
Minnesota License No. 15480

STATE OF MINNESOTA  
COUNTY OF HENNEPIN

The foregoing Surveyor's Certificate was acknowledged before me this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_ by Mark S. Hanson, a Professional Land Surveyor.

\_\_\_\_\_  
Notary Public, Minnesota  
My Commission Expires \_\_\_\_\_

City of Roseville, Minnesota

We do hereby certify that on the \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, the City Council of the City of Roseville, Minnesota, approved this plat. Also, the conditions of Minnesota Statutes, Section 505.03, Subd. 2, have been fulfilled.

Signed: \_\_\_\_\_  
Mayor

Attest: \_\_\_\_\_  
Manager

Department of Property Records and Revenue

Pursuant to Minnesota Statutes, Section 505.021, Subd. 9, taxes payable in the year \_\_\_\_\_ on the land hereinbefore described have been paid. Also, pursuant to Minnesota Statutes, Section 272.12, there are no delinquent taxes and transfer entered this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

\_\_\_\_\_  
Department of Property Records and Revenue

By \_\_\_\_\_ Deputy

County Surveyor

I hereby certify that this plat complies with the requirements of Minnesota Statutes, Section 505.021, and is approved pursuant to Minnesota Statutes, Section 387A.42, this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

\_\_\_\_\_  
Craig W. Hinzman, L.S.  
Ramsey County Surveyor

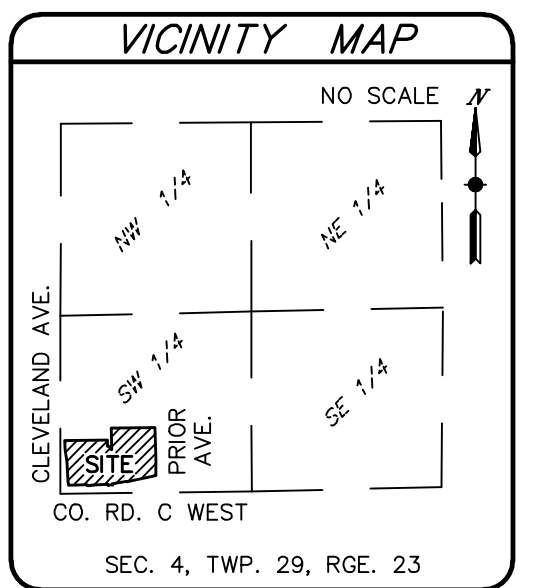
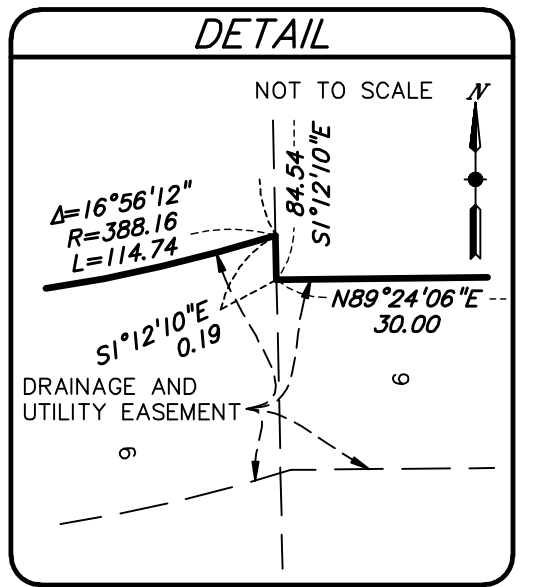
County Recorder, County of Ramsey, State of Minnesota

I hereby certify that this plat of TWIN LAKES 2ND ADDITION was filed in the office of the County Recorder for public record on this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, at \_\_\_\_\_ o'clock \_\_\_\_M., and was duly filed in Book \_\_\_\_\_ of Plats, Pages \_\_\_\_\_ and \_\_\_\_\_, as Document Number \_\_\_\_\_.

\_\_\_\_\_  
Deputy County Recorder



*TWIN LAKES 2ND ADDITION*



○ Denotes 1/2 inch by 14 inch iron pipe monument set and marked by License No. 15480, unless otherwise noted

- Denotes found monument as noted

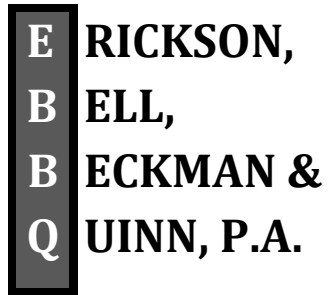
● Denotes found cast iron monument, unless otherwise noted

For the purposes of this plat, the orientation of this bearing system is based upon Ramsey County Coordinates, North American Datum of 1983, 1986 adjustment.



**SUNDE**  
LAND SURVEYING

***SHEET 2 OF 2 SHEETS***



1700 West Highway 36  
Suite 110  
Roseville, MN 55113  
(651) 223-4999  
(651) 223-4987 Fax  
www.ebbqlaw.com

James C. Erickson, Sr.  
Caroline Bell Beckman  
Charles R. Bartholdi  
Kari L. Quinn  
Mark F. Gaughan  
James C. Erickson, Jr.

Robert C. Bell – *of counsel*

**MEMORANDUM**

**TO:** William J. Malinen  
**FROM:** Mark F. Gaughan  
**DATE:** May 16, 2012  
**RE:** City of Roseville re: Wal-Mart Project  
Our File No: 1011-00196-7

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As you know, at the City Council meeting on Monday night, an application for preliminary and final plats together with a proposed development agreement will be before the Council for approval or denial. As you also know, this matter has been the subject of significant public concern and comment. This morning I noticed a quarter-page advertisement in a local newspaper urging resident attendance at the meeting. Much of this advertisement discussed concerns with the potential future use of the subject property. As this office has continuously counseled the City throughout this process, State law expressly prohibits contemplation of a proposed lawful use of property in a Council's consideration of a preliminary and final plat application. Within the context of such anticipated public comment, therefore, I again highlight the proper focus of the Council's action on this matter: whether or not the plat application conforms to City subdivision regulations.

Further, the advertisement suggested that the potential future use of the site would not conform to applicable portions of the City's comprehensive plan. Again, this issue is not a proper focus on the plat approval or denial process. Matters of conformity to the comprehensive plan or zoning code only come before the Council in their quasi-judicial capacity as the board of zoning appeals. To that end, it is a best practice for the Council to avoid offering any public statements that might be construed to reveal an advocacy position or predisposition on such applicability. As we have seen in news reports from Minneapolis in recent months, offering such advocacy positions or predispositions on proposed property uses is to be avoided by elected officials.

MFG/kmw

December 6, 2011 – excerpt of approved minutes

Preliminary information on park dedication for the 17.8 acres at Cleveland and County Road C were presented to the Commission by Brokke. A proposal to develop the property into a Walmart Shopping Center has begun to be reviewed by City staff. The role of the commission is to make recommendation to the Council whether to accept land, cash or a combination of to satisfy the park dedication requirement.

A recent potential proposal from the Walmart Representatives was to provide land dedication in another area of Langton Lake. There is a possibility of a combination of land and cash as well as the traditional all land dedication or all cash payment. The park dedication fees could contribute to possible Master Plan projects. Commissioner Ristow suggested the commission consider recommending the cash in lieu of land based on past needs and recent financial discussions.

January 3, 2012 – excerpt of draft minutes

Etten continued the discussion of park dedication considerations for the proposed Walmart development in Twin Lakes. Earlier considerations included a parcel of land in an area away from the development that might have served as a nice addition to Langton Lake Park. This land dedication is no longer an option to fulfill the park dedication requirements. Etten also clarified that the actual size of the parcel is 13.94 acres, rather than the 17.8 acres reported earlier. This change in size is due to 3.86 acres being sold earlier to the City for the Twin Lakes Parkway. The updated land equivalency for park dedication is .68 acres and the updated cash payment would be \$411,115, based on 5% of the FMV.

**Commission Recommendation:**

Motion by Doneen, second by Ristow to recommend the Roseville City Council accept cash in lieu of land for park dedication in the proposed Walmart development. Commission questions followed.

- D. Holt inquired into what the land options were/are for the site. Brokke explained that there were no appropriate park development options for this site.
- Azer asked for a clarification of how the park dedication funds can be used. Brokke clarified that the funds cannot be used for maintenance or ongoing costs but can be used for land acquisitions, park development, and facility enhancement. The park dedication funds could be used to further expand the projects identified by the Parks and Recreation Renewal Program.

Motion passed unanimously.

Note: Greg Simbeck favored the cash in lieu of land option through his email to notify staff of his absence from tonight's meeting.

**Planning Commission Regular Meeting  
City Council Chambers, 2660 Civic Center Drive  
Minutes - Wednesday, February 1, 2012**

- 1     **1.     Call to Order**  
2     Chair Daniel Boerigter called to order the regular meeting of the Planning Commission meeting at  
3     approximately 6:30 p.m. and reviewed the role and purpose of the Planning Commission.
- 4     **2.     Roll Call & Introductions**  
5     City Planner Thomas Paschke called the Roll.
- 6     Members Present:       Chair Daniel Boerigter; and Members Joe Wozniak; John Gisselquist;  
7                               Jeff Lester; Michael Boguszewski; and Peter Strohmeier
- 8     Members Absent:       Member Glenn Cook
- 9     Staff Present:         City Planner Thomas Paschke; Associate Planner Bryan Lloyd; and City  
10                              Engineer Debra Bloom. City Attorney Mark Gaughan was also present.
- 11    **3.     Review of Minutes**
- 12    **MOTION**  
13    **Member Boerigter moved, seconded by Member Gisselquist to approve regular meeting**  
14    **minutes of November 2, 2011 as presented.**
- 15    **Ayes: 6**  
16    **Nays: 0**  
17    **Motion carried.**
- 18    **4.     Communications and Recognitions:**
- 19    **a.       From the Public (Public Comment on items not on the agenda)**  
20       None.
- 21    **b.       From the Commission or Staff**  
22       None.
- 23    **5.     Public Hearings**  
24    Chair Boerigter reviewed the purpose and process for public hearings held before the Planning  
25    Commission.
- 26    **a.       PLANNING FILE 12-001**  
27    **Request by Wal-Mart Stores, Inc. for approval of a PRELIMINARY PLAT of the land**  
28    **area bounded by County Road C, Cleveland Avenue, Twin Lakes Parkway, and**  
29    **Prior Avenue**  
30    Chair Boerigter opened the Public Hearing at 6:35 p.m.
- 31    Associate Planner Bryan Lloyd summarized the request of Wal-Mart Stores, Inc. in  
32    conjunction with Roseville Properties, owner of the subject property, seeking approval of  
33    a PRELIMINARY PLAT of the land area as identified and detailed in the staff report, and  
34    creating three (3) lots.
- 35    Mr. Lloyd advised that the request also included the transfer of ownership of a small  
36    portion of City-owned land adjacent to the Mount Ridge Road roundabout. Mr. Lloyd  
37    clarified that this request for a disposal of land by the City, was NOT a Vacation request,  
38    per se; but in lieu of a public hearing, and in accordance with State Statute, the Planning  
39    Commission must review the proposed disposal of land and determine whether it would  
40    be consistent with the Comprehensive Plan.
- 41    Staff recommended approval of the proposed PRELIMINARY PLAT of the land area  
42    bounded by County Road C, Cleveland Avenue, Twin Lakes Parkway, and Prior Avenue;  
43    along with the recommendation that the Commission determine that the proposed  
44    transfer of ownership of land area specified in the Preliminary Plat is in compliance with

**Regular Planning Commission Meeting**  
**Minutes – Wednesday, February 1, 2012**  
**Page 2**

the 2030 Comprehensive Plan; based on the comments and findings of Section 4-7, and the recommendation of Section 8 of the staff report dated February 1, 2012.

Chair Boerigter sought clarification on the original intent in the City acquiring the property for creation of Twin Lakes Parkway, and now the City's determination that it was no longer needed and could be disposed of.

Mr. Lloyd advised that the property had been originally acquired from the property owner for its potential use in connection with the roundabout as access to the redevelopment property, but had not been intended to create a public street south of the roundabout.

Chair Boerigter requested more detailed information from the City's Engineer.

**City Engineer Debra Bloom**

Ms. Bloom concurred with Mr. Lloyd's analysis of the City's original intent in using the property as the fourth leg of the roundabout for landscaping treatments. However, Ms. Bloom noted that this was prior to the City knowing final roadway design, the type or size of the development that may occur in this area, and that acquisition was for the most part precautionary in planning ahead; however, the City's need ended at the crosswalk and this property was no longer needed.

At the request of Member Boguszewski, Mr. Lloyd advised that the overall acreage of the Walmart/Roseville Properties property was approximately fourteen (14) acres.

Member Strohmeier asked how staff responded to his interpretation of various areas in city-wide plans versus Planning District 10 of the 2030 Comprehensive Plan (Chapters 4 and 7) and development of a big box retailer in the Twin Lakes area.

Mr. Lloyd noted staff comments that it was odd for a given development proposal to be reviewed by the Planning Commission against the Comprehensive Plan, since it was not intended for that purpose, and provided a misapplication of individual goals and policies of the Comprehensive Plan if it were used as a lens for this or any development. Mr. Lloyd noted that the purpose of the Comprehensive Plan was to serve as a guide for creating specific requirements attempting to meet its policies, for instance the zoning code update now addressing goals like walkable communities that were not addressed in previous code. Mr. Lloyd opined that no one business was going to achieve entirely the goal of walkable streets; however, walkable communities remained an overarching goal.

Member Strohmeier stated that he still had issues of apparent conflict, when focusing on District 10, Future Land Use Section, and the portion about Twin Lakes and shopping as a primary focus of land use.

Mr. Lloyd advised that the Twin Lakes area was generally described from Cleveland Avenue west to almost Snelling Avenue, and north to County Road C-2 and even beyond excluding Langton Lake Park. Mr. Lloyd noted that this was a large area with many existing developments that are relatively new (e.g. medical office) that were not retail; however, he also noted that there were a significant number of parcels that remained vacant and were ready for development. The fact that this is the first proposal for redevelopment in the area, Mr. Lloyd noted, just happened to be a retail use. Mr. Lloyd responded from staff's perspective, that there remained a lot of room for other uses as the area develops; and if it became apparent that retail was becoming the main focus for development in the Twin Lakes Redevelopment Area, it would then no longer be consistent with the Comprehensive Plan.

City Planner Thomas Paschke referenced the AUAR for Subarea 1, bounded by Cleveland Avenue, County Road C, and Fairview Avenue, which document gauges maximum thresholds in place governing the types of uses; noting that the AUAR identified retail for the subject area and noted that further development may create a threshold for too much retail in a given area. Mr. Paschke noted that, obviously, that would only become apparent as the area expanded further, and that the AUAR document would be used in judging any and all development or redevelopment, and tied to the recently-adopted overlay district requirements.

Based on his personal review, Member Strohmeier opined that the staff report's contention that this proposal was consistent with the Twin Lakes Master Plan (page 11) suggests that the area should not be recommended for large scale, big box retail, and sought staff's response.

Mr. Lloyd advised that the simplest response would be that it was also not prohibited; and that it was not a goal of the Master Redevelopment Plan to prohibit big box retail as it prohibited some industrial uses. As with any review, Mr. Lloyd noted that this development proposal may not fully achieve every goal and aspiration of the document, but this proposal was more or less consistent, and this specific retail use provides for some of the same things recommended in the Plan.

Member Wozniak questioned if this was the only Public Hearing on this development; with Mr. Lloyd responding that it was the only legally required hearing. Mr. Lloyd advised that the only reason for the Public Hearing requirement was due to the applicant's request for the disposal of the property and the Plat itself, and the need for discussion in this venue and format. Mr. Lloyd noted that the Preliminary Plat would not live or die with the analysis of the land proposed for disposal by the City; with nothing else in the proposed development triggering a Public Hearing, unless Wal-Mart found the need for a variance or other site issue in the future as the project developed.

Chair Boerigter sought clarification of the interaction of Preliminary Plat approval with the Comprehensive Plan, AUAR and Twin Lakes Plan. Chair Boerigter questioned if additional traffic control measures were part of the Preliminary Plat approval.

Mr. Lloyd advised that, as for the Plat itself, there was really no correlation with any of those documents, other than superficially, since the Comprehensive Plan addressed transportation, but the AUAR addressed transportation more specifically. Mr. Lloyd noted that when Twin Lakes Parkway was constructed as part of the City of Roseville's proactive infrastructure investment to facilitate redevelopment in the Twin Lakes area, it was not related to this specific development but the overall Twin Lakes Redevelopment Area, with each project, including this proposed Wal-Mart development, reliant on roadway connections. Mr. Lloyd advised that the traffic analysis for this particular development, as a requirement for all proposals, was still under preparation, to determine if additional traffic amenities were indicated (e.g. signals or additional turn lanes), staff did not anticipate that this particular project would trigger those additional amenities, but that they would realistically be triggered as additional developments came forward. Mr. Lloyd advised that roadway and traffic control considerations would be considerations for any development as they related to the Comprehensive Plan and AUAR, but had no bearing to other documents.

Chair Boerigter referenced Section 6.1 of the staff report, the last sentence, related to the Planning Commission's review of the requested City property disposal to make a determination about whether the proposed development facilitated by the disposal was in compliance with the City's Comprehensive Plan, and asked that staff explain it more clearly.

Mr. Lloyd explained that the staff report talked about the proposed use in general, not the specific site plan design under consideration, but whether the proposed retail use was consistent with the Comprehensive Plan.

Chair Boerigter confirmed the language of that sentence again, clarifying the applicable standard for which the Commission needed to make its determination.

Member Gisselquist questioned how intertwined the two recommended actions are, and whether the development could be platted without the disposal of City property.

Mr. Lloyd opined that the Plat could probably be designed without the additional property.

Mr. Paschke advised that the request for disposal of the land was not so much a platting issue as a site plan design issue; and opined that the developer could engineer the site if

**Regular Planning Commission Meeting**  
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it was the City's determination not to sell back that piece of land, and that it was not necessarily needed to make the proposed development work.

Chair Boerigter asked if the land would then remain available for City right-of-way; to which Mr. Paschke clarified that the property was not City right-of-way, nor was it needed as such.

Mr. Lloyd concurred, noting that this was the reason a formal vacation was not being requested, since the property had originally been intended to be used in conjunction with the roadway, but not strictly for right-of-way purposes.

Member Gisselquist noted his understanding of the decision currently before the Commission based strictly on land use, with parcels being brought together by private owners, with the land disposal considered in light of the Twin Lakes Master Plan and Comprehensive Plan. Member Gisselquist advised that the disposal of City land was of concern to him, understanding that plat itself allowed little decision-making by the Commission. However, Member Gisselquist noted that, with the land disposal, it brought to the forefront the documents worked on over several years by citizens (e.g. Zoning Code, Comprehensive Plan, etc.).

Mr. Lloyd indicated that the most fundamental way staff reviewed the proposal was seeing it as Comprehensive Plan amenable, noting that it was the purpose of the revised Zoning Code, and bringing it into consistency with the goals and policies of the 2030 Comprehensive Plan, not just for the entire City but specifically for the Twin Lakes Redevelopment Area as well. While the Zoning Code revisions are still fresh, Mr. Lloyd noted that staff made their recommendation after a thorough review and confidence that the development met zoning requirements, and fell under the guidance of the Comprehensive Plan.

Member Strohmeier expressed concern with the public notice issue after hearing from various neighbors who had also expressed their concerns about the public notice for this proposed development. Member Strohmeier questioned the trigger for requiring a community open house; opining that this was a pretty substantial planning decision, and questioned why it hadn't mandated an open house.

Mr. Lloyd advised that open houses are mandated for would-be applicants or applications that deviated from City Code, or those things not in the usual realm of a particular Zoning District. Mr. Lloyd noted that this plat had more to do with the Subdivision Code and realignment of parcels, and provided several examples of developments requiring open houses.

Member Strohmeier opined that the community, as well as he, had been caught off guard by this proposal.

Member Lester questioned what other land uses were proposed for this parcel in the future.

Mr. Lloyd advised that the overall Site Plan indicated several smaller restaurant uses on the smaller lots, but the Plan also facilitated ownership of parcels for other allowable uses. Mr. Lloyd opined that restaurant uses would typically follow a Wal-Mart development, but the buildings illustrated on the Site Plan presented were simply included to address potential zoning requirements as an example, but may not be their exact use as the parcel develops in the future.

At the request of Member Wozniak as to what other uses may occur, Mr. Lloyd advised that whatever was allowed as a use in a Community Mixed Use District.

**Applicant Representatives:**

**Will Matzek, Engineer of Record for Wal-Mart development team**

Mr. Matzeck thanked the Planning Commission for their time and consideration of the two requested actions, and concurred with staff's review of the proposal details. Mr. Matzeck advised that of the overall Twin Lakes Redevelopment Area of approximately 179 acres,

this portion was approximately fourteen (14) acres. Mr. Matzeck noted that the zoning designation and AUAR both looked at the possibility of a retail site in the Redevelopment Area, anticipating 175,000 square feet of retail at this location; noting that the actual area of the proposed Wal-Mart was somewhat less than that square footage. Mr. Matzeck advised that Wal-Mart intended to comply with all Zoning requirements and conditions as proscribed by staff in their report.

Member Boguszewski questioned if, for whatever reason, the Commission did not concur with disposing the City parcel of land, how that would affect Wal-Mart's plans or whether they could work around that.

Mr. Matzeck advised that, generally speaking, the rationale for their request was that the additional parcel would allow the site to function better and operate in a better and more efficient manner for the City of Roseville as well as Wal-Mart. Mr. Matzeck opined that the roundabout and City infrastructure in place will work well whether the City-owned property was purchased or not, and Wal-Mart engineers could modify the Site Plan accordingly, while that would not be their preference. Mr. Matzeck clarified that he didn't anticipate that failure to transfer the property would not halt the project.

#### **Public Comment**

Chair Boerigter opened the meeting to public comment at this time.

Written comments received by staff to-date via various sources were included in the staff report dated February 1, 2012, and included as Attachment F. Written comments via various sources received after distribution of the agenda packet, are also included for the record, ***will be attached hereto and made a part hereof***, from the following residents:

- **Wendy Thompson**, no address given (in opposition to Wal-Mart as the choice retailer);
- **Cary and Shannon Cunningham**, 2920 Fairview Avenue N (in opposition to the development of a big box retailer);
- **Doug Nonemaker**, 2179 Dellwood Avenue (in opposition to the development of a big box retailer); and
- **Gary Grefenberg**, 91 Mid Oaks Lane (requesting delay of action at this time for further review of the proposed development with the 2030 Comprehensive Plan).

#### **Gary Grefenberg, 91 Mid Oaks Lane**

As noted in Mr. Grefenberg's written comments, and for full disclosure purposes, Mr. Grefenberg serves on the City's Human Resources Commission, and as Chair of that Commission's Civic Engagement Task Force as a subcommittee.

Mr. Grefenberg's written comments and excerpt of the City's Comprehensive Plan (Economic Development and Redevelopment Sections 7.2, 7.3 and page 7.5) were provided by and included in the agenda packet attachments to the staff report. Mr. Grefenberg verbalized his written comments, and displayed the excerpted portion of the 2030 Comprehensive Plan during his comments; and referenced portions of the staff report that he opined were not sufficiently vetted by staff and allegedly inconsistent with the intent and goals and policies of the Comprehensive Plan. Mr. Grefenberg asked that a decision on this request be deferred until that additional vetting was done, and various areas specifically evaluated and addressed by staff and Wal-Mart representatives.

Mr. Grefenberg noted the specific concerns in his neighborhood, and asked that staff address how this development would not destroy his quality of life or provide rationale as to why specific questions were not addressed by staff. Opining that Wal-Mart represented one of the richest companies in the country, Mr. Grefenberg questioned why this development should be allowed to negatively impact Roseville residents; and opined that the community deserved more than a shallow and superficial statement by staff that the proposal was consistent with the Comprehensive Plan.

**Steve Gjerdingen, 2211 N Albert Street, Apt. #102**

For full disclosure purposes, Mr. Gjerdingen serves as a member of the City's Public Works, Environment and Transportation Citizen Advisory Commission.

Speaking as a resident, Mr. Gjerdingen noted design standards for Mixed Use Zoning Districts for placement of buildings on corner lots and their alignment to the property line; and questioned how this development appeared to deviate from that standard, as well as questioning what the actual front of the building was. Mr. Gjerdingen also questioned how this project would enhance or promote the primary statement of purpose to increase pedestrian and multi-modal travel opportunities rather than relying on vehicular transportation. Mr. Gjerdingen concurred with the comments of Mr. Grefenberg that action on this proposal be deferred until all questions had been answered.

Chair Boerigter interrupted public comment to reiterate that the purpose of tonight's meeting was not to react to a specific Site Plan, only to consider the Preliminary Plat and disposal of city-owned land. Chair Boerigter advised that, if the development itself was eventually approved, it would be required to meet all conditions of the City's Zoning Code.

At the request of Chair Boerigter, Mr. Lloyd responded to some of the items raised during public comment to-date. Mr. Lloyd concurred with Chair Boerigter that the location of access doors, frontage of the structure, and all other zoning requirements of the City would have to be met in order for the City to issue building permits; with no development allowed short of meeting those codes or application for a variance to deviate from any of them. Mr. Lloyd advised that the building front would be determined by whatever street address it was given by the City, once design of structures had been completed; and he anticipated that the primary street seeing the most traffic would indicate Mount Ridge Road as the front, on the northwest corner of the site, or possibly Twin Lakes Parkway itself.

Whatever the final designation was, Mr. Lloyd noted that the Twin Lakes Regulating Plan had been adopted late last year, and since codification of City Code only happened semi-annually, after which the website was updated, he suggested that the documents on the City's website pertaining to Community Mixed Use may not reflect that most recent adoption of the Twin Lakes Regulating Plan and its requirements that replaced previous code. Mr. Lloyd suggested that residents, when searching the website for the most up-to-date zoning requirements, rely on HTML texts rather the PDF version, since the revised text and the Overlay District may not yet be on the website in their entirety.

Member Strohmeier referenced the Statement of Purpose in Section 1005.07 of Zoning Code, Community Mixed Use District, for complimentary uses organized in cohesive uses, and connecting to trails, etc. to create pedestrian-oriented development. Member Strohmeier questioned how this Wal-Mart proposal was pedestrian-centered, since he saw it as more vehicle-centered; and asked for staff's response.

Mr. Lloyd advised that staff did not address that specifically for this Preliminary Plat, as Wal-Mart would become part of a larger redevelopment area of mixed uses, including offices, stand-alone businesses, residences, and other allowed uses under the Regulating Plan, and pedestrian corridors would most likely be along the perimeters and would be cohesive for the overall redevelopment area. Mr. Lloyd opined that Wal-Mart, as the first and as an individual project would not achieve that pedestrian-friendly goal all at once or in a vacuum, but would be plugged into the pieces under that overarching Regulating Plan.

Mr. Paschke added that we (Roseville) an auto-oriented community like most all uses, but advised that the whole purpose of Mixed Use and Twin Lakes Regulating Plan was to promote other modes of transportation in the future. Mr. Paschke noted that sidewalks and trails were already in place throughout the Twin Lakes Redevelopment Area as part of the public infrastructure investment built to-date. Mr. Paschke advised that, within the Site Plan and as part of the Regulating Plan, the developer would be required to perform

additional work to achieve those requirements, as would other development projects as they came forward.

**Tim Kotecki, 3078 Mount Ridge Road**

In addition to questioning if this development fit with the Comprehensive Plan, Mr. Kotecki further questioned whether this development would be part of a Tax Increment Financing (TIF) District.

Mr. Paschke advised that the entire Twin Lakes Redevelopment Area was currently within a TIF District; however, he clarified that the developer had not requested any TIF financing for their project.

Mr. Kotecki further questioned how much retail was currently within a two (2) mile radius of the Rosedale Mall and including this area. Mr. Kotecki further questioned the ratio of shoppers anticipated from within the confines of Roseville, and those anticipated from outside Roseville. Mr. Kotecki questioned how many Wal-Marts had been built to-date in the Twin Cities area, and how many had closed in that same area since 2001.

**Sue Steinwall, Land Use Attorney for Wal-Mart in Minnesota, with the firm of Frederickson, Byron, et al**

In response to Mr. Kotecki's questions, and with recognition by Chair Boerigter, Ms. Steinwall advised that her client anticipated this Roseville Wal-Mart would serve primarily Roseville residents within a two-mile radius of the store. In the Twin Cities area, Ms. Steinwall estimated twenty (20) existing Wal-Mart stores; with five (5) of those within a ten (10) mile radius of this proposed store, with the closest locations being on University Avenue in St. Paul and in St. Anthony Village.

To her knowledge, Ms. Steinwall was unaware of any Wal-Mart closings in the metropolitan area; and was unable to respond to the amount of retail currently within two (2) miles of the Rosedale Mall area.

Mr. Kotecki questioned how Wal-Mart determined where to place a new store; and how much retail space per capita was already in Roseville, opining that it was very high.

Chair Boerigter suggested that public comment refocus on the land use issues before the Commission, not proprietary questions of Wal-Mart that they may choose not to respond to.

**Jonathan Osborne, 1072 Shryer Avenue**

Ms. Osborne questioned the process or next steps for this proposal, if the Planning Commission chose to approve the Preliminary Plat; and if there would be other forums for citizens to express themselves on the specific Plan for this site and for this specific retailer.

Mr. Paschke invited public comment, at any time, by passing them through staff or directly to City Councilmembers; however, he noted that there would be no further formal Public Hearings for approval of the Site Plan for this proposed use.

Mr. Osborne opined that this proposal had moved through various channels rather quickly; and wondered if more people had been aware of it, if more people would have been at tonight's meeting to speak on the proposal. Mr. Osborne reiterated that it seemed to have happened too quickly.

**Vivian Ramalingam, 2182 Acorn Road**

Ms. Ramalingam expressed similar concerns to those brought forward by the previous speaker. Generally speaking, Ms. Ramalingam opined that once the Planning Commission approved a Plan, it was rubber stamped at the City Council level and became action.

Ms. Ramalingam expressed a number of concerns with this particular proposal, opining that new business in Roseville should be locally-based to reach a regional consumer base. Ms. Ramalingam further noted that there had been no discussion on additional costs generated by this retailer (e.g. additional police, fire personnel, employee services

**Regular Planning Commission Meeting**  
**Minutes – Wednesday, February 1, 2012**  
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borne by the City; education for employee children; or food subsidies to feed those children required as a result of parents working in this particular low-wage situation). Ms. Ramalingam noted that those considerations were not included in the Government Decision triangle included in the staff report; and questioned whether there was any venue to address these concerns.

Mr. Paschke reiterated that the decision before the Commission tonight was not whether to support the Site Plan or the size of the proposed retail use on that site per se; but for their consideration of and potential recommendation to the City Council supporting this land division to create or reassemble lots in place into three (3) lots. From a process standpoint, Mr. Paschke advised that staff based the Planning Division recommendation to the Planning Commission for approval based on the lot lines, easements, and additional right-of-way meeting requirements of subdivision and zoning ordinances of the City.

Related to disposal of the 4,300 square feet of property currently owned by the City, Mr. Paschke advised that this action required a slightly different analysis for determination; but reiterated that those two items were not tied directly to a specific project or a given lot in Roseville; and therefore, no forum was available for vetting them, or any Public Hearing process to review and approve them based on those concerns raised, other than those provided to staff and forwarded to the City Council or received directly by the City Council.

Ms. Ramalingam thanked Mr. Paschke for the thoroughness of his response; however, she opined that it clearly showed a gap in the process itself.

Mr. Paschke recognized Ms. Ramalingam's opinion; however, he noted that staff's charge and instructions were based on the City's Zoning Ordinance and Codes in place that were used by the Planning Division to enforce, as well as the Regulating Plan designed and governing the Twin Lakes Redevelopment area, that didn't instruct staff differently than the process currently used and as recently adopted. Mr. Paschke advised that the Planning Division was unable to fundamentally change the process; and was required to use the same process throughout the City of Roseville for any project or application coming forward, in order to avoid preferential treatment. Mr. Paschke reiterated that it was staff's charge to enforce and implement the requirements within the Zoning Ordinance.

Ms. Ramalingam suggested that staff provide the City Council with the public comments and concerns received related to this proposal; with Mr. Paschke assured her that the City Council would receive minutes of tonight's meeting so they would be aware of public sentiment.

In response to repeated cell phone interruptions during tonight's meeting, Ms. Ramalingam asked that the Planning Commission or the City Council itself make a policy statement or accommodation to address such interruptions during public speaking, noting the difficulty in following procedures and in hearing discussions due to those distractions.

For the benefit of the public and listening audience, Member Gisselquist provided examples of issues that were heard by the Planning Commission (e.g. pawn shop request near Snelling Avenue as a Conditional Use based on zoning considerations) and other uses that are on the list of allowed uses (e.g. Source Comic Books at the same location) that do not come before the Commission since they are allowed uses. Member Gisselquist noted that, as long as the use met zoning requirements at a specific development site, there was less public involvement that occurred.

Member Strohmeier opined that City Code language related to Preliminary Plat approval (Chapter 1102.03) seemed to be broad. However, the health, welfare and general safety of citizens would appear to be applicable in one or more of those categories with some of the concerns being raised by citizens. Member Strohmeier suggested that, considering that broad language, perhaps the Commission's hands were not as tied as indicated.

Mr. Paschke responded that the language would only affect how the Subdivision Ordinance regulated or applied to this particular property, stating that the City's ordinances foster those things, and that the Subdivision Ordinance was created to look out for those things and how land divisions were required in Roseville through easements, lot sizes, etc. and meeting certain requirements within the Zoning Ordinance such as for residential lots with specific sizes in certain zoning classifications. Mr. Paschke advised that those topics would be germane to analyze Subdivision Zoning specific to land divisions, not uses on the land, since other regulations govern the requirements of those specific uses.

Mr. Paschke noted that City Attorney Mark Gaughan was present and could expand on that interpretation if he found it incorrect.

**Rick Poeschl, 2220 Midland Grove Road**

As a Roseville resident since 1968, Mr. Poeschl agreed with the comments heard during public comment as well as those expressed by Member Strohmeier that if more residents had known about the Wal-Mart plans, there would have been a much larger crowd in attendance tonight. Mr. Poeschl advised that he had only heard about the Public Hearing from a neighbor and fellow resident at Midland Condominiums; who had also mentioned that Roseville currently had more retail per capita than Bloomington, MN with their much larger population.

Mr. Poeschl noted that Mr. Grefenberg had highlighted and displayed on the overhead, several sections of the Comprehensive Plan's goals and policies that seemed inconsistent; and reiterated that if more people had known about tonight's meeting, they would have provided more feedback. While not clearly understanding staff's responsibility to follow the language of the Comprehensive Plan, Mr. Poeschl opined that more neighbors should get involved.

Mr. Poeschl stated that he was opposed to the proposed Wal-Mart, and didn't want a big box store in Roseville, including a Wal-Mart.

**Megan Dushin, 2249 St. Stephen Street**

As noted in her written comments and for full disclosure, Ms. Dushin serves on the City's Parks and Recreation Implementation Committee for Natural Resources.

Ms. Dushin verbalized her prepared, written comments, and for the record, provided a bench handout of those comments, **attached hereto and made a part hereof**. Ms. Dushin opined that she found it odd that this was the only public hearing to discuss this proposal, however opined that it was not surprising as this had happened before. Ms. Dushin further opined that staff seemed to be facilitating this request as quickly as possible, without taking the Comprehensive Plan into consideration. Ms. Dushin encouraged Commissioners to take her comments and questions into consideration when voting tonight. Ms. Dushin also questioned how the proposed bike trails off Fairview Avenue currently being proposed by the Parks and Recreation Commission would be impacted by this development.

**Shirley Friberg, 2130 Fairways Lane**

As a resident of Roseville since 1960, Ms. Friberg questioned if the Comprehensive Plan would be addressed if the Planning Commission recommended approval.

Mr. Paschke referenced tonight's proposed actions, as two (2) steps, as detailed in the staff report; emphasizing that neither action was related to the proposed use of the site. Mr. Paschke suggested that citizen input focus on whether the plat met the requirements of City Code as it related the Preliminary Plat and boundaries, and consistency of the requested city-owned land disposition with the Comprehensive Plan.

Ms. Friberg stated that she had just heard about this proposal, and questioned if the proposed Wal-Mart site was the same one considered by Costco several years ago; noting that she frequented both Costco and Sam's Club; and questioned whether there would be additional thefts to be concerned with if one of those stores were located there,

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opining that they had many internal controls to monitor shoppers. However, Ms. Friberg noted the number of police reports at Rosedale Mall that she observed in the media, recognizing the size of that center and the number of stores; as well as youth in the area and bus stops. Ms. Friberg opined that one of the problems with a Wal-Mart store would be people coming from outside Roseville beyond two (2) miles, since Rosedale had people coming from Wisconsin, and even bypassing Maplewood Mall for Rosedale as a more preferred shopping destination. Ms. Friberg opined that there would be the need for increased police based on shoplifting, car vandalism, and other issues; and questioned the negative impacts to the senior residence in that area; and if they would be safe walking to Wal-Mart from their residence, given that potential negative impact.

Mr. Paschke advised that there was currently no sidewalk or trail on the east side that would facilitate pedestrians from the senior residence to the proposed Wal-Mart location.

Ms. Friberg referenced other communities, such as St. Louis Park and Excelsior Boulevard improvements and Edina at 50<sup>th</sup> and France; and questioned what we wanted Roseville to look like; or whether we preferred that it end up like the Richfield, Golden Valley, Brooklyn Center or Robbinsdale.

Chair Boerigter asked that Ms. Friberg refocus her comments on the issue before the Commission; and suggested that the public refrain from possible misperceptions that people coming to Wal-Mart were going to be of the criminal element and elevate crime levels in Roseville. Chair Boerigter noted that there was a Target store not too far from this area that didn't support that perception.

Ms. Friberg defended her position by noting that more youth would be coming into that area and when that happened, there were more crimes. Ms. Friberg opined that Target handled their store security quite well; however, she did have a concern with a Wal-Mart located in Roseville, given the types of problems their stores frequently had, and questioned if that was what type of community we wanted.

Member Wozniak questioned if it was reasonable for staff to address potential costs the City may incur for emergency services with such a development.

Mr. Paschke advised that he was unable to foresee the future to make a determination or estimate a potential cost for additional police, fire and/or rescue needs as the City developed. However, Mr. Paschke opined that this proposed business was no different than any other business coming into Roseville that the City's Codes would encompass for regulation and enforcement, whether parks, residential homes or complexes, or commercial/industrial businesses.

At the request of Member Wozniak as to how the City would recover those costs, Mr. Paschke responded that the City's main mechanism to support those services was through property taxes.

Member Gisselquist referenced Section 5.2 of the staff report, noting that part of the review process involved the Roseville Development Review Committee (DRC) composed of staff from various City Departments, and their representatives participating in reviews of such land use proposals, at which time the public safety issues most certainly would have been considered and discussed prior to staff's recommendation.

Mr. Paschke advised that the focus of those meetings, specific to this proposal, would have been the land divisions, and not necessarily the proposed use itself. However, Mr. Paschke noted that had been anticipated that a large retail use could come in, and staff had been prepared for that possibility and related comments coming forward. Mr. Paschke referenced that the Twin Lakes Redevelopment Area, through the AUAR and all Zoning, Comprehensive, Master and Regulating Plans had contemplated retail in this area, and noted that this use was consistent with those plans and potential uses; evidenced by the relevance of the proposed use and its fit with the City's Zoning Ordinance.

Member Strohmeier, based on his interest and background in public safety, and during his review of this proposal, referenced and quoted recent written comments provided by City of Roseville Police Chief Rick Mathwig in preparing for strategic planning discussions with the City Council for a long-term goal to *“...Add tow (2) commercial patrol officers to enhance the Police Department’s ongoing efforts with the retail community. Retail and commercial development, especially a big box store, in the Twin Lakes area will increase theft-related incidents. One big box store is anticipated to bring 700 – 900 extra calls for police services each year. The Police Department’s resources will be taxed by the development, and the resources currently in place at Rosedale will be stretched.”* From a common sense standpoint, Member Strohmeier opined that a big box retailer would have considerable fiscal impacts to the City’s Police Department.

Member Wozniak, from a historical standpoint, asked staff how long this property had been vacant or under-utilized; with Mr. Paschke advising that he had been with the City for thirteen (13) years with the property remaining vacant; and he was aware that the City had been attempting to develop the Twin Lakes Area since the 1980’s.

Member Wozniak questioned how many, if any, developments had previously come forward for this specific parcel; with Mr. Paschke advising that, to his knowledge, there had been one other proposal, which was ultimately unsuccessful.

Member Wozniak asked Mr. Paschke what impacts he would see for this development on other parcels and further development in the Twin Lakes Redevelopment Area.

Mr. Paschke responded by opining that any development in the Twin Lakes area will spur other development, a historically proven occurrence. Mr. Paschke noted the enticement for that development based on the funds invested by the City to-date for infrastructure development in the area. However, how long that development would take Mr. Paschke refused to predict due to market conditions; however, he noted that many parcels in the Twin Lakes area were considered currently “development ready.” Mr. Paschke noted further development would be based on clean up costs and the willingness of potential developers’ willingness to build consistent with the City’s Zoning Ordinance and Twin Lakes Regulating Plan, and couldn’t predict if it would take this one proposed development or more to spur associated uses.

Member Boguszewski, from his career in health services and strategy in determining additional potential growth areas in which to place facilities, advised that they often looked for such developments as an indicator of a strong population and strong economic growth; opining that this supported Mr. Paschke comments.

Chair Boerigter closed the Public Hearing at 8:08 p.m., with no one appearing for or against.

Member Wozniak asked Mr. Paschke to comment on the proposed park dedication fee associated with this parcel and its use; and asked how that fee would be allocated.

While recognizing that it was not related to land use considerations under discussion at this venue, Mr. Paschke advised that park dedication fees paid to the City of Roseville were based on 5% of the property’s fair market value as determined by the Ramsey County Assessor; and based on that calculation, he estimated that if the development proceeded they would pay the City in excess of \$400,000 for this land division. Mr. Paschke advised that the fees were specifically designated for park enhancements and improvements in and around the City; but was unsure of the exact language as per State Statute.

Member Wozniak duly noted that, if this parcel was to be developed, the developer would be contributing a significant amount in fees toward the City’s park system.

**Planning Commission Discussion/Position Statements**

Member Boguszewski noted the many layers in tonight’s discussion; even though the Commission’s decision-making was focused on the Preliminary Plat itself and parcel transfer. While other areas of discussion as to use or development of the parcel and how

the site was ultimately designed were not necessarily germane to the question at hand, at the same time, Member Boguszewski recognized the concerns of the audience that they may have no other opportunity to discuss the merits of the proposed use. Member Boguszewski noted that there would always be merits and demerits for any project or use, and at the risk of making his life less easy, he offered his thoughts and rationale for his position.

Member Boguszewski offered his personal assessment and analysis of the merits and demerits for this parcel; recognizing that it was a passionate issue for citizens, and that the passion often made it difficult for people to understand other points of view. Member Boguszewski noted that the comments heard tonight were not in favor of this particular use; however, he advised that he had personally received and seen support for a Wal-Mart in Roseville, and while not unanimous, it obviously remained a divided issue.

**Member Boguszewski** asked that residents keep several things in mind:

- 1) The City of Roseville does not own this land and has no ability to force any particular development or option such as an IKEA, Trader Joe's or other option. If the proposal meets City Code requirements, it is not the City's job to fetter that development. Member Boguszewski stated that he believed in the free market, and in comparing a Wal-Mart to the vacant parcel currently there, allowing all the negatives to rise to the forefront, when considered in isolation, there was nothing to compare it with.
- 2) Addressing another category of comments heard that Wal-Mart would be a blight or detriment to a beautiful spot, Member Boguszewski opined that this perception was in the eye of the beholder. When reviewing the location, Member Boguszewski noted that its location on the west side of the City, bounded on the south by a County road and railroad tracks, on the east by light industrial uses, and on the west by the Interstate; while further beyond that the area included a mass of car dealerships and similar uses, if Wal-Mart chose to locate in Roseville, he could think of no better spot. Member Boguszewski suggested that Roseville citizens could choose whether or not to shop at Wal-Mart, but if they were concerned that Wal-Mart was going to bring detritus to Roseville, this proposed location was at the most extreme edge of the community as possible.
- 3) Based on his personal bias, Member Boguszewski stated that he did not consider and remained unconvinced that Wal-Mart was similar to a nuclear waste plant.

Member Boguszewski advised that he took his role as a Planning Commissioner very seriously, and therefore had sought the advice of a market professor friend and was made aware of a number of articles on both sides of the issue, with as many saying that Wal-Mart was a positive for a community as those saying it was a negative. Member Boguszewski advised that his research of those articles and various opinions indicated that the impact to a community was based on a number of issues including, but not limited to, the area itself, existing retail, highway access, and existing "Mom and Pop" stores. Member Boguszewski advised that it would depend on Wal-Mart's business plan and their market research as to whether this store was a success or a failure; and was ultimately not the business of Roseville citizens anyway, since they had a right to develop in Roseville in compliance with City Codes.

While not believing that it was necessary to address the merits and/or demerits of a Wal-Mart in Roseville, since the Planning Commission's task was based on technical issues, Member Boguszewski advised that he had done so for the benefit of Roseville citizens, recognizing the importance to them. Member Boguszewski advised that he would be voting in support of the requested actions.

**Member Wozniak** thanked the audience for their public comment, noting that he had observed them through various forums before tonight's meeting as well. Member Wozniak expressed his disappointment in some of the comments he'd seen and heard, however he did support the public's right and appreciated their efforts to come out tonight to share them with the Planning Commission.

Member Wozniak concurred with the observations of Member Boguszewski in the narrow focus for Commission deliberations in approving property boundaries and transfer of City-owned property to a developer to facilitate a development. Member Wozniak stated that it was his belief that what was being proposed for this parcel was consistent with the Comprehensive Plan and retail use; and advised that he would support the property transfer and Preliminary Plat as proposed.

Member Wozniak noted the comments he'd heard about the City "railroading" this development; and stated that he strongly disagreed with that comments. If the proposal seemed to be moving fast, Member Wozniak reminded the public of the Statutory requirements for land use considerations and the time available for a City to act on a given proposal.

Member Wozniak clarified that the use itself as proposed was outside the scope of tonight's discussion, and was a permitted use not requiring discussion. However, Member Wozniak suggested that, while outside the scope of tonight's discussion, it was apparent that talking about the proposal may be a need for the community and encouraged Wal-Mart and their development staff to open dialogue with residents about their presence in the Roseville community, since if the proposal was successful, Wal-Mart would need to positively interact with the residents it sought to serve. Member Wozniak encouraged Wal-Mart representatives to look for opportunities to interact with the community on the positives they bring to the community, and not just allow the negatives or perceived negatives to remain in the forefront.

**Member Lester** advised that Members Boguszewski and Wozniak had effectively covered most of his comments. Member Lester advised that his analysis attempted to look at the end result, and after almost thirty (30) years of the City attempting to develop the Twin Lakes area, bringing in a potential use was a good thing, no matter who it was as long as it was meeting City Code requirements. Member Lester clarified again that tonight's request was focused on the Preliminary Plat, not the use; and discussions were based on a vacant piece of land on which a viable company was being proposed. Member Lester opined that Wal-Mart was a stable company; and further opined that the Comprehensive Plan supported such a retail use; and the need was evident for bringing in an initial development to further future development of the area. Member Lester advised that he supported the proposal and would support it.

**Member Gisselquist** thanked the public for their comments. Member Gisselquist advised that the Preliminary Plat portion of the request was an easy decision; basically assembling parcels of land for a proposed use, and it made sense to approve that request.

However, Member Gisselquist advised that he struggled with disposal of the land when applying it to the Comprehensive Plan until he reviewed the Twin Lakes Master Plan on line and reviewed that language. In referring back to previous discussions about a proposed Costco, Member Gisselquist opined that it appeared they had been chased out as the big box "bogey man."

Member Gisselquist advised that he would support the Preliminary Plat and land disposal.

In recognizing that the big box use served as the elephant in the room and remained present, Member Gisselquist opined that it had nothing to do with the request before the Commission; but assured that the Commission had heard the concerns expressed by those speaking tonight; and noted that Member Boguszewski had shared considerations on the other side of the issue as well.

Member Gisselquist stated that one part of being a Planning Commissioner was that he didn't like hearing criticisms of those seeking to come into the community. As a former "Richfield guy," Member Gisselquist advised that he took comments personally when they dished his former neighborhood. After thirty (30) years, Member Gisselquist opined that it was time to do something in the Twin Lakes area, referencing his personal observations

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when last biking in the area of four foot (4') grass growing through broken asphalt, vacant spaces, and graffiti abounding. Member Gisselquist assured residents that there was already a good police presence in the area based on his experience he shared as an example. Member Gisselquist opined that the area was currently a wasteland and he supported someone developing it; and while it will continue to be controversial, it was the right thing to do.

**Member Strohmeier** thanked the public for their comments; and respectfully disagreed with other commissioners that the Commission's hands were tied regarding the Plat, opining that this was a major planning decision and a big deal. Member Strohmeier referenced various guiding documents showing that big box retail is not something that will benefit a community, including the Twin Lakes Master Plan, as well as sections of the Comprehensive Plan as displayed by Mr. Grefenberg and his comments, some of which he may disagree with. However, Member Strohmeier did recognize the numerous inconsistencies pointed out by Mr. Grefenberg. Member Strohmeier opined that he would agree with the Statement of Purpose for Commercial Mixed Use Districts, and the lack of a pedestrian, rather than vehicle-centered use. Member Strohmeier opined that this was simply one more way to add to the community's frustration in their apparent lack of a role in a role in local government, and expressed his disappointment in the current public process. Member Strohmeier advised that he would be voting in opposition to both requested actions.

**Chair Boerigter** thanked the public for their comments, and noted his rationale in allowing for some flexibility with the broad-based comments even when outside the specific scope being considered tonight; recognizing that this was a Public Hearing needing to allow a forum for those public comments. However, Chair Boerigter emphasized that the Commission's decision-making needed to focus on the limited scope of the Preliminary Plat and city-owned property disposal.

Chair Boerigter opined that he didn't personally think this was outside the Comprehensive Plan, but that it actually fit with the Comprehensive Plan and work done by the City over the last 5-6 years as a Planning Commission and City Council to guide Twin Lakes development.

Chair Boerigter further opined that to have a perception that Roseville residents didn't have a voice in this was quite ludicrous since the Twin Lakes Redevelopment Area had been a topic of discussion for years; and as late as last fall, the Planning Commission and City Council held numerous and substantive discussions on the Zoning Code, the Twin Lakes Regulating Map, and other issues, and the allowed uses in Twin Lakes, all of which were consistent with this proposal. Chair Boerigter suggested that, to think that a big box retailer may not develop in the Twin Lakes area was hard to imagine, when all that was required was to listen to discussions to understand that retail was a permitted use and it may include a large scale retailer.

Chair Boerigter stated that a review of the current Zoning Code would serve to dictate what was consistent with the Comprehensive Plan, and as pointed out by staff, the Zoning Code was amended to make it consistent with the 2030 Comprehensive Plan, along with development of the Regulating Map as the governing document to control development in the Twin Lakes area consistent with that Comprehensive Plan. Chair Boerigter opined that it was important to take the overall picture into consideration and what goes into the development area as a whole, and what the overarching guidance of the Comprehensive Plan indicated, rather than picking out bits and pieces. Chair Boerigter expressed his confidence that the Comprehensive Plan and Zoning Code were both very specific on the governance of what could or could not occur in developing and/or redeveloping the Twin Lakes Redevelopment Area.

Based on his review of these documents, Chair Boerigter opined that the Preliminary Plat and request for land disposition both met City Code requirements, and advised that he would support both.

**MOTION**

Member Boerigter moved, seconded by Member Lester, to RECOMMEND TO THE CITY COUNCIL approval of the proposed PRELIMINARY PLAT of the land area bounded by County Road C, Cleveland Avenue, Twin Lakes Parkway, and Prior Avenue; based on the comments and findings of Sections 4-7, and the conditions recommended in Section 8 of the staff report dated February 1, 2012.

**Ayes: 5**

**Nays: 1 (Strohmeier)**

**Motion carried.**

**MOTION**

Member Boerigter moved, seconded by Member Gisselquist, indicating the Commission's determination that the proposed transfer of ownership of land area specified in the Preliminary Plat is in compliance with the 2030 Comprehensive Plan; based on the comments and findings of Section 4-7 of the staff report dated February 1, 2012.

**Ayes: 5**

**Nays: 1 (Strohmeier)**

**Motion carried.**

Chair Boerigter noted the anticipated City Council action on this item is scheduled for February 27, 2012.

**6. Adjourn**

Chair Boerigter adjourned the meeting at approximately 8:36 p.m.

**Bryan Lloyd**

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**From:** Carolyn Curti  
**Sent:** Friday, May 04, 2012 11:16 AM  
**To:** Pat Trudgeon; Bill Malinen  
**Subject:** FW: Online Form Submittal: General Inquiry Form

-----Original Message-----

From: [support@civicplus.com](mailto:support@civicplus.com) [mailto:support@civicplus.com]  
Sent: Friday, May 04, 2012 11:14 AM  
To: Carolyn Curti  
Subject: Online Form Submittal: General Inquiry Form

The following form was submitted via your website: General Inquiry Form

Subject: Proposed Walmart

Name:: Midge McLean

Address:: 2844 N Huron St

City:: Roseville

State: : MN

Zip:: 55113

How would you prefer to be contacted? Please fill out the corresponding contact information below.: Email

Email Address::

Phone Number::

Please Share Your Comment, Question or Concern: I cannot believe the City of Roseville is considering approving the building of a Walmart in Roseville. The city, a few years ago, denied Cosco approval, which would bring a whole different clientele to our area. What's wrong with asking Cosco to reconsider building again. We do not need another Walmart!!

Additional Information:

Form submitted on: 5/4/2012 11:14:08 AM

Submitted from IP Address: 66.41.248.190

Referrer Page: <http://www.cityofroseville.com/index.aspx?NID=352>

Form Address: <http://www.cityofroseville.com/Forms.aspx?FID=217>

## Bryan Lloyd

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**From:** Bill Malinen  
**Sent:** Monday, April 23, 2012 2:48 PM  
**To:** Pat Trudgeon  
**Subject:** FW: Online Form Submittal: Contact City Council

-----Original Message-----

From: [support@civicplus.com](mailto:support@civicplus.com) [<mailto:support@civicplus.com>]  
Sent: Monday, April 23, 2012 9:22 AM  
To: \*RVCouncil; Kari Collins; Bill Malinen  
Subject: Online Form Submittal: Contact City Council

The following form was submitted via your website: Contact City Council

Subject: Wal-Mart

Name:: Carl Brookins

Address:: 3090 Mildred Drive

City:: Roseville

State: : MN

Zip:: 55113

How would you prefer to be contacted? Remember to fill in the corresponding contact information.: Email

Email Address::

Phone Number::

Please Share Your Comment, Question or Concern: According to the New York Times, the Justice Department is investigating a decades-long bribery operation by Wal-Mart management and a subsequent cover-up in Mexico. If true, there are multiple violations of both U.S. and Mexican laws. Are they bribing people in the U.S.? And, is this the kind of company we want in Roseville?

Additional Information:

Form submitted on: 4/23/2012 9:22:18 AM

Submitted from IP Address: 66.41.6.112

Referrer Page: <http://www.ci.roseville.mn.us/index.aspx?NID=56>

Form Address: <http://www.ci.roseville.mn.us/Forms.aspx?FID=115>

## Thomas Paschke

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**From:** support@civicplus.com  
**Sent:** Monday, April 23, 2012 8:17 AM  
**To:** Thomas Paschke  
**Subject:** Online Form Submittal: Contact Thomas Paschke

The following form was submitted via your website: Contact Thomas Paschke

Name:: Linda Pribyl

Address:: 1637 Ridgewood Lane North

City:: Roseville

State: : Mn

Zip:: 55113

Home Phone Number::

Daytime Phone Number:: same

Email Address::

Please Share Your Comment, Question or Concern: With all the data out there on how a walmart destroys smaller business, and with the Rosedale complex just down the road, I wonder how misguided and perhaps wrongheaded is the idea of a walmart in roseville? I understand the temptation to go along with walmarts agenda, but we have a nice community, with a great mall, why ruin it?

### Additional Information:

Form submitted on: 4/23/2012 8:17:19 AM

Submitted from IP Address: 24.118.124.240

Referrer Page: <http://www.ci.roseville.mn.us/CivicAlerts.aspx?AID=321>

Form Address: <http://www.cityofroseville.com/Forms.aspx?FID=99>

## Bryan Lloyd

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**From:** Bill Malinen  
**Sent:** Monday, April 23, 2012 2:48 PM  
**To:** Pat Trudgeon  
**Subject:** FW: in support of the Wal Mart

-----Original Message-----

**From:** [REDACTED]  
**Sent:** Sunday, April 22, 2012 4:48 PM  
**To:** \*RVCouncil  
**Subject:** in support of the Wal Mart

I am a Roseville resident living just south of 36 off Cleveland and I am very much in favor of the Wal Mart development project on Cleveland and Cty Rd C. I have a conflict on Monday but do want to voice my support. Leah Doherty, 2110 Rosewood Ln. S., Roseville.

Confidentiality Statement: The documents accompanying this transmission contain confidential information that is legally privileged. This information is intended only for the use of the individuals or entities listed above. If you are not the intended recipient, you are hereby notified that any disclosure, copying, distribution, or action taken in reliance on the contents of these documents is strictly prohibited. If you have received this information in error, please notify the sender immediately and arrange for the return or destruction of these documents.

## Bryan Lloyd

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**From:** Carolyn Curti  
**Sent:** Wednesday, April 18, 2012 12:36 PM  
**To:** Pat Trudgeon; Bill Malinen  
**Subject:** FW: Online Form Submittal: General Inquiry Form

-----Original Message-----

From: [support@civicplus.com](mailto:support@civicplus.com) [mailto:support@civicplus.com]  
Sent: Wednesday, April 18, 2012 12:20 PM  
To: Carolyn Curti  
Subject: Online Form Submittal: General Inquiry Form

The following form was submitted via your website: General Inquiry Form

Subject: Wal-Mart possibly building a store in Roseville,MN

Name:: Thomas M. Hoffman

Address:: 1284 Ruggles Street

City:: Roseville

State: : MN

Zip:: 55113

How would you prefer to be contacted? Please fill out the corresponding contact information below.: Email

Email Address::

Phone Number::

Please Share Your Comment, Question or Concern: I am writing to express my strong opposition of building a Wal-Mart store in Roseville. Sometime ago Costco attempted to build a store in Roseville and was not allowed to come into Roseville. Why give Wal-Mart preferential treatment over Costco?

Wal-Mart has a terrible labor relations record and has had so many lawsuits filed against them by employees. Histroy tells us that Wal-Mart is not a good employer. Also, history establishes that when Wal-Mart comes into a community the crime rate increases dramatically in the area. More so than any of their competitors. For those reasons I urge the City Council to reject Wal-Marts bid to build in Roseville. If you are going to bring new businesses into Roseville, why not recruit an employer with a solid Labor Relations reputation with their employes's?  
I urge you to share my comments with the Mayor and the elected City Concil members.

Thank you for your consideration.

Thomas M. Hoffman  
1284 Ruggles Street  
Roseville, MN 55113

## Bryan Lloyd

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**From:** Bill Malinen  
**Sent:** Monday, April 16, 2012 10:50 AM  
**To:** Pat Trudgeon  
**Subject:** FW: Online Form Submittal: Contact City Council

-----Original Message-----

From: [support@civicplus.com](mailto:support@civicplus.com) [mailto:support@civicplus.com]  
Sent: Monday, April 16, 2012 10:49 AM  
To: \*RVCouncil; Kari Collins; Bill Malinen  
Subject: Online Form Submittal: Contact City Council

The following form was submitted via your website: Contact City Council

Subject: Wal-Mart

Name:: Marta Wall

Address:: 1823 Alameda St.

City:: Roseville

State: : MN

Zip:: 55113

How would you prefer to be contacted? Remember to fill in the corresponding contact information.: Email

Email Address::

Phone Number::

Please Share Your Comment, Question or Concern: I would like to express my concern over the proposed Wal-Mart development in Roseville. I have deep concerns with their business plan, their employment policies, and their manufacturing policies. But more importantly, I worry about the impact this type of big box store will have on the the small businesses in Roseville. I urge you, please do not move forward with this plan. Thank you.

Additional Information:

Form submitted on: 4/16/2012 10:49:13 AM

Submitted from IP Address: 174.53.165.31

Referrer Page: <http://www.ci.roseville.mn.us/Directory.aspx?did=17>

Form Address: <http://www.ci.roseville.mn.us/Forms.aspx?FID=115>

## Bryan Lloyd

---

**From:** Bill Malinen  
**Sent:** Sunday, April 15, 2012 5:06 PM  
**To:** Pat Trudgeon  
**Subject:** Fwd: Wal-Mart store on County Road C and Cleveland

Bill

Begin forwarded message:

From: Michael Hollerich [REDACTED]  
Date: April 15, 2012 5:04:16 PM CDT  
To: \*RVCouncil <[city.council@ci.roseville.mn.us](mailto:city.council@ci.roseville.mn.us)>  
Subject: Wal-Mart store on County Road C and Cleveland

To the members of the Roseville City Council:

I'm expressing my support on behalf of all those citizens in Roseville who are opposed to the construction of a new Wal-Mart store at County Road C and Cleveland Avenue. I have lived here for nineteen years and have been a Roseville property owner for eighteen of those years. Roseville has all the retail shopping it needs. This store is unnecessary and unwanted.

Full disclosure: I live at County Road B and Cleveland. But I would still be opposed to this store if it were being built somewhere on Dale or Victoria or Snelling. I patronize local establishments as much as possible. I don't want to see more local businesses suffocated by another big box store.

Michael J. Hollerich  
2132 Cleveland Ave.

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## Bryan Lloyd

---

**From:** Bill Malinen  
**Sent:** Monday, April 16, 2012 1:47 PM  
**To:** Pat Trudgeon  
**Subject:** FW: Online Form Submittal: Contact City Council

-----Original Message-----

From: support@civicplus.com [mailto:support@civicplus.com]  
Sent: Wednesday, April 11, 2012 4:54 PM  
To: \*RVCouncil; Kari Collins; Bill Malinen  
Subject: Online Form Submittal: Contact City Council

The following form was submitted via your website: Contact City Council

Subject: Walmart

Name:: Mary Manns

Address:: 2233 St. Croix Street

City:: Roseville

State: : MN

Zip:: 55113

How would you prefer to be contacted? Remember to fill in the corresponding contact information.: Email

Email Address::

Phone Number::

Please Share Your Comment, Question or Concern: Hate group formation associated with big-box stores  
Wednesday, April 11, 2012

The presence of big-box retailers, such as Wal-Mart, K-Mart and Target, may alter a community's social and economic fabric enough to promote the creation of hate groups, according to economists.

The number of Wal-Mart stores in a county is significantly correlated with the number of hate groups in the area, said Stephan Goetz, professor of agricultural economics and regional economics, Penn State, and director of the Northeast Regional Center for Rural Development.

"Wal-Mart has clearly done good things in these communities, especially in terms of lowering prices," said Goetz. "But there may be indirect costs that are not as obvious as other effects."

The number of Wal-Mart stores was second only to the designation of a county as a Metropolitan Statistical Area in statistical significance for predicting the number of hate groups in a county, according to the study.

The researchers, who reported their findings in the online version of Social Science Quarterly, said that the number of Wal-Mart stores in a county was more significant statistically than factors commonly regarded as important to hate group participation, such as the unemployment rate, high crime rates and low education.

The researchers suggested several theories for the correlation between the number of large retail stores and hate groups in an area.

Goetz, who worked with Anil Rupasingha, adjunct professor of agricultural economics and agricultural business, New Mexico State University, and Scott Loveridge, professor and director of the Northcentral Regional Center for Rural Development, Michigan State University, said that local merchants may find it difficult to compete against large retailers and be forced out of business.

Local business owners are typically members of community and civic groups, such as the Kiwanis and Rotary clubs. Losing members of these groups, which help establish programs that promote civic engagement and foster community values, may cause a drop in community cohesion, according to Goetz.

"While we like to think of American society as being largely classless, merchants and bankers are part of what we could call a leadership class in a community," Goetz said.

The large, anonymous nature of big-box retailers may also play a role in fraying social bonds, which are strongest when individuals feel that their actions are being more closely watched. For example, people may be less likely to shoplift at a local hardware store if they know the owner personally, Goetz said.

Religious priming -- using certain words or phrases to promote a range of attitudes and behaviors -- may also play a role, according to the researchers. In one study of religious priming, after participants reviewed a list of Christian words, such as Bible, gospel and Messiah, they also tended to support racist attitudes against blacks.

The researchers said that because Wal-Mart promotes typical Protestant values, such as savings and thrift, the cues may lead customers to adopt other beliefs, including intolerant attitudes, according to the researchers.

The researchers used data collected by the Southern Poverty Law Center, a group that monitors the activities of hate groups, on hate groups in each U.S. county in 2007. They used the number and location of Wal-Mart stores from 1998. Goetz said the lag time between the data sets provided time for the possible influence of a store to affect a community. Goetz said that the researchers chose Wal-Mart for the study because of the availability of data on the stores. He added that the presence of Wal-Mart in an area generally indicates the establishment of other types of big-box retailers, such as Home Depot and Target.

"We're not trying to pick on Wal-Mart," said Goetz. "In this study, Wal-Mart is really serving as a proxy for any type of large retailer."

The store chain could use this study to find ways to play a role in supporting local groups that can foster stronger social and economic ties in a community.

"We doubt strongly that Wal-Mart intends to create such effects or that it specifically seeks to locate in places where hate groups form," the researchers said.

Penn State: <http://live.psu.edu>

Thanks to Penn State for this article.

This press release was posted to serve as a topic for discussion. Please comment below. We try our best to only post press releases that are associated with peer reviewed scientific literature. Critical discussions of the research are appreciated. If you need help finding a link to the original article, please contact us on twitter or via e-mail.

Additional Information:

Form submitted on: 4/11/2012 4:53:39 PM

Submitted from IP Address: 98.240.228.222

Referrer Page: <http://www.ci.roseville.mn.us/Directory.aspx?did=17>

Form Address: <http://www.ci.roseville.mn.us/Forms.aspx?FID=115>

## Bryan Lloyd

---

**From:** Bill Malinen  
**Sent:** Monday, April 16, 2012 1:49 PM  
**To:** Pat Trudgeon  
**Subject:** FW: Ramsey Cty Sheriff Rpt on Target & Wal-Mart  
**Attachments:** Wal-Mart v. Target - Ramsey Country Sheriff's Office.pdf

-----Original Message-----

From: Carol Koester  
Sent: Wednesday, April 11, 2012 12:09 PM  
To: \*RVCouncil  
Subject: Ramsey Cty Sheriff Rpt on Target & Wal-Mart

City Council Members:

Here is a 17 page report from the Ramsey County Sheriff's Dept. The first page sums it all up succinctly.  
[Staff Note: only the 1st page summary of the Sheriff's report is included.]

Carol  
SWARN Strategy Committee

Confidentiality Statement: The documents accompanying this transmission contain confidential information that is legally privileged. This information is intended only for the use of the individuals or entities listed above. If you are not the intended recipient, you are hereby notified that any disclosure, copying, distribution, or action taken in reliance on the contents of these documents is strictly prohibited. If you have received this information in error, please notify the sender immediately and arrange for the return or destruction of these documents.

## Ramsey Country Sheriff's Office

Incidents occurring between 01/01/2008 & 04/10/2012

### Target

975 County Rd E, Vadnais Heights

2008 52

2009 34

2010 35

2011 41

2012 14

176

### Walmart Supercenter

850 County Rd E, Vadnais Heights

2008 202

2009 167

2010 103

2011 149

2012 75

696

### **Five Year Total to 04/10/2012**



NORTH AMERICAN BANKING COMPANY

March 30, 2012

Dan Roe, Mayor  
Jeff Johnson, Council Member  
Tammy McGehee, Council Member  
Tammy Pust, Council Member  
Roert Willmus, Council Member  
City of Roseville  
2660 Civic Center Drive  
Roseville, MN 55113

Dear City Council Members:

I have lived or worked in the city of Roseville for 49 of my 52 years of life. I have seen many changes that have transformed the once quiet suburb into a thriving first tier suburb of a major metropolitan area that rivals any in the country.

We should all be ashamed of the deterioration that has occurred at a major entry point to our city, Cleveland and Country Road C. We should be ashamed of the way a small but vocal group has treated a potential new business and employer to our great city. We should be ashamed of the way a small but vocal group has hindered the development plans of a great business owner that has called Roseville its home for over 40 years.

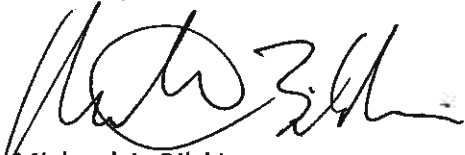
My business property tax bill is \$44,778 of which \$17,594.60 goes to local tax; county, city and school district. Using the county's own tax calculator, and extrapolating a value based on my acreage the potential tax on a new development would be approximately \$564,000 of which approximately \$221,700 goes to local tax. The value I used was approximately \$14,700,000.00, which I am sure will be low compared to the actual development that will be built. I share these numbers not only to show the potential but also what was missed the last several years because of the poor judgment of a small vocal minority.

For the record I have known the owners of Roseville Properties all my life, multiple generations of my family and their family are friends. The bank also leases some additional space from Roseville Properties separate from our main office. Roseville Properties is a customer of mine. Some of Roseville Properties employees are customers of mine. Lastly, I am a long time member of Sam's Club. I wanted to tell you the record so there is no mischaracterization of my thoughts and why I have written this letter.

My thoughts and purpose for the letter are simple, the proposed development is long overdue, it is fiscally responsible, and based on the drawings I have seen will be a great new addition to our city. I have written the letter because I do not get a vote personally and I thought you needed to be aware that there are other viewpoints among the taxpayers in Roseville.

Thank you for your efforts.

Sincerely,

A handwritten signature in black ink, appearing to read 'Michael A. Bilski', with a stylized, cursive script.

Michael A. Bilski

Chief Executive Officer

cc: Patrick Trudgeon, Community Development Director  
Thomas Paschke, City Planner  
Bill Malinen, City Manager

## COMMERCIAL TAX COMPUTATION

Example of tax computation for PROPOSED taxes payable in 2012 on a COMMERCIAL PROPERTY in District Code 7931 (Roseville - 623(C)) (NOT IN A TAX INCREMENT DISTRICT) that has a Taxable market value of \$1,000,000.

14706236.84

### STEP 1: CALCULATE THE NET TAX CAPACITY

|                                                      |                  |
|------------------------------------------------------|------------------|
| 1.5% x first \$150,000 of Estimated Market Value     | \$2,250          |
| 2.0% x Estimated Market Value in excess of \$150,000 | 291,125          |
| Total Net Tax Capacity                               | <u>\$293,375</u> |

### STEP 2: CALCULATE THE FISCAL DISPARITY NET TAX CAPACITY

|                                               |         |  |                  |
|-----------------------------------------------|---------|--|------------------|
| Total Net Tax Capacity (RESULT FROM STEP 1)   |         |  |                  |
| X Roseville's Fiscal Disparity Sharing Factor | 0.37916 |  | <u>\$111,236</u> |
| Total Fiscal Disparity Net Tax Capacity       |         |  | <u>\$111,236</u> |

### STEP 3: CALCULATE THE LOCAL NET TAX CAPACITY

|                                                                    |                  |
|--------------------------------------------------------------------|------------------|
| Total Net Tax Capacity (RESULT FROM STEP 1)                        | \$293,375        |
| Less: Total Fiscal Disparity Net Tax Capacity (RESULT FROM STEP 2) | <u>-111,236</u>  |
| Total Local Net Tax Capacity                                       | <u>\$182,139</u> |

### STEP 4: CALCULATE THE LOCAL TAX

|                     |                        |                            |   |              |
|---------------------|------------------------|----------------------------|---|--------------|
| Local Tax Payable = | 121.703% multiplied by | <b>STEP 3</b><br>\$182,139 | = | \$221,668.63 |
|---------------------|------------------------|----------------------------|---|--------------|

### STEP 5: CALCULATE THE FISCAL DISPARITY TAX

|                                |                        |                            |   |                     |
|--------------------------------|------------------------|----------------------------|---|---------------------|
| Fiscal Disparity Tax Payable = | 141.945% multiplied by | <b>STEP 2</b><br>\$111,236 | = | <u>\$157,893.94</u> |
|--------------------------------|------------------------|----------------------------|---|---------------------|

### STEP 6: CALCULATE THE MARKET TAX

|                      |                        |                                            |   |                    |
|----------------------|------------------------|--------------------------------------------|---|--------------------|
| Market Tax Payable = | 0.21601% multiplied by | <b>Taxable Market Value</b><br>14706236.84 | = | <u>\$31,766.94</u> |
|----------------------|------------------------|--------------------------------------------|---|--------------------|

### STEP 7: CALCULATE THE STATE GENERAL TAX

|                             |                       |                            |   |                     |
|-----------------------------|-----------------------|----------------------------|---|---------------------|
| State General Tax Payable = | 52.000% multiplied by | <b>STEP 1</b><br>\$293,375 | = | <u>\$152,555.00</u> |
|-----------------------------|-----------------------|----------------------------|---|---------------------|

### STEP 8: ADD LOCAL, FISCAL DISPARITY & STATE TAXES

|                                       |                     |
|---------------------------------------|---------------------|
| Local Tax                             | \$221,668.63        |
| Plus: Fiscal Disparity Tax            | \$157,893.94        |
| Plus: Market Tax                      | \$31,766.94         |
| Plus: State General Tax               | <u>\$152,555.00</u> |
| Total COMMERCIAL PROPERTY Tax Payable | <u>\$563,884.51</u> |

Note: This tax computation applies to Commercial/Industrial Property except contiguous Commercial/Industrial parcels owned by the same entity.

## COMMERCIAL TAX COMPUTATION

Example of tax computation for PROPOSED taxes payable in 2012 on a COMMERCIAL PROPERTY in District Code 7931 (Roseville - 623(C)) (NOT IN A TAX INCREMENT DISTRICT) that has a Taxable market value of \$1,000,000.

1201800

### STEP 1: CALCULATE THE NET TAX CAPACITY

|                                                      |                 |
|------------------------------------------------------|-----------------|
| 1.5% x first \$150,000 of Estimated Market Value     | \$2,250         |
| 2.0% x Estimated Market Value in excess of \$150,000 | 21,036          |
| Total Net Tax Capacity                               | <u>\$23,286</u> |

### STEP 2: CALCULATE THE FISCAL DISPARITY NET TAX CAPACITY

|                                               |         |  |                |
|-----------------------------------------------|---------|--|----------------|
| Total Net Tax Capacity (RESULT FROM STEP 1)   |         |  |                |
| X Roseville's Fiscal Disparity Sharing Factor | 0.37916 |  | <u>\$8,829</u> |
| Total Fiscal Disparity Net Tax Capacity       |         |  | <u>\$8,829</u> |

### STEP 3: CALCULATE THE LOCAL NET TAX CAPACITY

|                                                                    |                 |
|--------------------------------------------------------------------|-----------------|
| Total Net Tax Capacity (RESULT FROM STEP 1)                        | \$23,286        |
| Less: Total Fiscal Disparity Net Tax Capacity (RESULT FROM STEP 2) | <u>-8,829</u>   |
| Total Local Net Tax Capacity                                       | <u>\$14,457</u> |

### STEP 4: CALCULATE THE LOCAL TAX

|                     |                        |                    |   |             |
|---------------------|------------------------|--------------------|---|-------------|
| Local Tax Payable = | 121.703% multiplied by | STEP 3<br>\$14,457 | = | \$17,594.60 |
|---------------------|------------------------|--------------------|---|-------------|

### STEP 5: CALCULATE THE FISCAL DISPARITY TAX

|                                |                        |                   |   |                    |
|--------------------------------|------------------------|-------------------|---|--------------------|
| Fiscal Disparity Tax Payable = | 141.945% multiplied by | STEP 2<br>\$8,829 | = | <u>\$12,532.32</u> |
|--------------------------------|------------------------|-------------------|---|--------------------|

### STEP 6: CALCULATE THE MARKET TAX

|                      |                        |                                     |   |                   |
|----------------------|------------------------|-------------------------------------|---|-------------------|
| Market Tax Payable = | 0.21601% multiplied by | Taxable Market Value<br>\$1,201,800 | = | <u>\$2,596.01</u> |
|----------------------|------------------------|-------------------------------------|---|-------------------|

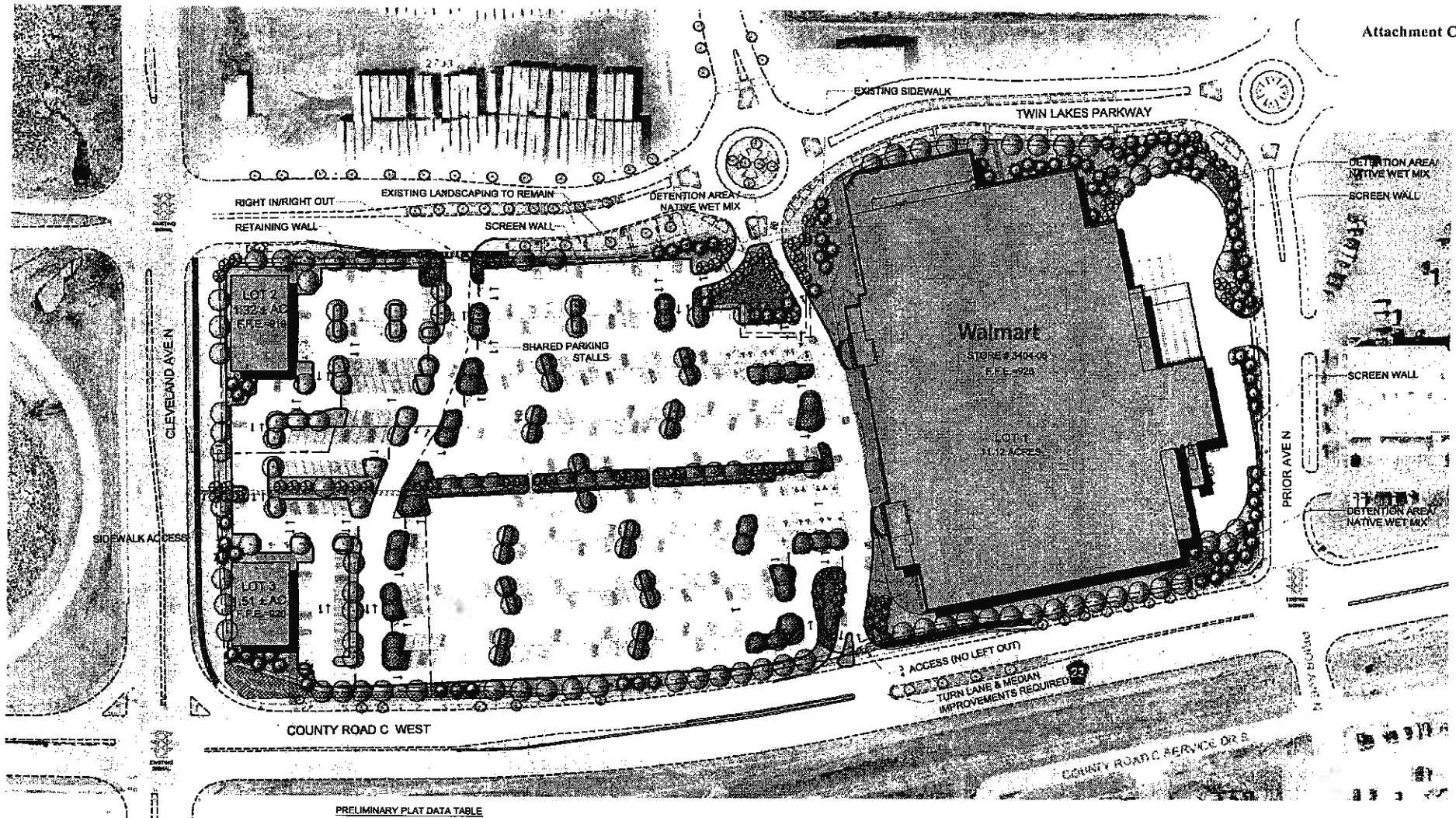
### STEP 7: CALCULATE THE STATE GENERAL TAX

|                             |                       |                    |   |                    |
|-----------------------------|-----------------------|--------------------|---|--------------------|
| State General Tax Payable = | 52.000% multiplied by | STEP 1<br>\$23,286 | = | <u>\$12,108.72</u> |
|-----------------------------|-----------------------|--------------------|---|--------------------|

### STEP 8: ADD LOCAL, FISCAL DISPARITY & STATE TAXES

|                                       |                    |
|---------------------------------------|--------------------|
| Local Tax                             | \$17,594.60        |
| Plus: Fiscal Disparity Tax            | \$12,532.32        |
| Plus: Market Tax                      | \$2,596.01         |
| Plus: State General Tax               | <u>\$12,108.72</u> |
| Total COMMERCIAL PROPERTY Tax Payable | <u>\$44,831.65</u> |

Note: This tax computation applies to Commercial/Industrial Property except contiguous Commercial/Industrial parcels owned by the same entity.



## PRELIMINARY PLAT DATA TABLE

TOTAL SITE AREA: 14.10 AC

LOT 1: 11.12 AC

LOT 2: 1.32 AC

LOT 3: 1.51 AC

ROW DEDICATION: 0.15 AC

PLAN LAND USE DESIGNATION: RETAIL BUSINESS

EXISTING ZONING: S4, I2

PROPOSED ZONING: CMU

TOTAL WETLAND AREA: 0.11 AC

DATE OF SURVEY: 1/12/11



**Kimley-Horn  
and Associates, Inc.**



ROSEVILLE, MN

MASTER PLAN

DECEMBER 2011

## Thomas Paschke

---

**From:** support@civicplus.com  
**Sent:** Wednesday, March 28, 2012 11:51 AM  
**To:** Thomas Paschke  
**Subject:** Online Form Submittal: Contact Thomas Paschke

The following form was submitted via your website: Contact Thomas Paschke

Name:: Jerry Buerge

Address:: 1791 Mqple Lane

City:: Roseville

State: : MN

Zip:: 55113

Home Phone Number::

Daytime Phone Number::

Email Address:

Please Share Your Comment, Question or Concern: I sincerely believe that allowing this outfit to build a store anywhere in Roseville will sincerely downgrade the tone of our city. Obviously the opinion of a single citizen means nothing to those interested only in development for development's sake. but I can assure you that any councilperson voting for this project will certainly not received any further support from this person. That's not a threat, its a promise.

Additional Information:

Form submitted on: 3/28/2012 11:50:41 AM

Submitted from IP Address: 75.72.226.221

Referrer Page: <http://sn108w.snt108.mail.live.com/default.aspx>

Form Address: <http://www.cityofroseville.com/Forms.aspx?FID=99>

## Thomas Paschke

---

**From:** Bill Malinen  
**Sent:** Tuesday, March 27, 2012 9:12 AM  
**To:** Pat Trudgeon  
**Subject:** FW: County Road C & Cleveland Avenue

-----Original Message-----

**From:** [REDACTED]  
**Sent:** Monday, March 26, 2012 8:10 PM  
**To:** \*RVCouncil  
**Subject:** County Road C & Cleveland Avenue

I feel we donot need a Walmart there as it will bring lower class shoppers.;

Plus we have a Walmart about 4 miles away in St Anthony. I think a Costco

or Sams Club would be much better. Most people I talk to would perfer it.

What happened to Costco and why was it shot down before? Think of all

the business that would buy big from it. I am sure you council people

would shop there to. So vote NO on Walmart and rethink it over.

Roseville resident

Confidentiality Statement: The documents accompanying this transmission contain confidential information that is legally privileged. This information is intended only for the use of the individuals or entities listed above. If you are not the intended recipient, you are hereby notified that any disclosure, copying, distribution, or action taken in reliance on the contents of these documents is strictly prohibited. If you have received this information in error, please notify the sender immediately and arrange for the return or destruction of these documents.

## Thomas Paschke

---

**From:** support@civicplus.com  
**Sent:** Monday, March 19, 2012 10:51 AM  
**To:** Thomas Paschke  
**Subject:** Online Form Submittal: Contact Thomas Paschke

The following form was submitted via your website: Contact Thomas Paschke

Name:: Janet Olson

Address:: 418 Glenwood Ave

City:: Roseville

State: : MN

Zip:: 55113

Home Phone Number::

Daytime Phone Number::

Email Address::

Please Share Your Comment, Question or Concern: I would like to convey my opposition to the Wal-Mart proposal currently under consideration by the Roseville City Council. I learned of it through the Feb. 27, 2012 StarTribune article. Following are my reasons:

1. The neighbors in the Twin Lake area have always expressed opposition to Big Box. This should be strongly considered when making this decision.
2. This is a big enough issue that the whole community should have been sent information about this proposal – not just the required notices.
3. Wal-Mart is not the type of company we want in our community. Over the years they have been under-fire for their abuse of the federally-funded medical assistance system, their treatment of employees in general and more specifically their treatment of female employees, their low wages and benefits, the experience level of their employees, their strong-arming of suppliers both big and small, etc.
4. Legitimate media sources have speculated that Wal-Mart is too big and has too large of an effect on global commerce.
5. Communities are taking a stand against Wal-Mart for their negative effect on them.

There are many sources to read about Wal-Mart, including many articles in the country's major newspapers, an article from the American Prospect – The Wal-Mart Economy – May 2011, the website makingchangeatwalmart.org, etc.

We have wonderful retail centers in Roseville. Rosedale has gone through a successful up-grade with its theater, restaurants and stores. It is a prime destination for not only shopping, but entertainment. Target's re-modeling has created a pleasant shopping experience with quality items. HarMar Mall gives people the option to shop in a smaller setting.

There is little need or benefit to our community to allow the Wal-Mart proposal to go through.

Sincerely, Janet M. Olson, 418 Glenwood Ave, Roseville, MN 55113

## Thomas Paschke

---

**From:** [REDACTED]  
**Sent:** Friday, March 16, 2012 4:58 PM  
**To:** Thomas Paschke  
**Subject:** Walmart

We have lived in the same house in Roseville since 1967. I love the thought of having Walmart in Roseville. The first Walmart I ever shopped in was a newly built one in Grand Rapids, MN. The greeter that met us at the door and shook our hands was THE Sam Walton.  
Jeanne Schumacher

## Bryan Lloyd

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**From:** Bill Malinen  
**Sent:** Friday, March 09, 2012 10:25 AM  
**To:** Pat Trudgeon  
**Subject:** FW: Online Form Submittal: Contact City Council

-----Original Message-----

From: [support@civicplus.com](mailto:support@civicplus.com) [mailto:support@civicplus.com]  
Sent: Friday, March 09, 2012 10:10 AM  
To: \*RVCouncil; Kari Collins; Bill Malinen  
Subject: Online Form Submittal: Contact City Council

The following form was submitted via your website: Contact City Council

Subject: Walmart

Name:: Mary Manns

Address:: 2233 St. Croix Street

City:: Roseville

State: : MN

Zip:: 55113

How would you prefer to be contacted? Remember to fill in the corresponding contact information.: Email

Email Address::

Phone Number::

Please Share Your Comment, Question or Concern: Please, please do NOT agree to put a Walmart in Roseville. It would severely damage the already struggling retail in Roseville. Just walk through Har Mar to see all the empty spaces, and then imagine how it would look if there is a Walmart in town. Walmart provides only low paying jobs, we need businesses that will help our community grow and prosper. There is a Walmart just a few miles away, it seems that they are trying to take over the entire world. Surely there are other options for that site that would enhance our great city rather than making it more tacky.

Additional Information:

Form submitted on: 3/9/2012 10:09:44 AM

Submitted from IP Address: 97.112.89.78

Referrer Page: <http://www.ci.roseville.mn.us/Directory.aspx?did=17>

## Bryan Lloyd

---

**From:** Bill Malinen  
**Sent:** Monday, March 05, 2012 2:18 AM  
**To:** Pat Trudgeon  
**Subject:** Fwd: Online Form Submittal: Contact City Council

Bill

Begin forwarded message:

From: "[support@civicplus.com](mailto:support@civicplus.com)" <[support@civicplus.com](mailto:support@civicplus.com)>  
Date: March 4, 2012 3:35:18 PM PST  
To: \*RVCouncil <[city.council@ci.roseville.mn.us](mailto:city.council@ci.roseville.mn.us)>, Kari Collins <[kari.collins@ci.roseville.mn.us](mailto:kari.collins@ci.roseville.mn.us)>, Bill Malinen <[bill.malinen@ci.roseville.mn.us](mailto:bill.malinen@ci.roseville.mn.us)>  
Subject: Online Form Submittal: Contact City Council

The following form was submitted via your website: Contact City Council

Subject: Wal-Mart

Name:: Michael McCormick

Address:: 2211 Merrill St

City:: Roseville

State: : MN

Zip:: 55113

How would you prefer to be contacted? Remember to fill in the corresponding contact information.: No Reply Necessary

Email Address::

Phone Number::

Please Share Your Comment, Question or Concern: Wal-Mart's motive for entering Roseville reflects, at least in part, their hope to hurt their main rival Target by taking out the nearby Super Target store at B & Snelling. That was Target's very first store, part of our local history, and more importantly, a major contributor to Roseville area schools and community causes. Let's rally to the defense of our neighborhood Target and keep Wal-Mart out of Roseville. I am not affiliated in anyway with Target Corp.

## Bryan Lloyd

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**From:** Bill Malinen  
**Sent:** Tuesday, February 28, 2012 4:23 PM  
**To:** Pat Trudgeon  
**Subject:** FW: Online Form Submittal: Contact City Council

-----Original Message-----

From: [support@civicplus.com](mailto:support@civicplus.com) [<mailto:support@civicplus.com>]  
Sent: Tuesday, February 28, 2012 3:06 PM  
To: \*RVCouncil; Kari Collins; Bill Malinen  
Subject: Online Form Submittal: Contact City Council

The following form was submitted via your website: Contact City Council

Subject: proposed Walmart

Name:: Kris Kiesling

Address:: 645 S. Owasso Blvd

City:: Roseville

State: : MN

Zip:: 55113

How would you prefer to be contacted? Remember to fill in the corresponding contact information.: No Reply Necessary

Email Address::

Phone Number::

Please Share Your Comment, Question or Concern: Please consider this a NO vote on the proposed Walmart at the corner of Cleveland and County Road C. Currently C is a reasonable alternative to the commuting nightmare Highway 36 has become. That won't be the case with a Walmart on that corner. I don't object to the city developing that space, but does the world really need another Walmart? Preferably not in my town!

Additional Information:

Form submitted on: 2/28/2012 3:06:20 PM

Submitted from IP Address: 160.94.32.111

Referrer Page: <http://www.ci.roseville.mn.us/index.aspx?NID=56>

Form Address: <http://www.ci.roseville.mn.us/Forms.aspx?FID=115>

## Bryan Lloyd

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**From:** Bill Malinen  
**Sent:** Tuesday, February 28, 2012 4:21 PM  
**To:** Pat Trudgeon  
**Subject:** FW: wal-mart in roseville

-----Original Message-----

From: CasJan [REDACTED]  
Sent: Tuesday, February 28, 2012 12:04 PM  
To: \*RVCouncil  
Subject: wal-mart in roseville

I am a resident of st anthony village and live about a mile from the wal-mart in silver lake village. I would like to suggest that the roseville council take a close look at the increased activity of the st anthony police since the walmart was built here. This should be a concern since a week does not go by when there is not an incident or more that needs police attention. Also...the criminal activity such as purse snatching, use of stolen credit cards,shop lifting car break-ins to name a few,is not confined to just the big box store but to the surrounding residential area as well. Thank you for your consideration.

Leonard J. Casanova

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## Thomas Paschke

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**From:** support@civicplus.com  
**Sent:** Tuesday, February 28, 2012 2:53 PM  
**To:** Thomas Paschke  
**Subject:** Online Form Submittal: Contact Thomas Paschke

The following form was submitted via your website: Contact Thomas Paschke

Name:: Walmart - Opposed

Address:: 1999 Sharondale Ave.

City:: Roseville

State: : MN

Zip:: 55113

Home Phone Number::

Daytime Phone Number::

Email Address::

Please Share Your Comment, Question or Concern: Hello Mr. Paschke,

I would like it known that I am against having a Walmart come to the Twin Lakes site. Three reasons:

- 1) Walmart does not provide sustainable compensation to its employees, as opposed to perhaps a Costco, Trader Joe's, or Whole Foods.
- 2) Walmart is having difficulty with profitability at its present stores. Unless trends change, Walmart will need scale back their sites within the next few years to better match their potential sales.
- 3) We have many Walmarts in the area already. In light of the second problem above, it would stand to reason that a Walmart at the new Twin Lakes area would have a likelihood of shutting its doors within a few years. Then we have a big, vacant retail box. Not a great situation.

In-lieu of a Walmart, I would very much like to see perhaps a Whole Foods or a Trader Joes. Either of these has much less saturation, and would better server a larger (and perhaps more desirable) segment of Roseville's demographic.

Please let me know what further steps I can take to help re-focus a project for Twin Lakes away from a Walmart, and toward a more sustainable, better-serving retail or grocery project. Whole Foods or Trader Joe's being near the Lunds/Byerly's would have the effect of drawing a higher-end demographic to shop in that area, in much the same way as fast-food chains tend to locate near each other to create a given location that people associate with a given type of product. Rather than be strict competition for Byerly's, such a presence would tend to draw more customers into that area to shop for higher-end groceries.

Thank you much for your consideration and response.

Best Regards,

Carl Berger

## Bryan Lloyd

---

**From:** Bill Malinen  
**Sent:** Monday, February 27, 2012 1:02 PM  
**To:** Pat Trudgeon  
**Subject:** FW: Online Form Submittal: Contact City Council

-----Original Message-----

From: [support@civicplus.com](mailto:support@civicplus.com) [<mailto:support@civicplus.com>]  
Sent: Monday, February 27, 2012 12:24 PM  
To: \*RVCouncil; Kari Collins; Bill Malinen  
Subject: Online Form Submittal: Contact City Council

The following form was submitted via your website: Contact City Council

Subject: Wal-Mart Plans

Name:: Ruth Sorenson-Prokosch

Address:: 1019 Shryer Ave. W.

City:: Roseville

State: : MN

Zip:: 55113

How would you prefer to be contacted? Remember to fill in the corresponding contact information.: Email

Email Address::

Phone Number::

Please Share Your Comment, Question or Concern: I am concerned about the proposed Wal-Mart plan in Roseville. It would increase traffic in the area and be an unfair competitor to small, local businesses. While I understand the desire to redevelop that area of Roseville I would hope that there are other local businesses that could be considered other than a big box store. Thanks for your consideration!  
Ruth Sorenson-Prokosch

Additional Information:

Form submitted on: 2/27/2012 12:24:04 PM

Submitted from IP Address: 67.6.59.230

Referrer Page: <http://www.ci.roseville.mn.us/index.aspx?NID=56>

Form Address: <http://www.ci.roseville.mn.us/Forms.aspx?FID=115>

## Bryan Lloyd

---

**From:** Bill Malinen  
**Sent:** Monday, February 27, 2012 1:02 PM  
**To:** Pat Trudgeon  
**Subject:** FW: Online Form Submittal: Contact City Council

-----Original Message-----

From: [support@civicplus.com](mailto:support@civicplus.com) [<mailto:support@civicplus.com>]  
Sent: Sunday, February 26, 2012 10:17 AM  
To: \*RVCouncil; Kari Collins; Bill Malinen  
Subject: Online Form Submittal: Contact City Council

The following form was submitted via your website: Contact City Council

Subject: Wal Mart

Name:: Timohy Callaghan

Address:: 3062 Shorewood Lane

City:: Roseville

State: : MN

Zip:: 55113

How would you prefer to be contacted? Remember to fill in the corresponding contact information.: Email

Email Address::

Phone Number::

Please Share Your Comment, Question or Concern: I see that after all the notices that were sent out and all the planning for the meeting that the decision on WalMart has been delayed a month so that you hope that you will not get a large turnout oppossing this bad decision. The planning commision was poorly attended since it was poorly advertised so that residents could not participate. Is this becoming only a city that supports large business?

Additional Information:

Form submitted on: 2/26/2012 10:16:49 AM

Submitted from IP Address: 24.118.30.90

Referrer Page: <http://www.ci.roseville.mn.us/index.aspx?NID=56>

Form Address: <http://www.ci.roseville.mn.us/Forms.aspx?FID=115>

## Bryan Lloyd

---

**From:** Bill Malinen  
**Sent:** Thursday, February 23, 2012 11:17 AM  
**To:** Pat Trudgeon  
**Subject:** FW: Online Form Submittal: Contact City Council

-----Original Message-----

From: [support@civicplus.com](mailto:support@civicplus.com) [<mailto:support@civicplus.com>]  
Sent: Thursday, February 23, 2012 11:08 AM  
To: \*RVCouncil; Kari Collins; Bill Malinen  
Subject: Online Form Submittal: Contact City Council

The following form was submitted via your website: Contact City Council

Subject: Twin Lakes Plot & Disposal Approval

Name:: Annette Phillips

Address:: 3084 Shorewood Ln

City:: Roseville

State: : MN

Zip:: 55113

How would you prefer to be contacted? Remember to fill in the corresponding contact information.: Email

Email Address::

Phone Number::

Please Share Your Comment, Question or Concern: Please look closely at the approval the Planning Commission has given to the preliminary plot and disposal of land for the Twin Lakes property.

On reviewing the cable broadcast of the Commission meeting, it was brought out that any approval needed to be consistent with the cities' Comprehensive Plan.

They ignored the fact that the Comprehensive Plan states that new development should not be "big box" retail. It was stated that this development would only entail 14 acres of 179 acres. Where are the 179 acres located? Most of the land surrounding Cleveland and County Rd. C contains active businesses.

It was stated at the meeting that a "big box" retail business would add 700-900 police calls. We need to keep Roseville's development compliant with the Comprehensive Plan. A Plan that was just developed and reflects the current status of the City.

Additional Information:

Form submitted on: 2/23/2012 11:08:29 AM

## Thomas Paschke

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**From:** support@civicplus.com  
**Sent:** Wednesday, February 22, 2012 4:57 PM  
**To:** Thomas Paschke  
**Subject:** Online Form Submittal: Contact Thomas Paschke

The following form was submitted via your website: Contact Thomas Paschke

Name:: Roger Toogood

Address:: 601 Terrace Courte

City:: Roseville

State: : Mn.

Zip:: 55113

Home Phone Number::

Daytime Phone Number::

Email Address::

Please Share Your Comment, Question or Concern: I am pleased to see the plans for a new Wal Mart coming to Roseville. The particular location is great considering the zoning and the fact that the land is not being used. I have a conflict for the new date in March so can not be present to testify in support of the Council approving the plan- Roger Toogood

### Additional Information:

Form submitted on: 2/22/2012 4:56:46 PM

Submitted from IP Address: 184.97.131.148

Referrer Page: <http://www.cityofroseville.com/CivicAlerts.aspx?AID=315>

Form Address: <http://www.cityofroseville.com/Forms.aspx?FID=99>

## Bryan Lloyd

---

**From:** Bill Malinen  
**Sent:** Thursday, February 23, 2012 11:17 AM  
**To:** Pat Trudgeon  
**Subject:** FW: Online Form Submittal: Contact City Council

-----Original Message-----

From: [support@civicplus.com](mailto:support@civicplus.com) [<mailto:support@civicplus.com>]  
Sent: Friday, February 17, 2012 1:36 PM  
To: \*RVCouncil; Margaret Driscoll; Bill Malinen  
Subject: Online Form Submittal: Contact City Council

The following form was submitted via your website: Contact City Council

Subject: Walmart in Roseville

Name:: Rod Olson

Address:: 2701 Lincoln Dr.

City:: Roseville

State: : MN

Zip:: 55113

How would you prefer to be contacted? Remember to fill in the corresponding contact information.: No Reply Necessary

Email Address::

Phone Number::

Please Share Your Comment, Question or Concern: Greetings all,

It has come to my attention that WalMart is hoping to nest here in Roseville. I understand that they are looking at the exact same area that CostCo looked at a few years ago. As the locals made it pretty clear that we didn't want a "big box store" here very recently, I am surprised that this is even being considered at all. The last thing we need is more retail and vastly increased traffic in this town, not to mention the financial pain that WalMart would inflict on local retailers. Please knock this request down firmly & completely and then everybody can get on to more important matters.

Thanks for your time,

Rod Olson (mgr)

The Cellars Wines and Spirits

2701 Lincoln Drive

Additional Information:

Form submitted on: 2/17/2012 1:36:08 PM

## Bryan Lloyd

---

**From:** Bill Malinen  
**Sent:** Thursday, February 16, 2012 1:44 PM  
**To:** Pat Trudgeon  
**Subject:** FW: Vote yes for WalMart

-----Original Message-----

From: Janet Henquinet [REDACTED]  
Sent: Thursday, February 16, 2012 10:09 AM  
To: \*RVCouncil  
Subject: Vote yes for WalMart

Please add my name to those who are in favor of the WalMart development at County Road C and Cleveland.

This land has sat vacant for too many years in hopes of finding an "ideal" development situation. It is time to be pragmatic.

Thanks to all of you for the time and work you devote to making the tough decisions in Roseville.

Janet Henquinet, PhD  
[REDACTED]

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## Thomas Paschke

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**From:** support@civicplus.com  
**Sent:** Thursday, February 16, 2012 7:13 AM  
**To:** Thomas Paschke  
**Subject:** Online Form Submittal: Contact Thomas Paschke

The following form was submitted via your website: Contact Thomas Paschke

Name:: Linda Pribyl

Address:: !637 Ridgewood Lane North

City:: Roseville

State: : Mn

Zip:: 55113

Home Phone Number::

Daytime Phone Number::

Email Address::

Please Share Your Comment, Question or Concern: A wallmart will destroy Rosedale. If you want to make rosedale a har mar wasteland then go ahead and add the cheap to our community. That would be a huge mistake.

### Additional Information:

Form submitted on: 2/16/2012 7:13:14 AM

Submitted from IP Address: 24.118.124.240

Referrer Page: <http://www.ci.roseville.mn.us/CivicAlerts.aspx?AID=315>

Form Address: <http://www.cityofroseville.com/Forms.aspx?FID=99>

## Thomas Paschke

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**From:** Lois Monfils [REDACTED]  
**Sent:** Wednesday, February 15, 2012 4:59 PM  
**To:** Thomas Paschke  
**Subject:** WalMart

We don't need another Walmart in  
Roseville.

Lois Monfils  
1045 Larpenteur Ave W #326  
Roseville, MN

## Thomas Paschke

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**From:** Bill Malinen  
**Sent:** Friday, February 17, 2012 10:58 AM  
**To:** Pat Trudgeon  
**Subject:** FW: Online Form Submittal: Contact City Council

-----Original Message-----

From: [support@civicplus.com](mailto:support@civicplus.com) [<mailto:support@civicplus.com>]  
Sent: Wednesday, February 15, 2012 1:56 PM  
To: \*RVCouncil; Margaret Driscoll; Bill Malinen  
Subject: Online Form Submittal: Contact City Council

The following form was submitted via your website: Contact City Council

Subject: Walmart at Twin Lakes

Name:: Linda Fearing

Address:: 2578 No. Pascal St.

City:: Roseville

State: : MN

Zip:: 55113

How would you prefer to be contacted? Remember to fill in the corresponding contact information.: Email

Email Address::

Phone Number::

Please Share Your Comment, Question or Concern: I would like to express my opinion about the proposed Walmart store in the Twin Lakes area. Perhaps I am not remembering correctly, but I thought this type of development for Twin Lakes had been discussed and rejected a few years back. There was a letter in the Review this week from Willard Shapira. I do not know Mr. Shapira, but agree with his points. Roseville has always been able to attract high end development. I do not think Walmart will add anything positive to our City. I realize it is tempting to get something going over there, especially in this slow economy, but as a life long citizen and 25 year Roseville homeowner, I would like you to reject this project and hold out for something better. At some point this economy will pick up again so please don't hastily accept this Walmart project. Thank you for your consideration, Linda Fearing

Additional Information:

Form submitted on: 2/15/2012 1:56:13 PM

Submitted from IP Address: 75.72.224.81

## Thomas Paschke

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**From:** Bill Malinen  
**Sent:** Friday, February 17, 2012 10:58 AM  
**To:** Pat Trudgeon  
**Subject:** FW: Online Form Submittal: Contact City Council

-----Original Message-----

From: [support@civicplus.com](mailto:support@civicplus.com) [<mailto:support@civicplus.com>]  
Sent: Wednesday, February 15, 2012 12:15 PM  
To: \*RVCouncil; Margaret Driscoll; Bill Malinen  
Subject: Online Form Submittal: Contact City Council

The following form was submitted via your website: Contact City Council

Subject: Walmart in Roseville

Name:: Robert Luken

Address:: 3030 Asbury St

City:: Roseville

State: : MN

Zip:: 55113

How would you prefer to be contacted? Remember to fill in the corresponding contact information.: Email

Email Address::

Phone Number::

Please Share Your Comment, Question or Concern: We don't need a Walmart in Roseville. The one in St Anthony is about 3 miles away. The one on Co Rd E is about the same. We've two Target stores within a couple of miles of each other and we've got Rosedale Mall close by. I'm not sure why you want to saturate the area with low cost businesses like Walmart. I suspect maybe your having a hard time finding a developer for the area but I think to create a city of low cost outlets drags the city down economically and image wise.

Additional Information:

Form submitted on: 2/15/2012 12:14:43 PM

Submitted from IP Address: 208.110.231.52

Referrer Page: <http://www.ci.roseville.mn.us/index.aspx?NID=56>

Form Address: <http://www.ci.roseville.mn.us/Forms.aspx?FID=115>

## Thomas Paschke

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**From:** support@civicplus.com  
**Sent:** Tuesday, February 07, 2012 10:14 PM  
**To:** \*RVPlanningCommission  
**Subject:** Online Form Submittal: Contact Planning Commission

The following form was submitted via your website: Contact Planning Commission

Subject:: Wal-Mart backlash

Name:: Ryan S.

Address:: 3059 Fairview Ave

City:: Roseville

State: : MN

Zip:: 55113

How would you prefer to be contacted? Remember to fill in the corresponding contact information.: Email

Phone Number::

Email Address::

Please Share Your Comment, Question or Concern: Dear Roseville Planning Commission,

What you are trying to accomplish by bringing wal-mart to roseville is both very sad, angering, and downright low. Where on earth does it say in the master plan guidelines that big-box retail is ok? Really...show me where it says that. Yeah, I didn't think so. I may be a citizen of roseville (don't deserve a capital r), but I'm not that stupid...I've read front to back that master plan, and nowhere in there does it say big-box is ok. In fact, the report actually goes out of its way to say big-box will NOT be allowed. wal-mart is the definition of a big-box, and don't try to use loopholes in the report guidelines to convince the public otherwise. You ought to be ashamed of yourselves for even letting this come up for a vote. I hope Friends of Twin Lakes brings you to court over this, and I will be happy to be the voice of the opposition. You lost last time, you'll lose this time too. Maybe you should open up the books on the historical fights over what to do with that land, you might actually learn something on what the citizens of roseville have been shouting for years...NO BIG BOX ON THAT LAND! If you contact me, don't do it before reading up on your own guidelines for the Imagine Roseville 2025 Master Plan.

In closing,  
Ryan S.  
Disgruntled Citizen of roseville

Additional Information:

Form submitted on: 2/7/2012 10:14:07 PM

## Bryan Lloyd

---

**From:** Bill Malinen  
**Sent:** Tuesday, February 07, 2012 12:44 PM  
**To:** Pat Trudgeon  
**Subject:** FW: Online Form Submittal: Contact City Council

-----Original Message-----

From: [support@civicplus.com](mailto:support@civicplus.com) [<mailto:support@civicplus.com>]  
Sent: Monday, February 06, 2012 3:04 PM  
To: \*RVCouncil; Margaret Driscoll; Bill Malinen  
Subject: Online Form Submittal: Contact City Council

The following form was submitted via your website: Contact City Council

Subject: Wal-Mart

Name:: Anne Hamre

Address:: 1491 Centennial Dr

City:: Roseville

State: : MN

Zip:: 55113

How would you prefer to be contacted? Remember to fill in the corresponding contact information.: Email

Email Address::

Phone Number::

Please Share Your Comment, Question or Concern: I would like to register my opposition to the Wal-Mart plans. This company is not a good corporate citizen; they undercut local main street companies by offering substandard wages and benefits to their workers. Let's not get our city caught up in a "race to the bottom" - those low prices come at a high price. Thank you for your consideration.

Additional Information:

Form submitted on: 2/6/2012 3:04:17 PM

Submitted from IP Address: 156.98.43.58

Referrer Page: No Referrer - Direct Link

Form Address: <http://www.ci.roseville.mn.us/Forms.aspx?FID=115>

## Bryan Lloyd

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**From:** Bill Malinen  
**Sent:** Monday, February 06, 2012 11:47 AM  
**To:** Pat Trudgeon  
**Subject:** FW: Online Form Submittal: Contact City Council

Pat:

I'm going to be forwarding all the WalMart related messages we've received, FYI. This is the first

-----Original Message-----

From: [support@civicplus.com](mailto:support@civicplus.com) [<mailto:support@civicplus.com>]  
Sent: Monday, February 06, 2012 11:02 AM  
To: \*RVCouncil; Margaret Driscoll; Bill Malinen  
Subject: Online Form Submittal: Contact City Council

The following form was submitted via your website: Contact City Council

Subject: Walmart

Name:: Heidi Lawson

Address:: 332 S Austin Blvd

City:: Oak Park

State: : IL

Zip:: 60304

How would you prefer to be contacted? Remember to fill in the corresponding contact information.: Email

Email Address::

Phone Number::

Please Share Your Comment, Question or Concern: Though I am now officially a resident of Illinois, I grew up in Roseville, still spend several months each year there, and have strong ties to the city. My mother lives in Roseville, my brother and his family live in Lauderdale, I have many friends in the area, and I still feel strongly about my hometown. I have just read in the Star Tribune that Roseville is considering allowing Walmart to build a store within the city limits. I cannot express strongly enough how against this I am.

Walmart has reprehensible business and labor practices, paying their employees as little as possible, firing anyone who expresses any interest in unionization, and has recently been subject to a gender discrimination class-action lawsuit that went all the way to the U.S. Supreme Court. Virtually every product they sell is made overseas by companies with even more horrific business practices. This is not the kind of company that we want within our city limits. I have always proudly boasted that my hometown community does not have a Walmart anywhere nearby.

Roseville is lucky to have an extraordinary commercial tax base that supports our excellent schools (and I have recently read that RAHS was ranked among the top 500 public high schools in the nation) and community. With Target, Cub, and Rainbow already there, in addition to all the malls and strip malls, I cannot possibly imagine what Walmart would offer the community that it does not already have. I appreciate that the corporation has expressed interest in a space that has been vacant for years. However, I do not believe that it is worth allowing this corporation that is the poster child for irresponsible and unsustainable business practices into our community merely to achieve the goal of filling the space. Surely we can be more creative about what to do with the space. Perhaps it would be suited to a community garden space? Perhaps there is something that can be done to attract small local entrepreneurs from our own community into the space. Please consider what allowing a Walmart into Roseville would do for our city--I cannot think of anything positive that it has to offer us.

Additional Information:

Form submitted on: 2/6/2012 11:02:27 AM

Submitted from IP Address: 108.90.23.17

Referrer Page: No Referrer - Direct Link

Form Address: <http://www.ci.roseville.mn.us/Forms.aspx?FID=115>

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## Bryan Lloyd

---

**From:** Bill Malinen  
**Sent:** Monday, February 06, 2012 2:44 PM  
**To:** Pat Trudgeon  
**Subject:** FW: Twin Lakes/Walmart

-----Original Message-----

**From:** [REDACTED]  
**Sent:** Sunday, February 05, 2012 10:50 AM  
**To:** \*RVCouncil  
**Subject:** Twin Lakes/Walmart

The Twin Lakes area has been discussed over and over for too many years. I would prefer a company like Cosco going in at County Road C and Cleveland, and not a company like Walmart. After all the years of talking, let's do it right. Cities like St. Louis Park have figured out how to develop with beautiful results. We can do the same.

Sincerely,

Kay Thorpe

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## Bryan Lloyd

---

**From:** Bill Malinen  
**Sent:** Monday, February 06, 2012 11:47 AM  
**To:** Pat Trudgeon  
**Subject:** FW: Online Form Submittal: Contact City Council

-----Original Message-----

From: [support@civicplus.com](mailto:support@civicplus.com) [<mailto:support@civicplus.com>]  
Sent: Sunday, February 05, 2012 5:15 PM  
To: \*RVCouncil; Margaret Driscoll; Bill Malinen  
Subject: Online Form Submittal: Contact City Council

The following form was submitted via your website: Contact City Council

Subject: Walmart

Name:: Suzanne Sancilio

Address:: 1221 W. County Road C2

City:: Roseville

State: : MN

Zip:: 55113

How would you prefer to be contacted? Remember to fill in the corresponding contact information.: No Reply Necessary

Email Address::

Phone Number::

Please Share Your Comment, Question or Concern: Dear Mayor Roe and City Council Members: I join many members of the Roseville community in feeling frustrated and dismayed that Walmart's plan to develop a store in the Twins Lakes area was not disclosed publicly until just prior to the City's Planning Commission's meeting on the subject last week. While I am aware that this area has been designated for retail development and I definitely agree the blighted lots need attention, I feel strongly that Walmart is not the corporate neighbor we seek to invite into our city. The original intent for small businesses and retail sites is much more sound and cannot be equated to the Walmart mega-store concept despite the Commission's assertion. More importantly, I hope you would all take under careful consideration the fact that Walmart has been one of the worse violators of employment laws, standards and practices. Please vote no to the Walmart plan and encourage further exploration of alternative retail options. Thank you for your consideration, Suzanne Sancilio

Additional Information:

Form submitted on: 2/5/2012 5:15:08 PM

## Bryan Lloyd

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**From:** Bill Malinen  
**Sent:** Monday, February 06, 2012 11:47 AM  
**To:** Pat Trudgeon  
**Subject:** FW: Online Form Submittal: Contact City Council

-----Original Message-----

From: [support@civicplus.com](mailto:support@civicplus.com) [<mailto:support@civicplus.com>]  
Sent: Sunday, February 05, 2012 1:39 PM  
To: \*RVCouncil; Margaret Driscoll; Bill Malinen  
Subject: Online Form Submittal: Contact City Council

The following form was submitted via your website: Contact City Council

Subject: Twin Lakes Deveopment

Name:: John Easterling

Address:: 1850 County Rd C2 W

City:: Roseville

State: : MN

Zip:: 55113

How would you prefer to be contacted? Remember to fill in the corresponding contact information.: Email

Email Address::

Phone Number::

Please Share Your Comment, Question or Concern: I was reading today in the Star Tribune (Sunday, Feb 5) about the proposed Walmart. My wife and I do not believe that this would be the right location for this store. On Rice Street serving both Roseville and Little Canada would be a much better location in terms of serving more customers who are further from Walmart. The one in Saint Anthony is very close, only a few miles away.

Original plans called for a local hospital. Currently we need to go out to St John's in Maplewood, down to St Paul or Minneapolis or to Fridley. It would great to have a local hospital, especially given the number of seniors in Roseville and the senior housing, nursing homes, and so on. We do not have a Junior/Community college in the immediate area (St Paul, Minneapolis, or Century College). It would be great to have a community college in the are, or at least local branch of Century College in Roseville. If we must have a big box, why not Lowe's as was proposed a few years ago. We have Target, Kohl's, soon Gordmans, and other stores very similar to Walmart in many ways. We do not have a large hardware/garden center like Lowe's.

Also, housing such as additional for seniors, owner-occupied townhomes/condos, etc. would be a wonderful addition.

Thank you for your desire to have input from the residents who will be keenly affected by the decisions you make.

Sincerely,

John and Kathleen Easterling  
1850 County Rd C2W  
Roseville MN 55113  
Residents of Roseville since 1988.

Additional Information:

Form submitted on: 2/5/2012 1:38:41 PM

Submitted from IP Address: 97.127.40.153

Referrer Page: <http://www.ci.roseville.mn.us/index.aspx?NID=56>

Form Address: <http://www.ci.roseville.mn.us/Forms.aspx?FID=115>

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## Bryan Lloyd

---

**From:** Bill Malinen  
**Sent:** Monday, February 06, 2012 11:47 AM  
**To:** Pat Trudgeon  
**Subject:** FW: Online Form Submittal: Contact City Council

-----Original Message-----

From: [support@civicplus.com](mailto:support@civicplus.com) [<mailto:support@civicplus.com>]  
Sent: Friday, February 03, 2012 7:53 AM  
To: \*RVCouncil; Margaret Driscoll; Bill Malinen  
Subject: Online Form Submittal: Contact City Council

The following form was submitted via your website: Contact City Council

Subject: wal-mart land purchase price

Name:: roger b. hess, jr

Address:: 1913 shady beach avenue

City:: Roseville

State: : MN

Zip:: 55113

How would you prefer to be contacted? Remember to fill in the corresponding contact information.: No Reply Necessary

Email Address::

Phone Number::

Please Share Your Comment, Question or Concern: councilmember,

if the city does decide to sell city-owned land to wal-mart or roseville properties, i hope you base the price on the fact that you have a very eager buyer that has deep pockets, and do not base the price on the waste-land that it currently is.

so, charge them at least \$1,000,000 for the land that they seek - either one can easily afford the price!

have a great weekend,

roger

roger b. hess, jr.

Additional Information:

## Bryan Lloyd

---

**From:** Bill Malinen  
**Sent:** Monday, February 06, 2012 11:48 AM  
**To:** Pat Trudgeon  
**Subject:** FW: Online Form Submittal: Contact City Council

-----Original Message-----

From: [support@civicplus.com](mailto:support@civicplus.com) [<mailto:support@civicplus.com>]  
Sent: Thursday, February 02, 2012 8:14 PM  
To: \*RVCouncil; Margaret Driscoll; Bill Malinen  
Subject: Online Form Submittal: Contact City Council

The following form was submitted via your website: Contact City Council

Subject: walmart

Name:: Sue Gilbertson

Address:: 2000 Cleveland Av. No.

City:: Roseville

State: : MN

Zip:: 55113

How would you prefer to be contacted? Remember to fill in the corresponding contact information.: Email

Email Address::

Phone Number::

Please Share Your Comment, Question or Concern: To all Council Members,

I was surprised to learn that the Roseville City Council was once again entertaining the possibility of inviting a "big box" retailer to build in the Twin Lakes area. All the opposition arguments against such a move have been voiced by the citizens of Roseville several years ago when the retailer was to be Costco.

Traffic congestion, need for expensive infrastructure, and too much existing retail were all mentioned at that time. Now we have a retailer (Walmart) that consistently pays low wages, has been named in several class action law suits brought by former employees for work place violations and is in direct competition with our existing retail community wanting to build here and all the previous objections are still valid. Why do you think this is a good move for Roseville now?

Sincerely,  
Sue Gilbertson

Additional Information:

February 1, 2012

**Dear Roseville Planning Commission Members,**

I am a member of Roseville's Civic Engagement Taskforce and Parks & Recreation Master Plan Implementation committee on Natural Resources & Trails.

I have several concerns about both the Wal-Mart proposal and the process leading up to this point:

1. In the last week, I received an automated email from the City indicating that a) we can now receive alerts regarding any Open House hosted in the city, b) not all developments require Open House, and c) the Wal-Mart proposal is now being shared on the City's website (it was implied that the Wal-Mart development will not be hosting an Open House). I ask the following:
  - a. When does a development effort warrant to an Open House, both according to City code, and in your eyes?
  - b. Why has there not been an Open House for this Wal-Mart development?
  - c. How long has the City known that Wal-Mart would be making such a proposal?
  - d. Why has the city not shared more information about the proposed Wal-Mart development sooner?
2. I understand that a Community Meeting or Forum is another means for the City to hear from Roseville citizens, and that the Human Rights Commission and the Parks & Recreation Commission have hosted such community meetings. Why has the Planning Commission not hosted such a meeting with regard to an important development such as this?
3. As with the Asphalt Plant, the process for a development begins not with the question, "Is this good for Roseville," but rather, "What codes need to be examined in order to make this happen?" It seems somewhat backwards to me to start with the assumption that Wal-Mart is putting up a store in Roseville. More to the point, it seems like City staff are doing what they can to facilitate Wal-Mart coming to Roseville without asking for citizen input.
4. As direct or indirect decision-makers for the City of Roseville, I urge you all to review the criticisms of Wal-Mart before making a final determination. Here are just a few:
  - a. **Is Wal-Mart Good for America?** PBS Frontline at <http://www.pbs.org/wgbh/pages/frontline/shows/walmart/>
  - b. **Criticisms of Wal-Mart & Wake Up Walmart:** Wikipedia at [http://en.wikipedia.org/wiki/Criticism\\_of\\_Walmart](http://en.wikipedia.org/wiki/Criticism_of_Walmart) (Wake Up Walmart argues that Wal-Mart "pays 'poverty wages', relies on public health care rather than providing its employees with healthcare, and is, in general, harmful to communities.")
  - c. **Other efforts to stop Wal-Mart from developing in their city**, and why (such as Chanhassen's effort, at <http://chanhassenfirst.org/>).
5. I live on the other side of the burm where 280, 36, and 35W converge. We are subject to a large amount of transportation fumes and pollution, especially during rush hour as traffic bottlenecks at least twice a day for prolonged periods. **How will the city address the massive increase in traffic** for those of us already suffering from poor quality air and soils (many of us in this neighborhood grow fruits and vegetables, and regularly exercise outdoors)?

Thank you for taking my comments into consideration as you vote tonight.

Regards,

Megan Dushin  
SW Roseville

February 1, 2012

Members of the Roseville Planning Commission,

I am writing to ask that you to turn down Wal-Mart's request to build a store at the corner of Cleveland Avenue and County Road C. I understand the desire to develop the land in the Twin Lakes area but the last thing that is needed in this area is more retail – especially duplicate retail. All you have to do is drive around to see multiple empty buildings and businesses that are just holding on. The huge World Market and Stone & Tile buildings are good examples of what happens in this current climate. If you allow Wal-Mart to come in – you will drive some of the smaller businesses out, along with cutting into the business that Byerly's and Target has. How much additional lost business can they absorb? If the residents of Roseville can support the retail we already have – why are there multiple empty sites/buildings and so much more turnover of businesses?

I also do not understand the push to add retail to this area when this type of retail is already available close by. There is a Wal-Mart six miles away on Silver Lake Road in New Brighton and a Target less than 10 minutes away on Snelling Avenue. There is no need to add either a Target or a Wal-Mart in between those two stores. **Traffic congestion, additional police and fire needs, noise, lights, pollution run-off into Langton Lakes from the thousands of cars using the parking lot** – just not a good trade-off for the residents in this area or for the city.

If you allow a huge store such as Wal-Mart to build at this corner – the amount of traffic added to an already overloaded street/freeway system will be a disaster. In addition, the traffic won't stop at 5P – it will continue until the store closes at 10-11P. Have you driven on Snelling, Fairview and Cleveland during rush hour or on the weekends? If so, imagine at least a doubling, if not a tripling of the traffic.

Please consider the quality of life of longtime residents in this area. Many moved in before this area was developed and most accept that development is inevitable, but please move slow on this. Take time to really look at who wants to move in and try to bring in businesses that are new or unique. If you are adamant that retail is going in this area regardless of the effect on the traffic levels, please consider businesses that are not currently in the area. **Don't duplicate that which we already have close by!** Maybe a small ACE hardware, a Trader's Joe (love the store, but traffic will be an issue), a dry cleaner, a small bakery, a New Horizon daycare (because of nearby park). Maybe more small medical firms or clinics. Businesses that aren't open until 11P at night and generate thousands of car trips a day.

If you will only consider a big box – what about an IKEA. While this store would have the same issues as a Wal-Mart – it is unique and nothing like it exists in Roseville. IKEA tends to attract a unique audience that probably would not shop at the HOM or other furniture shops in the area – so hopefully it would not take much of their business. Please work with the residents to develop this property at a pace that allows smart decisions – a good fit of businesses to what is already there, does not duplicate retail and takes into consideration the quality of life of the residents that live close by.

Thank you for your consideration,  
Wendy Thompson

## Thomas Paschke

---

**From:** support@civicplus.com  
**Sent:** Wednesday, February 01, 2012 10:28 AM  
**To:** \*RVPlanningCommission  
**Subject:** Online Form Submittal: Contact Planning Commission

The following form was submitted via your website: Contact Planning Commission

Subject:: Walmart at County Road C and Cleveland Ave

Name:: Cary and Shannon Cunningham

Address:: 2920 Fairview Ave N

City:: Roseville

State: : MN

Zip:: 55113

How would you prefer to be contacted? Remember to fill in the corresponding contact information.: Email

Phone Number::

Email Address::

Please Share Your Comment, Question or Concern: Dear Members of Roseville Planning Commission,

It is with great horror and trepidation that we read the recent article in the Roseville Patch -<http://roseville.patch.com/articles/wal-mart-proposing-store-for-roseville-s-twin-lakes-area> - that stated the Planning Commission is considering allowing Walmart to purchase land and build a huge facility at the corner of Cleveland Ave and County Road C.

My wife and I purchased our home on Fairview Ave (north of County Road C) in November 2008 with the intent of making this our long term home. We have and continue to pour love, money, and time into our home to make it a great place to live and a raise a family. Over our 3+ years of living in Roseville we have come to love the close proximity to parks, shopping and all the other great amenities close to us. During this time we have also learned to deal with the increased traffic that many of the local area stores bring into the area, after all we chose to live here. However, during this time we have also noticed that with the increase of traffic overall safety on the roads has been compromised. Traffic on Fairview Ave alone has already claimed the life of one of our dogs who got too near the street, and we have almost been hit several times by cars driving on the shoulder to speed their way along.

What does this have to do with Walmart wanting to build a store ½ a mile away? EVERYTHING! When you allow this behemoth of a retailer to cram a 160,000 square foot store into a ½ acre area this will not only inflict damage on the surrounding landscape but also increase traffic in the areas of County Road C and Cleveland Avenues as well as Fairview Ave as residents and shoppers alike look to speed up their commute around the congested area. This will pose traffic and safety issues for all citizens traveling or living along these routes. Are you really willing to sacrifice the safety and security of residents and citizens to allow another big box retailer plop down in the middle of a beautiful area? And in particular, a Walmart, which already has 5 other stores within 10 miles of the 55113 area code!?!

Furthermore, the fact that Walmart pays low wages to its workers is another big concern of ours. Consider that people who would work at the Roseville Walmart would either be residents of Roseville or would quickly move to Roseville and seek out low income housing as they cannot afford to commute to work based on their low Walmart wages. The low wages paid by Walmart would perpetuate vicious cycles of poverty for many people. Do we really want to lower the standard of living and push more residents of Roseville into or near poverty with the meek wages they would receive from Walmart? We say NO!

Please consider the future of Roseville if you allow this to happen. More importantly think of the ramifications that this will have on you and your families as you travel these roads and deal with the increased traffic issues caused by this one store.

We urge you to vote NO to this application and look for other retailers that can offer a better use of the space or more viable alternatives that will help sustain Roseville as a great place to live. While traffic may still be increased by other smaller retail establishments at the location, they should not cause the continual crush of traffic that Walmart would cause. In addition, mixed retail space would offer more jobs in unique industries that attract different skills sets and offer higher wages than Walmart does.

As you consider Walmart's extravagant plans for expansion, please also consider the needs of the citizens and community of Roseville. We have survived and thrived in this great community for a long time without a Walmart, help us continue this trend!!!

Thank you for your time,

Cary & Shannon Cunningham  
2920 Fairview Ave N  
Roseville, MN 55113

Additional Information:

Form submitted on: 2/1/2012 10:28:05 AM

Submitted from IP Address: 204.73.55.10

Referrer Page: <http://www.ci.roseville.mn.us/index.aspx?NID=77>

Form Address: <http://www.ci.roseville.mn.us/Forms.aspx?FID=136>

## Thomas Paschke

---

**From:** support@civicplus.com  
**Sent:** Wednesday, February 01, 2012 9:25 AM  
**To:** \*RVPlanningCommission  
**Subject:** Online Form Submittal: Contact Planning Commission

The following form was submitted via your website: Contact Planning Commission

Subject:: Walmart Proposal

Name:: Doug Nonemaker

Address:: 2179 Dellwood Ave

City:: Roseville

State: : MN

Zip:: 55113

How would you prefer to be contacted? Remember to fill in the corresponding contact information.: No need to contact me

Phone Number::

Email Address::

Please Share Your Comment, Question or Concern: Hi - I am wrting today to express my opposition to the proposed placement of a Walmart in the vicinity of Cleveland Ave and Cty. Road C. In my opinion, Roseville does not need a Walmart to further shut down retail competition with small businesses. Rather than another big box retailer of questionable integrity, why not support small business development in that area and start to grow another neighborhood. I am also concerned that traffic in that area will increase with the associate4d costs and negative impacts on the overall quality of life here in Roseville.

I rarely take a stand on these types of actions, but feel strongly that this particular action is not in the best interest of the citizens of Roseville. Thank you for listening!

### Additional Information:

Form submitted on: 2/1/2012 9:24:32 AM

Submitted from IP Address: 204.73.55.10

Referrer Page: <http://www.ci.roseville.mn.us/index.aspx?NID=77>

Form Address: <http://www.ci.roseville.mn.us/Forms.aspx?FID=136>

Dan Boeritger:

If I can get permission to attend your Planning Commission meeting I'd like to express my concern that the Walmart Project has not been adequately vetted by staff. I need permission because I've been gone every other night this past week and all day Sunday on the People's Business. So for the purposes of achieving domestic tranquility I may not be able to attend what looks like a very interesting Planning Commission hearing.

I've already transmitted many of these comments to my local neighbor, columnist, and community activist John Gisselquist, but since you are the titular chair I might as well share my words of wisdom with you. (LOL.)

As I read the staff recommendation the Planning Commission must review the proposed disposal of land and determine whether it would be consistent with the Comprehensive Plan (Section 1.2).

Section 6.2 of the same staff report states in part: Planning Division staff believes that the proposed development is consistent with many of the Comprehensive Plan's other citywide, non-transportation-specific goals and policies, and that the proposed development does not appear to be in conflict with any of them.

As a resident member of the Comprehensive Plan Steering Committee which drafted the new Comprehensive Plan I take exception to that sweeping and ex-cathedra statement. It presents no rationale or explanation of why this is true; it doesn't even bother to state the goals and policies with which the proposed project is consistent. I wouldn't describe the staff report as faulty or superficial analysis, because simply-stated there is no analysis.

I have attached an excerpt from the Comprehensive Plan's Economic and Redevelopment Chapter which illustrate some of those goals and policies which we are to take on faith as being consistent with the Walmart Project.

I would suggest that you delay taking action tomorrow and send the report back to staff for further analysis and explanation of how the attached Comp Plan goals and policies are consistent with this project. Otherwise the Comp Plan is just words and window-dressing which can be manipulated to prove any point staff wants to make. The Comp Plan, developed with some considerable citizen involvement, needs to be taken more seriously than this.

In advance I appreciate your time and attention devoted to this matter.

Gary Grefenberg

91 Mid Oaks Lane

Roseville, MN 55113



## Roseville Comprehensive Plan Pages 7.2-7.3, and page 7.5 of the Economic Development and Redevelopment Section

### Goals and Policies

The following goals and policies guide City actions related to economic development and redevelopment...

**Goal 1:** Foster economic development and redevelopment in order to achieve Roseville's vision, create sustainable development, and anticipate long-term economic and social changes....

Policy 1.2: Ensure that local controls allow for contemporary retail, office, and industrial uses that are part of the community vision.

Policy 1.3: Encourage an open dialogue between project proposers, the surrounding neighborhood, and the broader community through individual and neighborhood meetings and use of technology.

Policy 1.4: Enhance communication of the community's objectives for promoting business

development to enhance the quality of life in Roseville.

**Goal 2:** Enhance opportunities for business expansion and development that maintains a diverse revenue base in Roseville.

Policy 2.1: Foster strong relationships with existing and prospective businesses to understand their needs and to maximize opportunities for business retention, growth, and development.  
Policy 2.2: Support existing businesses and welcome new businesses to serve Roseville's diverse population and/or provide attractive employment options that encourage people to live within the community....

Policy 2.4: Encourage locally owned and/or small businesses to locate or expand in Roseville....

**Goal 4:** Encourage reinvestment, revitalization, and redevelopment of retail, office and industrial properties to maintain a stable tax base, provide new living wage job opportunities and increase the aesthetic appeal of the city....

Policy 4.5: Continue to give attention to creating and maintaining aesthetic quality in all neighborhoods and business districts.

**Goal 6:** Integrate environmental stewardship practices into commercial development.

Policy 6.1: Foster transit-supportive development along existing and planned transit corridors....

### Keys to Implementation

The experience of Roseville shows that several factors are important to achieving goals and policies for economic development and redevelopment.

**Commitment:** Commitment to the Comprehensive Plan and patience go hand-in-hand. This Plan does not simply seek to attract development to Roseville; it also seeks to move Roseville toward a vision for the future. There is a difference. Commitment to the Comprehensive Plan means the willingness to actively promote public and private investments that achieve its goals, and to deter developments that do not fit. Not all of these decisions will be easy.

## Bryan Lloyd

---

**From:** [REDACTED]  
**Sent:** Thursday, January 26, 2012 10:08 PM  
**To:** Bryan Lloyd  
**Subject:** Re: Planning File 12-001 question

Bryan,  
Thank you for such a prompt reply. In reviewing my actions on the Planning File 12-001 so I could tell you about the missing pages, I discovered they ARE there. I missed them because I didn't scroll sideways, only down the page. I appreciate your attention to my dilemma, and I apologize for my oversight.

Enjoy your day off.

Francy

In a message dated 1/26/12 8:49:04 PM, [bryan.lloyd@ci.roseville.mn.us](mailto:bryan.lloyd@ci.roseville.mn.us) writes:

Thanks for letting me know about the problem with downloading the report, Ms. Reitz. I tried the download myself just now, and it worked just fine for me, so I don't know what to tell you about why you're only getting half of the pages. I'll be out of the office on Friday; if you can wait until Monday, I'll email you a copy to ensure that you have the whole report. If you'd like the report before the weekend, perhaps you could email City Planner, Thomas Paschke ([thomas.paschke@ci.roseville.mn.us](mailto:thomas.paschke@ci.roseville.mn.us)) and he can send it to you.

Thanks again for the information about difficulties with the website.

Bryan Lloyd

---

**From:** [REDACTED]  
**Sent:** Thursday, January 26, 2012 8:20 PM  
**To:** Bryan Lloyd  
**Subject:** Planning File 12-001 question

Hello, Bryan,

In reading the staff report on the Wal-Mart application, I notice that pages 2 of 4 and 4 of 4 are missing. Are those available for inclusion to read before the February 1st Planning Commission meeting?

I support approval of the Wal-Mart proposal.

Thank you,  
Francy Reitz  
2009 Aldine

## Thomas Paschke

---

**From:** RayLe Schreurs  
**Sent:** Sunday, January 22, 2012 9:23 PM  
**To:** \*RVPlanningCommission  
**Subject:** Proposed Walmart

Roseville Planning Commission Members:

I understand you soon will be holding a hearing on a proposed big box retail located at Cleveland and County Rd. C.

I have lived in Roseville for 55 years and observed it growing from a sleepy little village to the vibrant city it is today. We already have 3 big box stores with the attendant traffic and police problems. That is more than enough.

Huge national chains destroy Mom & Pop retail establishments and squeeze regional businesses. State law requires us to share any tax revenue with outstate communities, but we can't share the fire and police and traffic costs which are nearly half of our city costs. Besides, big box retail does not generate much of a tax revenue. We need higher quality business development, not retail.

For these and other disadvantages, please turn down this proposal.

Ray Schreurs



## Traffic Impact Analysis

# Walmart (Store #3404-05)

Roseville, Minnesota

Prepared for:

Walmart Stores, Inc.  
Bentonville, Arkansas

Prepared by:

Kimley-Horn and Associates, Inc.  
St. Paul, Minnesota

©Kimley-Horn and Associates, Inc.  
July 2011  
116199066



Kimley-Horn  
and Associates, Inc.

# Traffic Impact Analysis

## **Walmart (Store #3404-05)**

Roseville, Minnesota

Prepared for:

Walmart Stores, Inc.  
Bentonville, Arkansas

Prepared by:

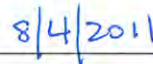
Kimley-Horn and Associates, Inc.  
St. Paul, Minnesota

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.

By:

  
\_\_\_\_\_  
Brian R. Smalkoski, P.E.  
License No. 47531

Date:

  
\_\_\_\_\_  
8/4/2011

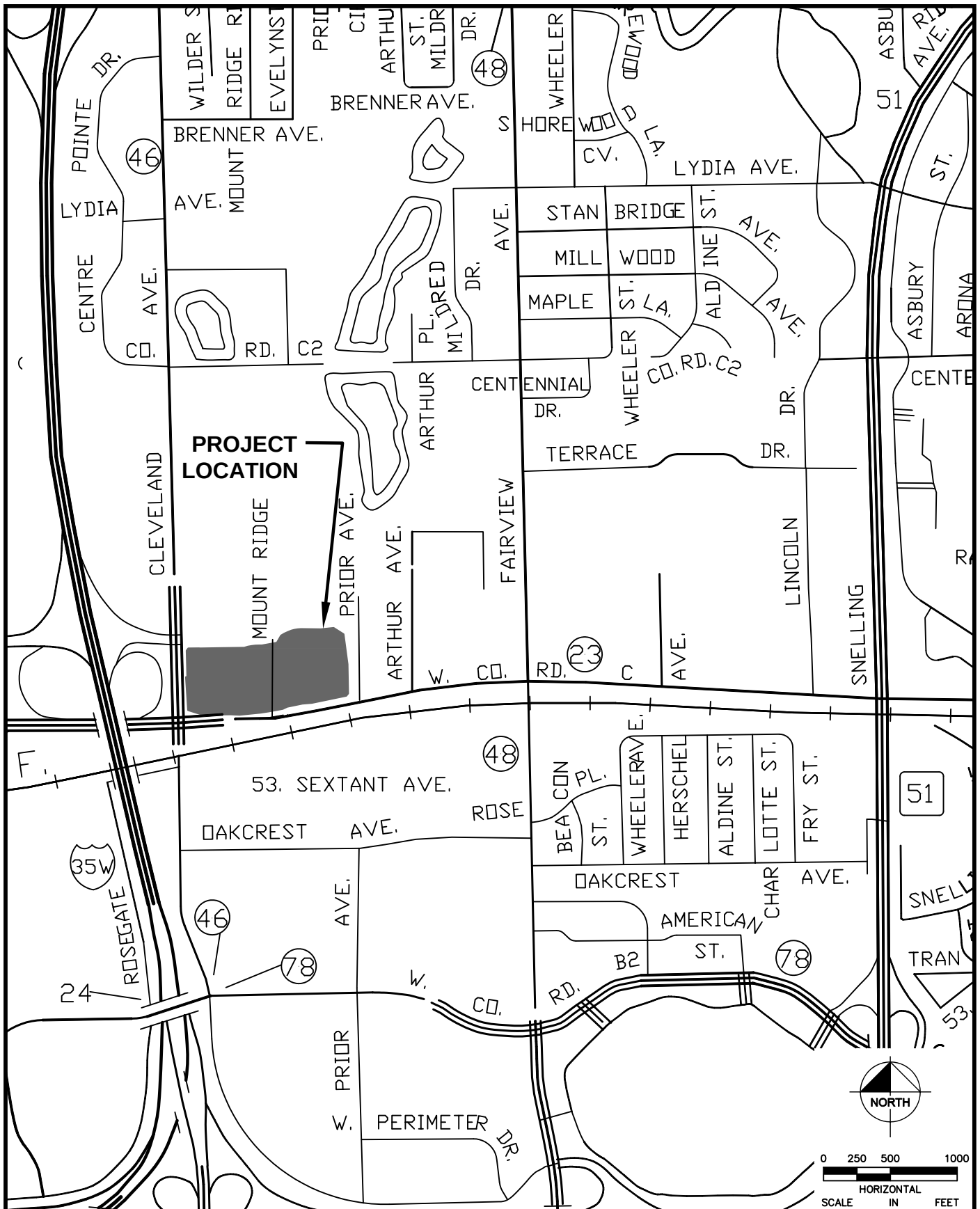


## Introduction

Walmart Stores, Inc. is proposing the construction of a new store, number 3404-05, in the northeast quadrant of the intersection of County Road C W, also known as County State Aid Highway (CSAH) 23, and Cleveland Avenue N (CSAH 46) in Roseville, Minnesota (see **Figure 1**). The project is anticipated to be completed by the year 2013, and will include retail and grocery land uses on undeveloped property. In the longer term, two restaurants are proposed for the outlots in the northwest and southwest corners of the site, respectively. The proposed development site plan is shown in **Figure 2**. The purpose of this report is to document the anticipated traffic impacts that the change in land use at the proposed Walmart site will have on the surrounding roadway network intersections.

This traffic impact analysis (TIA) represents a review of traffic impacts of the project, based on land use and site plan information, and is intended to identify the key traffic issues associated with the project. This TIA documents the existing traffic conditions in the vicinity of the site, estimates the traffic anticipated to be generated by the project, distributes and assigns these trips to the adjacent roadway system, and evaluates the traffic operations of key intersections near the site and those providing access to and from the site. In order to have a basis of comparison, a “no-build” analysis was completed for each future scenario that includes the general background growth on the adjacent roadways as well as traffic generated by other possible development adjacent to the project.

Based on the analysis, the TIA evaluates roadway and/or traffic control mitigation measures to accommodate future traffic levels in the system and whether these mitigation measures are triggered by background growth or the proposed project.



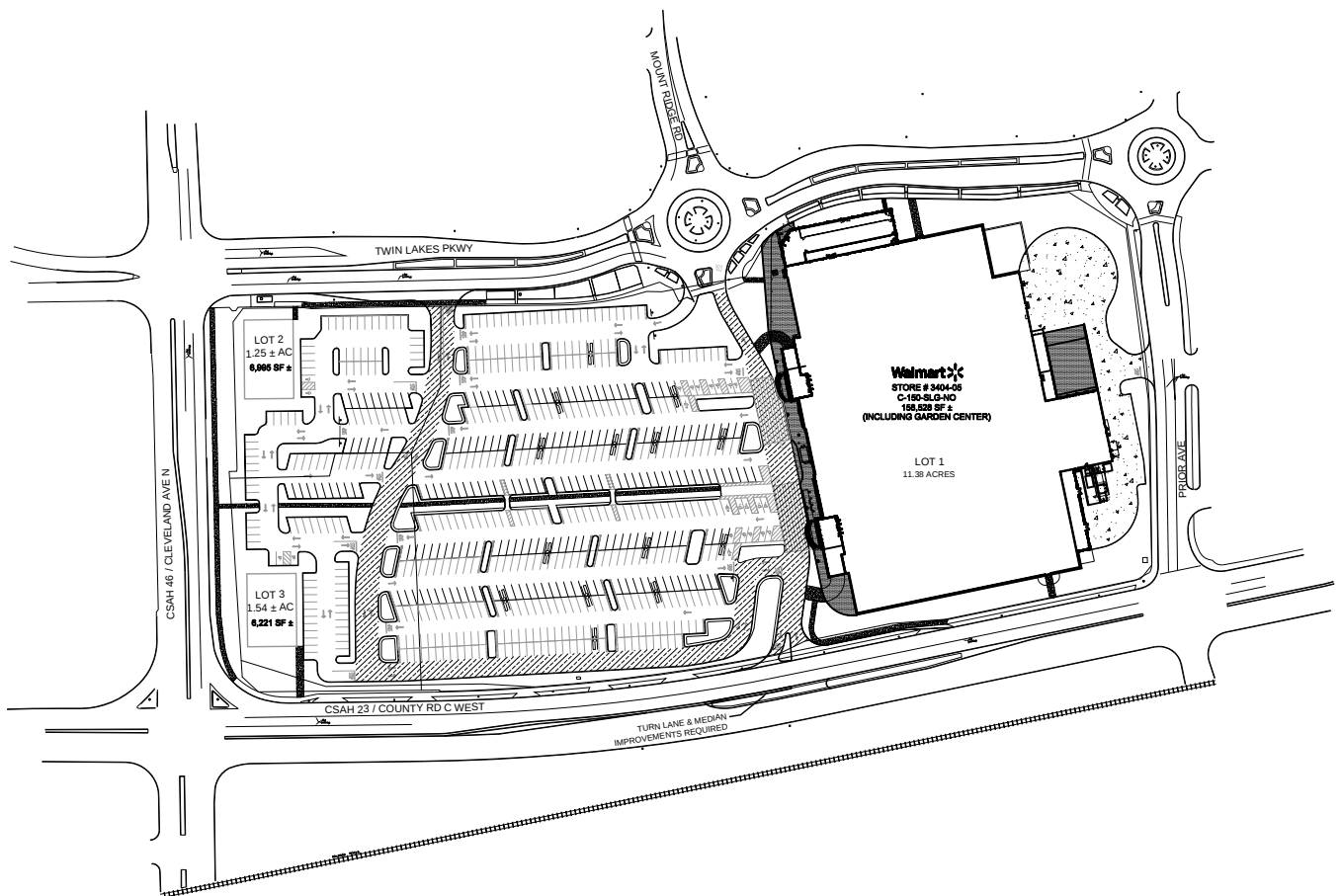
**Kimley-Horn  
and Associates, Inc.**

2550 UNIVERSITY AVE. WEST, SUITE 238N  
ST. PAUL, MINNESOTA 55114

TEL. NO. (651) 645-4197  
FAX. NO. (651) 645-5116

**Walmart**  
Roseville, MN

**FIGURE 1:  
PROJECT LOCATION**



**Kimley-Horn  
and Associates, Inc.**

2550 UNIVERSITY AVE. WEST, SUITE 238N  
ST. PAUL, MINNESOTA 55114

TEL. NO. (651) 645-4197  
FAX. NO. (651) 645-5116

**Walmart**  
Roseville, MN

**FIGURE 2:  
SITE PLAN**

## Study Area

The project site is bounded by Cleveland Avenue N (CSAH 46) on the west, County Road C W (CSAH 23) on the south, Prior Avenue on the east, and Twin Lakes Parkway on the north. The proposed development will include an up to 160,000 square foot Walmart store, with the addition of two restaurants with bars in the future. The 6,995 square foot and 6,221 square foot restaurants will occupy the northwest and southwest corners of the site, respectively. The site is currently undeveloped and is zoned as Community Mixed Use. The site is in the southwest corner of the Twin Lakes redevelopment area, which consists of mostly industrial or vacant parcels that the City of Roseville has identified to be redeveloped with a mix of multi-family residential, office, and retail. The development of a Walmart Supercenter is permitted with the current zoning. Current nearby land uses are a mix of industrial, residential, retail, and office.

Three access points are proposed for the site, two on Twin Lakes Parkway and one on County Road C W (CSAH 23). As part of the Twin Lakes area redevelopment, Twin Lakes Parkway is planned to be extended to the east to Fairview Avenue N (CSAH 48). An eastbound right-in/right-out access is proposed approximately 300 feet east of Cleveland Avenue N (CSAH 46) on Twin Lakes Parkway. The existing median opening on County Road C W (CSAH 23) between Cleveland Avenue N (CSAH 46) and Prior Avenue is proposed to be moved approximately 150 feet to the east, to provide a  $\frac{3}{4}$  access allowing eastbound left turns into the site, while prohibiting southbound left turns out of the site. The south leg of the roundabout at Twin Lakes Parkway and Mount Ridge Road is the only proposed full access serving the site.

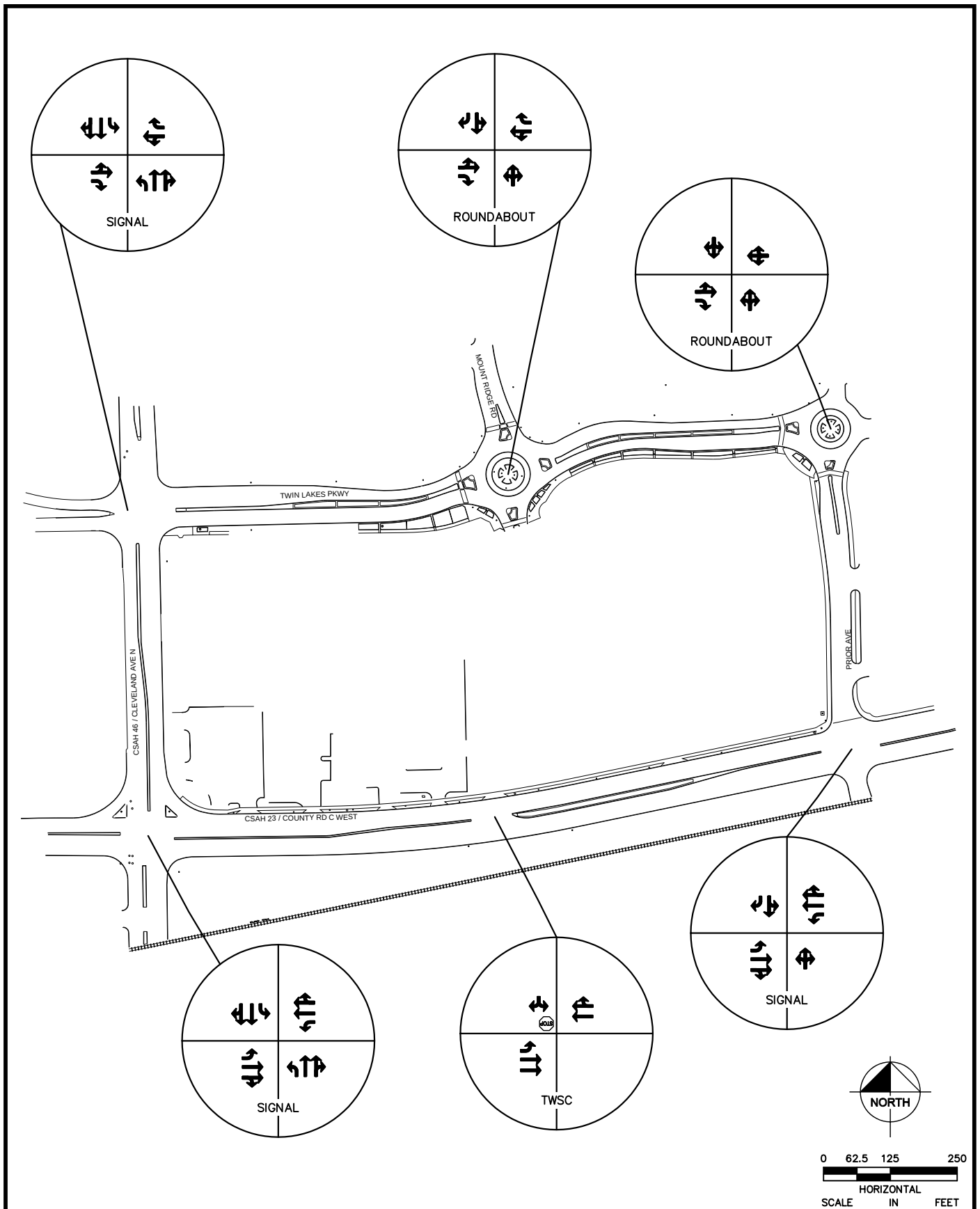
## Data Collection

Intersection turning movement counts (TMCs) were collected at the following four locations:

- Cleveland Avenue N (CSAH 46) & I-35W NB Ramps/Twin Lakes Parkway
- Cleveland Avenue N (CSAH 46) & County Road C W (CSAH 23)
- County Road C W (CSAH 23) & Prior Avenue
- Twin Lakes Parkway & Mount Ridge Road

Intersection TMCs were conducted on January 18, 2011 between the hours of 4:00 p.m. and 6:00 p.m. for all four intersections. At the time the traffic counts were conducted, the intersection of Twin Lakes Parkway and Prior Avenue was under construction and not yet open to traffic. The south and east legs of the Twin Lakes Parkway and Mount Ridge Road roundabout were also closed to traffic since they did not provide access to anything.

**Figure 3** displays the existing lane geometry and traffic control for the intersections in the study area. **Figure 4** summarizes the existing turning movement volumes for the p.m. peak hour, with volumes balanced along Cleveland Avenue N (CSAH 46) and County Road C W (CSAH 23). See **Appendix A** for the raw turning movement count data.



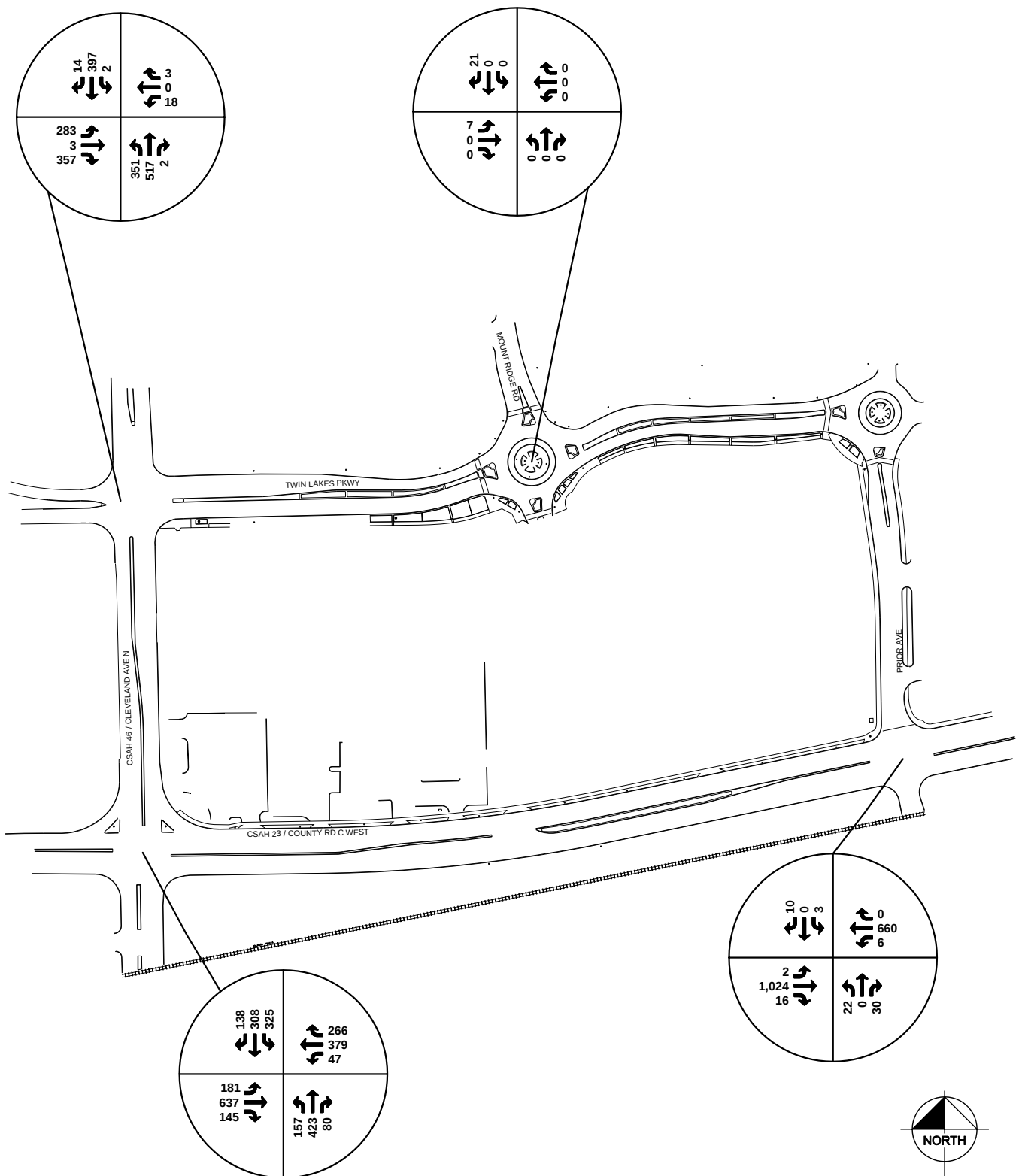
**Kimley-Horn  
and Associates, Inc.**

2550 UNIVERSITY AVE. WEST, SUITE 238N  
ST. PAUL, MINNESOTA 55114

TEL. NO. (651) 645-4197  
FAX. NO. (651) 645-5116

**Walmart**  
Roseville, MN

**FIGURE 3:  
EXISTING LANE  
GEOMETRY**



NOTE: INTERSECTION OF TWIN LAKES PKWY AND PRIOR AVE WAS UNDER CONSTRUCTION AND NOT OPEN TO TRAFFIC AT TIME THE TRAFFIC COUNTS WERE COLLECTED.



**Kimley-Horn  
and Associates, Inc.**

2550 UNIVERSITY AVE. WEST, SUITE 238N  
ST. PAUL, MINNESOTA 55114

TEL. NO. (651) 645-4197  
FAX. NO. (651) 645-5116

**Walmart**  
Roseville, MN

**FIGURE 4**  
**2011 EXISTING TURNING**  
**MOVEMENT VOLUMES**

## Trip Generation

The Institute of Transportation Engineers' (ITE) *Trip Generation, 8<sup>th</sup> Edition*, was used to calculate the anticipated net new external project trips for the proposed development. A 160,000 square foot free-standing discount superstore (land use code 813) was used to determine the number of trips generated by the site. The pass-by trip reduction was determined to be 28 percent and was taken from existing traffic on Cleveland Avenue N (CSAH 46) and County Road C W (CSAH 23).

Existing non-vehicular travel was examined in the TMCs and determined to be negligible; therefore, no reductions were made for transit use or pedestrian travel. The trip generation for the proposed project with adjustments for pass-by trips is shown in **Table 1**. The proposed site is anticipated to generate 531 trips (261 entering, 270 exiting) in the p.m. peak hour.

In the longer term, the two restaurants on the outparcels on the west side of the site were also assumed to be in operation. Land use code 932, representing high-turnover (sit-down) restaurants, was used for both outparcels. An internal capture rate of 20 percent between the two restaurants and Walmart was assumed based on the Institute of Transportation Engineers' (ITE) *Trip Generation Handbook, 2<sup>nd</sup> Edition*. As the smaller trip generator, the restaurants were the limiting factor in determination of total internal trips, with a total of 29. Pass-by was then applied to the remaining external trips, at a rate of 28 percent for the Walmart and 43 percent for the restaurants. In total, the three parcels are expected to generate 577 external trips (292 entering, 285 exiting) in the p.m. peak hour. Trip generation for the Walmart store and two outparcels for 2030 analysis is shown in **Table 2**.



Table 1. Trip Generation for PM Peak Hour

| Land Use # | Land Use Description              | Size    | Units | Formula          | Total Trips | Enter | Exit | Pass-by   |                     |                    | Net New External Trips |       |      |
|------------|-----------------------------------|---------|-------|------------------|-------------|-------|------|-----------|---------------------|--------------------|------------------------|-------|------|
|            |                                   |         |       |                  |             |       |      | % Pass-by | Total Pass-by Trips | Pass-by Trips Exit | Total                  | Enter | Exit |
| 813        | Free-Standing Discount Superstore | 160,000 | KSF   | $T = 4.61 * (X)$ | 738         | 362   | 376  | 28%       | 207                 | 101                | 531                    | 261   | 270  |

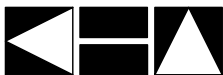
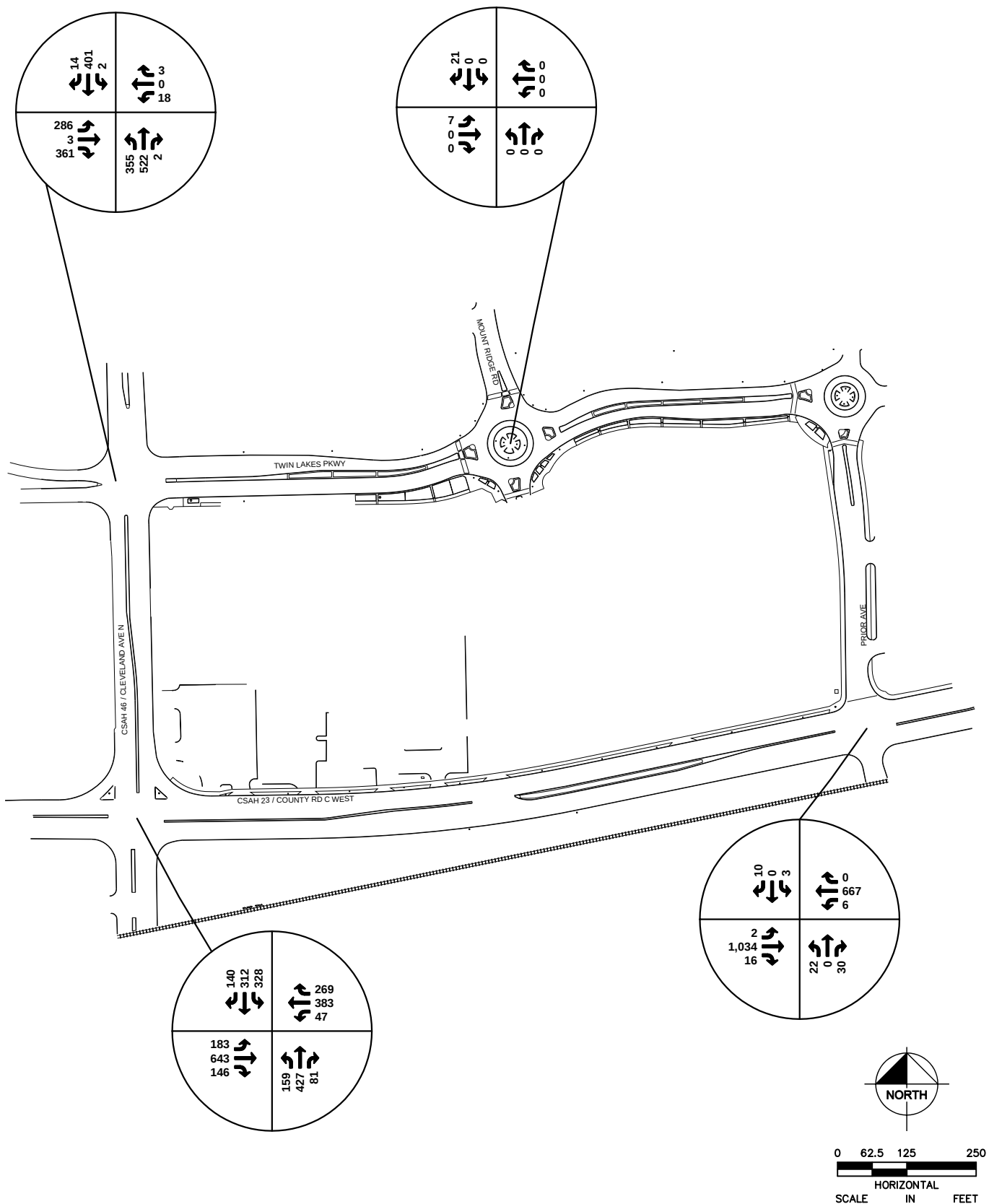
Table 2. Trip Generation with Outlots for PM Peak Hour

| Land Use # | Land Use Description                | Size    | Units | Formula       | Total Trips | Enter | Exit | Internal Capture |                      |                | Total External Trips | Pass-by       |           |                     | Net New External Trips |               |       |       |      |
|------------|-------------------------------------|---------|-------|---------------|-------------|-------|------|------------------|----------------------|----------------|----------------------|---------------|-----------|---------------------|------------------------|---------------|-------|-------|------|
|            |                                     |         |       |               |             |       |      | % Internal       | Total Internal Trips | Internal Enter |                      | Internal Exit | % Pass-by | Total Pass-by Trips | Pass-by Enter          | Pass-by Trips | Total | Enter | Exit |
| 813        | Free-Standing Discount Superstore   | 160,000 | KSF   | T = 4.61*(X)  | 738         | 362   | 376  | 20%              | 29                   | 12             | 17                   | 709           | 288%      | 199                 | 98                     | 101           | 510   | 252   | 258  |
| 932        | High-Turnover (Sit-Down) Restaurant | 6,995   | KSF   | T = 11.15*(X) | 78          | 46    | 32   | 20%              | 15                   | 9              | 6                    | 63            | 43%       | 27                  | 16                     | 11            | 36    | 21    | 15   |
| 932        | High-Turnover (Sit-Down) Restaurant | 6,221   | KSF   | T = 11.15*(X) | 69          | 41    | 28   | 20%              | 14                   | 8              | 6                    | 55            | 43%       | 24                  | 14                     | 10            | 31    | 19    | 12   |

## Future Traffic Projections

The Walmart store is expected to open in 2013. Linear growth of 0.5 percent per year was applied to the TMCs to obtain background traffic volumes for the year 2013. This growth is based on historical annual average daily traffic (AADT) in the area which actually showed a decline over the last decade, so a minimum rate of 0.5 percent was used. The 2013 no build peak hour traffic volumes are shown in **Figure 5**.

A long term future analysis was also completed for the year 2030. Traffic volumes for 2030 were calculated from the volume data available in the *Twin Lakes AUAR Update Technical Memorandum – Traffic, Air and Noise Analysis* and the *Infrastructure Improvements for the Twin Lakes AUAR Area Final Report*. Trips generated by the site, as calculated in those documents, were subtracted from the 2030 turning movement volume forecasts from the study. The results were used as the 2030 no build peak hour traffic volumes, shown in **Figure 6**.



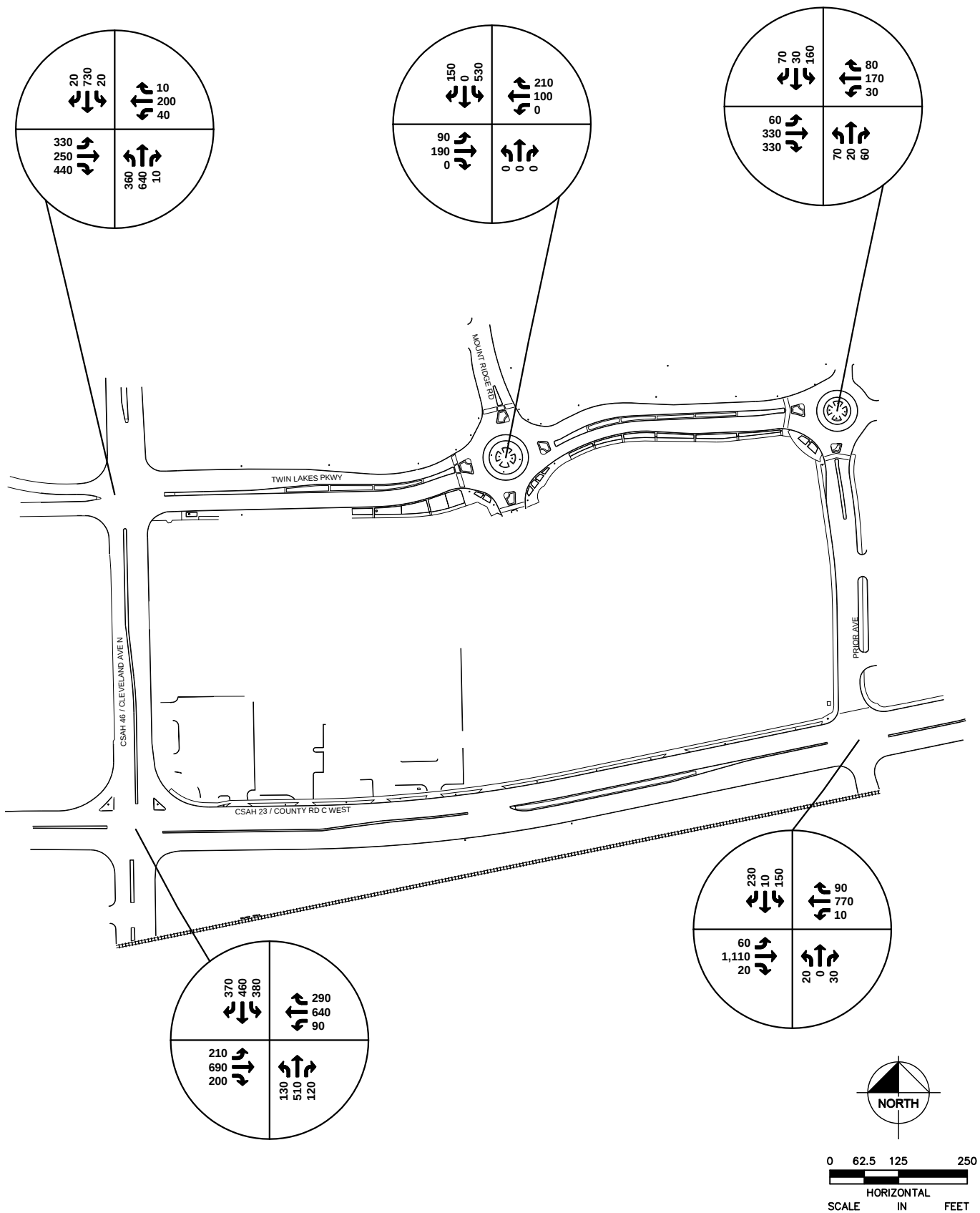
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**Walmart**  
Roseville, MN

**FIGURE 5**  
**2013 NO BUILD TURNING**  
**MOVEMENT VOLUMES**



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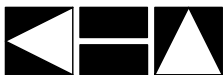
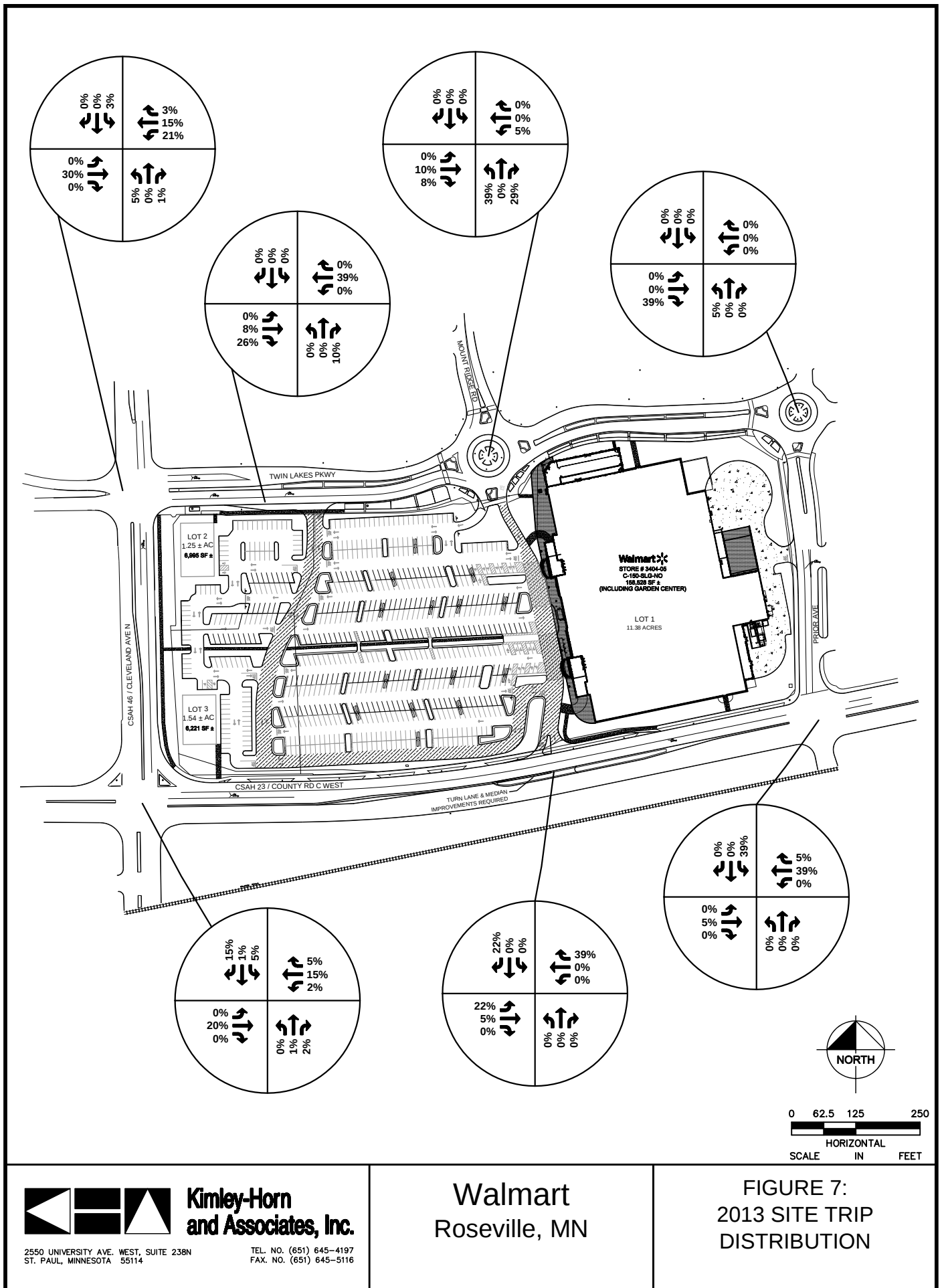
**FIGURE 6**  
**2030 NO BUILD TURNING**  
**MOVEMENT VOLUMES**



## Project Trip Distribution

The project trip distribution is based on a selected zone analysis from the Metropolitan Council travel demand model and existing traffic patterns. As the Twin Lakes area is redeveloped, Twin Lakes Parkway is expected to be extended to the east to provide an additional east-west connection between Cleveland Avenue N (CSAH 46) and Fairview Avenue N (CSAH 48). Slight differences in the project trip distribution for 2013 and 2030 are due to this network change, and are shown in **Figures 7 and 8**, respectively.

Estimated project trips, shown in **Figures 9 and 10**, were added to 2013 and 2030 no build traffic conditions, along with corrections for pass-by trips, as shown in **Figures 11 and 12**. The final traffic estimates for the build condition are shown in **Figures 13 and 14** for 2013 and 2030, respectively. To reflect the uncertainty in longer range estimates and forecasts, the 2030 volumes are rounded to the nearest 10.



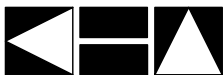
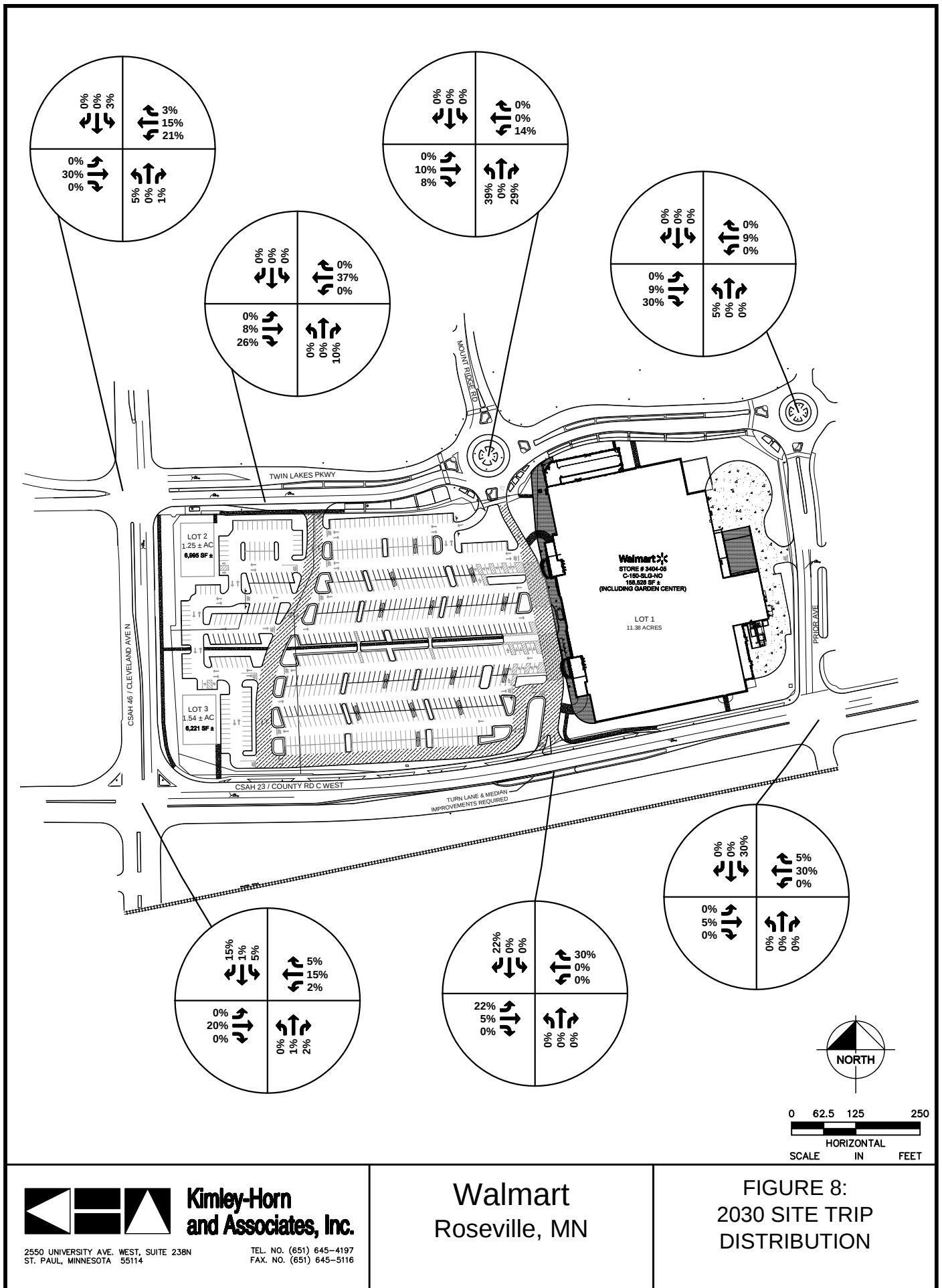
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**FIGURE 7:  
2013 SITE TRIP  
DISTRIBUTION**



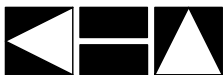
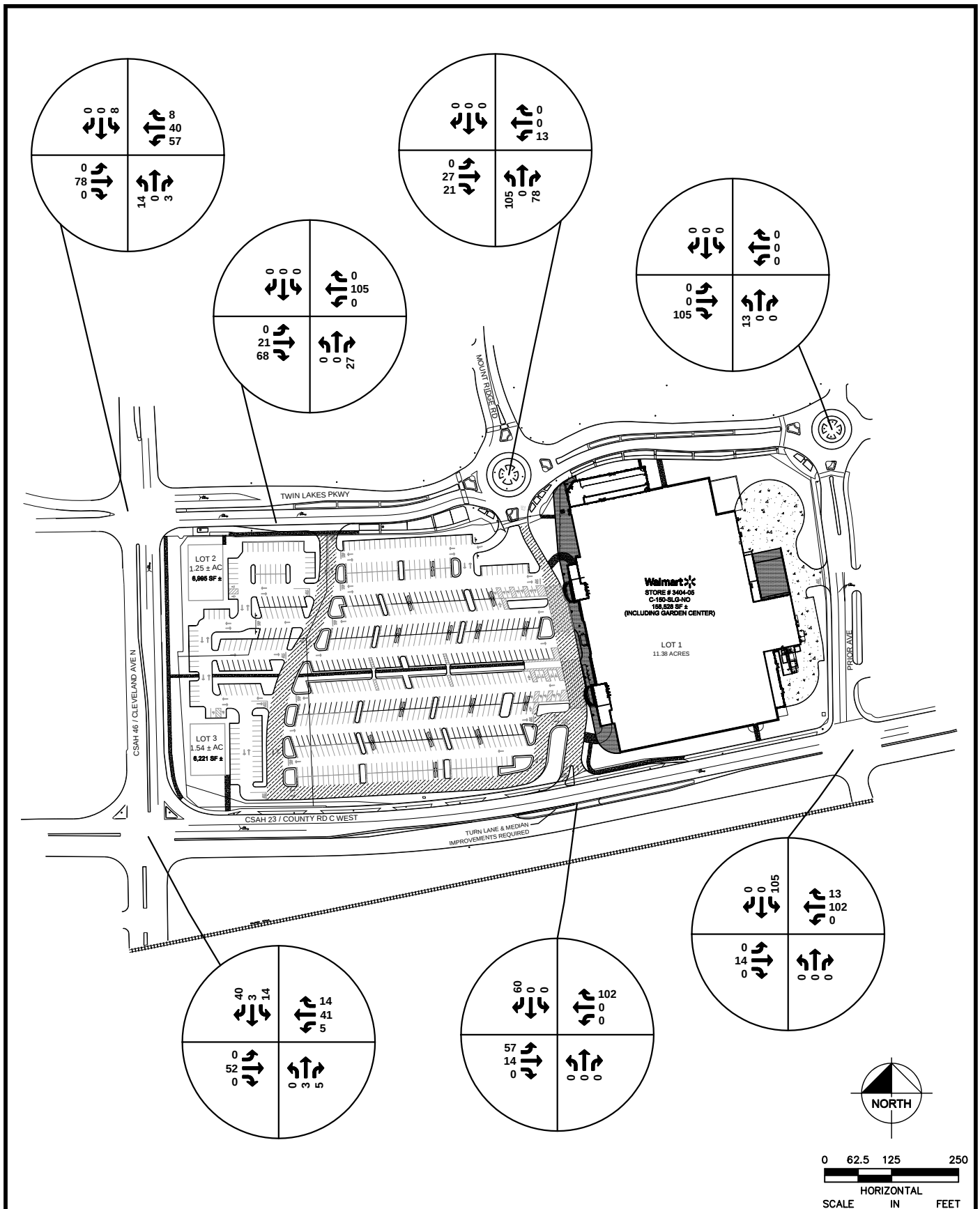
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**FIGURE 8:  
2030 SITE TRIP  
DISTRIBUTION**



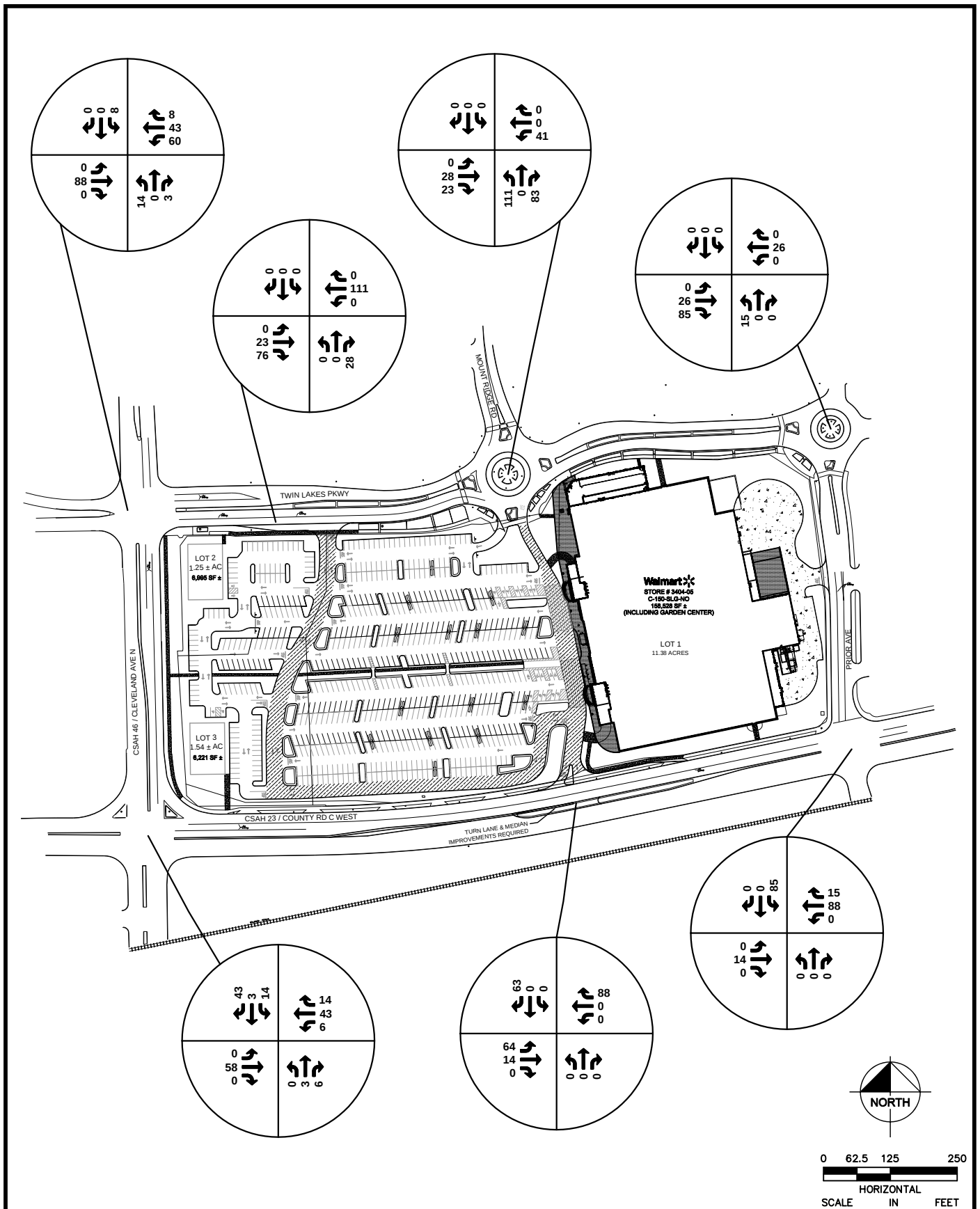
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**FIGURE 9:  
2013 PROJECT  
TRAFFIC VOLUMES**



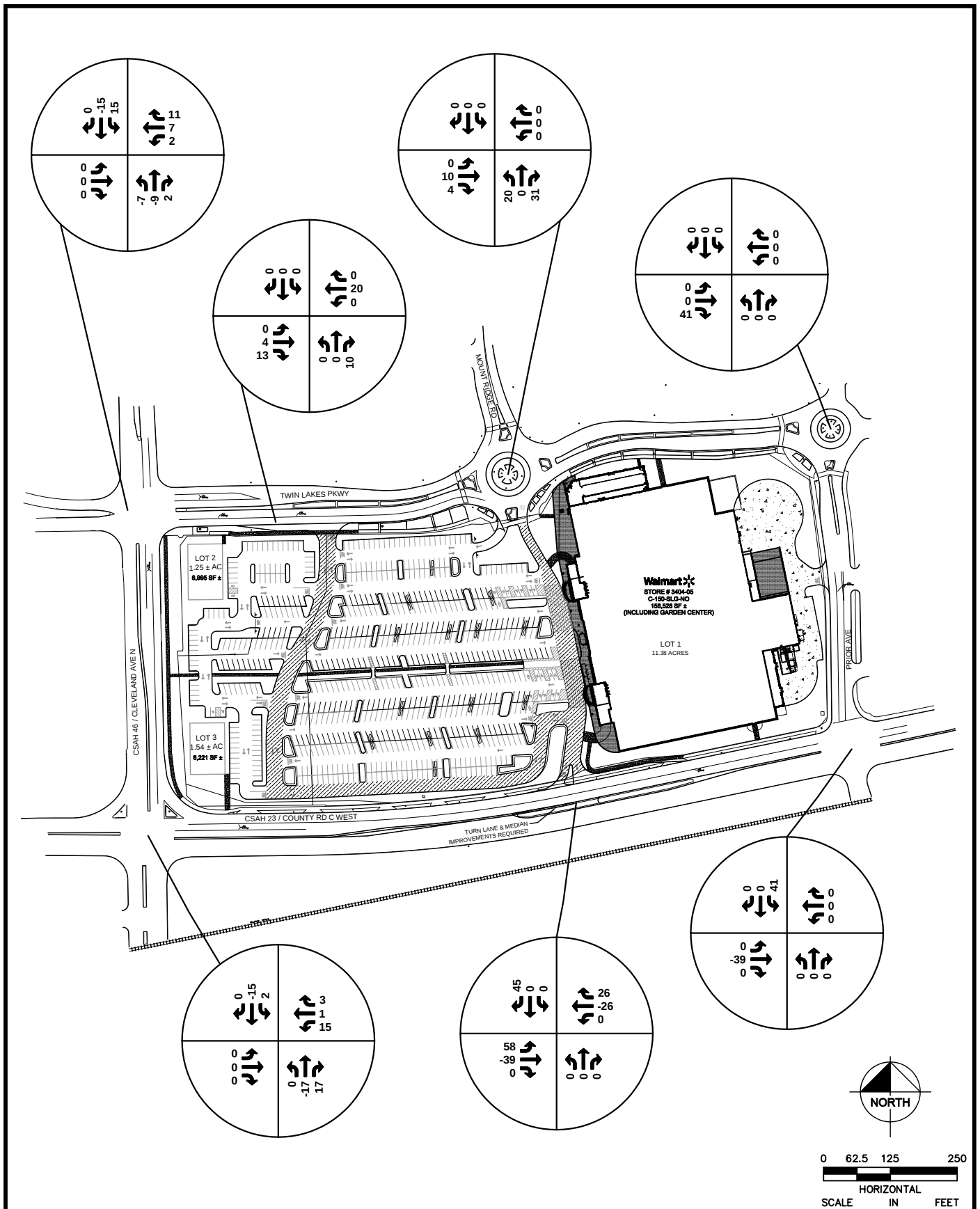
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**FIGURE 10:  
2030 PROJECT  
TRAFFIC VOLUMES**



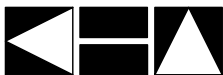
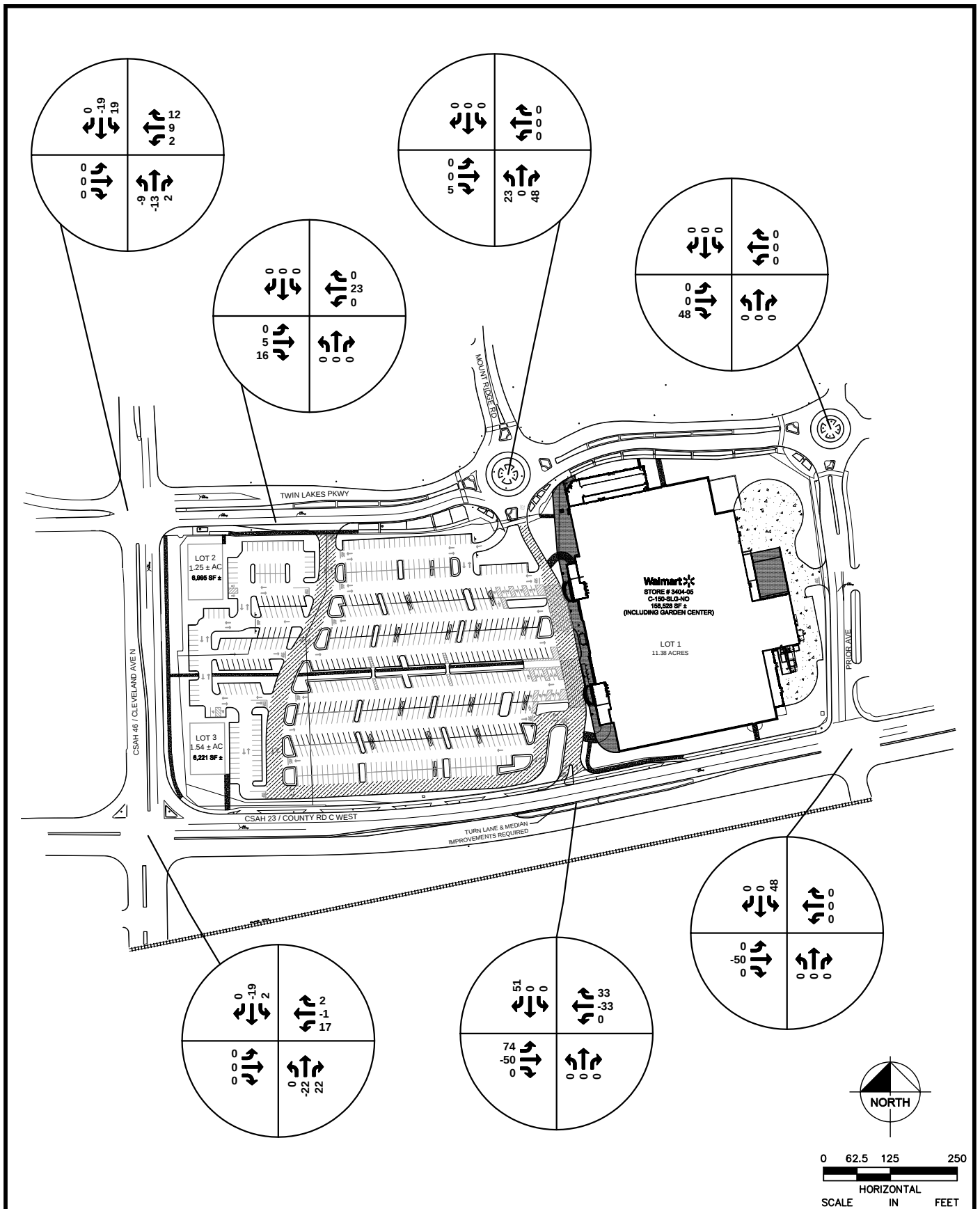
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**FIGURE 11:  
2013 PASS-BY  
TRAFFIC VOLUMES**



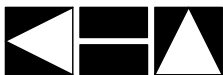
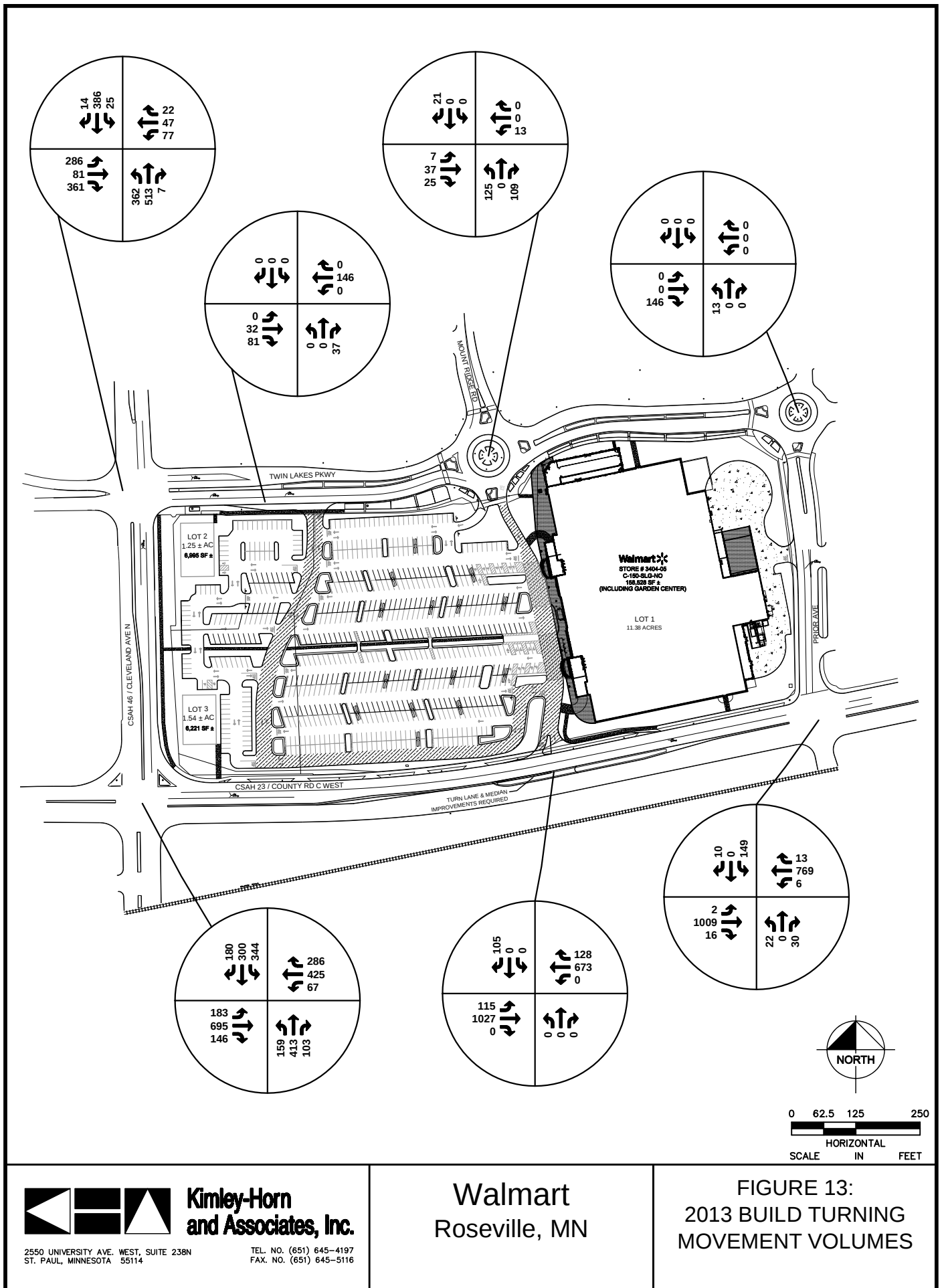
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**FIGURE 12:  
2030 PASS-BY  
TRAFFIC VOLUMES**



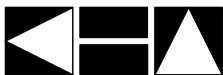
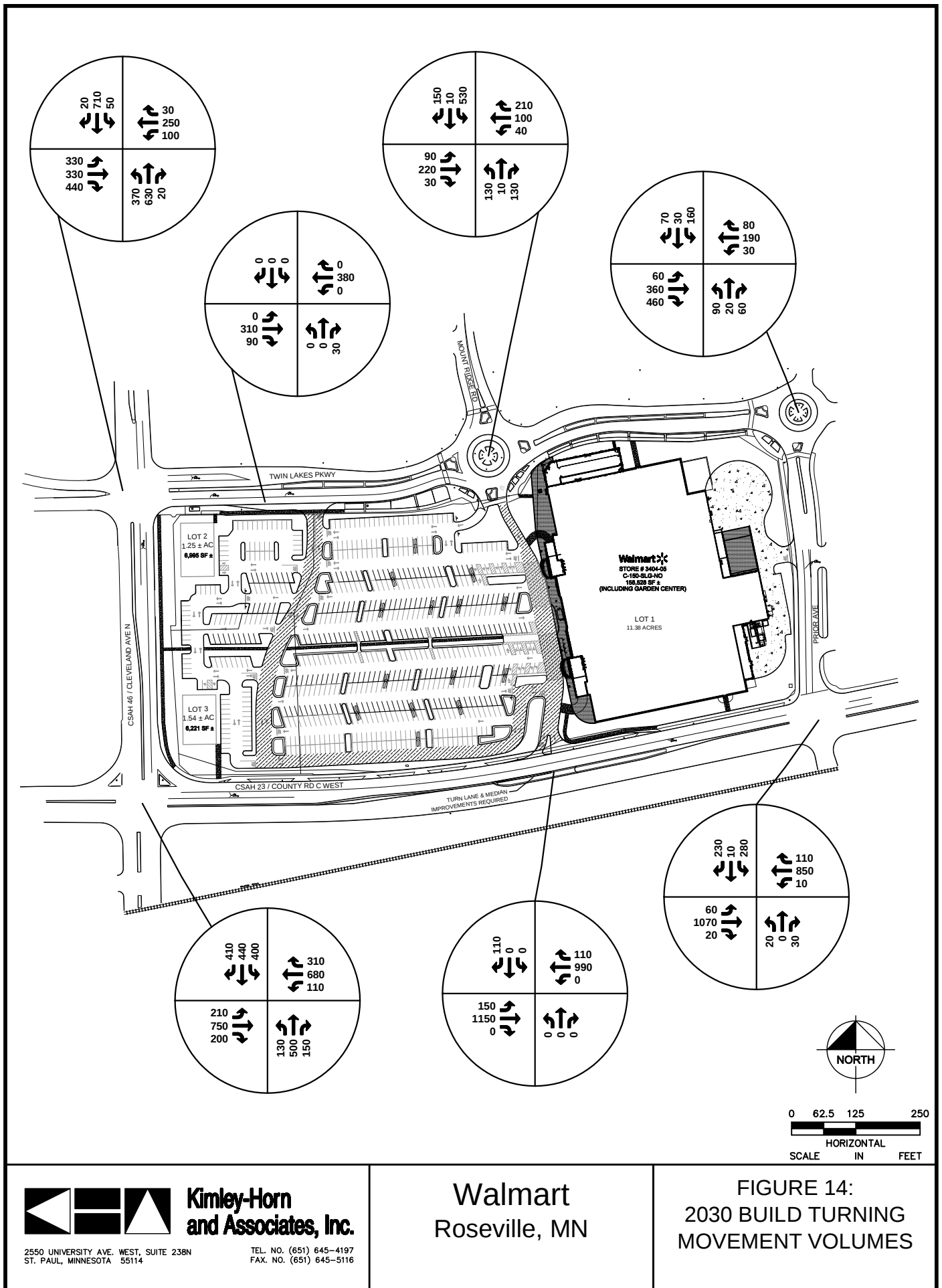
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**FIGURE 13:  
2013 BUILD TURNING  
MOVEMENT VOLUMES**



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**FIGURE 14:  
2030 BUILD TURNING  
MOVEMENT VOLUMES**

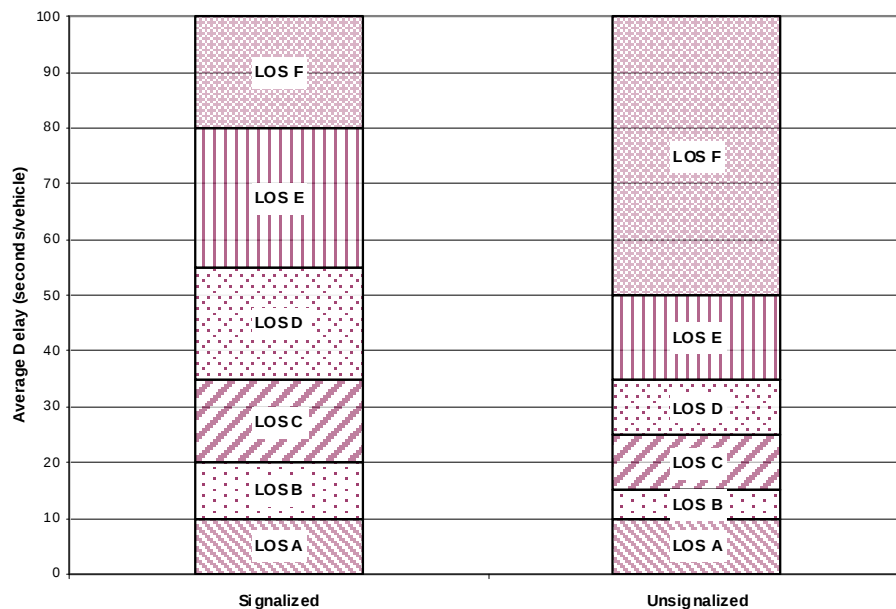
## Level of Service Analyses

Intersection level of service (LOS) analyses were performed for each of the intersections within the study area using the signalized analysis methodology found in the *Highway Capacity Manual (HCM)* and Trafficware's Synchro/SimTraffic version 7. Each intersection was analyzed for p.m. peak hours for the following scenarios:

- 2011 existing traffic conditions
- 2013 no build (without project trips) conditions
- 2013 build (with project trips added) conditions
- 2030 no build (without project trips) conditions
- 2030 build (with project trips added) conditions

One of the primary measures of effectiveness used to evaluate intersection traffic operations, as defined in the HCM, is level of service (LOS)—a qualitative letter grade (A through F) based on seconds of vehicle delay due to the traffic control device at an intersection. By definition, LOS A conditions represent high-quality operations (i.e., motorists experience very little delay or interference) and LOS F conditions represent very poor operations (i.e., extreme delay or severe congestion). This study used the LOS D/E boundary as an indicator of satisfactory traffic operations. **Figure 15** displays the LOS thresholds for signalized and unsignalized intersections.

**Figure 15. Highway Capacity Manual Level of Service Criteria.**



It was assumed that for the future scenarios an intersection with unsatisfactory operations should be addressed through signal timing modifications, or if that was not possible, through implementation of an intersection or roadway improvement.

In order to determine the impacts of the project on the transportation network, a traffic operations analysis was performed on the internal and surrounding roadway network. The analysis process included determining level of service and queue lengths at each of the study intersections for existing, no build, and build conditions. Supporting SimTraffic reports are included in **Appendix B**. For each scenario, five one-hour simulations were conducted in SimTraffic.

In each of the following sections, a description of potentially unsatisfactory operational characteristics is summarized for each scenario modeled. For each scenario, a table is included where the intersection level of service and delay is summarized. The SimTraffic reports were reviewed to identify individual movements that experience unsatisfactory level of service and delay or queues that are anticipated to block the adjacent lane. Only in instances where an individual movement experiences an unsatisfactory measure of effectiveness will the movement information be summarized.

### *2011 Existing Operations*

**Tables 3** and **4** provide 2011 LOS and queuing results, respectively. All intersections operate at LOS C or better during the p.m. peak period. A total of three movements operate at LOS E or F:

- Cleveland Avenue N (CSAH 46) & Twin Lakes Parkway eastbound through: average delay 99 seconds of per vehicle, LOS F. There are only 3 vehicles making this movement in the peak hour. This is a result of the long cycle length (120 seconds) and random arrivals, and does not represent an operational deficiency.
- Cleveland Avenue N (CSAH 46) & County Road C W (CSAH 23) southbound left: average delay of 75 seconds per vehicle, LOS E. This is a very heavy movement in the p.m. peak hour, with 325 vehicles making this left turn, many of which come from the I-35W northbound exit ramp 550 feet to the north. The 95<sup>th</sup> percentile queue is 364 feet, compared to a turn lane length of 200 feet. The southbound left turn queue often spills out of the turn lane and blocks traffic in the adjacent through lane.
- County Road C W (CSAH 23) & Prior Avenue southbound left: average delay of 56 seconds per vehicle, LOS E. This movement has only 3 vehicles making this turn and the delay does not represent an operational deficiency.



Aside from the southbound left turn queue at Cleveland Avenue N (CSAH 46) and County Road C W (CSAH 23), no other queues spill out of the turn lane. However, several turn lanes do get blocked by the queues in the adjacent through lanes:

- Cleveland Avenue N (CSAH 46) & Twin Lakes Parkway southbound left
- Cleveland Avenue N (CSAH 46) & Twin Lakes Parkway eastbound right
- Cleveland Avenue N (CSAH 46) & County Road C W (CSAH 23) northbound left
- Cleveland Avenue N (CSAH 46) & County Road C W (CSAH 23) southbound left
- Cleveland Avenue N (CSAH 46) & County Road C W (CSAH 23) eastbound left

Table 3. Existing (2011) LOS Results.

| Intersection                                        | Control    | Approach | Operations by Movement |                 |     |         |                 |     |        |                 |     |                 | Overall Intersection |                 |
|-----------------------------------------------------|------------|----------|------------------------|-----------------|-----|---------|-----------------|-----|--------|-----------------|-----|-----------------|----------------------|-----------------|
|                                                     |            |          | Left                   |                 |     | Through |                 |     | Right  |                 |     |                 |                      |                 |
|                                                     |            |          | Volume                 | Delay (sec/veh) | LOS | Volume  | Delay (sec/veh) | LOS | Volume | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS                  | Delay (sec/veh) |
| Cleveland Ave N (CSAH 46) & Twin Lakes Pkwy         | Signal     | NB       | 351                    | 18              | B   | 528     | 10              | A   | 2      | 5               | A   | 20              | B                    |                 |
|                                                     |            | SB       | 2                      | 19              | B   | 397     | 23              | C   | 14     | 16              | B   |                 |                      |                 |
|                                                     |            | EB       | 283                    | 43              | D   | 3       | 99              | F   | 357    | 15              | B   |                 |                      |                 |
|                                                     |            | WB       | 18                     | 39              | D   | 0       | 0               | A   | 3      | 4               | A   |                 |                      |                 |
| Cleveland Ave N (CSAH 46) & County Rd C W (CSAH 23) | Signal     | NB       | 157                    | 35              | D   | 423     | 46              | D   | 80     | 37              | D   | 34              | C                    |                 |
|                                                     |            | SB       | 325                    | 75              | E   | 328     | 40              | D   | 138    | 10              | A   |                 |                      |                 |
|                                                     |            | EB       | 181                    | 32              | C   | 637     | 25              | C   | 145    | 21              | C   |                 |                      |                 |
|                                                     |            | WB       | 47                     | 25              | C   | 380     | 29              | C   | 266    | 9               | A   |                 |                      |                 |
| County Rd C W (CSAH 23) & Prior Ave                 | Signal     | NB       | 22                     | 54              | D   | 0       | 0               | A   | 30     | 17              | B   | 4               | A                    |                 |
|                                                     |            | SB       | 3                      | 56              | E   | 0       | 0               | A   | 10     | 4               | A   |                 |                      |                 |
|                                                     |            | EB       | 2                      | 5               | A   | 1044    | 4               | A   | 16     | 5               | A   |                 |                      |                 |
|                                                     |            | WB       | 6                      | 15              | B   | 660     | 1               | A   | 0      | 0               | A   |                 |                      |                 |
| Twin Lakes Pkwy & Mount Ridge Rd                    | Roundabout | NB       | NA                     | NA              | NA  | NA      | NA              | NA  | NA     | NA              | NA  | 6               | A                    |                 |
|                                                     |            | SB       | NA                     | NA              | NA  | NA      | NA              | NA  | 21     | 6               | A   |                 |                      |                 |
|                                                     |            | EB       | 7                      | 3               | A   | NA      | NA              | NA  | NA     | NA              | NA  |                 |                      |                 |
|                                                     |            | WB       | NA                     | NA              | NA  | NA      | NA              | NA  | NA     | NA              | NA  |                 |                      |                 |

*Table 4. Existing (2011) 95<sup>th</sup> Percentile Queue Lengths.*

| Intersection                                        | Control    | Movement | Storage Length (ft) | Taper Length (ft) | 95% Queue Length (ft) |                    |
|-----------------------------------------------------|------------|----------|---------------------|-------------------|-----------------------|--------------------|
|                                                     |            |          |                     |                   | Turn Lane             | Adjacent Thru Lane |
| Cleveland Ave N (CSAH 46) & Twin Lakes Pkwy         | Signal     | NBL      | 175                 | 125               | 189                   | 117                |
|                                                     |            | SBL      | 75                  | 50                | 7                     | 168                |
|                                                     |            | EBR      | 200                 | 100               | 184                   | 308                |
|                                                     |            | WBR      | 250                 | 125               | 13                    | 46                 |
| Cleveland Ave N (CSAH 46) & County Rd C W (CSAH 23) | Signal     | NBL      | 200                 | 100               | 168                   | 260                |
|                                                     |            | SBL      | 200                 | 125               | 364                   | 458                |
|                                                     |            | EBL      | 150                 | 125               | 178                   | 287                |
|                                                     |            | WBL      | 275                 | 125               | 63                    | 195                |
| County Rd C W (CSAH 23) & Prior Ave                 | Signal     | EBL      | 150                 | 125               | 7                     | 56                 |
|                                                     |            | WBL      | 125                 | 100               | 16                    | 59                 |
| Twin Lakes Pkwy & Mount Ridge Rd                    | Roundabout | SBR      | 75                  | 75                | 0                     | 0                  |

### *2013 No Build Operations*

**Tables 5 and 6** provide 2013 no build LOS and queuing results, respectively. Signal timings were optimized for 2013 no build operations. Because of the high volumes at the signalized intersections, operations can be very sensitive to changes in volume. In the p.m. peak hour, with signal timings optimized, all intersections are expected to operate at LOS C or better, and all individual movements are expected to operate at LOS D or better. The 95<sup>th</sup> percentile queue (339 feet) for the southbound left turn at Cleveland Avenue N (CSAH 46) and County Road C W (CSAH 23) extends beyond the length of the turn lane (200 feet) and is expected to block the adjacent through lane, as does the northbound left turn queue at Cleveland Avenue N (CSAH 46) and Twin Lakes Parkway (240-foot 95<sup>th</sup> percentile queue compared to a 175-foot turn lane). As in the existing conditions, the following turn lanes are blocked by the 95<sup>th</sup> percentile queues in the adjacent through lanes:

- Cleveland Avenue N (CSAH 46) & Twin Lakes Parkway southbound left
- Cleveland Avenue N (CSAH 46) & Twin Lakes Parkway eastbound right
- Cleveland Avenue N (CSAH 46) & County Road C W (CSAH 23) northbound left
- Cleveland Avenue N (CSAH 46) & County Road C W (CSAH 23) southbound left
- Cleveland Avenue N (CSAH 46) & County Road C W (CSAH 23) eastbound left



Table 5. 2013 No Build LOS Results.

| Intersection                                        | Control    | Approach | Operations by Movement |                 |     |         |                 |     |        |                 |     |                 | Overall Intersection |  |
|-----------------------------------------------------|------------|----------|------------------------|-----------------|-----|---------|-----------------|-----|--------|-----------------|-----|-----------------|----------------------|--|
|                                                     |            |          | Left                   |                 |     | Through |                 |     | Right  |                 |     | Delay (sec/veh) | LOS                  |  |
|                                                     |            |          | Volume                 | Delay (sec/veh) | LOS | Volume  | Delay (sec/veh) | LOS | Volume | Delay (sec/veh) | LOS |                 |                      |  |
| Cleveland Ave N (CSAH 46) & Twin Lakes Pkwy         | Signal     | NB       | 355                    | 18              | B   | 522     | 11              | B   | 2      | 12              | B   | 20              | C                    |  |
|                                                     |            | SB       | 2                      | 18              | B   | 401     | 24              | C   | 14     | 13              | B   |                 |                      |  |
|                                                     |            | EB       | 286                    | 44              | D   | 3       | 38              | D   | 361    | 13              | B   |                 |                      |  |
|                                                     |            | WB       | 18                     | 35              | D   | 0       | 0               | A   | 3      | 3               | A   |                 |                      |  |
| Cleveland Ave N (CSAH 46) & County Rd C W (CSAH 23) | Signal     | NB       | 159                    | 35              | C   | 427     | 49              | D   | 81     | 35              | D   | 31              | C                    |  |
|                                                     |            | SB       | 328                    | 42              | D   | 312     | 28              | C   | 140    | 8               | A   |                 |                      |  |
|                                                     |            | EB       | 183                    | 34              | C   | 643     | 28              | C   | 146    | 23              | C   |                 |                      |  |
|                                                     |            | WB       | 47                     | 26              | C   | 383     | 34              | C   | 269    | 10              | B   |                 |                      |  |
| County Rd C W (CSAH 23) & Prior Ave                 | Signal     | NB       | 22                     | 48              | D   | 0       | 0               | A   | 30     | 11              | B   | 3               | A                    |  |
|                                                     |            | SB       | 3                      | 53              | D   | 0       | 0               | A   | 10     | 3               | A   |                 |                      |  |
|                                                     |            | EB       | 2                      | 4               | A   | 1034    | 2               | A   | 16     | 1               | A   |                 |                      |  |
|                                                     |            | WB       | 6                      | 13              | B   | 667     | 2               | A   | 0      | 0               | A   |                 |                      |  |
| Twin Lakes Pkwy & Mount Ridge Rd                    | Roundabout | NB       | NA                     | NA              | NA  | NA      | NA              | NA  | NA     | NA              | NA  | 2               | A                    |  |
|                                                     |            | SB       | NA                     | NA              | NA  | NA      | NA              | NA  | 21     | 2               | A   |                 |                      |  |
|                                                     |            | EB       | 7                      | 2               | A   | NA      | NA              | NA  | NA     | NA              | NA  |                 |                      |  |
|                                                     |            | WB       | NA                     | NA              | NA  | NA      | NA              | NA  | NA     | NA              | NA  |                 |                      |  |

*Table 6. 2013 No Build 95<sup>th</sup> Percentile Queue Lengths.*

| Intersection                                        | Control    | Movement | Storage Length (ft) | Taper Length (ft) | 95% Queue Length (ft) |                    |
|-----------------------------------------------------|------------|----------|---------------------|-------------------|-----------------------|--------------------|
|                                                     |            |          |                     |                   | Turn Lane             | Adjacent Thru Lane |
| Cleveland Ave N (CSAH 46) & Twin Lakes Pkwy         | Signal     | NBL      | 175                 | 125               | 240                   | 173                |
|                                                     |            | SBL      | 75                  | 50                | 8                     | 178                |
|                                                     |            | EBR      | 200                 | 100               | 190                   | 306                |
|                                                     |            | WBR      | 250                 | 125               | 12                    | 47                 |
| Cleveland Ave N (CSAH 46) & County Rd C W (CSAH 23) | Signal     | NBL      | 200                 | 100               | 167                   | 272                |
|                                                     |            | SBL      | 200                 | 125               | 339                   | 340                |
|                                                     |            | EBL      | 150                 | 125               | 191                   | 293                |
|                                                     |            | WBL      | 275                 | 125               | 60                    | 214                |
| County Rd C W (CSAH 23) & Prior Ave                 | Signal     | EBL      | 150                 | 125               | 11                    | 56                 |
|                                                     |            | WBL      | 125                 | 100               | 17                    | 63                 |
| Twin Lakes Pkwy & Mount Ridge Rd                    | Roundabout | SBR      | 75                  | 75                | 0                     | 0                  |

### 2013 Build Operations

**Table 7** provides 2013 build LOS results. Signal timings were optimized for 2013 build operations. In the p.m. peak hour, the 2013 build condition analysis showed that all intersections are expected to operate at LOS C or better, and all individual movements are expected to operate at LOS D or better. All movements at the proposed right-in/right-out access on Twin Lakes Parkway and the  $\frac{3}{4}$  access on County Road C W (CSAH 23) operate at LOS A with no queuing issues.

**Table 8** provides 2013 build queuing results. Queues spilled out of and blocked turn lanes at the two intersections on Cleveland Avenue N (CSAH 46). Ninety-fifth percentile queues are expected to block the adjacent through lanes for the following movements:

- Cleveland Avenue N (CSAH 46) & Twin Lakes Parkway northbound left: 306-foot queue, 175-foot turn lane
- Cleveland Avenue N (CSAH 46) & Twin Lakes Parkway eastbound right: 264-foot queue, 200-foot turn lane
- Cleveland Avenue N (CSAH 46) & County Road C W (CSAH 23) southbound left: 368-foot queue, 200-foot turn lane

Turn lanes were blocked by the 95<sup>th</sup> percentile queues of the adjacent through lanes for the following movements:

- Cleveland Avenue N (CSAH 46) & Twin Lakes Parkway northbound left
- Cleveland Avenue N (CSAH 46) & Twin Lakes Parkway southbound left
- Cleveland Avenue N (CSAH 46) & Twin Lakes Parkway eastbound right



- Cleveland Avenue N (CSAH 46) & County Road C W (CSAH 23) northbound left
- Cleveland Avenue N (CSAH 46) & County Road C W (CSAH 23) southbound left
- Cleveland Avenue N (CSAH 46) & County Road C W (CSAH 23) eastbound left

Except for the northbound left at Cleveland Avenue N (CSAH 46) and County Road C W (CSAH 23), the 95<sup>th</sup> percentile queue of the adjacent through lane in each case is more than 150 feet longer than the turn lane.



Table 7. 2013 Build LOS Results.

| Intersection                                        | Control                     | Approach | Operations by Movement |                 |     |         |                 |     |        |                 |     |                 | Overall Intersection |                 |
|-----------------------------------------------------|-----------------------------|----------|------------------------|-----------------|-----|---------|-----------------|-----|--------|-----------------|-----|-----------------|----------------------|-----------------|
|                                                     |                             |          | Left                   |                 |     | Through |                 |     | Right  |                 |     |                 |                      |                 |
|                                                     |                             |          | Volume                 | Delay (sec/veh) | LOS | Volume  | Delay (sec/veh) | LOS | Volume | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS                  | Delay (sec/veh) |
| Cleveland Ave N (CSAH 46) & Twin Lakes Pkwy         | Signal                      | NB       | 362                    | 27              | C   | 513     | 19              | B   | 7      | 17              | B   | 28              | C                    |                 |
|                                                     |                             | SB       | 25                     | 26              | C   | 386     | 34              | C   | 14     | 19              | B   |                 |                      |                 |
|                                                     |                             | EB       | 286                    | 46              | D   | 81      | 48              | D   | 361    | 16              | B   |                 |                      |                 |
|                                                     |                             | WB       | 77                     | 32              | C   | 47      | 28              | C   | 22     | 4               | A   |                 |                      |                 |
| Cleveland Ave N (CSAH 46) & County Rd C W (CSAH 23) | Signal                      | NB       | 159                    | 36              | D   | 413     | 48              | D   | 103    | 39              | D   | 34              | C                    |                 |
|                                                     |                             | SB       | 344                    | 54              | D   | 300     | 30              | C   | 180    | 8               | A   |                 |                      |                 |
|                                                     |                             | EB       | 183                    | 39              | D   | 695     | 32              | C   | 146    | 28              | C   |                 |                      |                 |
|                                                     |                             | WB       | 67                     | 36              | D   | 425     | 33              | C   | 286    | 12              | B   |                 |                      |                 |
| County Rd C W (CSAH 23) & Prior Ave                 | Signal                      | NB       | 22                     | 44              | D   | 0       | 0               | A   | 30     | 12              | B   | 8               | A                    |                 |
|                                                     |                             | SB       | 149                    | 52              | D   | 0       | 0               | A   | 10     | 5               | A   |                 |                      |                 |
|                                                     |                             | EB       | 2                      | 9               | A   | 1009    | 4               | A   | 16     | 2               | A   |                 |                      |                 |
|                                                     |                             | WB       | 6                      | 15              | B   | 769     | 4               | A   | 13     | 2               | A   |                 |                      |                 |
| Twin Lakes Pkwy & NW Site Access                    | TWSC (Right In / Right Out) | NB       | NA                     | NA              | NA  | NA      | NA              | NA  | 37     | 2               | A   | 1               | A                    |                 |
|                                                     |                             | SB       | NA                     | NA              | NA  | NA      | NA              | NA  | NA     | NA              | NA  |                 |                      |                 |
|                                                     |                             | EB       | NA                     | NA              | NA  | 32      | 1               | A   | 81     | 2               | A   |                 |                      |                 |
|                                                     |                             | WB       | NA                     | NA              | NA  | 146     | 0               | A   | NA     | NA              | NA  |                 |                      |                 |
| Twin Lakes Pkwy & Mount Ridge Rd                    | Roundabout                  | NB       | 125                    | 3               | A   | 0       | 0               | A   | 109    | 3               | A   | 3               | A                    |                 |
|                                                     |                             | SB       | 0                      | 0               | A   | 0       | 0               | A   | 21     | 2               | A   |                 |                      |                 |
|                                                     |                             | EB       | 7                      | 3               | A   | 37      | 4               | A   | 25     | 2               | A   |                 |                      |                 |
|                                                     |                             | WB       | 13                     | 2               | A   | 0       | 0               | A   | 0      | 0               | A   |                 |                      |                 |
| Twin Lakes Pkwy & Prior Ave                         | Roundabout                  | NB       | 13                     | 2               | A   | 0       | 0               | A   | NA     | NA              | NA  | 2               | A                    |                 |
|                                                     |                             | SB       | NA                     | NA              | NA  | NA      | NA              | NA  | NA     | NA              | NA  |                 |                      |                 |
|                                                     |                             | EB       | NA                     | NA              | NA  | NA      | NA              | NA  | 146    | 2               | A   |                 |                      |                 |
|                                                     |                             | WB       | NA                     | NA              | NA  | NA      | NA              | NA  | NA     | NA              | NA  |                 |                      |                 |
| County Rd C W (CSAH 23) & Mount Ridge Rd            | TWSC (3/4 Access)           | NB       | NA                     | NA              | NA  | NA      | NA              | NA  | NA     | NA              | NA  | 3               | A                    |                 |
|                                                     |                             | SB       | NA                     | NA              | NA  | NA      | NA              | NA  | 105    | 5               | A   |                 |                      |                 |
|                                                     |                             | EB       | 115                    | 9               | A   | 1027    | 3               | A   | NA     | NA              | NA  |                 |                      |                 |
|                                                     |                             | WB       | NA                     | NA              | NA  | 673     | 3               | A   | 128    | 2               | A   |                 |                      |                 |

**Table 8. 2013 Build 95<sup>th</sup> Percentile Queue Lengths.**

| Intersection                                        | Control                     | Movement | Storage Length (ft) | Taper Length (ft) | 95% Queue Length (ft) |                    |
|-----------------------------------------------------|-----------------------------|----------|---------------------|-------------------|-----------------------|--------------------|
|                                                     |                             |          |                     |                   | Turn Lane             | Adjacent Thru Lane |
| Cleveland Ave N (CSAH 46) & Twin Lakes Pkwy         | Signal                      | NBL      | 175                 | 125               | 306                   | 334                |
|                                                     |                             | SBL      | 75                  | 50                | 46                    | 195                |
|                                                     |                             | EBR      | 200                 | 100               | 264                   | 507                |
|                                                     |                             | WBR      | 250                 | 125               | 38                    | 132                |
| Cleveland Ave N (CSAH 46) & County Rd C W (CSAH 23) | Signal                      | NBL      | 200                 | 100               | 158                   | 265                |
|                                                     |                             | SBL      | 200                 | 125               | 368                   | 454                |
|                                                     |                             | EBL      | 150                 | 125               | 206                   | 332                |
|                                                     |                             | WBL      | 275                 | 125               | 98                    | 232                |
| County Rd C W (CSAH 23) & Prior Ave                 | Signal                      | EBL      | 150                 | 125               | 8                     | 118                |
|                                                     |                             | WBL      | 125                 | 100               | 26                    | 118                |
| Twin Lakes Pkwy & NW Site Access                    | TWSC (Right In / Right Out) | EBR      | 60                  | 60                | 11                    | 0                  |
| Twin Lakes Pkwy & Mount Ridge Rd                    | Roundabout                  | SBR      | 75                  | 75                | 13                    | 0                  |
| Twin Lakes Pkwy & Prior Ave                         | Roundabout                  | EBR      | 150                 | 150               | 0                     | 0                  |
| County Rd C W (CSAH 23) & Mount Ridge Rd            | TWSC (3/4 Access)           | EBL      | 150                 | 125               | 83                    | 0                  |

### 2030 No Build Operations

**Tables 9 and 10** provide 2030 no build LOS and queuing results, respectively. Signal timings were optimized for 2030 no build operations. The 2030 no build analysis showed that the two intersections on Cleveland Avenue N (CSAH 46) are expected to be over capacity in the p.m. peak hour given existing geometry and 2030 volumes, with the Twin Lakes redevelopment area built out with the exception of the Walmart site. Both intersections operate at LOS F with excessive queuing, in particular, west onto northbound I-35W and north along Cleveland Avenue N (CSAH 46). The other intersections appear to operate at LOS A; however, they are not serving the actual hourly demand due to the bottleneck on Cleveland Avenue N (CSAH 46).



Table 9. 2030 No Build LOS Results.

| Intersection                                        | Control    | Approach | Operations by Movement |                    |     |         |                    |     |        |                    |     | Overall Intersection |     |
|-----------------------------------------------------|------------|----------|------------------------|--------------------|-----|---------|--------------------|-----|--------|--------------------|-----|----------------------|-----|
|                                                     |            |          | Left                   |                    |     | Through |                    |     | Right  |                    |     | Delay<br>(sec/veh)   | LOS |
|                                                     |            |          | Volume                 | Delay<br>(sec/veh) | LOS | Volume  | Delay<br>(sec/veh) | LOS | Volume | Delay<br>(sec/veh) | LOS |                      |     |
| Cleveland Ave N (CSAH 46) & Twin Lakes Pkwy         | Signal     | NB       | 360                    | 129                | F   | 640     | 33                 | C   | 10     | 30                 | C   | 277                  | F   |
|                                                     |            | SB       | 20                     | 422                | F   | 730     | 433                | F   | 20     | 392                | F   |                      |     |
|                                                     |            | EB       | 330                    | 474                | F   | 250     | 476                | F   | 440    | 427                | F   |                      |     |
|                                                     |            | WB       | 40                     | 32                 | C   | 200     | 28                 | C   | 10     | 5                  | A   |                      |     |
| Cleveland Ave N (CSAH 46) & County Rd C W (CSAH 23) | Signal     | NB       | 130                    | 48                 | D   | 510     | 84                 | F   | 120    | 67                 | E   | 99                   | F   |
|                                                     |            | SB       | 380                    | 113                | F   | 460     | 32                 | C   | 370    | 14                 | B   |                      |     |
|                                                     |            | EB       | 210                    | 514                | F   | 690     | 168                | F   | 200    | 143                | F   |                      |     |
|                                                     |            | WB       | 90                     | 56                 | E   | 640     | 53                 | D   | 290    | 31                 | C   |                      |     |
| County Rd C W (CSAH 23) & Prior Ave                 | Signal     | NB       | 20                     | 44                 | D   | 0       | 0                  | A   | 30     | 12                 | B   | 10                   | A   |
|                                                     |            | SB       | 150                    | 48                 | D   | 10      | 49                 | D   | 230    | 8                  | A   |                      |     |
|                                                     |            | EB       | 60                     | 12                 | B   | 1110    | 5                  | A   | 20     | 3                  | A   |                      |     |
|                                                     |            | WB       | 10                     | 16                 | B   | 770     | 8                  | A   | 90     | 7                  | A   |                      |     |
| Twin Lakes Pkwy & Mount Ridge Rd                    | Roundabout | NB       | NA                     | NA                 | NA  | NA      | NA                 | NA  | NA     | NA                 | NA  | 7                    | A   |
|                                                     |            | SB       | 530                    | 9                  | A   | NA      | NA                 | NA  | 150    | 9                  | A   |                      |     |
|                                                     |            | EB       | 90                     | 7                  | A   | 190     | 8                  | A   | NA     | NA                 | NA  |                      |     |
|                                                     |            | WB       | NA                     | NA                 | NA  | 100     | 4                  | A   | 210    | 3                  | A   |                      |     |
| Twin Lakes Pkwy & Prior Ave                         | Roundabout | NB       | 70                     | 5                  | A   | 20      | 5                  | A   | 60     | 4                  | A   | 4                    | A   |
|                                                     |            | SB       | 160                    | 4                  | A   | 30      | 5                  | A   | 70     | 4                  | A   |                      |     |
|                                                     |            | EB       | 60                     | 5                  | A   | 330     | 6                  | A   | 330    | 4                  | A   |                      |     |
|                                                     |            | WB       | 30                     | 3                  | A   | 170     | 4                  | A   | 80     | 3                  | A   |                      |     |

*Table 10. 2030 No Build 95<sup>th</sup> Percentile Queue Lengths.*

| Intersection                                        | Control    | Movement | Storage Length (ft) | Taper Length (ft) | 95% Queue Length (ft) |                    |
|-----------------------------------------------------|------------|----------|---------------------|-------------------|-----------------------|--------------------|
|                                                     |            |          |                     |                   | Turn Lane             | Adjacent Thru Lane |
| Cleveland Ave N (CSAH 46) & Twin Lakes Pkwy         | Signal     | NBL      | 175                 | 125               | 340                   | 644                |
|                                                     |            | SBL      | 75                  | 50                | 60                    | 965                |
|                                                     |            | EBR      | 200                 | 100               | 400                   | 1554               |
|                                                     |            | WBR      | 250                 | 125               | 20                    | 239                |
| Cleveland Ave N (CSAH 46) & County Rd C W (CSAH 23) | Signal     | NBL      | 200                 | 100               | 244                   | 456                |
|                                                     |            | SBL      | 200                 | 125               | 380                   | 653                |
|                                                     |            | EBL      | 150                 | 125               | 345                   | 1476               |
|                                                     |            | WBL      | 275                 | 125               | 146                   | 431                |
| County Rd C W (CSAH 23) & Prior Ave                 | Signal     | SBR      | 300                 | 100               | 97                    | 205                |
|                                                     |            | EBL      | 150                 | 125               | 64                    | 160                |
|                                                     |            | WBL      | 125                 | 100               | 23                    | 147                |
| Twin Lakes Pkwy & Mount Ridge Rd                    | Roundabout | SBR      | 75                  | 75                | 69                    | 163                |
| Twin Lakes Pkwy & Prior Ave                         | Roundabout | EBR      | 150                 | 150               | 32                    | 62                 |

### 2030 Build Operations

**Table 11** provides 2030 build LOS results. Signal timings were optimized for 2030 build operations. Similar to the 2030 no build scenario, the 2030 build analysis showed that the two intersections on Cleveland Avenue N (CSAH 46) are expected to be over capacity given existing geometry, 2030 volumes, and the Twin Lakes redevelopment area built out. Both intersections operate at LOS F with excessive queuing, in particular, west onto northbound I-35W and north along Cleveland Avenue N (CSAH 46). The other intersections appear to operate at LOS C or better, but the bottleneck at Cleveland Avenue N (CSAH 46), prevents the actual hourly demand from reaching the surrounding intersections.

In addition to the multiple movements on Cleveland Avenue N (CSAH 46), the southbound right turn movement from the proposed Walmart site onto County Road C W (CSAH 23) is expected to operate at LOS F. This delay, representing exiting demand from the site, is due to the long westbound queue on County Road C W (CSAH 23) at Cleveland Avenue N (CSAH 46), which can extend almost to Prior Avenue. The westbound queue prevents vehicles from exiting the site and also causes some free movements on eastbound and westbound County Road C W (CSAH 23) to operate at LOS C at the site access. No queuing issues are anticipated at the right-in/right-out access on Twin Lakes Parkway. **Table 12** provides 2030 build queuing results.



Table 11. 2030 Build LOS Results.

| Intersection                                        | Control                      | Approach | Operations by Movement |                 |     |         |                 |     |        |                 |     |                 | Overall Intersection |  |
|-----------------------------------------------------|------------------------------|----------|------------------------|-----------------|-----|---------|-----------------|-----|--------|-----------------|-----|-----------------|----------------------|--|
|                                                     |                              |          | Left                   |                 |     | Through |                 |     | Right  |                 |     | Delay (sec/veh) | LOS                  |  |
|                                                     |                              |          | Volume                 | Delay (sec/veh) | LOS | Volume  | Delay (sec/veh) | LOS | Volume | Delay (sec/veh) | LOS |                 |                      |  |
| Cleveland Ave N (CSAH 46) & Twin Lakes Pkwy         | Signal                       | NB       | 370                    | 225             | F   | 630     | 56              | E   | 20     | 50              | D   | 360             | F                    |  |
|                                                     |                              | SB       | 50                     | 233             | F   | 710     | 228             | F   | 20     | 216             | F   |                 |                      |  |
|                                                     |                              | EB       | 330                    | 834             | F   | 330     | 844             | F   | 440    | 798             | F   |                 |                      |  |
|                                                     |                              | WB       | 100                    | 32              | C   | 250     | 32              | C   | 30     | 3               | A   |                 |                      |  |
| Cleveland Ave N (CSAH 46) & County Rd C W (CSAH 23) | Signal                       | NB       | 130                    | 598             | F   | 500     | 729             | F   | 150    | 679             | F   | 433             | F                    |  |
|                                                     |                              | SB       | 400                    | 92              | F   | 440     | 33              | C   | 410    | 17              | B   |                 |                      |  |
|                                                     |                              | EB       | 210                    | 2343            | F   | 750     | 1211            | F   | 200    | 992             | F   |                 |                      |  |
|                                                     |                              | WB       | 110                    | 136             | 4   | 680     | 135             | F   | 310    | 127             | F   |                 |                      |  |
| County Rd C W (CSAH 23) & Prior Ave                 | Signal                       | NB       | 20                     | 46              | D   | 0       | 0               | A   | 30     | 12              | B   | 17              | B                    |  |
|                                                     |                              | SB       | 280                    | 48              | D   | 10      | 44              | D   | 230    | 11              | B   |                 |                      |  |
|                                                     |                              | EB       | 60                     | 14              | B   | 1070    | 8               | A   | 20     | 6               | A   |                 |                      |  |
|                                                     |                              | WB       | 10                     | 15              | B   | 850     | 16              | B   | 110    | 13              | B   |                 |                      |  |
| Twin Lakes Pkwy & NW Site Access                    | TW/SC (Right In / Right Out) | NB       | NA                     | NA              | NA  | NA      | NA              | NA  | 30     | 2               | A   | 4               | A                    |  |
|                                                     |                              | SB       | NA                     | NA              | NA  | NA      | NA              | NA  | NA     | NA              | NA  |                 |                      |  |
|                                                     |                              | EB       | NA                     | NA              | NA  | 310     | 2               | A   | 90     | 2               | A   |                 |                      |  |
|                                                     |                              | WB       | NA                     | NA              | NA  | 380     | 7               | A   | NA     | NA              | NA  |                 |                      |  |
| Twin Lakes Pkwy & Mount Ridge Rd                    | Roundabout                   | NB       | 130                    | 9               | A   | 10      | 8               | A   | 130    | 9               | A   | 12              | B                    |  |
|                                                     |                              | SB       | 530                    | 19              | C   | 10      | 14              | B   | 150    | 14              | B   |                 |                      |  |
|                                                     |                              | EB       | 90                     | 9               | A   | 220     | 9               | A   | 30     | 2               | A   |                 |                      |  |
|                                                     |                              | WB       | 40                     | 3               | A   | 100     | 4               | A   | 210    | 3               | A   |                 |                      |  |
| Twin Lakes Pkwy & Prior Ave                         | Roundabout                   | NB       | 90                     | 5               | A   | 20      | 7               | A   | 60     | 5               | A   | 5               | A                    |  |
|                                                     |                              | SB       | 160                    | 5               | A   | 30      | 5               | A   | 70     | 4               | A   |                 |                      |  |
|                                                     |                              | EB       | 60                     | 6               | A   | 360     | 7               | A   | 460    | 5               | A   |                 |                      |  |
|                                                     |                              | WB       | 30                     | 4               | A   | 190     | 4               | A   | 80     | 3               | A   |                 |                      |  |
| County Rd C W (CSAH 23) & Mount Ridge Rd            | TW/SC (3/4 Access)           | NB       | NA                     | NA              | NA  | NA      | NA              | NA  | NA     | NA              | NA  | 18              | C                    |  |
|                                                     |                              | SB       | NA                     | NA              | NA  | NA      | NA              | NA  | 110    | 160             | F   |                 |                      |  |
|                                                     |                              | EB       | 150                    | 18              | C   | 1150    | 3               | A   | NA     | NA              | NA  |                 |                      |  |
|                                                     |                              | WB       | NA                     | NA              | NA  | 990     | 17              | C   | 110    | 16              | C   |                 |                      |  |



*Table 12. 2030 Build 95<sup>th</sup> Percentile Queue Lengths.*

| Intersection                                        | Control                     | Movement | Storage Length (ft) | Taper Length (ft) | 95% Queue Length (ft) |                    |
|-----------------------------------------------------|-----------------------------|----------|---------------------|-------------------|-----------------------|--------------------|
|                                                     |                             |          |                     |                   | Turn Lane             | Adjacent Thru Lane |
| Cleveland Ave N (CSAH 46) & Twin Lakes Pkwy         | Signal                      | NBL      | 175                 | 125               | 301                   | 555                |
|                                                     |                             | SBL      | 75                  | 50                | 104                   | 891                |
|                                                     |                             | EBR      | 200                 | 100               | 402                   | 1380               |
|                                                     |                             | WBR      | 250                 | 125               | 38                    | 192                |
| Cleveland Ave N (CSAH 46) & County Rd C W (CSAH 23) | Signal                      | NBL      | 200                 | 100               | 362                   | 599                |
|                                                     |                             | SBL      | 200                 | 125               | 382                   | 617                |
|                                                     |                             | EBL      | 150                 | 125               | 300                   | 1664               |
|                                                     |                             | WBL      | 275                 | 125               | 388                   | 950                |
| County Rd C W (CSAH 23) & Prior Ave                 | Signal                      | SBR      | 300                 | 100               | 139                   | 330                |
|                                                     |                             | EBL      | 150                 | 125               | 58                    | 165                |
|                                                     |                             | WBL      | 125                 | 100               | 24                    | 274                |
| Twin Lakes Pkwy & NW Site Access                    | TWSC (Right In / Right Out) | EBR      | 60                  | 60                | 0                     | 0                  |
| Twin Lakes Pkwy & Mount Ridge Rd                    | Roundabout                  | SBR      | 75                  | 75                | 136                   | 376                |
| Twin Lakes Pkwy & Prior Ave                         | Roundabout                  | EBR      | 150                 | 150               | 32                    | 74                 |
| County Rd C W (CSAH 23) & Mount Ridge Rd            | TWSC (3/4 Access)           | EBL      | 150                 | 125               | 101                   | 0                  |

### *2030 Build Operations with Twin Lakes AUAR improvements*

**Table 13** provides LOS results for the 2030 build scenario with the implementation of the Twin Lakes AUAR recommended improvements. Signal timings were optimized. Changes to the roadway network consisted of the following improvements at Cleveland Avenue N (CSAH 46) and Twin Lakes Parkway:

- Addition of a northbound left turn lane (dual lefts)
- Addition of a northbound right turn lane
- Addition of 2 eastbound through lanes and conversion of shared left/through lane to dedicated left turn lane
- Conversion of westbound shared left/through lane to dedicated left turn lane
- Addition of a westbound through lane and conversion of right-turn lane to shared through/right lane
- Extension of the existing southbound left turn lane

In addition, a westbound right-turn lane with turn lane storage was recommended at Cleveland Avenue N (CSAH 46) and County Road C W (CSAH 23). Turn lane lengths



were not specified in the AUAR and were modeled at lengths to mirror existing turn lanes or at 300 feet.

The 2030 build analysis with improvements showed that all intersections are expected to operate at LOS D or better during the p.m. peak hour, with the exception of the Cleveland Avenue N (CSAH 46) and I-35W NB Ramps/Twin Lakes Parkway intersection, which is projected to operate at LOS E. The following movements operate at LOS E or F:

- Cleveland Avenue N (CSAH 46) & Twin Lakes Parkway southbound left: average delay of 113 seconds per vehicle, LOS F.
- Cleveland Avenue N (CSAH 46) & Twin Lakes Parkway southbound through: average delay of 128 seconds per vehicle, LOS F.
- Cleveland Avenue N (CSAH 46) & Twin Lakes Parkway southbound right: average delay of 76 seconds per vehicle, LOS E.
- Cleveland Avenue N (CSAH 46) & County Road C W (CSAH 23) northbound through: average delay of 57 seconds per vehicle, LOS E.
- Cleveland Avenue N (CSAH 46) & County Road C W (CSAH 23) southbound left: average delay of 110 seconds per vehicle, LOS F.
- Cleveland Avenue N (CSAH 46) & County Road C W (CSAH 23) eastbound left: average delay of 122 seconds per vehicle, LOS F.
- Cleveland Avenue N (CSAH 46) & County Road C W (CSAH 23) westbound left: average delay of 207 seconds per vehicle, LOS F.

These delays are primarily due to the heavy southbound left turn volume at Cleveland Avenue N (CSAH 46) and County Road C W (CSAH 23). With 400 vehicles making this movement, a second left-turn lane is necessary, but is presumably not recommended in the AUAR due to limited right-of-way. As a result the southbound left turn queue at Cleveland Avenue N (CSAH 46) and County Road C W (CSAH 23) spills out of the turn lane into the adjacent through lane, and back through the upstream intersection. In addition, the long split needed to serve this phase reduces time available for other movements at the intersection.

Queues are reduced with the improvements on Cleveland Avenue N (CSAH 46), but turn lane spillback is expected for several movements. Ninety-fifth percentile queues exceeded turn lane storage lengths for the following movements:

- Cleveland Avenue N (CSAH 46) & Twin Lakes Parkway eastbound right: 320-foot queue, 200-foot turn lane
- Cleveland Avenue N (CSAH 46) & County Road C W (CSAH 23) southbound left: 391-foot queue, 200-foot turn lane
- Cleveland Avenue N (CSAH 46) & County Road C W (CSAH 23) eastbound left: 334-foot queue, 150-foot turn lane

- Cleveland Avenue N (CSAH 46) & County Road C W (CSAH 23) westbound left: 358-foot queue, 275-foot turn lane
- Twin Lakes Parkway & Mount Ridge Road southbound right: 165-foot queue, 75-foot turn lane

In some cases, such as the long southbound queue at Cleveland Avenue N (CSAH 46) and Twin Lakes Parkway resulting from downstream delay, the queuing and blocking issues are not reported as the AUAR does not provide recommendations for storage lane length. According to the SimTraffic results, turn lanes were blocked by the 95<sup>th</sup> percentile queues of the adjacent through lanes for the following movements:

- Cleveland Avenue N (CSAH 46) & Twin Lakes Parkway eastbound right
- Cleveland Avenue N (CSAH 46) & County Road C W (CSAH 23) northbound left
- Cleveland Avenue N (CSAH 46) & County Road C W (CSAH 23) southbound left
- Cleveland Avenue N (CSAH 46) & County Road C W (CSAH 23) eastbound left
- Cleveland Avenue N (CSAH 46) & County Road C W (CSAH 23) westbound left
- County Road C W (CSAH 23) & Prior Avenue eastbound left
- County Road C W (CSAH 23) & Prior Avenue westbound left
- Twin Lakes Parkway & Mount Ridge Road southbound right

Most of these queuing and blocking issues are due to the aforementioned heavy southbound left at Cleveland Avenue N (CSAH 46) and County Road C W (CSAH 23). At County Road C W (CSAH 23) and Prior Avenue, the 95<sup>th</sup> percentile queues indicate that the eastbound and westbound turn lanes are anticipated to be blocked by a couple vehicles during the p.m. peak hour.

Queues for the southbound right turn at Twin Lakes Parkway and Prior Avenue were never observed to spill out of the storage lane during simulation. According to the Synchro Studio 7 User Guide (page 23-12), “SimTraffic tries to determine whether the stopping is due to queuing or lane changes. In some cases stopping for lane changes will be counted as queuing.” Since no queues were observed to fill the turn lane and the free right-turn movement has few conflicts, it is likely that vehicles stopped in the through lane waiting for access to the right-turn lane were sometimes considered to be part of the turn lane queue. The reported maximum queues are likely due to the limitations of the modeling software and do not represent an operational deficiency. The queue lengths and available storage lengths are summarized in **Table 14**.



Table 13. 2030 Build with AUAR Recommendations LOS Results.

| Intersection                                        | Control                      | Approach | Operations by Movement |                 |     |         |                 |     |        |                 |     |                 | Overall Intersection |  |
|-----------------------------------------------------|------------------------------|----------|------------------------|-----------------|-----|---------|-----------------|-----|--------|-----------------|-----|-----------------|----------------------|--|
|                                                     |                              |          | Left                   |                 |     | Through |                 |     | Right  |                 |     | Delay (sec/veh) | LOS                  |  |
|                                                     |                              |          | Volume                 | Delay (sec/veh) | LOS | Volume  | Delay (sec/veh) | LOS | Volume | Delay (sec/veh) | LOS |                 |                      |  |
| Cleveland Ave N (CSAH 46) & Twin Lakes Pkwy         | Signal                       | NB       | 370                    | 29              | C   | 630     | 27              | C   | 20     | 7               | A   | 57              | E                    |  |
|                                                     |                              | SB       | 50                     | 113             | F   | 710     | 128             | F   | 20     | 76              | E   |                 |                      |  |
|                                                     |                              | EB       | 330                    | 51              | D   | 330     | 38              | D   | 440    | 35              | C   |                 |                      |  |
|                                                     |                              | WB       | 100                    | 54              | D   | 250     | 45              | D   | 30     | 30              | C   |                 |                      |  |
| Cleveland Ave N (CSAH 46) & County Rd C W (CSAH 23) | Signal                       | NB       | 130                    | 39              | D   | 500     | 57              | E   | 150    | 48              | D   | 53              | D                    |  |
|                                                     |                              | SB       | 400                    | 110             | F   | 440     | 28              | C   | 410    | 13              | B   |                 |                      |  |
|                                                     |                              | EB       | 210                    | 122             | F   | 750     | 50              | D   | 200    | 43              | D   |                 |                      |  |
|                                                     |                              | WB       | 110                    | 207             | F   | 680     | 44              | D   | 310    | 7               | A   |                 |                      |  |
| County Rd C W (CSAH 23) & Prior Ave                 | Signal                       | NB       | 20                     | 39              | D   | 0       | 0               | A   | 30     | 13              | B   | 15              | B                    |  |
|                                                     |                              | SB       | 280                    | 45              | D   | 10      | 45              | D   | 230    | 10              | B   |                 |                      |  |
|                                                     |                              | EB       | 60                     | 17              | B   | 1070    | 9               | A   | 20     | 8               | A   |                 |                      |  |
|                                                     |                              | WB       | 10                     | 19              | B   | 850     | 14              | B   | 110    | 13              | B   |                 |                      |  |
| Twin Lakes Pkwy & NW Site Access                    | TW/SC (Right In / Right Out) | NB       | NA                     | NA              | NA  | NA      | NA              | NA  | 30     | 3               | A   | 1               | A                    |  |
|                                                     |                              | SB       | NA                     | NA              | NA  | NA      | NA              | NA  | NA     | NA              | NA  |                 |                      |  |
|                                                     |                              | EB       | NA                     | NA              | NA  | 310     | 2               | A   | 90     | 2               | A   |                 |                      |  |
|                                                     |                              | WB       | NA                     | NA              | NA  | 380     | 1               | A   | NA     | NA              | NA  |                 |                      |  |
| Twin Lakes Pkwy & Mount Ridge Rd                    | Roundabout                   | NB       | 130                    | 13              | B   | 10      | 10              | A   | 130    | 12              | B   | 15              | C                    |  |
|                                                     |                              | SB       | 530                    | 24              | C   | 10      | 29              | D   | 150    | 16              | C   |                 |                      |  |
|                                                     |                              | EB       | 90                     | 16              | C   | 220     | 19              | C   | 30     | 3               | A   |                 |                      |  |
|                                                     |                              | WB       | 40                     | 4               | A   | 100     | 5               | A   | 210    | 3               | A   |                 |                      |  |
| Twin Lakes Pkwy & Prior Ave                         | Roundabout                   | NB       | 90                     | 5               | A   | 20      | 6               | A   | 60     | 5               | A   | 5               | A                    |  |
|                                                     |                              | SB       | 160                    | 5               | A   | 30      | 5               | A   | 70     | 4               | A   |                 |                      |  |
|                                                     |                              | EB       | 60                     | 6               | A   | 360     | 7               | A   | 460    | 5               | A   |                 |                      |  |
|                                                     |                              | WB       | 30                     | 4               | A   | 190     | 4               | A   | 80     | 3               | A   |                 |                      |  |
| County Rd C W (CSAH 23) & Mount Ridge Rd            | TW/SC (3/4 Access)           | NB       | NA                     | NA              | NA  | NA      | NA              | NA  | NA     | NA              | NA  | 5               | A                    |  |
|                                                     |                              | SB       | NA                     | NA              | NA  | NA      | NA              | NA  | 110    | 11              | B   |                 |                      |  |
|                                                     |                              | EB       | 150                    | 17              | C   | 1150    | 3               | A   | NA     | NA              | NA  |                 |                      |  |
|                                                     |                              | WB       | NA                     | NA              | NA  | 990     | 4               | A   | 110    | 3               | A   |                 |                      |  |

*Table 14. 2030 Build with AUAR Recommendations 95<sup>th</sup> Percentile Queue Lengths.*

| Intersection                                        | Control                     | Movement | Storage Length (ft) | Taper Length (ft) | 95% Queue Length (ft) |                    |
|-----------------------------------------------------|-----------------------------|----------|---------------------|-------------------|-----------------------|--------------------|
|                                                     |                             |          |                     |                   | Turn Lane             | Adjacent Thru Lane |
| Cleveland Ave N (CSAH 46) & Twin Lakes Pkwy         | Signal                      | NBL      | 175                 | 125               | 166                   | 141                |
|                                                     |                             | NBR      | *                   | *                 | 47                    | 274                |
|                                                     |                             | SBL      | *                   | *                 | 276                   | 801                |
|                                                     |                             | EBL      | *                   | *                 | 427                   | 244                |
|                                                     |                             | EBR      | 200                 | 100               | 320                   | 406                |
|                                                     |                             | WBL      | *                   | *                 | 148                   | 166                |
| Cleveland Ave N (CSAH 46) & County Rd C W (CSAH 23) | Signal                      | NBL      | 200                 | 100               | 191                   | 378                |
|                                                     |                             | SBL      | 200                 | 125               | 391                   | 675                |
|                                                     |                             | EBL      | 150                 | 125               | 334                   | 626                |
|                                                     |                             | WBL      | 275                 | 125               | 358                   | 410                |
|                                                     |                             | WBR      | *                   | *                 | 26                    | 403                |
| County Rd C W (CSAH 23) & Prior Ave                 | Signal                      | SBR      | 300                 | 100               | 131                   | 333                |
|                                                     |                             | EBL      | 150                 | 125               | 79                    | 222                |
|                                                     |                             | WBL      | 125                 | 100               | 27                    | 219                |
| Twin Lakes Pkwy & NW Site Access                    | TWSC (Right In / Right Out) | EBR      | 60                  | 60                | 12                    | 7                  |
| Twin Lakes Pkwy & Mount Ridge Rd                    | Roundabout                  | SBR      | 75                  | 75                | 165                   | 450                |
| Twin Lakes Pkwy & Prior Ave                         | Roundabout                  | EBR      | 150                 | 150               | 30                    | 70                 |
| County Rd C W (CSAH 23) & Mount Ridge Rd            | TWSC (3/4 Access)           | EBL      | 150                 | 125               | 117                   | 24                 |

\* = Recommended storage and taper lengths not given in AUAR

## Access Alternatives

Alternative access options were considered to investigate whether fewer accesses would be sufficient to serve the site. Options considered included removing the right-in/right-out on Twin Lakes Parkway, reducing the  $\frac{3}{4}$  access on County Road C W (CSAH 23) to a right-in/right out, and combinations thereof.

Removing the right-in/right-out on Twin Lakes Parkway reduces access to the two outlots on the west end of the site. It would require all outlot vehicles to circulate through the Walmart parking lot. The right-in/right-out has been moved further east based on discussions with City of Roseville staff.

Left turns from eastbound County Road C W (CSAH 23) into the site experience little delay and do not affect the through traffic. Reducing the access to a right-in/right-out would increase the number of vehicles that would use Cleveland Avenue N (CSAH 46) to

access the site, leading to additional congestion at the two intersections with County Road C W (CSAH 23) and Twin Lakes Parkway.

## Recommendations

With the construction of Walmart store #3404-05 in the northeast quadrant of the Cleveland Avenue N (CSAH 46) and County Road C W (CSAH 23) intersection, no off-site mitigation measures are recommended. Some limited lane blocking and turn lane spillback are expected at project buildout (2013), but average delays are projected to be acceptable. With small signal timing adjustments, the network is expected to operate as well as it does in existing conditions.

In the long term, growth in the area should continue to be monitored. If the area develops as anticipated in the AUAR, consideration should be given to the intersections on Cleveland Avenue N (CSAH 46). Even with improvements as defined in the Twin Lakes AUAR, several movements are expected to operate at LOS F and the Cleveland Avenue N (CSAH 46) and Twin Lakes Parkway intersection is expected to operate at LOS E. It appears that one of the primary problems is the southbound left turn at Cleveland Avenue N (CSAH 46) and County Road C W (CSAH 23). Some of the traffic making that movement may be diverted to the new east-west connection on Twin Lakes Parkway, but that may not eliminate the issue. Many of the projected problems could be resolved with the reconfiguration of the I-35W interchange at County Road C W (CSAH 23).

# APPENDIX

Appendix A  
Raw Turning Movement Volume Counts



# Traffic Data Inc.

3268 Xenwood Avenue South  
St Louis Park, MN 55416

File Name : 1241124-twin lakes & mt ridge (roundabout)

Site Code : 1241124

Start Date : 1/18/2011

Page No : 1

Twin Lakes & Mt Ridge  
Roseville, MN

Groups Printed- Class 1

|             | Mt. Ridge<br>Southbound |      |      |      |        |            | Westbound  | Northbound | Twin Lakes<br>Eastbound |      |      |      |        |            |            |
|-------------|-------------------------|------|------|------|--------|------------|------------|------------|-------------------------|------|------|------|--------|------------|------------|
| Start Time  | Rght                    | Thru | Left | Peds | U-Turn | App. Total | App. Total | App. Total | Rght                    | Thru | Left | Peds | U-Turn | App. Total | Int. Total |
| Factor      | 1.0                     | 1.0  | 1.0  | 1.0  | 1.0    |            |            |            | 1.0                     | 1.0  | 1.0  | 1.0  | 1.0    |            |            |
| 04:00 PM    | 8                       | 0    | 0    | 0    | 0      | 8          | 0          | 0          | 0                       | 0    | 0    | 0    | 1      | 1          | 9          |
| 04:15 PM    | 0                       | 0    | 0    | 0    | 0      | 0          | 0          | 0          | 0                       | 0    | 0    | 0    | 2      | 2          | 2          |
| 04:30 PM    | 5                       | 0    | 0    | 0    | 0      | 5          | 0          | 0          | 0                       | 0    | 1    | 0    | 0      | 1          | 6          |
| 04:45 PM    | 7                       | 0    | 0    | 0    | 0      | 7          | 0          | 0          | 0                       | 0    | 0    | 0    | 0      | 0          | 7          |
| Total       | 20                      | 0    | 0    | 0    | 0      | 20         | 0          | 0          | 0                       | 0    | 1    | 0    | 3      | 4          | 24         |
| 05:00 PM    | 6                       | 0    | 0    | 0    | 0      | 6          | 0          | 0          | 0                       | 0    | 0    | 0    | 0      | 0          | 6          |
| 05:15 PM    | 3                       | 0    | 0    | 0    | 0      | 3          | 0          | 0          | 0                       | 0    | 0    | 0    | 2      | 2          | 5          |
| 05:30 PM    | 3                       | 0    | 0    | 0    | 1      | 4          | 0          | 0          | 0                       | 0    | 1    | 0    | 4      | 5          | 9          |
| 05:45 PM    | 2                       | 0    | 0    | 0    | 0      | 2          | 0          | 0          | 0                       | 0    | 0    | 0    | 1      | 1          | 3          |
| Total       | 14                      | 0    | 0    | 0    | 1      | 15         | 0          | 0          | 0                       | 0    | 1    | 0    | 7      | 8          | 23         |
| Grand Total | 34                      | 0    | 0    | 0    | 1      | 35         | 0          | 0          | 0                       | 0    | 2    | 0    | 10     | 12         | 47         |
| Apprch %    | 97.1                    | 0    | 0    | 0    | 2.9    |            |            |            | 0                       | 0    | 16.7 | 0    | 83.3   |            |            |
| Total %     | 72.3                    | 0    | 0    | 0    | 2.1    | 74.5       | 0          | 0          | 0                       | 0    | 4.3  | 0    | 21.3   | 25.5       |            |



## Traffic Data Inc.

3268 Xenwood Avenue South  
St Louis Park, MN 55416

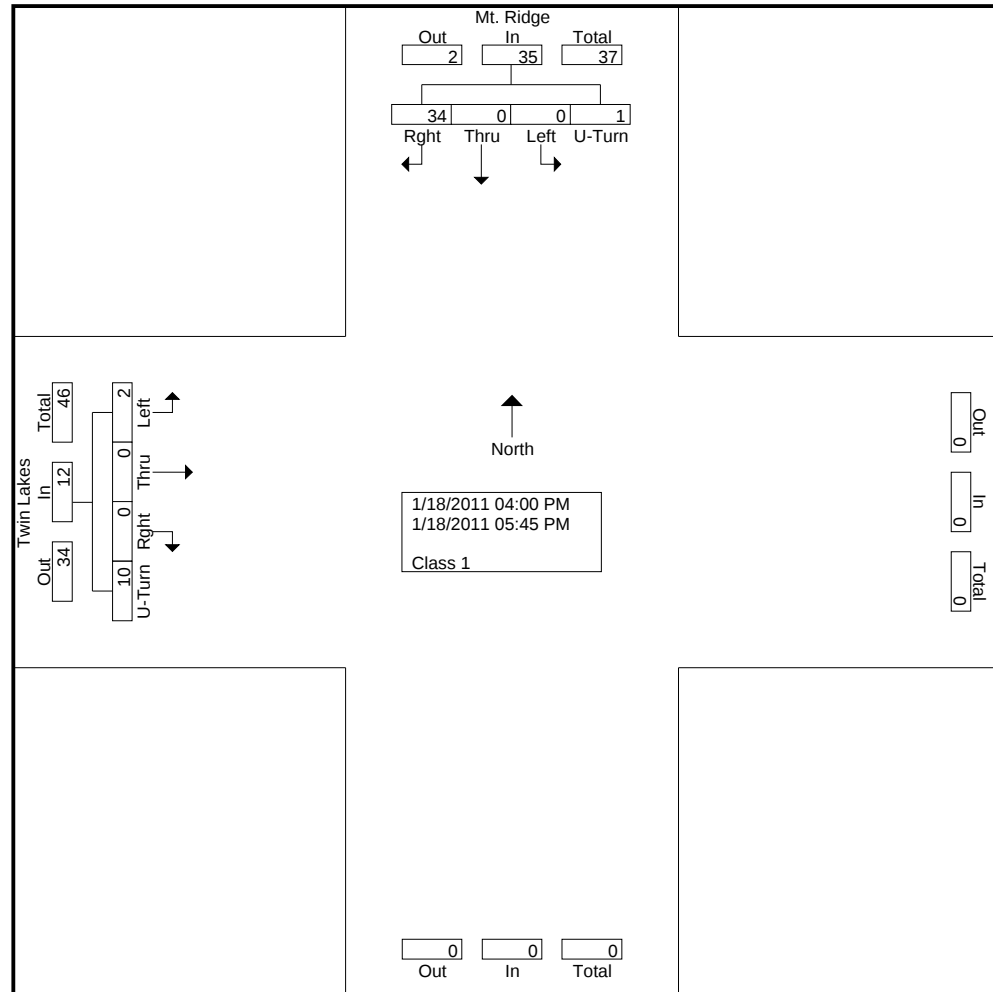
File Name : 1241124-twin lakes & mt ridge (roundabout)

Site Code : 1241124\_

Start Date : 1/18/2011

Page No : 2

Twin Lakes & Mt Ridge  
Roseville, MN





## Traffic Data Inc.

3268 Xenwood Avenue South  
St Louis Park, MN 55416

File Name : 1241124-twin lakes & mt ridge (roundabout)

Site Code : 1241124\_

Start Date : 1/18/2011

Page No : 3

Twin Lakes & Mt Ridge  
Roseville, MN

|                                                            | Mt. Ridge<br>Southbound |      |      |      |        |            | Westbound  | Northbound | Twin Lakes<br>Eastbound |      |      |      |        |            |            |
|------------------------------------------------------------|-------------------------|------|------|------|--------|------------|------------|------------|-------------------------|------|------|------|--------|------------|------------|
| Start Time                                                 | Rght                    | Thru | Left | Peds | U-Turn | App. Total | App. Total | App. Total | Rght                    | Thru | Left | Peds | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                         |      |      |      |        |            |            |            |                         |      |      |      |        |            |            |
| Peak Hour for Entire Intersection Begins at 04:45 PM       |                         |      |      |      |        |            |            |            |                         |      |      |      |        |            |            |
| 04:45 PM                                                   | 7                       | 0    | 0    | 0    | 0      | 7          | 0          | 0          | 0                       | 0    | 0    | 0    | 0      | 0          | 7          |
| 05:00 PM                                                   | 6                       | 0    | 0    | 0    | 0      | 6          | 0          | 0          | 0                       | 0    | 0    | 0    | 0      | 0          | 6          |
| 05:15 PM                                                   | 3                       | 0    | 0    | 0    | 0      | 3          | 0          | 0          | 0                       | 0    | 0    | 0    | 2      | 2          | 5          |
| 05:30 PM                                                   | 3                       | 0    | 0    | 0    | 1      | 4          | 0          | 0          | 0                       | 0    | 1    | 0    | 4      | 5          | 9          |
| Total Volume                                               | 19                      | 0    | 0    | 0    | 1      | 20         | 0          | 0          | 0                       | 0    | 1    | 0    | 6      | 7          | 27         |
| % App. Total                                               | 95                      | 0    | 0    | 0    | 5      |            |            |            | 0                       | 0    | 14.3 | 0    | 85.7   |            |            |
| PHF                                                        | .679                    | .000 | .000 | .000 | .250   | .714       | .000       | .000       | .000                    | .000 | .250 | .000 | .375   | .350       | .750       |



# Traffic Data Inc.

3268 Xenwood Avenue South  
St Louis Park, MN 55416

File Name : 1241123-Twin Lakes & Cleveland

Site Code : 01241123

Start Date : 1/18/2011

Page No : 1

Twin Lakes Pkwy & Cleveland Ave N  
Roseville, MN

## Groups Printed- Unshifted

|             | Cleveland<br>Southbound |      |      |      |            | Twin Lakes<br>Westbound |      |      |      |            | Cleveland<br>Northbound |      |      |      |            | Twin Lakes<br>Eastbound |      |      |      |            |            |
|-------------|-------------------------|------|------|------|------------|-------------------------|------|------|------|------------|-------------------------|------|------|------|------------|-------------------------|------|------|------|------------|------------|
| Start Time  | Right                   | Thru | Left | Peds | App. Total | Right                   | Thru | Left | Peds | App. Total | Right                   | Thru | Left | Peds | App. Total | Right                   | Thru | Left | Peds | App. Total | Int. Total |
| Factor      | 1.0                     | 1.0  | 1.0  | 1.0  |            | 1.0                     | 1.0  | 1.0  | 1.0  |            | 1.0                     | 1.0  | 1.0  | 1.0  |            | 1.0                     | 1.0  | 1.0  | 1.0  |            |            |
| 04:00 PM    | 3                       | 93   | 1    | 0    | 97         | 1                       | 0    | 8    | 0    | 9          | 1                       | 96   | 117  | 0    | 214        | 41                      | 0    | 10   | 0    | 51         | 371        |
| 04:15 PM    | 0                       | 75   | 0    | 0    | 75         | 0                       | 0    | 2    | 0    | 2          | 2                       | 88   | 101  | 0    | 191        | 65                      | 0    | 35   | 0    | 100        | 368        |
| 04:30 PM    | 6                       | 91   | 0    | 0    | 97         | 1                       | 0    | 4    | 0    | 5          | 0                       | 123  | 84   | 0    | 207        | 77                      | 1    | 79   | 0    | 157        | 466        |
| 04:45 PM    | 3                       | 105  | 0    | 0    | 108        | 0                       | 0    | 7    | 0    | 7          | 0                       | 125  | 82   | 0    | 207        | 92                      | 1    | 77   | 2    | 172        | 494        |
| Total       | 12                      | 364  | 1    | 0    | 377        | 2                       | 0    | 21   | 0    | 23         | 3                       | 432  | 384  | 0    | 819        | 275                     | 2    | 201  | 2    | 480        | 1699       |
| 05:00 PM    | 2                       | 111  | 0    | 0    | 113        | 0                       | 0    | 1    | 1    | 2          | 0                       | 126  | 94   | 0    | 220        | 112                     | 0    | 66   | 0    | 178        | 513        |
| 05:15 PM    | 3                       | 90   | 2    | 0    | 95         | 2                       | 0    | 6    | 1    | 9          | 2                       | 143  | 91   | 2    | 238        | 76                      | 1    | 61   | 0    | 138        | 480        |
| 05:30 PM    | 1                       | 87   | 0    | 0    | 88         | 0                       | 1    | 3    | 2    | 6          | 0                       | 110  | 82   | 0    | 192        | 109                     | 1    | 39   | 0    | 149        | 435        |
| 05:45 PM    | 4                       | 75   | 0    | 0    | 79         | 2                       | 0    | 3    | 0    | 5          | 0                       | 84   | 112  | 0    | 196        | 102                     | 1    | 25   | 0    | 128        | 408        |
| Total       | 10                      | 363  | 2    | 0    | 375        | 4                       | 1    | 13   | 4    | 22         | 2                       | 463  | 379  | 2    | 846        | 399                     | 3    | 191  | 0    | 593        | 1836       |
| Grand Total | 22                      | 727  | 3    | 0    | 752        | 6                       | 1    | 34   | 4    | 45         | 5                       | 895  | 763  | 2    | 1665       | 674                     | 5    | 392  | 2    | 1073       | 3535       |
| Apprch %    | 2.9                     | 96.7 | 0.4  | 0    |            | 13.3                    | 2.2  | 75.6 | 8.9  |            | 0.3                     | 53.8 | 45.8 | 0.1  |            | 62.8                    | 0.5  | 36.5 | 0.2  |            |            |
| Total %     | 0.6                     | 20.6 | 0.1  | 0    | 21.3       | 0.2                     | 0    | 1    | 0.1  | 1.3        | 0.1                     | 25.3 | 21.6 | 0.1  | 47.1       | 19.1                    | 0.1  | 11.1 | 0.1  | 30.4       |            |



# Traffic Data Inc.

3268 Xenwood Avenue South  
St Louis Park, MN 55416

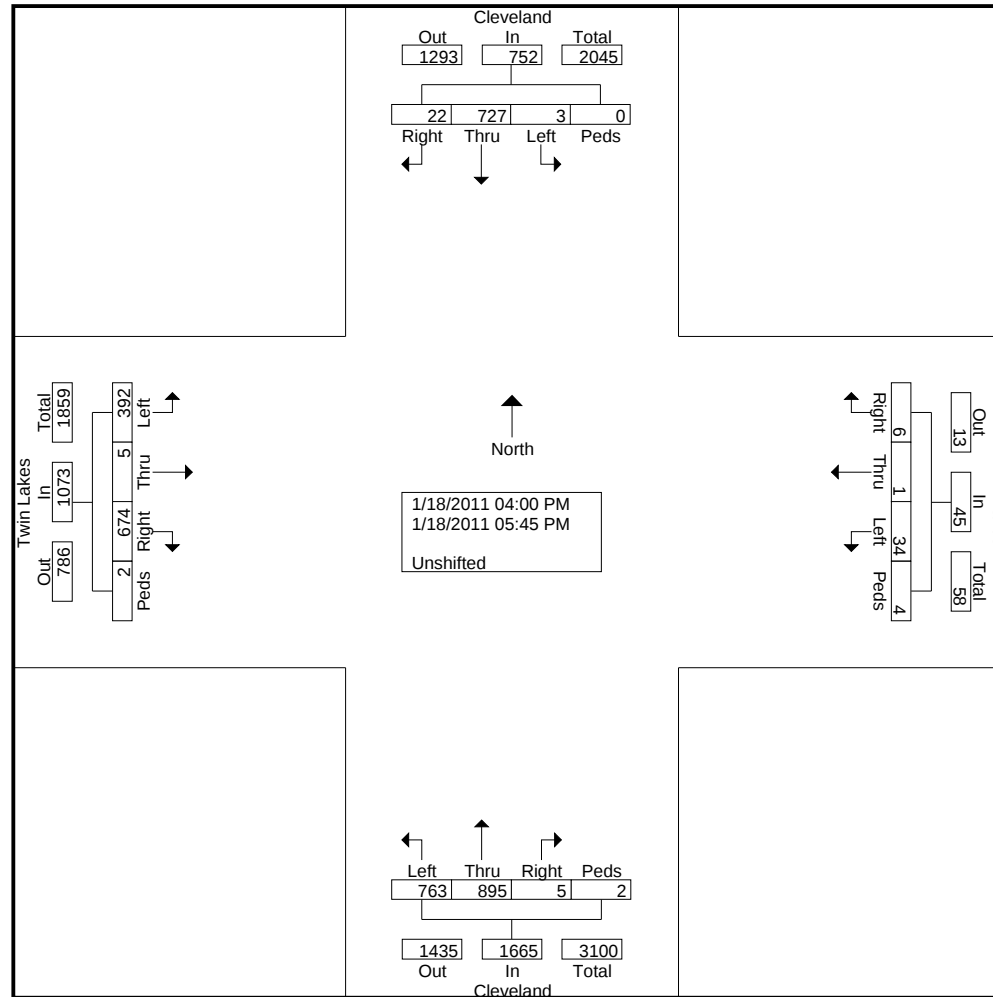
File Name : 1241123-Twin Lakes & Cleveland

Site Code : 01241123

Start Date : 1/18/2011

Page No : 2

Twin Lakes Pkwy & Cleveland Ave N  
Roseville, MN





# Traffic Data Inc.

3268 Xenwood Avenue South  
St Louis Park, MN 55416

File Name : 1241123-Twin Lakes & Cleveland  
Site Code : 01241123  
Start Date : 1/18/2011  
Page No : 3

Twin Lakes Pkwy & Cleveland Ave N  
Roseville, MN

|                                                            | Cleveland<br>Southbound |      |      |      |            | Twin Lakes<br>Westbound |      |      |      |            | Cleveland<br>Northbound |      |      |      |            | Twin Lakes<br>Eastbound |      |      |      |            |            |
|------------------------------------------------------------|-------------------------|------|------|------|------------|-------------------------|------|------|------|------------|-------------------------|------|------|------|------------|-------------------------|------|------|------|------------|------------|
| Start Time                                                 | Right                   | Thru | Left | Peds | App. Total | Right                   | Thru | Left | Peds | App. Total | Right                   | Thru | Left | Peds | App. Total | Right                   | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                         |      |      |      |            |                         |      |      |      |            |                         |      |      |      |            |                         |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 04:30 PM       |                         |      |      |      |            |                         |      |      |      |            |                         |      |      |      |            |                         |      |      |      |            |            |
| 04:30 PM                                                   | 6                       | 91   | 0    | 0    | 97         | 1                       | 0    | 4    | 0    | 5          | 0                       | 123  | 84   | 0    | 207        | 77                      | 1    | 79   | 0    | 157        | 466        |
| 04:45 PM                                                   | 3                       | 105  | 0    | 0    | 108        | 0                       | 0    | 7    | 0    | 7          | 0                       | 125  | 82   | 0    | 207        | 92                      | 1    | 77   | 2    | 172        | 494        |
| 05:00 PM                                                   | 2                       | 111  | 0    | 0    | 113        | 0                       | 0    | 1    | 1    | 2          | 0                       | 126  | 94   | 0    | 220        | 112                     | 0    | 66   | 0    | 178        | 513        |
| 05:15 PM                                                   | 3                       | 90   | 2    | 0    | 95         | 2                       | 0    | 6    | 1    | 9          | 2                       | 143  | 91   | 2    | 238        | 76                      | 1    | 61   | 0    | 138        | 480        |
| Total Volume                                               | 14                      | 397  | 2    | 0    | 413        | 3                       | 0    | 18   | 2    | 23         | 2                       | 517  | 351  | 2    | 872        | 357                     | 3    | 283  | 2    | 645        | 1953       |
| % App. Total                                               | 3.4                     | 96.1 | 0.5  | 0    |            | 13                      | 0    | 78.3 | 8.7  |            | 0.2                     | 59.3 | 40.3 | 0.2  |            | 55.3                    | 0.5  | 43.9 | 0.3  |            |            |
| PHF                                                        | .583                    | .894 | .250 | .000 | .914       | .375                    | .000 | .643 | .500 | .639       | .250                    | .904 | .934 | .250 | .916       | .797                    | .750 | .896 | .250 | .906       | .952       |



# Traffic Data Inc.

3268 Xenwood Avenue South  
St Louis Park, MN 55416

CR C & Cleveland Ave N  
Roseville, MN

File Name : 1241122-cr c & cleveland  
Site Code : 01241122  
Start Date : 1/18/2011  
Page No : 1

## Groups Printed- Cars - Heavy Veh.

|              | Cleveland<br>Southbound |      |      |      |            | CR C<br>Westbound |      |      |      |            | Cleveland<br>Northbound |      |      |      |            | CR C<br>Eastbound |      |      |      |            |            |
|--------------|-------------------------|------|------|------|------------|-------------------|------|------|------|------------|-------------------------|------|------|------|------------|-------------------|------|------|------|------------|------------|
| Start Time   | Right                   | Thru | Left | Peds | App. Total | Right             | Thru | Left | Peds | App. Total | Right                   | Thru | Left | Peds | App. Total | Right             | Thru | Left | Peds | App. Total | Int. Total |
| Factor       | 1.0                     | 1.0  | 1.0  | 1.0  |            | 1.0               | 1.0  | 1.0  | 1.0  |            | 1.0                     | 1.0  | 1.0  | 1.0  |            | 1.0               | 1.0  | 1.0  | 1.0  |            |            |
| 04:00 PM     | 34                      | 54   | 55   | 0    | 143        | 54                | 77   | 14   | 0    | 145        | 17                      | 111  | 24   | 1    | 153        | 26                | 126  | 45   | 0    | 197        | 638        |
| 04:15 PM     | 31                      | 40   | 66   | 0    | 137        | 59                | 82   | 9    | 0    | 150        | 27                      | 86   | 24   | 0    | 137        | 34                | 120  | 37   | 2    | 193        | 617        |
| 04:30 PM     | 26                      | 81   | 68   | 0    | 175        | 69                | 78   | 10   | 0    | 157        | 19                      | 99   | 35   | 1    | 154        | 33                | 145  | 48   | 1    | 227        | 713        |
| 04:45 PM     | 26                      | 81   | 90   | 0    | 197        | 54                | 80   | 7    | 0    | 141        | 18                      | 94   | 37   | 0    | 149        | 37                | 153  | 43   | 0    | 233        | 720        |
| Total        | 117                     | 256  | 279  | 0    | 652        | 236               | 317  | 40   | 0    | 593        | 81                      | 390  | 120  | 2    | 593        | 130               | 544  | 173  | 3    | 850        | 2688       |
| 05:00 PM     | 44                      | 72   | 85   | 0    | 201        | 70                | 109  | 12   | 0    | 191        | 23                      | 109  | 52   | 0    | 184        | 43                | 153  | 42   | 1    | 239        | 815        |
| 05:15 PM     | 38                      | 64   | 68   | 0    | 170        | 64                | 100  | 16   | 0    | 180        | 20                      | 119  | 33   | 0    | 172        | 32                | 186  | 48   | 0    | 266        | 788        |
| 05:30 PM     | 29                      | 83   | 100  | 0    | 212        | 69                | 79   | 11   | 0    | 159        | 18                      | 80   | 34   | 0    | 132        | 47                | 153  | 38   | 1    | 239        | 742        |
| 05:45 PM     | 23                      | 56   | 83   | 0    | 162        | 69                | 63   | 12   | 0    | 144        | 18                      | 84   | 22   | 0    | 124        | 42                | 122  | 37   | 0    | 201        | 631        |
| Total        | 134                     | 275  | 336  | 0    | 745        | 272               | 351  | 51   | 0    | 674        | 79                      | 392  | 141  | 0    | 612        | 164               | 614  | 165  | 2    | 945        | 2976       |
| Grand Total  | 251                     | 531  | 615  | 0    | 1397       | 508               | 668  | 91   | 0    | 1267       | 160                     | 782  | 261  | 2    | 1205       | 294               | 1158 | 338  | 5    | 1795       | 5664       |
| Apprch %     | 18                      | 38   | 44   | 0    |            | 40.1              | 52.7 | 7.2  | 0    |            | 13.3                    | 64.9 | 21.7 | 0.2  |            | 16.4              | 64.5 | 18.8 | 0.3  |            |            |
| Total %      | 4.4                     | 9.4  | 10.9 | 0    | 24.7       | 9                 | 11.8 | 1.6  | 0    | 22.4       | 2.8                     | 13.8 | 4.6  | 0    | 21.3       | 5.2               | 20.4 | 6    | 0.1  | 31.7       |            |
| Cars         | 241                     | 522  | 564  | 0    | 1327       | 499               | 647  | 89   | 0    | 1235       | 156                     | 772  | 256  | 2    | 1186       | 290               | 1111 | 309  | 5    | 1715       | 5463       |
| % Cars       | 96                      | 98.3 | 91.7 | 0    | 95         | 98.2              | 96.9 | 97.8 | 0    | 97.5       | 97.5                    | 98.7 | 98.1 | 100  | 98.4       | 98.6              | 95.9 | 91.4 | 100  | 95.5       | 96.5       |
| Heavy Veh.   | 10                      | 9    | 51   | 0    | 70         | 9                 | 21   | 2    | 0    | 32         | 4                       | 10   | 5    | 0    | 19         | 4                 | 47   | 29   | 0    | 80         | 201        |
| % Heavy Veh. | 4                       | 1.7  | 8.3  | 0    | 5          | 1.8               | 3.1  | 2.2  | 0    | 2.5        | 2.5                     | 1.3  | 1.9  | 0    | 1.6        | 1.4               | 4.1  | 8.6  | 0    | 4.5        | 3.5        |

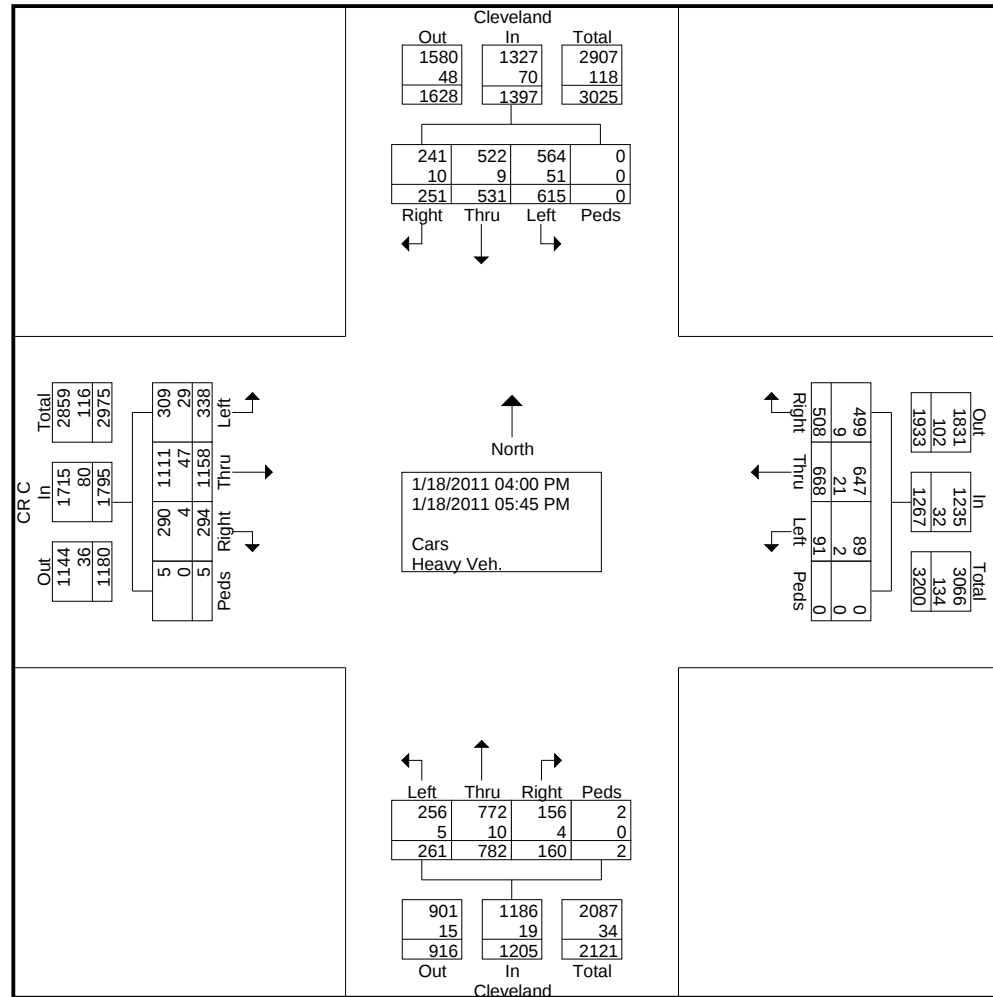


# Traffic Data Inc.

3268 Xenwood Avenue South  
St Louis Park, MN 55416

CR C & Cleveland Ave N  
Roseville, MN

File Name : 1241122-cr c & cleveland  
Site Code : 01241122  
Start Date : 1/18/2011  
Page No : 2





# Traffic Data Inc.

3268 Xenwood Avenue South  
St Louis Park, MN 55416

File Name : 1241122-cr c & cleveland

Site Code : 01241122

Start Date : 1/18/2011

Page No : 3

CR C & Cleveland Ave N  
Roseville, MN

|                                                            | Cleveland<br>Southbound |      |      |      |            | CR C<br>Westbound |      |      |      |            | Cleveland<br>Northbound |      |      |      |            | CR C<br>Eastbound |      |      |      |            |            |
|------------------------------------------------------------|-------------------------|------|------|------|------------|-------------------|------|------|------|------------|-------------------------|------|------|------|------------|-------------------|------|------|------|------------|------------|
| Start Time                                                 | Right                   | Thru | Left | Peds | App. Total | Right             | Thru | Left | Peds | App. Total | Right                   | Thru | Left | Peds | App. Total | Right             | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                         |      |      |      |            |                   |      |      |      |            |                         |      |      |      |            |                   |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 04:45 PM       |                         |      |      |      |            |                   |      |      |      |            |                         |      |      |      |            |                   |      |      |      |            |            |
| 04:45 PM                                                   | 26                      | 81   | 90   | 0    | 197        | 54                | 80   | 7    | 0    | 141        | 18                      | 94   | 37   | 0    | 149        | 37                | 153  | 43   | 0    | 233        | 720        |
| 05:00 PM                                                   | 44                      | 72   | 85   | 0    | 201        | 70                | 109  | 12   | 0    | 191        | 23                      | 109  | 52   | 0    | 184        | 43                | 153  | 42   | 1    | 239        | 815        |
| 05:15 PM                                                   | 38                      | 64   | 68   | 0    | 170        | 64                | 100  | 16   | 0    | 180        | 20                      | 119  | 33   | 0    | 172        | 32                | 186  | 48   | 0    | 266        | 788        |
| 05:30 PM                                                   | 29                      | 83   | 100  | 0    | 212        | 69                | 79   | 11   | 0    | 159        | 18                      | 80   | 34   | 0    | 132        | 47                | 153  | 38   | 1    | 239        | 742        |
| Total Volume                                               | 137                     | 300  | 343  | 0    | 780        | 257               | 368  | 46   | 0    | 671        | 79                      | 402  | 156  | 0    | 637        | 159               | 645  | 171  | 2    | 977        | 3065       |
| % App. Total                                               | 17.6                    | 38.5 | 44   | 0    |            | 38.3              | 54.8 | 6.9  | 0    |            | 12.4                    | 63.1 | 24.5 | 0    |            | 16.3              | 66   | 17.5 | 0.2  |            |            |
| PHF                                                        | .778                    | .904 | .858 | .000 | .920       | .918              | .844 | .719 | .000 | .878       | .859                    | .845 | .750 | .000 | .865       | .846              | .867 | .891 | .500 | .918       | .940       |



# Traffic Data Inc.

3268 Xenwood Avenue South  
St Louis Park, MN 55416

CR C & Prior Ave  
Roseville, MN

File Name : 1241121-CR C & Prior  
Site Code : 1241121\_  
Start Date : 1/18/2011  
Page No : 1

## Groups Printed- Class 1

|             | Prior Ave<br>Southbound |      |      |     |            | CR C<br>Westbound |      |      |     |            | Prior Ave<br>Northbound |      |      |     |            | CR C<br>Eastbound |      |      |     |            |            |
|-------------|-------------------------|------|------|-----|------------|-------------------|------|------|-----|------------|-------------------------|------|------|-----|------------|-------------------|------|------|-----|------------|------------|
| Start Time  | Rght                    | Thru | Left | Ped | App. Total | Rght              | Thru | Left | Ped | App. Total | Rght                    | Thru | Left | Ped | App. Total | Rght              | Thru | Left | Ped | App. Total | Int. Total |
| Factor      | 1.0                     | 1.0  | 1.0  | 1.0 |            | 1.0               | 1.0  | 1.0  | 1.0 |            | 1.0                     | 1.0  | 1.0  | 1.0 |            | 1.0               | 1.0  | 1.0  | 1.0 |            |            |
| 04:00 PM    | 4                       | 0    | 1    | 0   | 5          | 2                 | 143  | 0    | 0   | 145        | 5                       | 0    | 7    | 0   | 12         | 0                 | 189  | 0    | 0   | 189        | 351        |
| 04:15 PM    | 0                       | 0    | 0    | 0   | 0          | 0                 | 144  | 2    | 0   | 146        | 6                       | 0    | 4    | 1   | 11         | 5                 | 216  | 1    | 0   | 222        | 379        |
| 04:30 PM    | 2                       | 0    | 2    | 0   | 4          | 0                 | 161  | 5    | 0   | 166        | 13                      | 0    | 6    | 0   | 19         | 3                 | 238  | 1    | 1   | 243        | 432        |
| 04:45 PM    | 1                       | 0    | 1    | 0   | 2          | 0                 | 135  | 1    | 0   | 136        | 7                       | 0    | 6    | 0   | 13         | 6                 | 256  | 1    | 0   | 263        | 414        |
| Total       | 7                       | 0    | 4    | 0   | 11         | 2                 | 583  | 8    | 0   | 593        | 31                      | 0    | 23   | 1   | 55         | 14                | 899  | 3    | 1   | 917        | 1576       |
| 05:00 PM    | 6                       | 0    | 0    | 0   | 6          | 0                 | 198  | 0    | 0   | 198        | 6                       | 0    | 4    | 0   | 10         | 4                 | 261  | 0    | 0   | 265        | 479        |
| 05:15 PM    | 1                       | 0    | 0    | 0   | 1          | 0                 | 166  | 0    | 0   | 166        | 4                       | 0    | 6    | 0   | 10         | 3                 | 269  | 0    | 0   | 272        | 449        |
| 05:30 PM    | 0                       | 0    | 0    | 0   | 0          | 0                 | 148  | 1    | 0   | 149        | 3                       | 0    | 3    | 0   | 6          | 3                 | 271  | 1    | 0   | 275        | 430        |
| 05:45 PM    | 1                       | 0    | 0    | 0   | 1          | 0                 | 146  | 0    | 0   | 146        | 3                       | 0    | 6    | 0   | 9          | 0                 | 233  | 0    | 0   | 233        | 389        |
| Total       | 8                       | 0    | 0    | 0   | 8          | 0                 | 658  | 1    | 0   | 659        | 16                      | 0    | 19   | 0   | 35         | 10                | 1034 | 1    | 0   | 1045       | 1747       |
| Grand Total | 15                      | 0    | 4    | 0   | 19         | 2                 | 1241 | 9    | 0   | 1252       | 47                      | 0    | 42   | 1   | 90         | 24                | 1933 | 4    | 1   | 1962       | 3323       |
| Apprch %    | 78.9                    | 0    | 21.1 | 0   |            | 0.2               | 99.1 | 0.7  | 0   |            | 52.2                    | 0    | 46.7 | 1.1 |            | 1.2               | 98.5 | 0.2  | 0.1 |            |            |
| Total %     | 0.5                     | 0    | 0.1  | 0   | 0.6        | 0.1               | 37.3 | 0.3  | 0   | 37.7       | 1.4                     | 0    | 1.3  | 0   | 2.7        | 0.7               | 58.2 | 0.1  | 0   | 59         |            |

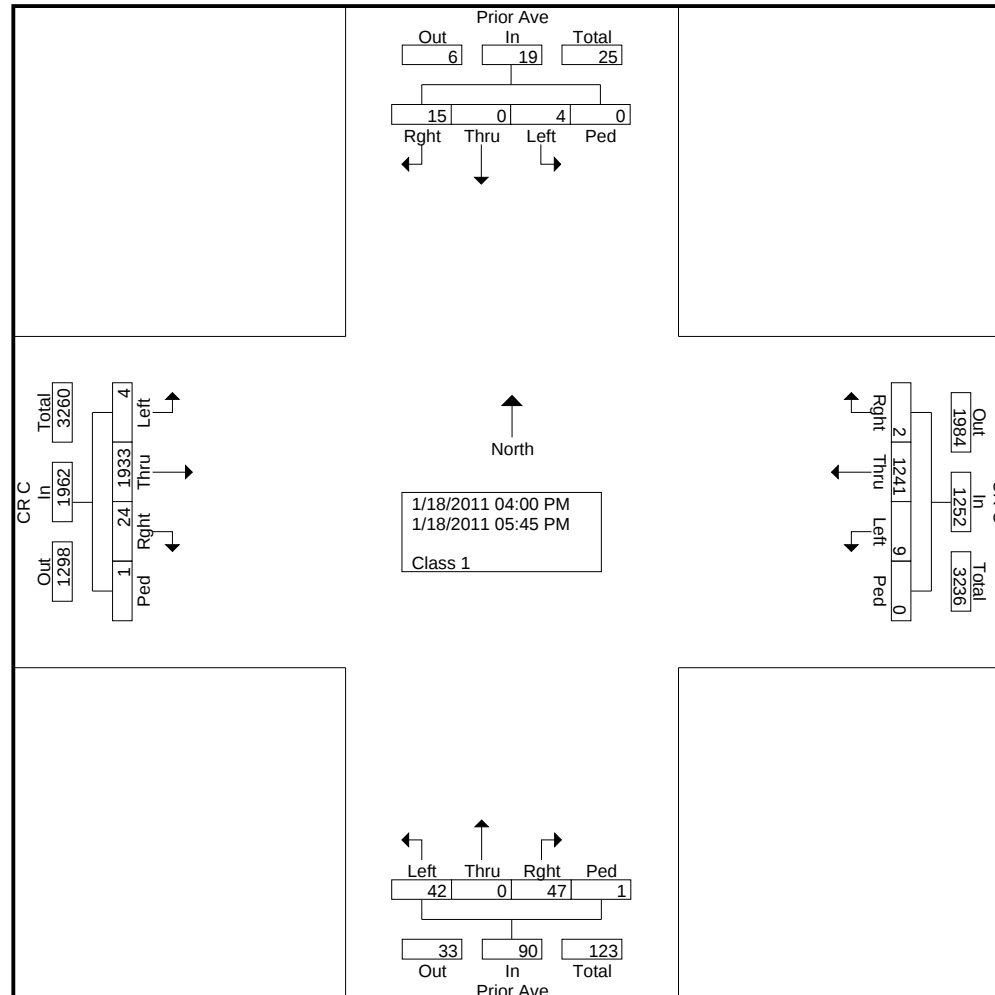


# Traffic Data Inc.

3268 Xenwood Avenue South  
St Louis Park, MN 55416

CR C & Prior Ave  
Roseville, MN

File Name : 1241121-CR C & Prior  
Site Code : 1241121\_  
Start Date : 1/18/2011  
Page No : 2





# Traffic Data Inc.

3268 Xenwood Avenue South  
St Louis Park, MN 55416

CR C & Prior Ave  
Roseville, MN

File Name : 1241121-CR C & Prior  
Site Code : 1241121\_  
Start Date : 1/18/2011  
Page No : 3

|                                                            | Prior Ave<br>Southbound |      |      |      |            | CR C<br>Westbound |      |      |      |            | Prior Ave<br>Northbound |      |      |      |            | CR C<br>Eastbound |      |      |      |            |            |
|------------------------------------------------------------|-------------------------|------|------|------|------------|-------------------|------|------|------|------------|-------------------------|------|------|------|------------|-------------------|------|------|------|------------|------------|
| Start Time                                                 | Rght                    | Thru | Left | Ped  | App. Total | Rght              | Thru | Left | Ped  | App. Total | Rght                    | Thru | Left | Ped  | App. Total | Rght              | Thru | Left | Ped  | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                         |      |      |      |            |                   |      |      |      |            |                         |      |      |      |            |                   |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 04:30 PM       |                         |      |      |      |            |                   |      |      |      |            |                         |      |      |      |            |                   |      |      |      |            |            |
| 04:30 PM                                                   | 2                       | 0    | 2    | 0    | 4          | 0                 | 161  | 5    | 0    | 166        | 13                      | 0    | 6    | 0    | 19         | 3                 | 238  | 1    | 1    | 243        | 432        |
| 04:45 PM                                                   | 1                       | 0    | 1    | 0    | 2          | 0                 | 135  | 1    | 0    | 136        | 7                       | 0    | 6    | 0    | 13         | 6                 | 256  | 1    | 0    | 263        | 414        |
| 05:00 PM                                                   | 6                       | 0    | 0    | 0    | 6          | 0                 | 198  | 0    | 0    | 198        | 6                       | 0    | 4    | 0    | 10         | 4                 | 261  | 0    | 0    | 265        | 479        |
| 05:15 PM                                                   | 1                       | 0    | 0    | 0    | 1          | 0                 | 166  | 0    | 0    | 166        | 4                       | 0    | 6    | 0    | 10         | 3                 | 269  | 0    | 0    | 272        | 449        |
| Total Volume                                               | 10                      | 0    | 3    | 0    | 13         | 0                 | 660  | 6    | 0    | 666        | 30                      | 0    | 22   | 0    | 52         | 16                | 1024 | 2    | 1    | 1043       | 1774       |
| % App. Total                                               | 76.9                    | 0    | 23.1 | 0    |            | 0                 | 99.1 | 0.9  | 0    |            | 57.7                    | 0    | 42.3 | 0    |            | 1.5               | 98.2 | 0.2  | 0.1  |            |            |
| PHF                                                        | .417                    | .000 | .375 | .000 | .542       | .000              | .833 | .300 | .000 | .841       | .577                    | .000 | .917 | .000 | .684       | .667              | .952 | .500 | .250 | .959       | .926       |

## Appendix B

### SimTraffic Reports

### 1: I-35W Ramps & Cleveland Ave N/CSAH 46 Performance by movement

| Movement         | EBL  | EBT  | EBR  | WBL  | WBR | NBL  | NBT | NBR | SBL  | SBT  | SBR  | All  |
|------------------|------|------|------|------|-----|------|-----|-----|------|------|------|------|
| Delay / Veh (s)  | 43.1 | 99.3 | 14.5 | 38.9 | 3.8 | 18.3 | 9.8 | 5.2 | 18.6 | 22.7 | 15.9 | 19.8 |
| Vehicles Entered | 272  | 1    | 350  | 18   | 2   | 348  | 542 | 3   | 1    | 381  | 11   | 1929 |

### 5: County Rd C West & Cleveland Ave N/CSAH 46 Performance by movement

| Movement         | EBL  | EBT  | EBR  | WBL  | WBT  | WBR | NBL  | NBT  | NBR  | SBL  | SBT  | SBR |
|------------------|------|------|------|------|------|-----|------|------|------|------|------|-----|
| Delay / Veh (s)  | 32.4 | 24.7 | 20.9 | 25.0 | 29.4 | 9.2 | 35.1 | 46.3 | 36.6 | 74.5 | 40.0 | 9.9 |
| Vehicles Entered | 177  | 651  | 141  | 47   | 384  | 268 | 163  | 434  | 87   | 301  | 324  | 144 |

### 5: County Rd C West & Cleveland Ave N/CSAH 46 Performance by movement

| Movement         | All  |
|------------------|------|
| Delay / Veh (s)  | 33.8 |
| Vehicles Entered | 3121 |

### 9: Twin Lakes Pkwy & Mt Ridge Rd Performance by movement

| Movement         | EBL | SBR | All |
|------------------|-----|-----|-----|
| Delay / Veh (s)  | 2.8 | 6.4 | 5.6 |
| Vehicles Entered | 6   | 20  | 26  |

### 13: County Rd C West & Prior Ave N Performance by movement

| Movement         | EBL | EBT  | EBR | WBL  | WBT | NBL  | NBR  | SBL  | SBR | All  |
|------------------|-----|------|-----|------|-----|------|------|------|-----|------|
| Delay / Veh (s)  | 4.5 | 4.2  | 5.1 | 14.5 | 1.4 | 54.1 | 17.0 | 55.6 | 3.6 | 4.0  |
| Vehicles Entered | 2   | 1042 | 20  | 5    | 669 | 20   | 29   | 2    | 10  | 1799 |

### Total Network Performance

| Movement         | All  |
|------------------|------|
| Delay / Veh (s)  | 45.1 |
| Vehicles Entered | 3479 |

Queuing and Blocking Report  
Existing PM

6/15/2011

Intersection: 1: I-35W Ramps & Cleveland Ave N/CSAH 46

| Movement              | EB  | EB  | WB  | WB  | NB  | NB  | NB  | SB | SB  | SB  |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|----|-----|-----|
| Directions Served     | LT  | R   | LT  | R   | L   | T   | TR  | L  | T   | TR  |
| Maximum Queue (ft)    | 449 | 254 | 60  | 24  | 235 | 158 | 152 | 13 | 216 | 164 |
| Average Queue (ft)    | 178 | 83  | 16  | 2   | 103 | 44  | 60  | 1  | 86  | 68  |
| 95th Queue (ft)       | 308 | 184 | 46  | 13  | 189 | 117 | 125 | 7  | 168 | 141 |
| Link Distance (ft)    | 599 |     | 547 |     |     | 529 | 529 |    | 778 | 778 |
| Upstream Blk Time (%) | 0   |     |     |     |     |     |     |    |     |     |
| Queuing Penalty (veh) | 0   |     |     |     |     |     |     |    |     |     |
| Storage Bay Dist (ft) |     | 200 |     | 250 | 175 |     |     | 75 |     |     |
| Storage Blk Time (%)  | 7   | 0   |     |     | 2   | 0   |     |    | 12  |     |
| Queuing Penalty (veh) | 26  | 1   |     |     | 4   | 0   |     |    | 0   |     |

Intersection: 5: County Rd C West & Cleveland Ave N/CSAH 46

| Movement              | EB  | EB  | EB  | WB  | WB   | WB   | NB  | NB  | NB  | SB  | SB  | SB  |
|-----------------------|-----|-----|-----|-----|------|------|-----|-----|-----|-----|-----|-----|
| Directions Served     | L   | T   | TR  | L   | T    | TR   | L   | T   | TR  | L   | T   | TR  |
| Maximum Queue (ft)    | 228 | 364 | 389 | 74  | 226  | 305  | 219 | 306 | 289 | 325 | 453 | 387 |
| Average Queue (ft)    | 97  | 161 | 194 | 29  | 107  | 140  | 92  | 179 | 179 | 244 | 192 | 145 |
| 95th Queue (ft)       | 178 | 287 | 323 | 63  | 195  | 259  | 168 | 260 | 267 | 364 | 458 | 299 |
| Link Distance (ft)    |     | 565 | 565 |     | 1255 | 1255 |     | 503 | 503 |     | 529 | 529 |
| Upstream Blk Time (%) |     |     |     |     |      |      |     |     |     |     | 2   | 0   |
| Queuing Penalty (veh) |     |     |     |     |      |      |     |     |     |     | 7   | 0   |
| Storage Bay Dist (ft) | 150 |     |     | 275 |      |      | 200 |     |     | 200 |     |     |
| Storage Blk Time (%)  | 2   | 8   |     |     | 0    |      | 0   | 5   |     | 30  | 0   |     |
| Queuing Penalty (veh) | 6   | 16  |     |     | 0    |      | 0   | 9   |     | 46  | 1   |     |

Intersection: 9: Twin Lakes Pkwy & Mt Ridge Rd

| Movement              |
|-----------------------|
| Directions Served     |
| Maximum Queue (ft)    |
| Average Queue (ft)    |
| 95th Queue (ft)       |
| Link Distance (ft)    |
| Upstream Blk Time (%) |
| Queuing Penalty (veh) |
| Storage Bay Dist (ft) |
| Storage Blk Time (%)  |
| Queuing Penalty (veh) |

Queuing and Blocking Report  
Existing PM

6/15/2011

Intersection: 13: County Rd C West & Prior Ave N

| Movement              | EB  | EB   | EB   | WB  | WB  | WB  | NB  | SB  |
|-----------------------|-----|------|------|-----|-----|-----|-----|-----|
| Directions Served     | L   | T    | TR   | L   | T   | TR  | LR  | LR  |
| Maximum Queue (ft)    | 17  | 92   | 103  | 28  | 82  | 112 | 88  | 31  |
| Average Queue (ft)    | 1   | 15   | 30   | 3   | 21  | 25  | 32  | 9   |
| 95th Queue (ft)       | 7   | 56   | 80   | 16  | 59  | 72  | 69  | 32  |
| Link Distance (ft)    |     | 1255 | 1255 |     | 360 | 360 | 389 | 460 |
| Upstream Blk Time (%) |     |      |      |     |     |     |     |     |
| Queuing Penalty (veh) |     |      |      |     |     |     |     |     |
| Storage Bay Dist (ft) | 150 |      |      | 125 |     |     |     |     |
| Storage Blk Time (%)  |     | 0    |      |     |     |     |     |     |
| Queuing Penalty (veh) |     | 0    |      |     |     |     |     |     |

Network Summary

Network wide Queuing Penalty: 116

1: I-35W Ramps & Cleveland Ave N/CSAH 46 Performance by movement

| Movement         | EBL  | EBT  | EBR  | WBL  | WBR | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  | All  |
|------------------|------|------|------|------|-----|------|------|------|------|------|------|------|
| Delay / Veh (s)  | 43.7 | 37.6 | 13.2 | 35.3 | 3.4 | 18.1 | 11.1 | 12.4 | 18.0 | 23.8 | 12.6 | 20.2 |
| Vehicles Entered | 278  | 3    | 366  | 20   | 3   | 353  | 532  | 1    | 2    | 405  | 16   | 1979 |

5: County Rd C West & Cleveland Ave N/CSAH 46 Performance by movement

| Movement         | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR |
|------------------|------|------|------|------|------|------|------|------|------|------|------|-----|
| Delay / Veh (s)  | 33.9 | 28.3 | 22.9 | 26.4 | 33.5 | 10.2 | 35.0 | 48.8 | 35.4 | 41.6 | 28.2 | 7.7 |
| Vehicles Entered | 182  | 648  | 137  | 41   | 389  | 270  | 166  | 420  | 83   | 326  | 331  | 153 |

5: County Rd C West & Cleveland Ave N/CSAH 46 Performance by movement

| Movement         | All  |
|------------------|------|
| Delay / Veh (s)  | 31.1 |
| Vehicles Entered | 3146 |

9: Twin Lakes Pkwy & Mt Ridge Rd Performance by movement

| Movement         | EBL | SBR | All |
|------------------|-----|-----|-----|
| Delay / Veh (s)  | 1.9 | 2.2 | 2.2 |
| Vehicles Entered | 7   | 24  | 31  |

10: County Rd C West & Mt Ridge Rd Performance by movement

| Movement         | EBT  | WBT | All  |
|------------------|------|-----|------|
| Delay / Veh (s)  | 2.7  | 0.8 | 1.9  |
| Vehicles Entered | 1081 | 702 | 1783 |

13: County Rd C West & Prior Ave N Performance by movement

| Movement         | EBL | EBT  | EBR | WBL  | WBT | NBL  | NBR  | SBL  | SBR | All  |
|------------------|-----|------|-----|------|-----|------|------|------|-----|------|
| Delay / Veh (s)  | 4.4 | 1.8  | 0.7 | 12.6 | 1.6 | 47.6 | 11.4 | 52.9 | 3.2 | 2.5  |
| Vehicles Entered | 3   | 1046 | 18  | 5    | 668 | 20   | 27   | 4    | 11  | 1802 |

14: Twin Lakes Pkwy & Prior Ave N Performance by movement

| Movement         | NBT | All |
|------------------|-----|-----|
| Delay / Veh (s)  | 0.5 | 0.5 |
| Vehicles Entered | 3   | 3   |

Total Network Performance

| Movement         | All  |
|------------------|------|
| Delay / Veh (s)  | 43.3 |
| Vehicles Entered | 3517 |

Queuing and Blocking Report  
2013 PM No Build - Optimized signal timings

6/14/2011

Intersection: 1: I-35W Ramps & Cleveland Ave N/CSAH 46

| Movement              | EB   | EB  | WB  | WB  | NB  | NB  | NB  | SB | SB  | SB  |
|-----------------------|------|-----|-----|-----|-----|-----|-----|----|-----|-----|
| Directions Served     | LT   | R   | LT  | R   | L   | T   | TR  | L  | T   | TR  |
| Maximum Queue (ft)    | 375  | 293 | 57  | 22  | 293 | 246 | 229 | 20 | 216 | 171 |
| Average Queue (ft)    | 190  | 90  | 16  | 1   | 125 | 62  | 77  | 1  | 95  | 75  |
| 95th Queue (ft)       | 306  | 190 | 47  | 12  | 240 | 173 | 175 | 8  | 178 | 146 |
| Link Distance (ft)    | 1346 |     | 156 | 156 |     | 528 | 528 |    | 778 | 778 |
| Upstream Blk Time (%) |      |     |     |     |     |     |     |    |     |     |
| Queuing Penalty (veh) |      |     |     |     |     |     |     |    |     |     |
| Storage Bay Dist (ft) |      | 200 |     |     | 175 |     |     | 75 |     |     |
| Storage Blk Time (%)  | 7    | 0   |     |     | 3   | 0   |     |    | 16  |     |
| Queuing Penalty (veh) | 24   | 0   |     |     | 8   | 1   |     |    | 0   |     |

Intersection: 5: County Rd C West & Cleveland Ave N/CSAH 46

| Movement              | EB  | EB   | EB   | WB  | WB  | WB  | NB  | NB  | NB  | SB  | SB  | SB  |
|-----------------------|-----|------|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served     | L   | T    | TR   | L   | T   | TR  | L   | T   | TR  | L   | T   | TR  |
| Maximum Queue (ft)    | 251 | 324  | 361  | 72  | 263 | 319 | 225 | 321 | 339 | 324 | 452 | 330 |
| Average Queue (ft)    | 101 | 174  | 211  | 26  | 118 | 156 | 91  | 180 | 174 | 205 | 132 | 120 |
| 95th Queue (ft)       | 191 | 293  | 328  | 60  | 214 | 287 | 167 | 272 | 274 | 339 | 340 | 230 |
| Link Distance (ft)    |     | 1292 | 1292 |     | 747 | 747 |     | 503 | 503 |     | 528 | 528 |
| Upstream Blk Time (%) |     |      |      |     |     |     |     |     |     |     | 0   | 0   |
| Queuing Penalty (veh) |     |      |      |     |     |     |     |     |     |     | 1   | 0   |
| Storage Bay Dist (ft) | 150 |      |      | 275 |     |     | 200 |     |     | 200 |     |     |
| Storage Blk Time (%)  | 3   | 9    |      |     | 0   |     | 1   | 6   |     | 14  | 0   |     |
| Queuing Penalty (veh) | 10  | 17   |      |     | 0   |     | 1   | 9   |     | 22  | 0   |     |

Intersection: 9: Twin Lakes Pkwy & Mt Ridge Rd

| Movement              |
|-----------------------|
| Directions Served     |
| Maximum Queue (ft)    |
| Average Queue (ft)    |
| 95th Queue (ft)       |
| Link Distance (ft)    |
| Upstream Blk Time (%) |
| Queuing Penalty (veh) |
| Storage Bay Dist (ft) |
| Storage Blk Time (%)  |
| Queuing Penalty (veh) |

Queuing and Blocking Report  
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Intersection: 10: County Rd C West & Mt Ridge Rd

Movement

Directions Served  
Maximum Queue (ft)  
Average Queue (ft)  
95th Queue (ft)  
Link Distance (ft)  
Upstream Blk Time (%)  
Queuing Penalty (veh)  
Storage Bay Dist (ft)  
Storage Blk Time (%)  
Queuing Penalty (veh)

Intersection: 13: County Rd C West & Prior Ave N

| Movement              | EB  | EB  | EB  | WB  | WB  | WB  | NB  | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|----|----|
| Directions Served     | L   | T   | TR  | L   | T   | T   | LR  | LT | R  |
| Maximum Queue (ft)    | 21  | 71  | 118 | 28  | 73  | 81  | 74  | 30 | 29 |
| Average Queue (ft)    | 1   | 18  | 35  | 3   | 24  | 30  | 29  | 4  | 8  |
| 95th Queue (ft)       | 11  | 56  | 91  | 17  | 63  | 74  | 63  | 19 | 28 |
| Link Distance (ft)    |     | 455 | 455 |     | 360 | 360 | 389 |    |    |
| Upstream Blk Time (%) |     |     |     |     |     |     |     |    |    |
| Queuing Penalty (veh) |     |     |     |     |     |     |     |    |    |
| Storage Bay Dist (ft) | 150 |     |     | 125 |     |     |     |    |    |
| Storage Blk Time (%)  |     |     |     |     |     |     |     |    |    |
| Queuing Penalty (veh) |     |     |     |     |     |     |     |    |    |

Intersection: 14: Twin Lakes Pkwy & Prior Ave N

Movement

Directions Served  
Maximum Queue (ft)  
Average Queue (ft)  
95th Queue (ft)  
Link Distance (ft)  
Upstream Blk Time (%)  
Queuing Penalty (veh)  
Storage Bay Dist (ft)  
Storage Blk Time (%)  
Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 94

1: I-35W Ramps & Cleveland Ave N/CSAH 46 Performance by movement

| Movement         | EBL  | EBT  | EBR  | WBL  | WBT  | WBR | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------|------|------|------|------|------|-----|------|------|------|------|------|------|
| Delay / Veh (s)  | 45.7 | 47.6 | 15.5 | 32.3 | 27.7 | 3.9 | 26.5 | 19.4 | 17.2 | 25.5 | 33.7 | 19.0 |
| Vehicles Entered | 291  | 95   | 351  | 84   | 54   | 26  | 368  | 522  | 7    | 26   | 382  | 17   |

1: I-35W Ramps & Cleveland Ave N/CSAH 46 Performance by movement

| Movement         | All  |
|------------------|------|
| Delay / Veh (s)  | 27.6 |
| Vehicles Entered | 2223 |

5: County Rd C West & Cleveland Ave N/CSAH 46 Performance by movement

| Movement         | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR |
|------------------|------|------|------|------|------|------|------|------|------|------|------|-----|
| Delay / Veh (s)  | 38.9 | 31.7 | 27.8 | 36.2 | 33.2 | 11.5 | 35.5 | 47.8 | 39.2 | 53.6 | 29.7 | 7.5 |
| Vehicles Entered | 180  | 716  | 144  | 69   | 432  | 289  | 155  | 417  | 107  | 339  | 318  | 185 |

5: County Rd C West & Cleveland Ave N/CSAH 46 Performance by movement

| Movement         | All  |
|------------------|------|
| Delay / Veh (s)  | 33.6 |
| Vehicles Entered | 3351 |

9: Twin Lakes Pkwy & Mt Ridge Rd Performance by movement

| Movement         | EBL | EBT | EBR | WBL | NBL | NBT | NBR | SBR | All |
|------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Delay / Veh (s)  | 2.6 | 3.5 | 2.1 | 2.4 | 2.9 | 0.5 | 2.8 | 2.3 | 2.8 |
| Vehicles Entered | 7   | 35  | 26  | 12  | 141 | 10  | 119 | 22  | 372 |

10: County Rd C West & Mt Ridge Rd Performance by movement

| Movement         | EBL | EBT  | WBT | WBR | SBR | All  |
|------------------|-----|------|-----|-----|-----|------|
| Delay / Veh (s)  | 9.3 | 3.0  | 2.7 | 2.3 | 5.1 | 3.3  |
| Vehicles Entered | 133 | 1046 | 678 | 135 | 111 | 2103 |

12: Twin Lakes Pkwy & NW Site Access Performance by movement

| Movement         | EBT | EBR | WBT | NBR | All |
|------------------|-----|-----|-----|-----|-----|
| Delay / Veh (s)  | 1.4 | 1.6 | 0.3 | 2.0 | 1.0 |
| Vehicles Entered | 34  | 93  | 163 | 33  | 323 |

13: County Rd C West & Prior Ave N Performance by movement

| Movement         | EBL | EBT  | EBR | WBL  | WBT | WBR | NBL  | NBR  | SBL  | SBR | All  |
|------------------|-----|------|-----|------|-----|-----|------|------|------|-----|------|
| Delay / Veh (s)  | 9.4 | 3.6  | 2.3 | 15.1 | 3.9 | 2.4 | 43.9 | 11.8 | 51.6 | 4.9 | 7.9  |
| Vehicles Entered | 1   | 1006 | 19  | 7    | 782 | 13  | 20   | 28   | 154  | 11  | 2041 |

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14: Twin Lakes Pkwy & Prior Ave N Performance by movement

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| Movement         | EBR | NBL | NBT | All |
|------------------|-----|-----|-----|-----|
| Delay / Veh (s)  | 2.4 | 2.2 | 0.1 | 2.3 |
| Vehicles Entered | 153 | 12  | 3   | 168 |

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Total Network Performance

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|                  |      |
|------------------|------|
| Delay / Veh (s)  | 52.6 |
| Vehicles Entered | 3932 |

Queuing and Blocking Report  
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Intersection: 1: I-35W Ramps & Cleveland Ave N/CSAH 46

| Movement              | EB   | EB  | WB  | WB  | NB  | NB  | NB  | SB | SB  | SB  |
|-----------------------|------|-----|-----|-----|-----|-----|-----|----|-----|-----|
| Directions Served     | LT   | R   | LT  | R   | L   | T   | TR  | L  | T   | TR  |
| Maximum Queue (ft)    | 603  | 300 | 154 | 36  | 300 | 437 | 302 | 72 | 216 | 194 |
| Average Queue (ft)    | 277  | 115 | 76  | 13  | 171 | 133 | 128 | 14 | 110 | 94  |
| 95th Queue (ft)       | 507  | 264 | 132 | 38  | 306 | 334 | 245 | 46 | 195 | 170 |
| Link Distance (ft)    | 1346 |     | 154 | 154 |     | 528 | 528 |    | 778 | 778 |
| Upstream Blk Time (%) |      |     | 0   |     |     |     |     |    |     |     |
| Queuing Penalty (veh) |      |     | 0   |     |     |     |     |    |     |     |
| Storage Bay Dist (ft) |      | 200 |     |     | 175 |     |     | 75 |     |     |
| Storage Blk Time (%)  | 16   | 0   |     |     | 7   | 1   |     | 0  | 22  |     |
| Queuing Penalty (veh) | 59   | 0   |     |     | 19  | 4   |     | 0  | 5   |     |

Intersection: 5: County Rd C West & Cleveland Ave N/CSAH 46

| Movement              | EB  | EB   | EB   | WB  | WB  | WB  | NB  | NB  | NB  | SB  | SB  | SB  |
|-----------------------|-----|------|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served     | L   | T    | TR   | L   | T   | TR  | L   | T   | TR  | L   | T   | TR  |
| Maximum Queue (ft)    | 260 | 406  | 418  | 116 | 263 | 312 | 191 | 304 | 292 | 325 | 511 | 387 |
| Average Queue (ft)    | 109 | 207  | 242  | 45  | 130 | 160 | 86  | 182 | 184 | 242 | 187 | 130 |
| 95th Queue (ft)       | 206 | 332  | 366  | 98  | 232 | 291 | 158 | 265 | 273 | 368 | 454 | 271 |
| Link Distance (ft)    |     | 1292 | 1292 |     | 747 | 747 |     | 503 | 503 |     | 528 | 528 |
| Upstream Blk Time (%) |     |      |      |     |     |     |     |     |     |     | 0   |     |
| Queuing Penalty (veh) |     |      |      |     |     |     |     |     |     |     | 1   |     |
| Storage Bay Dist (ft) | 150 |      |      | 275 |     |     | 200 |     |     | 200 |     |     |
| Storage Blk Time (%)  | 5   | 14   |      |     | 0   |     | 0   | 5   |     | 22  | 0   |     |
| Queuing Penalty (veh) | 16  | 25   |      |     | 0   |     | 1   | 9   |     | 34  | 1   |     |

Intersection: 9: Twin Lakes Pkwy & Mt Ridge Rd

| Movement              | EB  | WB  | NB  | SB  |
|-----------------------|-----|-----|-----|-----|
| Directions Served     | LT  | LT  | LTR | R   |
| Maximum Queue (ft)    | 6   | 21  | 35  | 18  |
| Average Queue (ft)    | 0   | 1   | 6   | 1   |
| 95th Queue (ft)       | 0   | 9   | 24  | 13  |
| Link Distance (ft)    | 229 | 457 | 498 | 686 |
| Upstream Blk Time (%) |     |     |     |     |
| Queuing Penalty (veh) |     |     |     |     |
| Storage Bay Dist (ft) |     |     |     |     |
| Storage Blk Time (%)  |     |     |     |     |
| Queuing Penalty (veh) |     |     |     |     |

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Intersection: 10: County Rd C West & Mt Ridge Rd

| Movement              | EB  | WB  | SB  |
|-----------------------|-----|-----|-----|
| Directions Served     | L   | TR  | R   |
| Maximum Queue (ft)    | 112 | 38  | 80  |
| Average Queue (ft)    | 41  | 4   | 39  |
| 95th Queue (ft)       | 83  | 20  | 65  |
| Link Distance (ft)    |     | 455 | 498 |
| Upstream Blk Time (%) |     |     |     |
| Queuing Penalty (veh) |     |     |     |
| Storage Bay Dist (ft) | 150 |     |     |
| Storage Blk Time (%)  | 0   |     |     |
| Queuing Penalty (veh) | 1   |     |     |

Intersection: 12: Twin Lakes Pkwy & NW Site Access

| Movement              | EB | WB | NB  |
|-----------------------|----|----|-----|
| Directions Served     | R  | T  | R   |
| Maximum Queue (ft)    | 15 | 17 | 40  |
| Average Queue (ft)    | 1  | 1  | 13  |
| 95th Queue (ft)       | 11 | 9  | 30  |
| Link Distance (ft)    |    | 49 | 444 |
| Upstream Blk Time (%) |    | 0  |     |
| Queuing Penalty (veh) |    | 0  |     |
| Storage Bay Dist (ft) | 60 |    |     |
| Storage Blk Time (%)  | 0  |    |     |
| Queuing Penalty (veh) | 0  |    |     |

Intersection: 13: County Rd C West & Prior Ave N

| Movement              | EB  | EB  | EB  | WB  | WB  | WB  | NB  | SB  | SB  |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served     | L   | T   | TR  | L   | T   | TR  | LR  | LT  | R   |
| Maximum Queue (ft)    | 11  | 143 | 163 | 34  | 155 | 154 | 86  | 250 | 34  |
| Average Queue (ft)    | 1   | 51  | 72  | 6   | 57  | 63  | 30  | 118 | 8   |
| 95th Queue (ft)       | 8   | 118 | 141 | 26  | 118 | 122 | 66  | 205 | 29  |
| Link Distance (ft)    |     | 455 | 455 |     | 360 | 360 | 389 | 472 | 472 |
| Upstream Blk Time (%) |     |     |     |     |     |     |     |     |     |
| Queuing Penalty (veh) |     |     |     |     |     |     |     |     |     |
| Storage Bay Dist (ft) | 150 |     |     | 125 |     |     |     |     |     |
| Storage Blk Time (%)  |     | 0   |     |     | 0   |     |     |     |     |
| Queuing Penalty (veh) |     | 0   |     |     | 0   |     |     |     |     |

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Intersection: 14: Twin Lakes Pkwy & Prior Ave N

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Movement

Directions Served

Maximum Queue (ft)

Average Queue (ft)

95th Queue (ft)

Link Distance (ft)

Upstream Blk Time (%)

Queuing Penalty (veh)

Storage Bay Dist (ft)

Storage Blk Time (%)

Queuing Penalty (veh)

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Network Summary

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Network wide Queuing Penalty: 176

### 1: I-35W Ramps & Cleveland Ave N/CSAH 46 Performance by movement

| Movement         | EBL   | EBT   | EBR   | WBL  | WBT  | WBR | NBL   | NBT  | NBR  | SBL   | SBT   | SBR   |
|------------------|-------|-------|-------|------|------|-----|-------|------|------|-------|-------|-------|
| Delay / Veh (s)  | 474.1 | 475.7 | 426.9 | 31.5 | 28.4 | 4.5 | 129.2 | 32.9 | 30.3 | 422.2 | 432.6 | 392.4 |
| Vehicles Entered | 286   | 213   | 383   | 35   | 194  | 8   | 335   | 611  | 10   | 15    | 666   | 19    |

### 1: I-35W Ramps & Cleveland Ave N/CSAH 46 Performance by movement

| Movement         | All   |
|------------------|-------|
| Delay / Veh (s)  | 277.1 |
| Vehicles Entered | 2775  |

### 5: County Rd C West & Cleveland Ave N/CSAH 46 Performance by movement

| Movement         | EBL   | EBT   | EBR   | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL   | SBT  | SBR  |
|------------------|-------|-------|-------|------|------|------|------|------|------|-------|------|------|
| Delay / Veh (s)  | 514.1 | 167.6 | 143.1 | 56.3 | 53.0 | 30.7 | 47.5 | 83.6 | 66.8 | 112.7 | 32.4 | 13.9 |
| Vehicles Entered | 191   | 630   | 180   | 89   | 621  | 302  | 128  | 499  | 121  | 339   | 408  | 326  |

### 5: County Rd C West & Cleveland Ave N/CSAH 46 Performance by movement

| Movement         | All  |
|------------------|------|
| Delay / Veh (s)  | 99.4 |
| Vehicles Entered | 3834 |

### 9: Twin Lakes Pkwy & Mt Ridge Rd Performance by movement

| Movement         | EBL | EBT | WBT | WBR | SBL | SBR | All  |
|------------------|-----|-----|-----|-----|-----|-----|------|
| Delay / Veh (s)  | 7.4 | 8.4 | 3.8 | 2.9 | 9.1 | 8.7 | 7.3  |
| Vehicles Entered | 80  | 156 | 102 | 215 | 534 | 138 | 1225 |

### 10: County Rd C West & Mt Ridge Rd Performance by movement

| Movement         | EBT  | WBT  | All  |
|------------------|------|------|------|
| Delay / Veh (s)  | 2.8  | 1.7  | 2.3  |
| Vehicles Entered | 1103 | 1017 | 2120 |

### 13: County Rd C West & Prior Ave N Performance by movement

| Movement         | EBL  | EBT  | EBR | WBL  | WBT | WBR | NBL  | NBR  | SBL  | SBT  | SBR | All  |
|------------------|------|------|-----|------|-----|-----|------|------|------|------|-----|------|
| Delay / Veh (s)  | 12.3 | 5.1  | 3.0 | 15.5 | 8.3 | 7.0 | 44.4 | 12.4 | 47.7 | 48.9 | 7.9 | 9.9  |
| Vehicles Entered | 53   | 1013 | 21  | 9    | 774 | 92  | 14   | 28   | 151  | 11   | 221 | 2387 |

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14: Twin Lakes Pkwy & Prior Ave N Performance by movement

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| Movement         | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Delay / Veh (s)  | 4.5 | 5.6 | 3.8 | 2.9 | 3.7 | 2.9 | 4.6 | 5.1 | 4.4 | 4.4 | 4.9 | 4.1 |
| Vehicles Entered | 59  | 311 | 319 | 31  | 177 | 75  | 71  | 22  | 54  | 164 | 30  | 70  |

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14: Twin Lakes Pkwy & Prior Ave N Performance by movement

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| Movement         | All  |
|------------------|------|
| Delay / Veh (s)  | 4.3  |
| Vehicles Entered | 1383 |

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19: County Rd C West & Fairview Ave Performance by movement

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| Movement         | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Delay / Veh (s)  | 33.4 | 43.8 | 45.0 | 99.9 | 21.7 | 17.4 | 48.1 | 65.4 | 34.6 | 78.4 | 42.6 | 38.7 |
| Vehicles Entered | 112  | 984  | 209  | 162  | 494  | 102  | 200  | 602  | 344  | 234  | 377  | 62   |

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19: County Rd C West & Fairview Ave Performance by movement

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| Movement         | All  |
|------------------|------|
| Delay / Veh (s)  | 47.1 |
| Vehicles Entered | 3882 |

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Total Network Performance

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| Delay / Veh (s)  | 187.8 |
|------------------|-------|
| Vehicles Entered | 7470  |

Queuing and Blocking Report  
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Intersection: 1: I-35W Ramps & Cleveland Ave N/CSAH 46

| Movement              | EB   | EB  | WB  | WB  | B12 | B18 | NB  | NB  | NB  | SB  | SB  | SB  |
|-----------------------|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served     | LT   | R   | LT  | R   | T   | T   | L   | T   | TR  | L   | T   | TR  |
| Maximum Queue (ft)    | 1381 | 300 | 228 | 31  | 61  | 12  | 300 | 549 | 592 | 104 | 812 | 803 |
| Average Queue (ft)    | 1326 | 236 | 118 | 4   | 3   | 0   | 290 | 453 | 377 | 13  | 695 | 678 |
| 95th Queue (ft)       | 1554 | 400 | 203 | 20  | 27  | 9   | 340 | 644 | 627 | 60  | 965 | 946 |
| Link Distance (ft)    | 1346 |     | 156 | 156 | 49  | 229 |     | 528 | 528 |     | 778 | 778 |
| Upstream Blk Time (%) | 34   |     | 6   |     | 1   |     |     | 12  | 5   |     | 42  | 31  |
| Queuing Penalty (veh) | 0    |     | 7   |     | 1   |     |     | 59  | 28  |     | 0   | 0   |
| Storage Bay Dist (ft) |      | 200 |     |     |     |     | 175 |     |     | 75  |     |     |
| Storage Blk Time (%)  | 57   | 5   |     |     |     |     | 71  | 3   |     | 0   | 80  |     |
| Queuing Penalty (veh) | 252  | 27  |     |     |     |     | 227 | 12  |     | 0   | 16  |     |

Intersection: 5: County Rd C West & Cleveland Ave N/CSAH 46

| Movement              | EB  | EB   | EB   | WB  | WB  | WB  | NB  | NB  | NB  | SB  | SB  | SB  |
|-----------------------|-----|------|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served     | L   | T    | TR   | L   | T   | TR  | L   | T   | TR  | L   | T   | TR  |
| Maximum Queue (ft)    | 275 | 1211 | 1187 | 207 | 495 | 505 | 300 | 485 | 482 | 325 | 542 | 542 |
| Average Queue (ft)    | 239 | 708  | 644  | 69  | 274 | 315 | 102 | 283 | 277 | 307 | 427 | 324 |
| 95th Queue (ft)       | 345 | 1476 | 1321 | 146 | 431 | 468 | 244 | 456 | 439 | 380 | 653 | 550 |
| Link Distance (ft)    |     | 1292 | 1292 |     | 747 | 747 |     | 503 | 503 |     | 528 | 528 |
| Upstream Blk Time (%) |     | 24   | 5    |     |     |     |     | 4   | 3   |     | 11  | 0   |
| Queuing Penalty (veh) |     | 0    | 0    |     |     |     |     | 0   | 0   |     | 66  | 1   |
| Storage Bay Dist (ft) | 150 |      |      | 275 |     |     | 200 |     |     | 200 |     |     |
| Storage Blk Time (%)  | 71  | 18   |      |     | 6   |     | 0   | 34  |     | 57  | 1   |     |
| Queuing Penalty (veh) | 244 | 38   |      |     | 6   |     | 0   | 44  |     | 132 | 5   |     |

Intersection: 9: Twin Lakes Pkwy & Mt Ridge Rd

| Movement              | EB  | WB  | SB  | SB  |
|-----------------------|-----|-----|-----|-----|
| Directions Served     | LT  | LT  | LT  | R   |
| Maximum Queue (ft)    | 144 | 43  | 258 | 129 |
| Average Queue (ft)    | 59  | 6   | 74  | 11  |
| 95th Queue (ft)       | 113 | 26  | 163 | 69  |
| Link Distance (ft)    | 229 | 457 | 686 |     |
| Upstream Blk Time (%) |     |     |     |     |
| Queuing Penalty (veh) |     |     |     |     |
| Storage Bay Dist (ft) |     |     |     | 75  |
| Storage Blk Time (%)  |     |     | 8   |     |
| Queuing Penalty (veh) |     |     | 12  |     |

Intersection: 10: County Rd C West & Mt Ridge Rd

| Movement              |
|-----------------------|
| Directions Served     |
| Maximum Queue (ft)    |
| Average Queue (ft)    |
| 95th Queue (ft)       |
| Link Distance (ft)    |
| Upstream Blk Time (%) |
| Queuing Penalty (veh) |
| Storage Bay Dist (ft) |
| Storage Blk Time (%)  |
| Queuing Penalty (veh) |

Intersection: 13: County Rd C West & Prior Ave N

| Movement              | EB  | EB  | EB  | WB  | WB   | WB   | NB  | SB  | SB  |
|-----------------------|-----|-----|-----|-----|------|------|-----|-----|-----|
| Directions Served     | L   | T   | TR  | L   | T    | TR   | LR  | LT  | R   |
| Maximum Queue (ft)    | 83  | 227 | 230 | 33  | 181  | 214  | 82  | 240 | 129 |
| Average Queue (ft)    | 29  | 69  | 89  | 6   | 61   | 79   | 26  | 123 | 54  |
| 95th Queue (ft)       | 64  | 160 | 180 | 23  | 147  | 174  | 57  | 205 | 97  |
| Link Distance (ft)    |     | 455 | 455 |     | 1226 | 1226 | 388 | 463 |     |
| Upstream Blk Time (%) |     |     |     |     |      |      |     |     |     |
| Queuing Penalty (veh) |     |     |     |     |      |      |     |     |     |
| Storage Bay Dist (ft) | 150 |     |     | 125 |      |      |     |     | 300 |
| Storage Blk Time (%)  |     | 1   |     |     | 1    |      |     | 0   |     |
| Queuing Penalty (veh) |     | 0   |     |     | 0    |      |     | 0   |     |

Intersection: 14: Twin Lakes Pkwy & Prior Ave N

| Movement              | EB  | EB  | WB  | NB  | SB   |
|-----------------------|-----|-----|-----|-----|------|
| Directions Served     | LT  | R   | LTR | LTR | LTR  |
| Maximum Queue (ft)    | 75  | 46  | 73  | 62  | 85   |
| Average Queue (ft)    | 31  | 7   | 22  | 22  | 34   |
| 95th Queue (ft)       | 62  | 32  | 59  | 49  | 70   |
| Link Distance (ft)    | 457 |     | 352 | 463 | 1208 |
| Upstream Blk Time (%) |     |     |     |     |      |
| Queuing Penalty (veh) |     |     |     |     |      |
| Storage Bay Dist (ft) |     | 150 |     |     |      |
| Storage Blk Time (%)  |     |     |     |     |      |
| Queuing Penalty (veh) |     |     |     |     |      |

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2030 PM No Build

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Intersection: 19: County Rd C West & Fairview Ave

| Movement              | EB  | EB   | EB   | WB  | WB   | WB   | NB  | NB   | NB   | NB  | SB  | SB   |
|-----------------------|-----|------|------|-----|------|------|-----|------|------|-----|-----|------|
| Directions Served     | L   | T    | TR   | L   | T    | TR   | L   | T    | T    | R   | L   | T    |
| Maximum Queue (ft)    | 145 | 544  | 606  | 352 | 255  | 228  | 300 | 542  | 613  | 225 | 409 | 320  |
| Average Queue (ft)    | 58  | 354  | 390  | 149 | 105  | 128  | 138 | 262  | 297  | 167 | 207 | 145  |
| 95th Queue (ft)       | 109 | 527  | 564  | 312 | 198  | 198  | 248 | 467  | 531  | 276 | 407 | 289  |
| Link Distance (ft)    |     | 1226 | 1226 |     | 2358 | 2358 |     | 1971 | 1971 |     |     | 1569 |
| Upstream Blk Time (%) |     |      |      |     |      |      |     |      |      |     |     |      |
| Queuing Penalty (veh) |     |      |      |     |      |      |     |      |      |     |     |      |
| Storage Bay Dist (ft) | 275 |      |      | 375 |      |      | 325 |      |      | 125 | 350 |      |
| Storage Blk Time (%)  |     | 14   |      | 2   |      |      | 0   | 6    | 42   | 9   | 6   |      |
| Queuing Penalty (veh) |     | 17   |      | 5   |      |      | 0   | 13   | 144  | 28  | 11  |      |

Intersection: 19: County Rd C West & Fairview Ave

| Movement              | SB   |
|-----------------------|------|
| Directions Served     | TR   |
| Maximum Queue (ft)    | 258  |
| Average Queue (ft)    | 158  |
| 95th Queue (ft)       | 231  |
| Link Distance (ft)    | 1569 |
| Upstream Blk Time (%) |      |
| Queuing Penalty (veh) |      |
| Storage Bay Dist (ft) |      |
| Storage Blk Time (%)  |      |
| Queuing Penalty (veh) |      |

Network Summary

Network wide Queuing Penalty: 1396

### 1: I-35W Ramps & Cleveland Ave N/CSAH 46 Performance by movement

| Movement         | EBL   | EBT   | EBR   | WBL  | WBT  | WBR | NBL   | NBT  | NBR  | SBL   | SBT   | SBR   |
|------------------|-------|-------|-------|------|------|-----|-------|------|------|-------|-------|-------|
| Delay / Veh (s)  | 834.3 | 844.1 | 798.4 | 32.4 | 31.8 | 3.3 | 225.1 | 55.5 | 49.7 | 233.1 | 227.8 | 215.6 |
| Vehicles Entered | 264   | 253   | 331   | 92   | 229  | 29  | 271   | 456  | 15   | 44    | 681   | 20    |

### 1: I-35W Ramps & Cleveland Ave N/CSAH 46 Performance by movement

| Movement         | All   |
|------------------|-------|
| Delay / Veh (s)  | 359.6 |
| Vehicles Entered | 2685  |

### 5: County Rd C West & Cleveland Ave N/CSAH 46 Performance by movement

| Movement         | EBL    | EBT    | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL  | SBT  | SBR  |
|------------------|--------|--------|-------|-------|-------|-------|-------|-------|-------|------|------|------|
| Delay / Veh (s)  | 2342.8 | 1210.5 | 991.8 | 136.2 | 134.5 | 127.1 | 597.8 | 728.8 | 678.5 | 92.4 | 33.1 | 16.7 |
| Vehicles Entered | 111    | 427    | 123   | 109   | 646   | 298   | 98    | 380   | 110   | 331  | 418  | 349  |

### 5: County Rd C West & Cleveland Ave N/CSAH 46 Performance by movement

| Movement         | All   |
|------------------|-------|
| Delay / Veh (s)  | 432.7 |
| Vehicles Entered | 3400  |

### 9: Twin Lakes Pkwy & Mt Ridge Rd Performance by movement

| Movement         | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL  | SBT  | SBR  |
|------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|------|------|
| Delay / Veh (s)  | 8.7 | 9.2 | 2.2 | 3.4 | 4.3 | 2.9 | 8.6 | 8.4 | 9.0 | 19.1 | 13.5 | 13.6 |
| Vehicles Entered | 73  | 165 | 26  | 40  | 102 | 196 | 98  | 9   | 106 | 521  | 7    | 153  |

### 9: Twin Lakes Pkwy & Mt Ridge Rd Performance by movement

| Movement         | All  |
|------------------|------|
| Delay / Veh (s)  | 11.6 |
| Vehicles Entered | 1496 |

### 10: County Rd C West & Mt Ridge Rd Performance by movement

| Movement         | EBL  | EBT | WBT  | WBR  | SBR   | All  |
|------------------|------|-----|------|------|-------|------|
| Delay / Veh (s)  | 17.9 | 2.5 | 16.8 | 15.9 | 159.9 | 18.2 |
| Vehicles Entered | 91   | 788 | 968  | 114  | 104   | 2065 |

### 12: Twin Lakes Pkwy & NW Site Access Performance by movement

| Movement         | EBT | EBR | WBT | NBR | All |
|------------------|-----|-----|-----|-----|-----|
| Delay / Veh (s)  | 1.5 | 1.5 | 6.9 | 2.3 | 4.3 |
| Vehicles Entered | 237 | 73  | 351 | 29  | 690 |

### 13: County Rd C West & Prior Ave N Performance by movement

| Movement         | EBL  | EBT | EBR | WBL  | WBT  | WBR  | NBL  | NBR  | SBL  | SBT  | SBR  | All  |
|------------------|------|-----|-----|------|------|------|------|------|------|------|------|------|
| Delay / Veh (s)  | 14.0 | 7.7 | 5.8 | 15.2 | 15.8 | 12.8 | 46.2 | 12.3 | 48.1 | 44.1 | 11.1 | 16.5 |
| Vehicles Entered | 39   | 716 | 15  | 10   | 861  | 109  | 17   | 35   | 253  | 11   | 208  | 2274 |

### 14: Twin Lakes Pkwy & Prior Ave N Performance by movement

| Movement         | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Delay / Veh (s)  | 5.7 | 6.6 | 4.7 | 3.9 | 4.1 | 3.2 | 4.8 | 6.6 | 4.6 | 4.7 | 5.2 | 4.4 |
| Vehicles Entered | 49  | 324 | 418 | 28  | 195 | 87  | 75  | 19  | 53  | 170 | 23  | 65  |

### 14: Twin Lakes Pkwy & Prior Ave N Performance by movement

| Movement         | All  |
|------------------|------|
| Delay / Veh (s)  | 5.0  |
| Vehicles Entered | 1506 |

### 19: County Rd C West & Fairview Ave Performance by movement

| Movement         | EBL  | EBT  | EBR  | WBL   | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------|------|------|------|-------|------|------|------|------|------|------|------|------|
| Delay / Veh (s)  | 26.3 | 37.1 | 35.2 | 102.0 | 22.2 | 18.1 | 54.7 | 54.1 | 26.0 | 63.1 | 42.7 | 34.0 |
| Vehicles Entered | 87   | 854  | 187  | 170   | 559  | 116  | 231  | 577  | 336  | 246  | 367  | 67   |

### 19: County Rd C West & Fairview Ave Performance by movement

| Movement         | All  |
|------------------|------|
| Delay / Veh (s)  | 41.7 |
| Vehicles Entered | 3797 |

### Total Network Performance

| Movement         | All   |
|------------------|-------|
| Delay / Veh (s)  | 377.7 |
| Vehicles Entered | 7199  |

Intersection: 1: I-35W Ramps & Cleveland Ave N/CSAH 46

| Movement              | EB   | EB  | WB  | WB  | NB  | NB  | NB  | SB  | SB  | SB  |
|-----------------------|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served     | LT   | R   | LT  | R   | L   | T   | TR  | L   | T   | TR  |
| Maximum Queue (ft)    | 1383 | 300 | 166 | 40  | 300 | 545 | 629 | 124 | 773 | 765 |
| Average Queue (ft)    | 1361 | 249 | 141 | 12  | 299 | 531 | 529 | 40  | 593 | 571 |
| 95th Queue (ft)       | 1380 | 402 | 192 | 38  | 301 | 555 | 688 | 104 | 891 | 858 |
| Link Distance (ft)    | 1346 |     | 154 | 154 |     | 528 | 528 |     | 778 | 778 |
| Upstream Blk Time (%) | 40   |     | 19  |     |     | 30  | 23  |     | 21  | 12  |
| Queuing Penalty (veh) | 0    |     | 37  |     |     | 154 | 119 |     | 0   | 0   |
| Storage Bay Dist (ft) |      | 200 |     |     | 175 |     |     | 75  |     |     |
| Storage Blk Time (%)  | 59   | 3   |     |     | 86  | 3   |     | 0   | 77  |     |
| Queuing Penalty (veh) | 260  | 17  |     |     | 272 | 13  |     | 1   | 39  |     |

Intersection: 5: County Rd C West & Cleveland Ave N/CSAH 46

| Movement              | EB  | EB   | EB   | WB  | WB  | WB  | NB  | NB  | NB  | SB  | SB  | SB  |
|-----------------------|-----|------|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served     | L   | T    | TR   | L   | T   | TR  | L   | T   | TR  | L   | T   | TR  |
| Maximum Queue (ft)    | 275 | 1333 | 1322 | 399 | 810 | 799 | 300 | 532 | 538 | 325 | 541 | 535 |
| Average Queue (ft)    | 271 | 1152 | 919  | 168 | 606 | 625 | 172 | 499 | 489 | 289 | 350 | 303 |
| 95th Queue (ft)       | 300 | 1664 | 1638 | 388 | 950 | 930 | 362 | 599 | 604 | 382 | 617 | 501 |
| Link Distance (ft)    |     | 1292 | 1292 |     | 747 | 747 |     | 503 | 503 |     | 528 | 528 |
| Upstream Blk Time (%) |     | 64   | 9    |     | 16  | 22  |     | 57  | 46  |     | 8   | 0   |
| Queuing Penalty (veh) |     | 0    | 0    |     | 87  | 119 |     | 0   | 0   |     | 47  | 2   |
| Storage Bay Dist (ft) | 150 |      |      | 275 |     |     | 200 |     |     | 200 |     |     |
| Storage Blk Time (%)  | 95  | 14   |      | 3   | 51  |     | 1   | 85  |     | 43  | 2   |     |
| Queuing Penalty (veh) | 357 | 30   |      | 10  | 56  |     | 2   | 110 |     | 95  | 10  |     |

Intersection: 9: Twin Lakes Pkwy & Mt Ridge Rd

| Movement              | EB  | WB  | WB  | NB  | SB  | SB  |
|-----------------------|-----|-----|-----|-----|-----|-----|
| Directions Served     | LT  | LT  | R   | LTR | LT  | R   |
| Maximum Queue (ft)    | 150 | 57  | 6   | 128 | 499 | 150 |
| Average Queue (ft)    | 59  | 13  | 0   | 46  | 142 | 37  |
| 95th Queue (ft)       | 122 | 41  | 4   | 96  | 376 | 136 |
| Link Distance (ft)    | 229 | 457 | 457 | 498 | 686 |     |
| Upstream Blk Time (%) |     |     |     |     | 1   |     |
| Queuing Penalty (veh) |     |     |     |     | 0   |     |
| Storage Bay Dist (ft) |     |     |     |     | 75  |     |
| Storage Blk Time (%)  |     |     |     |     | 24  |     |
| Queuing Penalty (veh) |     |     |     |     | 37  |     |

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Intersection: 10: County Rd C West & Mt Ridge Rd

| Movement              | EB  | WB  | WB  | SB  |
|-----------------------|-----|-----|-----|-----|
| Directions Served     | L   | T   | TR  | R   |
| Maximum Queue (ft)    | 139 | 351 | 359 | 288 |
| Average Queue (ft)    | 43  | 123 | 135 | 128 |
| 95th Queue (ft)       | 101 | 375 | 394 | 346 |
| Link Distance (ft)    |     | 455 | 455 | 498 |
| Upstream Blk Time (%) |     | 1   | 2   | 2   |
| Queuing Penalty (veh) |     | 7   | 9   | 1   |
| Storage Bay Dist (ft) | 150 |     |     |     |
| Storage Blk Time (%)  | 0   |     |     |     |
| Queuing Penalty (veh) | 2   |     |     |     |

Intersection: 12: Twin Lakes Pkwy & NW Site Access

| Movement              | WB  | B18 | NB  |
|-----------------------|-----|-----|-----|
| Directions Served     | T   | T   | R   |
| Maximum Queue (ft)    | 118 | 147 | 40  |
| Average Queue (ft)    | 45  | 20  | 13  |
| 95th Queue (ft)       | 127 | 108 | 32  |
| Link Distance (ft)    | 49  | 229 | 444 |
| Upstream Blk Time (%) | 15  | 1   |     |
| Queuing Penalty (veh) | 28  | 3   |     |
| Storage Bay Dist (ft) |     |     |     |
| Storage Blk Time (%)  |     |     |     |
| Queuing Penalty (veh) |     |     |     |

Intersection: 13: County Rd C West & Prior Ave N

| Movement              | EB  | EB  | EB  | WB  | WB   | WB   | NB  | SB  | SB  |
|-----------------------|-----|-----|-----|-----|------|------|-----|-----|-----|
| Directions Served     | L   | T   | TR  | L   | T    | TR   | LR  | LT  | R   |
| Maximum Queue (ft)    | 84  | 202 | 229 | 32  | 335  | 342  | 97  | 403 | 194 |
| Average Queue (ft)    | 21  | 70  | 92  | 6   | 122  | 144  | 31  | 196 | 64  |
| 95th Queue (ft)       | 58  | 164 | 198 | 24  | 274  | 300  | 72  | 330 | 139 |
| Link Distance (ft)    |     | 455 | 455 |     | 1226 | 1226 | 388 | 463 |     |
| Upstream Blk Time (%) |     |     |     |     |      |      |     | 0   |     |
| Queuing Penalty (veh) |     |     |     |     |      |      |     | 1   |     |
| Storage Bay Dist (ft) | 150 |     |     | 125 |      |      |     |     | 300 |
| Storage Blk Time (%)  | 0   | 1   |     |     | 6    |      |     | 2   |     |
| Queuing Penalty (veh) | 0   | 0   |     |     | 1    |      |     | 3   |     |

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Intersection: 14: Twin Lakes Pkwy & Prior Ave N

| Movement              | EB  | EB  | WB  | NB  | SB   |
|-----------------------|-----|-----|-----|-----|------|
| Directions Served     | LT  | R   | LTR | LTR | LTR  |
| Maximum Queue (ft)    | 101 | 48  | 104 | 70  | 89   |
| Average Queue (ft)    | 32  | 6   | 25  | 23  | 36   |
| 95th Queue (ft)       | 74  | 32  | 72  | 51  | 77   |
| Link Distance (ft)    | 457 |     | 352 | 463 | 1208 |
| Upstream Blk Time (%) |     |     |     |     |      |
| Queuing Penalty (veh) |     |     |     |     |      |
| Storage Bay Dist (ft) |     | 150 |     |     |      |
| Storage Blk Time (%)  | 0   |     |     |     |      |
| Queuing Penalty (veh) | 0   |     |     |     |      |

Intersection: 19: County Rd C West & Fairview Ave

| Movement              | EB  | EB   | EB   | WB  | WB   | WB   | NB  | NB   | NB   | NB  | SB  | SB   |
|-----------------------|-----|------|------|-----|------|------|-----|------|------|-----|-----|------|
| Directions Served     | L   | T    | TR   | L   | T    | TR   | L   | T    | T    | R   | L   | T    |
| Maximum Queue (ft)    | 192 | 501  | 546  | 308 | 250  | 267  | 355 | 420  | 475  | 225 | 404 | 230  |
| Average Queue (ft)    | 52  | 285  | 328  | 159 | 120  | 146  | 162 | 213  | 238  | 157 | 195 | 129  |
| 95th Queue (ft)       | 126 | 455  | 495  | 307 | 213  | 239  | 313 | 343  | 393  | 268 | 344 | 213  |
| Link Distance (ft)    |     | 1226 | 1226 |     | 2358 | 2358 |     | 1971 | 1971 |     |     | 1569 |
| Upstream Blk Time (%) |     |      |      |     |      |      |     |      |      |     |     |      |
| Queuing Penalty (veh) |     |      |      |     |      |      |     |      |      |     |     |      |
| Storage Bay Dist (ft) | 275 |      |      | 375 |      |      | 325 |      |      | 125 | 350 |      |
| Storage Blk Time (%)  |     | 8    |      | 0   |      |      | 3   | 1    | 34   | 8   | 2   |      |
| Queuing Penalty (veh) |     | 9    |      | 1   |      |      | 10  | 2    | 115  | 24  | 4   |      |

Intersection: 19: County Rd C West & Fairview Ave

| Movement              | SB   |
|-----------------------|------|
| Directions Served     | TR   |
| Maximum Queue (ft)    | 250  |
| Average Queue (ft)    | 154  |
| 95th Queue (ft)       | 238  |
| Link Distance (ft)    | 1569 |
| Upstream Blk Time (%) |      |
| Queuing Penalty (veh) |      |
| Storage Bay Dist (ft) |      |
| Storage Blk Time (%)  |      |
| Queuing Penalty (veh) |      |

Network Summary

Network wide Queuing Penalty: 2093

### 1: I-35W Ramps & Cleveland Ave N/CSAH 46 Performance by movement

| Movement         | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR | SBL   | SBT   | SBR  |
|------------------|------|------|------|------|------|------|------|------|-----|-------|-------|------|
| Delay / Veh (s)  | 50.9 | 38.4 | 34.7 | 53.6 | 44.9 | 29.7 | 29.2 | 27.3 | 6.7 | 113.1 | 128.4 | 76.4 |
| Vehicles Entered | 342  | 334  | 439  | 101  | 247  | 31   | 362  | 623  | 19  | 45    | 685   | 20   |

### 1: I-35W Ramps & Cleveland Ave N/CSAH 46 Performance by movement

| Movement         | All  |
|------------------|------|
| Delay / Veh (s)  | 56.9 |
| Vehicles Entered | 3248 |

### 5: County Rd C West & Cleveland Ave N/CSAH 46 Performance by movement

| Movement         | EBL   | EBT  | EBR  | WBL   | WBT  | WBR | NBL  | NBT  | NBR  | SBL   | SBT  | SBR  |
|------------------|-------|------|------|-------|------|-----|------|------|------|-------|------|------|
| Delay / Veh (s)  | 122.0 | 49.8 | 42.7 | 207.4 | 43.8 | 6.5 | 39.2 | 57.1 | 47.6 | 110.3 | 28.4 | 12.8 |
| Vehicles Entered | 201   | 743  | 201  | 111   | 662  | 305 | 129  | 494  | 150  | 374   | 464  | 399  |

### 5: County Rd C West & Cleveland Ave N/CSAH 46 Performance by movement

| Movement         | All  |
|------------------|------|
| Delay / Veh (s)  | 52.7 |
| Vehicles Entered | 4233 |

### 9: Twin Lakes Pkwy & Mt Ridge Rd Performance by movement

| Movement         | EBL  | EBT  | EBR | WBL | WBT | WBR | NBL  | NBT | NBR  | SBL  | SBT  | SBR  |
|------------------|------|------|-----|-----|-----|-----|------|-----|------|------|------|------|
| Delay / Veh (s)  | 15.6 | 18.6 | 2.5 | 3.7 | 4.5 | 3.0 | 13.1 | 9.7 | 11.9 | 23.8 | 28.7 | 16.3 |
| Vehicles Entered | 90   | 206  | 32  | 41  | 101 | 200 | 128  | 11  | 132  | 523  | 9    | 149  |

### 9: Twin Lakes Pkwy & Mt Ridge Rd Performance by movement

| Movement         | All  |
|------------------|------|
| Delay / Veh (s)  | 15.4 |
| Vehicles Entered | 1622 |

### 10: County Rd C West & Mt Ridge Rd Performance by movement

| Movement         | EBL  | EBT  | WBT | WBR | SBR  | All  |
|------------------|------|------|-----|-----|------|------|
| Delay / Veh (s)  | 16.6 | 3.3  | 3.9 | 3.0 | 11.0 | 4.6  |
| Vehicles Entered | 146  | 1143 | 962 | 116 | 115  | 2482 |

### 12: Twin Lakes Pkwy & NW Site Access Performance by movement

| Movement         | EBT | EBR | WBT | NBR | All |
|------------------|-----|-----|-----|-----|-----|
| Delay / Veh (s)  | 1.8 | 1.9 | 0.6 | 2.8 | 1.3 |
| Vehicles Entered | 302 | 92  | 378 | 28  | 800 |

### 13: County Rd C West & Prior Ave N Performance by movement

| Movement         | EBL  | EBT  | EBR | WBL  | WBT  | WBR  | NBL  | NBR  | SBL  | SBT  | SBR  | All  |
|------------------|------|------|-----|------|------|------|------|------|------|------|------|------|
| Delay / Veh (s)  | 17.1 | 9.4  | 7.5 | 18.8 | 14.1 | 13.0 | 38.7 | 13.4 | 44.9 | 44.7 | 10.1 | 15.3 |
| Vehicles Entered | 58   | 1040 | 20  | 11   | 841  | 109  | 16   | 34   | 268  | 13   | 218  | 2628 |

### 14: Twin Lakes Pkwy & Prior Ave N Performance by movement

| Movement         | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Delay / Veh (s)  | 5.8 | 7.0 | 5.1 | 3.6 | 3.9 | 3.1 | 5.3 | 5.6 | 4.9 | 4.5 | 5.1 | 4.4 |
| Vehicles Entered | 58  | 356 | 447 | 27  | 188 | 86  | 85  | 20  | 61  | 170 | 24  | 66  |

### 14: Twin Lakes Pkwy & Prior Ave N Performance by movement

| Movement         | All  |
|------------------|------|
| Delay / Veh (s)  | 5.2  |
| Vehicles Entered | 1588 |

### 19: County Rd C West & Fairview Ave Performance by movement

| Movement         | EBL  | EBT  | EBR  | WBL   | WBT  | WBR  | NBL   | NBT  | NBR  | SBL   | SBT  | SBR  |
|------------------|------|------|------|-------|------|------|-------|------|------|-------|------|------|
| Delay / Veh (s)  | 29.3 | 42.3 | 45.8 | 471.7 | 36.1 | 17.4 | 118.1 | 67.3 | 38.5 | 164.4 | 46.9 | 38.2 |
| Vehicles Entered | 113  | 1109 | 243  | 172   | 556  | 121  | 231   | 574  | 336  | 247   | 367  | 65   |

### 19: County Rd C West & Fairview Ave Performance by movement

| Movement         | All  |
|------------------|------|
| Delay / Veh (s)  | 72.0 |
| Vehicles Entered | 4134 |

### Total Network Performance

| Movement         | All   |
|------------------|-------|
| Delay / Veh (s)  | 101.1 |
| Vehicles Entered | 8131  |

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Intersection: 1: I-35W Ramps & Cleveland Ave N/CSAH 46

| Movement              | EB   | EB   | EB   | EB  | WB  | WB  | WB  | NB  | NB  | NB  | NB  | NB  |
|-----------------------|------|------|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served     | L    | T    | T    | R   | L   | T   | TR  | L   | L   | T   | T   | R   |
| Maximum Queue (ft)    | 484  | 325  | 464  | 297 | 170 | 206 | 145 | 175 | 241 | 348 | 299 | 70  |
| Average Queue (ft)    | 245  | 129  | 141  | 189 | 73  | 94  | 92  | 84  | 108 | 172 | 182 | 6   |
| 95th Queue (ft)       | 427  | 244  | 406  | 320 | 148 | 166 | 141 | 149 | 189 | 290 | 274 | 47  |
| Link Distance (ft)    | 1340 | 1340 | 1340 |     | 138 | 138 | 138 |     |     | 509 | 509 |     |
| Upstream Blk Time (%) |      |      |      |     | 5   | 3   | 1   |     |     | 0   |     |     |
| Queuing Penalty (veh) |      |      |      |     | 6   | 3   | 2   |     |     | 0   |     |     |
| Storage Bay Dist (ft) |      |      |      | 200 |     |     |     | 175 | 175 |     |     | 175 |
| Storage Blk Time (%)  |      |      | 0    | 12  |     |     |     | 0   | 0   | 5   | 7   |     |
| Queuing Penalty (veh) |      |      | 2    | 20  |     |     |     | 0   | 1   | 17  | 1   |     |

Intersection: 1: I-35W Ramps & Cleveland Ave N/CSAH 46

| Movement              | SB  | SB  | SB  |
|-----------------------|-----|-----|-----|
| Directions Served     | L   | T   | TR  |
| Maximum Queue (ft)    | 334 | 733 | 709 |
| Average Queue (ft)    | 73  | 416 | 349 |
| 95th Queue (ft)       | 276 | 801 | 669 |
| Link Distance (ft)    |     | 772 | 772 |
| Upstream Blk Time (%) |     | 12  | 2   |
| Queuing Penalty (veh) |     | 0   | 0   |
| Storage Bay Dist (ft) | 300 |     |     |
| Storage Blk Time (%)  |     | 36  |     |
| Queuing Penalty (veh) |     | 18  |     |

Queuing and Blocking Report  
2030 PM Build with all AUAR recs

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Intersection: 5: County Rd C West & Cleveland Ave N/CSAH 46

| Movement              | EB  | EB   | EB   | WB  | WB  | WB  | WB  | NB  | NB  | NB  | SB  | SB  |
|-----------------------|-----|------|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served     | L   | T    | TR   | L   | T   | T   | R   | L   | T   | TR  | L   | T   |
| Maximum Queue (ft)    | 275 | 639  | 590  | 342 | 426 | 412 | 35  | 263 | 419 | 443 | 325 | 529 |
| Average Queue (ft)    | 207 | 373  | 368  | 172 | 221 | 222 | 1   | 88  | 239 | 244 | 305 | 433 |
| 95th Queue (ft)       | 334 | 626  | 576  | 358 | 410 | 403 | 26  | 191 | 378 | 376 | 391 | 675 |
| Link Distance (ft)    |     | 1287 | 1287 |     | 742 | 742 |     |     | 503 | 503 |     | 509 |
| Upstream Blk Time (%) |     |      |      |     |     |     |     |     | 0   | 0   |     | 19  |
| Queuing Penalty (veh) |     |      |      |     |     |     |     |     | 0   | 0   |     | 119 |
| Storage Bay Dist (ft) | 150 |      |      | 275 |     |     | 300 | 200 |     |     | 200 |     |
| Storage Blk Time (%)  | 44  | 29   |      | 15  | 1   | 1   |     | 0   | 19  |     | 61  | 2   |
| Queuing Penalty (veh) | 167 | 62   |      | 50  | 1   | 3   |     | 0   | 25  |     | 134 | 6   |

Intersection: 5: County Rd C West & Cleveland Ave N/CSAH 46

| Movement              | SB  |
|-----------------------|-----|
| Directions Served     | TR  |
| Maximum Queue (ft)    | 553 |
| Average Queue (ft)    | 299 |
| 95th Queue (ft)       | 536 |
| Link Distance (ft)    | 509 |
| Upstream Blk Time (%) | 0   |
| Queuing Penalty (veh) | 2   |
| Storage Bay Dist (ft) |     |
| Storage Blk Time (%)  |     |
| Queuing Penalty (veh) |     |

Intersection: 9: Twin Lakes Pkwy & Mt Ridge Rd

| Movement              | EB  | EB  | B18 | WB  | NB  | SB  | SB  |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|
| Directions Served     | LT  | R   | T   | LT  | LTR | LT  | R   |
| Maximum Queue (ft)    | 266 | 61  | 25  | 55  | 199 | 535 | 150 |
| Average Queue (ft)    | 114 | 4   | 1   | 16  | 64  | 175 | 55  |
| 95th Queue (ft)       | 213 | 49  | 20  | 44  | 142 | 450 | 165 |
| Link Distance (ft)    | 229 | 229 | 49  | 457 | 498 | 686 |     |
| Upstream Blk Time (%) | 2   | 0   | 0   |     |     | 2   |     |
| Queuing Penalty (veh) | 3   | 0   | 1   |     |     | 0   |     |
| Storage Bay Dist (ft) |     |     |     |     |     |     | 75  |
| Storage Blk Time (%)  |     |     |     |     |     | 32  | 0   |
| Queuing Penalty (veh) |     |     |     |     |     | 49  | 0   |

Intersection: 10: County Rd C West & Mt Ridge Rd

| Movement              | EB  | WB  | SB  |
|-----------------------|-----|-----|-----|
| Directions Served     | L   | TR  | R   |
| Maximum Queue (ft)    | 160 | 34  | 129 |
| Average Queue (ft)    | 61  | 4   | 46  |
| 95th Queue (ft)       | 117 | 24  | 90  |
| Link Distance (ft)    |     | 455 | 498 |
| Upstream Blk Time (%) |     |     |     |
| Queuing Penalty (veh) |     |     |     |
| Storage Bay Dist (ft) | 150 |     |     |
| Storage Blk Time (%)  | 0   |     |     |
| Queuing Penalty (veh) | 2   |     |     |

Intersection: 12: Twin Lakes Pkwy & NW Site Access

| Movement              | EB  | EB | WB | WB | B18 | NB  |
|-----------------------|-----|----|----|----|-----|-----|
| Directions Served     | T   | R  | T  | T  | T   | R   |
| Maximum Queue (ft)    | 10  | 17 | 31 | 27 | 22  | 40  |
| Average Queue (ft)    | 0   | 1  | 2  | 1  | 1   | 12  |
| 95th Queue (ft)       | 7   | 12 | 23 | 12 | 17  | 31  |
| Link Distance (ft)    | 138 |    | 49 | 49 | 229 | 444 |
| Upstream Blk Time (%) |     |    | 0  | 0  |     |     |
| Queuing Penalty (veh) |     |    | 1  | 0  |     |     |
| Storage Bay Dist (ft) |     | 60 |    |    |     |     |
| Storage Blk Time (%)  |     |    |    |    |     |     |
| Queuing Penalty (veh) |     |    |    |    |     |     |

Intersection: 13: County Rd C West & Prior Ave N

| Movement              | EB  | EB  | EB  | WB  | WB   | WB   | NB  | SB  | SB  |
|-----------------------|-----|-----|-----|-----|------|------|-----|-----|-----|
| Directions Served     | L   | T   | TR  | L   | T    | TR   | LR  | LT  | R   |
| Maximum Queue (ft)    | 113 | 299 | 322 | 31  | 274  | 296  | 74  | 425 | 192 |
| Average Queue (ft)    | 32  | 112 | 136 | 8   | 107  | 140  | 28  | 205 | 64  |
| 95th Queue (ft)       | 79  | 222 | 248 | 27  | 219  | 250  | 60  | 333 | 131 |
| Link Distance (ft)    |     | 455 | 455 |     | 1226 | 1226 | 388 | 463 |     |
| Upstream Blk Time (%) |     |     |     |     |      |      |     | 0   |     |
| Queuing Penalty (veh) |     |     |     |     |      |      |     | 2   |     |
| Storage Bay Dist (ft) | 150 |     |     | 125 |      |      |     |     | 300 |
| Storage Blk Time (%)  |     | 3   |     |     | 4    |      |     | 1   |     |
| Queuing Penalty (veh) |     | 2   |     |     | 0    |      |     | 3   |     |

Queuing and Blocking Report  
2030 PM Build with all AUAR recs

6/14/2011

Intersection: 14: Twin Lakes Pkwy & Prior Ave N

| Movement              | EB  | EB  | WB  | NB  | SB   |
|-----------------------|-----|-----|-----|-----|------|
| Directions Served     | LT  | R   | LTR | LTR | LTR  |
| Maximum Queue (ft)    | 93  | 52  | 79  | 61  | 92   |
| Average Queue (ft)    | 33  | 6   | 27  | 27  | 37   |
| 95th Queue (ft)       | 70  | 30  | 66  | 53  | 75   |
| Link Distance (ft)    | 457 |     | 352 | 463 | 1208 |
| Upstream Blk Time (%) |     |     |     |     |      |
| Queuing Penalty (veh) |     |     |     |     |      |
| Storage Bay Dist (ft) |     | 150 |     |     |      |
| Storage Blk Time (%)  |     |     |     |     |      |
| Queuing Penalty (veh) |     |     |     |     |      |

Intersection: 19: County Rd C West & Fairview Ave

| Movement              | EB  | EB   | EB   | WB  | WB   | WB   | NB  | NB   | NB   | NB  | SB  | SB   |
|-----------------------|-----|------|------|-----|------|------|-----|------|------|-----|-----|------|
| Directions Served     | L   | T    | TR   | L   | T    | TR   | L   | T    | T    | R   | L   | T    |
| Maximum Queue (ft)    | 317 | 591  | 626  | 537 | 1025 | 885  | 442 | 513  | 558  | 225 | 529 | 584  |
| Average Queue (ft)    | 66  | 386  | 433  | 409 | 443  | 343  | 252 | 263  | 292  | 176 | 336 | 196  |
| 95th Queue (ft)       | 181 | 536  | 579  | 693 | 1332 | 909  | 465 | 512  | 539  | 275 | 622 | 496  |
| Link Distance (ft)    |     | 1226 | 1226 |     | 2358 | 2358 |     | 1971 | 1971 |     |     | 1569 |
| Upstream Blk Time (%) |     |      |      |     |      |      |     |      |      |     |     |      |
| Queuing Penalty (veh) |     |      |      |     |      |      |     |      |      |     |     |      |
| Storage Bay Dist (ft) | 275 |      |      | 375 |      |      | 325 |      |      | 125 | 350 |      |
| Storage Blk Time (%)  |     | 15   |      | 51  |      |      | 15  | 5    | 40   | 15  | 31  |      |
| Queuing Penalty (veh) |     | 18   |      | 142 |      |      | 43  | 12   | 137  | 43  | 57  |      |

Intersection: 19: County Rd C West & Fairview Ave

| Movement              | SB   |
|-----------------------|------|
| Directions Served     | TR   |
| Maximum Queue (ft)    | 441  |
| Average Queue (ft)    | 183  |
| 95th Queue (ft)       | 361  |
| Link Distance (ft)    | 1569 |
| Upstream Blk Time (%) |      |
| Queuing Penalty (veh) |      |
| Storage Bay Dist (ft) |      |
| Storage Blk Time (%)  |      |
| Queuing Penalty (veh) |      |

Network Summary

Network wide Queuing Penalty: 1155

## MEMORANDUM

TO: Deb Bloom, P.E., Assistant Public Works Director/City Engineer  
City of Roseville

FROM: Craig Vaughn, PE, PTOE, Senior Associate  
Matthew Pacyna, PE, Senior Engineer

DATE: November 30, 2011

SUBJECT: REVIEW OF TRAFFIC IMPACT ANALYSIS FOR WALMART (STORE #3404-05)  
*ROSEVILLE, MN*

As requested, we have completed a review of the Traffic Impact Analysis (TIA) that was completed in July 2011 by Kimley-Horn and Associates. This review document is broken up into three sections in order to guide you through our findings, conclusions and recommendations (General Review of the Walmart TIA, Recommended TIA Modifications and Additional Information Required, and Recommended Roadway Improvements).

### GENERAL REVIEW OF THE WALMART TRAFFIC IMPACT ANALYSIS

#### Traffic Volume Comparison

- The existing year 2011 turning movement counts collected as part of the TIA (shown in Figure 4 of the study) were compared to historical year 2006 turning movement counts previously collected at the same study intersections. The differences between the historical and updated traffic counts are summarized below:
  - o Northbound I-35W off-ramp to Cleveland Avenue
    - Approximate 20 percent reduction in volume from the year 2006 counts
    - A review of other historical ramp volume data attained from MnDOT indicates that ramp volumes appear to fluctuate daily and by time of year at this location
  - o Southbound Cleveland Avenue (between Twin Lakes Parkway and County Road C)
    - Approximate 10 percent reduction in volume from the year 2006 counts
  - o Southbound Cleveland Avenue (south of County Road C)
    - Approximate 10-15 percent reduction in volume from the year 2006 counts

- o Westbound County Road C
  - Approximate 10-20 percent increase in volume from the year 2006 counts
- o Eastbound County Road C (west of Cleveland Avenue)
  - Approximate five percent increase from the year 2006 counts

In general, the turning movement counts reflect current market conditions and account for recent area transportation improvements (Twin Lakes Parkway).

### **Trip Generation and Forecasts**

- Page 8 of the TIA documents the pass-by trip and internal capture reduction factors used for each of the development scenarios (Short-term: Walmart only; Long-term: Walmart with restaurants). The pass-by reduction for the Walmart is 28 percent while the pass-by reduction for the outparcel restaurants is 43 percent. The internal capture rate between the Walmart and the two restaurants is 20 percent. Based on data in the ITE Trip Generation Handbook, these pass-by trip and internal capture reduction factors are appropriate. It should be noted that the pass-by reduction factor does not reduce the trip generation of the subject development but rather draws the trip(s) to the site from the already existing pool of background traffic on the adjacent street system.
- Tables 1 and 2 (Trip Generation for P.M. Peak Hour and Trip Generation with Outlots for P.M. Peak Hour) in the TIA document the trip generation estimates used for the analysis. The trip generation estimates presented are correct.
- A one-half percent (0.5%) yearly growth rate was used to account for background growth in the area for year 2013 conditions (year of opening), which is reasonable based on historical area growth patterns.
- The TIA states that the long-term forecasts (year 2030) were developed based on the *Twin Lakes AUAR Update Technical Memorandum - Traffic, Air and Noise Analysis* and the *Infrastructure Improvements for the Twin Lakes AUAR Area Final Report*. However, there is not a clear explanation of what volume set was used as the base prior to reduction, what the reduction amount was or how it was distributed through the network to arrive at the final answer presented in Figure 6 – 2030 No Build Turning Movement Volumes.
  - o It should be noted that based on our review of the information provided in Figure 6 and our own deduction of what may have been done, it appears that a marginal increase or decrease in these volumes would not significantly alter the conclusions presented herein.
  - o The applicant should clarify and explain what volume set was used as the base prior to reduction, what the reduction amount was or how it was distributed through the network to arrive at the final answer presented in Figure 6 – 2030 No Build Turning Movement Volumes.

## **Directional Distribution**

- There are two directional distributions proposed for the site based on the existing and year 2030 transportation networks. The main transportation network difference between existing and year 2030 conditions is the completion of Twin Lakes Parkway from Prior Avenue to Fairview Avenue.
  - o Review of the directional distribution percentages presented in the TIA compared to the directional distribution developed as part of the Twin Lakes AUAR Update indicates discrepancies between the two. While these discrepancies may not impact the overall operation of the adjacent roadway network and/or the need for specific improvements, they do impact the broader understanding of the how the adjacent roadway system will operate under future conditions (year 2030).
    - Under year 2030 conditions the amount of traffic distributed to Twin Lakes Parkway east of Prior Avenue is not in accordance with the Twin Lakes AUAR distribution for this parcel. The TIA states nine percent and the Twin Lakes AUAR generalized distribution percentages indicate upwards of 18 percent. The TIA distribution should be modified to be consistent.
    - Another anomaly is at the County Road C and Cleveland Avenue intersection. There appears to be an even distribution between the southbound right-turn (15 percent) and the westbound through (15 percent) movements. However, further review indicates these percentages should be more consistent with other movements at this intersection accessing the adjacent transportation network (i.e. approximately 10 percent to the southbound right-turn and approximately 20 percent to the westbound through movement). Making this change may have an impact on the westbound through queue at this location. The TIA distribution should be modified to be consistent.

## **Operations/Capacity**

### General Comments on Synchro/SimTraffic Models

- The Synchro models do not include the I-35W southbound on-ramp from westbound County Road C.
  - o This ramp has a significant impact to the upstream traffic flow at the County Road C and Cleveland Avenue intersection as vehicles begin to align themselves east of Cleveland Avenue.
    - With the addition of this ramp in the Synchro model, the westbound through lane utilization tends to shift more towards the shared through/right-turn lane
    - Adding this intersection to the model will increase the potential for queues to extend back to the proposed 3/4 site access along County Road C (approximately 715-800 feet east of Cleveland Avenue).
    - The applicant should include this intersection in their analysis and review. Traffic volumes for this intersection can be used from the AUAR documentation and adjusted to fit with the year 2011 turning movement volumes collected.

- The applicant should show the maximum westbound queue at the County Road C and Cleveland Avenue intersection for each scenario to explicitly clarify any impacts to the proposed access along County Road C. Specifically the westbound through/right-turn lane queue information.
- Consider applying the link-OD function for the southbound right-turn movement at the County Road C and Cleveland intersection. Currently, there is a proportion of the volume for this movement that comes from the northbound I-35W off-ramp. In theory, no vehicles make this move because of the loop ramp to westbound County Road C.
  - o Please note however that this modification would have minimal affect on how this movement operates and is not critical to correct.

#### Year 2011 Existing Operations

- The “*2011 Existing Operations*” section of the TIA (page 23, first bullet) indicates an eastbound through delay of approximately 99 seconds at the intersection of Cleveland Avenue and Twin Lakes Parkway. Independent analysis of this condition resulted in an eastbound through delay of approximately 55 seconds. This variation demonstrates that this movement fluctuates with variability in vehicle arrivals and should be considered a LOS E.
- All other existing condition operations analysis results appear reasonable given the current conditions.

#### Year 2013 No Build Operations

- All analysis and observations are reasonable.

#### Year 2013 Build Operations

- As noted in the general comments preceding this section, if the ramp to southbound I-35W from westbound County Road C were included in the traffic model the queuing results for the westbound approach to Cleveland Avenue along County Road C would be different. Independent analysis of this condition resulted in an average and 95th percentile westbound through queue of approximately 250 feet and 465 feet, respectively. The submitted TIA indicates queues of approximately 160 feet and 290 feet, respectively.
  - o The existing access along County Road C is approximately 550 feet east of Cleveland Avenue. However, the proposed Walmart 3/4 site access is approximately 175 feet further east of the existing opening (total of approximately 725 feet from Cleveland Avenue), which based on the independent queue results above would not be impacted at this stage of the development.
- The proposed Walmart right-in/right-out access along Twin Lakes Parkway is located approximately 300 feet east of Cleveland Avenue and includes a dedicated right-turn lane. This location reduces concern over its proximity to Cleveland Avenue and would not be considered a deficient design from a traffic operations perspective. In addition, independent analysis confirms acceptable operations at this location.

- The optimized signal timing included as part of the year 2013 no build condition and again under year 2013 build conditions is necessary to help mitigate and manage queuing issues.

#### Year 2030 No Build Operations

- The year 2030 no build condition (without the Walmart site developed) results as presented in the TIA do not provide any useable information to compare this condition to the year 2030 build condition (with the Walmart site developed). The TIA conducted the year 2030 no build condition analysis without any of the AUAR recommended improvements in place, which results in poor levels of service and significant queuing throughout the network.
- The applicant should run the year 2030 no build operations analysis with the identified improvements from the *Infrastructure Improvements for the Twin Lakes AUAR Area Final Report* prior to adding on the Walmart development traffic.

#### Year 2030 Build Operations

- Again, the order of the operations analysis presented in the TIA makes determining the impact of the Walmart under build conditions difficult.

#### Year 2030 Build Operations with Twin Lakes AUAR Improvements

- The improvements identified in this report are consistent with the Twin Lakes AUAR.
- The northbound left-turn movement at the intersection of Cleveland Avenue and Twin Lakes Parkway was modeled with protective-permissive left-turn phasing as part of the TIA. This left-turn phasing is not typically recommended with a dual left-turn lane configuration for safety reasons; nor was this type of phasing recommended as part of the Twin Lakes AUAR documentation.
  - o Operating this movement with protected only phasing should not result in an unacceptable condition.
- An independent analysis of the year 2030 build condition with improvements in place was conducted to determine how the westbound approach would operate at the Cleveland Avenue and County Road C intersection. This independent review included the ramp to southbound I-35W from westbound County Road C in order to understand how vehicles may align themselves east of Cleveland Avenue. Results of this analysis indicate an average and 95th percentile westbound through queue of approximately 300 feet and 600 feet, respectively.
  - o It must be noted that this condition takes into account a new westbound right-turn lane at the intersection of Cleveland Avenue and County Road C, with 300 feet of storage space. While the queues in the through lane average the right-turn lane storage capacity and exceed it based on the 95th percentile, without the right-turn lane in place operation of this approach would be drastically different and significantly deficient.
  - o The proposed Walmart 3/4 site access along County Road C is expected to operate acceptably with no queuing issues.

- The proposed Walmart right-in/right-out access along Twin Lakes Parkway is expected to operate acceptably with no queuing issues under this condition.

### **Access Alternatives**

SRF completed a review of alternative access scenarios to determine if fewer access locations would be sufficient, negatively impact, or provide improved network operations. Based on an operations analysis of varying access scenarios, the following conclusions are offered:

- The proposed right-in/right-out access along Twin Lakes Parkway, east of Cleveland Avenue is expected to operate acceptably with no queuing issues.
  - Based on discussions with City staff, this intersection was moved further east than previously proposed. This shift provides sufficient distance from Cleveland Avenue and will have minimal impact to the Cleveland Avenue and Twin Lakes Parkway intersection.
  - A review of the operations analysis without the right-in/right-out access was completed to determine how the roundabout at the Twin Lakes Parkway and Mount Ridge Road intersection would operate.
    - Based on this analysis, removal of the right-in/right-out access would not have a significant impact to the operations of the adjacent roundabout under either year 2013 or 2030 conditions.
    - As noted in the TIA, removal of the right-in/right-out access would increase on-site circulation with development of the two outlots located on the western edge of the parcel. The northern most parking area abutting Twin Lakes Parkway could be removed to develop an exclusive circulation aisle to accommodate this increased on-site circulation if the right-in/right-out were not constructed.
- The proposed Walmart 3/4 site access along County Road C, east of Cleveland Avenue, is expected to operate acceptably with no queuing issues (located approximately 725 feet from Cleveland Avenue).
  - Based on review of the 3/4 access operations analysis, there is no negative impact to providing it from a network operations perspective.
  - Since there will be modification along County Road C to provide this access, consider extending the westbound left-turn lane at the County Road C and Cleveland Avenue intersection to approximately 375 feet to minimize future queuing issues.

### **RECOMMENDED TIA MODIFICATIONS AND ADDITIONAL INFORMATION REQUIRED FROM APPLICANT**

#### **Trip Generation and Forecasts**

- The applicant should clarify and explain what volume set was used as the base prior to reduction, what the reduction amount was or how it was distributed through the network under year 2030 conditions. The TIA states that the long-term forecasts for year 2030 were developed based on the *Twin Lakes AUAR Update Technical Memorandum - Traffic, Air and Noise Analysis and the Infrastructure Improvements for the Twin Lakes AUAR*

*Area Final Report.* However, there is not a clear explanation of what volume set was used as the base prior to reduction, what the reduction amount was or how it was distributed through the network to arrive at the final answer presented in Figure 6 – 2030 No Build Turning Movement Volumes.

## **Directional Distribution**

- Modify directional distribution as noted in the following:
  - o Under year 2030 conditions the amount of traffic distributed to Twin Lakes Parkway east of Prior Avenue is not in accordance with the Twin Lakes AUAR distribution for this parcel. The TIA states nine percent and the Twin Lakes AUAR generalized distribution percentages indicate upwards of 18 percent. The TIA distribution should be modified to be consistent.
  - o Another anomaly is at the County Road C and Cleveland Avenue intersection. There appears to be an even distribution between the southbound right-turn (15 percent) and the westbound through (15 percent) movements. However, further review indicates these percentages should be more consistent with other movements at this intersection accessing the adjacent transportation network (i.e. approximately 10 percent to the southbound right-turn and approximately 20 percent to the westbound through movement). Making this change may have an impact on the westbound through queue at this location. The TIA distribution should be modified to be consistent.

## **Operations/Capacity**

### General Comments on Synchro/SimTraffic Models

- The applicant should include the I-35W southbound on-ramp from westbound County Road C in their analysis and review. Traffic volumes for this intersection can be used from the AUAR documentation and adjusted to fit with the year 2011 turning movement volumes collected.
- The applicant should show the maximum westbound queue at the County Road C and Cleveland Avenue intersection for each scenario to explicitly clarify any impacts to the proposed access along County Road C. Specifically the westbound through/right-turn lane queue information.
- Apply the link-OD function for the southbound right-turn movement at the County Road C and Cleveland intersection.

### Year 2030 No Build Operations

- The applicant should run the year 2030 no build operations analysis with the identified improvements from the *Infrastructure Improvements for the Twin Lakes AUAR Area Final Report* prior to adding on the Walmart development traffic. This would provide a comparable year 2030 condition with and without the Walmart site developed.

### Year 2030 Build Operations with Twin Lakes AUAR Improvements

- If the applicant intends for the northbound left-turn movement at the intersection of Cleveland Avenue and Twin Lakes Parkway to operate with protective-permissive left-turn phasing as a dual left-turn lane, approval and coordination with Ramsey County and MnDOT is needed. Otherwise this should be operated and modeled as a protected only phase.

### **RECOMMENDED ROADWAY IMPROVEMENTS**

- The proposed Walmart right-in/right-out access along Twin Lakes Parkway is located approximately 300 feet east of Cleveland Avenue and includes a dedicated right-turn lane. This location reduces concern over its proximity to Cleveland Avenue and would not be considered a deficient design from a traffic operations perspective.
- The proposed Walmart 3/4 site access along County Road C operates acceptably and provides benefit to the adjacent roadway network.
- The westbound left-turn lane at the County Road C and Cleveland Avenue intersection should be extended to approximately 375 feet to minimize future queuing issues. This can be done as part of the modification along County Road C to provide the 3/4 access.
- The westbound right-turn lane at the Cleveland Avenue and County Road C intersection should be constructed at the time the Walmart site is initially developed. While the results indicate the queues do not extend back to the proposed Walmart 3/4 site access they are relatively significant and would be mitigated with the inclusion of the westbound right-turn lane.
- A northbound right-turn lane at the intersection of Cleveland Avenue and Twin Lakes Parkway should be constructed at the time the Walmart site is initially developed. This turn lane is not needed due to deficient operations, but will improve the safety and efficiency of this intersection.

**MEMORANDUM**

**TO:** Deb Bloom, P.E., Assistant Public Works Director/City Engineer  
City of Roseville

**FROM:** Craig Vaughn, PE, PTOE, Senior Associate  
Matthew Pacyna, PE, Associate

**DATE:** April 23, 2012

**SUBJECT:** ADDENDUM - TRAFFIC IMPACT ANALYSIS FOR WALMART (STORE #3404-05)

As requested, we have completed a supplemental traffic operations analysis in conjunction with the Traffic Impact Analysis (TIA) that was completed in July 2011 by Kimley-Horn and Associates for the proposed Walmart (Store #3404-05). The purpose of this addendum is to review the proposed Walmart (Store #3404-05) under future conditions independent of any other additional development that may occur adjacent to the parcel being developed. The parcel proposed for development does include two out parcels in addition to the Walmart Store. This current review includes the previous analysis completed by Kimley-Horn with respect to potential queuing impacts to the I-35W mainline and year 2018 build conditions, including the restaurant outlots. The following sections summarize the results of this analysis.

**TRAFFIC OPERATIONS**

The previous analysis, completed by Kimley-Horn and Associates, included an analysis of year 2013 and year 2030 no build and build conditions. Descriptions of these scenarios and results of the traffic operations analysis are described in the following sections and summarized in Table 1.

It should be noted that the review included herein focuses on the intersections of Cleveland Avenue/Twin Lakes Parkway/I-35W and Cleveland Avenue/County Road C. It has already been determined that impacts to other adjacent intersections are minimal, relative to the proposed development (impacts outlined in the *Review of Traffic Impact Analysis for Walmart (Store #3404-05)* technical memorandum prepared by SRF Consulting Group, November 11, 2011). Furthermore, the key intersections are all expected to operate with acceptable level of service grades (LOS D or better). Therefore, the 95th percentile queues are provided and discussed to assess issues and needs.

## Year 2013 Analysis

- The Kimley-Horn traffic analysis of year 2013 conditions included a no build scenario that reviewed how the adjacent roadway system would operate with background traffic growth only (0.5 percent growth per year) and no Walmart or outlots development.
- Kimley-Horn's analysis results of the **year 2013 no build conditions** show the queuing issues that can be expected under this condition. The 95th percentile queues were observed to extend beyond the turn lane storage or block access to adjacent lanes at the following locations:
  - o Cleveland Avenue/County Road C southbound left
  - o Cleveland Avenue/County Road C northbound left
  - o Cleveland Avenue/County Road C eastbound left
  - o Cleveland Avenue/Twin Lakes Parkway/I-35W northbound left
  - o Cleveland Avenue/Twin Lakes Parkway/I-35W southbound left
  - o Cleveland Avenue/Twin Lakes Parkway/I-35W eastbound right \*
  - \* The queues associated with this intersection, and specifically this approach, are critical due to their interaction with the I-35W mainline and collector-distributor roadway. The **critical distance is measured** back from the intersection **to the painted ramp gore split** for westbound County Road C and access to Cleveland Avenue. This distance is **approximately 450 feet**.
    - The year 2013 no build condition eastbound queue was reported to be 306 feet (approximately 310 feet). This queue is lower than the critical queue distance.
- Kimley-Horn's analysis results of the **year 2013 build conditions**, which includes only trips associated with the Walmart and not the two proposed outlots, indicate that the queuing issues reported under no build conditions will grow as additional development traffic is added to the system.
  - o The **eastbound queue** at the Cleveland Avenue/Twin Lakes Parkway/I-35W intersection **is expected to be 507 feet** (approximately 510 feet). **This queue is greater than the critical queue distance**.
    - This queue will extend beyond the painted ramp gore split by approximately 60 feet (two to three vehicles).
    - Although the roadway width along the northbound I-35W off-ramp is approximately 24 feet in this area, freeway operations are such that vehicles should not be allowed or encouraged to pass one another on an off-ramp. **MnDOT and FHWA would prefer to mitigate any queuing beyond the painted ramp gore split location.**
    - It should be noted that based on SRF's analysis of the same location, the 95th percentile queue is expected to be approximately 485 feet.
  - o The northbound queues at the Cleveland Avenue/Twin Lakes Parkway/I-35W intersection will increase as well. Although these queues already extend beyond the available existing storage, the proposed development will exacerbate this condition.

- o It was noted as part of the *Review of Traffic Impact Analysis for Walmart (Store #3404-05)* technical memorandum prepared by SRF Consulting Group, November 11, 2011 that the Kimley-Horn traffic analysis did not include the I-35W southbound on-ramp from westbound County Road C. This ramp has a significant impact on the upstream traffic flow at the Cleveland Avenue/County Road C intersection as vehicles begin to align themselves east of Cleveland Avenue.
- o SRF conducted an independent year 2013 build condition analysis, which includes only trips associated with the Walmart and not the two proposed outlots. The results of this analysis confirmed the Kimley-Horn analysis results, with the exception of the westbound approach at the Cleveland Avenue/County Road C intersection. The queues for this approach increase significantly with the I-35W southbound on-ramp from westbound County Road C taken into account (see Table 1). It should also be noted the SRF analysis results track slightly lower than the Kimley-Horn results, yet are comparable (i.e., eastbound queue at Cleveland Avenue/Twin Lakes Parkway/I-35W intersection of 507 feet versus 485 feet – similar).

### Year 2018 Analysis

Based on discussions with City, MnDOT and FHWA staff, there are concerns the queuing issue identified on the northbound I-35W off-ramp will worsen as adjacent development occurs and area traffic volumes increase. Therefore, year 2018 analyses were completed to determine how the area intersections can be expected to operate. All signal timing was optimized as necessary to accommodate the additional volume from year 2013 conditions to year 2018 conditions.

#### Year 2018 no build conditions

(no Walmart site development, only 0.5 percent background traffic growth)

- Results of the **year 2018 no build condition** analysis indicate that the **eastbound queue** at the Cleveland Avenue/Twin Lakes Parkway/I-35W intersection is expected to be 390 feet, which is **less than the 450 foot critical queue distance**.

#### Year 2018 build conditions (1)

(Walmart development, outlots not included, 0.5 percent background traffic growth)

- Results of the **year 2018 build condition (1)** analysis indicate that the **eastbound queue** at the Cleveland Avenue/Twin Lakes Parkway/I-35W intersection **is expected to be 545 feet**, which is **greater than the 450 foot critical queue distance**.

#### Year 2018 build conditions (2)

(Walmart development, outlots included, 0.5 percent background traffic growth)

- Results of the **year 2018 build condition (2)** analysis indicate that the **eastbound queue** at the Cleveland Avenue/Twin Lakes Parkway/I-35W intersection **is expected to be 465 feet**, which is **greater than the 450 foot critical queue distance**. The modeling results for this scenario indicate a reduction in the eastbound queues. This appears to be model fluctuation and not a distinct improvement under this condition.
- All other queues discussed to this point, besides the eastbound queue at the Cleveland Avenue/Twin Lakes Parkway/I-35W intersection, will increase with the additional traffic taken into consideration and no additional mitigation beyond signal timing improvements under each condition.



Minnesota Department of Transportation  
Metropolitan District  
Waters Edge Building  
1500 County Road B2 West  
Roseville, MN 55113

February 24, 2012

Thomas Paschke, City Planner  
City of Roseville  
2660 Civic Center Dr.  
Roseville, MN 55113

SUBJECT: Twin Lakes 2<sup>nd</sup> Addition  
MnDOT Review # P12-004  
NE Quad of County Rd C & I-35W  
Roseville, Ramsey County  
Control Section 6284

Dear Mr. Paschke:

Thank you for the opportunity to review the Plat Review for the Twin Lakes 2<sup>nd</sup> Addition. Please address the following comments before any further development:

**Water Resources:** The proposed development will need to maintain existing drainage rates to existing storm structure, which ultimately drains to the MnDOT pond. The applicant will need to submit plans as they develop and hydraulic computations for 10 and 100-yr storms at pre and post development stages. Please submit to Hailu Shekur, MnDOT Metro District's Water Resources Section (651-234-7521 or [Hailu.Shekur@state.mn.us](mailto:Hailu.Shekur@state.mn.us) ).

**Traffic:** This Walmart will likely generate 8,000-10,000 trips per day to an area that is currently vacant. The traffic study submitted is from the 2007 Twin Lakes Business Park AUAR. It appears that the AUAR was based on a lower volume traffic generator than a Walmart.

Figure 12 in the AUAR shows the 2030 P.M. Peak Hour Build forecasted volumes. MnDOT is particularly interested in the operation of the existing wood pole traffic signal at the Cleveland/Twin Lakes/35W ramp intersection, which shows a year 2030 level of service D at this location.

However, Figure 12 shows a lane configuration at this intersection that is not the present condition. For instance, the diagram shows four eastbound approach lanes (exiting traffic from northbound 35W) at the Cleveland/Twin Lakes signal, but in the present condition there are only two EB approach lanes.

The present lane configuration could result in a LOS F when Walmart opens. If traffic backs up onto northbound 35W from this in-place signal, that would be unacceptable to both MnDOT and the FHWA. Metro Traffic would like to request that the Synchro files from the 2007 AUAR be submitted for our review. Updated traffic volumes should be utilized in the submittal. Immediate consideration should be given to adding capacity at this intersection before further Twin Lakes Business Park developments are approved.

**Review Submittal Options:**

Mn/DOT's goal is to complete the review of plans within 30 days. Submittals sent in electronically can usually be turned around faster. There are four submittal options. Please submit either:

1. One (1) electronic pdf. version of the plans. Mn/DOT can accept the plans via e-mail at [metrodevreviews.dot@state.mn.us](mailto:metrodevreviews.dot@state.mn.us) provided that each separate e-mail is under 20 megabytes.
2. Three (3) sets of full size plans. Although submitting seven sets of full size plans will expedite the review process. Plans can be sent to:

Mn/DOT – Metro District Planning Section  
Development Reviews Coordinator  
1500 West County Road B-2  
Roseville, MN 55113

3. One (1) compact disc.
4. Plans can also be submitted to Mn/DOT's External FTP Site. Please send files to: <ftp://ftp2.dot.state.mn.us/pub/incoming/MetroWatersEdge/Planning> Internet Explorer doesn't work using ftp so please use an FTP Client or your Windows Explorer (My Computer). Also, please send a note to [metrodevreviews.dot@state.mn.us](mailto:metrodevreviews.dot@state.mn.us) indicating that the plans have been submitted on the FTP site.

If you have any questions concerning this review please feel free to contact me at (651) 234-7793.

Sincerely,



Michael J. Corbett  
Senior Planner

**Copy sent via E-Mail:**

Craig Hinzman, Ramsey County Department of Public Works  
Joe Lux, Ramsey County Department of Public Works  
Sue Tarasar, Sunde Land Surveying  
Buck Craig, Permits  
Nancy Jacobson, Design  
Hailu Shekur, Water Resources  
Lee Williams, Right-of-Way  
Jennie Read, Area Engineer  
Clare Lackey, Traffic  
Gayle Gedstad, Traffic  
Dave Torfin, Golden Valley



**Minnesota Department of Transportation**

Metro District  
Traffic Engineering Section  
1500 West County Road B2  
Roseville, MN 55113

APR 11 2012

Date: April 9, 2012

Debra Bloom, P.E.  
City Engineer  
City of Roseville  
2660 Civic Center Drive  
Roseville, MN 55113

RE: I-35W at Cleveland Avenue/Twin Lakes Parkway Intersection

Dear Ms. Bloom:

Thank you for the opportunity to review the Traffic Impact Analysis for a Walmart Store in the northeast quadrant of County Road C (CSAH 23) and Cleveland Avenue (CSAH 46) dated July 2011. This analysis showed acceptable operations at the intersections of Cleveland Avenue at Twin Lakes Parkway and at County Road C in 2011 and in 2013 with Walmart opened. However in 2030, with the AUAR site developed and background growth, the intersections of Cleveland Avenue at Twin Lakes Parkway and at County Road C are expected to operate with significant delay and queuing if significant improvements are not implemented.

ITE Trip Generation is used to predict travel growth due to expected developments in the area but does not capture all of the complexities of travel behavior. One concern is that it does not capture the way drivers chain trips together and so leads to a conclusion that trips generated by Walmart and other parts of the AUAR development are largely local. I-35W carries greater than 100,000 trips at CR C each day and the access to the Walmart site will be especially attractive to some part of northbound trips, up to 6,000 vehicles per hour approaching this interchange during the afternoon peak period. Large retail at this location is expected to draw from these regional trips. It is therefore probable that the afternoon volume exiting and entering I-35W northbound will exceed expectations and further degrade operations at the intersection of Cleveland Avenue and Twin Lakes Parkway beyond the analysis provided.

An Equal Opportunity Employer



Our greatest concern with this intersection is to avoid queuing from the Cleveland at Twin Lakes Parkway intersection onto northbound I-35W. This would impact safety and mobility on that facility. MnDOT expects this intersection to be operated in such a way to avoid these problems on I-35W. Without improvements here and as local development occurs, the greatest impact of delaying improvements may occur on Cleveland Ave. Due to the close proximity of the intersection of Cleveland Ave and County Road C, deficiencies on the roadway of Cleveland Avenue could quickly affect operations on County Road C. Cleveland Avenue and County Road C are important for providing local access in the immediate area but also mobility in a larger area.

As the AUAR site continues to develop, we recommend improvements sufficient to maintain acceptable operations at these intersections be pursued as soon as possible to avoid the congestion and crashes that could result from delayed implementation.

MnDOT depends on well-functioning county and city roadway systems to be able to provide regional mobility. We look forward to working with you to improve the overall transportation system in this area.

Sincerely,



Tony Fischer  
Freeway Analysis Supervisor



Gayle Gedstad  
North Area Traffic Support Area Manager

cc:

Erin Laberee, Ramsey County  
Joe Lux, Ramsey County  
Jennie Read, MnDOT  
Lars Impola, MnDOT

An Equal Opportunity Employer





## Minnesota Department of Transportation

Metro District  
Traffic Engineering Section  
1500 West County Road B2  
Roseville, MN 55113

Date: May 9, 2012

Debra Bloom, P.E.  
City Engineer  
City of Roseville  
2660 Civic Center Drive  
Roseville, MN 55113

RE: I-35W at Cleveland Avenue/Twin Lakes Parkway Intersection

Dear Ms. Bloom:

We would like to clarify a few points after our meeting on April 11.

MnDOT has claimed no authority to cause the city to pursue improvements at the intersection of I-35W and Cleveland Avenue (CSAH 46) north of County Road C (CSAH 23). If a project is proposed, MnDOT and the FHWA will have authority over the project given it is an Interstate ramp terminal owned by MnDOT.

Regardless of MnDOT's lack of authority, we depend heavily on cities and counties to maintain adequate transportation systems so that we can meet the regional traffic needs of the Twin Cities Metropolitan Area. At this location, our highest priority is to protect the safety and mobility of northbound I-35W. We reiterate our expectation that volumes exiting and entering northbound I-35W will exceed projected traffic impacts related to the proposed Walmart store. This is not due to a fault with the traffic studies here, but because the tools that are state of the practice for this purpose do not reflect the especially convenient access the configuration provides via Twin Lakes Parkway. The existing intersection configuration is especially susceptible to additional traffic volumes given the overall lack of turn lanes. As traffic volumes increase at this location and we strive to protect I-35W, we do expect traffic conditions on Cleveland Avenue to suffer and given its proximity this is likely to affect County Road C if significant intersection improvements are not implemented in a timely manner. If traffic volumes exceed capacity by any significant margin, this congestion could quickly become intolerable to local citizens, employees and businesses.

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Given that future congestion is directly tied to the AUAR site development, our expectation is that the City of Roseville has first responsibility for adequately addressing the transportation needs. While MnDOT supports improvements at this location, our priority for the utilization of safety and mobility funds will be with more significant existing problems elsewhere for the foreseeable future (our most recent crash data shows 814 intersections in Minnesota with higher crash costs). MnDOT has in the past and can reasonably be expected to in the future offer funding for transportation projects that directly support economic development opportunities. These funds are limited and competitive.

We fully support the City of Roseville tying the first significant development proposal with this necessary transportation improvement. Developing the AUAR site in any significant way will risk significant traffic operations failure on the city and county road network here as MnDOT must prioritize the operations of I-35W given its importance to the broader region.

The same highly convenient access that causes this site to be desirable for development will cause traffic demands to grow here. We urge the City of Roseville to proactively implement the transportation improvements identified in the AUAR and specifically in MnDOT's interest the improved intersections of I-35W at Cleveland Avenue and Cleveland Avenue at County Road C.

Sincerely,



Tony Fischer  
Freeway Analysis Supervisor



Gayle Gedstad, P.E.  
North Area Traffic Support Area Manager

cc:

Erin Laberee, Ramsey County  
Joe Lux, Ramsey County  
Jennie Read, MnDOT  
Mark Lindeberg, MnDOT  
Lars Impola, MnDOT

An Equal Opportunity Employer





**Department of Public Works**

James E. Tolaas, P.E., Director and County Engineer

1425 Paul Kirkwold Drive

Arden Hills, MN 55112-3933 • (651) 266-7100 • Fax (651) 266-7110

E-mail: Public.Works@co.ramsey.mn.us

12-13

MAY 07 2012

May 2, 2012

Debra Bloom, P.E.  
City Engineer  
City of Roseville  
2660 Civic Center Dr.  
Roseville, MN 55113

**WALMART DEVELOPMENT, NORTHEAST QUADRANT OF COUNTY ROAD C (RAMSEY COUNTY STATE AID HIGHWAY [CSAH] 23) AND CLEVELAND AVENUE (CSAH 46)**

Dear Ms. Bloom:

We wanted to send you some follow-up comments after our meeting of April 11th regarding the proposed Walmart store in the northeast quadrant of County Road C and Cleveland Avenue.

Our review of the Traffic Impact Analysis (TIA) done by Kimley-Horn Associates showed nothing that we would question and nothing that we see as conflicting with the AUAR that was done for the development site. We do agree with MnDOT's opinion that the "regular" methodology of predicting traffic volumes understates the traffic that will exit I-35W at Cleveland Avenue and enter the site via Twin Lakes Parkway. The opportunity for customers to easily access the site from this major commuter route is clearly one of the features that makes the site attractive to Walmart and should contribute to the success of the store.

The County supports the City's requirement of Walmart to contribute to the proposed improvements at the I-35W/Cleveland Avenue interchange and would seem to be in Walmart's best interests to do so. The AUAR identified a large number of traffic mitigations necessary to accommodate the full build-out of the Twin Lakes development and Walmart's contribution to the other improvements will be, at most, limited. It seems to us that the improvements that would be tied to the Walmart development are proportionately equal to those that will be expected of other developers that follow. Thus, while the improvements tied to the Walmart store are large and obvious, being the first, they are in line with what will be required of others as the Twin Lakes development is completed. Those developments that follow will benefit from the investments made by Walmart and Walmart, in turn, will benefit from the improvements that follow. As long as this proportionality is maintained, it seems that requiring Walmart to contribute to the traffic improvements is reasonable.

As we discussed at our meeting, it does not seem reasonable or feasible to require the improvements at the interchange to be in place at the time of the store's opening, but they should be constructed before operation of the interchange degrades to an unacceptable level. We look forward to working with the City and MnDOT to implementing the improvements.

We would be happy to meet again, if further discussion is needed.

Sincerely,

Joseph Lux  
Planning Specialist

C: Tony Fischer, MnDOT Freeway Operations  
Gayle Gedstad, MnDOT Metro Traffic Operations  
Jennie Read, MnDOT North Area Engineer  
Mark Lindeberg, MnDOT North Area Engineer  
Brian Smalkoski, Kimley-Horn Associates  
Andy Berg, Kimley-Horn Associates

**DEVELOPMENT AGREEMENT  
TWIN LAKES 2<sup>ND</sup> ADDITION**

I. **Parties.** This Development Agreement (“Agreement”), dated \_\_\_\_\_, 2012, is entered into between the City of Roseville, a Minnesota municipal corporation (the “City”), and Wal-Mart Real Estate Business Trust, a Delaware statutory trust (“Wal-Mart”).

II. **Request for Plat Approval.** Wal-Mart has asked the City to approve a plat of land to be known as “*Twin Lakes 2<sup>nd</sup> Addition*” (also referred to in this Agreement as the “Plat”). The land is legally described as follows:

See Legal Description attached as Exhibit A hereto (the “Property”).

The Property is currently owned by Roseville Properties, LLP, a Minnesota limited liability partnership, Roseville Acquisitions, LLC, a Minnesota limited liability company, Roseville Acquisitions III, LLC, a Minnesota limited liability company, and University Financial Corp., a Minnesota corporation (collectively “Roseville Properties”), except for the Excess Parcel, as defined below, which is owned by the City. Roseville Properties has agreed to sell and convey the Property to Wal-Mart pursuant to separate purchase agreements (the “Purchase Agreements”) simultaneously with the recording of the Plat. The City has agreed to sell and convey the Excess Parcel to Wal-Mart pursuant to the terms of this Agreement. Wal-Mart intends to construct a Wal-Mart Store and other improvements (the “Project”) on Lot 1, Block 1 of the Plat (the “Wal-Mart Parcel”).

III. **Terms and Conditions of Plat Approval.** Now, therefore, in reliance upon the representations contained herein, and in consideration of the mutual undertakings herein expressed, the parties agree as follows:

A. **CONDITIONS OF PLAT APPROVAL.** The City hereby approves the Plat on the conditions that:

1. Wal-Mart enters into this Agreement,
2. Wal-Mart provides the necessary Security Deposit, as defined herein, in accordance with this Agreement, and
3. Wal-Mart complies with the conditions set forth in Exhibit B attached hereto.

B. **SUBDIVISION USE APPROVALS.** The Plat consists of three lots, including the Wal-Mart Parcel. The Property directly abuts County Road C, Cleveland Avenue, Twin Lakes Parkway, and Prior Avenue.

C. **ALTERNATIVE URBAN AREAWIDE REVIEW REQUIREMENTS.** In order to implement the provisions and mitigation measures set forth in the City’s Alternative Urban Areawide Review Report dated October 15, 2007 (“AUAR”), Wal-Mart agrees to perform the following actions:

1. Wal-Mart shall pay for the City Improvements described in Article III D 3 below.
2. Wal-Mart shall financially assist in the construction of the 35W Improvements by paying the 35W Improvement Amount described in Article III H below.
3. Wal-Mart shall complete and deliver to the City a Phase I and Phase II Environmental Site Assessment for the Property and prepare and implement a Response Action Plan and/or Development Response Action Plan under the direction of the Minnesota Pollution Control Agency. Notwithstanding anything to the contrary contained in the Response Action Plan or Development Response Action Plan, no contaminated materials shall be allowed to be reused or left in place in public easements or right-of-ways.
4. Wal-Mart shall comply with the requirements for the Property contained in Roseville City Code Section 1005.07 for Community Mixed Use (CMU) Districts.
5. Wal-Mart shall incorporate into the development of the Property sidewalk, trails and pedestrian amenities as required by the City Code.

D. **PROJECT IMPROVEMENTS.** The following improvements shall be constructed in connection with the Project:

1. Wal-Mart Improvements. Wal-Mart shall, at its sole cost and subject to the terms and conditions contained herein, construct the following improvements (“Wal-Mart Improvements”) in compliance with City approved plans and specifications prepared in accordance with Article III G below and all policies, rules, regulations, standards and ordinances of the City:
  - (a) Driveway Extensions. The Driveway extensions into the public right-of-way as generally shown and described in Exhibit C.
  - (b) Pathways and Sidewalks. The trails, pathways, benches and sidewalks as generally shown and described in Exhibit C.
  - (c) Storm Sewer Construction. The storm sewer improvements as generally shown and described in Exhibit C.
  - (d) Landscaping. The landscaping as generally shown and described in Exhibit C.
2. The following conditions shall apply to the construction of the Wal-Mart Improvements:
  - (a) Wal-Mart shall replace or repair any damage or destruction to any improvements located on County or City land or in County or City streets, boulevards and rights-of-way caused by Wal-Mart, or its contractors and subcontractors, during the construction of the Wal-Mart Improvements and the Project.

- 77 (b) Any contaminated soils encountered during the construction of the Wal-  
78 Mart Improvements and Wal-Mart Store on land owned or controlled by  
79 Wal-Mart shall be addressed as set forth in a Response Action Plan to be  
80 approved by the MPCA.

81 3. City Improvements. Following the: i) acquisition of all of the Property by Wal-Mart  
82 and the recording of the Plat and this Agreement in the office of the Ramsey County  
83 Recorder, ii) delivery by Wal-Mart and approval by the City of the plans necessary to  
84 construct the City Improvements pursuant to Article III G below, and iii) issuance of  
85 the building permit for the Wal-Mart Store and the Wal-Mart Improvements, the City  
86 shall construct the following improvements (which improvements are referred to  
87 herein as the "City Improvements"):

- 88  
89 (a) Right turn lane on County Road C into the Wal-Mart Parcel;  
90  
91 (b) Eastbound left turn lane and median improvements into the Wal-Mart  
92 Parcel and westbound left turn lane on County Road C to southbound  
93 Cleveland Avenue;  
94  
95 (c) Right turn lane on Twin Lakes Parkway into the Wal-Mart Parcel;  
96  
97 (d) Right turn lane from westbound County Road C to northbound Cleveland;  
98 and  
99  
100 (e) Twin Lakes Parkway Roundabout Improvements;

101  
102 which City Improvements are more fully described in Exhibit D-1 attached hereto.  
103

104 Wal-Mart shall be responsible for the costs of constructing the City Improvements.  
105 The costs of constructing the City Improvements shall include the actual construction  
106 costs, the actual engineering, administration and any legal costs related thereto, and  
107 all other costs relating to the construction of the City Improvements. The  
108 engineering, administration and legal costs shall include the actual outside  
109 construction engineering assistance costs, the actual City staff time costs and the legal  
110 costs. The City staff time costs shall be determined by multiplying the City  
111 employee's hourly rate times 1.9, times the number of hours expended for all  
112 employees (including administrative employees) involved in the work and all  
113 communications, coordination and inspections related thereto. The costs will be  
114 drawn from the Security Deposit described in Article III I below in the manner set  
115 forth in Article III I below. An estimate of the costs to construct the City  
116 Improvements is set forth in Exhibit D-2 attached hereto. The City shall endeavor to  
117 complete the City Improvements before the construction of the Wal-Mart Store has  
118 been completed, but shall not be liable or otherwise responsible to Wal-Mart or any  
119 other person or entity in the event the improvements are not completed before such  
120 time. The City agrees that it shall neither withhold a certificate of occupancy for the  
121 Wal-Mart building nor prohibit Wal-Mart from opening its retail store to the public so  
122 long as an access acceptable to the City is available to the Wal-Mart Parcel.

123  
124 4. If this Agreement is terminated for any reason the City shall have no obligation to  
125 construct the City Improvements.

126 5. The Wal-Mart Improvements and the City Improvements are collectively referred to  
127 herein as the "Project Improvements."  
128

129 E. **GRADING AND EROSION CONTROL.** The following provisions apply to the  
130 development of the Property and the Wal-Mart Improvements.

131 1. Site Grading and Turf Restoration.

132 (a) Wal-Mart shall grade the Property in accordance with the City approved  
133 Grading, Drainage and Erosion Control Plan.

134 (b) Wal-Mart shall submit to the City a site grading and drainage plan for all  
135 of the Property acceptable to the City showing the grades and drainage for each  
136 lot prior to installation of any Wal-Mart Improvements.

137 (c) Wal-Mart shall furnish the City Engineer satisfactory proof of payment for  
138 the site grading work and shall submit a certificate of survey (as constructed  
139 survey) of the Property after site grading is complete. Final lot grades shall be  
140 shown on the as-constructed survey.

141 (d) Final grading shall substantially comply with the approved grading plan.

142 2. Erosion Control. Prior to commencing any grading or utility construction, Wal-Mart  
143 shall implement an erosion control plan, which plan shall be reviewed by and is  
144 subject to the approval of the City Engineer. Wal-Mart shall meet all requirements of  
145 Section 803.04 of the Roseville City Code regarding Erosion and Sedimentation  
146 Control, including, but not limited to, the following:

147 (a) No construction activity shall commence, no building permit shall be  
148 issued, and no earth disturbing activity shall commence until the City Engineer  
149 has approved an erosion and sediment control plan for the development of the  
150 Property.

151 (b) Erosion control measures shall be installed in compliance with applicable  
152 MPCA's NPDES permit requirements for construction activities.

153 (c) The City may inspect the site periodically and determine whether it is  
154 necessary to take additional measures to address erosion.

155 (d) Dirt and debris on streets that results from construction work by Wal-  
156 Mart, or its contractors and subcontractors, shall be removed by Wal-Mart.  
157 During grading of the Property and construction of the Wal-Mart Improvements,  
158 Wal-Mart shall sweep Twin Lakes Parkway, Prior Avenue and County Road C on  
159 a weekly basis or more frequently as directed by the City Engineer until the

Property is stabilized. Wal-Mart must sweep roadways with a water-discharge broom apparatus. Kick-off brooms shall not be utilized for street sweeping. This requirement shall end when an unconditional certificate of occupancy is given to Wal-Mart by the City for the Wal-Mart Store.

(e) If the development on the Property does not comply with the approved erosion control plan or supplementary instructions given by the City, the City may, after first giving Wal-Mart 48-hour prior written notice (or in the event of an emergency immediately) take such action as it deems reasonably appropriate to control erosion, the cost of which action shall be paid by Wal-Mart to the City upon demand. If City employees are used the cost for the action taken shall be determined by multiplying the employee's hourly rate times 1.9, times the number of hours expended for all employees (including administrative employees) involved in such action and all communications coordination, inspections and reinspections related thereto. For all others the cost shall be the actual cost charged for the action taken plus 25% for administrative fees. This requirement shall end when an unconditional certificate of occupancy is given to Wal-Mart by the City for the Wal-Mart Store.

F. **COMPLIANCE WITH APPLICABLE LAWS.** The Property shall be developed in compliance with all applicable City, County, Metropolitan Council, State and Federal laws, regulations and ordinances including, but not limited to, subdivision ordinances, zoning ordinances and environmental regulations. Wal-Mart represents to the City that to the best of its knowledge the Plat complies with all City, County, Metropolitan, State and Federal laws and regulations including, but not limited to: subdivision ordinances, zoning ordinances and environmental regulations.

G. **PLANS.** Prior to the issuance of a building permit for the Wal-Mart Improvements Wal-Mart shall, at Wal-Mart's cost, submit to the City the following plans and specifications:

For Entire Property:

Grading, Drainage and Erosion Control Plan  
Response Action Plan for Contaminated Soil  
Demolition Plan  
Utility Plan  
Irrigation Plan  
Landscape Plan and Associated Specifications  
Pathway and Sidewalk Plan

For City Improvements:

Grading Drainage and Erosion Control Plan  
Response Action Plan for Contaminated Soil  
Utility Plan and Profile  
Street Plan and Profile  
Landscape Plan  
Pathway and Sidewalk Plan  
Irrigation Plan

Electrical Plan

and such other plans and specifications as are reasonably required by the City.

The foregoing plans and specifications shall be prepared by a competent registered professional engineer engaged by Wal-Mart and shall be subject to the City's review and approval. The Wal-Mart Improvements shall be installed in accordance with the City approved plans for such improvements and the policies, rules, regulations, standards and ordinances of the City. No work shall commence on the Project or the Wal-Mart Improvements until Wal-Mart obtains a building permit for the Project and the Wal-Mart Improvements and pays all costs and fees required in connection with the procurement of the building permit.

The following shall apply to the Wal-Mart Improvements and City Improvements:

1. Wal-Mart shall obtain all necessary and required permits for the Project, the Wal-Mart Improvements and the City Improvements from the Minnesota Pollution Control Agency (MPCA), Minnesota Department of Health (MDOH), and all other agencies and governmental authorities with jurisdiction over the Project, the Wal-Mart Improvements and the City Improvements before proceeding with construction of the Project and the Wal-Mart Improvements. Copies of these permits shall be provided to the City Engineer.
2. Wal-Mart or its engineer shall schedule a pre-construction meeting for the Wal-Mart Improvements with all the parties concerned, including City staff, to review the program for the construction work.

H. **35W INTERSECTION IMPROVEMENTS.** Wal-Mart shall pay to the City the amount of \$400,000.00 ("35W Improvement Amount") upon or prior to the release by the City of the Plat for recording for the future construction of the 35W Intersection and Ramp Modifications shown in Exhibit E attached hereto ("35W Improvements"). The 35W Improvement Amount has been agreed to as a negotiated settlement amount of the Wal-Mart Parcel's proportionate share of the costs attributable to the proposed development on the Wal-Mart Parcel necessary for the City to construct the 35W Improvements. The parties agree that no further payment by the owners of the Wal-Mart Parcel and no refund by the City of the 35W Improvement Amount, in whole or in part, shall be required resulting from the development of the Wal-Mart Parcel described in Exhibit F attached hereto, irrespective of the actual costs to construct the 35W Improvements, the proportionate share of such cost attributable to the Wal-Mart Parcel, or other reasons. The owners of the Wal-Mart Parcel shall, upon payment of the 35W Improvement Amount, be released from the payment of any assessments levied under Minnesota Statutes Chapter 429 for all costs related to the construction of the 35W Improvements. The provisions of this Article III H shall apply only to the 35W Improvements specifically shown in Exhibit \_\_\_\_ and not to any other 35W or other public improvements that may be constructed in the future.

246 I. **SECURITY.** To guarantee compliance with the terms of this Agreement and payment of  
247 the costs of the City Improvements, Wal-Mart shall furnish security to the City in the  
248 form of a cash deposit ("Security Deposit") in the amount of \$\_\_\_\_\_.  
249 The amount of the Security Deposit is calculated as set forth in the attached Exhibit G.  
250 The Security Deposit shall be delivered to the City by Wal-Mart upon or before release  
251 by the City of the Plat for recording. The Security Deposit shall be held and used as  
252 follows:

- 253 1. The City shall have the right to draw on the Security Deposit to pay for the costs of  
254 the City Improvements and to remedy any default by Wal-Mart under this  
255 Agreement, as such costs are incurred.
- 256 2. In the event the amount of the Security Deposit exceeds the actual costs of the City  
257 Improvements, any excess shall be refunded to Wal-Mart, without interest, within  
258 thirty (30) days after the City Improvements have been completed and accepted by  
259 the governmental authorities having jurisdiction over the City Improvements. In the  
260 event that the Security Deposit is less than 125% of the costs necessary to complete  
261 the unfinished City Improvements, as reasonably determined by the City, at any time  
262 before the City Improvements have been completed, the City shall notify Wal-Mart of  
263 such deficiency. Wal-Mart shall within thirty (30) days of such notice furnish to the  
264 City the amount necessary to increase the Security Deposit to 125% of the costs  
265 necessary to complete the City Improvements, which amount shall become part of the  
266 Security Deposit to be used as specified herein.
- 267 3. No interest shall accrue, or be payable by the City, on the Security Deposit.
- 268 4. The City shall provide Wal-Mart a monthly accounting of the balance remaining and  
269 amounts drawn from the Security Deposit.
- 270
- 271

272 J. **OWNERSHIP OF IMPROVEMENTS AND RISK OF LOSS.** All Wal-Mart  
273 Improvements on public land or lying within public rights-of-way and public easements  
274 shall become City property without further notice or action upon completion and City  
275 acceptance thereof, except for the streetscape items (i.e. benches, trash cans, retaining  
276 wall, etc.) at the corner of Twin Lakes Parkway and Prior Avenue and County Road C  
277 and Prior Avenue and the landscaping (i.e. trees, shrubs, perennials and associated plots  
278 and beds), which streetscape and landscaping improvements shall be maintained by the  
279 fee simple owner(s) of the Property and shall be subject to the rules and regulations of the  
280 City, Ramsey County and State of Minnesota pertaining to the use of public right-of-  
281 ways and easements. All of the City Improvements shall be owned by the City during  
282 and after completion of construction.

283 K. **UTILITY COMPANY IMPROVEMENTS.** Wal-Mart shall install or cause to be  
284 installed and pay for all utility improvements necessary to serve the Property, including  
285 gas, electric, and telephone service, which shall be installed by the appropriate utility  
286 company at the direction of Wal-Mart. All utilities shall be installed underground. Wal-  
287 Mart shall arrange for the installation of underground gas, electric, telephone and cable  
288 television before the final lift of payment is started on the City Improvements.

- 289 L. **PARK DEDICATION FEE.** The park dedication fee for this Plat shall be \$411,115.00  
290 and shall be paid by Wal-Mart to the City of Roseville upon or prior to the release by the  
291 City of the Plat for recording. Payment of this fee fulfills the park dedication requirement  
292 for the entire Property.
- 293 M. **LICENSE.** Wal-Mart hereby grants the City, and its agents, employees, officers and  
294 contractors, a license to enter the Property to perform all work and inspections deemed  
295 appropriate by the City. The license shall expire upon the acceptance by the City of the  
296 Project Improvements. The City shall thereafter have the right to enter the Property to  
297 perform inspections as authorized by City Ordinances.
- 298 N. **CONSTRUCTION MANAGEMENT.** During construction of the Wal-Mart  
299 Improvements and the Project, Wal-Mart and its contractors and subcontractors shall  
300 minimize impacts from construction on the surrounding neighborhood as follows:
- 301 1. Definition of Construction Area. The limits of the Project Area shall be as shown in  
302 the City approved Grading, Drainage and Erosion Control Plan and shall be  
303 demarcated with construction fencing approved by the City Engineer. Any grading,  
304 construction or other work outside this area requires approval by the City Engineer  
305 and the affected property owner.
- 306 2. Parking and Storage of Materials. Adequate on-site parking for construction vehicles  
307 and workers must be provided or provisions must be made to have workers park off-  
308 site and be shuttled to the Project Area. No parking of construction vehicles or  
309 employee vehicles shall occur along Twin Lakes Parkway, Mount Ridge Road, Prior  
310 Avenue, County Road C, or Cleveland Avenue. No fill, excavating material or  
311 construction materials shall be stored in the public right-of-way.
- 312 3. Hours of Construction. Hours of construction, including moving of equipment shall  
313 be limited to the hours between 7 a.m. and 9 p.m. on weekdays and 9 a.m. and 9 p.m.  
314 on weekends.
- 315 4. Site Maintenance. Wal-Mart shall ensure that its contractor maintains a clean work  
316 site. Measures shall be taken to prevent debris, refuse or other materials from leaving  
317 the site. Construction debris and other refuse generated from the Project shall be  
318 removed from the site in a timely fashion and/or upon the request by the City  
319 Engineer. After Wal-Mart has received at least forty-eight (48) hour verbal notice,  
320 the City may complete or contract to complete the site maintenance work at Wal-  
321 Mart's expense.
- 322 5. Project Identification Signage. Project identification signs shall comply with City  
323 Code Regulations.
- 324 O. **CERTIFICATE OF INSURANCE.** Wal-Mart or its contractors shall obtain prior to  
325 the commencement of any construction of the Wal-Mart Improvements and shall  
326 maintain until the City has issued an unconditional certificate of occupancy for the Wal-  
327 Mart Store, workers compensation and general liability insurance reasonably satisfactory  
328 to the City covering personal injury, death, and claims for property damage which may

329 arise out of Wal-Mart's construction of the Wal-Mart Improvements, the work of its  
330 contractors and subcontractors, or by anyone directly or indirectly employed by any of  
331 them. Limits for bodily injury or death shall be not less than \$1,500,000.00 for each  
332 occurrence and limits for property damage shall be not less than \$300,000.00 for each  
333 occurrence. The City shall be named as an additional insured on the general liability  
334 policy. Wal-Mart shall provide the City with a certificate of insurance, reasonably  
335 satisfactory to the City, which evidences that it has such insurance in place prior to the  
336 commencement of any work on the Property and a renewal certificate at least 30 days  
337 prior to the expiration date of any policy required hereunder.

338 P. **COSTS.** Wal-Mart shall pay all costs incurred by it and the City in conjunction with this  
339 Agreement, the approval of the Plat, the grading and development of the Property and the  
340 construction of the Project Improvements required by this Agreement, including but not  
341 limited to, all costs of persons and entities doing work or furnishing skills, tools,  
342 machinery, equipment and materials; insurance premiums; legal, planning and  
343 engineering fees; the preparation and recording of this Agreement and all easements and  
344 other documents relating to the Plat and the Property; all Response Action Plans, traffic  
345 studies, environmental assessments and/or engineering and other studies and reports; all  
346 permits and approvals; and all City's costs incurred pertaining to the inspection and  
347 monitoring of the work performed in connection with the construction of the Project  
348 Improvements and the other work done and improvements constructed on the Property.  
349 The City shall not be obligated to pay Wal-Mart or any of its agents or contractors for  
350 any costs incurred in connection with the construction of the improvements or the  
351 development of the Property. Wal-Mart agrees to defend, indemnify, and hold the City  
352 and its mayor, council members, employees, agents and contractors harmless from any  
353 and all claims of whatever kind or nature which may arise as a result of the construction  
354 of the improvements (except for the negligence or intentional misconduct of the City with  
355 respect to the construction of the City Improvements), the development of the Property or  
356 the acts of Wal-Mart, and its employees, agents, contractors or subcontractors, in  
357 relationship thereto. The fee simple owners of Lots 2 and 3 shall be responsible for the  
358 subsequent development costs on said Lots 2 and 3 once all of the Project Improvements  
359 and grading work have been completed and accepted by the governmental entities having  
360 jurisdiction over said improvements and grading work and an unconditional certificate of  
361 occupancy has been issued for the Wal-Mart Store.

362 1. Wal-Mart shall defend, indemnify, and hold the City and its mayor, council members  
363 and employees harmless from claims made by itself and third parties for damages  
364 sustained or costs incurred resulting from Plat approval, this Agreement, construction  
365 of the Project Improvements (except for the negligence or intentional misconduct of  
366 the City with respect to the construction of the City Improvements), and/or the  
367 development of the Property referenced in this Agreement. Wal-Mart shall defend,  
368 indemnify, and hold the City and its mayor, council members and employees  
369 harmless for all costs, damages or expenses which the City may pay or incur in  
370 consequence of such claims, including reasonable attorneys' fees.

371 2. Wal-Mart shall pay, or cause to be paid when due, and in any event before any  
372 penalty is attached, all charges, costs, fees and other amounts referred to in this

373 Agreement. The foregoing shall be a personal obligation of Wal-Mart and shall  
374 continue in full force and effect even if Wal-Mart sells one or more lots, all of the  
375 Property, or any part of it.

- 376 3. Wal-Mart shall pay in full all bills submitted to it by the City for obligations incurred  
377 under this Agreement not otherwise paid for by a draw on the Security Deposit within  
378 thirty (30) days after receipt. If the bills are not paid on time, the City may, in  
379 addition to all other rights and remedies the City may have, halt construction of the  
380 Project Improvements, the Project and plat development work including, but not  
381 limited to, the issuance of building permits for lots which Wal-Mart may or may not  
382 have sold, until the bills are paid in full. Bills not paid within thirty (30) days shall  
383 accrue interest at the rate of six percent (6%) per annum or the maximum amount  
384 allowed by law, whichever is less.
- 385 4. Wal-Mart shall reimburse the City for all costs incurred in the enforcement of this  
386 Agreement against Wal-Mart, including all reasonable attorney and engineering fees,  
387 which are incurred after the date of this Agreement.
- 388 5. In addition to the charges referred to herein, other charges may be imposed such as,  
389 but not limited to, sewer availability charges ("SAC"), City water connection charges,  
390 City sewer connection charges, City storm water connection charges, building permit  
391 fees and plat review fees, which shall be paid by Wal-Mart. A list of other items for  
392 which charges may be imposed is set forth in Exhibit H attached hereto. The list is  
393 intended to notify Wal-Mart of the additional items for which costs may be imposed.  
394 However, the City does not represent or guarantee that all other items for which  
395 charges may be imposed are contained in Exhibit H.

396 **Q. DEFAULT AND REMEDIES.**

- 397 1. Wal-Mart Default. Upon the occurrence of a default by Wal-Mart of any of its  
398 obligations under this Agreement, the City, in addition to any other remedy which  
399 may be available to it, shall be permitted to do the following after first providing Wal-  
400 Mart with not less than thirty (30) days prior written notice and the opportunity to  
401 cure such default within said 30 day period:

402 (a). The City may make advances or take other steps to cure the default, and  
403 where necessary, enter the Property for that purpose. Wal-Mart shall pay all sums  
404 so advanced or expenses incurred by the City upon written demand, with interest  
405 commencing thereon thirty (30) days after delivery of such written demand at the  
406 rate of six percent (6%) per annum or the maximum amount allowed by law,  
407 whichever is less. No action taken by the City pursuant to this section shall be  
408 deemed to relieve Wal-Mart from curing any such default to the extent that it is  
409 not cured by the City or from any other default hereunder. The City shall not be  
410 obligated, by virtue of the existence or the exercise of this right, to perform any  
411 such act or cure any such default.

412 (b). Obtain an order from a court of competent jurisdiction requiring Wal-Mart  
413 to perform its obligations pursuant to the terms and provisions of this Agreement.

414 (c). Obtain an order from a court of competent jurisdiction enjoining the  
415 continuation of an event of default.

416 (d). Halt all development work and construction of improvements until such  
417 time as the event of default is cured.

418 (e). Withhold the issuance of a building permit or permits and/or prohibit the  
419 occupancy of any structure(s) for which permits have been issued until the event  
420 of default has been cured.

421 (f). Draw upon and utilize Wal-Mart's Security Deposit to cover the City's  
422 costs to correct the default, the costs to complete any unfinished Project  
423 Improvements and/or the costs to enforce this Agreement. This Agreement is a  
424 license for the City to act, and it shall not be necessary for the City to seek a court  
425 order for permission to enter the Property.

426 (g). Exercise any other remedies which may be available to it at law or in  
427 equity.

428 In addition to the remedies and amounts payable set forth or permitted above,  
429 upon the occurrence of an event of default by Wal-Mart, Wal-Mart shall pay to  
430 the City all fees and expenses, including attorneys fees, incurred by the City as a  
431 result of the event of default, whether or not a lawsuit or other action is formally  
432 taken.

- 433 2. City Default. Upon the occurrence of a default by the City of any of its obligations  
434 under this Agreement, Wal-Mart may exercise any remedy which may be available to  
435 it, after first providing the City with not less than thirty (30) days prior notice and the  
436 opportunity to cure such default within said 30 day period; provided, however, if the  
437 nature of City obligation is such that more than thirty (30) days are required for  
438 performance then the City shall not be in default if the City commences performance  
439 within such thirty (30) day period and thereafter diligently prosecutes the same to  
440 completion. The foregoing shall not be construed as a waiver on the part of the City  
441 of any of the immunities, limitations and/or defenses available to the City and its  
442 mayor, council members, employees, agents and contractors under federal, state and  
443 local laws and ordinances.

444 R. **ASSIGNMENT.** Wal-Mart may not assign this Contract without the written permission  
445 of the Roseville City Council.

446 S. **TERMINATION; CONDITIONS PRECEDENT.**

- 447 1. If: a) Wal-Mart fails to acquire fee simple title to all of the Property, and b) record  
448 this Agreement and the Plat in the office of the Ramsey County Recorder as provided  
449 in Article III W 6 below, within one (1) year after approval of the final Plat by the

Roseville City Council, this Agreement shall terminate and the approval of the Plat shall be null and void, subject to the following:

(a) All costs, fees and other amounts previously paid to the City in connection with the Plat, the Project Improvements, this Agreement and the Project shall belong to and be retained by the City;

(b) The obligations of Wal-Mart under Article III P shall survive such termination and continue with respect to unpaid costs, fees and expenses incurred prior to such termination;

(c) The indemnifications of Wal-Mart under Article III P shall survive and continue after such termination;

(d) The parties shall be released from all other obligations and liabilities under this Agreement not specified above.

2. The City shall have no obligation to construct the City Improvements and Wal-Mart shall have no obligation to construct the Wal-Mart Improvements or construct a Wal-Mart Store on the Property unless Wal-Mart acquires fee simple title to the Property and records this Agreement and the Plat in the office of the Ramsey County Recorder as required in Article III W 6 below within one (1) year after approval of the final plat by the Roseville City Council.

3. No building permits shall be issued, no work shall be performed on the Property and the construction of the Project Improvements shall not be commenced, unless and until Wal-Mart provides evidence satisfactory to the City that the Plat and this Development Agreement have been duly recorded with the Ramsey County Recorder and that it has acquired fee simple title to the Property.

4. In the event of the termination of this Agreement, the parties agree, if requested by the other party, to execute and deliver to the other party a written termination acknowledgment in a form reasonably satisfactory to both parties.

T. **NOTICES TO THE DEVELOPER.** Notices to Wal-Mart shall be in writing, and shall be mailed by registered or certified mail postage prepaid delivered by messenger, or sent via Federal Express, to the following addresses:

|                 |                                                                                                                                                                        |
|-----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| If to Wal-Mart: | Wal-Mart Real Estate Business Trust<br>Attn: Real Estate Legal – Minnesota – Store No. 3404-05<br>2001 Southeast 10 <sup>th</sup> Street<br>Bentonville, AR 72716-0050 |
|-----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|                 |                                                                                   |
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| With a copy to: | Elizabeth Jensen, Esq.<br>Kutak Rock LLP<br>1650 Farnam Street<br>Omaha, NE 68102 |
|-----------------|-----------------------------------------------------------------------------------|

And to: Will Matzek, PE  
Kimley-Horn and Associates, Inc.  
2550 University Avenue West, Suite 238N  
St. Paul, MN 55114

- U. **NOTICES TO THE CITY.** Notices to the City shall be in writing, and shall be either hand delivered to William Malinen, City Manager or mailed to the City by registered or certified mail, postage prepaid, to the following addresses:

City of Roseville  
Attn: William Malinen, City Manager  
2660 Civic Center Drive  
Roseville, Minnesota 55113  
Email: bill.malinen@ci.roseville.mn.us  
Phone: 651-792-7021

With a copy to: Charles R. Bartholdi, Esq.  
Erickson, Bell, Beckman & Quinn, P.A.  
1700 West Highway 36, Suite 110  
Roseville, MN 55113

- V. **REMOVAL OF EXISTING STRUCTURES AND UTILITY SERVICES.** Wal-Mart shall, at Wal-Mart's cost, demolish the Toll Gas Building currently located on the Property, remove all resulting demolition debris from the Property, and shall disconnect and cap all known and unused utilities at the main serving the Toll Gas Building, on or before the issuance of a certificate of occupancy for the Wal-Mart Store. Any hole or other depression resulting from the removal of the building shall be filled in, compacted and graded to elevations shown on the City approved grading plan for the Property, and the area restored as described in the Grading, Drainage Erosion Control Plan. In addition to the foregoing, Wal-Mart shall disconnect and cap at the main all known and unused utility services serving the Property, on or before the issuance of a certificate of occupancy for the Wal-Mart Store. The demolition of the Toll Gas building, removal of debris and disconnecting, capping and removal of unused utility services shall be done in conformity with City ordinances and all other laws and regulations pertaining thereto.

W. **MISCELLANEOUS.**

1. This Agreement shall be binding upon the parties, their successors or assigns, as the case may be.
2. If any portion, section, subsection, sentence, clause, paragraph or phrase of this Agreement is for any reason held invalid, such decision shall not affect the validity of the remaining portion of this Agreement.
3. The action or inaction of the City shall not constitute a waiver or amendment to the provisions of this Agreement. To be binding, amendments or waivers must be in writing, signed by the parties and approved by the Roseville City Council. The City's

531 failure to promptly take legal action to enforce a default under this Agreement shall  
532 not be a waiver or release of such default.

- 533 4. This Agreement shall run with the land and shall be binding upon Wal-Mart and its  
534 successors and assigns. Wal-Mart shall, at its expense, record this Agreement  
535 immediately before the recording of the Plat with the Ramsey County Recorder if the  
536 Property is abstract property and/or with the Ramsey County Registrar of Titles if the  
537 Property is Torrens property.
- 538 5. Wal-Mart will comply with the terms and conditions of this Agreement and with any  
539 and all City, County, State, Federal, and other laws, regulations and ordinances  
540 including, but not limited to: subdivision ordinances, zoning ordinances and  
541 environmental regulations, that may apply to the Plat and the development of the  
542 Property.
- 543 6. Wal-Mart shall be responsible for recording the Plat, and the cost thereof, following  
544 the approval of the Plat by the Roseville City Council. Wal-Mart shall, prior to the  
545 time this Agreement and the Plat are recorded, furnish the City with a title insurance  
546 commitment and make arrangements reasonably satisfactory to the City that  
547 immediately following the time that the Plat and this Agreement are recorded and  
548 Wal-Mart has completed the acquisition of the Property, Wal-Mart will be the sole  
549 fee simple owner of the Property and that there are no other parties having an interest  
550 in, or a lien or encumbrance against the Property. Arrangements for recording this  
551 Agreement and the Plat shall be made by Wal-Mart and the City to assure that title to  
552 the Property immediately following the recording of the Plat will be as set forth  
553 herein. The parties agree to coordinate the release and recording of the Plat and this  
554 Agreement and the acquisition by Wal-Mart of all of the Property including the  
555 Excess Parcel by means of a closing in escrow. The City shall not be obligated to  
556 release the Plat for recording until such arrangements have been made.
- 557 7. At the time the Plat is recorded, the City agrees to sell to Wal-Mart, pursuant to the  
558 terms and conditions set forth in Exhibit I-1, that parcel of land described on the  
559 attached Exhibit I-2 and depicted on the attached Exhibit I-3 (the "Excess Parcel").  
560 Wal-Mart, upon or prior to recording the Plat, shall pay the City \$69,645.00 as  
561 consideration for the Excess Parcel in exchange for an executed quit claim deed for  
562 same, subject to the terms and conditions set forth in Exhibit I-1.
- 563 8. Changes in Official Controls. For two (2) years after the date of the approval of the  
564 Plat, no amendments to the City's Comprehensive Plan or official controls shall apply  
565 to or affect the use, development density, lot size, lot layout or dedications required or  
566 permitted by the approved Plat, unless expressly required by state or federal law or  
567 agreed to in writing by the City and Wal-Mart.

568 [SEPARATE SIGNATURE PAGES FOLLOW]  
569  
570

571 IN WITNESS WHEREOF, the parties have hereunto set their hands the day and year first above written.

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CITY OF ROSEVILLE

By: \_\_\_\_\_  
Daniel J. Roe, Mayor

By: \_\_\_\_\_  
William J. Malinen, City Manager

STATE OF MINNESOTA    )  
                                          ) ss  
COUNTY OF RAMSEY    )

The foregoing instrument was acknowledged before me this \_\_\_\_ day of \_\_\_\_\_, 2012, by Daniel J. Roe, Mayor, and William J. Malinen, City Manager, of the City of Roseville, a Minnesota municipal corporation, on behalf of the corporation.

\_\_\_\_\_  
Notary Public

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627 **CONSENT**

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630 The undersigned, being a fee simple owner of a portion of the real property legally described in  
631 the attached Twin Lakes 2<sup>nd</sup> Addition Development Agreement, hereby consents to and agrees that the  
632 property shall be subject to the terms and conditions of said Development Agreement.  
633

634 In Witness Whereof, the undersigned has caused this Consent to be executed as of the \_\_\_\_ day  
635 of \_\_\_\_\_, 2012.  
636

637  
638 ROSEVILLE PROPERTIES, LLP,  
639 a Minnesota limited liability partnership  
640

641  
642 By: \_\_\_\_\_  
643 Daniel P. Commers  
644 Its: General Partner  
645  
646

647 STATE OF MINNESOTA )  
648 ) ss  
649 COUNTY OF RAMSEY )  
650

651 The foregoing instrument was acknowledged before me this \_\_\_\_ day of \_\_\_\_\_, 2012,  
652 by Daniel P. Commers, the General Partner of Roseville Properties, LLP, a Minnesota limited liability  
653 partnership, on behalf of said partnership.  
654

655  
656 \_\_\_\_\_  
657 Notary Public  
658  
659

660 This Instrument was Drafted By:  
661 Erickson, Bell, Beckman & Quinn, P.A.  
662 Attorneys-at-Law  
663 Rosedale Tower, Suite 110  
664 1700 West Hwy 36  
665 Roseville, MN 55113  
666 (651) 223-4999  
667

668 **CONSENT**

669  
670  
671 The undersigned, being a fee simple owner of a portion of the real property legally described in  
672 the attached Twin Lakes 2<sup>nd</sup> Addition Development Agreement, hereby consents to and agrees that the  
673 property shall be subject to the terms and conditions of said Development Agreement.  
674

675 In Witness Whereof, the undersigned has caused this Consent to be executed as of the \_\_\_\_ day  
676 of \_\_\_\_\_, 2012.  
677

678  
679 ROSEVILLE ACQUISITIONS, LLC,  
680 a Minnesota limited liability company  
681

682  
683 By: \_\_\_\_\_  
684 Daniel P. Commers  
685 Its: Chief Manager  
686  
687

688 STATE OF MINNESOTA )  
689 ) ss  
690 COUNTY OF RAMSEY )  
691

692 The foregoing instrument was acknowledged before me this \_\_\_\_ day of \_\_\_\_\_, 2012,  
693 by Daniel P. Commers, the Chief Manager of Roseville Acquisitions, LLC, a Minnesota limited liability  
694 company, on behalf of said company.  
695  
696

697 \_\_\_\_\_  
698 Notary Public  
699  
700

701 This Instrument was Drafted By:  
702 Erickson, Bell, Beckman & Quinn, P.A.  
703 Attorneys-at-Law  
704 Rosedale Tower, Suite 110  
705 1700 West Hwy 36  
706 Roseville, MN 55113  
707 (651) 223-4999  
708  
709

710 **CONSENT**

711  
712  
713 The undersigned, being a fee simple owner of a portion of the real property legally described in  
714 the attached Twin Lakes 2<sup>nd</sup> Addition Development Agreement, hereby consents to and agrees that the  
715 property shall be subject to the terms and conditions of said Development Agreement.  
716

717 In Witness Whereof, the undersigned has caused this Consent to be executed as of the \_\_\_\_ day  
718 of \_\_\_\_\_, 2012.  
719

720  
721 ROSEVILLE ACQUISITIONS III, LLC,  
722 a Minnesota limited liability company  
723

724  
725 By: \_\_\_\_\_  
726 Daniel P. Commers  
727 Its: Chief Manager  
728  
729

730 STATE OF MINNESOTA )  
731 ) ss  
732 COUNTY OF RAMSEY )  
733

734 The foregoing instrument was acknowledged before me this \_\_\_\_ day of \_\_\_\_\_, 2012,  
735 by Daniel P. Commers, the Chief Manager of Roseville Acquisitions III, LLC, a Minnesota limited  
736 liability company, on behalf of said company.  
737

738  
739 \_\_\_\_\_  
740 Notary Public  
741  
742

743 This Instrument was Drafted By:  
744 Erickson, Bell, Beckman & Quinn, P.A.  
745 Attorneys-at-Law  
746 Rosedale Tower, Suite 110  
747 1700 West Hwy 36  
748 Roseville, MN 55113  
749 (651) 223-4999  
750  
751  
752

753 **CONSENT**

754  
755  
756 The undersigned, being a fee simple owner of a portion of the real property legally described in  
757 the attached Twin Lakes 2<sup>nd</sup> Addition Development Agreement, hereby consents to and agrees that the  
758 property shall be subject to the terms and conditions of said Development Agreement.  
759

760 In Witness Whereof, the undersigned has caused this Consent to be executed as of the \_\_\_\_ day  
761 of \_\_\_\_\_, 2012.  
762

763  
764 UNIVERSITY FINANCIAL CORP.,  
765 a Minnesota corporation  
766

767  
768 By: \_\_\_\_\_  
769 William Reiling  
770 Its: President  
771

772  
773 STATE OF MINNESOTA )  
774 ) ss  
775 COUNTY OF RAMSEY )  
776

777 The foregoing instrument was acknowledged before me this \_\_\_\_ day of \_\_\_\_\_, 2012,  
778 by William Reiling, the President of University Financial Corp., a Minnesota corporation, on behalf of  
779 said corporation.  
780

781  
782 \_\_\_\_\_  
783 Notary Public  
784  
785

786 This Instrument was Drafted By:  
787 Erickson, Bell, Beckman & Quinn, P.A.  
788 Attorneys-at-Law  
789 Rosedale Tower, Suite 110  
790 1700 West Hwy 36  
791 Roseville, MN 55113  
792 (651) 223-4999  
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**EXHIBITS**

- A Legal Description of Property
- B Conditions of Development
- C Wal-Mart Improvements
- D-1 City Improvements
- D-2 Estimate of City Improvement Costs
- E 35W Improvements
- F Site Plan
- G Security Deposit Calculations
- H Additional Items for Which Fees May Be Charged
- I-1 Terms of Excess Parcel Sale
- I-2 Excess Parcel Legal
- I-3 Excess Parcel Depiction

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**EXHIBIT A**  
**LEGAL DESCRIPTION OF PROPERTY**

Need to Insert:  
Metes and Bounds Legal Description which will appear on the Plat

DRAFT

**EXHIBIT B**  
**CONDITIONS OF DEVELOPMENT**

1. Wal-Mart shall acquire fee simple title to that portion of the Property (i.e. the Excess Parcel) which is currently owned by the City of Roseville.
2. The fee simple property owners shall either dedicate on the plat or otherwise convey all roadway, utility, drainage, and other easements required by the City.
3. The access points to enter and exit the Property shall be at locations approved by the City and any other governmental entity having jurisdiction over adjacent roadways.
4. Wal-Mart shall install subdivision monuments as reasonably required by the Roseville Public Works Department and Ramsey County Surveyor.
5. The Petition for the vacation proceedings for that part of the public roadway and highway easement created by Document No. 1511814 lying adjacent to and 10 feet on the east and west side of vacated Mount Ridge Road within the Plat shall have been approved by the City.
6. Wal-Mart shall provide the City proof that Wal-Mart is the fee simple owner of all of the Property included in the Plat and that there are no liens, encumbrances or other parties having an interest in the Property at the time the Plat and the Development Agreement are recorded or make other arrangements which are reasonably satisfactory to the City Attorney to assure that title to the Property following the recording of the Plat and the Development Agreement shall be as stated herein.
7. Wal-Mart shall pay all unpaid subdivision review escrow fees as detailed in the adopted fee schedule for the City of Roseville prior to the City releasing the Plat for recording.

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**EXHIBIT C**  
**WAL-MART IMPROVEMENTS**

Need to Show and Describe Wal-Mart Improvements

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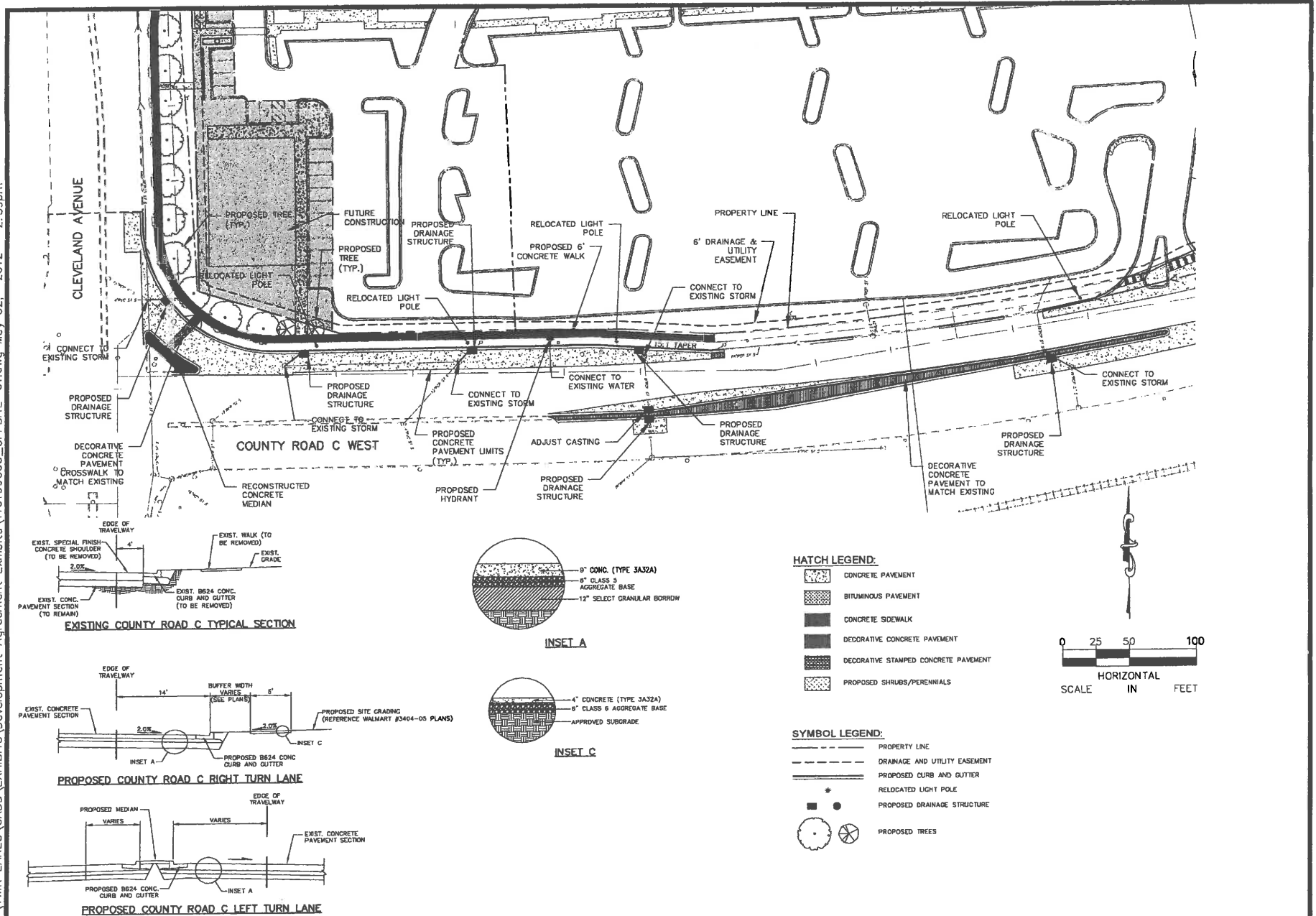
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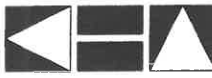
**EXHIBIT D-1**  
**CITY IMPROVEMENTS**

See Following Pages 1, 2 and 3.

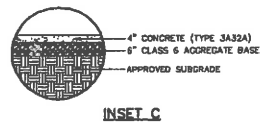
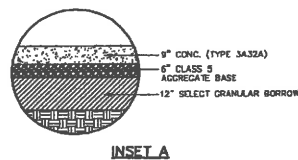
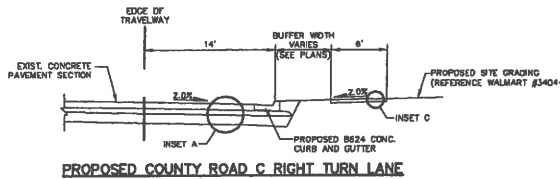
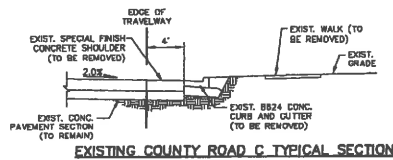
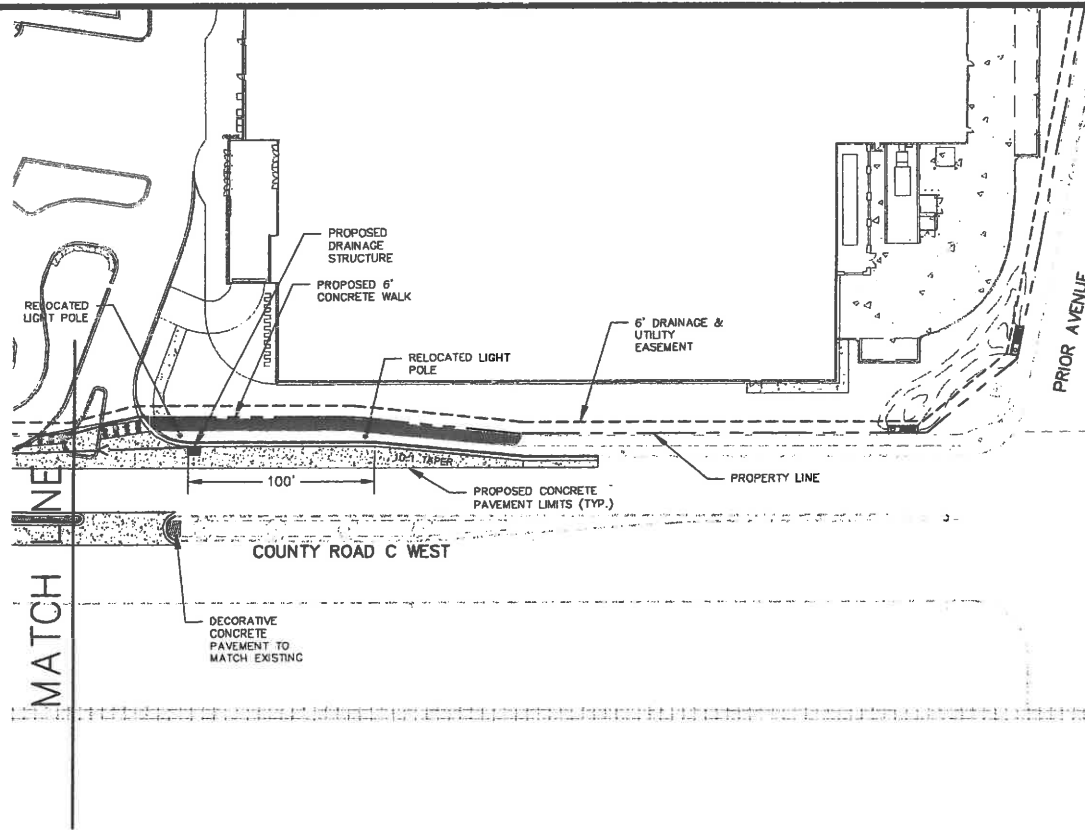
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|     |      |           |      |                                          |                                                                                                                                                                                                     |                                                                                                                                                                                                                                                              |
|-----|------|-----------|------|------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| No. | Date | Revisions | App. | DRAWING NAME<br>116199066_OFFSITE-01.dwg | <b>CITY OF ROSEVILLE</b><br><b>TWIN LAKES AREA STREET IMPROVEMENTS</b><br><b>DEVELOPMENT AGREEMENT EXHIBITS</b><br><b>EXHIBIT G - COUNTY ROAD C WEST STREET IMPROVEMENTS</b><br><b>SHEET 1 OF 3</b> | <br><b>Kimley-Horn and Associates, Inc.</b><br>2550 UNIVERSITY AVE. WEST, SUITE 238N<br>ST. PAUL, MINNESOTA 55114<br>TEL. NO. (651) 645-4197<br>FAX. NO. (651) 645-5116 |
|     |      |           |      | DESIGNED BY: BRE                         |                                                                                                                                                                                                     |                                                                                                                                                                                                                                                              |
|     |      |           |      | DRAWN BY: BRE                            |                                                                                                                                                                                                     |                                                                                                                                                                                                                                                              |
|     |      |           |      | CHECKED BY: WDM                          |                                                                                                                                                                                                     |                                                                                                                                                                                                                                                              |
|     |      |           |      | DATE: 05/02/2012                         |                                                                                                                                                                                                     |                                                                                                                                                                                                                                                              |
|     |      |           |      | PROJECT NO. ----                         |                                                                                                                                                                                                     |                                                                                                                                                                                                                                                              |

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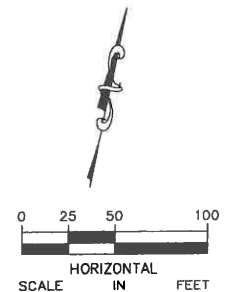


#### MATCH LEGEND:

- CONCRETE PAVEMENT
- BITUMINOUS PAVEMENT
- CONCRETE SIDEWALK
- DECORATIVE CONCRETE PAVEMENT
- DECORATIVE STAMPED CONCRETE PAVEMENT
- PROPOSED SHRUBS/PERENNIALS

#### SYMBOL LEGEND:

- PROPERTY LINE
- DRAINAGE AND UTILITY EASEMENT
- PROPOSED CURB AND GUTTER
- RELOCATED LIGHT POLE
- PROPOSED DRAINAGE STRUCTURE
- PROPOSED TREES



| No. | Date | Revisions | App. |
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| DESIGNED BY: | BRE                      |
| DRAWN BY:    | BRE                      |
| CHECKED BY:  | WDM                      |
| DATE:        | 05/02/2012               |
| PROJECT NO.  | ----                     |

|                                     |
|-------------------------------------|
| CITY OF ROSEVILLE                   |
| TWIN LAKES AREA STREET IMPROVEMENTS |
| DEVELOPMENT AGREEMENT EXHIBITS      |
| EXHIBIT G - COUNTY ROAD C EAST      |
| STREET IMPROVEMENTS                 |
| SHEET 2 OF 3                        |

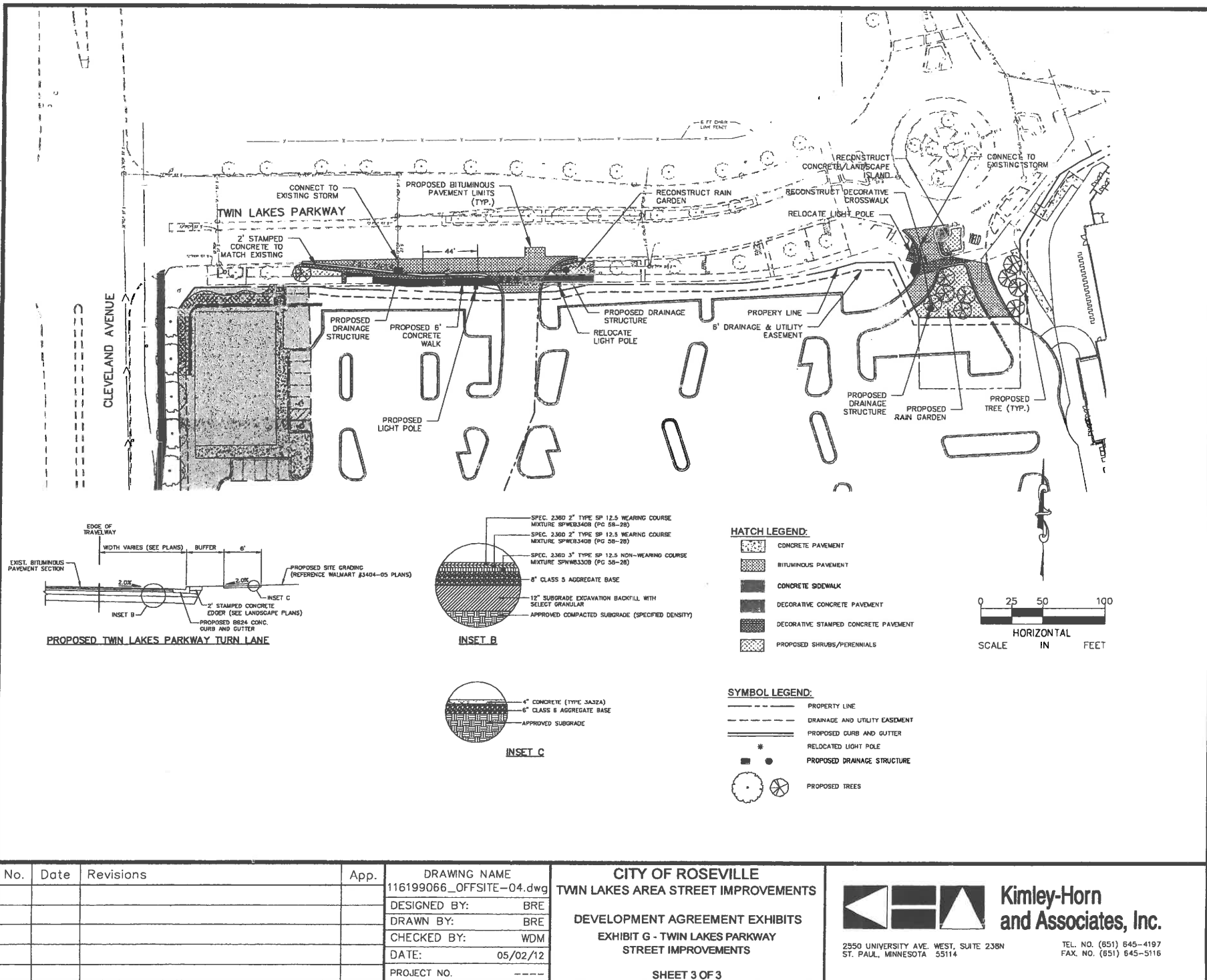


**Kimley-Horn  
and Associates, Inc.**

2550 UNIVERSITY AVE. WEST, SUITE 238N  
ST. PAUL, MINNESOTA 55114

TEL. NO. (651) 645-4197  
FAX. NO. (651) 645-5116

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| No. | Date | Revisions | App. | DRAWING NAME             |
|-----|------|-----------|------|--------------------------|
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|     |      |           |      | DESIGNED BY: BRE         |
|     |      |           |      | DRAWN BY: BRE            |
|     |      |           |      | CHECKED BY: WDM          |
|     |      |           |      | DATE: 05/02/12           |
|     |      |           |      | PROJECT NO. ----         |

**CITY OF ROSEVILLE**  
**TWIN LAKES AREA STREET IMPROVEMENTS**  
**DEVELOPMENT AGREEMENT EXHIBITS**  
**EXHIBIT G - TWIN LAKES PARKWAY**  
**STREET IMPROVEMENTS**  
**SHEET 3 OF 3**



**Kimley-Horn  
and Associates, Inc.**

2550 UNIVERSITY AVE. WEST, SUITE 238N  
ST. PAUL, MINNESOTA 55114

TEL. NO. (651) 645-4197  
FAX. NO. (651) 645-5116

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**EXHIBIT D-2**  
**ESTIMATE OF**  
**CITY IMPROVEMENT COSTS**

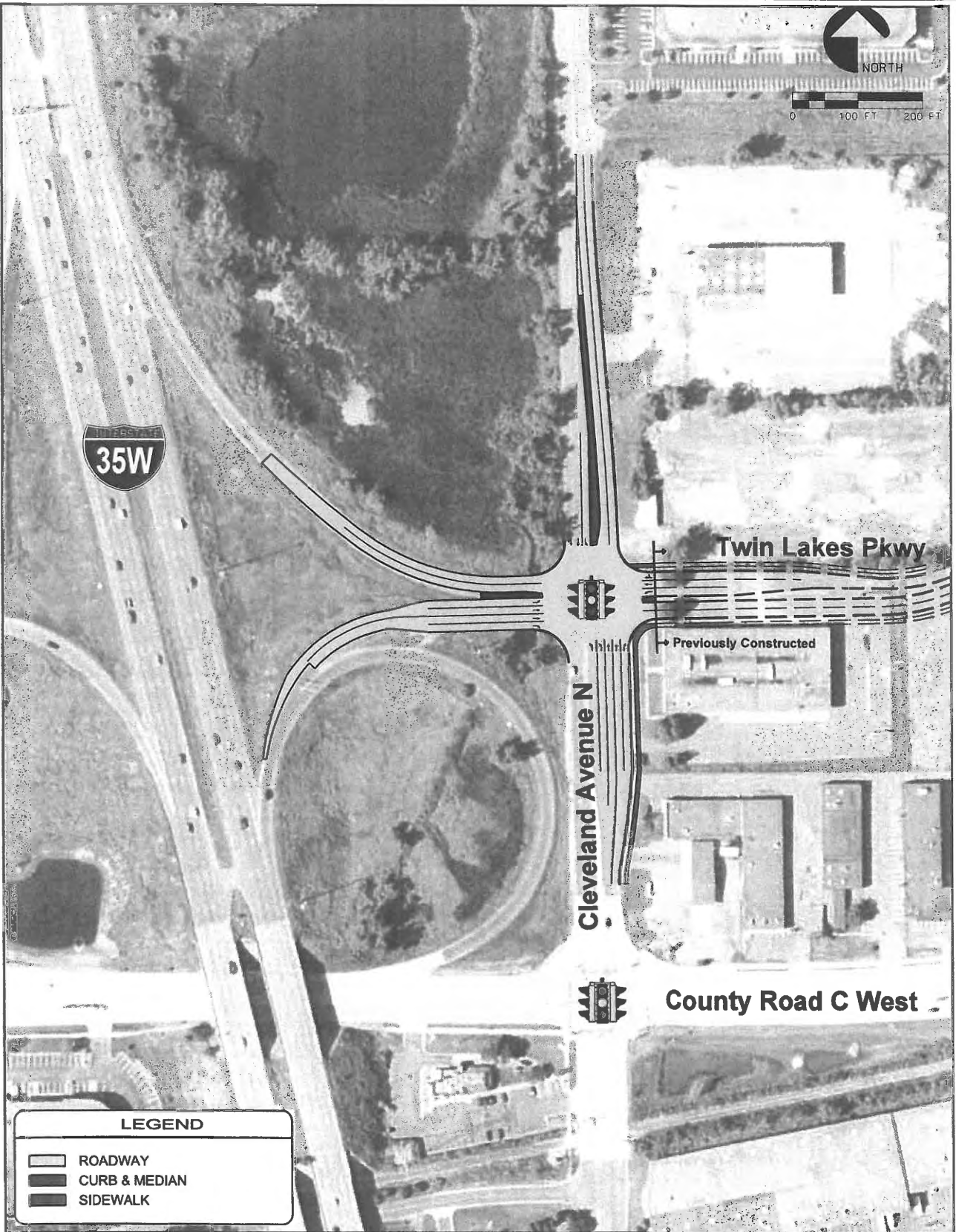
An Estimate of the costs to construct the City Local Improvements is as follows:

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**EXHIBIT E**  
**35W IMPROVEMENTS**

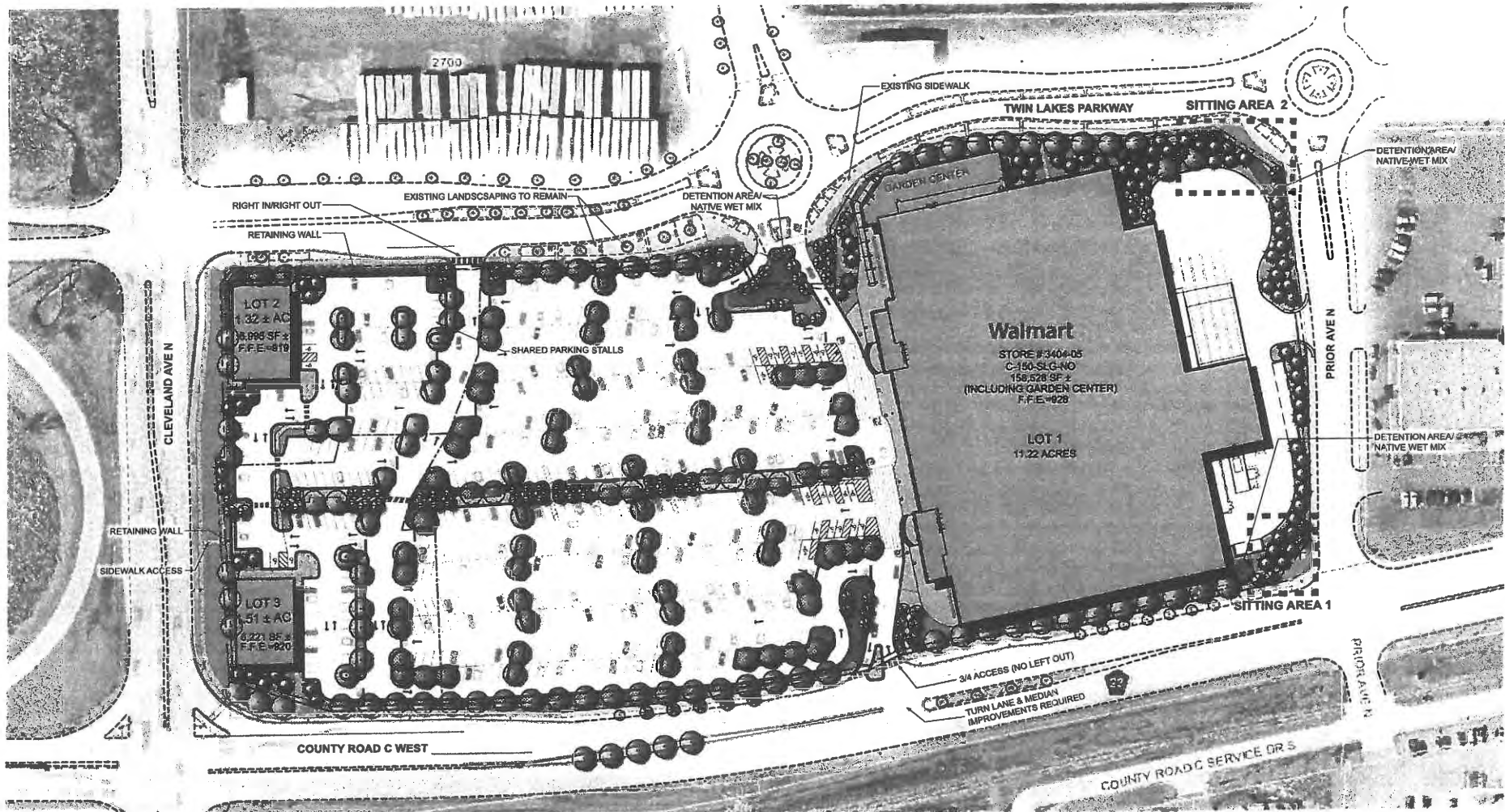
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**EXHIBIT F**  
**SITE PLAN**

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#### SITE DATA:

|                    |                                                          |
|--------------------|----------------------------------------------------------|
| OWNER              | WALMART STORE #3404-05                                   |
| ADDRESS            | CLEVELAND AVENUE, WEST COUNTY ROAD C                     |
| LOCAL JURISDICTION | ROSEVILLE, MN                                            |
| LOT AREA           | 13.05 AC                                                 |
| WAY OF MEASUREMENT | NOBLESSE                                                 |
| STREET DATA        | ROSEVILLE, MN - 12' SIDEWALK, 12' SIDEWALK, 12' SIDEWALK |
| LOT 1 COVERAGE     | 11.22 AC                                                 |
| LOT 2 COVERAGE     | 1.32 AC                                                  |
| LOT 3 COVERAGE     | 1.51 AC                                                  |
| LOT 1 COVERAGE     | 11.22 AC                                                 |
| LOT 2 COVERAGE     | 1.32 AC                                                  |
| LOT 3 COVERAGE     | 1.51 AC                                                  |
| LOT 1 COVERAGE     | 11.22 AC                                                 |
| LOT 2 COVERAGE     | 1.32 AC                                                  |
| LOT 3 COVERAGE     | 1.51 AC                                                  |

**Walmart**  
 ROSEVILLE, MN  
 MASTER PLAN  
 JANUARY 2012

**Kimley-Horn  
 and Associates, Inc.**

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**EXHIBIT G**  
**SECURITY DEPOSIT CALCULATION**

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**EXHIBIT H**  
**ADDITIONAL ITEMS FOR WHICH FEES MAY BE CHARGED**

Item: See attached Fee Schedule on following page.

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# 2012 Fee Schedule

Effective January 1, 2012

Prepared by the Department of Finance

# City of Roseville 2012 Fee Schedule

## Table of Contents

|                                          | <b>Page</b> |
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| General Business Licenses and Fees.....  | 2-5         |
| Administrative Fines .....               | 6           |
| Building Permit & Plan Review Fees ..... | 7-16        |
| Electrical Permits .....                 | 17-19       |

## City of Roseville 2012 Fee Schedule

| Fee / Charge Description                             | City Code | Current Amount | Proposed Amount |
|------------------------------------------------------|-----------|----------------|-----------------|
| Amusement device – per machine                       | 303       | \$ 15.00       | \$ 15.00        |
| Benches in right-of-way                              | 703       | 40.00          | 40.00           |
| Assessment searches                                  |           |                |                 |
| Deferred / Pending                                   |           | 0.00           | 0.00            |
| Historical                                           |           | 100.00         | 100.00          |
| Bowling alley                                        |           |                |                 |
| First alley                                          | 303       | 70.00          | 70.00           |
| Each additional alley                                | 303       | 20.00          | 20.00           |
| Burial Permit                                        | 401       | 100.00         | 100.00          |
| Building Permits                                     | 901       | see Appendix A | see Appendix A  |
| Christmas trees, sale of (Seasonal Permit)           | 305       | 50.00          | 50.00           |
| Cigarettes, sale of                                  | 306       | 200.00         | 200.00          |
| Construction noise variance                          | 405.03    | 300.00         | 300.00          |
| Conversation parlors                                 | 308       | 10,000.00      | 10,000.00       |
| Copy charges                                         | N/A       | 0.25 / page    | 0.25 / page     |
| CPR Training                                         | N/A       | \$80 / student | \$80 / student  |
| Daycare facility inspection fee                      | N/A       | 40.00          | 40.00           |
| Dog and cat license                                  |           |                |                 |
| 2 year – sterilized                                  | 501       | 10.00          | 10.00           |
| 2 year – sterilized and micro chipped                | 501       | 5.00           | 5.00            |
| 2 year – non sterilized                              | 501       | 35.00          | 35.00           |
| 2 year – non sterilized and micro chipped            | 501       | 25.00          | 25.00           |
| Lifetime license – sterilized                        | 501       | 30.00          | 30.00           |
| Lifetime license – sterilized and micro chipped      | 501       | 5.00           | 5.00            |
| Lifetime license – non sterilized                    | 501       | 150.00         | 150.00          |
| Lifetime license – non sterilized, but micro chipped | 501       | 100.00         | 100.00          |
| Duplicate / address change                           | 501       | 5.00           | 5.00            |
| Special multiple – 2 year                            | 501       | 40.00          | 40.00           |
| Dog kennels                                          | 501       | 75.00          | 75.00           |
| DVD / VHS Copy                                       |           | 5.00           | 5.00            |
| Encroachment Agreement Application fee               | N/A       | 275.00         | 275.00          |
| Erosion control inspection permit                    |           |                |                 |
| Less than 1 acre                                     | 1017      | 600.00         | 600.00          |
| 1 to 5 acres                                         | 1017      | 880.00         | 880.00          |
| More than 5 acres                                    | 1017      | 1,320.00       | 1,320.00        |
| Erosion control permit <i>renewal</i>                |           |                |                 |
| Less than 1 acre                                     | 1017      | 220.00         | 220.00          |
| 1 to 5 acres                                         | 1017      | 320.00         | 320.00          |
| More than 5 acres                                    | 1017      | 480.00         | 480.00          |
| Erosion control escrow fee                           | 1017      | 3,000/acre     | 3,000/acre      |
| Excavation, grading, and surfacing                   | 705       | see Appendix A | see Appendix A  |

## City of Roseville 2012 Fee Schedule

| Fee / Charge Description                             | City Code | Current Amount       | Proposed Amount      |
|------------------------------------------------------|-----------|----------------------|----------------------|
| False alarm fees – Police                            |           |                      |                      |
| Third false alarm                                    | 506       | 100.00               | 100.00               |
| Fourth false alarm                                   | 506       | 200.00               | 200.00               |
| Fifth false alarm                                    | 506       | 300.00               | 300.00               |
| Sixth false alarm                                    | 506       | 400.00               | 400.00               |
| Seventh and all subsequent false alarm               | 506       | 500.00               | 500.00               |
| False alarm fees – fire                              |           |                      |                      |
| Third false alarm                                    | 506       | 300.00               | 300.00               |
| Fourth false alarm                                   | 506       | 400.00               | 400.00               |
| Fifth and all subsequent false alarm fees            | 506       | 500.00               | 500.00               |
| Construction-related                                 | N/A       | 150.00               | 150.00               |
| Fertilizer, sale of                                  | 408       | 30.00                | 30.00                |
| Fertilizer, applicator                               | 408       | 100.00               | 100.00               |
| Firearms, sale of                                    | 310       | 30.00                | 30.00                |
| Fireworks, sale of consumer (existing retail)        | N/A       | 100.00               | 100.00               |
| Fireworks, sale of consumer (stand-alone, temporary) | N/A       | 350.00               | 350.00               |
| Fire rescue and extrication fee                      | N/A       | 400.00               | 400.00               |
| Fire safety training                                 | N/A       | 80.00 / hr           | 80.00 / hr           |
| Fuel storage tank inspection                         | N/A       | 100.00               | 100.00               |
| Game room                                            | 303       | 175.00               | 175.00               |
| Gas pumps – private business                         | 310       | 60.00                | 60.00                |
| Gasoline stations                                    | 310       | 130.00               | 130.00               |
| Horse                                                | 501       | 5.00                 | 5.00                 |
| Hospitals-veterinary                                 | 310       | 80.00                | 80.00                |
| Lawful gambling                                      |           |                      |                      |
| One time event permit                                | 304       | 25.00                | 25.00                |
| Premises permit                                      | 304       | 3% of gross receipts | 3% of gross receipts |
| Required contributions                               | 304       | 10% of net profits   | 10% of net profits   |
| Leaf Pickup fee                                      |           | 30.00                | 50.00                |
|                                                      |           |                      |                      |

## City of Roseville 2012 Fee Schedule

| Fee / Charge Description                                     | City Code | Current Amount      | Proposed Amount     |
|--------------------------------------------------------------|-----------|---------------------|---------------------|
| Liquor licenses:                                             |           |                     |                     |
| On sale intoxicating liquor license                          | 302       | 7,000.00            | 7,000.00            |
| On sale wine license (establishments with 75 seats or less)  | 302       | 750.00              | 750.00              |
| On sale wine license (establishments with 75 seats or more)  | 302       | 1,500.00            | 1,500.00            |
| Temporary on sale (3 days)                                   | 302       | 50.00               | 50.00               |
| Temporary on sale in Central Park                            | 302       | 20.00               | 20.00               |
| Sunday on sale license                                       | 302       | 200.00              | 200.00              |
| Special club license (dependent on the Number of members):   |           |                     |                     |
| 51 – 200                                                     | 302       | 300.00              | 300.00              |
| 201 – 500                                                    | 302       | 500.00              | 500.00              |
| 501 – 1,000                                                  | 302       | 650.00              | 650.00              |
| 1,000 – 2,000                                                | 302       | 800.00              | 800.00              |
| 2,001 – 4,000                                                | 302       | 1,000.00            | 1,000.00            |
| 4,001 – 6,000                                                | 302       | 2,000.00            | 2,000.00            |
| More than 6,000                                              | 302       | 3,000.00            | 3,000.00            |
| Off sale intoxicating liquor license                         | 302       | 300.00              | 300.00              |
| Liquor License – investigation fee                           | 302       | 300.00              | 300.00              |
| Liquor License – sale outside of premises                    | 302       | 25.00               | 25.00               |
| Massage therapist                                            | 309       | 100.00              | 100.00              |
| Massage therapy business establishment                       | 309       | 150.00 / 300.00     | 150.00 / 300.00     |
| Open burning permit                                          | N/A       | 90.00               | 90.00               |
| Park Dedication – residential                                | 1103      | 3,000.00/unit       | 3,500.00/unit       |
| Park Dedication – other (c)                                  | 1103      | 5.0 % of fmV        | 5.0% of fmV         |
| Pawn Shop license                                            | 311       | 10,000.00           | 10,000.00           |
| Pathway patching fee                                         |           |                     |                     |
| Concrete sidewalk – 2 panels                                 |           | 675.00              | 675.00              |
| Bituminous (12' x 8')                                        |           | 500.00              | 500.00              |
| Pawn shop and precious metal dealer license                  | 311       | 13,000.00           | 13,000.00           |
| Pawn shop fee (per transaction)                              | N/A       | 2.60                | 2.60                |
| Pool and billiards                                           |           |                     |                     |
| First table                                                  | 303       | 70.00               | 70.00               |
| Each additional table                                        | 303       | 20.00               | 20.00               |
| Precious metal dealer                                        | 311       | 10,000.00           | 10,000.00           |
| Property nuisance calls (starting with 3 <sup>rd</sup> call) | 511       | 250.00              | 250.00              |
| Public improvement contract application fee (b)              | N/A       | 525.00              | 525.00              |
| Recycling contractor                                         | 403       | 125.00              | 125.00              |
| Rental Registration (Housing)                                | 907       | 25.00               | 25.00               |
| Right-of-way permits                                         | 703, 707  | 325.00              | 325.00              |
| Sewer connection fees                                        | 802       | see Appendix A      | see Appendix A      |
| Sewer usage fees                                             | 802       | separate resolution | separate resolution |

## City of Roseville 2012 Fee Schedule

| Fee / Charge Description                        | City Code | Current Amount         | Proposed Amount        |
|-------------------------------------------------|-----------|------------------------|------------------------|
| Soil contamination                              | 406       | \$1/cu.yd. up to \$300 | \$1/cu.yd. up to \$300 |
| Solid waste hauler                              | 402       | 125.00                 | 125.00                 |
| Stormwater drainage fees                        | 803       | separate resolution    | separate resolution    |
| Stormwater residential permit                   |           | 250.00                 | 250.00                 |
| Stormwater residential permit renewal (5-years) | n/a       | 100.00                 | 100.00                 |
| Street patching fee (d)                         | n/a       | 600 / 1,200            | 600 / 1,200            |
| Theaters – per viewing screen                   | 310       | 70.00                  | 70.00                  |
| Tree planting and removal                       | 706       | separate ordinance     | separate ordinance     |
| Utility service location fee                    | N/A       | 100.00                 | 100.00                 |
| Vehicle forfeiture impound fee (per day)        | N/A       | 20.00                  | 20.00                  |
| Water connection fees                           | 801       | see Appendix A         | see Appendix A         |
| Water usage fees                                | 801       | separate resolution    | separate resolution    |
| Water tower permit – private use                | 801       | separate resolution    | separate resolution    |
| Well permit                                     | 801       | separate resolution    | separate resolution    |
| Wireless permit fee                             | 1205      | Negotiated             | Negotiated             |

(b) In addition to the \$525 base fee, a charge of 4% (increased from 3%) of the total improvement cost is also assessed.

(c) Calculation is made on 5% of the estimated fair market value of unimproved land, as determined by the Ramsey County Assessor's office on the date of approval of the plat or subdivision.

(d) Street patching fee is \$600 without a curb, and \$1,200 with a curb.

# City of Roseville 2012 Fee Schedule

## Administrative Fines

| Fee / Charge Description              | City Code | Current Amount | Proposed Amount |
|---------------------------------------|-----------|----------------|-----------------|
| Alcohol and Tobacco Sales:            |           |                |                 |
| Purchase, possession - underage       |           | \$ 150.00      | \$ 150.00       |
| Lending ID to underage person         |           | 100.00         | 100.00          |
| Selling tobacco – underage            |           | 200.00         | 200.00          |
| Selling alcohol – underage            |           | 250.00         | 250.00          |
| License holder                        | N / A     | 150.00         | 150.00          |
| Other violation                       |           | 100.00         | 100.00          |
| Parking:                              |           |                |                 |
| Handicap zone                         |           | 100.00         | 100.00          |
| Fire lane                             |           | 25.00          | 25.00           |
| Snowbird                              |           | 25.00          | 25.00           |
| Blocking fire hydrant                 |           | 25.00          | 25.00           |
| Other illegal parking                 | N / A     | 25.00          | 25.00           |
| Fires: No open fires                  |           | 25.00          | 25.00           |
| Fire Code                             | N / A     | 100.00         | 100.00          |
| Animals:                              |           |                |                 |
| Vicious animal                        |           | 50.00          | 50.00           |
| Barking dog                           |           | 50.00          | 50.00           |
| Animal at large                       |           | 50.00          | 50.00           |
| Other animal violation                | N / A     | 50.00          | 50.00           |
| Miscellaneous:                        |           |                |                 |
| Building code                         |           | 100.00         | 100.00          |
| Fill permits                          |           | 100.00         | 100.00          |
| Failure to apply for license          |           | 50.00          | 50.00           |
| Fireworks – use, possession, sale     |           | 250.00         | 250.00          |
| Land use                              |           | 100.00         | 100.00          |
| Licenses (not occurring elsewhere)    |           | 50.00          | 50.00           |
| Illegal dumping                       |           | 150.00         | 150.00          |
| Consuming alcohol-unauthorized places |           | 250.00         | 250.00          |
| Tampering with Civic Defense System   |           | 250.00         | 250.00          |
| Seat belts                            |           | 25.00          | 25.00           |
| Expired license plates                |           | 35.00          | 35.00           |
| Missing plate/tab                     |           | 35.00          | 35.00           |
| Trespassing                           |           | 150.00         | 150.00          |
| Golf cart / ATV violation             |           | 50.00          | 50.00           |
| Noise complaint                       |           | 250.00         | 250.00          |
| Park ordinance violation              |           | 25.00          | 25.00           |
| Peddling                              |           | 75.00          | 75.00           |
| Public nuisance                       |           | 100.00         | 100.00          |
| Regulated businesses                  |           | 100.00         | 100.00          |
| Signs                                 |           | 50.00          | 50.00           |
| Snowmobiles                           |           | 50.00          | 50.00           |
| Discharge, display of weapon          |           | 250.00         | 250.00          |
| Wetland / Shore land                  | N / A     | 100.00         | 100.00          |

## City of Roseville 2012 Fee Schedule

### Building Permit Fees

City Code Sections; 307, 801, 802, 901, 1014

#### Building Permit Fee – Zoning and Inspections:

Permit fee to be based on job cost valuation. The determination of value or valuation shall be made by the building official. The value to be used in computing the building permit and building plan review fees shall be the total of all construction work for which the permit is issued, as well as all finish work, painting, roofing, electrical, plumbing, heating, air conditioning, elevators, fire-extinguishing systems and any other permanent equipment.

| Total Valuation                                 | Current Amount                                                                                                         | Proposed Amount                                                                                                        |   |
|-------------------------------------------------|------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------|---|
| \$1 - \$500                                     | \$31                                                                                                                   | \$31.00                                                                                                                |   |
| \$501 - \$2,000                                 | \$31 for the first \$500 value,<br>plus \$4 for each additional<br>\$100 value or fraction thereof                     | \$31.00 for the first \$500 value,<br>plus \$4.00 for each additional<br>\$100 value or fraction thereof               | * |
| \$2,001 - \$25,000                              | \$83.50 for the first \$2,000<br>value, plus \$16.55 for each<br>additional \$1,000 value or<br>fraction thereof       | \$83.50 for the first \$2,000<br>value, plus \$16.55 for each<br>additional \$1,000 value or<br>fraction thereof       |   |
| \$25,001 - \$50,000                             | \$464.15 for the first \$25,000<br>value, plus \$12.00 for each<br>additional \$1,000 value or<br>fraction thereof     | \$464.15 for the first \$25,000<br>value, plus \$12.00 for each<br>additional \$1,000 value or<br>fraction thereof     |   |
| \$50,001 - \$100,000                            | \$764.15 for the first \$50,000<br>value, plus \$8.45 for each<br>additional \$1,000 value or<br>fraction thereof      | \$764.15 for the first \$50,000<br>value, plus \$8.45 for each<br>additional \$1,000 value or<br>fraction thereof      |   |
| \$100,001 - \$500,000                           | \$1,186.65 for the first<br>\$100,000 value, plus \$6.75 for<br>each additional \$1,000 value<br>or fraction thereof   | \$1,186.65 for the first<br>\$100,000 value, plus \$6.75 for<br>each additional \$1,000 value<br>or fraction thereof   |   |
| \$500,001 - \$1,000,000                         | \$3,886.65 for the first<br>\$500,000 value, plus \$5.50 for<br>each additional \$1,000 value<br>or fraction thereof   | \$3,886.65 for the first<br>\$500,000 value, plus \$5.50 for<br>each additional \$1,000 value<br>or fraction thereof   |   |
| In excess of \$1,000,000                        | \$6,636.65 for the first<br>\$1,000,000 value, plus \$4.50<br>for each additional \$1,000<br>value or fraction thereof | \$6,636.65 for the first<br>\$1,000,000 value, plus \$4.50<br>for each additional \$1,000<br>value or fraction thereof |   |
| Inspections outside of<br>normal business hours | \$63.50                                                                                                                | \$63.50                                                                                                                |   |
| Re-inspection fees (per<br>State Building code) | \$63.50                                                                                                                | \$63.50                                                                                                                | * |
| Misc. inspection fees                           | \$63.50                                                                                                                | \$63.50                                                                                                                |   |
| Add'l plan review fee<br>required by revisions  | \$63.50                                                                                                                | \$63.50                                                                                                                |   |

## City of Roseville 2012 Fee Schedule

### Building Permit Fee – Engineering:

| Total Valuation          | Current Amount | Proposed Amount |
|--------------------------|----------------|-----------------|
| \$1 - \$500              | \$ 5           | \$ 5            |
| \$501 - \$2,000          | 5              | 5               |
| \$2,001 - \$25,000       | 25             | 25              |
| \$25,001 - \$50,000      | 50             | 50              |
| \$50,001 - \$100,000     | 75             | 75              |
| \$100,001 - \$500,000    | 100            | 100             |
| \$500,001 - \$1,000,000  | 200            | 200             |
| In excess of \$1,000,000 | 300            | 300             |

### Demolition Permit Fee:

| Description                                            | Current Amount | Proposed Amount |
|--------------------------------------------------------|----------------|-----------------|
| Tenant improvement/remodeling prior to building permit | \$67.00        | \$68.00         |
| Structures not connected to utilities                  | 87.50          | 90.00           |
| Residential structures connected to city utilities     | 150.00         | 152.00          |
| Commercial structures connected to city utilities      | \$335.00       | \$390.00        |

### Electrical Permit Fee:

Set through yearly contract with Contract Electrical Inspector

### Fire Safety Inspection Fee:

An amount equal to eight percent (8%) of the amount determined by the Building Permit Fee (except for single-family dwellings) to be charged and used to defray the cost of fire safety inspections (Ord. 1237, 3-13-2000, eff. 5-1-2000)

### Grading Plan Review Fee – Planning & Zoning:

| Description                      | Current Amount                                                                                                | Proposed Amount                                                                                               |
|----------------------------------|---------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|
| 50 cubic yards or less           | \$75                                                                                                          | \$75                                                                                                          |
| 51 – 10,000 cubic yards          | \$150.00 for the first 1,000 cubic yards, plus \$10.00 for each additional 1,000 yards or fraction thereof    | \$150.00 for the first 1,000 cubic yards, plus \$10.00 for each additional 1,000 yards or fraction thereof    |
| 10,001 – 100,000 cubic yards     | \$300.00 for the first 10,000 cubic yards, plus \$5.00 for each additional 10,000 yards or fraction thereof   | \$300.00 for the first 10,000 cubic yards, plus \$5.00 for each additional 10,000 yards or fraction thereof   |
| In excess of 100,000 cubic yards | \$800.00 for the first 100,000 cubic yards, plus \$10.00 for each additional 10,000 yards or fraction thereof | \$800.00 for the first 100,000 cubic yards, plus \$10.00 for each additional 10,000 yards or fraction thereof |

\*

## City of Roseville 2012 Fee Schedule

### Grading Plan Review Fee – Engineering:

| Description                      | Current Amount | Proposed Amount |
|----------------------------------|----------------|-----------------|
| 50 cubic yards or less           | \$ 25.00       | \$ 25.00        |
| 51 – 10,000 cubic yards          | 25.00          | 25.00           |
| 10,001 – 100,000 cubic yards     | 50.00          | 50.00           |
| In excess of 100,000 cubic yards | 75.00          | 75.00           |

### Grading Permit Fee – Planning & Zoning:

| Description                      | Current Amount                                                                                                  | Proposed Amount                                                                                                 |
|----------------------------------|-----------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|
| 50 cubic yards or less           | \$75                                                                                                            | \$75                                                                                                            |
| 1 – 1,000 cubic yards            | \$100.00 for the first 100 cubic yards, plus \$20.00 for each additional 100 yards or fraction thereof          | \$100.00 for the first 100 cubic yards, plus \$20.00 for each additional 100 yards or fraction thereof          |
| 1,001 – 10,000 cubic yards       | \$300.00 for the first 1,000 cubic yards, plus \$30.00 for each additional 1,000 yards or fraction thereof      | \$300.00 for the first 1,000 cubic yards, plus \$30.00 for each additional 1,000 yards or fraction thereof      |
| 10,001 – 100,000 cubic yards     | \$600.00 for the first 10,000 cubic yards, plus \$100.00 for each additional 10,000 yards or fraction thereof   | \$600.00 for the first 10,000 cubic yards, plus \$100.00 for each additional 10,000 yards or fraction thereof   |
| In excess of 100,000 cubic yards | \$1,500.00 for the first 100,000 cubic yards, plus \$80.00 for each additional 10,000 yards or fraction thereof | \$1,500.00 for the first 100,000 cubic yards, plus \$80.00 for each additional 10,000 yards or fraction thereof |

\*

### Grading Permit Fee – Engineering:

| Description                      | Current Amount | Proposed Amount |
|----------------------------------|----------------|-----------------|
| 50 cubic yards or less           | \$ 25.00       | \$ 25.00        |
| 1 – 1,000 cubic yards            | 25.00          | 25.00           |
| 1,001 – 10,000 cubic yards       | 50.00          | 50.00           |
| 10,001 – 100,000 cubic yards     | 75.00          | 75.00           |
| In excess of 100,000 cubic yards | 100.00         | 100.00          |

### Investigation Fee: Work without a Permit

Whenever any work for which a permit is required from the city has been commenced without first obtaining said permit, a special investigation shall be made before a permit may be issued for such work. An investigation fee, in addition to the permit fee, shall be collected whether or not a permit is then or subsequently issued. The investigation fee shall be equal to the amount of the permit fee required by this code. The payment of such investigation fee shall not exempt any person from compliance with all other provisions of this code nor from any penalty prescribed by law.

## City of Roseville 2012 Fee Schedule

### Manufactured Home Permit Fee:

| Description      | Current Amount | Proposed Amount |
|------------------|----------------|-----------------|
| New installation | \$ 257.50      | \$ 260.00       |

### Mechanical Permit Fee - Residential:

| Description                     | Current Amount                             | Proposed Amount                            |
|---------------------------------|--------------------------------------------|--------------------------------------------|
| Air conditioning – new          | \$ 44.50                                   | \$ 45.00                                   |
| Air conditioning – replacement  | 56.50                                      | 57.00                                      |
| Warm air furnace – new          | 94.00                                      | 95.00                                      |
| Warm air furnace - replacement  | 56.50                                      | 57.00                                      |
| Hot water boilers – new         | 94.00                                      | 95.00                                      |
| Hot water boilers – replacement | 56.50                                      | 57.00                                      |
| Unit heaters                    | 56.50                                      | 57.00                                      |
| Swimming pool heaters           | 56.50                                      | 57.00                                      |
| Misc. work & gas piping         | 1.28% of job cost                          | 1.28% of job cost                          |
| Minimum fee                     | 56.50                                      | 57.00                                      |
| Gas fireplace                   | 56.50                                      | 57.00                                      |
| In floor heat                   | \$ 56.50                                   | 78.00                                      |
| Solar panel installation        | \$1.28 % of job cost<br>/ \$150.00 min fee | \$1.28 % of job cost<br>/ \$150.00 min fee |

### Mechanical Permit Fee - Commercial:

| Description         | Current Amount                         | Proposed Amount                        |
|---------------------|----------------------------------------|----------------------------------------|
| All commercial work | 1.28% of job cost /<br>\$56.50 min fee | 1.28% of job cost /<br>\$57.00 min fee |

### Moving Permit Fee:

| Description                | Current Amount | Proposed Amount |
|----------------------------|----------------|-----------------|
| Over private property only | \$ 85.50       | \$87.00         |
| Over public streets        | 125.00         | 127.00          |
| Investigation fee per hour | \$63.55        | \$64.50         |

### Plumbing Permit Fee:

| Description                         | Current Amount    | Proposed Amount   |
|-------------------------------------|-------------------|-------------------|
| Administrative/minimum fee          | \$ 56.50          | \$ 57.00          |
| Additional for each fixture opening | 10.00             | 10.00             |
| Miscellaneous work                  | 1.28% of job cost | 1.28% of job cost |
| Backflow prevention verification    | \$ 26.00          | \$ 26.00          |

## City of Roseville 2012 Fee Schedule

### Plan Review Fee:

When a building permit is required and a plan is required to be submitted, a plan checking fee shall be paid. Plan checking fees for all buildings, except for construction costs in R-1 and R-2 zones which do not involve new single family structures and are of less than seven thousand dollars (\$7,000.00), shall be sixty five percent (65%) of the building permit fee as set forth in Section 901.06 of this chapter, except as modified in M.S.B.C. Section 1300. (Ord. 1110, 4-13-1992)

The plan review fees specified are separate fees from the permit fees and are in addition to the permit fees.

When submittal documents are incomplete or changed so as to require additional plan review or when the project involves deferred submittal items an additional plan review fee shall be charged.

Expiration of plan review. Applications for which no permit is issued within 180 days following the date of application shall expire by limitation, and plans and other data submitted for review may thereafter be returned to the applicant or destroyed by the building official. The building official may extend the time for action by the applicant for a period not exceeding 180 days on request by the applicant showing that circumstances beyond the control of the applicant have prevented action from being taken. No application shall be extended more than once. In order to renew action on an application after expiration, the applicant shall resubmit plans and pay a new plan review fee.

### Refund Fee:

The building official may authorize refunding of any fee paid hereunder which was erroneously paid or collected.

The building official may authorize a refunding of permit fees paid when no work has been done under a permit issued in accordance with this code.

The building official may authorize a refunding of plan review fees paid when an application for a permit for which a plan review fee has paid is withdrawn or canceled before any plan reviewing is done.

The building official shall not authorize refunding of any fee paid except on written application filed by the original permittee not later than 180 days after the date of fee payment.

### Sewer Connection Permit Fee – Planning & Zoning:

| Description              | Current Amount | Proposed Amount |
|--------------------------|----------------|-----------------|
| Residential              | \$ 86.00       | \$ 87.00        |
| Commercial               | 276.00         | 280.00          |
| Repair                   | 56.50          | 57.00           |
| Disconnect – residential | 77.00          | 78.00           |
| Disconnect – commercial  | \$ 155.00      | \$ 157.00       |

## City of Roseville 2012 Fee Schedule

### Sewer Connection Permit Fee – Engineering:

| Description              | Current Amount | Proposed Amount |
|--------------------------|----------------|-----------------|
| Residential              | \$ 5.00        | \$ 5.00         |
| Commercial               | 25.00          | 25.00           |
| Repair                   | 5.00           | 5.00            |
| Disconnect – residential | 25.00          | 25.00           |
| Disconnect – commercial  | 75.00          | 75.00           |

### Sign Permit Fee:

Utilize building permit fee schedule. No plan review fee

| Description                  | Current Amount | Proposed Amount |
|------------------------------|----------------|-----------------|
| Permanent Sign – minimum fee | \$ 55.00       | \$ 55.00        |
| Temporary Sign               | 25.00          | 25.00           |

### Swimming Pool Permit Fee – Planning & Zoning:

| Description      | Current Amount                       | Proposed Amount                      |
|------------------|--------------------------------------|--------------------------------------|
| Residential pool | \$ 194.00                            | \$ 197.00                            |
| Commercial pool  | Utilize building Permit fee Schedule | Utilize building Permit fee Schedule |

### Swimming Pool Permit Fee – Engineering:

| Description      | Current Amount | Proposed Amount |
|------------------|----------------|-----------------|
| Residential pool | \$ 15.00       | \$ 15.00        |
| Commercial pool  | -              | -               |

### Water Connection Permit Fee – Planning & Zoning:

| Description              | Current Amount | Proposed Amount |
|--------------------------|----------------|-----------------|
| Residential              | \$ 86.00       | \$ 87.00        |
| Commercial               | 276.00         | 280.00          |
| Repair                   | 56.50          | 57.00           |
| Disconnect – residential | 77.00          | 78.00           |
| Disconnect – commercial  | \$ 155.00      | \$ 157.00       |

## City of Roseville 2012 Fee Schedule

### Water Connection Permit Fee – Engineering:

| Description              | Current Amount | Proposed Amount |
|--------------------------|----------------|-----------------|
| Residential              | \$ 5.00        | \$ 5.00         |
| Commercial               | 25.00          | 25.00           |
| Repair                   | 5.00           | 5.00            |
| Disconnect – residential | 25.00          | 25.00           |
| Disconnect – commercial  | 75.00          | 75.00           |
| Water main tapping fee   | 0.00           | 325.00          |

### Residential Property Improvement Permit Fee (Fences, Walls, Sheds, Driveways, Drain tile System) – Planning & Zoning:

| Description                                  | Current Amount             | Proposed Amount            |
|----------------------------------------------|----------------------------|----------------------------|
| Driveway permits                             | \$ 44.50                   | \$ 46.00                   |
| Fence permits – residential                  | 80.00                      | 75.00                      |
| Fence permits - commercial                   | Use Permit Fee<br>Schedule | Use Permit Fee<br>Schedule |
| Shed permits                                 | 65.00                      | 50.00                      |
| Drain tile                                   | 107.00                     | 110.00                     |
| Other – utilize building permit fee schedule |                            |                            |

## City of Roseville 2012 Fee Schedule

### Miscellaneous Fees:

| Description                               | Current Amount | Proposed Amount |
|-------------------------------------------|----------------|-----------------|
| Minimum roofing fee                       | \$ 110.00      | \$ 112.00       |
| Minimum window replacement fee            | 83.50          | 85.00           |
| Minimum siding replacement fee            | 83.50          | 85.00           |
| Administrative fee for abatement per hour | 63.55          | 64.50           |
| Wood burning fireplace                    | 83.50          | 85.00           |
| Verification of state contracting license | 5.00           | 5.00            |
| Replacement inspection card               | 20.00          | 20.00           |
| Re-stamping job site plan sets            | 30.00          | 30.00           |
| Certificate of Occupancy – conditional    | 30.00          | 30.00           |
| Certificate of Occupancy – full           | 20.00          | 20.00           |
| Certificate of Occupancy – copy           | 10.00          | 10.00           |
| City contractor license fee               | 86.00          | 87.00           |
| Administrative fee – R1 or R2 zones       | 63.55          | 64.50           |
| Administrative fee – other zones          | 63.55          | 64.50           |
| Footing/foundation permits – residential  | 94.00          | 95.00           |
| Footing/foundation permits – commercial   | 428.00         | 434.00          |
| Construction deposit – residential        | 800.00         | 800.00          |
| Construction deposit – commercial         | 3,950.00       | 4,000.00        |
| SAC Admin Fee                             | 16.00          | 16.00           |
| Lead Abatement License Fee                | 5.00           | 5.00            |
| Property Age Verification Fee             | 5.00           | 5.00            |
| Outdoor Display Permit Fee                | 40.00          | 40.00           |

# City of Roseville 2012 Fee Schedule

## Community Development Department Permit and Miscellaneous Fees

| Item/Permit                                                                                                                                                                                                                             | Current                                                        | Proposed Amount                                                |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------|----------------------------------------------------------------|
| City Consultant Review/Research - Comm./Industrial/Multi-family land use, economic development, utility, building permit review, traffic, or development or redevelopment projects or proposals payable as escrow or at building permit | 100% of direct cost billed to applicant                        | 100% of direct cost billed to applicant                        |
| Planned Unit Development – Amendment                                                                                                                                                                                                    | 400                                                            | 400                                                            |
| Planned Unit Development – Escrow (Amendment)****                                                                                                                                                                                       | 2,000 minimum                                                  | \$2,000 minimum                                                |
| PUD Escrow (historical data collection & analysis; site plan & survey review & analysis; city approval analysis; letter creation)                                                                                                       | Staff hourly rate/1.9 times per hour. \$50.00 per hour minimum | Staff hourly rate/1.9 times per hour. \$50.00 per hour minimum |
| Rezoning of Project Site or Parcel**                                                                                                                                                                                                    | 600                                                            | 600                                                            |
| Zoning Code Text Amendment**                                                                                                                                                                                                            | 600                                                            | 600                                                            |
| Vacation of Right-of-Way**                                                                                                                                                                                                              | 300                                                            | 300                                                            |
| Vacation of Easement**                                                                                                                                                                                                                  | 300                                                            | 300                                                            |
| Comprehensive Plan – Text Amendment**                                                                                                                                                                                                   | 825                                                            | 825                                                            |
| Comprehensive Plan – Designation Amendment**                                                                                                                                                                                            | 825                                                            | 825                                                            |
| Conditional Use - Residential**                                                                                                                                                                                                         | 300                                                            | 300                                                            |
| Conditional Use - Commercial**                                                                                                                                                                                                          | 600                                                            | 600                                                            |
| Conditional Use Escrow – Commercial****                                                                                                                                                                                                 | 1,000 minimum                                                  | 1,000 minimum                                                  |
| Subdivision – Escrow****                                                                                                                                                                                                                | 1,500 minimum                                                  | 1,500 minimum                                                  |
| Subdivision Escrow (historical data collection & analysis; site plan & survey review & analysis; city approval analysis; letter creation)                                                                                               | Staff hourly rate/1.9 times per hour. \$50.00 per hour minimum | Staff hourly rate/1.9 times per hour. \$50.00 per hour minimum |
| Subdivision – Minor**                                                                                                                                                                                                                   | 500                                                            | 500                                                            |
| Subdivision – Preliminary Plat                                                                                                                                                                                                          | 500                                                            | 500                                                            |
| Subdivision - Final Plat                                                                                                                                                                                                                | 500                                                            | 500                                                            |
| Variance - Residential**                                                                                                                                                                                                                | 300                                                            | 300                                                            |
| Variance – Non Residential**                                                                                                                                                                                                            | 400                                                            | 400                                                            |
| Interim Use**                                                                                                                                                                                                                           | 600                                                            | 600                                                            |
| Interim Use extension**                                                                                                                                                                                                                 | 150                                                            | 150                                                            |
| Setback Permit Administrative                                                                                                                                                                                                           | 100                                                            | 100                                                            |
| Zoning Compliance Letter (historical data collection & analysis; site plan & survey review & analysis; city approval analysis; letter creation)                                                                                         | Staff hourly rate/1.9 times per hour. \$50.00 per hour minimum | Staff hourly rate/1.9 times per hour. \$50.00 per hour minimum |
| Residential Variance Appeal Fee                                                                                                                                                                                                         | 250                                                            | 250                                                            |
| Commercial Variance Appeal Fee                                                                                                                                                                                                          | 275                                                            | 275                                                            |
| Master Sign Plan – residential                                                                                                                                                                                                          | 250                                                            | 250                                                            |
| Master Sign Plan – commercial                                                                                                                                                                                                           | 350                                                            | 350                                                            |
| Accessory Dwelling Unit Permit                                                                                                                                                                                                          | 0                                                              | 100                                                            |
| Extra Mailing Cost (for mailing notices when more than 50 are required)                                                                                                                                                                 | 0.45 each                                                      | 0.45 each                                                      |
| Tax Increment Finance (establishment of district or review of proposal, including city consultants)                                                                                                                                     | \$15,000 deposit – minimum fee plus consultants fees           | \$15,000 deposit – minimum fee plus consultants fees           |
| Planning Commission Agendas/Year (mailed)                                                                                                                                                                                               | 10.00*                                                         | 10.00*                                                         |
| Planning Commission Minutes/Year (mailed)                                                                                                                                                                                               | 15.00*                                                         | 15.00*                                                         |
| Comprehensive Plan CD                                                                                                                                                                                                                   | 20.00*                                                         | 20.00*                                                         |
| Zoning Code CD                                                                                                                                                                                                                          | 20.00*                                                         | 20.00*                                                         |

## City of Roseville 2012 Fee Schedule

|                                                          |                                                                |                                                                |
|----------------------------------------------------------|----------------------------------------------------------------|----------------------------------------------------------------|
| Research Staff Time                                      | Staff hourly rate/1.9 times per hour. \$50.00 per hour minimum | Staff hourly rate/1.9 times per hour. \$50.00 per hour minimum |
| Copying                                                  | \$.25/sheet                                                    | \$.25/sheet                                                    |
| Maps*** – 8 ½ x 11 (black and white) – existing PDF maps | No Charge*                                                     | No Charge*                                                     |
| Maps – 8 ½ x 11 (color) – existing PDF maps              | 1.00*                                                          | 1.00*                                                          |
| Maps – 11 x 17 (color) – existing PDF maps               | 2.00*                                                          | 2.00*                                                          |
| Maps – 17 x 22 (color) – existing PDF maps               | 10.00*                                                         | 10.00*                                                         |
| Maps – 22 x 34 (color) – existing PDF maps               | 20.00*                                                         | 20.00*                                                         |
| Maps – 34 x 44 (color) – existing PDF maps               | 40.00*                                                         | 40.00*                                                         |
| City Address Book (11x17)* – existing PDF maps           | 100.00 per book*                                               | 100.00 per book*                                               |

\* Free/no charge on internet city home page and available for review at library and city hall

\*\* If multiple requests (such as a subdivision, a variance, and a conditional use permit) are part of one application, City charges only for most expensive permit application

\*\*\* Maps/data that are to be created as custom requests are to be charged at a time and materials rate. (GIS Coordinator hourly rate times 1.9 multiplier)

\*\*\*\* The amount listed under the PUD, CU, and Subdivision Escrow is the minimum amount required for the application. A higher amount, as determined by the City, may be required for projects that will take a significant amount of time.

# City of Roseville 2012 Fee Schedule

## Electrical Permit Fees

- A. Minimum fee for each separate inspection of an installation, replacement, alteration or repair is limited to one inspection only:

| Current Amount | Proposed Amount |
|----------------|-----------------|
| \$ 35.00       | \$ 35.00        |

- B. Services, changes of service, temporary services, additions, alterations or repairs on either primary or secondary services shall be computed separately:

| Description                      | Current Amount | Proposed Amount |
|----------------------------------|----------------|-----------------|
| 0 to 300 amp                     | \$50.00        | \$ 50.00        |
| 301 to 400 amp                   | 58.00          | 58.00           |
| 401 to 500 amp                   | 72.00          | 72.00           |
| 501 to 600 amp                   | 86.00          | 86.00           |
| 601 to 800 amp                   | 114.00         | 114.00          |
| 801 to 1,000 amp                 | 142.00         | 142.00          |
| 1,001 to 1,100 amp               | 156.00         | 156.00          |
| 1,101 to 1,200 amp               | 170.00         | 170.00          |
| Add \$14 for each add'l 100 amps |                |                 |

- C. Circuits, installation of additions, alterations, or repairs of each circuit or sub-feeder shall be computed separately, including circuits fed from sub-feeders and including the equipment served, except as provided for in (D) through (K):

| Description                     | Current Amount | Proposed Amount |
|---------------------------------|----------------|-----------------|
| 0 to 30 amp                     | \$ 8.00        | \$ 8.00         |
| 31 to 100 amp                   | 10.00          | 10.00           |
| 101 to 200 amp                  | 15.00          | 15.00           |
| 201 to 300 amp                  | 20.00          | 20.00           |
| 301 to 400 amp                  | 25.00          | 25.00           |
| 401 to 500 amp                  | 30.00          | 30.00           |
| 501 to 600 amp                  | 35.00          | 35.00           |
| 601 to 700 amp                  | 40.00          | 40.00           |
| Add \$5 for each add'l 100 amps |                |                 |

- D. Maximum fee for single-family dwelling shall not exceed \$150.00 if not over 200-ampere capacity. This includes service, feeders, circuits, fixtures and equipment. The maximum fee provides for not more than two rough-in inspections and the final inspection per dwelling. Additional inspections are at the re-inspection rate.

## **City of Roseville 2012 Fee Schedule**

- E.** Maximum fee on an apartment building shall not exceed \$70.00 per dwelling unit. A two-unit dwelling (duplex) maximum fee per unit as per single-family dwelling.
- F.** The fee for remote control/signal circuits is \$0.75 per device.
- G.** In addition to the above fees:
  - 1) A charge of \$4.00 will be made for each street lighting standard.
  - 2) A charge of \$7.00 will be made for each traffic signal standard. Circuits originating within the standard will not be used when computing fees.
- H.** In addition to the above fees, all transformers and generators for light, heat and power shall be computed separately at \$8.00 plus \$.40 per KVA up to and including 100 KVA. 101 KVA and over at \$.30 per KVA. The maximum fee for any transformer or generator in this category is \$80.00.
- I.** In addition to the above fees, all transformers for signs and outline lighting shall be computed at \$8.00.
- J.** The fee for retro fit lighting is \$0.65 per light fixture.
- K.** In addition to the above fees, the inspection fee for each separate inspection of a swimming pool shall be computed at \$35.00. Reinforcing steel for swimming pools requires a rough-in inspection.
- L.** For the review of plans and specifications of proposed installations, there shall be a minimum fee of \$150.00 up to and including \$30,000 of electrical estimate, plus 1/10 of 1% on any amount in excess of \$30,000 to be paid by permit applicant.
- M.** When re-inspection is necessary to determine whether unsafe conditions have been corrected and such conditions are not subject to an appeal pending before any Court, a re-inspection fee of \$35.00 may be assessed in writing by the Inspector.
- N.** For inspections not covered herein, or for requested special inspections or services, the fee shall be established separately.

## **City of Roseville 2012 Fee Schedule**

- O.** For inspection of transient projects, including but not limited to, carnivals and circuses, the inspection fees shall be computed as follows:

Power supply units according to Item “B” of fee schedule. A like fee will be required on power supply units at each engagement during the season, except that a fee of \$35.00 per hour will be charged for additional time spent by the Inspector if the power supply is not ready for inspections as required by law.

Rides, Devices or Concessions: Shall be inspected at their first appearance of the season and the inspection fee shall be \$35.00 per unit.

- P.** The fee is doubled if the work starts before the permit is issued.

**EXHIBIT I-1**  
**TERMS OF EXCESS PARCEL SALE**

The City agrees to sell to Wal-Mart, pursuant to the terms and conditions set forth below, that Parcel of land described in Exhibit I-2 and depicted in Exhibit I-3 ("Excess Parcel"):

1. The City shall sell to Wal-Mart the Excess Parcel for the amount of \$69,645.00. The \$69,645.00 shall be paid to the City at the time of the delivery of the deed of conveyance by the City to Wal-Mart. The parties hereto agree to use an escrows style closing.
2. The City shall convey the Excess Parcel by Quit Claim Deed which shall be delivered to Wal-Mart at the time of recording of the Plat of Twin Lakes 2nd Addition. If the Plat is not recorded for any reason, then the City shall not be obligated to sell the Property to Wal-Mart and Wal-Mart shall have no obligation to purchase the Excess Parcel
3. Wal-Mart shall have the opportunity to obtain and review title evidence, at Wal-Mart's sole cost, and to satisfy itself as to the condition of title of the Excess Parcel prior to such conveyance. If Wal-Mart is not satisfied with the condition of title of the Excess Parcel, Wal-Mart shall have the right to elect not to purchase the Excess Parcel.
4. The Excess Parcel is being sold by the City to Wal-Mart in its "as-is," condition without any representations or warranties regarding title to, the physical condition of, or the presence of any environmental contamination on, in or upon the Excess Parcel.
5. The City shall have the right to reserve all existing utility easements currently located in or on the Excess Parcel in the Quit Claim Deed. Following conveyance of the Excess Parcel by the City to Wal-Mart, Wal-Mart shall provide the City with those easements, if any, as shown on the Plat.
6. Wal-Mart shall record the Quit Claim Deed immediately prior to the recording of the Plat.
7. Wal-Mart shall pay all state deed tax, conservation fees, recording fees, title insurance costs and title closing costs payable with respect to the conveyance of the Excess Parcel.
8. The Property is not being taxed for real estate tax purposes and to the best of the knowledge of the City there are no assessments against the Excess Parcel. Therefore, no allocation is being made with respect to real estate taxes and assessments.
9. If: a) Wal-Mart fails to acquire fee simple title to all of the property contained in the Plat of Twin Lakes 2<sup>nd</sup> Addition, or b) the Plat of Twin Lakes 2<sup>nd</sup> Addition and the Twin Lakes 2<sup>nd</sup> Addition Development Agreement are not recorded in the office of the Ramsey County Recorder, within one (1) year after the approval of the Plat by the Roseville City Council, or c) if the Twin Lakes 2<sup>nd</sup> Addition Development Agreement terminates, then the obligation of the City to sell the Excess Parcel shall terminate, the City shall thereafter no longer be obligated to sell the Excess

930 Parcel to Wal-Mart and Wal-Mart shall have no obligation to purchase the excess Parcel from  
931 the City.  
932

933 10. If this Agreement is terminated for any reason then neither the City nor Wal-Mart shall be  
934 obligated to sell or purchase the Excess Parcel.  
935

936 11. The City makes the following Disclosures regarding the Excess Parcel:  
937

- 938 1. The City certifies that the City does not know of any wells on the Excess Parcel.
- 939 2. The City does not know of a private sewer system on or serving the Excess Parcel.
- 940 3. The City is not aware of any methamphetamine production that has occurred on the  
941 Excess Parcel.
- 942 4. If airport zoning regulations affect the Excess Parcel, a copy of those airport zoning  
943 regulations as adopted can be viewed or obtained at the office of the county recorder  
944 where the Excess Parcel is located.  
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**EXHIBIT I-2**  
**EXCESS PARCEL LEGAL**

To be provided by Wal-Mart

DRAFT

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**EXHIBIT I-3**  
**EXCESS PARCEL DEPICTION**

DRAFT

**SCALE: 1 Inch = 40 Feet**

**EXTRACT OF MINUTES OF MEETING OF THE  
CITY COUNCIL OF THE CITY OF ROSEVILLE**

Pursuant to due call and notice thereof, a regular meeting of the City Council of the City of Roseville, County of Ramsey, Minnesota, was held on the 21<sup>st</sup> day of May 2012 at 6:00 p.m.

The following Members were present: \_\_\_\_\_;  
and \_\_\_\_ was absent.

Council Member \_\_\_\_\_ introduced the following resolution and moved its adoption:

**RESOLUTION NO. \_\_\_\_\_**

**A RESOLUTION APPROVING THE TWIN LAKES 2<sup>ND</sup> ADDITION PLAT AND  
ASSOCIATED DEVELOPMENT AGREEMENT (PF12-001)**

WHEREAS, a Preliminary and Final Plat application have been submitted to the City of Roseville by Wal-Mart Real Estate Business Trust pertaining to real property bounded by Cleveland Avenue, Twin Lakes Parkway, Prior Avenue and County Road C, which is legally described in **Exhibit A**, attached hereto; and

WHEREAS, the Roseville Planning Commission held the public hearing regarding the proposed PRELIMINARY PLAT on February 1, 2012, and after said public hearing the Roseville Planning Commission voted to recommend approval of the proposed PRELIMINARY PLAT based on the comments and findings of the staff report and the input from the public; and

WHEREAS, the final plat materials and a Development Agreement have been prepared and submitted to the City of Roseville pursuant to the requirements of the City of Roseville Zoning Code; and

WHEREAS, the City Council of the City of Roseville has considered the advice and recommendations of the Planning Commission regarding the effect of the proposal upon the health, safety, and general welfare of the City and has considered the further information and evidence presented to it on the matter; and

WHEREAS, Wal-Mart Real Estate Business Trust intends to purchase the entirety of the property being platted;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Roseville, Minnesota, that the PRELIMINARY AND FINAL PLAT of the subject property creating the Twin Lakes 2<sup>nd</sup> Addition plat is hereby approved, subject to the following conditions:

1. Wal-Mart Real Estate Business Trust shall acquire fee simple title to all of the real property included in the Plat.
2. Wal-Mart Real Estate Business Trust shall either dedicate on the Plat or otherwise convey all roadway, utility, drainage, and other easements required by the City.

3. The access points to enter and exit the Property being platted shall be at locations approved by the City and any other governmental entity having jurisdiction over adjacent roadways.
4. Wal-Mart Real Estate Business Trust shall install subdivision monuments as reasonably required by the Roseville Public Works Department and Ramsey County Surveyor.
5. Wal-Mart Real Estate Business Trust shall: a) obtain City Council approval of a Development Agreement pertaining to the development of the Property being platted; b) enter into and sign the Development Agreement; c) obtain the consent of all other fee owners of the Property being platted; d) and record the Plat in the office of the Ramsey County Recorder, before or at the same time as the Twin Lakes 2<sup>nd</sup> Addition Plat is recorded.
6. Wal-Mart Real Estate Business Trust shall provide the City proof that Wal-Mart Real Estate Business Trust is the fee simple owner of all of the Property included in the Plat and that there are no liens, encumbrances or other parties having an interest in the Property at the time the Plat and the Development Agreement are recorded or make other arrangements which are reasonably satisfactory to the City Attorney to assure that title to the Property following the recording of the Plat and the Development Agreement shall be as stated herein.
7. Wal-Mart Real Estate Business Trust shall pay all unpaid subdivision review escrow fees as detailed in the adopted fee schedule for the City of Roseville prior to the City releasing the Plat for recording.

The motion for the adoption of the foregoing resolution was duly seconded by Council Member \_\_\_\_\_ and upon vote being taken thereon, the following voted in favor: and \_\_\_\_\_ voted against.

WHEREUPON said resolution was declared duly passed and adopted.

***Resolution – Walmart and Twin Lakes 2<sup>nd</sup> Addition (PF12-001)***

STATE OF MINNESOTA    )  
                                          ) ss  
COUNTY OF RAMSEY     )

I, the undersigned, being the duly qualified City Manager of the City of Roseville, County of Ramsey, State of Minnesota, do hereby certify that I have carefully compared the attached and foregoing extract of minutes of a regular meeting of said City Council held on the 21<sup>st</sup> day of May 2012 with the original thereof on file in my office.

WITNESS MY HAND officially as such Manager this 21<sup>st</sup> day of May 2012.

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William J. Malinen, City Manager

(SEAL)