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## MEMORANDUM

Date: June 28, 2022  
To:  
From: Bryan T. Nemeth, P.E., PTOE  
Subject: Brooklyn Center - Opportunity Site – Phase 1: Alatus, LLC – Traffic Review  
City of Brooklyn Center  
Project No.: OR1.127481

The PUD Submittal was reviewed for traffic impacts.

### Parking

The proposed development includes 104 surface parking stalls, 849 structured parking stalls, and 214 street parking stalls. This will allow for 104 stalls for the RFWM event center, 60 street parking stalls for the Entrepreneur Market, 689 stalls for multifamily housing, 119 stalls for family housing, 41 stalls for workforce housing, and 154 unassigned surface stalls (1,167 total stalls). The street stalls are street parking, so total off-street parking proposed is 953. The street parking along opportunity Drive accounts for 35 parking spaces (15 on the south side and 20 on the north side), only of which the ones on the south side should be accounted for with this site.

The PUD states that there are 483 multifamily housing units, 70 workforce housing units, and 180 family housing units, a housing unit reduction of 10 from what is indicated in the intro Land Use Application (LUA) documentation. These are split between different housing unit types.

- 278 market-rate rentals – Phase 1A, Site 1
- 60 low-income housing tax credit units (16 @ 30% AMI, 44 @ 50% AMI) – Phase 1B, Site 4
- 205 mixed-income rental units (41 @ 60% AMI, 41 @ 80% AMI) – Phase 1C, Site 3
- 70 low-income family and workforce housing (19 @ 30% AMI, 51 @ 50% AMI) – Phase 1D, Site 5
- 130 low-income rental units – Phases 1E and 1F

The Entrepreneur Market is 20,012 s.f. (Site 1) while the Event Center is 26,478 s.f. (Site 2). The event center includes a 24-hour childcare center (approx. 5,200 s.f.) and therapy suites (approx. 3,100 s.f.) within.

City Code specifies the number of required off street parking spaces. Multi-family residential requires two parking spaces per dwelling unit plus 0.5 for each unit for guest parking. Retail development is one space per 200 s.f. Office areas are required to have from five to 5.5 spaces per 1,000 square feet. Event centers likely fit into the category of one space for every 2.5 seats, but number of seats are unknown. Childcare centers require 1 space per employee plus one space per seven children. For this review, the

ITE Parking Generation Manual or similar land uses nearby (Earle Brown Center) will be used to determine parking need for those not explicitly able to be identified.

There are two methods to determine parking need, classify each type of use differently or lump all but the residential as commercial property. Both methods are provided below. For this review the LUA documentation was followed to be on the conservative side.

Use	Measurement	Parking Spaces Required
Residential	743 units	1,858
Commercial/Retail (Entrepreneur Market + Event Center)	46,490 s.f.	232
Option 1 Total		2,090
<b>OR</b>		
Residential	743 units	1,858
Therapy Suites/Retail	3,100 s.f.	16
Entrepreneur Market/Retail	20,012 s.f.	100
Childcare Center*	5,200 s.f./7 staff and 49 children*	14
Event Center	18,178 s.f.	Approx. 218
Option 2 Total		2,206

\*MN requires ratio of 1: 4 baby, 1:7 toddler, 1:10 preschooler (assume 1:7 ratio average)

The documentation provided indicates that the daycare will be provided one space per staff (max 7) plus three spaces for pick-up/drop-off. This is deemed to be inadequate compared to code and other sites of this use throughout the Twin Cities Metro region where many parents will come to drop off and pick up children at similar times (before work, after work). This needs to better match the number required by city code.

Due to the uses, the on-street and off-street parking within the development area on the south side of the centerline of Opportunity Drive is considered to be acceptable for the overall site. A parking reduction of 10% is applied due to the site within close proximity of a transit stop, reducing parking need to a minimum of 1,881 spaces (2,090 x 0.90). With the reduction, the development as proposed (1,147 spaces) does not appear to be consistent with City Code, with a deficit of 734 parking stalls.

The close proximity of shopping in the area could be considered for further reduction so reduction in total is 20%. This would indicate a deficit of 525 total parking spaces within the site.

## Trip Generation

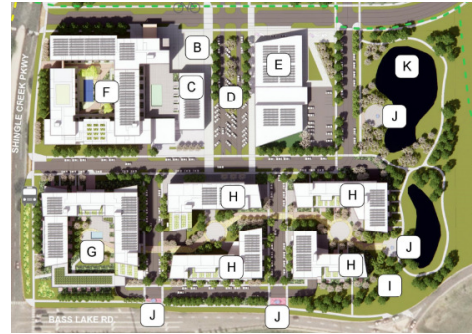
The proposed development and traffic impacts in the PUD was compared to the development previously proposed in the Opportunity Site Traffic and Transportation Analysis (January 27, 2021) and the Summary Report (February 8, 2021) or “Opportunity Site Analysis”.

The Opportunity Site Analysis identified the southwest corner of the site as Group C, which directly equates to the PUD location. Group C consists of mid-rise residential with 1<sup>st</sup> floor commercial.

### Opportunity Site Analysis (OSA)



### Pilot Site EAW (EAW)



The PUD proposes a total of 743 dwelling units (278 market rate units, 205 mixed-income units, and 260 affordable units). It additionally proposes 46,490 square feet of commercial property (20,012 s.f. entrepreneur market and 26,478 s.f. mix of event center, childcare center, therapy suites, and barber suites). The previously completed EAW included one less dwelling unit but more commercial property.

Trip generation analysis was completed using ITE Trip Generation for the identified PUD/LUA uses and comparison of the event center to similar facilities. The PUD/LUA trip results and the previous EAW results in the following vehicle trip comparison to the Opportunity Site Analysis.

Scenario	AM In	AM Out	PM In	PM Out	Daily In	Daily Out
OSA	120	180	359	321	2791	2791
EAW	231	332	304	293	2587	2587
PUD	267	242	240	293	2493	2493

The PUD is slightly different than the OSA but similar to the EAW with minor revisions to development mix sizes. Review indicates no major changes in comparison to the Opportunity Site Analysis and the EAW, especially in the critical PM peak hour. It is not likely that the difference will result in unacceptable traffic operations for the area. The locations of biggest concern related to this specific site are the accesses surrounding the site, including Shingle Creek Parkway, since the proposed access to Bass Lake Road as identified in the Opportunity Site Analysis is now not included due to safety impacts. The traffic results from the Opportunity Site Analysis should be updated for the change in trip distribution and access use with this and other development changes in the area in comparison to the original study, especially as it relates to roadway lane needs into and out of the area, and to verify that safety and operations are not negatively impacted.