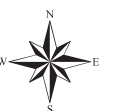


BlaineMN.gov

## Case File No. 21-0038 Havenwood of Blaine

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



SITE NOTES:

1. PRIOR TO STARTING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE TO MAKE SURE ALL REQUIRED PERMITS HAVE BEEN OBTAINED. NO CONSTRUCTION OR FABRICATION SHALL BEGIN UNTIL THE CONTRACTOR HAS RECEIVED AND THOROUGHLY REVIEWED ALL PERMITS. OTHER PERMITS MAY BE REQUIRED BY THE PERMITTING AGENCIES.
2. CONTRACTOR SHALL FIELD VERIFY THE LOCATIONS AND ELEVATIONS OF EXISTING UTILITIES AND TOPOGRAPHIC FEATURES, SUCH AS EXISTING GUTTER GRADERS AT THE PROPOSED DRIVEWAYS, PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES OR VARIATIONS FROM THE PLANS.
3. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THESE PLANS AND SPECIFICATIONS AND REQUIREMENTS AND STANDARDS OF THE LOCAL GOVERNING AUTHORITY.
4. CONTRACTOR IS RESPONSIBLE FOR THE PROTECTION & REMOVAL OF ALL EXISTING STRUCTURES WHICH INTERFERE WITH NEW WORK AS SHOWN.
5. CONCRETE SIDEWALK AND CURB & GUTTER SHALL BE REMOVED TO NEAREST CONSTRUCTION JOINT UNTIL THE REMOVAL LINES.
6. ALL EXISTING GRADING AND PROPOSED INFORMATION SHOWN ON THE PLANS SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY IN WRITING OF ANY DISCREPANCIES OR VARIATIONS FROM THE PLANS. NO CONSTRUCTION FOR NECESSARY PLAN OR GRADE CHANGES, NO EXTRA COMPENSATION SHALL BE ALLOWED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ALL INFORMATION SHOWN INCORRECTLY ON THESE PLANS IF SUCH NOTIFICATION HAS NOT BEEN GIVEN.
7. DIMENSIONS SHOWN ARE TO FACE OF CURB, CENTER OF STRUCTURE, EDGE OF SIDEWALK OR EXTERIOR OF BUILDING.
8. CONCRETE SIDEWALK ADJACENT TO BUILDING SHALL BE SEPARATED BY A 1/2" EXPANSION JOINT.
9. PROTECT EXISTING CONCRETE SIDEWALKS DURING ALL PHASES OF CONSTRUCTION. CONTRACTOR TO REPLACE ANY CRACKED OR BROKEN PANELS CAUSED BY SITE CONSTRUCTION.
10. CONTRACTOR IS RESPONSIBLE FOR THE REMOVAL & DISPOSAL OF THE EXISTING BITUMINOUS SIDEWALKS. SHALL BE SAID CUT OR JACK HANDED FOR STRAIGHT ENDS. TACK SHALL BE USED ON BITUMINOUS EDGE PRIOR TO PATCHING, MATCH EXISTING GRADERS.
11. CONTRACTOR SHALL PROTECT ADJACENT PROPERTIES & STRUCTURES FROM HAZARDS ASSOCIATED WITH CONSTRUCTION ACTIVITIES. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DAMAGES TO ADJACENT STRUCTURES THAT OCCUR AS A RESULT OF THESE ACTIVITIES.
12. CONTRACTOR SHALL NOT IMPIDE EXISTING TRAFFIC CIRCULATION TO ADJACENT BUSINESSES. BUSINESSES ADJACENT TO CONSTRUCTION ACTIVITIES SHALL BE RESPONSIBLE FOR ALL DAMAGES TO ADJACENT STRUCTURES.
13. CONTRACTOR SHALL PERFORM SEWERING ON PRIVATE PARKING AREAS AND PUBLIC STREETS AT LEAST ONCE A WEEK, ONCE A DAY IF NEEDED.
14. CONTRACTOR SHALL BE HELD FULLY RESPONSIBLE TO PREVENT AND ELIMINATE ANY DUST SUSPENSION OCCASIONED BY ANY DURING CONSTRUCTION. UNTIL THE PROJECT HAS BEEN COMPLETED AND HANDED OVER.
15. REFER TO ARCHITECTURAL DRAWINGS FOR CONCRETE STOPS ADJACENT TO PROPOSED BUILDING.
16. CONTINUOUS CONCRETE CURB & GUTTER WHICH CHANGES TYPE SHALL HAVE A FIVE FOOT TRANSITION.
17. ALL CONCRETE CURB AND GUTTER ADJACENT TO CONCRETE WALK BE SEPARATED BY A 1/2" INCH EXPANSION JOINT.
18. PARKING LOT STOPPING SHALL BE 4" INCH WHITE.
19. ALL WORK WITHIN THE R.O.W. SHALL COMPLY WITH THE CITY ENGINEERING DESIGN STANDARDS.
20. ALL CURB AND GUTTER TO BE CONCRETE #612 CURB UNLESS NOTED OTHERWISE.
21. CONCRETE APPROX TO BE INSTALLED FOR ALL ACCESS DRIVES UNTO PUBLIC STREETS PER CITY SPECIFICATIONS.
22. ALL CONCRETE PADS TO BE 3000 PSI AIR ENTRAINMENT #6 CONCRETE WITH #4 BARS @ 12" O.C. AND BROOM FINISHED.
23. REFER TO PHOTOGRAPHIC PLAN FOR LOCATIONS, FOOTCANDLE PRINT OUT AND SPECIFICATIONS.

**SITE DATA:**

EXISTING ZONING = DF-DEVELOPMENT FLEX  
B2-COMMUNITY COMMERCIAL  
FR-FARM RESIDENTIAL

PROPOSED ZONING = DBD-PLANNED BUSINESS DEVELOPMENT

SITE AREA:

LOT 3: (ROERS SENIOR BUILDING)	=	283,267 S.F. 6.50 AC	
EXISTING PERVIOUS AREA:	=	± 283,267 S.F. 6.50 AC	(100%)
EXISTING PERVIOUS AREA:	=	± 0 S.F.	(0%)
<hr/>			
PROPOSED LOT AREA:	=	283,267 S.F. 6.50 AC	
PROPOSED IMPERVIOUS AREA:	=	181,670 S.F. 4.17 AC	(64%)
PROPOSED PERVIOUS AREA:	=	101,597 S.F. 2.33 AC	(36%)











PARKING REQUIRED (PER CITY CODE SECTION 33.14(I))

1 STALL PER UNIT

TOTAL REQUIRED PARKING:  
LOT 3 ROERS SENIOR BUILDING:  
PROVIDED PARKING

= 165 STALLS  
= 203 STALLS  
( 86 GARAGE STALLS  
117 SURFACE STALLS )

**SITE LEGEND:**

	B612 CURB & GUTTER (EXCEPT IN ROW)
	EXISTING CURB & GUTTER
	CONCRETE PAVEMENT/SIDEWALK
	HEAVY DUTY BITUMINOUS PAVEMENT
	HEAVY DUTY BITUMINOUS PAVEMENT
	PROPOSED LIGHT FIXTURE SEE PHOTOMETRIC PLAN
	CONSTRUCTION LIMITS
	PROPOSED PROPERTY LINE
	PROPOSED RIGHT-OF-WAY
	EASEMENTS

125TH AVE N (MAIN STREET) AND JEFFERSON BLVD  
BLAINE, MINNESOTA

**PLANNING SUBMITTAL**

**SITE PLAN**

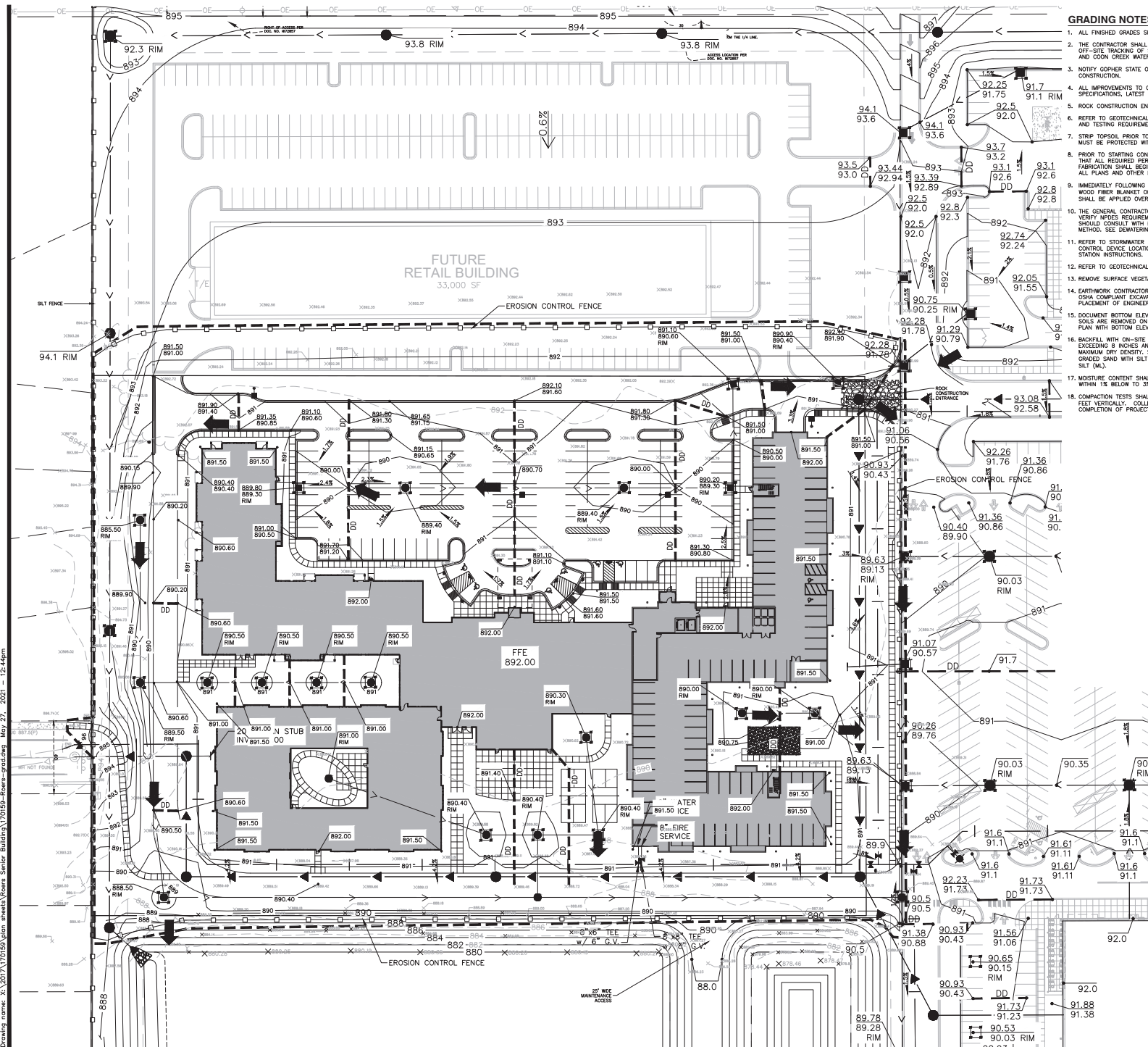
whereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed PROFESSIONAL ENGINEER under the laws of the State of MINNESOTA.

12/21	
License No.	
QUALITY ASSURANCE/CONTROL	
DATE	
DATE	ISSUE
7-21	CITY PLANNING SUBMITTAL
12-21	CITY COMMENTS

PROJECT TEAM DATA

SIGNED:	MLK
AWM:	MLS
PROJECT NO:	217-0159

**C-3.0**



- ## GRADING NOTES:
1. ALL FINISHED GRADES SHALL SLOPE AWAY FROM PROPOSED BUILDINGS.
  2. THE CONTRACTOR SHALL KEEP THE ADJACENT ROADWAYS FREE OF DEBRIS AND PREVENT THE OFF-SITE TRACKING OF SOIL IN ACCORDANCE WITH THE REQUIREMENTS OF THE CITY OF BLAINE AND THE CREEK WATERSHED DISTRICT.
  3. NOTIFY COUNTY STATE ONE CALL, AT (800)252-1166, 48 HOURS PRIOR TO START OF CONSTRUCTION.
  4. ALL IMPROVEMENTS TO CONFORM WITH THE CITY OF BLAINE CONSTRUCTION STANDARD SPECIFICATIONS, LATEST EDITION.
  5. ROCK CONSTRUCTION ENTRANCES SHALL BE PROVIDED AT ALL CONSTRUCTION ACCESS POINTS.
  6. REFER TO GEOTECHNICAL REPORT AND PROJECT MANUAL, FOR SOIL CORRECTION REQUIREMENTS AND TESTING REQUIREMENTS.
  7. STRIP TOPSOIL, SPOIL OR ANY OTHER UNWANTED MATERIAL, REMOVE STOCKPILE ON SITE. STOCKPILE PERIMETERS SHALL BE PROTECTED WITH BURLAP FENCING.
  8. PRIOR TO STARTING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE TO MAKE SURE THAT ALL REQUIRED PERMITS AND APPROVALS HAVE BEEN OBTAINED. NO CONSTRUCTION OR FILLING SHALL BEGIN UNTIL THE CONTRACTOR HAS RECEIVED AND THOROUGHLY REVIEWED ALL PLANS AND OTHER DOCUMENTS APPROVED BY ALL OF THE PERMITTING AGENCIES.
  9. IMMEDIATELY FOLLOWING GRADING OF (3:1 OR GREATER) SIDE SLOPES AND DRAINAGE SWALES, WOOD FIBER BLANKET OR OTHER APPROVED SOIL STABILIZING METHOD (APPROVED BY ENGINEER) SHALL BE APPLIED OVER ALL EXPOSED SOILS AND MUDFLOWS.
  10. THE GENERAL CONTRACTOR MUST DISCUSS DETERMINING PLANS WITH ALL SUBCONTRACTORS TO VERIFY MPDS REQUIREMENTS. DETERMINING IS REQUIRED DURING CONSTRUCTION, CONTRACTOR SHALL EMPLOY A QUALIFIED GEOTECHNICAL CONSULTANT AND ENGINEER TO DETERMINE APPROPRIATE METHOD. SEE DETERMINING NOTES ON SHEET C-4.2.
  11. REFER TO STORMWATER POLLUTION PREVENTION PLAN (SWPPP) FOR ALL EROSION AND SEDIMENT CONTROL, EROSION LOCATION, DESCRIPTIONS, NOTES AND DETAILS INCLUDING CEMENT WASHOUT SCHEDULING INSTRUCTIONS.
  12. REFER TO GEOTECHNICAL REPORT, GEOTECHNICAL REPORT SUPERSEDES ALL PLAN REQUIREMENTS.
  13. REMOVE SURFACE VEGETATION, ROOT ZONES, TOPSOIL, EXISTING FILL AND ORGANIC SOILS.
  14. EARTHWORK CONTRACTOR TO PROVIDE GROUNDWATER MANAGEMENT AS NECESSARY TO MAINTAIN DRAIN COMPLIANT EXCAVATIONS AND TO FACILITATE REMOVAL OF THE UNSATURABLE SOILS AND PLACEMENT OF ENGINEERED FILL.
  15. DOCUMENT BOTTOM ELEVATIONS AND COORDINATES VIA A GPS COLLECTOR AFTER UNSATURABLE SOILS ARE REMOVED ON A 30' X 30' GRID PATTERN. AT COMPLETION OF PROJECT, PROVIDE SITE PLAN WITH BOTTOM ELEVATIONS.
  16. BACKFILL WITH ON-SITE SOILS WITH LESS THAN 2 PERCENT ORGANIC CONTENT IN LIFTS NOT EXCEEDING 12" LAYERS. MINIMUM COMPACTED TO AT LEAST 90 PERCENT OF THE STANDARD PROCTOR MAXIMUM DENSITY. SILTY SANDS/ SILTY CLAYS TYPES CONSIST OF POORLY GRADED SAND (SP), POORLY GRADED SAND WITH SILT (SP-SM), SILTY SAND (SM), CLAYEY SAND (SC), LEAN CLAY (CL) AND MUD (MH).
  17. MOISTURE CONTENT SHALL BE WITHIN 3% OF OPTIMUM MOISTURE CONTENT FOR SP, SP-SM AND WITHIN 1% BELOW TO 3% ABOVE FOR SM, SC, CL AND MH.
  18. COMPRESSION TESTS SHALL BE PERFORMED EVERY 2,500 SQUARE FEET AND NOT MORE THAN 2 FEET DEEP FOR EACH LAYER OF SOIL. PROVIDE TEST RESULTS TO THE CITY OF BLAINE. AT COMPLETION OF PROJECT, PROVIDE SITE PLAN WITH COMPRESSION TEST LOCATIONS.

- ### GRADING LEGEND:
- |        |                                 |
|--------|---------------------------------|
| ---    | EXISTING CONTOUR                |
| 0.0    | PROPOSED CONTOUR                |
| 0.05   | PROPOSED CONTOUR BY OTHERS      |
| 0.05.0 | PROPOSED SPIRT ELEVATION        |
| FTE    | FINISH FLOOR ELEVATION          |
| 0.05   | DIRECTION OF DRAINAGE           |
| ■      | EMERGENCY OVERFLOW ROUTING      |
| →      | PROPOSED CATCH BASIN            |
| →      | PROPOSED STORM SEWER            |
| ---    | PROPOSED LIMITS OF CONSTRUCTION |
| ---    | PROPOSED EASEMENT               |
| ---    | PROPERTY LINE                   |
| ---    | PROPOSED PROPERTY LINE          |
| ---    | PROPOSED RIGHT-OF-WAY           |
| DD     | DRAINAGE DITCH                  |
| □      | INLET PROTECTION                |
| ○      | EROSION CONTROL FENCE           |
| ▨      | ROCK CONSTRUCTION ENTRANCE      |

  
**ALLIANT**  
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733 Marquette Ave, Ste 700  
Minneapolis, MN 55402  
612.758.3080 MMN  
612.758.3099 FAX  
[www.alliant-inc.com](http://www.alliant-inc.com)

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

5/12/21	
Date	License No.
QUALITY ASSURANCE/CONTROL	
BY	DATE
DATE	ISSUE
5-7-21	CITY PLANNING SUBMITTAL
5-27-21	CITY COMMENTS

PROJECT TEAM DATA	
DESIGNED:	WK
DRAWN:	MLS
PROJECT NO:	217-0159

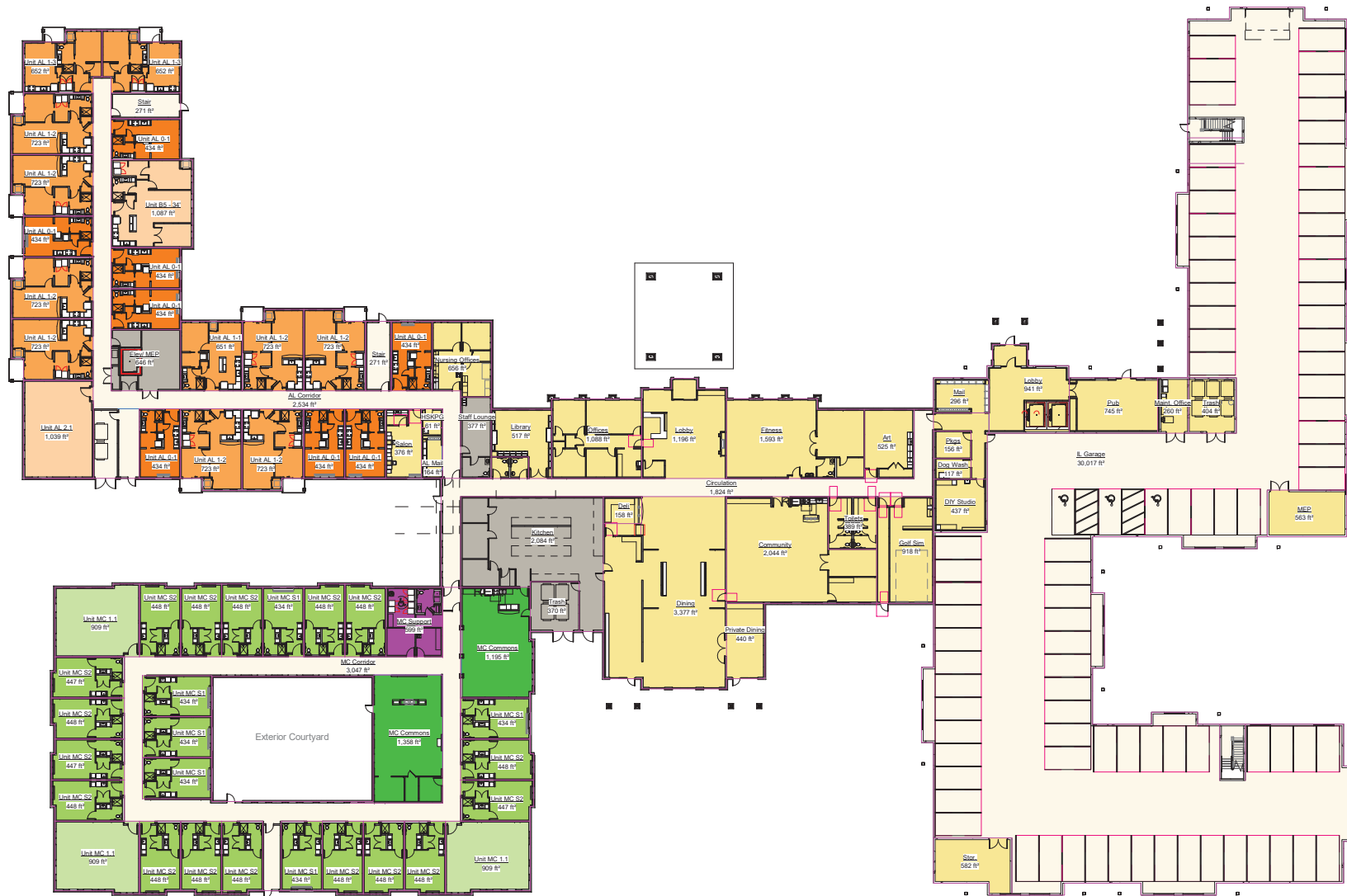
**C-4.0**





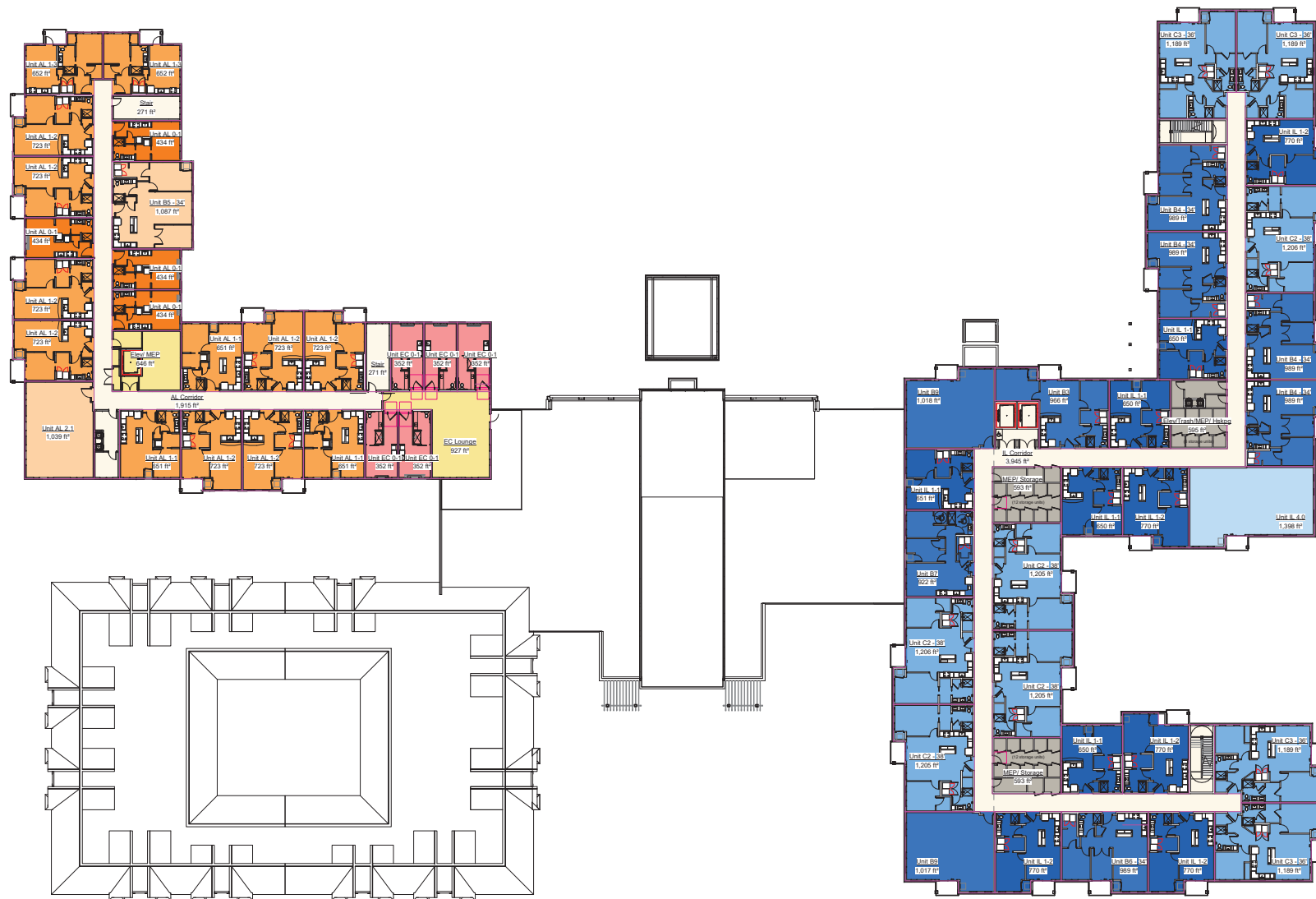






- Color Scheme Legend
- AL 0 BR (Studio)
  - AL 1BR
  - AL 1BR +D
  - Circulation
  - Common Area
  - Core
  - MC 0 BR (Studio)
  - MC 1BR
  - MC Commons
  - MC Support



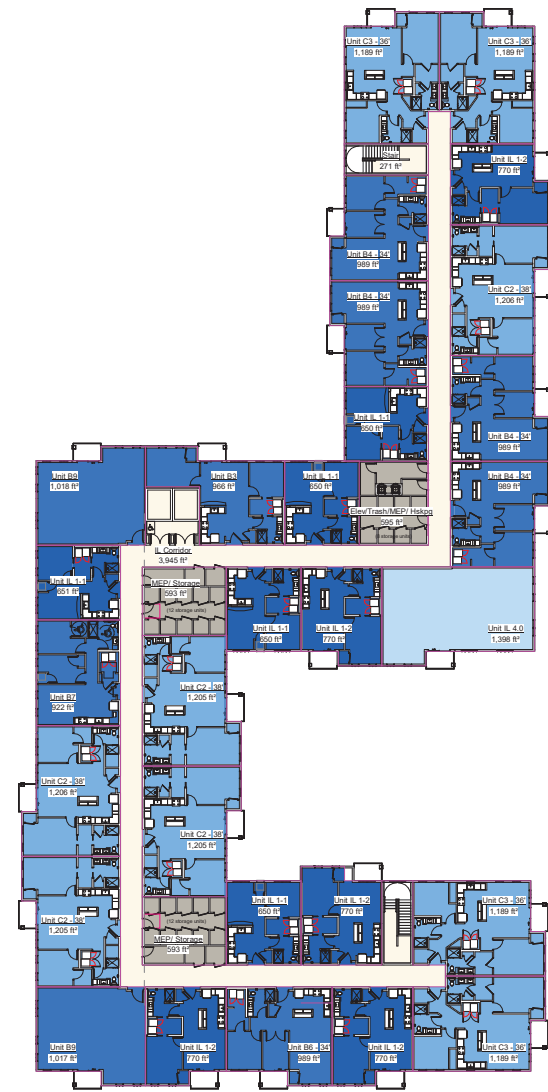
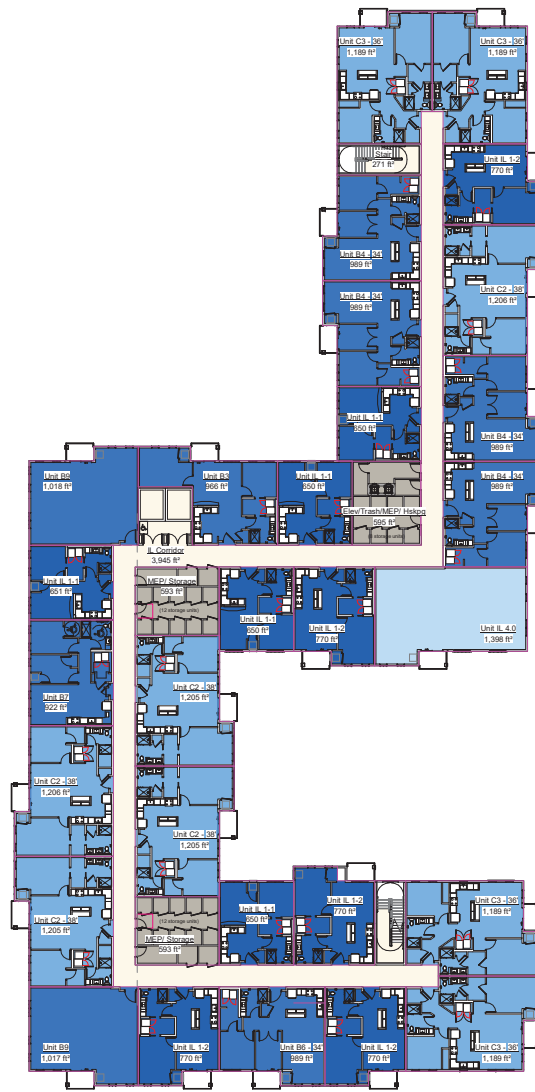
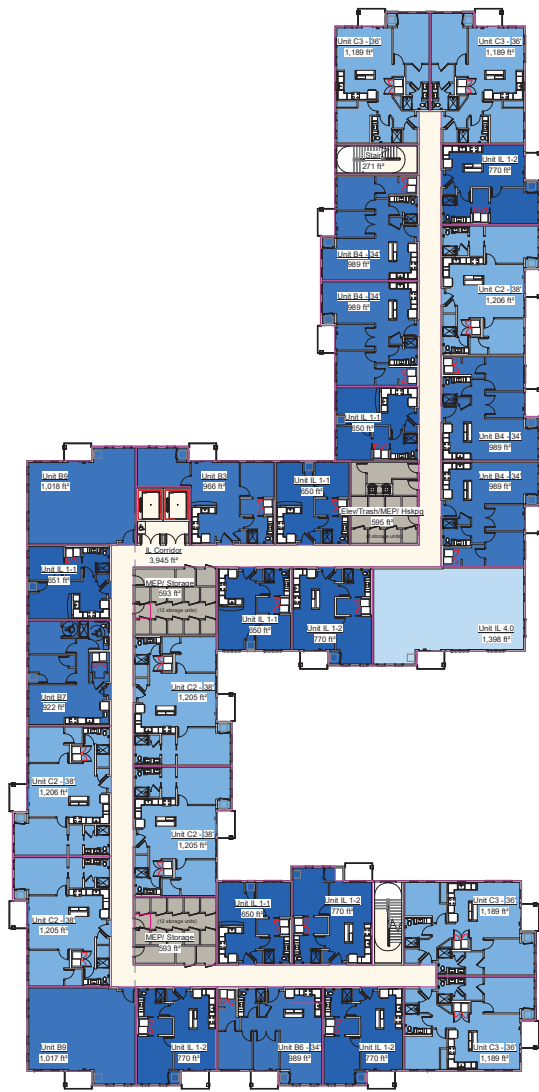


Color Scheme Legend

- AL 0 BR (Studio)
- AL 1BR
- AL 1BR + D
- Circulation
- Common Area
- EC 0 BR (Studio)

Color Scheme Legend

- Circulation
- Core
- IL 1BR
- IL 1BR + D
- IL 2BR
- IL 2BR + D



#### Color Scheme Legend

- Circulation
- Core
- IL 1BR
- IL 1BR + D
- IL 2BR
- IL 2BR + D



GROSS AREA - TOTAL	
Level	Area
IL Level 5	34,151 ft <sup>2</sup>
IL Level 4	34,151 ft <sup>2</sup>
IL Level 3	34,151 ft <sup>2</sup>
Level 2	18,695 ft <sup>2</sup>
IL Level 2	34,151 ft <sup>2</sup>
Level 1	89,268 ft <sup>2</sup>
Grand total	244,566 ft <sup>2</sup>

PARKING	
Comments	Count
Parking Garage	86
Surface	117
	203

UNIT MIX - GROSS AREA				
Name	Count	Unit Gross Area	Total Area	%
		Main Floor		
AL 0 BR (Studio)				
Unit AL 0-1	12	434 ft²	5,206 ft²	6%
	12		5,206 ft²	6%

AL 1BR				
Unit AL 1-1	4	651 ft <sup>2</sup>	2,603 ft <sup>2</sup>	2%
Unit AL 1-2	16	723 ft <sup>2</sup>	11,568 ft <sup>2</sup>	9%
Unit AL 1-3	4	652 ft <sup>2</sup>	2,609 ft <sup>2</sup>	2%
	24		16,780 ft <sup>2</sup>	13%

AL 1BR + D				
Unit AL 2.1	2	1,039 ft <sup>2</sup>	2,079 ft <sup>2</sup>	1%
Unit B5 - 34'	2	1,087 ft <sup>2</sup>	2,174 ft <sup>2</sup>	1%
	4		4,253 ft <sup>2</sup>	2%

EC 0 BR (Studio)				
Unit EC 0-1	5	352 ft <sup>2</sup>	1,762 ft <sup>2</sup>	3%
	5		1,762 ft <sup>2</sup>	3%

AL = 40

UNIT MIX - GROSS AREA				
Name	Count	Unit Gross Area	Total Area	%
		Main Floor		
IL 1BR				
Unit IL 1-1	20	651 ft²	13,006 ft²	11%
Unit IL 1-2	20	770 ft²	15,406 ft²	11%
	40		28,412 ft²	21%

IL 1BR + D				
Unit B3	4	966 ft <sup>2</sup>	3,863 ft <sup>2</sup>	2%
Unit B4 - 34'	16	989 ft <sup>2</sup>	15,825 ft <sup>2</sup>	9%
Unit B6 - 34'	4	989 ft <sup>2</sup>	3,956 ft <sup>2</sup>	2%
Unit B7	4	922 ft <sup>2</sup>	3,688 ft <sup>2</sup>	2%
Unit B9	8	1,018 ft <sup>2</sup>	8,139 ft <sup>2</sup>	4%
	36		35,470 ft <sup>2</sup>	19%

IL 2BR				
Unit C2 - 38'	20	1,206 ft <sup>2</sup>	24,110 ft <sup>2</sup>	11%
Unit C3 - 36'	16	1,189 ft <sup>2</sup>	19,030 ft <sup>2</sup>	9%
	36		43,141 ft <sup>2</sup>	19%

IL 2BR + D				
Unit IL 4.0	4	1,398 ft <sup>2</sup>	5,591 ft <sup>2</sup>	2%
	4		5,591 ft <sup>2</sup>	2%

IL = 116

IL storage units = 128

UNIT MIX - GROSS AREA				
Name	Count	Unit Gross Area	Total Area	%
		Main Floor		
MC 0 BR (Studio)				
Unit MC S1	6	434 ft²	2,603 ft²	3%
Unit MC S2	17	448 ft²	7,607 ft²	9%
23			10,210 ft²	12%

MC 1BR				
Unit MC 1.1	3	909 ft <sup>2</sup>	2,728 ft <sup>2</sup>	2%
	3		2,728 ft <sup>2</sup>	2%
Grand total	187		153,553 ft <sup>2</sup>	100%

## EXTERIOR MATERIALS



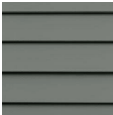



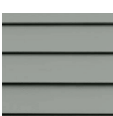
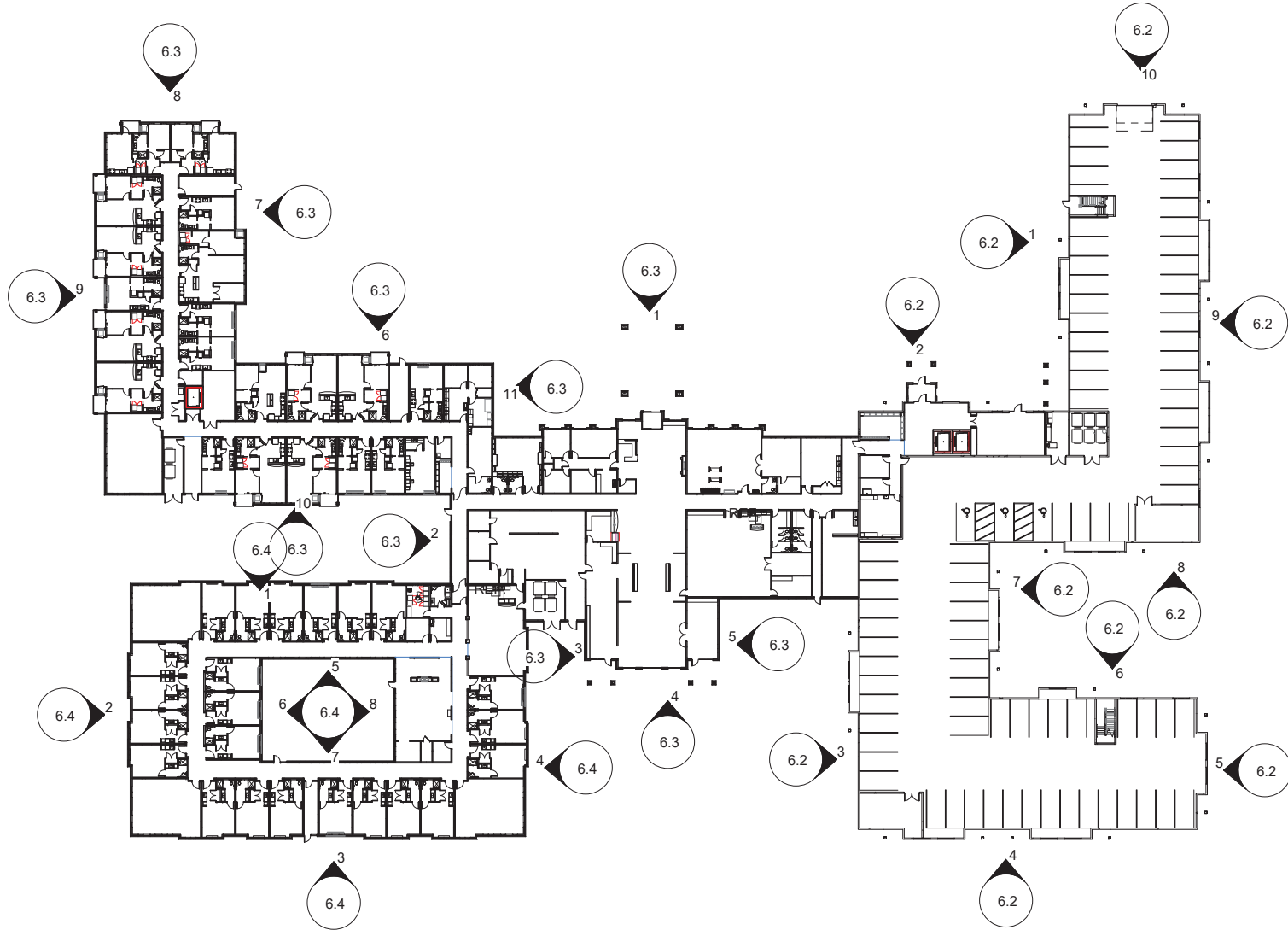
Material Mark	Description	Area	Percentage	Image
1	GLAZING	39,144 ft <sup>2</sup>	32%	
4.1	PRECAST CONCRETE W/ FORMLINER - RECKLI, Pommern	16,123 ft <sup>2</sup>	13%	
4.2	MANUFACTURED STONE SIDING VENEER - Boulder Creek - Prairie Bluff Color: Chandler	5,306 ft <sup>2</sup>	4%	
7.1	CEMENT FIBER BOARD - James Hardie Lap - "Westchester Gray"	22,078 ft <sup>2</sup>	18%	
7.2	CEMENT FIBER BOARD - James Hardie Shake - "Earl Gray"	11,720 ft <sup>2</sup>	9%	
7.3	CEMENT FIBER BOARD - James Hardie Panel - "Argos"	13,230 ft <sup>2</sup>	11%	
7.4	CEMENT FIBER BOARD - James Hardie Panel - "Earl Gray"	10,645 ft <sup>2</sup>	9%	
7.5	CEMENT FIBER BOARD - James Hardie Lap - "Earl Gray"	5,208 ft <sup>2</sup>	4%	
		123,454 ft <sup>2</sup>		



IMAGE FROM ANOTHER HAVENWOOD PROPERTY WITH THE SAME EXTERIOR COLOR SCHEME







① IL - 1  
1" = 30'-0"



② IL - 2  
1" = 30'-0"



③ IL - 3  
1" = 30'-0"



④ IL - 4  
1" = 30'-0"



⑤ IL - 5  
1" = 30'-0"



⑥ IL - 6  
1" = 30'-0"



⑦ IL - 7  
1" = 30'-0"



⑧ IL - 8  
1" = 30'-0"



⑨ IL - 9  
1" = 30'-0"



⑩ IL - 10  
1" = 30'-0"

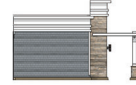




① Clubhouse - 1  
1" = 30'-0"



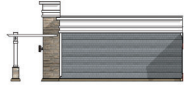
② Clubhouse 2.1  
1" = 30'-0"



③ Clubhouse - 2  
1" = 30'-0"



④ Clubhouse - 3  
1" = 30'-0"



⑤ Clubhouse - 4  
1" = 30'-0"



⑥ AL - 1  
1" = 30'-0"



⑦ AL - 2  
1" = 30'-0"



⑧ AL - 3  
1" = 30'-0"



⑨ AL - 4  
1" = 30'-0"



⑩ AL - 5  
1" = 30'-0"



⑪ AL - 6  
1" = 30'-0"



① MC - 1  
1" = 30'-0"



② MC - 2  
1" = 30'-0"



③ MC - 3  
1" = 30'-0"



④ MC - 4  
1" = 30'-0"



⑤ MC - 5  
1" = 30'-0"



⑥ MC - 6  
1" = 30'-0"



⑦ MC - 7  
1" = 30'-0"



⑧ MC - 8  
1" = 30'-0"



5/7/2021

Kaas Wilson Architects  
1301 American Blvd E., Ste 100  
Bloomington, MN 55425

Roers Investments, LLC  
110 Cheshire Lane, Ste 120  
Minnetonka, MN 55305

Regarding: Havenwood of Blaine - Project Narrative

---

We are proposing to construct the Roers – Havenwood of Blaine Senior Facility at the master planned Hy-Vee Development. The area was depicted as senior housing on the Hy-Vee approval documents and our client will be purchasing the property from Hy-Vee. Havenwood of Blaine is a 187 unit Senior Living building including Memory Care (1 story), Assisted (2 story) and Independent Living (1 story of on-grade garage parking + 4 stories of apartments above). A central amenity portion of the building includes dining, community room, art room, golf simulator, library and staff offices in addition to public spaces throughout the building. Exterior amenities include outdoor patios, resident gardening, pickleball courts and walking paths throughout the property. The majority of the building will be type VA construction with the exception of the on-grade parking garage type IA construction.

The creek that ran through the site has been relocated and placed in a pipe that runs along the west side of the site. The overall site was mass graded this last fall and winter. A regional pond was constructed for the overall site and a large flood storage area has also been constructed. Hy-Vee will provide the site with vehicular access and the necessary utilities. The Preliminary and Final Plat will provide easements for the proposed utilities. A pedestrian sidewalk will be provided from the neighborhood to the west that will allow access through the proposed Senior Facility to the proposed Hy-Vee Grocery store. The Roers – Havenwood of Blaine facility will provide a porte cochere at the main entrance on the north side of the building. Enclosed and exterior parking will be provided for the facilities needs. We have strived to integrate sustainable design principles into the landscape design, such as the diversity in plant species, disease and drought resistant native and naturalized plant material, along with the reduction of stormwater run-off through the use of a water efficient irrigation.





May 20, 2021

**To: Jeff Koch, Roers Companies**

**From: Vernon Swing, PE**

**Re: Trip Generation and Parking Analysis for Havenwood of Blaine, Blaine, MN**

---

Per your request, Swing Traffic Solutions, LLC has conducted a trip generation and parking demand analysis for the proposed Havenwood of Blaine development in Blaine, MN. The site is located on the south side of 125<sup>th</sup> Avenue NE and on the west side of Jefferson Street NE. The proposed plan will create a 187-unit continuing care senior residential community and will include 203 parking spaces, 86 of which will be in an underground garage and 117 of which will be surface spaces. The purpose of this study is to estimate the number of trips the site will generate, and to estimate the peak parking demands for the proposed use and determine if sufficient parking capacity will be provided with the development.

### **Trip Generation**

The trip generation for the proposed Havenwood of Blaine has been estimated based on the methodology described by the Institute of Transportation Engineers (ITE) in *Trip Generation*, 10<sup>th</sup> Edition. The proposed use corresponds with ITE Land Use Codes 255, Continuing Care Retirement Community. Table 1 summarizes the findings based on the number units and assumes conditions consistent with suburban areas.

**Table 1**  
**Trip Generation – Continuing Care Community**

Land Use	ITE Code	AM Peak Hour Trips		PM Peak Hour Trips	
		Enter	Exit	Enter	Exit
Continuing Care Retirement Community	255	17 Trips	9 Trips	12 Trips	18 Trips
<b>TOTAL Trips</b>		<b>26 Trips</b>		<b>30 Trips</b>	

As shown in Table 1, the new use is estimated to generate 26 trips, 17 trips entering and 9 trips exiting trips during the AM traffic peak hour time, and 30 trips, 12 entering and 18 exiting during the PM traffic peak time. Based on the results reported in Table 1, the traffic impacts of this development are minimal.

### **Parking Demand**

The parking demand forecast for the proposed Havenwood of Blaine continuing care retirement community development utilized *Parking Generation*, 5th Edition, published by ITE, the Institute of Transportation Engineers. The ITE information for Land Use Code 255 associated with Continuing Care



#### Swing Traffic Solutions

Retirement Communities indicates the number of parking spaces needed to address the demand associated with this land use can be estimated based on the number of dwelling units or on the number of occupied dwelling units included with the project. As the number of occupied dwelling units is unknown at this time, the number of dwelling units was used for this estimate. In this case, there are 187 residential units.

The parking demand calculation includes two methods. The first method is based on a rate of parking demand per “unit” determined from a weighted average of collected data. The second method is based on a fitted curve equation generated to fit the collected data. ITE recommendations as to the appropriate method are as follows:

From ITE:

“When the data plot includes at least 20 points and when a fitted curve is provided the fitted curve equation should be used if the R square value is 0.75 or greater.

Coefficient of Determination (R squared )— the percent of the variance in the number of parked vehicles associated with the variance in the independent variable value. This value is presented for every fitted curve equation. If the R squared value is 0.75, then 75 percent of the variance in the number of parked vehicles is accounted for by the variance in the size of the independent variable. As the R squared value approaches 1.0 the better the fit; as the R squared value approaches zero, the worse the fit.”

In this case, there are only 4 data points but the fitted curve equation was chosen as the regression analysis resulted in the R squared value of 0.99 (nearly perfect) indicating this is the most accurate method for estimating demand (see attached sheet from ITE). The Parking Demand is calculated as follows, with P representing Parking Demand, and X representing the number of bedrooms:

$$\begin{aligned} \ln(P) &= 0.95\ln(X) + 0.32 \\ P &= 198 \text{ Spaces} \end{aligned}$$

As mentioned earlier the proposed development is planning to provide 203 parking spaces, exceeding the anticipated peak demand calculated at 198 spaces.

#### Conclusion

In conclusion, the development will generate new traffic, however, the roadway system providing access to this area has sufficient capacity to handle the increase in traffic and the development will have a minimal impact on the surrounding roadway system. Also, the proposed Havenwood of Blaine development along has sufficient parking for the anticipated demand. The parking supplied as part of the overall development exceeds the anticipated needs. Please contact Vernon Swing at [vswingtraffic@gmail.com](mailto:vswingtraffic@gmail.com) or 612-968-4142 with any questions.

**Attachment: ITE Parking Demand Sheet**



STS

Swing Traffic Solutions

## Continuing Care Retirement Community (255)

Peak Period Parking Demand vs: Dwelling Units

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

Peak Period of Parking Demand: 8:00 a.m. - 4:00 p.m.

Number of Studies: 4

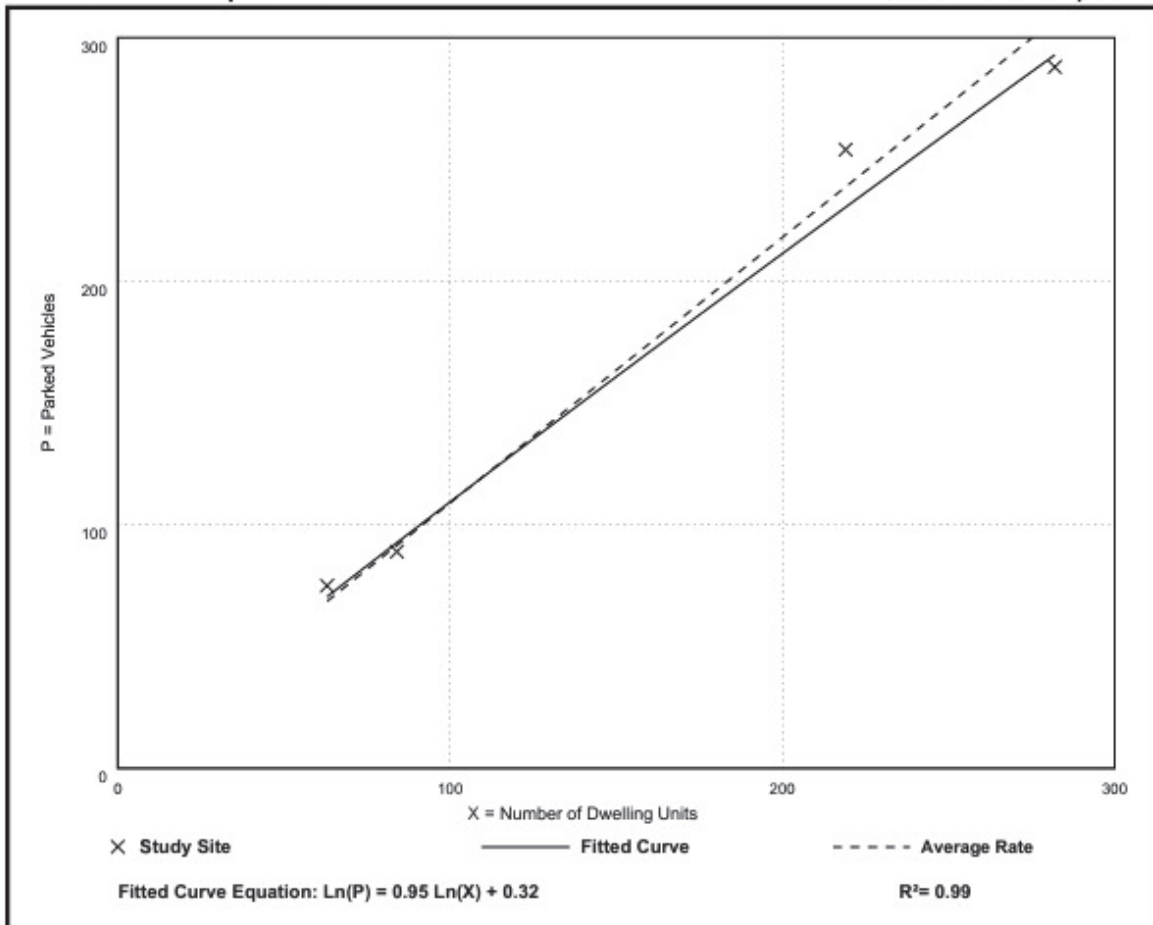
Avg. Num. of Dwelling Units: 162

### Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.09	1.02 - 1.19	1.05 / 1.19	***	0.08 ( 7% )

### Data Plot and Equation

Caution – Small Sample Size





**From:** [Kelsey Brodt](#)  
**To:** [Robinson, Patricia](#)  
**Subject:** CASE: 21-0038  
**Date:** Monday, June 7, 2021 10:46:38 AM

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To Whom it may Concern,

I am writing to oppose Kaas Wilson Architects application to build on 125<sup>th</sup> Ave NE. There appears to already be 7 similar facilities in the vicinity and I think that the community and nature needs the open space instead of a large multicomplex senior center. I also don't think we fully understand the value of that wetland like space.

Thank you for your time and consideration.  
Kelsey Brodt

Sent from [Mail](#) for Windows 10