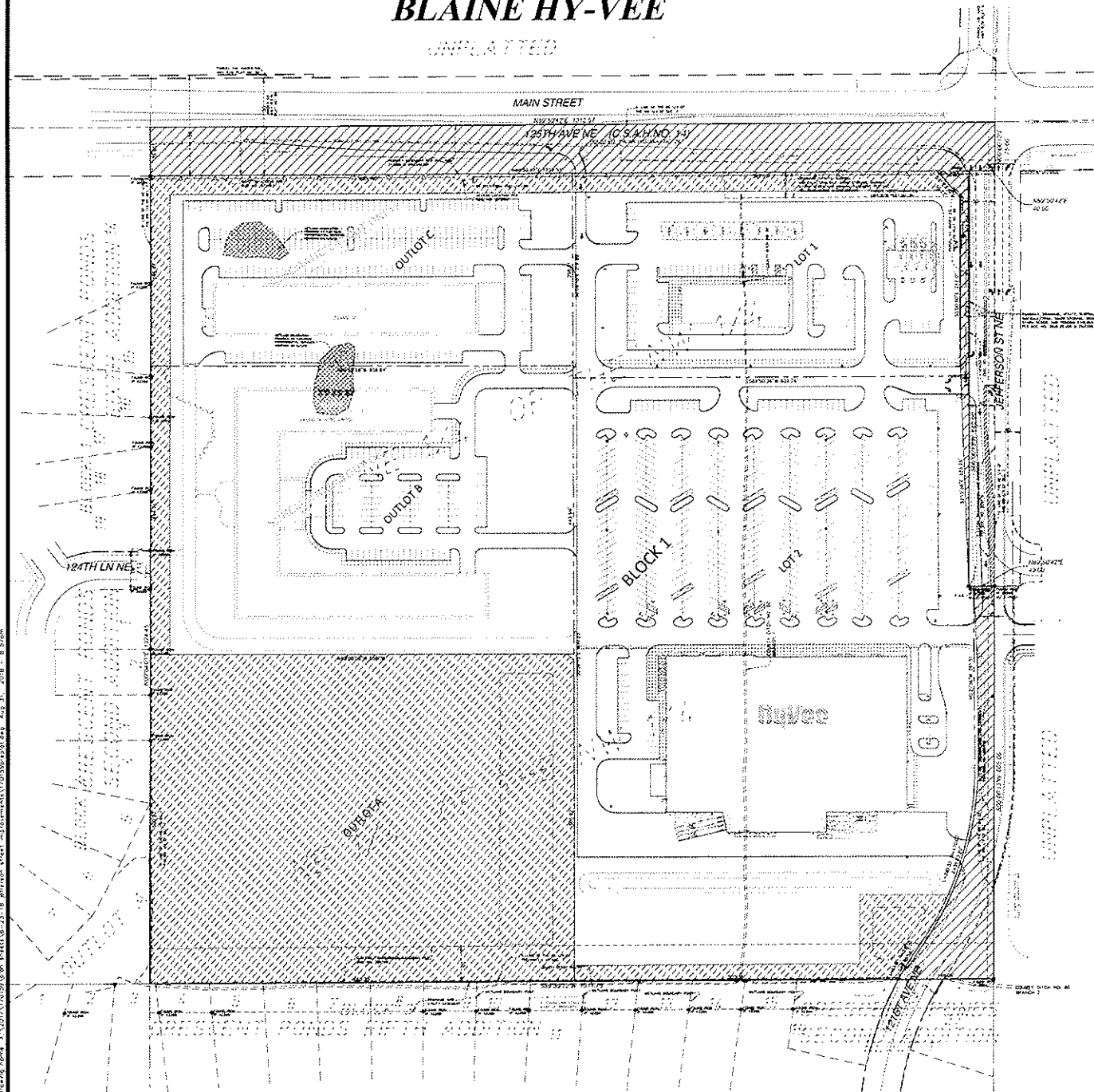








**Case File No. 18-0049**  
**Hy-Vee**

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

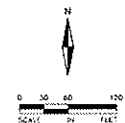


**CONCLUSIONS**

[illegible]

 EXISTING PROPERTY LINE  
 PROPOSED PROPERTY LINE  
 PROPOSED RIGHT-OF-WAY  
 EASEMENT  
 EASEMENT TO BE DESIGNATED  
 NOW TO BE DESIGNATED

FOR REVIEW ONLY  
PRELIMINARY  
NOT FOR CONSTRUCTION



**ALLIANT**  
sprinkles

33 Marquette Ave., Ste 700  
Birmingham, AL 35207  
112.758.3000 fax  
112.758.3000 fax  
[www.alliant-sprinkles.com](http://www.alliant-sprinkles.com)

**Hy-Vee.**  
EMPLOYEE OWNED

HY-VEE, INC.  
5420 AUSTIN PARKWAY  
WEST DES MOINES • IOWA 52706  
TELEPHONE (515) 281-0888  
FAX (515) 287-0888

HY-VEE  
1725H AVE N (MAIN STREET) AND JEFFERSON ST. NE  
BLAINE, MINNESOTA

---

REZONE, PRELIMINARY PLAT AND CONDITIONAL USE PERMIT

---

PRELIMINARY PLAT

I hereby certify that the given identification of report was prepared by me at which my direct supervisor and there is an a duly licensed PPS&ISSMIL (MCM&ID under my 2002 of the State of MICHIGAN

Quila mcllano, JS

**QUALITY ASSURANCE/CONTROL**

DATE \_\_\_\_\_ ISSUE \_\_\_\_\_

$t = 27 = 18 \text{ half-lives} \Rightarrow 2 \text{ days} = 48 \text{ h}$

0-29-10-287 0 County Community

[illegible]

01/01/2017	01/01/2017
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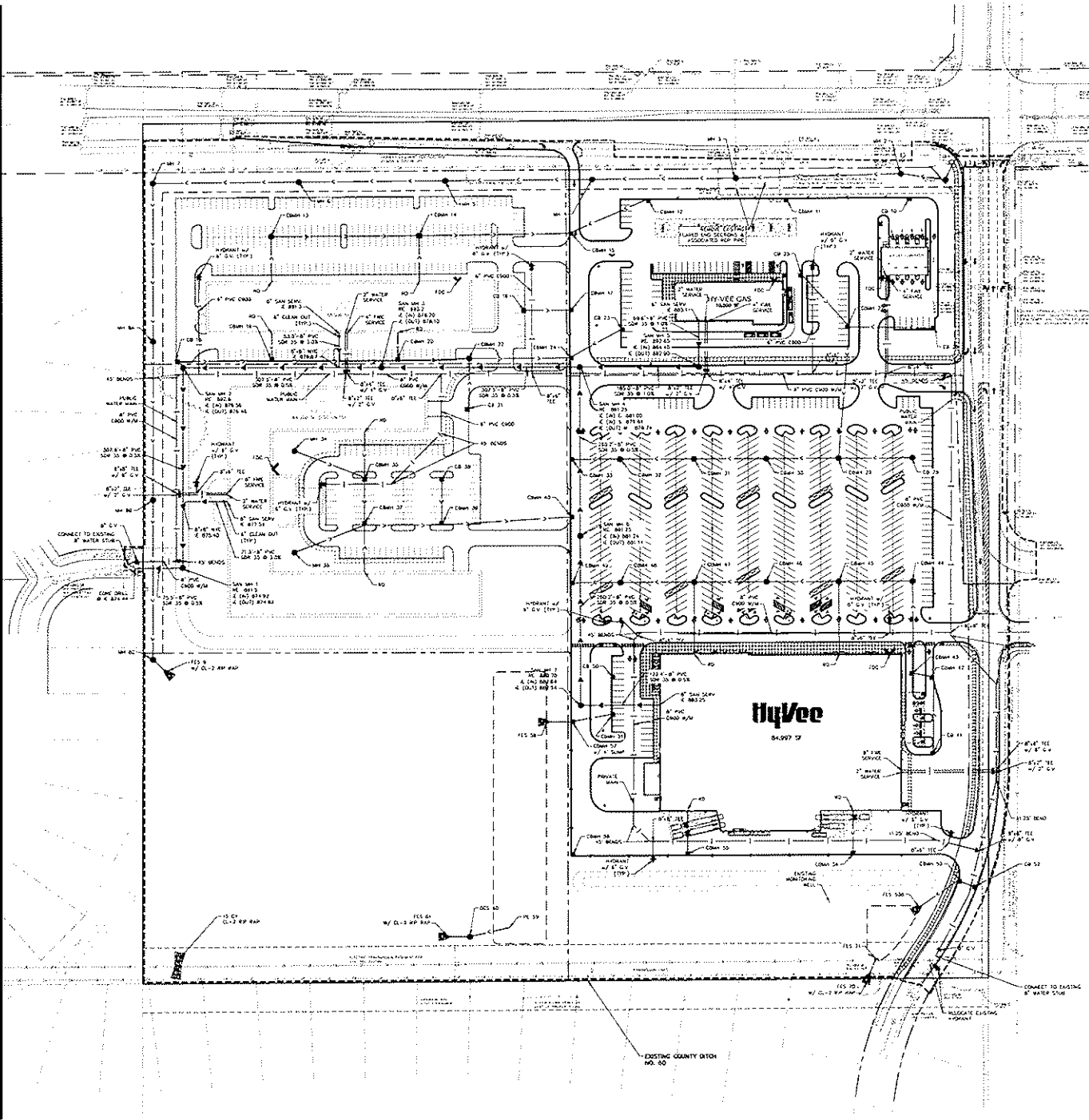
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# UTILITY NOTES:

- EXISTING UTILITIES, SERVICE LOCATIONS AND ELEVATIONS SHALL BE VERIFIED IN FIELD PRIOR TO CONSTRUCTION.
- MAINTAIN A MIN. 18" VERTICAL SEPARATION AT ALL PIPE CROSSINGS. LOWER WATERMAIN AS NECESSARY BY BENDS AND FITTINGS. WATER AND SANITARY SEWER LINES TO MAINTAIN 18" HORIZONTAL SEPARATION.
- CONTRACTOR IS RESPONSIBLE FOR ALL PERMITS PRIOR TO THE START OF CONSTRUCTION.
- PROVIDE POLYSTYRENE INSULATION FOR ALL STORM SEWER AND WATERMAIN CROSSINGS WHERE VERTICAL OR HORIZONTAL SEPARATION IS LESS THAN 3'.
- ALL UTILITY WORK WITHIN THE 40' W. SHALL COMPLY WITH THE CITY ENGINEERING GUIDELINES.
- NOTIFY GOWDER STATE ONE CALL 48 HOURS IN ADVANCE OF ANY UTILITY WORK.
- PROVIDE TEMPORARY TRAFFIC CONTROL IN CONFORMANCE WITH WISCONSIN TRAFFIC CONTROL, "ONE-LANE-STOP MANUAL" LATEST EDITION FOR ANY CONSTRUCTION WITHIN PUBLIC R.O.W.
- ALL STORM SEWER CASTINGS SHALL BE NEENAH OR APPROVED EQUAL.
- WATERMAIN, SERVICES, AND VALVES SHALL BE INSTALLED WITH MINIMUM 7.5' OF COVER.
- WATER SERVICES MAY BE PLACED IN SAME TRENCH AS SEWER SERVICES PROVIDED THAT A 24" VERTICAL & A 36" HORIZONTAL SEPARATION ARE MAINTAINED.
- ALL 6" AND 8" WATERMAIN SHALL BE PVC C900.
- PIPE LENGTHS LISTED IN SCHEDULE ARE MEASURED FROM CENTER TO CENTER OF SHOWN STRUCTURES.
- ROOF DRAIN (RD) TO BE CONSTRUCTED PER ARCHITECTURAL PLANS. CONTRACTOR TO BE RESPONSIBLE TO PROVIDE STORMSEWER MANHOLES.
- HYDRANT GATE VALVES SHALL NOT BE PLACED IN THE CURB.
- ALL SANITARY SEWER MANHOLES SHALL BE 48" DIAMETER W/ NEENAH R-1642 CASTINGS (OR APPROVED EQUAL) SEE DETAIL SHEET.

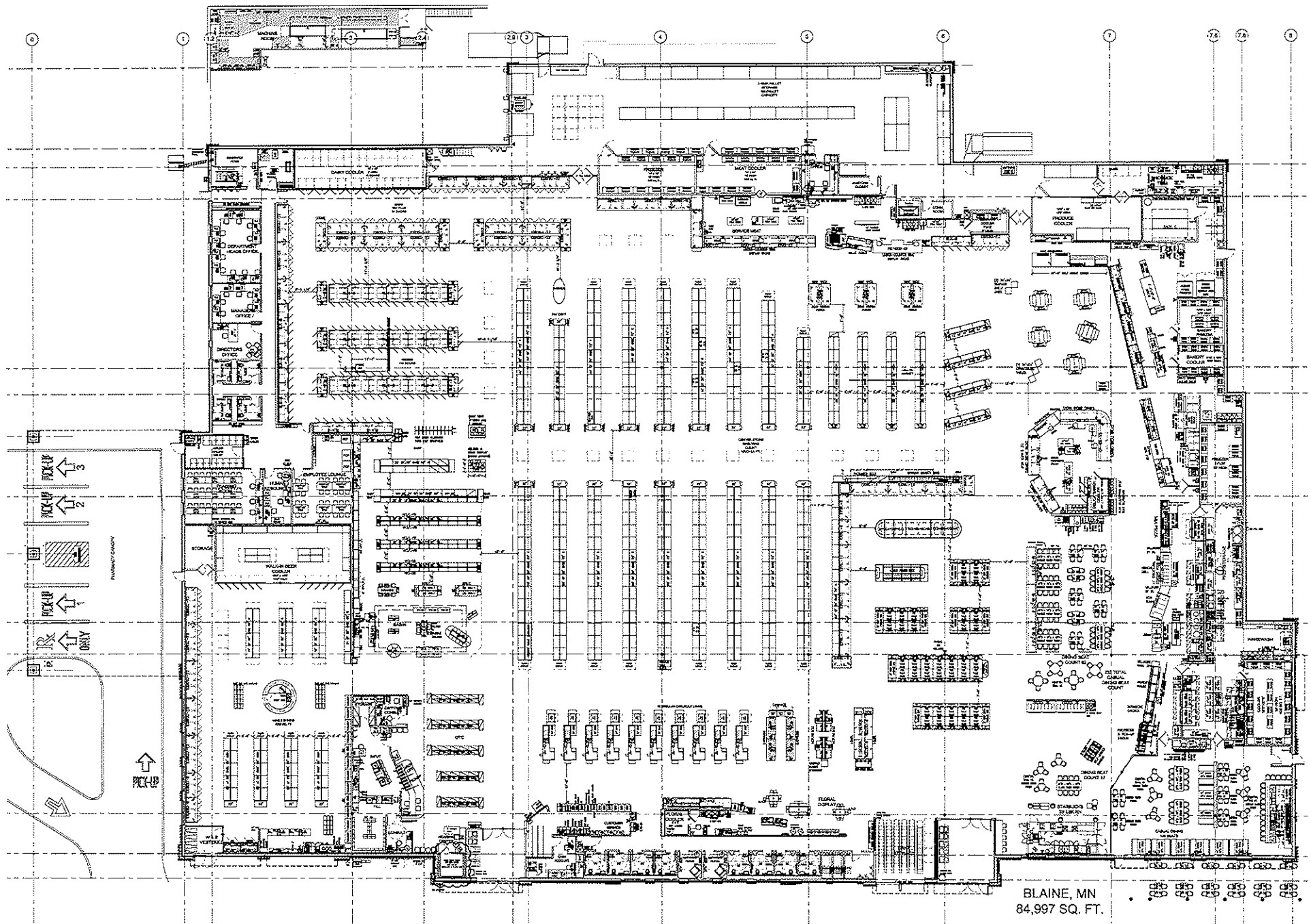
## STORMSEWER SCHEDULE:

NO.	DATE	DESCRIPTION	MANHOLE	PIPE	LENGTH	ELEVATION	REMARKS
1	08/21/2018	STORMSEWER	1	12"	100'	100.00	100.00
2	08/21/2018	STORMSEWER	2	12"	100'	100.00	100.00
3	08/21/2018	STORMSEWER	3	12"	100'	100.00	100.00
4	08/21/2018	STORMSEWER	4	12"	100'	100.00	100.00
5	08/21/2018	STORMSEWER	5	12"	100'	100.00	100.00
6	08/21/2018	STORMSEWER	6	12"	100'	100.00	100.00
7	08/21/2018	STORMSEWER	7	12"	100'	100.00	100.00
8	08/21/2018	STORMSEWER	8	12"	100'	100.00	100.00
9	08/21/2018	STORMSEWER	9	12"	100'	100.00	100.00
10	08/21/2018	STORMSEWER	10	12"	100'	100.00	100.00
11	08/21/2018	STORMSEWER	11	12"	100'	100.00	100.00
12	08/21/2018	STORMSEWER	12	12"	100'	100.00	100.00
13	08/21/2018	STORMSEWER	13	12"	100'	100.00	100.00
14	08/21/2018	STORMSEWER	14	12"	100'	100.00	100.00
15	08/21/2018	STORMSEWER	15	12"	100'	100.00	100.00
16	08/21/2018	STORMSEWER	16	12"	100'	100.00	100.00
17	08/21/2018	STORMSEWER	17	12"	100'	100.00	100.00
18	08/21/2018	STORMSEWER	18	12"	100'	100.00	100.00
19	08/21/2018	STORMSEWER	19	12"	100'	100.00	100.00
20	08/21/2018	STORMSEWER	20	12"	100'	100.00	100.00
21	08/21/2018	STORMSEWER	21	12"	100'	100.00	100.00
22	08/21/2018	STORMSEWER	22	12"	100'	100.00	100.00
23	08/21/2018	STORMSEWER	23	12"	100'	100.00	100.00
24	08/21/2018	STORMSEWER	24	12"	100'	100.00	100.00
25	08/21/2018	STORMSEWER	25	12"	100'	100.00	100.00
26	08/21/2018	STORMSEWER	26	12"	100'	100.00	100.00
27	08/21/2018	STORMSEWER	27	12"	100'	100.00	100.00
28	08/21/2018	STORMSEWER	28	12"	100'	100.00	100.00
29	08/21/2018	STORMSEWER	29	12"	100'	100.00	100.00
30	08/21/2018	STORMSEWER	30	12"	100'	100.00	100.00
31	08/21/2018	STORMSEWER	31	12"	100'	100.00	100.00
32	08/21/2018	STORMSEWER	32	12"	100'	100.00	100.00
33	08/21/2018	STORMSEWER	33	12"	100'	100.00	100.00
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41	08/21/2018	STORMSEWER	41	12"	100'	100.00	100.00
42	08/21/2018	STORMSEWER	42	12"	100'	100.00	100.00
43	08/21/2018	STORMSEWER	43	12"	100'	100.00	100.00
44	08/21/2018	STORMSEWER	44	12"	100'	100.00	100.00
45	08/21/2018	STORMSEWER	45	12"	100'	100.00	100.00
46	08/21/2018	STORMSEWER	46	12"	100'	100.00	100.00
47	08/21/2018	STORMSEWER	47	12"	100'	100.00	100.00
48	08/21/2018	STORMSEWER	48	12"	100'	100.00	100.00
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62	08/21/2018	STORMSEWER	62	12"	100'	100.00	100.00
63	08/21/2018	STORMSEWER	63	12"	100'	100.00	100.00
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65	08/21/2018	STORMSEWER	65	12"	100'	100.00	100.00
66	08/21/2018	STORMSEWER	66	12"	100'	100.00	100.00
67	08/21/2018	STORMSEWER	67	12"	100'	100.00	100.00
68	08/21/2018	STORMSEWER	68	12"	100'	100.00	100.00
69	08/21/2018	STORMSEWER	69	12"	100'	100.00	100.00
70	08/21/2018	STORMSEWER	70	12"	100'	100.00	100.00
71	08/21/2018	STORMSEWER	71	12"	100'	100.00	100.00
72	08/21/2018	STORMSEWER	72	12"	100'	100.00	100.00
73	08/21/2018	STORMSEWER	73	12"	100'	100.00	100.00
74	08/21/2018	STORMSEWER	74	12"	100'	100.00	100.00
75	08/21/2018	STORMSEWER	75	12"	100'	100.00	100.00
76	08/21/2018	STORMSEWER	76	12"	100'	100.00	100.00
77	08/21/2018	STORMSEWER	77	12"	100'	100.00	100.00
78	08/21/2018	STORMSEWER	78	12"	100'	100.00	100.00
79	08/21/2018	STORMSEWER	79	12"	100'	100.00	100.00
80	08/21/2018	STORMSEWER	80	12"	100'	100.00	100.00
81	08/21/2018	STORMSEWER	81	12"	100'	100.00	100.00
82	08/21/2018	STORMSEWER	82	12"	100'	100.00	100.00
83	08/21/2018	STORMSEWER	83	12"	100'	100.00	100.00
84	08/21/2018	STORMSEWER	84	12"	100'	100.00	100.00
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96	08/21/2018	STORMSEWER	96	12"	100'	100.00	100.00
97	08/21/2018	STORMSEWER	97	12"	100'	100.00	100.00
98	08/21/2018	STORMSEWER	98	12"	100'	100.00	100.00
99	08/21/2018	STORMSEWER	99	12"	100'	100.00	100.00
100	08/21/2018	STORMSEWER	100	12"	100'	100.00	100.00

## UTILITY LEGEND:

- PROPOSED STORM SEWER
- PROPOSED SANITARY SEWER
- PROPOSED WATERMAIN
- PROPOSED STORM CATCH BASIN/MANHOLE
- PROPOSED SANITARY MANHOLE
- PROPOSED BUTTERFLY GATE VALVE
- PROPOSED VOLTAGE REGULATOR VALVE
- PROPOSED HYDRANT
- PROPOSED BUMPUP (REFER TO DETAIL FOR QUANTITIES)
- EXISTING GATE VALVE
- EXISTING HYDRANT
- EXISTING WATERMAIN
- EXISTING STORM DRAIN
- EXISTING STORM MANHOLE
- EXISTING STORM SEWER
-





BLAINE, MN  
84,997 SQ. FT.





SCALE: 1/8" = 1'-0"

$$-\frac{EL}{2} - \frac{Q}{2} \bullet$$

2 SCALE: 1/8" = 1'-0"



SCALE: N.T.S.



3 SCALE: 1/8" = 1'-0"

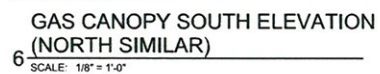






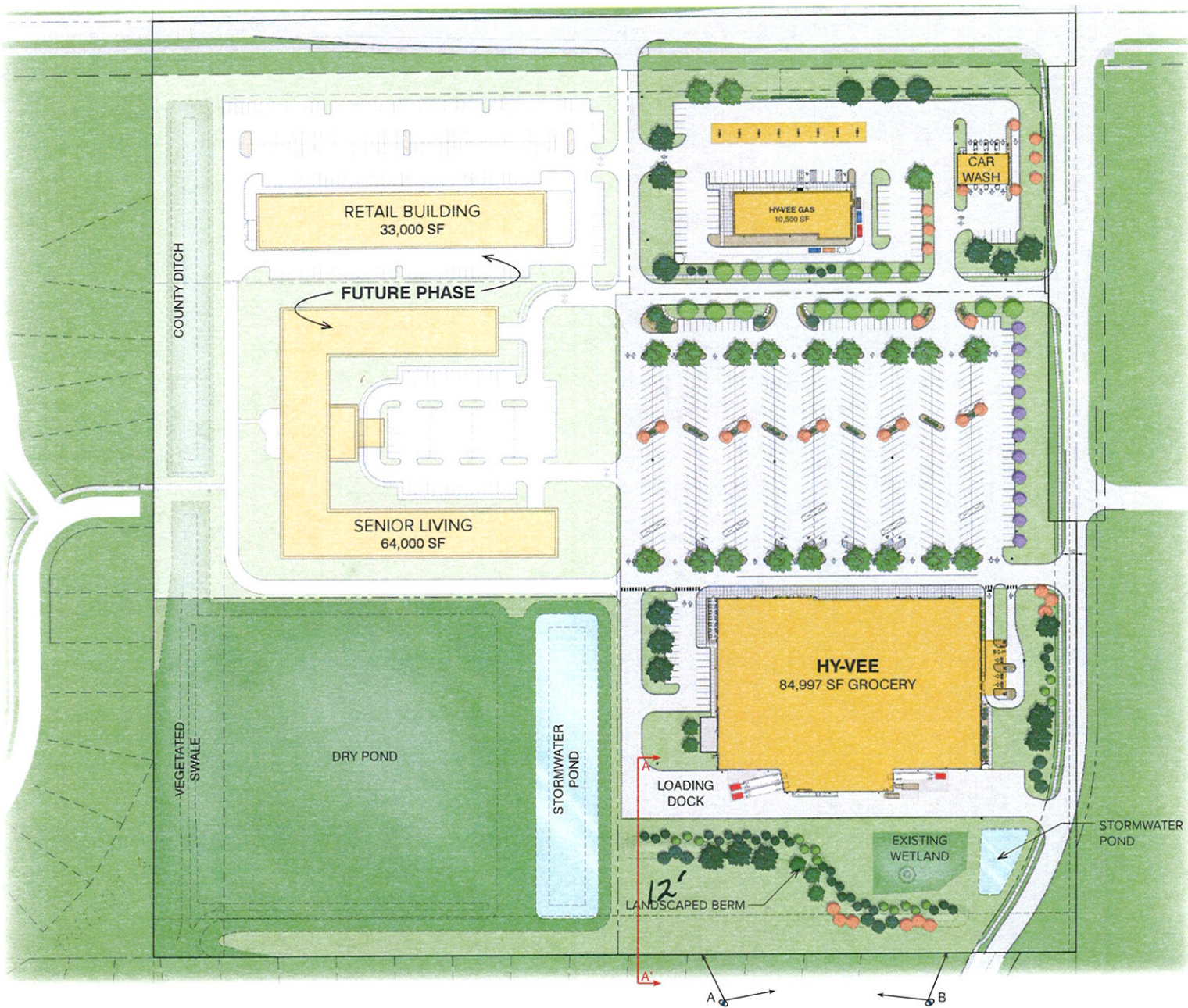


- |   |   |
|---|---|
| <p><b>MASONRY UNITS:</b></p> <p>① BRICK<br/>SIZ: LUTHERY<br/>BOND: NO RUNNING</p> | <p><b>GLASS &amp; GLAZING</b></p> <p>① 1" CLEAR VISION GLAZING, TEMPERED AND INSULATED</p>                                    |
| <p><b>INSULATED METAL PANEL:</b></p> <p>② PREFINISHED METAL WALL PANELS</p>       | <p><b>METAL FLASHINGS:</b></p> <p>③ PREFINISHED METAL WALL COPING / CAP</p> <p>④ PREFINISHED METAL WINDOW TRIM / FLASHING</p> |



DESIGNED TJW	DRAWN MAY 2018
CHECKED As indicated	DATE PLOTTED 4/18/4/22
SHEET	
A6.0	





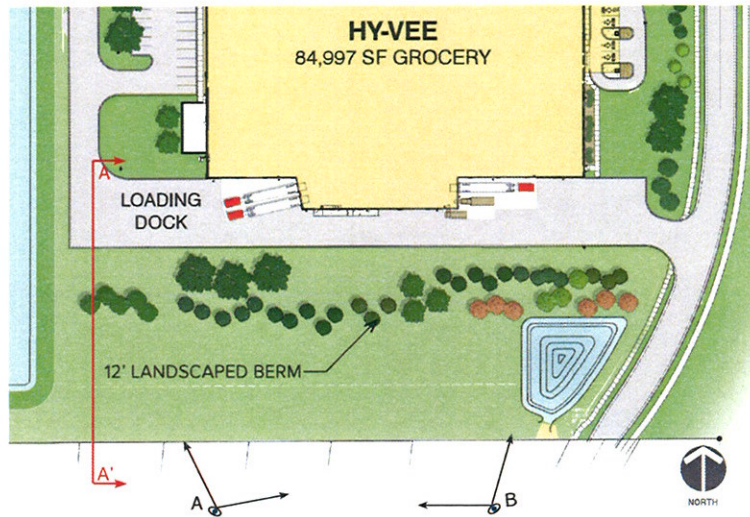
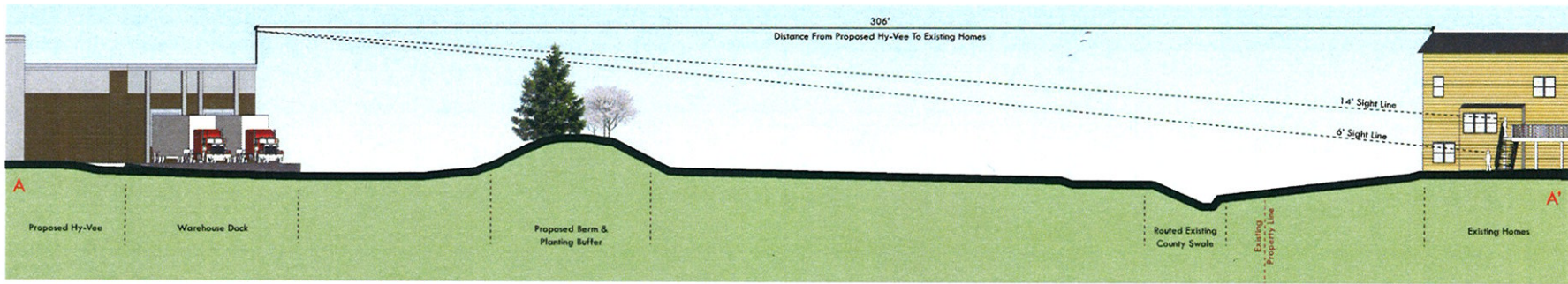
**HyVee**  
EMPLOYEE OWNED

## ILLUSTRATIVE PLAN

210 125th AVENUE NE  
BLAINE, MINNESOTA







**HyVee**  
EMPLOYEE OWNED

## WEST SECTION ELEVATION

210 125th AVENUE NE  
BLAINE, MINNESOTA







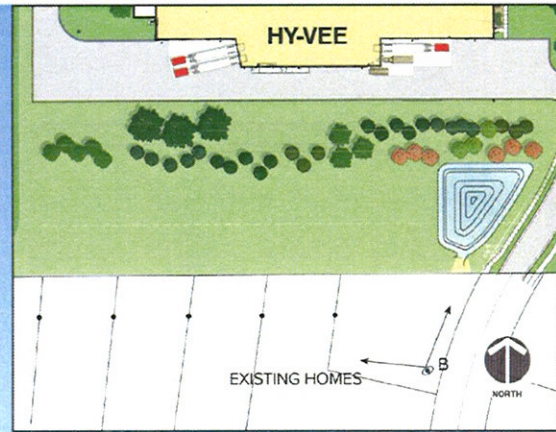
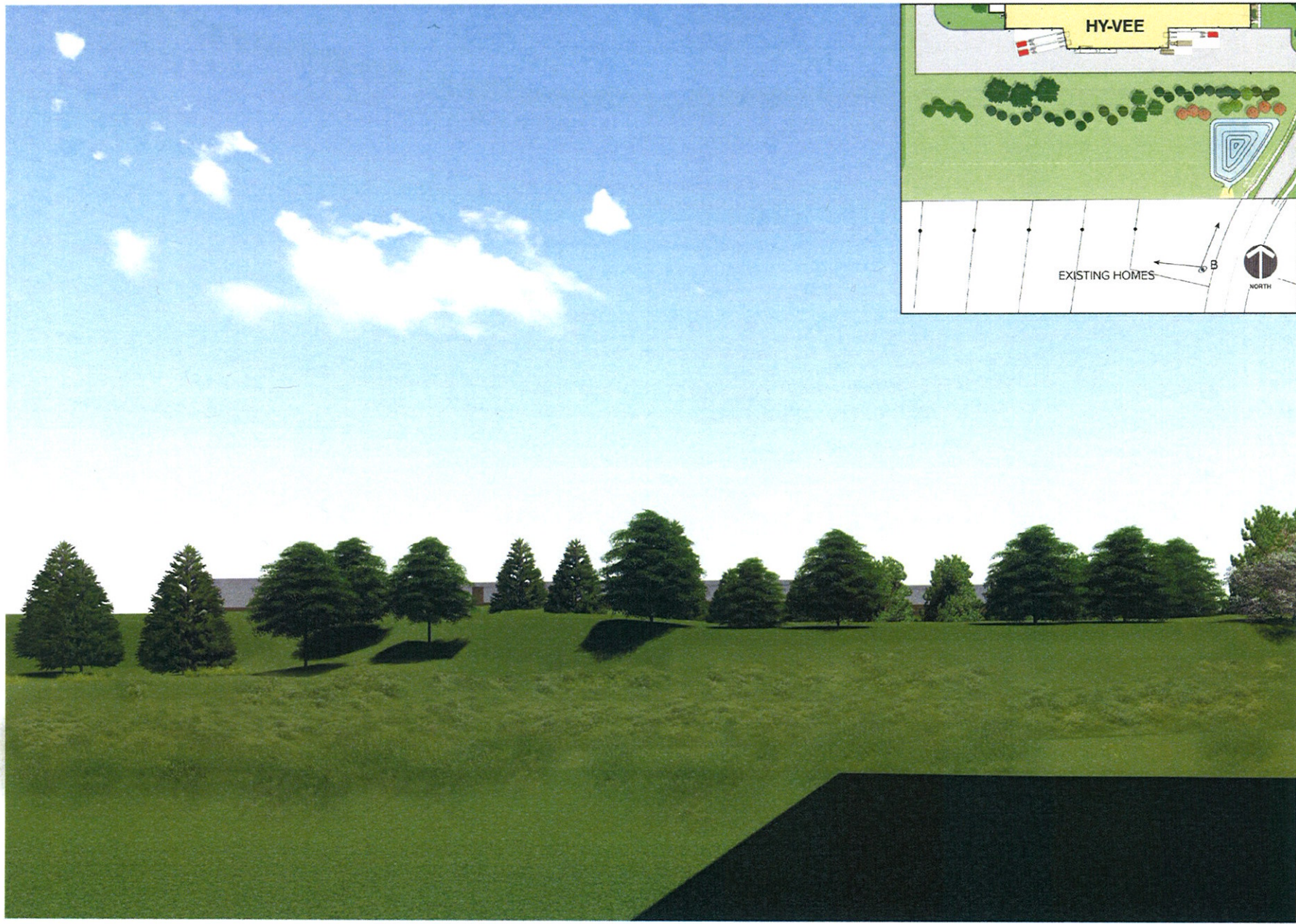
**HyVee**  
EMPLOYEE OWNED

EXISTING HOME PERSPECTIVE A

210 125th AVENUE NE  
BLAINE, MINNESOTA

 **ALLIANT**





**HyVee**  
EMPLOYEE OWNED

EXISTING HOME PERSPECTIVE B

210 125th AVENUE NE  
BLAINE, MINNESOTA



## **7.0 Site Plan/Access Review**

A review of the proposed site plan was completed to identify any issues and recommend potential improvements regarding vehicle ingress/egress, internal traffic circulation/parking layout, and pedestrian/bicycle connectivity. The following recommendations should be considered:

- Consider relocating the existing Roosevelt Middle School driveway along Jefferson Street to align with the Central or South Access of the proposed development. Realignment will avoid potentially problematic, closely-spaced offset T-intersections.
  - Coordination between Hy-Vee, the City of Blaine, and the Anoka-Hennepin School District should be considered to best address access spacing and existing school dismissal queueing concerns along Jefferson Street.
- The North Access intersection is currently proposed on the Jefferson Street taper from a 4-lane divided section to a two-lane undivided section. To provide a smoother southbound right-turn maneuver, maintaining a southbound tangent section along Jefferson Street through the North Access intersection should be considered.
- To minimize the potential for significant eastbound (outbound) queueing at the North and Central Access intersections with Jefferson Street, it should be considered to provide both an eastbound left- and right-turn lane on these driveways.
- Align driveways to directly oppose one another along internal roadways to the extent possible.
- Consider eliminating the southern internal driveway between the proposed senior living facility and the Hy-Vee supermarket parking lot.
  - Eliminating this driveway will minimize the potential for senior living facility residents/guests to unnecessarily route vehicles through the Hy-Vee supermarket parking lot, which consequently could reduce the number of vehicle/pedestrian conflicts in the Hy-Vee supermarket parking lot.
- Limit parking stalls near external/internal accesses to minimize potential vehicle conflicts.
- Truck turning movements should be reviewed to ensure that heavy trucks have adequate accommodations to negotiate internal roadways, especially movements required near loading docks for each land use and fuel tanks for the convenience store.
- Minimize potential conflicts between pedestrians/bicyclists/vehicles by providing direct connections between the development and external sidewalks/paths to the extent possible.

- The location of the proposed eastbound CSAH 14 right-in/right-out access (West Access) with respect to adjacent intersections does not meet Anoka County access spacing guidelines for a 50-mph principal arterial roadway.
  - Though the location of the proposed West Access does not meet access spacing guidelines, it should be noted that right-in/right-out access represents a significantly safer intersection compared to a traditional 4-leg, full-access intersection. A right-in/right-out intersection has two (2) conflict points compared to 32 conflict points at a traditional 4-leg, full-access intersection.
    - The proposed eastbound CSAH 14 right-in/right-out access (West Access) and the proposed development would be expected to introduce a limited number of eastbound to westbound U-turn maneuvers at the CSAH 14/Jefferson Street intersection. However, the intersection is currently well suited to accommodate mainline U-turns, as the eastbound/westbound left-turn movements have protected only signal phasing and should not conflict with opposing through movements.
  - The West Access could alternatively be installed as a right-in only access, which would have no impact on eastbound CSAH 14 operations assuming the installation of an appropriate length dedicated right-turn lane. The northbound approach of the CSAH 14/Jefferson Street intersection is expected to be able to accommodate the redistributed outbound traffic volumes with appropriate signal timing improvements. Scenarios in which the proposed right-in/right-out West Access is modified to a right-in only access or completely eliminated were modeled in an attempt to illustrate the operational differences with/without the eastbound CSAH 14 access. Results of this analysis shown in **Table 15** indicate that only minor increases in delay would be expected at the CSAH 14/Jefferson Street intersection without the proposed right-in/right-out access. However, it should be noted that the proposed West Access would be expected to take pressure off Jefferson Street during the heavy Roosevelt Middle School p.m. peak dismissal time.

**Table 15 – West Access Sensitivity Analysis**

Intersection	Analysis Conditions	Access Scenario <sup>(1)</sup>	PM Peak Hour <sup>(2)</sup>							
			Eastbound Right-Turn		Northbound Left-Turn		Northbound Through		Northbound Right-Turn	
			LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
CSAH 14 @ Jefferson Street	Year 2020 Build	With RIRO West Access	A	0.1 s	E	57.3 s	E	58.8 s	B	14.7 s
		With RI Only West Access	A	0.1 s	E	60.2 s	E	60.9 s	B	17.4 s
		Without RIRO West Access	A	2.5 s	E	60.2 s	E	60.9 s	B	17.4 s

(1) RIRO = Right-in/Right-out. RI = Right-in

(2) Results from Synchro



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## 8.0 Recommendations

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The following study recommendations are offered for consideration:

- Under existing/no build conditions, the following improvements are suggested:
  - CSAH 14 Corridor Signal Timing:
    - Consider optimizing signal timing along the CSAH 14 corridor. An improvement in mainline CSAH 14 traffic flow is expected.
    - Implement protective/permissive (flashing yellow arrow) left-turn phasing for intersection approaches as fitting.
  - CSAH 14/CSAH 51 Intersection:
    - Consider implementing a right-turn overlap signal phase to provide additional green time for the heavy northbound right-turn movement.
    - In conjunction with implementation of northbound right-turn overlap signal phasing, install “No U-turn” signs for the westbound left-turn movement to minimize potential vehicle conflicts.
  - CSAH 14/Jefferson Street Intersection:
    - Consider making signal timing adjustments to reflect redistributed traffic volumes resulting from the planned connection with 121st Avenue and the functional classification change of the Jefferson Street south leg to a collector roadway.
- Under build conditions, the following improvements are suggested:
  - CSAH 14/CSAH 51 Intersection:
    - Consider making signal timing adjustments (splits/offset and sequence as appropriate) to reflect modified traffic volumes resulting from construction of the proposed development. Existing intersection geometry has sufficient capacity to accommodate future traffic volumes with signal timing improvements.
- Recommendations related to proposed development vehicle ingress/egress, internal traffic circulation/parking layout, and pedestrian/bicycle connectivity are listed in **Section 7.0: Site Plan/Access Review**.

## Johnson, Lori

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**From:** Determan, Lisa (BWIS-MPLS) <Lisa.Determan@bwpackagingsystems.com>  
**Sent:** Friday, August 31, 2018 9:44 AM  
**To:** Johnson, Lori; bschafer@blainmn.gov  
**Subject:** Traffic on 121st Ave NE in Blaine as it pertains to the new Hy Vee

Good morning, Lori and Brian.

My name is Lisa and I live on the corner of 7<sup>th</sup> Street NE and 121<sup>st</sup> Ave NE in Blaine. I've recently been made aware of some changes that are being considered in our neighborhood and I'm greatly concerned! I have been aware for some time that a new Hy Vee store could potentially go in across from Roosevelt Middle School. That in and of itself is of great concern to me, but the reason for my letter at this time is to address the added traffic that we're going to see on 121<sup>st</sup> Ave if this deal goes through.

Currently, we have a lot of issues on 121<sup>st</sup> Ave. There is a walkway from Happy Acres park to our street and during the summer months, there is much additional traffic on our street for that purpose. People park on 121<sup>st</sup> Ave near the walkway thus creating difficulties already for those of us who live in the neighborhood to use the street that takes us to our homes. During these sporting events, when people are using the on street parking, the already narrow road becomes almost unusable. At best, it becomes a one-way, very tight thoroughfare. God forbid there's ever an emergency that happens in the neighborhood during that time! There's no way a fire truck, for example, could get through there on a baseball night. This already puts our neighborhood's safety in jeopardy.

Second, the traffic coming into our neighborhood already from 121<sup>st</sup> and turning right onto 7<sup>th</sup> Street into the old/established part of the neighborhood is already VERY heavy! The people who use 7<sup>th</sup> Street to like that drive very fast around that corner and it's already a very dangerous part of the community. In fact, I've been wishing to ask the city to put in speed bumps or something to slow some of that traffic down at times. It's already out of control.

My concern, if the Hy Vee deal goes through and 12<sup>st</sup> Ave is opened up to gain access to that store, the already huge amount of traffic on that road is going to increase substantially! I'm begging you to please reconsider this option! Extending this road to offer this kind of community thoroughfare is going to make our neighborhood increasingly dangerous. Our kids have to stand on street corners on 121<sup>st</sup> Ave to pick up their school buses in the morning. With the additional traffic – potentially 1 car passing every 15 seconds, this puts our children in danger as they walk to and from their bus stops and stand and wait on street corners for their buses. How are little elementary school aged children expected to navigate crossing this busy road (where there are no crosswalks) with all this additional traffic? Many of them are already fearful with the amount of traffic we currently have in this area!

We purchased homes in this neighborhood for the reason that it's a nice, safe area where kids can play outside and we can sit outside on our decks and patios and enjoy a relative amount of peace and quiet. We feel safe here now. With the coming of the new store, along with extending the road and bringing in more traffic, more noise, and likely more crime, it's no longer going to be an enjoyable / safe place for us to live. I'm begging you to please re-consider extending this street. I'd also like to beg you to please not allow this store to go in so close to our Middle School, but that's for another message.

Thank you for your time.

Lisa Determan  
12101 7<sup>th</sup> Street NE  
Blaine, MN 55434

**Lisa Determan**  
Sales Coordinator



BW Integrated Systems  
315 27th Avenue NE | Minneapolis, MN 55418  
+1 (612) 782-1253 x 8101253  
[Lisa.Determan@bwpackagingsystems.com](mailto:Lisa.Determan@bwpackagingsystems.com)  
[bwintegratedsystems.com](http://bwintegratedsystems.com)



**Robinson, Patricia**

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**From:** Aalok Gautam <aalokdg@gmail.com>  
**Sent:** Saturday, September 01, 2018 9:06 PM  
**To:** Robinson, Patricia  
**Subject:** Hy-Vee Development

Greetings

My name is Aalok Gautam - Resident at 12349 3rd St NE, Blaine.

Thank you for sending planning meeting invitation. I will not able to attend it due my prior obligations.

However I do have few concerns which should be addressed by City :-

- 1 - What is impact on residential streets of Crescent Ponds neighborhood due to increase traffic due to new development?
- 2 - What is impact on neighborhood due to traffic noise pollution?
- 3 - What is impact on neighborhood due to large delivery truck traffic?
- 4 - What is impact on gasoline pollution on neighborhood?
- 5 - What is impact on our kids' safety due to this increased traffic?
- 6 - What is Plan for parking for Happy Acre Park families who park on street?

I would suggest that until all above studies have been performed, City must not approve this development.

Feel free to contact me, if you require additional information.

Thank you for your time.

Aalok Gautam



## Johnson, Lori

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**From:** Sorensen, Cathy  
**Sent:** Tuesday, September 4, 2018 8:30 AM  
**To:** Schafer, Bryan; Kaye, Shawn; Johnson, Lori; Schluender, Daniel; Podany, Brian  
**Subject:** FW: Hy-Vee Project - 125th and Jefferson



### Cathy Sorensen, CMC

City Clerk

#### City of Blaine

City Clerk's Office

10801 Town Square Drive NE, Blaine MN 55449

p: 763-785-6124 m: 763-478-7282 f: 763-785-6191

[BlaineMN.gov](http://BlaineMN.gov)

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**From:** King, Jason  
**Sent:** Sunday, September 2, 2018 3:17 PM  
**To:** Kari Schuster <[kari.jo.schuster@gmail.com](mailto:kari.jo.schuster@gmail.com)>  
**Cc:** Sorensen, Cathy <[csorensen@blainemn.gov](mailto:csorensen@blainemn.gov)>; Arneson, Clark <[CArneson@blainemn.gov](mailto:CArneson@blainemn.gov)>  
**Subject:** Re: Hy-Vee Project - 125th and Jefferson

I am copying staff on this so it's part of the record when the item comes up.

Jason King  
Blaine City Council, Ward 3  
[Jking@blainemn.gov](mailto:Jking@blainemn.gov)  
763-360-5266 m

On Sep 2, 2018, at 2:42 PM, Kari Schuster <[kari.jo.schuster@gmail.com](mailto:kari.jo.schuster@gmail.com)> wrote:

Hello Mayor Ryan and members of Blaine's City Council,

I am contacting you on behalf of my neighborhood, Crescent Ponds, in regards to the proposed Hy-Vee in the open lot next to Roosevelt Middle School.

My neighbors and I are very concerned about the traffic this project will bring to our neighborhood, particularly with the completion of Jefferson.

121st is not designed to handle the amount of traffic that is sure to follow this project. There will be safety concerns for drivers, pedestrians, and all the neighborhood children (as well as those who attend Roosevelt).

I realize the city always planned to finish this road, however, zoning has changed a number of times with this lot. I do not think the street was designed with the thought of commercial traffic.

I know you are very busy professionals who admirably volunteer your time to do your part to better our city. There are so many great things about Blaine! There are also a lot of things to consider with these projects, and it can be hard to recall specific locations from memory. I kindly request 3 things from you:

1. Come into our neighborhood to see for yourself the design of the road. 121st is narrow and curvy, with a sidewalk on only 1 side of the street. Lots are not large enough to widen the street. If you come on a nice evening or weekend afternoon, you will see a great deal of kids outside playing and enjoying their neighborhood. I fear this project will make it dangerous for our kids to play outside due to the amount of traffic.

2. Read my email (below), written to Laurie Johnson, for more information specific to this project.

3. Go onto the Next Door site and see the post in "Crescent Ponds" from Mike Dahl titled "Tremendous Traffic increase to 121st Ave unless you speak up." (I would post the link directly to the forum but I cannot figure out how, I am sorry!) on this post you can see how my neighbors feel about this project and how it will impact our community.

Thank you for your time and your service to our City. I appreciate you considering my perspective.

Kari Schuster  
532 121st Ave NE

----- Forwarded message -----

From: **Kari Schuster** <[kari.jo.schuster@gmail.com](mailto:kari.jo.schuster@gmail.com)>  
Date: Tue, Aug 28, 2018 at 8:23 AM  
Subject: Hy-Vee Project - 125th and Jefferson  
To: [ljohnson@blainemn.gov](mailto:ljohnson@blainemn.gov) <[ljohnson@blainemn.gov](mailto:ljohnson@blainemn.gov)>

Good Morning Laurie,

I am a resident of Crescent Ponds in Blaine, and last night we were invited to attend a neighborhood meeting at City Hall regarding the pending Hy-Vee project. Our neighbors expressed a lot of concerns, specifically about the increase in traffic in our neighborhood and surrounding schools (Roosevelt, Blaine High School and Johnsville), as well as safety, noise, sound, etc.

At the meeting, the gentlemen presenting continued to redirect us to speak with the City about our concerns, and specifically said we should reach out to you. I apologize if this is incorrect information.

I realize Jefferson was always planned to be finished (to 125<sup>th</sup>), but this is most concerning for this project. When we purchased our house, that lot was zoned for medium-density residential. I did attend the city planning committee meeting where they discussed re-zoning to advocate against the change in zoning, but was not successful.

121<sup>st</sup> is too narrow of a street to handle the amount of traffic that will be brought because of this project. That alone is a safety concern. They project 4 cars a minute will be driving on 121<sup>st</sup> and Jefferson once this project is completed. If there is a car parked in the street, two cars cannot drive through the street at the same time going opposite directions. Of course the bigger concern is the safety of the hundreds of children that live in our neighborhood. Busses pick up and drop off on 121<sup>st</sup>, which means kids walk to and from the bus stop every day. There are only sidewalks on 1 side of the street, and therefore they would need to cross. With 4 cars a minute projected on this street, and no stop light or cross walk, on a curvy street (121<sup>st</sup> curves until 122<sup>nd</sup>), I cannot imagine 50+ kids safely crossing the street every day. In addition, part of this plan is a walking path to Roosevelt from our neighborhood. Again, there are only sidewalks on 1 side of the street. Kids will have to cross near Hy- Vee. With trucks loading and pulling out, and people rushing in and out to get groceries, gas, etc. it will be quite dangerous. This is really poor planning.

I really would like the city to consider not connecting Jefferson for this project. I know that has always been the city's plan, but if the city would have planned appropriately, 121<sup>st</sup> would have been as wide in Blaine as it is in Coon Rapids. Because of this poor planning, this project is a danger to our community. There has to be a safer alternative.

From what I understand, there will also be no sound-barrier wall between our neighborhood and the Hy-Vee. This store will receive deliveries around the clock - it's only going to be 306 feet away from my neighbor's property line. People who live on 122<sup>nd</sup> are concerned about bright lights, a lot of noise, and of course traffic.

I realize that there are pros to this project – this will bring jobs to our city and allow residents more options for grocery – these are good things. I just really urge you to consider safety and traffic. This city has a history of not planning for as much traffic as we have – can we please try to do a better job this time?

I love our neighborhood and I love that my kids can play outside with other kids. That's what childhood should be like. This project, as planned, will change everything.

Thank you for your consideration.

Kari Schuster

532 121s Ave NE

Blaine, MN 55434

Sent from Mail for Windows 10



**Robinson, Patricia**

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**From:** ALAN GRABER <AMSCGraber@msn.com>  
**Sent:** Monday, September 03, 2018 8:35 AM  
**To:** Robinson, Patricia  
**Subject:** Proposed Hy-Vee project on 125th and Jefferson

Hello,

I understand (via Nextdoor) that there is a proposed Hy-Vee project in Blaine by Roosevelt Middle School. While I am not opposed to the project, I want to bring attention to the added danger for students of both Blaine HS and Roosevelt (and people in general) due to higher traffic volume. I believe that part of the project should include at least one pedestrian bridge over 125th that would offer a safe option to cross the street. We all know that drivers are increasingly impatient and distracted and do not always look for or yield to pedestrians in the crosswalk.

Thank you for considering this option to help keep the children safe.

Kindly,  
Michelle Graber  
Blaine resident

## Robinson, Patricia

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**From:** Troy & Tina Schesso <ttasiwschesso@hotmail.com>  
**Sent:** Tuesday, September 04, 2018 9:34 PM  
**To:** Robinson, Patricia; King, Jason; Hovland, Wes; Clark, Dave; Garvais, Andy; Swanson, Dick; Jeppson, Julie; Ryan, Tom  
**Subject:** Re: Hy-Vee / 121st Ave

Please delete the email I sent earlier. Below is the corrected version. Thank you.

Good evening - I'm forwarding my email that was sent to the planning commission on Friday. There is considerable safety concern within the Crescent Ponds neighborhood regarding the plan to finish 121st / Jefferson. My neighbors and I understand that the plan has always been to finish that road, however, originally, the plan was for senior apartments at Jefferson & Main. The difference in expected traffic between the 2 plans is significant to say the least. I'm asking you to do all that is possible to ensure the safety of the kids and overall Crescent Ponds residents. Considering the expected traffic, it absolutely needs to be a proactive approach to safety, not an afterthought. Before finalizing any plan, I would ask that you visit the neighborhood, specifically on 121st, to see for yourselves the likely safety issues of the high traffic that is expected on that road.

Thank you,  
Tina Schesso

Sent from my iPhone

Begin forwarded message:

**From:** Troy & Tina Schesso <ttasiwschesso@hotmail.com>  
**Date:** August 31, 2018 at 10:02:43 AM CDT  
**To:** "ljohnson@blainemn.gov" <ljohnson@blainemn.gov>, "bschafer@blainemn.gov" <bschafer@blainemn.gov>  
**Subject:** Hy-Vee / 121st Ave

Lori / Brian – I am writing you concerning the Hy-Vee project that will impact traffic on 121<sup>st</sup> Ave in the Crescent Ponds neighborhood. Based on information from our neighbors, a traffic study was completed and about 600 cars travel on 121<sup>st</sup> Ave currently each day. This is already a lot of traffic for a neighborhood street. After the Hy-Vee project is complete, it is expected that traffic east of 7<sup>th</sup> Street will increase to 3000 vehicles per day and west to 2000 vehicles per day. Either number is incredibly high and concerning!

Here are some of my concerns:

- First and foremost, there are many families in Crescent Ponds with young children. Young children cross 121<sup>st</sup> regularly to play and hang out with friends. Many families go on walks and bike rides in the neighborhood as well. A couple of years ago, there was a man killed on

Cloud Drive getting his mail. I would be concerned about something similar happening in Crescent Ponds with the level of traffic expected. Our neighbors, likely due to distracted driving, have had their mailbox run over twice. Rather than mailboxes, it could be a kid or adult hit. People are more distracted today with phones and maybe more so in lower speed limit areas. So, the high traffic should remain on the roads that are made for high traffic so that pedestrians and bike riders are safe in the neighborhoods.

- 121<sup>st</sup> Ave is not a wide street. It simply is not made for 3000 vehicles per day as narrow as it is. Several years ago, the concern around parking for baseball games at Happy Acres was addressed by only allowing parking on the south side of the street. While this helps, that area is still a hazard. It is hard to see when people are walking from the park between vehicles. Many times, there are still people parked on the north side of the street and only one direction of traffic can get through while the other vehicle in the opposing direction has to wait. This issue will only grow exponentially and be more dangerous for people parking on 121<sup>st</sup>.
- While safety is my top concern, I'm also concerned about the quality of life in our neighborhood after Hy-Vee opens. More traffic, more noise, etc.. This impacts whether people want to continue to live in the neighborhood as well as how easy or difficult it will be to sell our homes.

Given my concerns as well as my neighbors, what can be done to make this situation safe as well as livable for the Crescent Ponds community? I don't have a problem with Hy-Vee going in at Jefferson and Main Street. My concern is that my community will be adversely impacted due to traffic on 121<sup>st</sup>. Someone could be injured or worse with the additional traffic. Rather than allowing the road to go through (Jefferson from Crescent Ponds), could a trail or walkway be added instead? That is something that would be welcomed by many in Crescent Ponds. Regardless of whether the road goes through or not, people will get to Hy-Vee but the traffic should remain on the main roads. Again, University and Main are designed to handle it; 121<sup>st</sup> Ave is not!

Also, it is my understanding that there will be a meeting about Hy-Vee on September 11<sup>th</sup>. Neighbors are planning to attend that meeting. Are there any other meetings we should attend so that our voices are heard? Any other people that should be contacted?

Thank you for your time.

Sincerely,

Tina Schesso



12032 Terrace Ct NE

Blaine, MN 55434

612/850-5373

## Robinson, Patricia

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**From:** Johnson, Lori  
**Sent:** Wednesday, September 05, 2018 10:07 AM  
**To:** Robinson, Patricia  
**Subject:** FW: Hy-Vee, 121st Avenue Extension Proposal

This one can be included in the Hy-Vee email attachments for the PC item as well. Thanks!

Lori Johnson  
Associate Planner  
City of Blaine  
(763)785-6198

**From:** Ryan Quilling <[ryanquilling@hotmail.com](mailto:ryanquilling@hotmail.com)>  
**Sent:** Friday, August 31, 2018 8:46 AM  
**To:** Schafer, Bryan <[bschafer@blainemn.gov](mailto:bschafer@blainemn.gov)>; Johnson, Lori <[LJohnson@blainemn.gov](mailto:LJohnson@blainemn.gov)>  
**Subject:** Hy-Vee, 121st Avenue Extension Proposal

Brian, Lori,

I'm emailing you in regards to the proposed extension of 121st Avenue NE as it relates to the Hy-Vee plans.

I cannot stress enough my concerns surrounding this as I have been a resident of this street for 8+ years. Extending 121st to Main Street with a major retailer to attract additional traffic is rather terrifying. A few years ago we witnessed traffic levels spike dramatically on 121st Avenue NE as construction on Main Street and University led people to believe they could connect from 121st to Main Street. The amount of traffic during this time was very heavy and speeding was a constant problem. This was a problem that lasted at most a few months.

The expectation for increased traffic due to Hy-Vee would make this a permanent problem. 121st is a residential street with a sidewalk on one side. So crossing the street is necessary for residents to access the sidewalk.

I do not understand the logic of having a residential street connect to a commercial area like this. The idea of having a residential street being one of the main access routes to a highly trafficked commercial area doesn't make sense to me. I do not want to see this road extended as it will bring our level of traffic in a residential area to one of more like University Avenue. I'd encourage anyone involved with these plans to join us for a walk through our neighborhood and see the street layout from the ground level and the potential impact of more than tripling vehicular traffic. Or as put forth by the traffic impact study, quintupling vehicular traffic.

I hope the concerns of the neighborhood are heard and a new solution is found, rather than extending 121st to Main Street.

Please direct me to anyone else who may have influence over these decisions as well,

Thank you,

Ryan Quilling  
508 121st Avenue NE  
Blaine, MN  
763 355 8279

Sent from Outlook



September 5, 2018

Dear Planning Staff and Planning Commission Members:

I am unable to attend the Sept. 11, 2018 meeting regarding the Hy-Vee petition for rezoning and a conditional use permit, but would like to request the addition of a sidewalk on the east side of the Jefferson Street extension.

The proposed Hy-Vee development includes the extension of Jefferson Street. This road extension will provide the Crescent Ponds neighborhood/development with a connection to the proposed Hy-Vee development and to Roosevelt Middle School. The current proposed plan only illustrates a sidewalk on the west side of the street extension connecting to the existing sidewalk in the Crescent Ponds neighborhood/development.

Many of the school age students within the Crescent Ponds neighborhood are "walkers" to Roosevelt Middle School. If approved, this road extension will provide a more direct route to the school. My concern is that the proposed plan does not provide the needed direct link to the school for the children to remain safe. The addition of a sidewalk on the east side of the Jefferson Street extension will provide a safe and direct connection from the Crescent Ponds neighborhood to Roosevelt Middle School. A cross walk may also be needed to complete the direct pedestrian access to Roosevelt Middle School.

I have been in contact with the school board chair, vice chair and school district staff, who agree that a sidewalk on the east side of Jefferson Street would improve child safety. Please see their response below.

Thank you for your consideration.

Kimberly Therres  
36 121st Ave. NE  
Blaine, MN 55434

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From: Chuck Holden [mailto:[chuck.holden@ahschools.us](mailto:chuck.holden@ahschools.us)]

Sent: Wednesday, August 29, 2018 1:05 PM

Subject: Re: Therres, Kim 8-29-18

Thank you for your e-mail Kim. School board chair and vice-chair, Tom Heidemann and Marci Anderson, received your request and have asked me to reply. We are currently meeting with the city and the developer on this project. We have discussed the need to protect pedestrian safety and our designers are working with the developer design team on ways to improve safety in this area, with the extension of Jefferson St. and I agree that a sidewalk on the east side of Jefferson St. when this road is connected would make the walk to school safer for our students.

We are still early in that process and with the congestion at dismissal time at Roosevelt Middle School we are also looking at ways to mitigate the vehicular traffic by aligning access points and creating turn lanes. I appreciate and understand your concern.

Chuck Holden  
Chief Operations Officer  
(763) 506-1175

## Robinson, Patricia

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**From:** Dale Brasher <dcbasher@hotmail.com>  
**Sent:** Wednesday, September 05, 2018 10:34 AM  
**To:** Robinson, Patricia  
**Cc:** Rebecca Brasher  
**Subject:** Hy-vee Petition

Dale and Rebecca Brasher  
316 121st Avenue NE  
Blaine, MN 55434

Pat,

In the event that we are unable to attend the meeting on Tuesday September 11th we would like this email forwarded to the Planning Commission. Although we are extremely excited to have a Hy-vee coming to Blaine, our concern is connecting our neighborhood to Hy-vee via Jefferson Street. Based on how cars currently drive on 121st Avenue NE, using 121st Avenue between University and 7th Street, avoiding left turn at University/117th in route to back neighborhood, we are concerned about high rates of speed through residential area in effort to avoid left turns at traffic signals University/242 and 242/Jefferson. We feel sidewalk access to Hy-vee would be wonderful but automobile access to save our neighbors minimal time creates a hazard for our neighborhood children we are not willing to trade for. Thank you for your time.

Thanks,  
Dale and Rebecca

Sent from my iPhone

## Johnson, Lori

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**From:** Lovegreen, Jennifer <Jennifer.Lovegreen@weekesforest.com>  
**Sent:** Thursday, September 6, 2018 11:00 AM  
**To:** Ryan, Tom; Hovland, Wes; Swanson, Dick; Clark, Dave; Jeppson, Julie; King, Jason; Garvais, Andy; Johnson, Lori; Schafer, Bryan  
**Subject:** HY-VEE / Completion 112st/Jefferson to connect to 125th/Main Street Project

To whom it may concern,

I like to address my concern in regards to "HY-VEE / Completion 121st/Jefferson to connect to 125th/Main Street Project".

I have no objection for Hy-Vee to open around our neighborhood. However, I am not agreeing on the completing 121<sup>st</sup>/Jefferson to connect to 125<sup>th</sup>/Main Street. I live on 121<sup>st</sup> Ave NE by the dead-end road and our kids are enjoying their time with other kids around the neighborhood. I don't think opening the road it will be safe and if anything, it will be endangering our children.

The road on 121<sup>st</sup> Ave NE is already as busy as it is and definitely do not need to be busier.

Please reconsider my opinion as I have 5 kids in my household and I don't need any heart-wrenching situation IF the road ever becomes busier.

Take also the consideration the fact the road is busy when the Happy Acres has sport event plus during winter time, the snow plowing hasn't been the greatest or the quickest. I am VERY afraid there will be a lot of accident then.

Thank you for your time.

*Jen Lovegreen*



## Schafer, Bryan

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**From:** Darice Lero <dlero0723@gmail.com>  
**Sent:** Thursday, September 6, 2018 9:55 PM  
**To:** Hovland, Wes  
**Cc:** Schafer, Bryan  
**Subject:** Fwd: Road extention on jefferson st and 121st

----- Forwarded message -----

**From:** **Darice Lero** <dlero0723@gmail.com>  
**Date:** Thu, Sep 6, 2018 at 9:52 PM  
**Subject:** Road extention on jefferson st and 121st  
**To:** <tryan@blainemn.gov>  
**Cc:** <dswanson@blainemn.gov>, <dclark@blainemn.gov>, <jjeppson@blainemn.gov>, <jking@blainemn.gov>, <agarvais@blainemn.gov>, <jjohnson@blainemn.gov>, <bschafer@blaine.gov>, <Whovland@blaine.gov>

Hello my name is Darice Lero and I live at 12306 Jefferson st ne blaine . I would like to voice my concern in regards to the road continuing for the hyvee. As we welcome Hyvee into blaine it comes with some very high concerns .Continuing the road will impact the neighborhood quite heavily the road is extreamly curvy and narrow . It is also a neighborhood full of families with small children under the age of 10. We will not be able to allow our children to play outside the safety of our young is so very important . As we have families we would like to see a cul de sac and walking path to the hyvee and Roosevelt middle school. I would also like to see a sound barrier wall and scheduled deliveries so our children may have the needed time to sleep and rest as they grow.

I would like to thank you for your concern in this matter,  
Darice Lero

## Schafer, Bryan

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**From:** Arneson, Clark  
**Sent:** Friday, September 7, 2018 2:01 PM  
**To:** Schafer, Bryan  
**Subject:** FW: Hy-Vee Store and Neighborhood Concerns

Clark Arneson, City Manager  
City of Blaine  
10801 Town Square Drive  
Blaine, MN 55449  
(763) 785-6121 phone  
(763) 785- 6156 fax  
carneson@ci.blaine.mn.us

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

**From:** Swanson, Dick  
**Sent:** Friday, September 7, 2018 1:01 PM  
**To:** Arneson, Clark <CArneson@blainemn.gov>  
**Subject:** FW: Hy-Vee Store and Neighborhood Concerns

fyi

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**From:** Laura Schue [lauraschue@gmail.com]  
**Sent:** Friday, September 07, 2018 8:27 AM  
**To:** Ryan, Tom; Swanson, Dick; Clark, Dave; Jeppson, Julie; Garvais, Andy; King, Jason  
**Cc:** Tim Schue  
**Subject:** Hy-Vee Store and Neighborhood Concerns

Dear Council and Mayor,

My name is Laura Schue. I am a resident of Crescent Ponds, the development behind the proposed Hy Vee. I am happy that that they have chosen this area for a new store. It will be convenient and great for the area. However, I have a number of concerns related to the whole project. I intend to attend the planning meeting on September 11 but I feel you need to know of these issues as well. I will list them here.

1. Do not connect Jefferson and 121st. Place a cul-de-sac at the end of 121st and a walk way to the store. This area was not zone as commercial when our homes were built and as such the road cannot handle the proposed volume. We have traffic issues now that we have to deal with and the road is barely doing that. The increase from 1600 to 3000 cars per day on the section of 121st between 7th and university and the increase from 600 to 200 on the section of 121st between 7th and Jefferson is unreasonable. The road cannot handle the traffic and we have already had to give up parking on one side of the road due to the ball fields.
2. Require the school district and Hy Vee to align their drive ways so traffic will flow. A traffic circle would be ideal as it would slow traffic in the area.
3. If you must connect the roads, sidewalk on the eastern portion of the property with a mid block crossing at the intersection of 122nd Ave and Jefferson St. This should match up with what the middle school needs to do for walkers

**Johnson, Lori**

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**From:** Abeeha Syed <uvas22@gmail.com>  
**Sent:** Saturday, September 8, 2018 7:04 AM  
**To:** Johnson, Lori  
**Subject:** Hy-Vee opposition

Good morning,

My name is Abeeha and I live in Crescent Ponds off of 121st Ave. I am deeply concerned and oppose the extension of 121st to Jefferson street for the proposed Hy-Vee location. The traffic survey conducted was done in January which makes it completely inaccurate. What will happen in the summer months when kids are outside crossing 121st to go to Happy Acres Park? What about the various sports at the park and cars are parked along the street on 121st? Our neighborhood is not equipped for heavy traffic. It gets crazy enough in the summer we cannot afford the tremendous addition of traffic here. I would love to have a Hy-Vee in Blaine but this location is not suitable not to mention the schools all around that area. Please reconsider Hy-Vee's proposal or makes adjustments not to extend 121st ave.

Thank you for your time  
Abeeha Syed

Sent from my iPhone



## Schafer, Bryan

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**From:** feriha kedir <ferihahk@gmail.com>  
**Sent:** Sunday, September 9, 2018 6:17 PM  
**To:** Ryan, Tom  
**Cc:** ljohnson@blainemn.gov; Garvais, Andy; Schafer, Bryan; Clark, Dave; Swanson, Dick; Jeppson, Julie; King, Jason; Hovland, Wes  
**Subject:** Hy-Vee plans

To whom it may concern,

This is Feriha a resident on 7th st, I am very concerned about the idea of having Hy-Vee coming to our neighborhood which increases the traffic flow, and in danger the kids living in the areas. Specially, a plan to connect 121 st/Jefferson to 125th Main Street which cuts through a residential environment with narrow st. This will impact kids from playing outside, which impact the healthy growth. Please help us to stop this from happening. I appreciate all the help we get on behalf of the neighbors around me.

Thank you,  
Feriha

**Johnson, Lori**

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**From:** Steve Dickhudt <sdickhudt@gmail.com>  
**Sent:** Monday, September 10, 2018 9:58 AM  
**To:** Ryan, Tom  
**Cc:** Hovland, Wes; Swanson, Dick; Johnson, Lori; Schafer, Bryan  
**Subject:** AGREE with putting the road through to HyVee!

Dear planners and decision makers;

Since we moved in in 2007-08 it has been a *royal pain* to drive the great circle route out of Crescent Ponds to get to the Cub on 65. Candy and I are quite *pleased to potentially be able to move down the street (car, bike, walk) to the HyVee store* without the need for 125<sup>th</sup>.

That store will obviously increase traffic on 125<sup>th</sup> but the store seems to be a foregone conclusion so convenience would be a wonderful outcome.

I am aware I have insufficient data (and I fear I am not alone in that) but I don't see making 121<sup>st</sup> connecting all the way through turning the neighborhood into a "Road Warrior" sequel.

Please be sure you have accurate traffic reports.

Steve and Candy Dickhudt  
We press on...

Sent from [Mail](#) for Windows 10

## Johnson, Lori

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**From:** Worku, Shewangizaw <Shewangizaw.Worku@allina.com>  
**Sent:** Monday, September 10, 2018 2:25 PM  
**To:** Hovland, Wes; Swanson, Dick; Clark, Dave; Jeppson, Julie; King, Jason; Garvais, Andy; Johnson, Lori  
**Subject:** FW: Hi- Vee expansion causing high risk safety issue to our children

**From:** Worku, Shewangizaw  
**Sent:** Monday, September 10, 2018 2:23 PM  
**To:** 'tyran@blainemn.gov' <tyran@blainemn.gov>  
**Subject:** Hi- Vee expansion causing high risk safety issue to our children

We are the residents in Crescent pond neighborhood and we are highly distressed with the plan for the development of Hy- Vee stores next to our back yard and the high traffic that will come with it to our neighborhood endangering our kids and our safety. We strongly object to the project and specially to the planned connection between 12st ave and Main street. Please reconsider the project.

Thank you

Shewangizaw Worku  
Alemtsehay A Ambaye  
109- 121<sup>st</sup> ave NE, Blaine MN  
55434



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## Johnson, Lori

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**From:** Jennifer Broeffle <jbroeffle@gmail.com>  
**Sent:** Monday, September 10, 2018 3:27 PM  
**To:** Johnson, Lori  
**Subject:** City Planning meeting - HyVee Proposal

Jennifer Broeffle  
317 122<sup>nd</sup> Ave NE  
Blaine MN, 55434

As the meetings regarding a new HyVee in Blaine approaches I would like make you aware of the concerns I have in regards to the impact this proposal on our community. I am a resident of the Crescent Ponds neighborhood and member of the board for our home owners association. As you may be aware many of us are opposed to this development for many reasons. Myself, as well as several others in our neighborhood attended the city planning meeting when HyVee asked for a land use change for the 40 acres on Main St. (125<sup>th</sup> Ave NE). We argued that time that changing the land used from its current designation of medium density residential, high density residential, and commercial use to community commercial was not in keeping with Blaine's vision for the future and argued that the proposed change would bring safety risks and concerns to the surrounding neighborhoods, and schools. That the development would cause increased traffic issues to a city plagued by traffic problems and that it would be an aesthetic eye sore for the houses around the development, and that it would also bring an increase to noise, air and light pollution. We argued that adding another grocery option was not what the residents of Blaine really needed. Are you aware that in a 5 mile radius this location there are 8 retail grocery options; Cub (2.4mi), Walmart (2.5 mi), Jensen's (2.7mi), Cub (2.9mi), Aldi (3.4mi), Target (4.1mi), Walmart (5.0mi), and Festival (5.0mi), not mention a HyVee being built just 7.3 miles from the proposed location. We urged the planning committee to not allow land use change as there were many areas already zoned for commercial use in Blaine that were not being used that HyVee could build on if being in the area was that important to them. No one from our community was opposed to development of the property if the land use was not changed. Unfortunately our pleas fell on deaf ears and they saw no reason not to change to land use so that HyVee could build in our backyard. In a perfect world HyVee wouldn't be allowed to build on the open land, and the land would be developed as originally intended. Since we don't live in a perfect world I'm seeking out a compromise for the current development proposal. I would like to appeal to your sensibilities and ask for a compromise to HyVee's proposal that will have minimal impact to the surrounding neighborhoods, and school properties. This includes changes to the roads, intersections, as well as sound and visual barriers.

First and foremost is the safety of the people and especially the children of the Crescent Ponds community. The current proposals has 121st (Jefferson) being completed to Main Street. While I understand that the city had always intended to complete this dead end road, I think it is also unrealistic that this would not be re-evaluate to ensure the road completion would still be in the best interest of the surrounding areas. I think that we can all agree that a leading road to additional housing and a road leading to commercial property will NOT be utilized in the same way or have the same type of traffic volumes. HyVee shared some traffic numbers at a recent meeting. These numbers show a staggering increase in traffic volumes. Current traffic on 121st (Jefferson) approx. 600 cars a day, traffic once 121st (Jefferson) carries through to Main Street approx. 1400 cars a day, traffic once 121st (Jefferson) is open HyVee is completed approx. 3000 cars a day. To sum that up it up its basically 4 cars a minute, every minute, during normal business hours. Think of it as a car driving past your house every 15 seconds from 8am to 8pm every day, at an increase of 5 times the current traffic levels. Any reasonable person can agree that these are not acceptable traffic levels for a residential community. I would also like to point out that this stretch of road within our community already faces traffic challenges and safety issues. There are currently 2 intersections, one at 7<sup>th</sup> St. and one at 3<sup>rd</sup> St. that association is looking for some solutions to because they pose a safety concern in regards to parked vehicles, difficulty navigating when cars are approaching from opposite directions, and safety concerns for children getting on and off the schools bus at these intersection's. Additionally I would like to point out 121st (Jefferson) is a narrow curvy road that contains a crosswalk from the sidewalk

to Happy Acers Park. This is a stretch of road that is already difficult to navigate when there are cars parked on the street, and where it can be difficult to see pedestrians even when the road is free of any parked cars. This road is also heavily used during baseball season, with parking restricted to 1 side of the road during these times. Even with the parking restrictions at these peak times the road still barley passable, and safety for everyone on the road is a concern. There have been multiple instances where mailboxes and property have been damaged due to careless or distracted driving. By allowing the road to be completed through to Main St. with the estimated increases in traffic it will only make driving in the neighborhood more dangerous. We are asking to keep the road as a dead end and just have a sidewalk added for students and other pedestrian's traffic. We are asking that you be proactive in protecting the families and children of the Crescent Ponds neighborhood by not allowing the completion of road with the development of the property as proposed by HyVee. There are also traffic concerns related to intersection of 121<sup>st</sup> (Jefferson) and Main St. even if the road is not completed through to University. This intersection already has trouble handling daily school traffic, evening activities, and pedestrian crossing at the intersection. There is nothing in the proposal that will addresses widening the road, adding turn lanes and other considerations for increase in traffic and the safety of children getting to and from the school campus. We would ask that any approval would include recommendations for managing the significant increase in traffic, as we all know that Blaine as whole has an infrastructure issue without this added burden.

The current proposal has a berm and some tress as the only sound and visual barrier to the houses that are directly behind and adjacent to the store. This is just not an acceptable option for the home owners or the community at large. All of the homes on this street are large 2 story walkout properties. While nothing will completely block the back side of the store, its loading docks, or garbage and recycling containers there are better ways to minimize the impact to the home owners. We would like to see at minimum a 20 foot sound wall behind the store that will wrap around the sides with mature trees planted to help block both the sights and sounds of the grocery store, and it's loading docks.

As a homeowner and member of this community I am heavily invested in what happens with this property. In talking with my neighbors and hearing feedback as part of the association I am not alone in my concerns and requests. When we chose to build or purchase these homes it was dependent on what would happen with the 40 acres of property behind our development. If the land use was designated as commercial at the time of purchase it most certainly would have been a deal breaker for my family and I know it would have been for others in the community. We made a good faith decision based on the city's plan, and they have not lived up to their promises. I feel lied to, cheated, and overall disappointed with the direction the city has decided to peruse. If we were interested in living in an urban area that offered retail options within walking distance we would not have settled in a suburban community. We chose this community because we wanted a safe place to raise a family, with good school districts, and sports associations. We wanted to be in community of like-minded individuals who could have impromptu driveway gatherings, where our children could run between homes, ride their bikes, go for walks, and play with their friends without the need to be locked in a gated yard to ensure their safety. We wanted a way for our children to get safely to and from school and bus stops that wouldn't require the streets to become parking lots or parent escorts just to make sure they made it safely on and off the bus. We wanted a neighbored that was filled with the sounds of kids playing, and neighbors laughing, and not idling trucks, noisy loading docks, and traffic congestion. All of that is now in jeopardy with the proposal offered by HyVee.

I appreciate you time in hear the concerns I have addressed above and hope that you will help to keep the integrity of our neighborhood and community.

Sincerely, Jennifer Broeffle

**Johnson, Lori**

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**From:** Kaye, Shawn  
**Sent:** Tuesday, September 11, 2018 12:51 PM  
**To:** Johnson, Lori  
**Subject:** Fwd: Proposed Hyvee

Sent from my iPhone

Begin forwarded message:

**From:** Andrea Leo <[vier0033@umn.edu](mailto:vier0033@umn.edu)>  
**Date:** September 11, 2018 at 12:40:09 PM CDT  
**To:** <[skaye@blainemn.gov](mailto:skaye@blainemn.gov)>  
**Subject:** Fwd: Proposed Hyvee

To Whom it May Concern,

My name is Andrea Leo and my husband and I live on 121st Ave NE in Blaine. I will be unable to attend the meeting tonight (9/11/18) about the proposed road construction and Hyvee opening on 125th. My husband is out of town and I will be watching my 4 children.

My kids are ages 6, 4 and twin almost 2 yr olds. We play in our front yard almost every day. I already feel like there are a number of people who drive this road that need to slow down. And they live here.

I am outside with my children when they are playing. But if you have children, you know that does not mean that they will always follow the rules and are a safe distance from the street.

There are many young families in the cul-de-sac across the street and these children play constantly with each other. Riding bikes everywhere. This is a fun, vibrant neighborhood. Kids are consistently supervised by their parents, but also allowed to be kids. Please don't take this away from them!

IF it is decided to put the road thru there will be even more traffic using this street and it is less likely that they are residents of this neighborhood. My kids and other children will be put at increased risk of being injured by a car so that someone can cut thru our neighborhood to get to University or vice versa to Hyvee.

I also strongly feel that the road going thru will force parents to keep their kids inside more. I have no problem with the building of Hyvee. But PLEASE don't let the road go thru and stand with the youth of Blaine and the residents of Crescent Ponds in keeping our neighborhood safe and a place where children are allowed to safely ride their bikes.

Thank you for your time!  
Sincerely,

Andrea Leo  
651-210-4205



## Johnson, Lori

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**From:** Schafer, Bryan  
**Sent:** Tuesday, September 11, 2018 1:43 PM  
**To:** Johnson, Lori; Schluender, Daniel  
**Subject:** FW: Hy-Vee (Jefferson ST/121st Ave) Road concern.  
**Attachments:** IMG\_2259.jpg; IMG\_2260.jpg; IMG\_2255.jpg; IMG\_2258.jpg

Bryan Schafer  
Community Development Director

### City of Blaine

bschafer@ci.blaine.mn.us  
763-785-6144

**From:** Urvish Trivedi <urvishtrivedi@gmail.com>  
**Sent:** Tuesday, September 11, 2018 1:34 PM  
**To:** Ryan, Tom <TRyan@blainemn.gov>; Hovland, Wes <WHovland@blainemn.gov>; King, Jason <JKing@blainemn.gov>; Swanson, Dick <dswanson@blainemn.gov>; Jeppson, Julie <jjeppson@blainemn.gov>; agarvais@blainemn.gov; Johnson, Jaden <JJohnson@blainemn.gov>; Schafer, Bryan <bschafer@blainemn.gov>  
**Subject:** Hy-Vee (Jefferson ST/121st Ave) Road concern.

Hello,

This is in regards to the changes going to be happening on Jefferson/121st Ave due to the arrival of Hy-Vee in near future.

Currently, Jefferson ST NE is sitting with no outlets going to it's North side of 125th Ave/Cty 14 and the only access out is thru 121st Ave to University Ave or 7th St. With the change with Jefferson ST turning into a regular street eventually will have two outlets - one, to the 125th and Jefferson and the other would be 121st Ave/University.

According to the survey that was done in January (during the winter month), we are expecting between 3000 to 5000 vehicles thru Jefferson ST/121st Ave including summer time.

This is a major concern for us leaving in the neighborhood area.

1. 121st in Blaine (even though it's designed for 30 MPH) is very narrow street compare to 121st the other side of University in Coon Rapids.
2. Coon Rapids has wider road with shoulder on both sides and two lanes (one up/down) so traffic can easily pass while parking on shoulder both ends, 121st AVE in Blaine is not designed for to handle same level of traffic.
3. Another major concern is during the summer time, the cars are parked on 121ST due to the park nearby and at any day homeowners can have parties and one side of the street will have parking blocking one side easily and

leaving only one car pass at a time. It is very hard to grasp and accept that this will turn into a regular street with 30 MPH and traffic to be pass easily, because it won't.

4. Attaching few pictures I took while driving on 121st so you can see the difference between Coon Rapids and Blaine and how the increase traffic cannot pass unless one is stopping to let the other car come thru.

few questions:

1. Is it possible not to finish Jefferson ST and give access to only two wheelers and walk-way?
2. If above is not possible, can we have some flashing meters so during the school time the speed can be reduced to 25 miles or so?
3. our concern is the increase in traffic and speed. This is the area kids gather and play without worrying about traffic and now this will be going away. we definitely do not want to see any type of incidents take place with this change and this stretch of the stree.

on behalf of the neighborhood, we hope that you will look into the concerns we have

Thank you,  
Urvish  
763-227-0821















Dear esteemed members of the Planning Commission,

My name is Matthew Elhadad and I live at 508 122<sup>nd</sup> Ave. NE in Blaine which is the Crescent Ponds neighborhood.

I'm writing to express my grave safety concerns regarding the potential connection of 121<sup>st</sup>/Jefferson (in the Crescent Ponds neighborhood) to Main Street in conjunction with the proposed development of Hy-Vee project.

It should be noted that the concerns of the neighbors I have talked to are not founded on being against the development of this land nor the proposed development use (i.e. Hy-Vee). Our united concerns are borne from the danger the potential drastic increase of traffic poses to our young children, pets, pedestrians, and commuters.

Here are some of the data and forecasts available:

### **1. Hy-Vee's Traffic Study**

- a. Baseline – Current traffic on 121st is approximately 600 cars per day
  - i. Conducted over a three day period in January
  - ii. January is not representative of an average traffic month
  - iii. This estimate is 29.3% of what MnDOT says is the average daily traffic in 2017
- b. Traffic once 121st carries through to Main Street would be approximately 1,400 cars per day (prior to Hy-Vee opening)
  - i. This represents an estimated increase of 233% in traffic volume from the baseline
  - ii. This is an example showing the Hy-Vee study is underestimated considering the MnDOT AADT (Annual Average Daily Traffic) for this road in 2017 was 2,050
- c. Traffic once the road is open and Hy-Vee is built would be approximately 3000 cars per day
  - i. This represents an estimated increase of 500% in traffic volume from the baseline
  - ii. This represents an estimated increase of 214% in traffic volume as a direct result of the proposed development which is clearly a destination
  - iii. The Hy-Vee study suggested the bulk of this traffic volume would occur between the hours of 8:00 am and 8:00 pm
    1. The study went on to suggest the amount of traffic during this time window would be akin to a vehicle every 15 seconds
    2. If we extrapolate this out, we discover between the hours of 8:00 am and 8:00 pm, this road will experience:
      - a. Four cars per minute
      - b. 240 cars per hour
      - c. 2,880 total cars or 96% of daily traffic

Source: Hy-Vee's traffic study numbers were provided by a neighbor (Mike Dahl) via Next door ([https://nextdoor.com/news\\_feed/?post=90378169](https://nextdoor.com/news_feed/?post=90378169)).

<http://www.dot.state.mn.us/traffic/data/data-products.html>

## **MnDOT's AADT for 121<sup>st</sup> in Crescent Ponds by Year**

- 2012: 1,950
- 2013: 2,000
- 2014: Data was not reassessed
- 2015: 1,950
- 2016: Data was not reassessed
- 2017: 2,050

Source: <http://www.dot.state.mn.us/traffic/data/data-products.html>

If we were to take the MnDOT AADT from 2017, and apply the Hy-Vee increases, it poses a volume that is undeniably dangerous. It is with full recognition simply apply deltas in a 'study' to another with varying baselines is not a defensible statistical method. I would argue however in light of the MnDOT baseline data, which I believe to be a better picture of current AADT, this extrapolation can be useful for to understand, in a directional sense, the potential impact in traffic volume even if somewhat overstated.

### **1. Hy-Vee's ratios applied to the MnDOT AADT from 2017**

- a. Baseline – Current AADT on 121st 2,050
- b. Traffic estimate once 121st carries through to Main Street 4,777 cars per day (prior to Hy-Vee opening)
  - i. Applied the 233% delta from the Hy-Vee study
  - ii. This suggests a 2,700 AADT increase (more than double) primarily as a result of through traffic (non-local) between University Ave. or 7<sup>th</sup> St. to Main St. (or vice versa)
  - iii. If we presume 96% of this new AADT comes between the hours of 8:00 am and 8:00 pm, we find:
    1. 4,586 vehicles throughout that time window
    2. 382 vehicles per hour
    3. 6.4 vehicles per minute
    4. More than one vehicle every 10 seconds
- c. Traffic estimate once the road is open and Hy-Vee is built 10,250 cars per day
  - i. Applied the 500% delta from the Hy-Vee study baseline
  - ii. This suggests a 5,473 AADT increase primarily as a result of the destination presuming the roadway was connected
  - iii. If we presume 96% of this new AADT comes between the hours of 8:00 am and 8:00 pm, we find:
    1. 9,840 vehicles throughout that time window
    2. 820 vehicles per hour
    3. 13.7 vehicles per minute
    4. One vehicle every 4-5 seconds

Notwithstanding the likelihood this higher estimate represents the upper limit, or is even beyond the upper limit, it's reasonable to estimate AADT in the range of 4,000-8,000 once Hy-Vee opens should this road be connected.



It stands to reason since MnDOT's AADT for this road is 2,050, there are times seasonally where average daily traffic (ADT) may already be much higher or lower than that average. If January's monthly average daily traffic (MADT) was around 600 cars per day, which may be accurate, this suggests higher volume months may hit 2,500-3,000 or more MADT presently.

We must also consider the safety concerns through this lens as these peak months are overwhelmingly likely to include the summer months which is when our kids, pets, and other pedestrians are outside most often. It is with this in mind we simply cannot rely on averages alone nor data founded on an outlier baseline. Logic suggests using MnDOT's data as a baseline that we will see periods of the year realistically resulting of volumes towards the upper limit of the aforementioned range (i.e. 6,000-8,000 MADT).

I cannot locate any residential road in Blaine, with an AADT of 3,000 or more configured like 121<sup>st</sup>/Jefferson in Crescent Ponds. If we look at comparable roads with an AADT of 3,000-7,000 we find examples such as:

- Jefferson Street between 109<sup>th</sup> Ave. and 113<sup>th</sup> Ave.
  - AADT 3,350 in 2017
  - Two lane road with crosswalks
  - Much wider than 121<sup>st</sup> Ave.
    - Vehicles may be parked on either or both sides of road without obstructing traffic flow
  - Roadway immediately south of Jefferson elementary school posing a similar dynamic
- 117<sup>th</sup> Ave. between Polk St. and Jefferson St.
  - AADT 5,100 in 2017
  - Two lane road with shoulders
  - High percentage of homes along this road connected to an adjacent street
- Club West Parkway between 116<sup>th</sup> Ave. and 113<sup>th</sup> Ave.
  - AADT 6300 in 2017
  - Two lane road complete with a median, cutouts, crosswalks, and parking enforcement
  - Sidewalk (or walking path) on both sides of the road
- Lakes Parkway between MSAS 137 and Radisson Rd.
  - AADT 7,000 in 2017
  - Two lane road complete with a median, crosswalks, and parking enforcement
  - Sidewalk (or walking path) on both sides of the road

Sources: <http://mndotgis.dot.state.mn.us/tfa/Map>

Google Maps

The houses in this neighborhood do not have enough lot setback to accommodate what would be required to make this connection safer. I would argue in a neighborhood with this number of young kids, and the proportion of properties connected to 121<sup>st</sup> and Jefferson, with such a limited setback, there are no realistic infrastructure adjustments that would truly make this road safe and connect it to Main Street even at the low end of the AADT estimates. The comparable residential roads in terms of the projected AADT range have widely different conditions available and/or applied. 121<sup>st</sup> is not wide enough to accommodate a traffic increase of this proportion.

Any Crescent Ponds resident may communicate what it's like to navigate this route with the significant amount of vehicles parked on the street. Vehicles parked on one or both sides of the street obstructs traffic flow. Vehicles often are required to yield for one another to pass by vehicles parked on one or both sides of the road. This issue peaks in the summer months when Happy Acres Park hosts recreational games, residents have company, and vendor parking on the street increases (e.g. lawn care, home improvements, etc.).

Our primary and united concern is safety related to the connection of this road. I would be remiss if I didn't briefly list some adjunct concerns directly related to the potential of this road connecting. Those include, but are not limited to: noise, expected decline in property values, safety of people accessing Roosevelt, having a proper setback & berm from the adjacent residences (e.g. sound barrier wall, mature trees, limited delivery hours, considerate lighting, etc.), and increased traffic through the immediately adjacent neighborhood (e.g. 7<sup>th</sup> St NE between 118<sup>th</sup> Ave. and 121<sup>st</sup> Ave., Jefferson St. between Oak Park Blvd and 117<sup>th</sup> Ave., residents of 120<sup>th</sup> Ave./119<sup>th</sup> Ave./118<sup>th</sup> Ave. between Jefferson St. and 7<sup>th</sup> St. which becomes a pass through route).

It is with all these factors in mind, that I humbly request the Planning Commission objectively consider this information, as well as the e-mails, comments, and petition produced by residents to make a judgement in favor of safety. Suffice it to say, the change in zoning opened up a highly desired destination for the city. While this is wonderful for the city of Blaine, we must assess the true collateral impacts this modification has and adjust accordingly when it comes to safety. The change in development will clearly have an impact on the volume of vehicles traveling this potential roadway and that simply cannot be dismissed because connecting the road was always the plan. This level of traffic could not have been imagined within the original planning as there were alternate zoning plans at that time.

In addition to the request for consideration, it is our aligned recommendation, the neighbors of Crescent Ponds, that this roadway should not be completed through to Main Street. Even at the volume Hy-Vee suggested which appears to be significantly understated, this road is simply not equipped to handle the traffic volume safely. We recommend a cul-de-sac to terminate Jefferson in Crescent Ponds. Moreover, we recommend a path for pedestrians and non-motorized transportation connecting the neighborhood to Roosevelt Middle School and Hy-Vee.

Should any individual not yet be comfortable aligning with this recommendation based on the information presented by Crescent Ponds residents and herein, I implore you to find a way for an

objective and thorough assessment of the current road as well as the forecasted AADT broken out by month be conducted and made available to the public. In order to prevent any unnecessary delay in the actual development of the land, there must be a way this proposed connection can be properly assessed based on the present conditions. I will defer to the Planning Commission and/or City Council members to determine a solution as I do not have the procedural expertise needed.

We are standing up because we don't want our children to be at the constant risk of physical danger. The potential traffic increases are drastic and beyond what seems reasonable. The risks are great and such that simply moving forward with the expectation ancillary adjustments down the road will suffice is reckless. This is not an example where more signs, speed bumps, and crosswalks will be an effective solution.

In closing, I wish to thank the members of the Planning Commission for considering our position. It is with great hope this will be met with objective consideration and effective action.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Matthew Elhadad', with a stylized, cursive script.

Matthew Elhadad

508 122<sup>nd</sup> Ave NE

Blaine

## Johnson, Lori

---

**From:** Sara Wolf <sl0306@yahoo.com>  
**Sent:** Tuesday, September 11, 2018 3:14 PM  
**To:** Johnson, Lori  
**Subject:** 121st & 7th St

Hi Ms. Johnson -

As you know there has been a lot of rumble about Hyvee coming to the 125th and Jefferson lot. I am actually very excited about this! However, as I'm sure you are aware, there has been a lot of concerns about the increase of traffic that this may cause for the Crescent Ponds Development. I happen to live in this development on the 'other side' of the neighborhood. I have CURRENT traffic concerns in regards to speed down the road I live. I understand I live on a "thru" street, as in a lot of cars cut through the development to get to the *older* neighborhood. The issue is the speed. My understanding is that once Hyvee is built, traffic will increase in the Crescent Ponds neighborhood by 5 times? I hope the City of Blaine in conjunction with Hyvee are having conversations on things that can be done to either reduce cars "cutting" through Crescent Ponds or keep it safe; such as additional stop signs, speed bumps, speed tracker, or pedestrian signs.

I happen to live on 7th Street in between 121st and 120th.  
12057 7th St. NE  
Blaine

Thank you for your time, I appreciate it!

Sara Wolf



# Hello Neighbor!

Sorry I missed you. Did you know a Hy-Vee is proposed for final approval to be located on the southwest corner of 125th/ Main Street and Jefferson on September 11th with the City of Blaine planning committee? Did you also know there are proposed plans to complete 121st/ Jefferson to connect to 125th/ Mainstreet to accommodate this project? Currently 600 cars utilize 121st of local residents and this amount could increase to 3,000 or more if the road is approved to be completed. This is a dangerous situation as the average age of children in our neighborhood is 10 years or younger, with most houses having at least one child within it.

**You can help and be the voice to advocate for your children.  
Here's how you can help...**

Sign the petition opposing the completion of this road, see below for contact information. A copy of the petition will be on my front step for you to stop by and sign if I don't see you as I go door to door. 525 122nd Ave NE.

Email the follow people expressing your concerns of safety for our neighborhood.

Email the **Mayor Tom Ryan** [tryan@blainemn.gov](mailto:tryan@blainemn.gov)

Email all of the following **City Council members**:

Wes Hovland [whovland@blainemn.gov](mailto:whovland@blainemn.gov)

Dick Swanson [dswanson@blainemn.gov](mailto:dswanson@blainemn.gov)

Dave Clark [dclark@blainemn.gov](mailto:dclark@blainemn.gov)

Julie Jeppson [ijeppson@blainemn.gov](mailto:ijeppson@blainemn.gov)

Jason King [jking@blainemn.gov](mailto:jking@blainemn.gov)

Andy Garvais [agarvais@blainemn.gov](mailto:agarvais@blainemn.gov)

## **Planning committee members**

Lori Johnson [ljohnson@blainemn.gov](mailto:ljohnson@blainemn.gov)

Bryan Schafer (Planning and development) [bschafer@blainemn.gov](mailto:bschafer@blainemn.gov)

Attend the hearing on September 11, 2018 at City Hall at 7:00pm

Thank you for your support,

Sara Severson, text or call 763-443-1051

Crescent Ponds resident, 525 122nd Ave NE Blaine

**From:** Thiru Deepak <[deeputhiru@gmail.com](mailto:deeputhiru@gmail.com)>  
**Sent:** Tuesday, October 2, 2018 1:55 PM  
**To:** Johnson, Lori <[LJohnson@blainemn.gov](mailto:LJohnson@blainemn.gov)>  
**Subject:** Safety Concern - Please Help - 125th and Jefferson

Respected Madam,

Greetings!

My name is Deepak Gopalakrishnan and I live with my wife Thirupurasundari Krishnamurthy in 517, 122nd Ave NE, Blaine, MN - 55434 which is in Crescent Ponds Neighborhood.

I'm writing because I have serious safety-related concerns should 121st Avenue be connected with Jefferson. I welcome Hy-Vee to Blaine and would kindly request the city to look at the safety and security of its residents.

I and my wife are proud residents of Blaine city for the past 15 years and love this city. We are very concerned about safety, security and the traffic into our neighbourhood with the proposed extension of 121st Ave into Jefferson street. There are kids running and playing in the streets. With this connection, no kids will be interested to play outside and families could move out if any incident occurs citing the security of our neighbourhood. We are a quiet neighbourhood with kids having lots of fun across all seasons. I and my wife enjoy watching them play around and it makes the day satisfying. Especially during Halloween, there are so many kids in the street having fun going around the neighbourhood.

**My Concerns include:**

**Connect 121st Ave to Jefferson St**

- Land use changes have meaningfully altered the amount of commercial development to this area resulting in far too much-expected traffic for a residential road. There are many young children in the area
- The majority of new traffic coming through the neighbourhood will be specifically to visit Hy-Vee
- Making our trip to Hy-Vee slightly more convenient is not worth the risk to our safety. The only solution here is to ensure 121st Avenue is not connected to Jefferson Street. The safety of our children and neighbours is too important.
- Noise pollution due to increase in traffic

The only solution here is to ensure 121st Avenue is not connected to Jefferson Street.

**Overflow rain ditch behind our home**

If this is kept open, is there a likelihood that Hy-Vee can dump waste due to its various facilities inside its compound in this drain causing ground and water pollution ending in health concerns and issues. What is the plan for this?

**Strangers in our backyard**

With the extension of 121st into Jefferson and with the available landscaping, there could be strangers walking in our backyard trying to cut into our neighbourhood. A few years ago, there was an incident and the Blaine Police were called upon to help with the situation. What security measures would be taken to help avoid these kinds of incidents?

Safety and Security of its Blaine residents should be topmost priority for the city along with bringing in new business to the community. I value and respect the city and its council members to make informed decisions.

Thank you for your time.

Sincerely,  
Deepak and Thiru.

We, the undersigned neighborhood of Crescent Ponds and adjacent neighbors, are filing this petition to ensure 121st/Jefferson Street is not completed to connect to Main Street/125th Street as originally planned.

This petition is solely focused around safety concerns related to a drastic increase in traffic, which is estimated at five times the current rate or 3,000 cars per day, should these streets connect. The zoning change to allow a destination retail store will not provide a safe route for commuters or pedestrians which are of the utmost importance.

It is our contention the roadway is far too narrow for this frequency of traffic. Furthermore, the zoning change allowing for a high frequency destination could not have been anticipated with the original plan to connect the roadway.

For the avoidance of doubt, we support the development of Hy-Vee and ask that the addition of a cul-de-sac and pedestrian path in lieu of the original roadway plans.

Name (Printed)	Address	Signature
Andrea Kneeland	436 121st Ave. NE	Andrea Kneeland
KARI Stormoen	433 121st Ave NE	Kari Stormoen
WILL STORCK	433 121st Ave NE	Will Stork
Karnie Fugate	424 121st Ave NE	Karnie Fugate
CALL HADL	341 121st Ave NE	Call Hadl
April Weston	12056 Terrace Court NE	April Weston
SEBASTIAN CAUEM	12053 Terrace Ct NE	Sebastian CaueM
Lorena Vallejo	12053 Terrace Ct. NE	Lorena Vallejo
Melanie Swenson	12048 Terrace Ct NE	Melanie Swenson
M. OGDEN Adam	12028 Terrace Ct NE	M. OGDEN Adam
Nate Ritsch	12024 Terrace Ct NE	Nate Ritsch
Melissa Ritsch	12024 Terrace Ct NE	Melissa Ritsch
Sara Wessel	12021 Terrace Ct NE	Sara Wessel
Bastien Pater	401, 121st Ave Blaine MN 55434	Bastien Pater
Zhaoli Qian	407 Ave Blaine. MN 55434	Zhaoli Qian
Sandrin Chu	417 Ave 129th Blaine MN	Sandrin Chu
Kal Isenring	12309 5th St. NE Blaine mn	Kal Isenring



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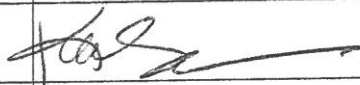
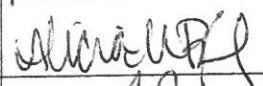
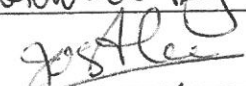
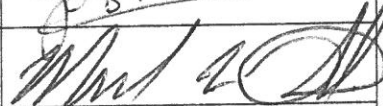
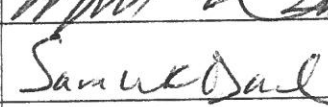
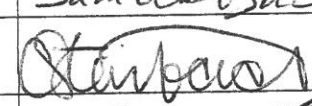
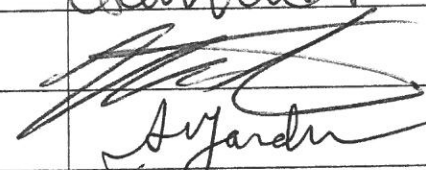
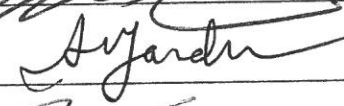




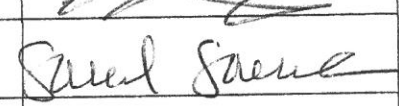
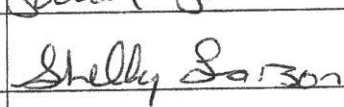
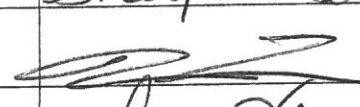
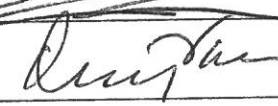
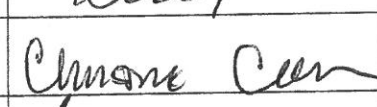
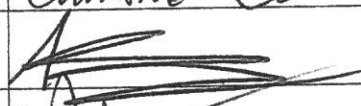
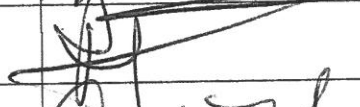
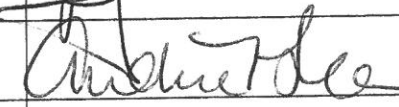
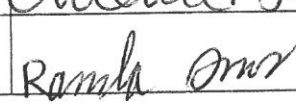
It is our contention the roadway is far too narrow for this frequency of traffic. Furthermore, the zoning change allowing for a high frequency destination could not have been anticipated with the original plan to connect the roadway.

For the avoidance of doubt, we support the development of Hy-Vee and ask that the addition of a cul-de-sac and pedestrian path in lieu of the original roadway plans.

Name (Printed)	Address	Signature
Sara Severson	525 122nd Avenue Blaine	Sara Severson
Stacy King	424-122nd Ave NE	Stacy King
Angelia Bass	401-122nd Ave NE	Angelia Bass
Urvish Trivedi	12302 Jefferson ST NE	Urvish Trivedi
Laura Schue	136 121st Avenue Blaine	Laura Schue
Tim Schue	136 121st Ave NE Blaine	Tim Schue
Dipal Trivedi	12302 Jefferson st NE	Dipal Trivedi
Darice Lero	12306 Jefferson st ne	Darice Lero
FERTITA KEDIR	12072 7th St NE	Fertita Kedir
Jen Lovegreen	529 121st Ave NE	Jen Lovegreen
Denielle Quilling	508 121st Ave NE	Denielle Quilling
Matt Elhadad	508 122nd Ave NE	Matt Elhadad
Tom Palma	524 122nd Ave NE	Tom Palma
Chuma Nnolim	12064 3RD ST NE	Chuma Nnolim
Justin Betzold	12332 5th Street NE	Justin Betzold
Cristin Betzold	12332 5th St. NE	Cristin Betzold

Name (Printed)	Address	Signature
Yama Zhong	417 121 <sup>st</sup> Ave NE Blaine MN	Yama Zhong
Natalie Le	325 121 <sup>st</sup> Ave NE Blaine MN 55003	Natalie Le
MAI HUYNH	315 121 <sup>st</sup> Ave NE Blaine	MAI HUYNH
Ryan Seman	308 121 <sup>st</sup> Ave NE Blaine, MN	Ryan Seman
Dale Brasher	316 121 <sup>st</sup> Avenue NE Blaine MN	Dale Brasher
Tonya Woods	309 121 <sup>st</sup> Ave NE Blaine MN	Tonya Woods
Antoine Ambrose	309 121 <sup>st</sup> Ave NE Blaine MN	Antoine Ambrose
Antoine Ambrose	309 121 <sup>st</sup> Ave NE Blaine MN	Antoine Ambrose
Lisa Determan	12101 7 <sup>th</sup> St NE, Blaine, MN	Lisa D. Determan
Amirul Haq	12157 7 <sup>th</sup> St NE Blaine, MN	Amirul Haq
Jannis Olson	12132 7 <sup>th</sup> St NE Blaine MN	Jannis Olson
Mandy Olson	12132 7 <sup>th</sup> St NE Blaine MN	Mandy Olson
Kennesh Krishnan	12124 7 <sup>th</sup> St NE Blaine MN	Kennesh Krishnan
Shenwangizew work	109-121 <sup>st</sup> Ave NE	Shenwangizew work
Alemtsehy Ambaye	109-121 <sup>st</sup> Ave NE	Alemtsehy Ambaye
Divijan Khoury	12349 5 <sup>th</sup> St Blaine NE MN	Divijan Khoury
M. Mohammed	12081 7 <sup>th</sup> St NE	M. Mohammed
Abdi Mband	224 121 <sup>st</sup> Ave, NE	Abdi Mband
Mao Yang	216 121 <sup>st</sup> Ave NE	Mao Yang
Sisouk Vong	216 121 <sup>st</sup> Ave NE	Sisouk Vong
Wahed Hussain	117 121 <sup>st</sup> Ave NE	Wahed Hussain
Syed A. Hussain	117 121 <sup>st</sup> Ave NE	Syed A. Hussain
ZIN HANG	54 121 <sup>st</sup> Ave NE	ZIN HANG
Steve Nguyen	63 121 <sup>st</sup> Ave NE	Steve Nguyen
Jamie Nguyen	63 121 <sup>st</sup> Ave NE	Jamie Nguyen

Name (Printed)	Address	Signature
Abdurehman Ibra	12557 3rd St NE Blaine 55436	
Ahmed Omar	25 121 <sup>st</sup> Ave NE Blaine MN 55422	Ahmed Omar
Elham Katay	25 121 <sup>st</sup> Ave NE Blaine MN 55434	Elham Katay
Omar Adam	25 121 <sup>st</sup> Ave NE Blaine MN 55434	Omar Adam
Heather Zoa	417 122nd Ave NE Blaine, MN 55434	Heather Zoa
Fernando Zoa	417 122nd Ave NE Blaine, MN 55434	Fernando Zoa
Leah Wolter	425 122nd Ave NE Blaine, MN 55434	Leah Wolter
Nick Wolter	425 122nd Ave NE Blaine, MN 55434	Nick Wolter
Atif Soussi	325 122 <sup>nd</sup> Ave NE Blaine mn	Atif Soussi
Jennifer Brælle	317 122nd Ave NE Blaine MN	Jennifer Brælle
Anthony Brælle	317 122nd Ave NE Blaine mn 55434	Anthony Brælle
Debra Richards	308 122nd Ave NE Blaine 55434	Debra Richards
Maria Deanne	309 122nd Ave NE Blaine mn 55434	Maria Deanne
Troy Deanne	309 122nd Ave NE Blaine mn 55434	Troy Deanne
Thanh Nguyen	225 122 <sup>nd</sup> Ave NE 55434	Thanh Nguyen
Thuy Nguyen	225 122 <sup>nd</sup> Ave NE 55434	Thuy Nguyen
Melissa Hanson	216 122nd Ave NE 55434	M. Hanson
Ian George	212 122nd Ave NE	Ian George
Lindy Asilo	201 122nd Ave NE 55434	Lindy Asilo
Murck Gajkowski	12345 5 <sup>th</sup> St NE, Blaine MN	Murck Gajkowski
Brandi Nithang	12349 5 <sup>th</sup> St NE	Brandi Nithang
David Nithang	12349 5 <sup>th</sup> St NE	David Nithang
Megan Frain	12353 5 <sup>th</sup> St NE	Megan Frain
Jon Husky	12377 5 <sup>th</sup> St NE	Jon Husky
Brandon McInnis	12387 5 <sup>th</sup> St NE	Brandon McInnis

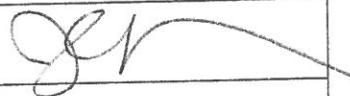
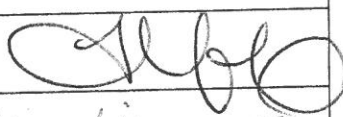
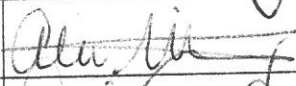
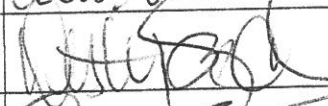
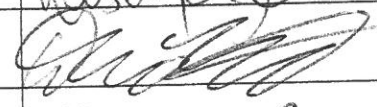

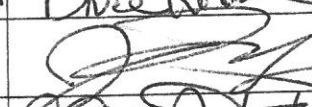
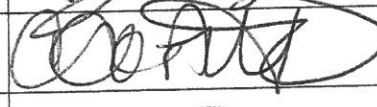
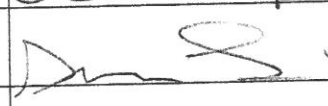
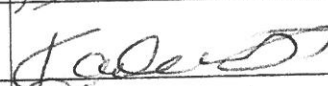
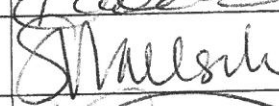
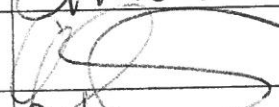
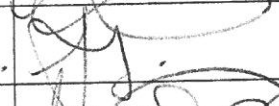
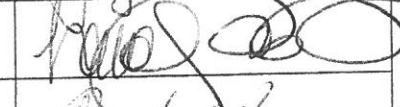
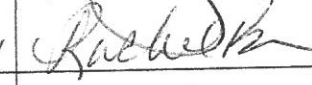
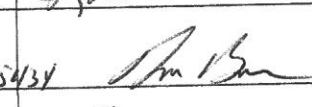
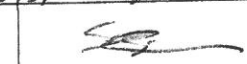
Name (Printed)	Address	Signature
Kari Schuster	532 121 <sup>st</sup> Ave NE	
Hilda Bailey	504 121 <sup>st</sup> Ave NE	
Alber Joseph	208 121 <sup>st</sup> Ave NE	
M. K. D. H.	512 121 <sup>st</sup> Ave NE	
Sarah Dahl	512 121 <sup>st</sup> Ave NE	
Claire Steinbach	12348 5 <sup>th</sup> St. NE	
Ben Steinbach	12348 5 <sup>th</sup> St NE	
Amy Gardner	511 121 <sup>st</sup> Ave NE	
Mare Severson	525 122 <sup>nd</sup> Ave NE	
Ar. R. Lovegreen	529 121 <sup>st</sup> Ave NE	
Jamie Nguyen	63 121 <sup>st</sup> Ave NE	
James Saunders	12049 Terrace Ct NE	
Sarah Saunders	12049 Terrace Ct NE	
Shelly Larson	12148 7 <sup>th</sup> St NE	
Richard Larson	12148 7 <sup>th</sup> St NE	
QUIT TRAN	12075 7 <sup>th</sup> St NE	
Christine Clark	139 121 <sup>st</sup> Avenue	
Jeff Clark	139 121 <sup>st</sup> Avenue	
Ryan Quilling	508 121 <sup>st</sup> Ave NE	
Andrea Lee	359 121 <sup>st</sup> Ave NE	
Ramla Omar	408 122 <sup>nd</sup> Ave NE	



Name (Printed)	Address	Signature
Alx Hiel	12378 5 <sup>th</sup> St.	Alx M Hiel
Renee Hiel	12378-5th St., Blaine, MN	Renee L. Hiel
Kristine Behm	145 124th Ave. NE Blaine, MN	Kristine Be
Alex M. Hebert	157 124 <sup>th</sup> Ave NE, Blaine, MN	Alex M Hebert
Jessie Van Buren	137 124 Ave NE Blaine, MN 55434	Jessie Van Buren
Andrew Smith	116-124 <sup>th</sup> Ave. NE, Blaine	Andrew Smith
Wendy Smith	116-124 <sup>th</sup> Ave NE Blaine	Wendy Smith
Sharon Jensen	124 124 <sup>th</sup> Ave NE Blaine	Sharon Jensen
Flora Lauer	117 124 <sup>th</sup> Ave NE, Blaine	Flora Lauer
Rohan Grama	100 124 <sup>th</sup> Ave NE, Blaine	Rohan Grama
ARCHANA KRISHNAMURTHY	100 124 <sup>th</sup> Ave NE, Blaine	Archana
Elisso Uka	79 124 <sup>th</sup> Ave NE Blaine	Elisso Uka
Darshan Naik	64 124 <sup>th</sup> Ave NE Blaine	Darshan Naik
DCSta Gelgela	41 124 <sup>th</sup> Ave NE	DCSta Gelgela (Safety concerns)
Pete Schmitt	32 124 <sup>th</sup> Ave NE	Pete Schmitt
Thomas Johnson	12100 3rd St NE Blaine MN	Thomas Johnson
Russell Johnson	12100 3rd St NE Blaine MN	Russell Johnson
Melinda Lawrence	12117 3 <sup>rd</sup> St NE Blaine MN	Melinda Lawrence
Daniel W. Asfaw	12132 3 <sup>rd</sup> St NE Blaine, MN	Daniel W. Asfaw
Daniel Briz	12133 3 <sup>rd</sup> St NE Blaine, MN	Daniel Briz
Michael Briz	12133 3 <sup>rd</sup> St NE Blaine, MN	Michael Briz
Alanna Bilken	12145 3 <sup>rd</sup> St NE Blaine MN	Alanna Bilken

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[illegible]

Name (Printed)	Address	Signature
Jen Stoltz	2826 129th Ave NE Blaine MN 55449	
Tiffany Zentke	2864 88th LN NE Blaine	
Alison Tischer	910 34th Ave NW	
Destiny Seck	236 122nd Ave NE Blaine 55434	
Dave Tischer	910 34th Ave NW	
Bruce Kotval	4417 Churchill St Shoreview mn	
JOE DIBBE	8150 CENTRAL AVE, BLAINE	
Chris Carlson	11514 Van Buren Ct NE Blaine	
Sharon Leis	3034 143rd Ave NE	
Karla Gust	10572 Sanctuary Dr NE Blaine	
Stephanie Wallischlaeger	11877 Dogwood St NW	
Clicia Brekkester	401 124th Ln NW	
Shannon Thomsen	2680 118th Cir. NE.	
Laura Jacobsen	303 Aspen Lake Dr. NE	
Rachel Brown	12000 Monroe St NE Blaine MN 55434	
Tim Brown	12200 Monroe St NE Blaine MN 55434	
L. Prann	12936 Legacy Creek Blvd NW Plymouth, MN	

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