Public Works Dept
Engineering Division
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FEASIBILITY REPORT

FOR

GRANDVIEW SOUTH AREA STREET AND UTILITY IMPROVEMENTS

IMPROVEMENT PROJECT NOS. 2021-01, 02, 03 and 04

CITY OF BROOKLYN CENTER, MINNESOTA

September 21, 2020

I hereby 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

Michael Albers

Michael J Albers, P.E.
Reg. No. 47074
September 21, 2020

I. BACKGROUND

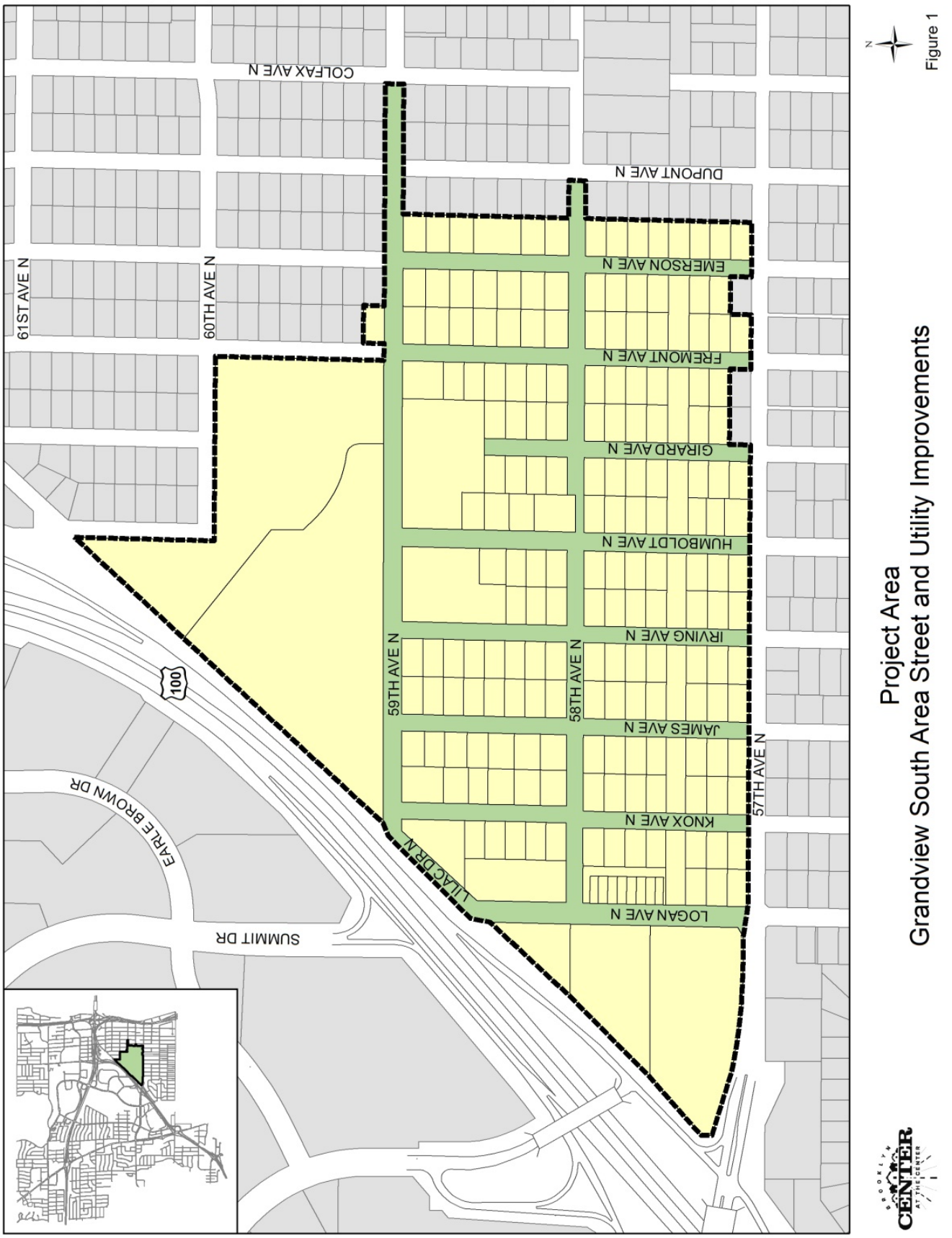
In 2021, the City of Brooklyn Center will be entering the 28th year of its long-range infrastructure rehabilitation program often referred to as the Neighborhood Street and Utility Improvement Program. This program has consisted of a systematic rehabilitation and/or replacement of the City's aging streets, water main, sanitary sewer, storm sewers, sidewalks, trails and street lights.

The City's Capital Improvement Program identifies the Grandview South Area Neighborhood for reconstruction in 2021. The proposed project includes roadway, utility and sidewalk improvements within the project limits shown on Figure 1. The Grandview South project area extends from 57th Avenue to 59th Avenue and from Dupont Avenue to Logan Avenue.

This report was prepared in response to City Council Resolution No. 2019-74 dated May 13, 2019, directing staff to prepare a feasibility report and collect public input for the proposed project. Staff conducted a public informational meeting with residents and property owners located within the project area on September 10, 2020. A resident questionnaire and letter were also distributed as part of the project evaluation process. A summary of resident comments is provided in Appendix B.

The 2021 project area consists of approximately 15,550 feet of streets and utilities. The neighborhood consists of approximately 179 residential properties that are zoned "R1", 1 school property that is zoned "R1", 2 church properties that are zoned "R1", 8 multi-family properties that are zoned "R3", 1 multi-family property that is zoned "R4", 1 multi-family property that is zoned "R5", and 1 church property that is zoned "C1", 3 commercial properties that are zoned "C2".

Figure 1: Project Area



II. STREET IMPROVEMENTS

A. EXISTING CONDITIONS

The majority of the local streets within the proposed project area were most recently improved between 1964 and 1969 resulting in the existing street pavement being in service for approximately 55 years, except Logan Avenue from 57th Avenue to Lilac Drive was reconstructed in 1988. The existing streets are generally 30 feet wide, which is typical for most low volume residential streets in Brooklyn Center. 59th Avenue/Lilac Drive/Logan Avenue and Humboldt Avenue are Municipal State Aid (MSA) routes and range in width from 32 feet to 36 feet. Only Logan Avenue and Lilac Drive have concrete curb and gutter.

The roadways within the project area are very flat and most do not have concrete curb and gutter. The bituminous asphalt pavement has aged and is showing significant fatigue and distress. The typical service life for bituminous pavement is approximately 30 years. Generally, it is no longer cost-effective to routinely maintain these streets with seal coating or thin overlay procedures. Complete reconstruction is warranted.

There are existing concrete sidewalks within the project area located on the north side of 59th Avenue, the east side of Logan Avenue/Lilac Drive and the west side of Humboldt Avenue. Also adjacent to the project area are concrete sidewalks on both sides of Dupont Avenue. Bituminous trails exist on the south side of 57th Avenue and in Grandview Park. See Figure 2 for existing sidewalk and trail locations.

A geotechnical investigation was performed within the project area to obtain and analyze soil samples below the street pavement. The geotechnical evaluation report contains information regarding the subsurface soil and groundwater conditions and includes appropriate design and construction recommendations. Soil borings primarily indicate fair to good soils. Most borings showed various layers of sand, silty-sand and clayey-sand material. Groundwater was noted at depths of 6.5 to 9.0 feet below the pavement surface in several areas.

Traffic within the project area is generally limited to local traffic access to residential properties within the neighborhood with the exception of 59th Avenue/Lilac Drive/Logan Avenue and Humboldt Avenue. 59th Avenue/Lilac Drive/Logan Avenue experience higher levels of traffic due to the commercial property and access to the Elementary School on 59th Avenue. 59th Avenue/Lilac Drive/Logan Avenue are a MSA streets with traffic volumes of approximately 1,350-1,550 vehicles per day. Humboldt Avenue is a Municipal State Aid street with traffic volumes of approximately 550 vehicles per day. The remaining roadways generally do not provide connection to other neighborhoods and, therefore, do not experience significant cut-through or collector-type traffic. Traffic volumes on streets within the project area are generally low volume and typical for local roadways in Brooklyn Center, expected to be less than 500 in most instances.

B. PROPOSED STREET IMPROVEMENTS

Based on the age and condition of the existing bituminous asphalt pavement surfaces and the proposed replacement of underlying utilities in certain locations, complete replacement of the street surface is warranted. Proposed street improvements include full depth reconstruction for the existing streets to a width of 30 feet for the streets within the project area with the exception of 59th Avenue/Lilac Drive/Logan Avenue and Humboldt Avenue. The roadway widths for 59th Avenue, Lilac Drive and Humboldt Avenue is proposed to be 32-feet wide and Logan Avenue is proposed to be 37-feet wide to meet the required MSA standards (see Appendix C, Street and Storm Sewer Improvements Figure).

The existing soil material will provide a stable foundation to support the proposed street and utility improvements. The roadway subgrade consists of good soils and is planned to be reclaimed (recycled) in place to be reused as the new aggregate base for the proposed street section. Removal of poor soils in isolated areas throughout the project for utility and or roadway construction will be performed as recommended in the geotechnical report and as determined in the field during construction.

The installation of concrete curb and gutter is proposed with the reconstruction of the streets within the project area. Concrete curb and gutter will assist in conveying storm water runoff to storm sewer catch basins. The street grades will also be designed to provide improved drainage to the storm sewer system. The proposed street reconstruction does not include substantial changes to the roadway width, alignment or elevation.

In accordance with the Complete Streets Policy adopted by the City in 2013, all streets and trail projects, including design, planning, reconstruction, rehabilitation, maintenance or operations by the City of Brooklyn Center shall be designed and executed in a responsible, equitable and financially reasonable way to accommodate and encourage travel by bicyclists, pedestrians, public transportation, emergency and commercial vehicles in a balanced manner. Implementation of the City's Complete Streets Policy ensures that the needs and safety of pedestrians, bicyclists, motorists and transit riders of all ages and abilities are taken into account in the design and operation of roads. Accordingly, a worksheet was completed to assist in the complete streets evaluation (see Appendix A, Complete Streets Worksheet).

Additionally, the Safe Routes to School Planning (SRTS) Assistance Memorandum prepared by MnDOT in June 2013 and the Pedestrian & Bicycle Plan (P&BP) adopted in March 2014 are used to plan additional sidewalk and trail routes. The SRTS and the P&BP recommended adding a sidewalk on the south side of 59th Avenue from Knox Avenue to Dupont Avenue and a sidewalk on the east side of Irving Avenue from 58th Avenue to 59th Avenue. In response to the residential survey we received five (5) responses supporting additional sidewalks in the neighborhood and zero (0) responses not wanting any additional sidewalks from residents with frontage on 59th Avenue.

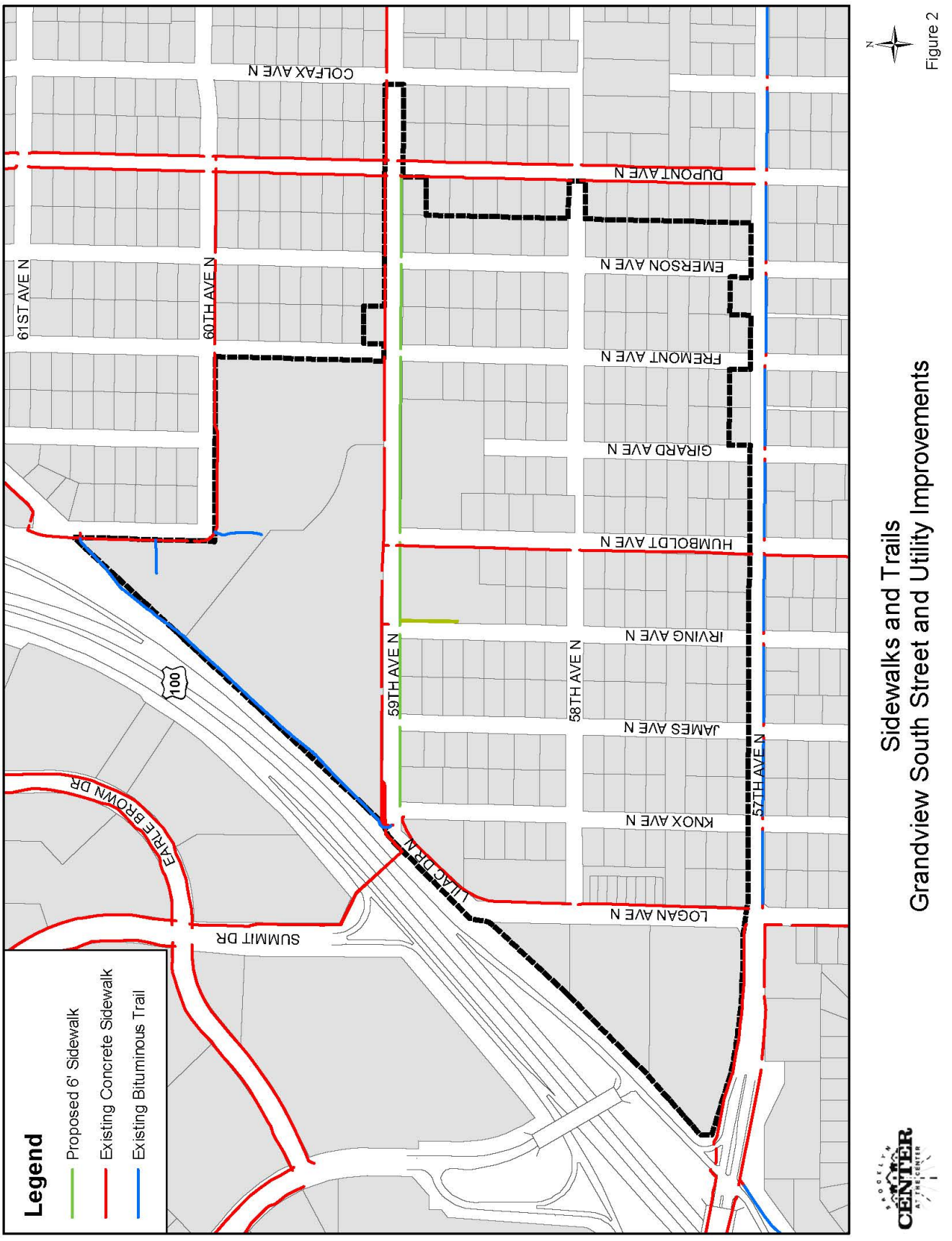
The following strategies and improvements are recommended:

- Ensure that the needs and safety of pedestrians, bicyclists, motorists and transit riders of all ages and abilities are taken into account in the design and operation of roads.
- A new 6 foot wide sidewalk located along the south side of 59th Avenue from Knox Avenue to Dupont Avenue is proposed per the Pedestrian & Bicycle Plan and the SRTS plan.
- A new 6 foot wide sidewalk located along the east side of Irving Avenue from 59th Avenue to 200' south of 59th Avenue is proposed as a portion of the recommendation per the SRTS plan.
- A new 6 foot wide sidewalk located along the northern portion of the Grandview Park parking lot is proposed per the SRTS plan.
- The existing concrete sidewalks within the project area located on the north side of 59th Avenue, the west side of Humboldt Avenue, and the east side of Logan Avenue/Lilac Drive will be repair as needed or as impacted by utility replacements.
- Realignment of trail & sidewalk at 59th Avenue & Knox Avenue to eliminate the crossing under pedestrian bridge.
- Adjust & update crosswalk markings along 59th Avenue due to new sidewalk improvements.
- Pedestrian curb ramps will be constructed throughout the project at each crosswalk location with truncated dome detectable warning systems in compliance with the Americans with Disabilities Act (ADA).

It should also be noted that in-depth property surveys are not performed and when constructing the new driveway aprons, the determined location generally matches existing driveway locations and widths. It is not the intent under this project to verify and fix driveway-property line issues, which sometimes exist. Rather, the construction under this project generally occurs within City right-of-way.

Other improvements include the installation of concrete driveway aprons, the replacement of trees that are impacted, replacement of landscaping elements and irrigation systems that are impacted and deficient segments of sidewalk are proposed to be repaired as warranted or impacted. Disturbed boulevard areas will be restored with topsoil and sod.

Figure 2: Sidewalk and Trail Improvements



III. STREET LIGHTING SYSTEM

A. EXISTING CONDITIONS

The neighborhood improvement program has historically included the replacement of free-standing street lights located within the neighborhood. Free-standing street lights are defined as lights mounted on poles, which do not contain any other overhead utilities attached to them. There are currently three (3) free-standing street lights within the project area. These lights consist of older style wood utility poles that have been in service for many years, most likely dating back to the original construction of the neighborhood. The existing free-standing street lights have overhead power services with cobra-head type light fixtures. Other street lights in the neighborhood exist on multiuse-type poles, which are unable to be removed and therefore are not planned to be replaced. There are currently 16 street lights on multiuse poles within the project area.

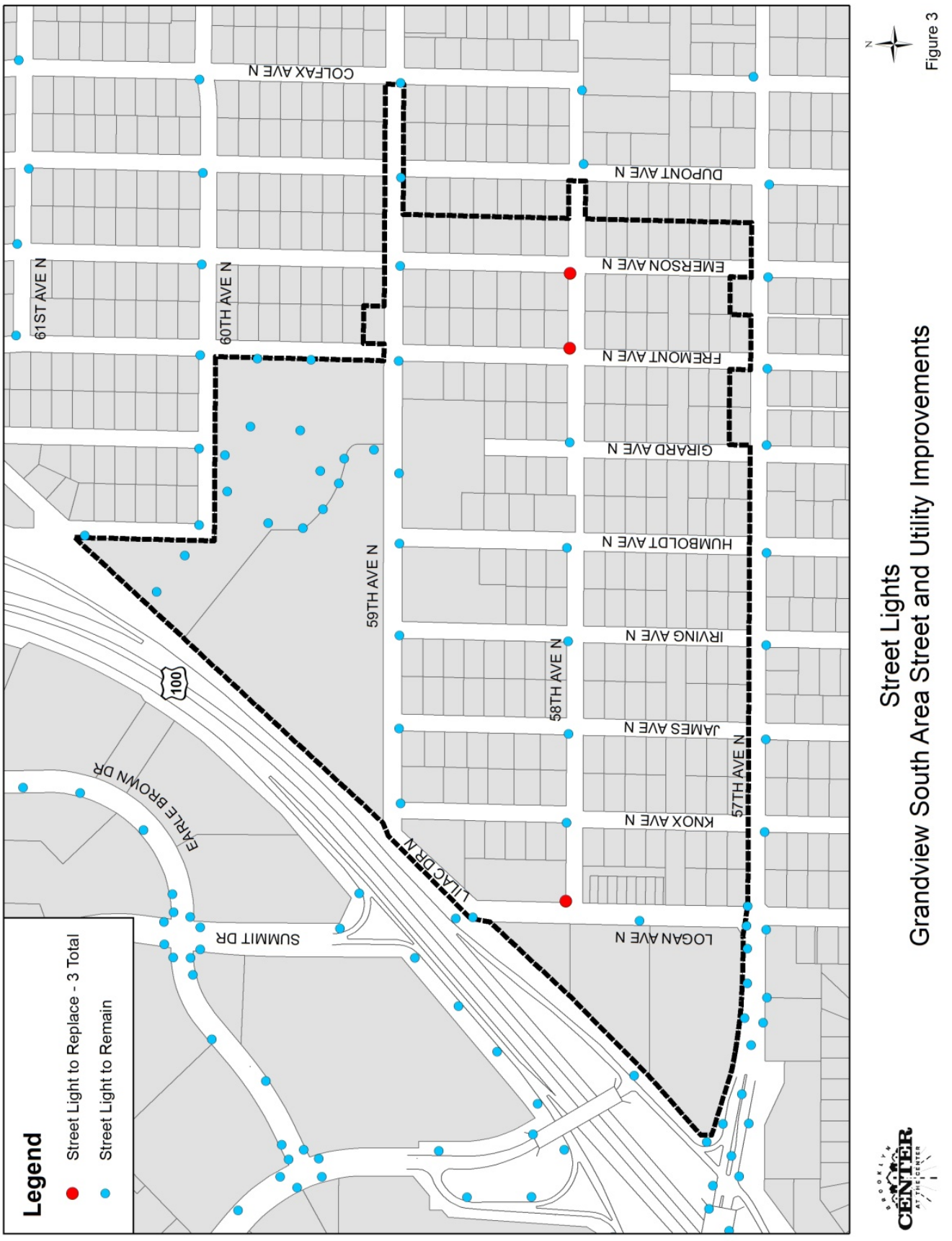
The City's Street Light Policy states that street lights may be provided at street intersections and at mid-block locations where the distance between intersections exceeds 700 feet. Street lights are currently located at all intersections and at most of the longer blocks that exceed 700 feet with minor exceptions.

B. PROPOSED STREET LIGHTING IMPROVEMENTS

The recommended street light improvements include replacement of the three (3) existing free-standing street lights with fiberglass poles, cut-off type LED light fixtures and underground power services. Other street lights that are mounted on multiuse transmission/distribution poles within the neighborhood are not proposed to be modified with this project (see Figure 3); however, Xcel Energy has indicated that all Xcel Energy-owned cobra head-style streetlights on multiuse poles in the project area currently have LED fixtures.

In accordance with City policy, mid-block street lights may be installed where the block exceeds 700 feet in length upon receipt of a petition signed by a majority of the residents on the block, including signatures of the residents adjacent to the specific location where such mid-block light is requested. Staff received a few inquiries about street lights through the public outreach efforts of the project but staff has not received any formal requests/petitions for additional street lights. Adding new street lights will be coordinated and evaluated during the final design stages of the project with the property owners that would be directly affected by adding new street lights. Should the appropriate petitions be received, additional lighting will be included in the project lighting improvements.

Figure 3: Street Light Exhibit



IV. STORM DRAINAGE AND TREATMENT SYSTEM

A. EXISTING CONDITIONS

The project area is located within the West Mississippi Watershed Management Commission area and the majority of the storm water flows to the Mississippi River. The existing storm drainage system in the project area consists of a network of public storm sewer pipes installed in 1952, 1960, 1961, 1965 and 1988 and is generally undersized by today's standards (see Figure 4). The surface water within the majority of the neighborhood flows to a trunk storm drainage system on 59th Avenue, eventually discharging into the Mississippi River. The trunk line on 59th Avenue consists of 42-inch and 54-inch reinforced concrete pipe installed in 1952. A water quality treatment facility and additional 48-inch reinforced concrete pipe outlet were installed near the intersection of 59th Avenue and Lyndale Avenue in 2009. A portion of the Logan Avenue storm drainage system discharges to a ditch within MNDOT right of way and eventually drains to Shingle Creek.

A televising inspection of the existing storm sewer is currently being conducted and will further be evaluated during final design. A cursory review of the existing underground pipe network in this area found the pipe to be in fair to good condition with some isolated issues identified in several areas that warrant repair.

There are several isolated areas within the project area that experience localized flooding due to the flat topography within the project area. Several comments from area residents indicated a lack of adequate drainage facilities within the neighborhood and were mostly related to standing water along the edge of the street and at driveways. However, no major flooding issues have been identified.

B. PROPOSED DRAINAGE IMPROVEMENTS

Storm sewer improvements will be made to the existing system that includes replacing/repairing catch basins and laterals where necessary. As indicated, the storm sewer system is to some extent undersized. A more complete system is proposed to be installed including multiple new trunk and lateral lines and catch basins in several areas (see Appendix C, Street and Storm Sewer Improvements Figure). This expansion of the drainage system and installation of additional pipes and catch basin structures will help minimize localized drainage problems. The existing public storm sewer system within the street right-of-way will be reconstructed, including a partial replacement of the trunk storm sewer within 59th Avenue under this project.

Proposed water quality improvements include installing sump catch basins at select neighborhood discharge locations where feasible. Additionally, infiltration basins (rain gardens) will be incorporated throughout the project area within the boulevard areas where adjacent property owners volunteer and agree to these gardens.

An infiltration basin consists of a relatively small area of plantings within a constructed depression located behind the street curb. Rainwater is routed to the areas from the street gutter and infiltrates naturally by plants and soils in the garden. This infiltration process removes nutrients and pollutants. By acting as a small detention pond, the rain garden plants and soils also provide a natural way of reducing the amount of runoff water that flows from rooftops, lawns, driveways and streets directly into the storm sewer system. The underground treatment chambers and infiltration basins are recommended for this project in certain areas to help meet the City's storm water treatment goals and requirements.

Figure 4: Storm Sewer

V. SANITARY SEWER SYSTEM

A. EXISTING CONDITIONS

The existing sanitary sewer collection system within the project area consists of mainly eight-inch and ten-inch diameter vitrified clay pipe (VCP) sewer mains and some 12-inch diameter reinforced concrete pipe (RCP). The majority of the sanitary sewer system was installed between 1959 and 1960. The sanitary sewer within Logan Avenue was lined in 2005. Due to the age and materials used in the original construction of the sanitary sewer, almost all of the sanitary sewer mains within the project area are subjected to frequent issues with root intrusion. Public Works crews must perform root sawing and jetting on an annual basis to maintain the system conveyance capacity and avoid sewer back-ups in many locations (see Figure 6). The sanitary sewer flows to a trunk line located within an easement underneath the Xcel high wire powerline that goes through the neighborhood.

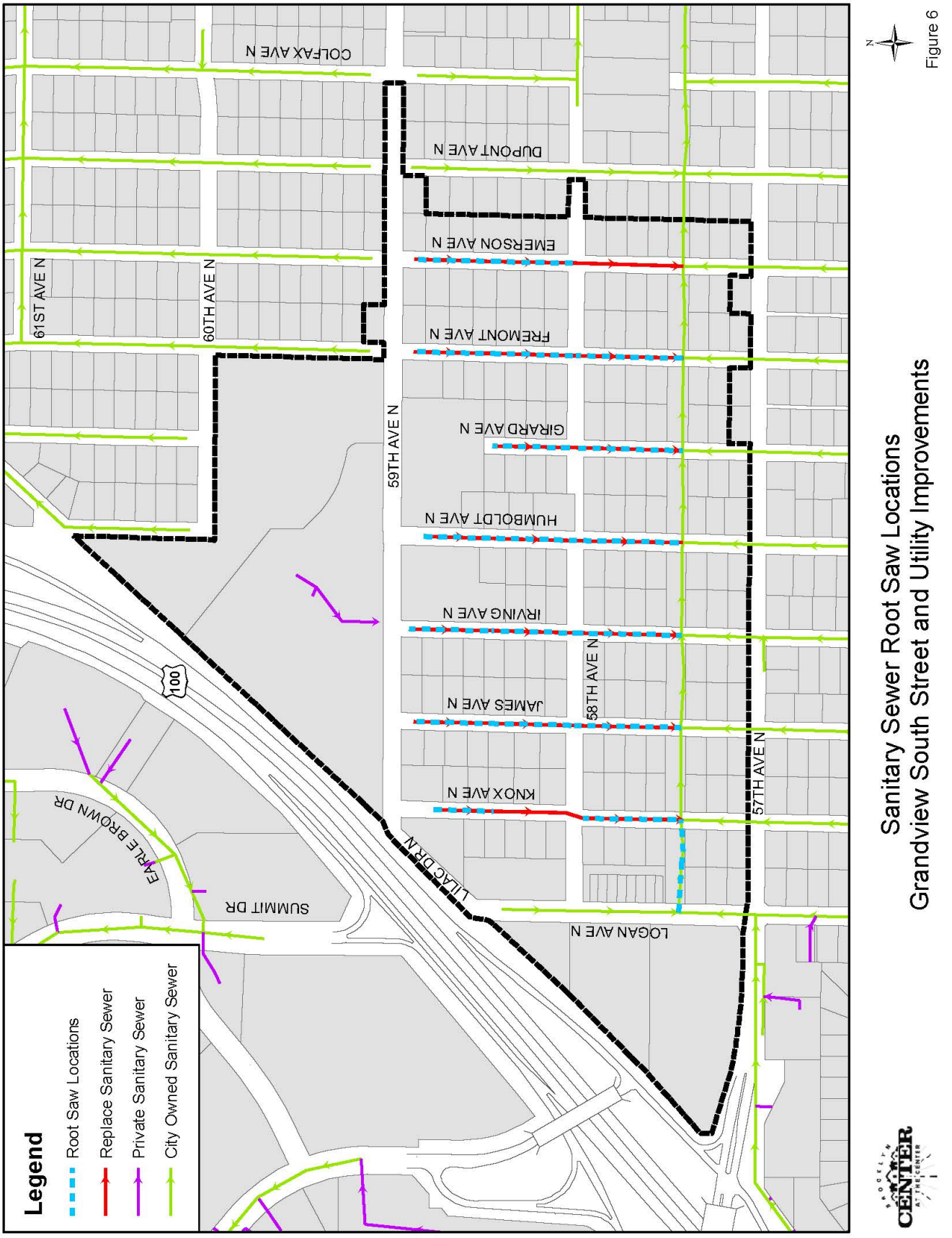
During the project planning phase, all public sanitary sewer pipes were inspected with remote televising equipment. These inspections confirmed that portions of the sanitary sewer have moderate to severe problems with root intrusion, sags and sections of cracked and broken pipe along pipe joints and at many services. Surveys received from residents also indicate some occurrences of sewer service line blockage that are often attributed to root penetration of the service pipe joints and connection points. Figure 5 illustrates a typical section of sewer pipe with moderate root intrusion problems. The project contains many segments of sanitary sewer that are in likewise or worse condition.

Figure 5: Sanitary Sewer Line, Tree Root Intrusion

B. PROPOSED SANITARY SEWER IMPROVEMENTS

Complete replacement of the public eight-inch diameter VCP sanitary sewer mains within the project area is recommended due to the extent of root intrusion, sags and cracked pipe within the collection system. Also, lining of all the VCP and RCP sanitary sewer trunk lines within easements on the Xcel powerline properties is recommended due to the age and pipe material of the collection system (see Appendix C, Sanitary Sewer and Water Main Improvements Figure). Isolated replacement of the problem areas is not cost effective. In accordance with past City construction practice, individual service lines between the sewer main and the property line would also be replaced.

Figure 6: Sanitary Sewer Root Saw Locations



VI. WATER SYSTEM

A. EXISTING CONDITIONS

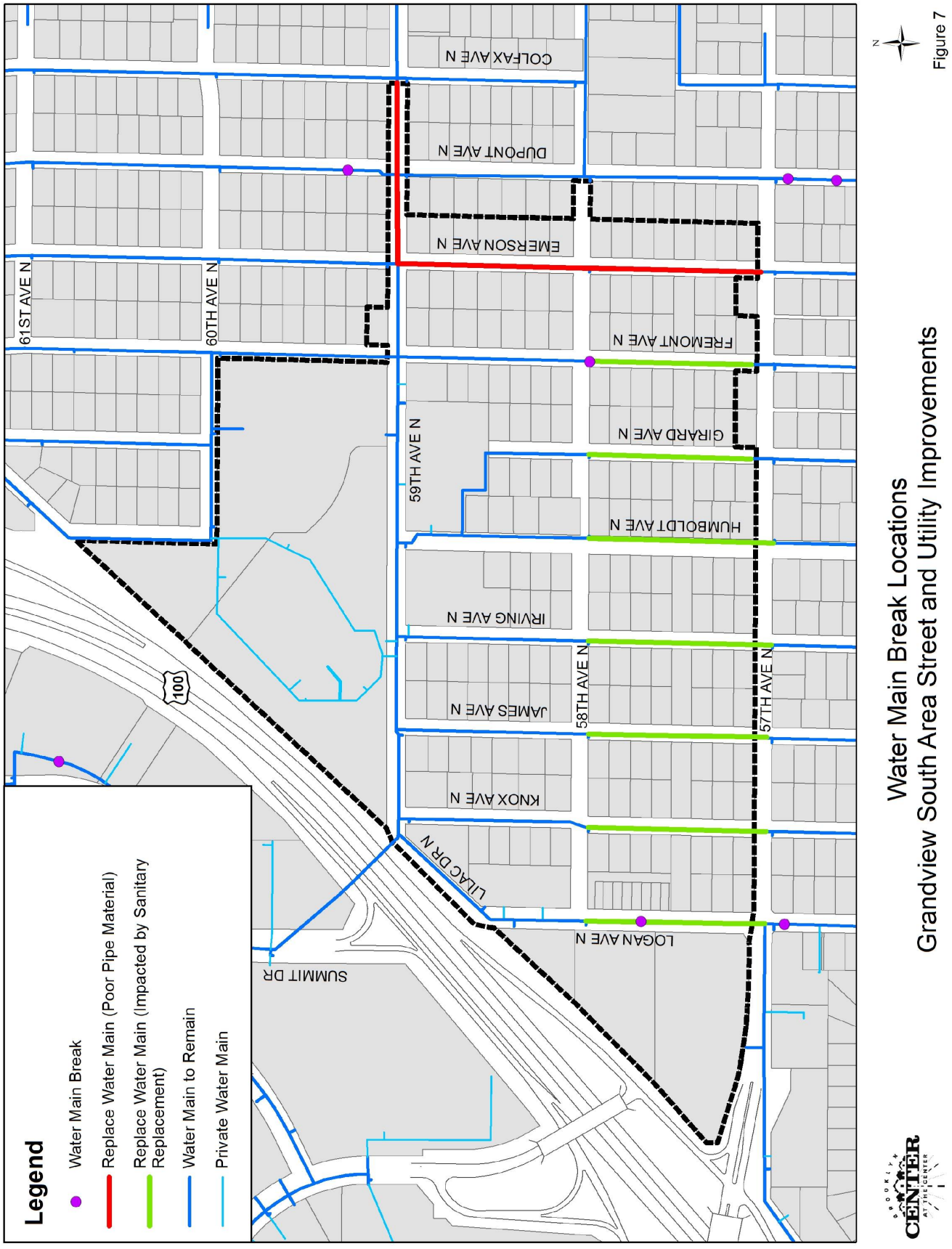
A majority of the water main within the project area consists of 6-inch, 10-inch, and 16-inch diameter cast iron pipe (CIP) installed between 1964 and 1969. There is also 16-inch and 24-inch diameter welded steel pipe water main on Emerson Avenue and 59th Avenue east of Emerson Avenue. The water main pipe velocities in the Grandview Area are all relatively low due to low domestic demands in this residential area as confirmed by water distribution modeling. Minor water quality issues have been reported by residents. A majority of the existing water main in the project area is assumed to have a cement based internal liner. There is a history of two (2) water main break within the project area (see Figure 7). No properties were identified to have had frozen service issues. The water main is in fair to good condition and has not approached the end of its life cycle.

B. PROPOSED WATER MAIN IMPROVEMENTS

Recommended water main improvements include partial replacement (approximately 40%) of the existing cast iron water main with new ductile iron water main in segments where the replacement of the adjacent sanitary sewer is deeper than the existing water main (due to undercutting issues during construction). It is also recommended to replace the existing 16-inch and 24-inch steel water main in its entirety (see Appendix C, Sanitary Sewer and Water Main Improvements Figure). In future years, nearer the end of the life cycle of the remainder of the water main that is not being proposed to be replaced (see Figure 7), considerations of in-situ pipe lining is expected to be evaluated as warranted that will preserve the new roadway that is being proposed as part of this current project.

The proposed improvements also include replacement of valves, hydrants and water services extending from the water main in the street to the water curb stop located at the front property line. Replacement pipe materials include ductile iron pipe, which is more resistant to corrosion than cast iron pipe, and copper service pipe.

Figure 7: Water Main Break Locations



VII. PARK IMPROVEMENTS

Grandview Park is located within the project area. There are no planned improvements to Grandview Park as part of this project. No new parks or other public recreation facilities are planned as part of the project.

VIII. RIGHT-OF-WAY AND EASEMENTS

Generally, all public infrastructure owned, maintained and operated by the City throughout the project area is located within City easements and/or right-of-way. The City is working with the school district on acquiring a sidewalk & trail easement for the existing and proposed sidewalk & trail improvements.

IX. ESTIMATED COSTS AND FUNDING CONSIDERATIONS

The total estimated cost of the proposed project is $11,800,000.00. Table 1 provides a summary of the estimated project costs and recommended funding amounts from the various sources as indicated. Funding for the project is further described below.

A. FUNDING FOR STREET IMPROVEMENTS

The estimated project cost of roadway improvements for all streets in this project area is $5,600,000.00. This preliminary estimate includes the cost for project administration, legal, engineering and construction contingency. Special assessments for street improvements are proposed in accordance with the 2021 rates which are expected to be considered for adoption by the City Council on November 9, 2020. The standard 2021 residential street assessment rate is estimated to be $4,730 per R1 zoned residential property. This rate would be assessed to all benefitting single family residential properties within the project area (see Figure 8). For R1 properties which may be legally subdivable into two or more lots, the assessment to be applied shall equal the maximum number of lots allowable times the unit R1 assessment. The properties located at 1500 59th Avenue (school), 5818 Emerson (house), 5827 Humboldt Avenue (church), 5840 Humboldt Avenue (church) and the Xcel properties are legally subdividable and would be assessed accordingly.

The multi-family properties located along Logan Avenue (twin homes) are zoned R3 and would be assessed based on a per unit assessment based on the frontage rate, multiplied by the total feel of frontage and divided by the total number of units.

The multi-family property located at 5843 Fremont (apartments) is zoned R4 and the multi-family property located at 5800 Logan (apartments) is zoned R5. There are 4 commercial properties located along Logan Avenue and Lilac Drive (EDA, mini storage, church). These properties would be assessed based on an area basis. An “A” zone benefit includes the area abutting the street to be improved, extended to the depth of 200-feet and a “B” zone of lesser benefit for the remainder of the property area. The “A” zone rate is based on assessing 70 percent of the total street project cost deemed to benefit the property and the “B” zone rate is based on 30 percent. Based on cost estimates for full street reconstruction, the full unit rate has been determined to be “A” zone rate of $0.5024 per square foot and a “B” zone rate of $0.2153 per square foot. It should be noted that historically the assessments have been levied based on estimated costs rather than actual costs, understanding that the project costs are levied at a reduced percentage (70 and 30 percents as indicated above).

City owned properties are not proposed to be assessed. A total estimated special assessment amount of $1,183,526.77 would be levied for street improvements. The remaining street construction costs would be funded from the Street Reconstruction Fund and Municipal State Aid (MSA) Fund. A summary of the proposed special assessments for street improvements is provided in Appendix D.

B. FUNDING FOR STORM DRAINAGE IMPROVEMENTS

The total estimated cost for storm drainage improvements within the project area is $2,410,000.00. This preliminary estimate includes the cost for project administration, legal, engineering and construction contingency. Special assessments for storm drainage improvements are proposed in accordance with the 2021 rates which are expected to be considered for adoption by the City Council on November 9, 2020. The standard 2021 storm drainage special assessment rate is estimated to be $1,419 per R1 zoned single family residential property within the project area (see Figure 8). The multiple R1 properties and the R3 property have been computed similarly to the street assessments.

Storm sewer assessments for the R4, R5 & commercial properties have been computed similarly to the street assessments. Based on preliminary cost estimates for the storm sewer improvements, the full unit rate has been determined to be an “A” zone rate of $0.2162 per square foot and a “B” zone rate of $0.0927 per square foot.

On this basis, a total estimated special assessment amount of $373,257.04 would be levied for storm sewer improvements. A summary of the proposed special assessments for storm drainage improvements is provided in Appendix D.

C. FUNDING FOR UTILITY IMPROVEMENTS

The estimated cost of sanitary sewer improvements is $1,640,000.00; the estimated cost for water main improvements is $2,090,000.00; and the estimated cost for street light replacement is $60,000.00. As previously noted, these total cost estimates include the costs for project administration, engineering, legal and construction contingency. All costs for water, sanitary sewer and street light improvements will be funded by their respective utility funds in accordance with established policy for such improvements.

Table 1. Cost and Funding

Improvement Project Nos. 2021-01, 02, 03 04
2021 Grandview South Area Street and Utility Improvements
Feasibility Report, September 21, 2020

	Streets	Storm Drainage	Sanitary Sewer	Water Main	Street Lights	Estimated Total
Estimated Expenditures						
Estimated Construction Cost Street & Utility	$4,671,000.00	$2,010,000.00	$1,368,000.00	$1,743,000.00	$50,000.00	$9,842,000.00
Contingencies (10%)	$467,000.00	$201,000.00	$137,000.00	$174,000.00	$5,000.00	$984,000.00
Administration, Engineering, Legal (9%)	$462,000.00	$199,000.00	$135,000.00	$173,000.00	$5,000.00	$974,000.00
Total Estimated Project Costs (Feasibility)	$5,600,000.00	$2,410,000.00	$1,640,000.00	$2,090,000.00	$60,000.00	$11,800,000.00
Estimated Revenue						
Street Special Assessments	$1,183,526.77					$1,183,526.77
Storm Drainage Special Assessments		$373,257.04				$373,257.04
Sanitary Sewer Utility Fund			$1,640,000.00			$1,640,000.00
Water Utility Fund				$2,090,000.00		$2,090,000.00
Storm Drainage Utility Fund		$1,786,742.96				$1,786,742.96
Street Light Utility Fund					$60,000.00	$60,000.00
Street Reconstruction Fund	$3,156,473.23					$3,156,473.23
MSA Fund	$1,260,000.00	$250,000.00				$1,510,000.00
Total Estimated Revenue (Feasibility)	$5,600,000.00	$2,410,000.00	$1,640,000.00	$2,090,000.00	$60,000.00	$11,800,000.00

Figure 8: Assessment Map

X. RECOMMENDED PROJECT SCHEDULE

Table 2 is the preliminary schedule for the project.

Table 2. Grandview South Area Reconstruction Project – Schedule

Action	Target Date
City Council Receives Feasibility Report and Calls for an Improvement Public Hearing	September 28, 2020
City Council Holds Improvement Public Hearing, Authorizes the Project and Orders Preparation of Plans and Specifications	October 26, 2020
City Council Establishes 2021 Assessment Rates, Declaring Costs to be Assessed and Calling for a Public Hearing on Proposed Special Assessments	November 9, 2020
City Council Holds Assessment Public Hearing and Certify Assessment Roll	December 14, 2020
City Council Approves Plans and Specs, and Authorizes Advertisement for Bids	January 2021
City Receives and Opens Project Bids	February 2021
City Council Considers Award of Contract	February/March 2021
Start Project Construction	April 2021
Construction Substantially Complete	October 2021

XI. CONCLUSIONS AND RECOMMENDATIONS

The overall condition of the City's street and utility infrastructure systems is critical to the operation, safety, welfare and economic health of the entire community. As a result of the infrastructure needs described and the proposed solutions and estimated costs provided in this report, the proposed project is considered to be necessary, cost effective and feasible.

Appendix A

Complete Streets Worksheet

Appendix A

Complete Streets Worksheet

This Complete Streets Worksheet is intended to serve as a guide when reviewing a roadway's ability to accommodate all modes of transportation (pedestrian, bicyclists, transit riders, freight, and automobiles) and people of all abilities in a cost-effective manner, while promoting safe operation for all users. Complete streets address the design of the entire street right-of-way to determine the best allocation of space between the various transportation modes. Complete streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time. This worksheet was developed to facilitate implementing the complete streets process and to help sort through potentially conflicting modal priorities. The worksheet is also available in an electronic format that allows responses to by typed directly into the worksheet.

Please reference the following materials when filling out the checklist:

- City and/or County Comprehensive Plans that cover the project area
- Transportation Plans that cover the project area (e.g., City, County, and/or State)
- Bicycle or Pedestrian Master Plans that cover the project area (e.g., City, Park district, County, and/or State)
- City and/or County ADA Transition Plans that cover the project area
- Area specific studies
- A Policy on Geometric Design of Highways and Streets (AASHTO "Green Book")
- AASHTO Guide for the Development of Bicycle Facilities, 4th Edition
- MnDOT Bikeway Facility Design Manual
- Minnesota Manual on Uniform Traffic Control Devices (MMUTCD)
- ADA Accessibility Guidelines (ADAAG)
- Proposed Rights-of-Way Accessibility Guidelines (PROWAG)
- Hennepin County Complete Street Policy
- State of Minnesota Complete Street Policy

Project Information	Date: 09/21/2020
Project Location (municipality):	City of Brooklyn Center
Roadway Jurisdiction:	City of Brooklyn Center
Project/Roadway Name:	Grandview South Area Street and Utility Improvements
Project Start Point:	Improvement area consists of properties bounded between 57th Avenue and 59th Avenue and from Dupont Avenue and Logan Avenue.
Project End Point:	See project area map in feasibility report.
Project Manager	Jay Hill, City of Brooklyn Center

Define Existing and Future Land Use and Urban Design Context

1. Do any adopted plans call for the development of bicycle, pedestrian, transit or roadway facilities on, crossing, or adjacent to, the proposed project? If yes, list the applicable plan(s).

Guidance: Possible sources of this information include Comprehensive Plans, Transportation Plans, Bicycle or Pedestrian Master Plans or area-specific studies developed by applicable City, County and/or State Agencies.

Brooklyn Center Pedestrian & Bicycle Plan (March 2014) calls for a sidewalk along south side of 59th Avenue from Knox Avenue to Dupont Avenue. Brooklyn Center Safe Routes to School Plan (June 2013) also calls for a sidewalk along south side of 59th Avenue from Knox Avenue to Dupont Avenue, a sidewalk on the east side of Irving Avenue from 58th Avenue to 59th Avenue, and sidewalk located along the northern portion of the Grandview Park parking lot.

2. Are there any local, county, statewide or federal policies that call for incorporating multimodal facilities?

Guidance: Policies at the state and federal level may impact a project due to funding sources.

NA

3. Describe the study area.

Guidance: What are the predominant land uses along the corridor? What is the community character? (e.g., tree-lined streets, historic, new development) Are there any planned redevelopment areas in the project area?

The project area consists of approximately 15,550 feet of streets and utilities. The neighborhood consists of approximately 179 residential properties that are zoned "R1", 1 school property that is zoned "R1", 2 church properties that are zoned “R1”, 8 multi-family properties that are zoned “R3”, 1 multi-family property that is zoned “R4”, 1 multi-family property that is zoned “R5”, and 1 church property that is zoned “C1”, 3 commercial properties that are zoned “C2”.

4. What trip generators (existing and future) are in the vicinity of the project that might attract walkers, bikers or transit users?

Guidance: For example, large employers, downtown or shopping districts, schools, parks, community centers, medical centers, transit stations, government buildings and senior care facilities.

The project area includes 1 City park (Grandview Park) and 1 school property (Earle Brown Elementary School) located within 1/2 mile of the project area. Access to the Mississippi Trail corridor is also available within 1/2 mile of the project area.

Define Existing and Future Transportation Context

5. Describe existing and projected modal volumes, if available.

Volumes (as available)	Existing	Projected (Year)
Average Daily Traffic	Local Streets: low volume 59th Ave/Lilac Dre/Logan Ave (2019): 1,550 Humboldt Ave (2019): 550	Local Streets: low volume 59th Ave/Lilac Dre/Logan Ave (2040): 1,630 Humboldt Ave (2040): 580
Pedestrian Counts	Not Available	Not Available
Bicycle Counts	Not Available	Not Available
Truck Volumes	Not Available	Not Available
Transit Volumes	NA	NA

6. Existing vehicle speed conditions.

a. What is the posted speed limit for the project and associated intersecting streets?

30 mph per state statute (Local streets), posted 30 mph on Dupont Avenue,posted 20 mph school zone (7am-9:30am and 2:30pm-5pm) on 59th Avenue

b. Provide speed data, if available.

Emerson Ave: 27 mph (2019), Fremont Ave: 29 mph (2019) Not Available for other local streets.

c. Are excessive speeds an issue in the project area?

Higher speeds on Dupont Avenue.

7. Describe crash data, if available, and known conflict locations.

Guidance: Crash data will likely not be available for pedestrians and bicycles. Crash trends and known conflict points should include neighborhood input and antidotal data, such as areas of known "near misses", or areas where seasonal activities cause safety issues, such as sports arenas or fairgrounds.

Transportation Mode	Number of Crashes	Period Covered
Vehicles	33 throughout the neighborhood	1/1/10-9/18/20
Pedestrians	1	1/1/10-9/18/20
Bicycles	3	1/1/10-9/18/20

a. Are there any crash trends between specific modes?

There are no crash trends between specific modes.

b. Are there known conflict points between specific modes?

No

8. Describe Classifications.

a. What is the road functional classification?

All streets within the project area are designated as Local Streets with the exception of 59th Avenue/Lilac Drive/Logan Avenue and Humboldt Avenue which are designated as a Municipal State Aid (MSA) Routes.

b. Does the street cross any high functional classification roads? (yes/no) If so, please list.

Yes: Dupont Avenue on the east boundary of the project is a collector. 59th Avenue/Lilac Drive/Logan Avenue experience higher levels of traffic due to the commercial property and access to the Elementary School on 59th Avenue.

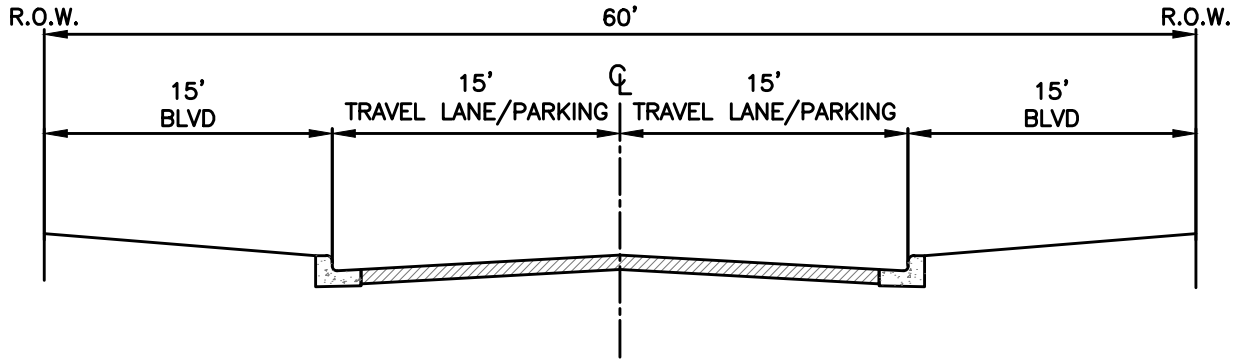
c. Does the roadway have other classifications (e.g., truck route, transit route, bicycle route, emergency vehicle route)? (yes/no) If so, please list.

Yes: 59th Avenue/Lilac Drive/Logan Avenue and Humboldt Avenue are MSA routes. Dupont Avenue on the east boundary of the project is also a MSA Route and a Metro Transit bus route.

9. Sketch in or attach the existing cross-section(s).

Guidance: The existing cross-section should include the full right-of-way and be clearly dimensioned. Additional cross-sections are advisable to illustrate specific situations or if corridor segments greatly vary.

EXISTING TYPICAL SECTION



10. What multimodal accommodations exist in the project and on streets that it intersects?

Guidance: Multimodal accommodations may include transit routes, sidewalks, trails, and designated on-street bicycle facilities, such as bike lanes, sharrows or signed bike routes.

Within the project, there is a concrete sidewalks are located on the north side of 59th Avenue, the west side of Humboldt Avenue, and the east side of Logan Avenue/Lilac Drive. Adjacent to the project area, concrete sidewalk exists along both sides of Dupont Avenue. Bituminous trails exist in Grandview Park and on the south side of 57th Avenue. See Figure 2 in the feasibility report for existing sidewalk and trail locations.

11. If there are no multimodal accommodations, how far away are the closest parallel facilities?

Guidance: Designated transit routes or bikeways may not exist within the community, and therefore, may not be applicable.

NA

12. What multimodal amenities exist in the project?

Guidance: multimodal amenities may include benches, bike racks/lockers, trash receptacles, crosswalks, traffic signals, mature tree canopy, transit stops/shelters, and wayfinding signage.

Mature boulevard trees throughout the project area. Grandview Park is adjacent to the project Area

13. Describe any particular user needs/challenges along the project corridor that you have observed or have been informed of.

Guidance: User needs may consist of lack of facilities (worn dirt pathways), traffic congestion, difficulty accessing bus stops or sidewalks due to snow piles at intersections, at-grade crossings of railroads or high volume roadways, and steep terrain.

Several comments from area residents indicated this lack of adequate drainage facilities within the neighborhood and were mostly related to standing water along the edge of the street and at driveways.

14. Are the existing facilities ADA and PROWAG compliant?

Guidance: Reference resources include the ADA Accessibility Guidelines (ADAAG), Proposed Rights-of-Way Accessibility Guidelines (PROWAG), and MnDOT Accessibility Design Tools website.

No: The existing sidewalks along Dupont Avenue generally have pedestrian curb ramps adjacent the project area. The existing sidewalk along 59th Avenue, Humboldt Avenue and Logan Avenue/Lilac Drive generally have pedestrian ramps within the project area. The pedestrian curb ramps will be reviewed for compliance and will be replaced with truncated dome detectable warning systems in compliance with the Americans with Disabilities Act (ADA) at each crosswalk location throughout the project as necessary.

Identify Existing Deficiencies

15. Based on the land use and transportation context analysis, describe existing and anticipated future deficiencies to full multimodal transportation that the project could/should address.

Brooklyn Center Pedestrian & Bicycle Plan (March 2014) calls for a sidewalk along south side of 59th Avenue from Knox Avenue to Dupont Avenue. Brooklyn Center Safe Routes to School Plan (June 2013) also calls for a sidewalk along south side of 59th Avenue from Knox Avenue to Dupont Avenue, a sidewalk on the east side of Irving Avenue from 58th Avenue to 59th Avenue, and sidewalk located along the northern portion of the Grandview Park parking lot.

Describe Future Objectives

16. Develop objectives regarding how multimodal facilities will be integrated into the project and how identified deficiencies will be addressed.

Guidance: The objectives will form the basis for the street design.

-Ensure that the needs and safety of pedestrians, bicyclists, motorists, and transit riders of all ages and abilities are taken into account in the design and operation of roads.
-Pedestrian curb ramps should be constructed throughout the project at each crosswalk location with truncated dome detectable warning systems in compliance with the Americans with Disabilities Act (ADA).

Recommend Area Typology/Street Typology and Test Cross-section(s)

17. Complete the following questions if your community has developed Area Typologies and Street Typologies (See page 21, "Roadway Classification versus Settings" for a description of area and street typologies.)

Guidance: If applicable, list document that contains your agency's Area Typologies and Street Typologies

a. What is the recommended Area Typology?

NA

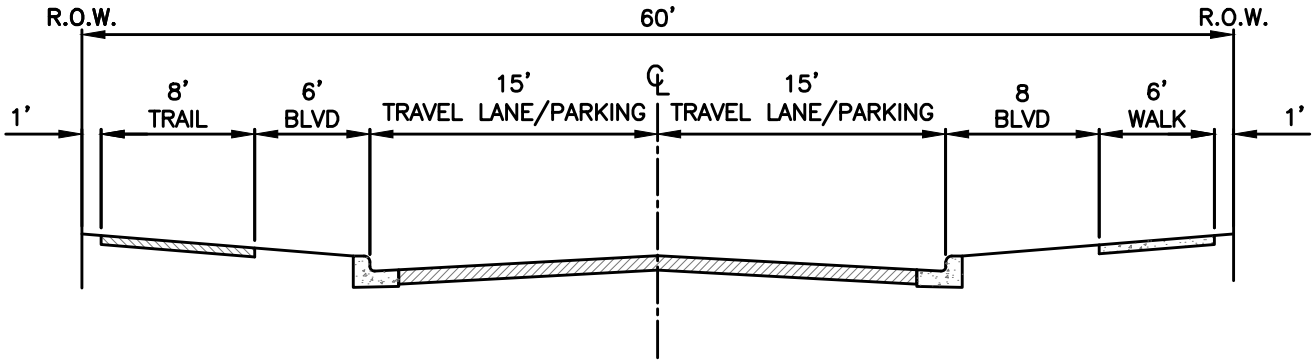
b. What is the recommended Street Typology?

NA

18. Sketch in or attach the initial cross-section(s) that depicts desired street elements.

Guidance: Initial cross-section should be clearly dimensioned and indicate any additional right-of-way required. Additional cross-sections are advisable for specific situations or if corridor segments greatly vary.

INITIAL TYPICAL SECTION



19. Describe any constraints associated with the initial cross-section.

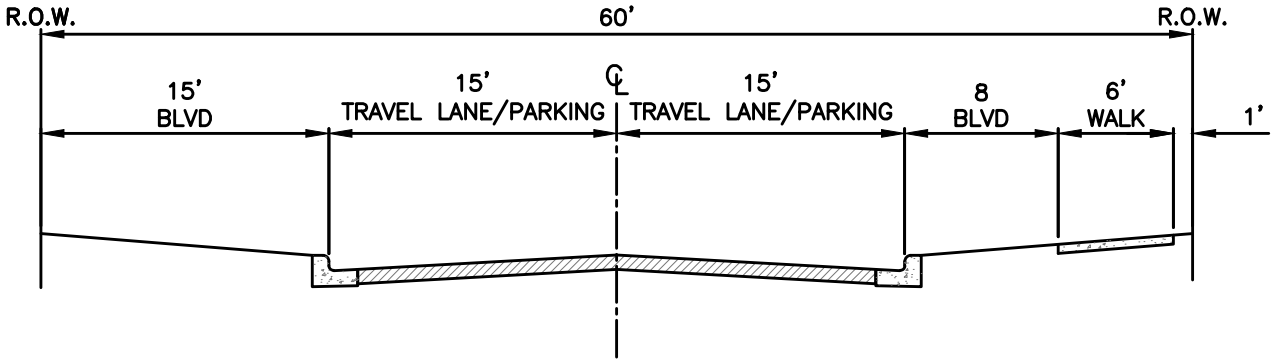
Guidance: Potential constraints include lack of right-of-way, existing structures, existing mature trees or environmental features, topography or number of driveways.

Potential constraints would be the number of existing mature trees and landscaping in the right-of-way, number of driveways, increase in impervious surface area and limited right-of way space.

20. Sketch in or attach alternative cross-sections.

Guidance: Alternative cross-sections should be modifications of the initial cross-section that respond to identified constraints. All modes should receive equal consideration and accountability in the development of alternatives.

ALTERNATIVE TYPICAL SECTION



Describe Tradeoffs and Select Cross-section

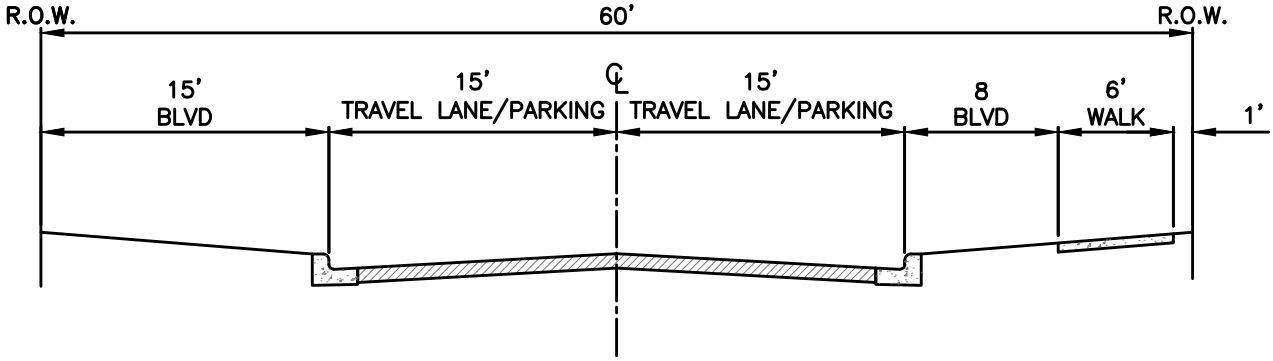
21. Describe tradeoffs associated with the alternative cross-sections.

Guidance: Examples of tradeoffs include removal of mature vegetation, narrower travel lanes, removal of on-street parking (one or both sides), right-of-way acquisition costs, and provision of bikeway facility on an adjacent parallel street.

Alternative cross-section would provide a concrete sidewalk for pedestrian traffic. Potential constraints would be the number of existing mature trees and landscaping in the right-of-way, number of driveways, limited right-of way space and increased impervious surface.

22. Sketch in or attach the selected cross-section(s).

Guidance: Selected cross-section should be clearly dimensioned and indicate any additional right-of-way required. Additional cross-sections are advisable for specific situations or if corridor segments greatly vary.



New 6 feet sidewalks located along the south side of 59th Avenue from Knox Avnue to Dupont Avenue and along the east side of Irving Avenue from 59th Avenue to 200' south of Irving Avenue are proposed per the Pedestrian & Bicycle Plan, as shown above. The existing concrete sidewalks within the project area located on the north side of 59th Avenue, the west side of Humboldt Avenue, and the east side of Logan Avenue/Lilac Drive will be repair as needed or as impacted by utility replacements.

Based on a survey of the neighborhood, a majority of the property owners do not feel the neighborhood needs additional sidewalks or trails. All other streets are proposed to be constructed without trails or sidewalks.

23. If the project does not accommodate all modes, list reasons why facilities for that mode are not provided.

Guidance: For example, the cost of the facility will be disproportionately high in relation to number of projected users; adequate right-of-way does not exist and acquisition of additional right-of-way would create adverse impacts to valued community assets; a bikeway facility is being planned on an adjacent parallel route that can service bicyclists' needs.

Providing a trail/sidewalk facilities on all streets would require mature tree removal and increase the impervious surface area. All of the streets in the project area are local streets with low traffic volumes. Trail/sidewalk facilities on all streets would be out of character for this neighborhood.

Implementation

24. Identify project milestones, roles and responsibilities for project implementation

City Council Conduct Improvement Hearing / Order Plans:	October 26, 2020
City Council Approve Plans/Authorizes Advertisement for Bids:	January 2021
City Council Accept Bids/Award Project:	February/March 2021
Begin Construction:	April 2021
Substantial Completion:	October 2021

25. How will access for all modes be maintained during project construction?

Guidance: Reference resource includes MnDOT Context Sensitive Solutions (CSS) Webinar, Maintaining Pedestrian Access Through Construction & Maintenance Work Zones

A drivable street will be maintained at most times during the construction. The exception would be during the installation/repair of the City utilities and reconstruction of the existing roadway, when access may be cut off for a limited period of time. Even during those activities, though, access will be restored by the end of each day. Access to the sidewalk system will be available for the majority of the construction project. However, the main interruption to access of the sidewalks will be during the replacement of deficient sections of sidewalk. For this work, access will not be available for approximately 7-10 days while the concrete cures.

26. Facility Maintenance

a. What agency will be responsible for on-going maintenance for each mode?

City of Brooklyn Center - Public Works Department will be responsible for on-going maintenance for the streets, sidewalks and trails.

b. What specific seasonal and long-term maintenance is needed for each mode?

Maintenance activities typically include patching, sealcoating, crack sealing, sweeping, minor sidewalk repair, and the cost of operating and maintaining the park improvements.

Appendix B

Resident Questionnaire
Resident Comments

QUESTIONNAIRE
2021 Grandview South Area Reconstruction Project

This questionnaire will help the City of Brooklyn Center Engineering staff to better understand the infrastructure needs and issues in your neighborhood. This survey can be returned in person or by mail to: City of Brooklyn Center/Engineering Division, 6301 Shingle Creek Parkway, Brooklyn Center, MN 55430; by fax at 763-569-3440; or by email at: publicworks@ci.brooklyn-center.mn.us. Please return this survey by **August 28, 2020**. You may also contact us at 763-569-3340 to discuss these issues.

Please be advised we will contact you in the near future via mail regarding a meeting which will be held this fall. At the meeting we will gather additional information and solicit your input. Thank you for your cooperation in providing this important survey!

1. Contact Information:

   Name: _____

   Address: _____

   Email Address: _____

   Phone Number: _____

2. Our televised sewer inspections typically identify sanitary sewer services with moderate to severe root infiltration. Have you experienced any problems with sanitary sewer service, such as line plugging or having the service cleaned out to the street? If yes, how often?

3. Typically, improvements to the storm drainage system are needed. Do you have a problem with drainage or flooding in the street, your yard or basement?

4. Do you have a lawn irrigation (or sprinkler) system located within your property?
   Please circle one: Yes No

5. Do you experience problems relating to the water distribution system such as water pressure, taste, odor or color?

6. Do you have a sump pump in your basement?
   Please circle one:
   A. Yes, my sump pump runs frequently (at least once every day)
   B. Yes, my sump pump runs less frequently
   C. No, I do not have a sump pump or do not use my sump pump
   D. Unknown

(OVER)

7. Do you have draintile on you property?

   Please circle one:
   A. Yes, it drains to the yard
   B. Yes, it connects to the storm sewer system
   C. No, I do not have draintile on my property.
   D. Unknown

8. A rain garden is simply a "sunken" flowerbed, designed to retain and infiltrate as much storm water as possible. The benefit to the environment is reduction in the amount of storm water entering our ponds, lakes and streams. If it is feasible to do so, do you wish to have a rain garden placed in the boulevard on your property? (If interested, further rain garden information will be provided this winter.)

   Please circle one: Yes No Maybe

9. The City's policy pertaining to sidewalk improvements is that sidewalks are not typically installed on local "residential" streets unless the City Council orders the construction of sidewalks when such construction is warranted. Do you feel your neighborhood needs additional sidewalks?

   Please circle one: Yes No

   If yes, where?

   _____

   _____

10. The City's policy pertaining to spacing of existing street lights is to provide for lighting at intersections and at mid-block locations where spacing exceeds 700-feet. Do you feel your neighborhood needs additional street lighting?

    Please circle one: Yes No

    If yes, where?

    _____

    _____

11. Does anyone in your household have any respiratory illness or concerns including, but not limited to asthma or chronic obstructive pulmonary disease (COPD) that could be affected by dust and air quality issues? If yes, please explain below.

    _____

    _____

    _____

12. What other concerns, comments and/or issues do you have pertaining to the streets, sidewalks, utilities, etc., in your neighborhood?

    _____

    _____

    _____

Should you have questions or need more information, please contact the Engineering Division at 763-569-3340.

Please return by **August 28, 2020** to:
Engineering Division
City of Brooklyn Center
6301 Shingle Creek Parkway
Brooklyn Center, MN 55430
FAX 763-569-3440
Email: publicworks@ci.brooklyn-center.mn.us

Grandview South Area Street and Utility Improvements 2021
Survey Summary Results

Sanitary (2)	Storm (3)	Sprinkler System (4)	Water (5)	Sump Pump (6)	Draintile (7)	Rain Garden (8)	Sidewalk (9)	If yes, where? (9a)	Streetlights (10)	If yes, where? (10a)	Respiratory illness, health concerns, etc. (11)	Comments/Concerns/Issues re: streets, sidewalks, utilities, etc. (12)
Emerson Avenue N												
No	Street corner	No	Not until they started working at 59th and north towards Interstate 694.	No, I do not have a sump pump.	No, I do not have draintile on my property.	No	No		No			
We haven't experienced any problems.	No, we have never had any problems with drainage or flooding.	No	Sometimes	No, I do not have a sump pump.	No, I do not have draintile on my property.	Yes	No		No		No	Found it alarming now many trees were taken out on nearby blocks when curbs were redone. We have trees in our front yard and would hate to lose any.
Yes, very severe root problem. Have to have professional clean roots in past. 60 ft to 100 ft	No	No	Yes, water is very hard and dries yellow/red	No, I do not have a sump pump.	No, I do not have draintile on my property.	Maybe	No		No		No	Streets are old and beat up.
Fremont Avenue N												
No	No	No	Yes, poor taste and odor.	No, I do not have a sump pump.	No, I do not have draintile on my property.	Yes	Yes	Even side of roadway.	Yes	Mid-block	No	
No	No	No	No, but I don't drink it	No, I do not have a sump pump.	No, I do not have draintile on my property.	Maybe	No		No		No	The uncontrolled intersection at 58th and Fremont could have yield signs on one way (frequent accidents).
Two or three times	No	No	No	No, I do not have a sump pump.	No, I do not have draintile on my property.	No	No		No		Tom has asthma but not so as the dust will bother him.	Just that fools keep speeding down our street - not slowing at intersections causing accidents at our corner.
No	No	No	No	No, I do not have a sump pump.	No, I do not have draintile on my property.	No	No		No		No	More controlled intersection (58th and Fremont)
No	Occasionally at corner of 58th and Fremont - after very heavy rains.	No	No	No, I do not have a sump pump.	No, I do not have draintile on my property.	No	No		No		No	
No	No	No	Seems to have excessive chlorine but other than that, no.	No, I do not have a sump pump.	No, I do not have draintile on my property.	No	No		No		COPD but shouldn't be an issue.	
Girard Avenue N												
No	No	No	No	Unknown	Yes, it connects to the storm sewer system.	Maybe	No		No		No	The neighborhood needs a stop sign on 58th and Girard Ave N - accidents can happen.
No	No	No	We won't drink city water. We get water from Cub.	No, I do not have a sump pump.	Unknown	Maybe	No		No		No	The dead end is not maintained by the City. It's a mess with trees and brush. People walk through there all the time.
We have jetted the main line three times in about 19 years to clear it when it would not drain. This was at the plumbers recommendation.	No	No	The water often smells like chlorine. We use bottled water for cooking and drinking.	No, I do not have a sump pump.	No, I do not have draintile on my property.	Yes	Yes	Every street which fronts a residential property. Children are forced to ride, walk, run in the street. Drivers speed on all streets in our neighborhood too. So dangerous.	No		Our dog has megaesophagus. Boarding facilities and our vets office are not equipped or staffed to provide the care she requires, on an all day basis.	Our dog has anxiety disorder and we've been treating it and training with behavior modification. I will remove her from the neighborhood if I need to. I just need a route to use for exiting or I will have to make one.
No	No	No	No	No, I do not have a sump pump.	No, I do not have draintile on my property.	No	No		Yes	Between 57th and 58th of Girard	Yes, asthma is present in the resident of this address.	58th between Dupont and Humboldt is an awful stretch of road; will it be fixed soon?
Yes, twice	No	No	No	No, I do not have a sump pump.	Unknown	Yes	No		No		No	
Humboldt Avenue N												
Once every 3 years; recently the main sewer line to the street is clogged due to a sagging pipe.	No	No	No	No, I do not have a sump pump.	No, I do not have draintile on my property.	Yes	No		No		No	A good sidewalk system would help pedestrians and bike traffic.
In the distant past we had problems several times, but not in recent years (over 10 years we think)	No	No	No	No, I do not have a sump pump.	No, I do not have draintile on my property.	Maybe	No		No		Yes - asthma	I have a flower bed (berm) and a large ash tree near the boulevard and I am anxious to know the impact on that area.

Sanitary (2)	Storm (3)	Sprinkler System (4)	Water (5)	Sump Pump (6)	Draintile (7)	Rain Garden (8)	Sidewalk (9)	If yes, where? (9a)	Streetlights (10)	If yes, where? (10a)	Respiratory illness, health concerns, etc. (11)	Comments/Concerns/Issues re: streets, sidewalks, utilities, etc. (12)
Drain issues but not sewer.	Our street floods quickly. We may have pooling areas at our front door and in front of the garage.	No	A street cleaning of the lines resulted in an exploded water heater a couple years ago.	No, I do not have a sump pump.	Unknown	Yes	No		Yes	Current lighting is so ruined that front yard is rendered in blackness - I like it but have reservations.	No	
Irving Avenue N												
Yes, cleaned every year or every other year.	No	No	Not anymore. Had chlorine smell for a period of time but that has gone away.	No, I do not have a sump pump.	No, I do not have draintile on my property.	No	No		Yes		No	
No	Street is too high to our driveway and does not drain properly.	No	Chlorine smell to water and tastes bad - used to be really good.	No, I do not have a sump pump.	No, I do not have draintile on my property.	Yes	Yes	We would like sidewalks on the east side of Irving to line up with cross walk at the school.	No		No	What is the assessment amount for each address?
1 time in 17 years but it seems like we need it again.	No	No	None	No, I do not have a sump pump.	No, I do not have draintile on my property.	Maybe	Yes	We would like one across the street to meet up with the school for walkers.	No		Allergies and extreme sensitivity to smells and poor air quality causing migraine headaches.	Will extending the sidewalk on our property to street be paid for by city? Does the overall cost cover any width driveway?
No	No	No	No	No, I do not have a sump pump.	No, I do not have draintile on my property.	No	No		No		No	Need new streets
When we moved onto the property (2004) we had to have the sewer cleaned/drained - bad/big roots	No	No	Yes - at times	No, I do not have a sump pump.	No, I do not have draintile on my property.	No	No		Yes	between 58th and 59th	Yes - asthma	The corner at 58th and Irving has no stop sign and has needed one. We've been at this house since 2004 and no one slows down at the 4-way. We have seen accidents, people constantly speeding, and the neighborhood is waiting for a stop sign. If no stop sign is put in, put a camera up and have it monitored.
Not sure when they do. My soil is infected by roots.	Yes, it flooded often. I try my best to keep water out. I am retired and I don't have enough money to install sump pump.	No	I do	No, I do not have a sump pump.	No, I do not have draintile on my property.	Yes	No	I am happy without it.	No		No	At this time only flooding. A few months back I requested trees to be cut down and they told me this facility is only for Brooklyn Park but not for Brooklyn Center. I want to know why? As I know Brooklyn Park people are rich not middle or low middle class.
No	No	No	No	No, I do not have a sump pump.	Unknown	No	No		Yes	More on our street because we pay for the street lights anyways.	Yes - no one can breathe through dust. That isn't good.	Cannot afford to pay for the sidewalk or curb.
Yes - when needed every two years	No	No	Yes - taste is not good. Odor seems like we are at the pool (chlorine). And color is orange with black spots.	No, I do not have a sump pump.	No, I do not have draintile on my property.	No	No		Yes		2 kids have mild asthma and my husband has emphysema.	
James Avenue N												
I've had my main drain in basement cleaned out twice - not out to the street.	No	No	Ever since the water treatment system was redone, there's too much chlorine. I don't like the taste or smell. I now buy bottled and jugs of water for myself and pets. Also, half of my plants died.	No, I do not have a sump pump.	Unknown	Maybe	No		Don't know - I don't drive or walk at night.		Only smoke bothers me, not dust.	
Yes, 1 per year	No	No	No	No, I do not have a sump pump.	No, I do not have draintile on my property.	No	No		No		No	
No	Flooding in the street when it rains	No	No	Unknown	No, I do not have draintile on my property.	No	No		No		No	
Yes - cleaned the street a few years ago (3-4). Pulled out gunk build up and a few roots. Trees removed.	No drainage problem. No flooding in yard or basement. Heavy rain - street may flood	No	Color or pressure seems ok. Since water treatment plant, we continue to have blah taste and chlorine odor.	No, I do not have a sump pump.	Unknown - Property may have been part of a "truck farm" in the 1950's.	No	No		No		No	Appreciate the street cleaning machine.
Yes, 1-2 per year	No	No	Yes	Yes, not sure how often it runs.	Unknown	Maybe	No		No		No	
Knox Avenue N												

Sanitary (2)	Storm (3)	Sprinkler System (4)	Water (5)	Sump Pump (6)	Draintile (7)	Rain Garden (8)	Sidewalk (9)	If yes, where? (9a)	Streetlights (10)	If yes, where? (10a)	Respiratory illness, health concerns, etc. (11)	Comments/Concerns/Issues re: streets, sidewalks, utilities, etc. (12)
Yes, at a minimum 1 time per year	No	No	Yes, water tastes like chlorine, rust, hard water.	No, I do not have a sump pump.	No, I do not have draintile on my property.	Yes	No		No		No	Yes, I have concern taking out trees and not replacing them.
No	No	No	No	No, I do not have a sump pump.	No, I do not have draintile on my property.	No	No		No		No	Are the water mains going to be replaced in the streets?
Have not had house to street sewer line cleaned out since about 1996 or 1997 - that is a long time without a problem. I hope it does not clog tomorrow.	Extra heave rain - the grates clog with debris, causing the street to flood. Looking down into the storm drains, they appear to have a lot of sand in them.	No	Periodic over chlorination (taste and odor)	No, I do not have a sump pump.	No, I do not have draintile on my property.	No - the bump outs on Dupont appear to have this feature and they all look like hell.	No		Maybe/Yes	Better lighting - the "new" street lights create a sharp cut off between a lighted area and the surrounding dark area. The "old" street lights (not as bright) are actually better lighted.	Not at this time - best practice would require efforts to limit dust and air quality issues to the surrounding work areas and population.	In the Grandview north area it looked like a lot of trees and shrubs were removed that might not have needed to be removed. I want to keep all of my trees and shrubs on my property. They are there on purpose.
No problems	No	No	No	No, I do not have a sump pump.	No, I do not have draintile on my property.	No	No		No		No	
Had many clean outs from elm tree roots until Nov 2009. I had Joe's Service Inc. put in a new line from my house to the street.	No	No	No	No, I do not have a sump pump.	No, I do not have draintile on my property.	No	No		No		No	
No	No	No	No	No, I do not have a sump pump.	No, I do not have draintile on my property.	No	No		No		No	
Logan Avenue N												
59th Avenue N												

Appendix C

Project Drawings:
Street and Storm Sewer Improvements Figure
Sanitary Sewer and Water Main Improvements Figure

CITY OF BROOKLYN CENTER
ENGINEERING DEPARTMENT
6301 SHINGLE CREEK PARKWAY
BROOKLYN CENTER, MN 55430
(763)569-3340

STREET AND STORM IMPROVEMENTS (09/21/20)

GRANDVIEW SOUTH AREA STREET AND UTILITY IMPROVEMENTS

LEGEND

- PROPOSED STREET CONSTRUCTION
- PROPOSED CONCRETE DRIVEWAY
- PROPOSED BITUMINOUS DRIVEWAY
- PROPOSED PAVER DRIVEWAY
- PROPOSED CONCRETE SIDEWALK
- PROPOSED CONCRETE CURB & GUTTER
- EXISTING STORM SEWER PIPE AND STORM STRUCTURES TO REMAIN IN PLACE
- PROPOSED STORM SEWER PIPE AND STORM STRUCTURES

N

80 0 80 160

SCALE FEET

59TH AVE N
58TH AVE N
57TH AVE N
LILAC DRIVE N
LOGAN AVE N
KNOX AVE N
JAMES AVE N
IRVING AVE N
HUMBOLDT AVE N
GIRARD AVE N
FREMONT AVE N
EMERSON AVE N
DUPONT AVE N
COLFAX AVE N

CITY OF BROOKLYN CENTER
ENGINEERING DEPARTMENT
6301 SHINGLE CREEK PARKWAY
BROOKLYN CENTER, MN 55430
(763)569-3340

SANITARY SEWER AND WATER MAIN IMPROVEMENTS (09/21/20)

GRANDVIEW SOUTH AREA STREET AND UTILITY IMPROVEMENTS

LEGEND

- PROPOSED SANITARY SEWER PIPE AND SANITARY STRUCTURES
- EXISTING SANITARY SEWER PIPE AND SANITARY STRUCTURES TO REMAIN IN PLACE
- PROPOSED WATER MAIN AND FITTINGS TO BE REPLACED
- EXISTING WATER MAIN AND FITTINGS TO REMAIN IN PLACE
- PROPOSED CONCRETE CURB AND GUTTER

N

80 0 80 160

SCALE FEET

59TH AVE N
58TH AVE N
57TH AVE N
LILAC DRIVE N
LOGAN AVE N
KNOX AVE N
JAMES AVE N
IRVING AVE N
HUMBOLDT AVE N
GIRARD AVE N
FREMONT AVE N
EMERSON AVE N
DUPONT AVE N
COLFAX AVE N

Appendix D

DRAFT Proposed Pending Assessment Roll

CITY OF BROOKLYN CENTER PROPOSED PENDING ASSESSMENT ROLL
September 21, 2020
2021 GRANDVIEW SOUTH AREA RECONSTRUCTION
IMPROVEMENT PROJECT NOS. 2021-01 AND 02

DRAFT

PROPERTY ID	HOUSE	STREET NAME	LEVY#	STREET	LEVY #	STORM	NOTES
0111821230026	1108	57th AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230020	1208	57th AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230007	1400	57th AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140003	1800	57th AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140004	1808	57th AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230077	1210	58th AVE N		$ 4,730.00		$ 1,419.00	R1
0211821110012	1500	59th AVE N		$ 56,760.00		$ 17,028.00	Subdividable R1 = 12 equivalent parcels
0211821140097	1703	59th AVE N		$ 4,730.00		$ 1,419.00	R1
0211821130033	22	Address Pending		$ 27,819.28		$ 11,972.58	Commerical C2 Brooklyn Center EDA Property (A) 46,740.52 sf, (B) 20,143.26 sf
0211821140007	22	Address Unassigned		$ 18,920.00		$ 5,676.00	Subdividable R1 = 4 equivalent parcels
0111821230106	22	Address Unassigned		$ 33,110.00		$ 9,933.00	Subdividable R1 = 7 equivalent parcels
0111821230027	5706	EMERSON AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230018	5707	EMERSON AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230028	5712	EMERSON AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230017	5715	EMERSON AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230066	5724	EMERSON AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230032	5725	EMERSON AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230067	5730	EMERSON AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230031	5731	EMERSON AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230068	5736	EMERSON AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230030	5737	EMERSON AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230069	5742	EMERSON AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230029	5743	EMERSON AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230098	5800	EMERSON AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230076	5801	EMERSON AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230099	5806	EMERSON AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230075	5807	EMERSON AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230074	5815	EMERSON AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230100	5818	EMERSON AVE N		$ 9,460.00		$ 2,838.00	Subdividable R1 = 2 equivalent parcels
0111821230073	5823	EMERSON AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230101	5824	EMERSON AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230072	5829	EMERSON AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230102	5830	EMERSON AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230071	5835	EMERSON AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230103	5836	EMERSON AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230070	5843	EMERSON AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230021	5706	FREMONT AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230012	5707	FREMONT AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230022	5714	FREMONT AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230011	5715	FREMONT AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230033	5724	FREMONT AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230040	5725	FREMONT AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230034	5730	FREMONT AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230039	5731	FREMONT AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230035	5736	FREMONT AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230038	5737	FREMONT AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230036	5742	FREMONT AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230037	5743	FREMONT AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230048	5801	FREMONT AVE N		$ 4,730.00		$ 1,419.00	R1

CITY OF BROOKLYN CENTER PROPOSED PENDING ASSESSMENT ROLL
September 21, 2020
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DRAFT

PROPERTY ID	HOUSE	STREET NAME	LEVY#	STREET	LEVY #	STORM	NOTES
0111821230047	5807	FREMONT AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230078	5808	FREMONT AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230046	5813	FREMONT AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230079	5814	FREMONT AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230045	5819	FREMONT AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230080	5820	FREMONT AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230061	5825	FREMONT AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230081	5828	FREMONT AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230060	5831	FREMONT AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230082	5834	FREMONT AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230083	5840	FREMONT AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230059	5843	FREMONT AVE N		$ 9,947.52		$ 4,280.76	Multi Family R4 (A) 19,800.00 sf, (B) 0 sf
0111821220024	5900	FREMONT AVE N		$ 4,730.00		$ 1,419.00	R1 - Corner Property
0111821230015	5706	GIRARD AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230006	5707	GIRARD AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230016	5712	GIRARD AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230005	5715	GIRARD AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230041	5724	GIRARD AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230090	5725	GIRARD AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230042	5730	GIRARD AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230089	5731	GIRARD AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230043	5736	GIRARD AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230088	5737	GIRARD AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230044	5742	GIRARD AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230087	5743	GIRARD AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230049	5800	GIRARD AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230056	5801	GIRARD AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230050	5806	GIRARD AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230055	5807	GIRARD AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230051	5812	GIRARD AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230054	5813	GIRARD AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230052	5818	GIRARD AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230053	5819	GIRARD AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230009	5700	HUMBOLDT AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140073	5701	HUMBOLDT AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230008	5706	HUMBOLDT AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140072	5707	HUMBOLDT AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230010	5712	HUMBOLDT AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140071	5713	HUMBOLDT AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140092	5727	HUMBOLDT AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230003	5732	HUMBOLDT AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140091	5733	HUMBOLDT AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230084	5738	HUMBOLDT AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140090	5743	HUMBOLDT AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230085	5748	HUMBOLDT AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230086	5754	HUMBOLDT AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140089	5755	HUMBOLDT AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230002	5800	HUMBOLDT AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140067	5801	HUMBOLDT AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140066	5807	HUMBOLDT AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230057	5812	HUMBOLDT AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140065	5815	HUMBOLDT AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230058	5818	HUMBOLDT AVE N		$ 4,730.00		$ 1,419.00	R1

CITY OF BROOKLYN CENTER PROPOSED PENDING ASSESSMENT ROLL
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PROPERTY ID	HOUSE	STREET NAME	LEVY#	STREET	LEVY #	STORM	NOTES
0211821140110	5821	HUMBOLDT AVE N		$ 4,730.00		$ 1,419.00	R1
0111821230105	5826	HUMBOLDT AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140109	5827	HUMBOLDT AVE N		$ 33,110.00		$ 9,933.00	Subdividable R1 = 7 equivalent parcels
0111821230104	5840	HUMBOLDT AVE N		$ 28,380.00		$ 8,514.00	Subdividable R1 = 6 equivalent parcels
0211821140074	5700	IRVING AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140079	5701	IRVING AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140075	5706	IRVING AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140078	5707	IRVING AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140076	5712	IRVING AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140077	5713	IRVING AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140060	5725	IRVING AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140093	5728	IRVING AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140059	5731	IRVING AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140094	5734	IRVING AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140058	5737	IRVING AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140095	5740	IRVING AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140057	5743	IRVING AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140096	5746	IRVING AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140068	5800	IRVING AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140048	5801	IRVING AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140069	5806	IRVING AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140047	5807	IRVING AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140070	5812	IRVING AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140046	5813	IRVING AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140045	5819	IRVING AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140044	5825	IRVING AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140043	5831	IRVING AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140042	5837	IRVING AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140041	5843	IRVING AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140080	5700	JAMES AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140085	5701	JAMES AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140081	5706	JAMES AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140084	5707	JAMES AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140083	5713	JAMES AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140082	5716	JAMES AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140036	5721	JAMES AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140061	5724	JAMES AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140035	5727	JAMES AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140062	5730	JAMES AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140034	5733	JAMES AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140063	5736	JAMES AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140033	5739	JAMES AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140064	5742	JAMES AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140049	5800	JAMES AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140031	5801	JAMES AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140050	5806	JAMES AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140030	5807	JAMES AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140051	5812	JAMES AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140029	5815	JAMES AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140052	5818	JAMES AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140013	5823	JAMES AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140053	5824	JAMES AVE N		$ 4,730.00		$ 1,419.00	R1

CITY OF BROOKLYN CENTER PROPOSED PENDING ASSESSMENT ROLL
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PROPERTY ID	HOUSE	STREET NAME	LEVY#	STREET	LEVY #	STORM	NOTES
0211821140054	5830	JAMES AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140014	5831	JAMES AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140055	5836	JAMES AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140098	5837	JAMES AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140056	5842	JAMES AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140086	5700	KNOX AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140087	5706	KNOX AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140001	5707	KNOX AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140005	5711	KNOX AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140088	5712	KNOX AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140008	5715	KNOX AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140037	5720	KNOX AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140009	5721	KNOX AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140038	5726	KNOX AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140012	5727	KNOX AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140039	5732	KNOX AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140011	5733	KNOX AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140040	5738	KNOX AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140028	5800	KNOX AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140020	5801	KNOX AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140021	5807	KNOX AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140027	5808	KNOX AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140022	5813	KNOX AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140026	5814	KNOX AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140023	5819	KNOX AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140024	5825	KNOX AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140017	5834	KNOX AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140018	5840	KNOX AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140016	5850	KNOX AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140019	5840	LILAC DRIVE		$ 16,235.96		$ 6,986.89	Commerical C1 (A) 32,316.80 sf, (B) 0 sf
0211821140002	5706	LOGAN AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140006	5712	LOGAN AVE N		$ 4,730.00		$ 1,419.00	R1
0211821140107	5716	LOGAN AVE N		$ 3,371.63		$ 1,011.49	Multi Family R3, Unit Rate
0211821140106	5720	LOGAN AVE N		$ 3,371.63		$ 1,011.49	Multi Family R3, Unit Rate
0211821130032	5721	LOGAN AVE N		$ 40,778.44		$ 17,551.12	Commerical C2 (A) 57,172.28 sf, (B) 55,92.08 sf
0211821140105	5724	LOGAN AVE N		$ 3,371.63		$ 1,011.49	Multi Family R3, Unit Rate
0211821140104	5728	LOGAN AVE N		$ 3,371.63		$ 1,011.49	Multi Family R3, Unit Rate
0211821140103	5732	LOGAN AVE N		$ 3,371.63		$ 1,011.49	Multi Family R3, Unit Rate
0211821140102	5736	LOGAN AVE N		$ 3,371.63		$ 1,011.49	Multi Family R3, Unit Rate
0211821140101	5740	LOGAN AVE N		$ 3,371.63		$ 1,011.49	Multi Family R3, Unit Rate
0211821140100	5744	LOGAN AVE N		$ 3,371.63		$ 1,011.49	Multi Family R3, Unit Rate
0211821140025	5800	LOGAN AVE N		$ 26,802.25		$ 11,533.93	Multi Family R5 (A) 53,348.43 sf, (B) 0 sf
0211821130031	5801	LOGAN AVE N		$ 18,020.28		$ 7,754.84	Commerical C2 Brooklyn Center EDA Property (A) 35,064.43 sf, (B) 1,876.05 sf
	Total Assessments			$ 1,183,526.77		$ 373,257.04	