



Application

19841 - 2024 Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)
20202 - Woodbury - Trail Gaps on Radio Drive, Spring Hill Drive, and Hudson Road
Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 12/15/2023 2:40 PM

Primary Contact

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Name: Mr. Chris Edwin Hartzell
Pronouns First Name Middle Name Last Name

Title: Engineering Director

Department: Engineering

Email: chris.hartzell@woodburymn.gov

Address: 8301 Valley Creek Road

Phone: Woodbury Minnesota 55125
City State/Province Postal Code/Zip

651-714-3593
Phone Ext.

Fax:

What Grant Programs are you most interested in? Regional Solicitation - Roadways Including Multimodal Elements

Organization Information

Name: WOODBURY, CITY OF

Jurisdictional Agency (if different):

Organization Type: City

Organization Website:

Address: 8301 VALLEY CREEK RD

County: WASHINGTON

Phone: WOODBURY Minnesota 55125
City State/Province Postal Code/Zip

612-739-5972
Ext.

Fax:

PeopleSoft Vendor Number 0000021013A1

Project Information

Project Name Woodbury Pedestrian System Gaps Project

Primary County where the Project is Located Washington

Cities or Townships where the Project is Located: Woodbury

Jurisdictional Agency (If Different than the Applicant):

Brief Project Description (Include location, road name/functional class, type of improvement, etc.) The Woodbury Pedestrian System Gaps Project will fill gaps in the transportation system network for pedestrians and multimodal users primarily along Hudson Road from Parkside Drive to Rivertown Drive east of Radio Drive. The project also includes the addition of pedestrian connections along Radio Drive from Tamarack Road to Hudson Road, and Spring Hill Drive from Tamarack Road to Hudson Road.

The proposed project will address pedestrian system gaps and result in a diverse and effective multimodal transportation system that ensures accessibility and connectivity to businesses and community amenities. The project will connect residential areas along Hudson Road to the City's core commercial area and between Tamarack Road and Hudson Road adjacent to Radio Drive. The improvements will also expand the pedestrian system to provide safety and connectivity for non-motorized travelers to and from the Gold Line Bus Rapid Transit Tamarack station one mile west of the project area, improving regional accessibility.

(Limit 2,800 characters; approximately 400 words)

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DESCRIPTION - will be used in TIP if the project is selected for funding. See MnDOT's TIP description guidance. Install approximately 1.1 miles of separated pedestrian facilities along Hudson Rd, Radio Dr, and Spring Hill Dr.

Include both the CSAH/MSAS/TH references and their corresponding street names in the TIP Description (see Resources link on Regional Solicitation webpage for examples).

Project Length (Miles) 1.1

to the nearest one-tenth of a mile

Project Funding

Are you applying for competitive funds from another source(s) to implement this project? No

If yes, please identify the source(s)

Federal Amount \$1,635,494.00

Match Amount \$408,874.00

Minimum of 20% of project total

Project Total \$2,044,368.00

For transit projects, the total cost for the application is total cost minus fare revenues.

Match Percentage 20.0%

Minimum of 20%

Compute the match percentage by dividing the match amount by the project total

Source of Match Funds Local City Funds

A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources

Preferred Program Year

Select one: 2029

Select 2026 or 2027 for TDM and Unique projects only. For all other applications, select 2028 or 2029.

Additional Program Years:

Select all years that are feasible if funding in an earlier year becomes available.

Project Information

If your project has already been assigned a State Aid Project # (SAP or SP)

Please indicate here SAP/SP#.

Location

County, City, or Lead Agency

City of Woodbury

Name of Trail/Ped Facility:

Hudson Road, Radio Drive, Spring Hill Drive

(example: CEDAR LAKE TRAIL)

IF TRAIL/PED FACILITY IS ADJACENT TO ROADWAY:

Road System

CSAH, MSAS, City Street

(TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)

Road/Route No.

13, 117, 134

(Example: 53 for CSAH 53)

Name of Road

Hudson Road, Radio Drive, Spring Hill Drive

(Example: 1st ST., Main Ave.)

TERMINI: Termini listed must be within 0.3 miles of any work

From:
Road System CSAH, MSAS, City Street
(TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)

Road/Route No. 13, 117, 134
(Example: 53 for CSAH 53)

Name of Road Parkside Drive, Tamarack Road, Tamarack Road
(Example: 1st ST., Main Ave.)

To:
Road System CSAH, MSAS, City Street

DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR

Road/Route No. 13, 117, 134
(Example: 53 for CSAH 53)

Name of Road Rivertown Drive, Hudson Road, Hudson Road
(Example: 1st ST., Main Ave.)

In the City/Cities of: Woodbury
(List all cities within project limits)

IF TRAIL/PED FACILITY IS NOT ADJACENT TO ROADWAY:
Termini: Termini listed must be within 0.3 miles of any work

From:

To:

Or

At:

In the City/Cities of:

(List all cities within project limits)

Primary Types of Work (Check all that apply)

Multi-Use Trail Yes

Reconstruct Trail

Resurface Trail

Bituminous Pavement

Concrete Walk

Pedestrian Bridge

Signal Revision

Landscaping

Other (do not include incidental items)

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

Structure is Over/Under
(Bridge or culvert name):

Zip Code where Majority of Work is Being Performed 55125

Approximate Begin Construction Date (MO/YR) 05/01/2029

Approximate End Construction Date (MO/YR) 10/31/2029

Miles of Pedestrian Facility/Trail (nearest 0.1 miles): 1.1

Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles): 0

Is this a new trail? Yes

Requirements - All Projects

All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (2018), the 2040 Regional Parks Policy Plan (2018), and the 2040 Water Resources Policy Plan (2015).

Check the box to indicate that the project meets this requirement. Yes

2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan goals, objectives, and strategies that relate to the project.

Briefly list the goals, objectives, strategies, and associated pages:

The project aligns with the 2040 Transportation Policy Plan by prioritizing the following goals and strategies:

Goal: Safety and Security; Objective: Reduce fatal and serious injury crashes and improve safety and security for all modes of passenger travel and freight transport (Page 2.5); Strategies: B6 - Regional transportation partners will use best practices to provide and improve facilities for safe walking and bicycling, since pedestrians and bicyclists are the most vulnerable users of the transportation system (Page 2.8).

Goal: Access to Destinations; Objectives: D) Increase the number and share of trips taken using transit, carpools, bicycling, and walking; E) Improve the availability and quality of multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically underrepresented populations (Page 2.10); Strategies: C1 (Page 2.10), C2 (Page 2.11); C16 (Page 2.23); C17 (Page 2.24)

Goal: Healthy and Equitable Communities; Objectives: C) Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities through the use of active transportation options; D) Provide a transportation system that promotes community cohesion and connectivity for people of all abilities, particularly for historically under-represented populations (Page 2.30); Strategies: E3 (Page 2.31)

(Limit 2,800 characters; approximately 400 words)

3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses.

List the applicable documents and pages: Unique projects are exempt from this qualifying requirement because of their innovative nature. City of Woodbury 2040 Comprehensive Plan: Figure 7-8 Existing and Proposed Trails (Page 113)

City of Woodbury Bicycle and Pedestrian Plan (2022): Planned and Proposed Network Facilities Plan (Page 40), Network Classification Plan (Page 41)

Washington County 2040 Comprehensive Plan: Non-Motorized Transportation System (Pages 5-41 to 5-44)

Washington County Bike and Pedestrian Plan: Figure 3-1: Network Route Plan (Page 3-2)

(Limit 2,800 characters; approximately 400 words)

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible. Unique project costs are limited to those that are federally eligible.

Check the box to indicate that the project meets this requirement. Yes

5. Applicant is a public agency (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization (TDM and Unique Projects applicants only). Applicants that are not State Aid cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

Check the box to indicate that the project meets this requirement. Yes

6. Applicants must not submit an application for the same project in more than one funding sub-category.

Check the box to indicate that the project meets this requirement. Yes

7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below in Table 1. For unique projects, the minimum award is \$500,000 and the maximum award is the total amount available each funding cycle (approximately \$4,000,000 for the 2024 funding cycle).

Multiuse Trails and Bicycle Facilities: \$250,000 to \$5,500,000
Pedestrian Facilities (Sidewalks, Streetscaping, and ADA): \$250,000 to \$2,000,000
Safe Routes to School: \$250,000 to \$1,000,000

Check the box to indicate that the project meets this requirement. Yes

8. The project must comply with the Americans with Disabilities Act (ADA).

Check the box to indicate that the project meets this requirement. Yes

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA. The plan must be completed by the local agency before the Regional Solicitation application deadline. For future Regional Solicitation funding cycles, this requirement may include that the plan has undergone a recent update, e.g., within five years prior to application.

The applicant is a public agency that employs 50 or more people and has a completed ADA transition plan that covers the public right of way/transportation. Yes

Date plan completed: 02/12/2014

Link to plan:

The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public right of way/transportation.

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link 1702594699279_9_ ADA Transition Plan.pdf

Upload as PDF

10. The project must be accessible and open to the general public.

Check the box to indicate that the project meets this requirement. Yes

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement. This includes assurance of year-round use of bicycle, pedestrian, and transit facilities, per FHWA direction established 8/27/2008 and updated 4/15/2019. Unique projects are exempt from this qualifying requirement.

Check the box to indicate that the project meets this requirement. Yes

12. The project must represent a permanent improvement with independent utility. The term "independent utility" means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match.

Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

Check the box to indicate that the project meets this requirement. Yes

13. The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

Check the box to indicate that the project meets this requirement. Yes

14. The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

Check the box to indicate that the project meets this requirement. Yes

Requirements - Bicycle and Pedestrian Facilities Projects

1. All projects must relate to surface transportation. As an example, for multiuse trail and bicycle facilities, surface transportation is defined as primarily serving a commuting purpose and/or that connect two destination points. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose.

Check the box to indicate that the project meets this requirement. Yes

Multiuse Trails on Active Railroad Right-of-Way:

2. All multiuse trail projects that are located within right-of-way occupied by an active railroad must attach an agreement with the railroad that this right-of-way will be used for trail purposes.

Check the box to indicate that the project meets this requirement.

Upload Agreement PDF

Check the box to indicate that the project is not in active railroad right-of-way. Yes

Multiuse Trails and Bicycle Facilities projects only:

3. All applications must include a letter from the operator of the facility confirming that they will remove snow and ice for year-round bicycle and pedestrian use. The Minnesota Pollution Control Agency has a resource for best practices when using salt. Upload PDF of Agreement in Other Attachments.

Check the box to indicate that the project meets this requirement. Yes

Upload PDF of Agreement in Other Attachments.

Safe Routes to School projects only:

4. All projects must be located within a two-mile radius of the associated primary, middle, or high school site.

Check the box to indicate that the project meets this requirement.

5. All schools benefitting from the SRTS program must conduct after-implementation surveys. These include the student travel tally form and the parent survey available on the National Center for SRTS website. The school(s) must submit the after-evaluation data to the National Center for SRTS within a year of the project completion date. Additional guidance regarding evaluation can be found at the MnDOT SRTS website.

Check the box to indicate that the applicant understands this requirement and will submit data to the National Center for SRTS within one year of project completion.

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$95,522.19
Removals (approx. 5% of total cost)	\$48,158.61
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$31,762.50
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$60,362.50
Traffic Control	\$19,104.44
Striping	\$0.00
Signing	\$8,662.50
Lighting	\$0.00
Turf - Erosion & Landscaping	\$413,091.02
Bridge	\$0.00
Retaining Walls	\$292,187.50
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$968,851.26

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$771,229.17
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$141,350.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$55,000.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$107,937.50
Totals	\$1,075,516.67

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$0.00

Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	\$0.00
Subtotal	\$0.00
Other Costs - Administration, Overhead,etc.	\$0.00

PROTECT Funds Eligibility

One of the new federal funding sources is Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT). Please describe which specific elements of your project and associated costs out of the Total TAB-Eligible Costs are eligible to receive PROTECT funds. Examples of potential eligible items may include: storm sewer, ponding, erosion control/landscaping, retaining walls, new bridges over floodplains, and road realignments out of floodplains.

INFORMATION: [Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation \(PROTECT\) Formula Program Implementation Guidance \(dot.gov\)](#).

Response: This project includes eligible storm sewer, turf-erosion and landscaping, and retaining wall improvements for a total PROTECT eligible amount of \$737,041.02.

Totals

Total Cost	\$2,044,367.93
Construction Cost Total	\$2,044,367.93
Transit Operating Cost Total	\$0.00

Measure A: Project Location Relative to Jobs and Post-Secondary Education

Existing Employment Within One-Half Mile:	14706
Existing Post-Secondary Enrollment Within One-Half Mile:	0
Upload Map	1702595476670_Regional Economy_Combined.pdf

Please upload attachment in PDF form

Measure A: Population Summary

Existing Population Within One-Half Mile	18096
Upload Map	1702595386801_Population_Combined.pdf

Please upload attachment in PDF form

Measure A: Engagement

i. Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:

1. What engagement methods and tools were used?
2. How did you engage specific communities and populations likely to be directly impacted by the project?
3. What techniques did you use to reach populations traditionally not involved in community engagement related to transportation projects?
4. How were the project's purpose and need identified?
5. How was the community engaged as the project was developed and designed?
6. How did you provide multiple opportunities for of Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing to engage at different points of project development?
7. How did engagement influence the project plans or recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?
8. If applicable, how will NEPA or Title VI regulations will guide engagement activities?

Response:

Data from the 2021 5-year ACS illustrates the demographics of people living in the surrounding area for the proposed project. City of Woodbury Census Tracts within ½ mile of project area, excludes north of I-94 due barrier from pedestrian activity, were used for this analysis: Nos. 710.10, 710.11, 710.06, 710.21. The surrounding project area has similar demographics to the Metro Area Region: % Non-White is 24.7% (Region is 23.6%); % population under 18 is 23.9% (Region is 23.7%); % population over 60 is 19.9% (region is 20.2%); % of population with a disability 7.7% (project area Census Tract 8.5%, Region is 10.0%), and % population Below Poverty Level is 2.8% (529 people, Region is 8.1%). The non-White population is over-represented in the population Below Poverty Level at 31% compared to 24.7% of the total population. This analysis identifies vulnerable populations located in and surrounding the project area and illustrates the need for this project.

The project was identified as part of the Woodbury Bike and Pedestrian Plan (2022). Equity is emphasized throughout the Plan as a central theme and need. This is illustrated by the Equity Goal stated (Page 8) as "Provide the best public trail system possible to people of all backgrounds and abilities". This planning effort included a comprehensive public engagement effort that was conducted in collaboration with the Woodbury Gold Line Station Area Planning project. A community survey effort was conducted that received 400 responses with race and ethnicities of survey participants closely reflecting the current demographics of Woodbury. 31% of survey respondents indicated that the biggest barriers to walking and biking was "There are no trails or sidewalks where I want to go", reflecting the gaps in the existing trail and sidewalk network. Under the "Most important concerns or issues identified" question the "Need for safe roads for all roadway users" was a common theme, which reflects existing conditions that sometimes exclude bicycle and pedestrian facilities. An interactive online mapping tool was used to generate 261 online comments to identify areas in the city where there are gaps in the bikeway and/or sidewalk network and where people feel unsafe while trying to cross the road as a bicyclist or pedestrian. Additional Plan engagement included targeted meetings with bicycle and pedestrian advocacy representatives during the planning process to discuss ideas for accessibility, bicycle and pedestrian improvements, and understanding the culture of biking and walking in Woodbury today. The proposed project was identified as an outcome of this public engagement and planning effort.

(Limit 2,800 characters; approximately 400 words):

Measure B: Disadvantaged Communities Benefits and Impacts

Describe the project's benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:

- ? pedestrian and bicycle safety improvements;
- ? public health benefits;
- ? direct access improvements for residents or improved access to destinations such as jobs, school, health care, or other;
- ? travel time improvements;
- ? gap closures;
- ? new transportation services or modal options;
- ? leveraging of other beneficial projects and investments;
- ? and/or community connection and cohesion improvements.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Disadvantaged communities residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Disadvantaged communities specifically identified through engagement, and substantiate benefits with data.

Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.

Below is a list of potential negative impacts. This is not an exhaustive list.

- ? Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- ? Increased speed and/or cut-through traffic.
- ? Removed or diminished safe bicycle access.
- ? Inclusion of some other barrier to access to jobs and other destinations.

Response:

The main purpose of the project is to fill gaps in the multimodal network transportation system and to connect residential to commercial and transit hub areas by installing pedestrian facilities where none exist today. The project fills gaps in the transportation system network for multimodal users primarily along Hudson Road east of Radio Drive. The project expands and connects the multimodal pedestrian system to provide safe access for non-motorized travelers to and from existing transit service and the planned Gold Line Bus Rapid Transit Tamarack station one mile west of the project area.

Data from the 2021 5-year ACS illustrates the disadvantaged communities living in Census Tracts within ½ mile of project area that will directly benefit from the proposed project: % Non-White is 24.7%; % population under 18 is 23.9%; % population Over 60 is 19.9%; % of population with a Disability is 7.7% (project area Census Tract 8.5%), % population Below Poverty Level is 2.8% (529 people). These disadvantaged communities living in and around the project area will benefit by increased pedestrian infrastructure and connectivity of the existing infrastructure. Employees traveling to jobs in the project area by non-motorized means will also benefit from dedicated pedestrian facilities, leading to less need to cross 4-lane divided highways at uncontrolled intersections. The Regional Economy map lists employment within a half mile of the project area at 14,706 and Manufacturing and Distribution specific employment at 387. No negative impacts to disadvantaged communities are expected.

The project includes the following pedestrian facility benefits:

- Implementation of pedestrian facilities on the north side of Hudson Road (AADT 13,790, 45 MPH) where today a facility only exists on the south side. Multimodal users including employees will be able to access businesses without walking along the high-speed roadway or crossing at an uncontrolled location from the pedestrian facility on the south side to destinations on the north side.

- Installation of pedestrian facilities along Spring Hill Drive (AADT 4,514) where none exist today.

- Implementation of pedestrian facilities on the east side of Radio Drive. Radio Drive (AADT 39,312, 45 MPH) is a 4-lane divided highway with turn lanes and a rural section making pedestrian crossing distance at Tamarack Road over 150 feet. The project will create the ability for all users to travel north-south along the east side of the Radio Drive between Tamarack Road and Hudson Road.

(Limit 2,800 characters; approximately 400 words):

Measure C: Affordable Housing Access

Describe any affordable housing developments?existing, under construction, or planned?within ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the project?s benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

- ? specific direct access improvements for residents*
- ? improved access to destinations such as jobs, school, health care or other;*
- ? new transportation services or modal options;*
- ? and/or community connection and cohesion improvements.*

This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

Response:

There are a total of 337 publicly subsidized rental housing units in Census Tracts within a half mile of the project area.

HousingLink data provides specific information for 172 affordable housing units located within a half mile of the project area both to the east and west. An example of the affordable housing near the project area is the Pondview Townhomes on the west side of Radio Drive between Hudson Road and Tamarack Road with 8 units designated for households at 30% of the Area Median Income and 27 units designated for households at 50% of the area median income. These units are 2-bedroom (17), 3-bedroom (15), and 4-bedroom (3), which illustrates the likelihood that these units serve families with children. Similarly, on the east side of the project area east of Woodbury Drive and south of Hudson Road are apartment buildings and townhomes such as the Views at City Walk apartments and Lakeside Townhomes. Detail is attached that indicates the Lakeside Townhomes are also serving households with 2-bedroom (14), 3-bedroom (14), and 4-bedroom (9) needs, with 36 units designated for households at 60% of the area median income. The Views at City Walk apartment building serves 1-bedroom (31) and 2-bedroom (14) households, with 10 units designated for households at 30% of the Area Median Income and 35 units designated for households at 50% of the area median income.

The proposed project will provide a safe pedestrian and bicycle connection for people in these households to travel to nearby commercial and industrial developments through the addition of dedicated pedestrian infrastructure. The implementation of the proposed pedestrian facilities will specifically improve east-west travel for residents to access businesses, services, and jobs. Businesses and services served by the project area include primary need services such as multiple grocery stores and health care facilities as well as secondary need services such as pet stores, cell phone stores, banks, and retail stores. The implementation of pedestrian facilities on the north side of Hudson Road (AADT 13,790, 45 MPH) where today a facility only exists on the south side will mean multimodal users including employees will be able to access businesses without walking along the high-speed roadway or crossing at an uncontrolled location from the pedestrian facility on the south side to destinations on the north side.

(Limit 2,800 characters; approximately 400 words):

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

Project's census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):

Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area): Yes

Upload the "Socio-Economic Conditions" map used for this measure. 1702595781144_Socioeconomic_combined.pdf

Measure A: Gaps, Barriers and Continuity/Connections

Response:

The main purpose of the project is to fill gaps in the pedestrian network transportation system, to install pedestrian facilities where none exist today, and to connect residential to commercial and transit hub areas. The Hudson Road (AADT 13,790, 45 MPH) segment will implement pedestrian facilities on the north side of the road, where today a facility only exists on the south side. This will mitigate the need for multimodal users to cross the 4-lane divided highways to access a dedicated pedestrian facility. The new $\frac{3}{4}$ mile segment along Hudson Road will directly serve commercial and industrial development along a highway segment with one controlled pedestrian crossing at Woodbury Lakes Road and a second crossing $\frac{1}{4}$ east of the project area at Norma Lane. This will allow employees to access businesses without walking along the high-speed roadway or crossing at an uncontrolled location from the pedestrian facility on the south side to destinations on the north side.

Pedestrian facilities will also be installed where none exist today on either side of the roadway including along Spring Hill Drive (AADT 4,514). The Spring Hill Drive improvements will provide a new connection between Tamarack Road and Hudson Road from residential to commercial areas.

The proposed improvement is located within the Region Bicycle Barrier buffer area of a Tier 2 crossing at Radio Drive and Tamarack Road. Radio Drive (AADT 39,312, 45 MPH) is a 4-lane divided highway with turn lanes and a rural section making pedestrian crossing distance over 150 feet. The project will implement pedestrian facilities on the east side of Radio Drive within the buffer area. This improvement will connect to the existing trail on the east side of Radio Drive north of Hudson Road and mitigate the need for multimodal users to cross Radio Drive at Tamarack Road to access a dedicated pedestrian facility. The project will create the ability for all users to travel north-south along the east side of the Radio Drive between Tamarack Road and Hudson Road.

The project advances the priority in the ADA Transition Plan to eliminate structural barriers specifically related to installation of curb ramps. The project is specifically identified in the City of Woodbury Bicycle and Pedestrian Plan (2022) as part of the Planned and Proposed Network Facilities figure.

(Limit 2,800 characters; approximately 400 words)

Measure B: Deficiencies corrected or safety problems addressed

Response:

The project will implement 1.1 miles of dedicated pedestrian facilities where none exist today. The 10-year crash data from MnCMAT2 does not include reports of any bicycle or pedestrian crashes along the project segments; however, the project will mitigate pedestrian-vehicle conflict points and significantly reduce the risk for pedestrian crashes. The addition of a sidewalk to a roadway reduces the chance of pedestrian crashes by 40% (CMF ID 11246). Pedestrian facilities will be added to the Hudson Road (AADT 13,790, 45 MPH) segment on the north side of the road, where today a facility only exists on the south side. Pedestrian facilities will also be installed where none exist today on either side of the roadway including along Spring Hill Drive (AADT 4,514); pedestrians will no longer be sharing common roadway space with vehicles.

The project will implement pedestrian facilities on the east side of Radio Drive where none exist today. Radio Drive (AADT 39,312, 45 MPH) is a 4-lane divided highway with turn lanes and a rural section making pedestrian crossing distance at Tamarack Road over 150 feet. This improvement will connect to the existing trail on the east side of Radio Drive north of Hudson Road and mitigate the need for multimodal users to cross Radio Drive at Tamarack Road to access a dedicated pedestrian facility, which would require two crossings of Radio Drive. The project will create the ability for all users to travel north-south along the east side of Radio Drive between Tamarack Road and Hudson Road and eliminate 21 pedestrian-vehicle conflict points along this corridor.

The implementation of pedestrian facilities on the north side of Hudson Road will mitigate the need for pedestrians to cross the 4-lane divided highway at uncontrolled, unmarked locations in order to use the dedicated pedestrian facility on the south and then access a destination on the north side. Research on motorist yield rates shows that marked crossings increase driver yielding by approximately 50% when compared to unmarked crossing locations. Filling pedestrian facility gaps allows pedestrians to cross at designated crossing areas and eliminates pedestrian-vehicle conflict points caused by repetitive or now unnecessary crossings along the corridor. The project will eliminate 14 pedestrian-vehicle conflict points on Hudson Road from pedestrians no longer needing to cross these roadways twice to use the pedestrian facility on the south side to get from point A to B along the north side of the roadway.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements and Connections

Response:

The main purpose of the project is to fill gaps in the multimodal network transportation system and to connect residential to commercial and transit hub areas by installing pedestrian facilities where none exist today. The project expands and connects the multimodal pedestrian system to provide safe access for non-motorized travelers to and from existing transit service and the planned Gold Line Bus Rapid Transit Tamarack station one mile west of the project area. Routes 353 and 355 currently provide service to the Tamarack Road and Bielenberg Drive area. The proposed pedestrian system improvements along Radio Drive provide new pedestrian facilities which connect directly into the existing system and will provide greater access to and between the Tamarack station area and businesses east of Radio Drive.

The proposed project fills gaps in the transportation system network for pedestrians and multimodal users primarily along Hudson Road east of Radio Drive including connecting to existing sidewalk and trail facilities throughout the project area. The Hudson Road (AADT 13,790, 45 MPH) segment will implement pedestrian facilities on the north side of the road, where today a facility only exists on the south side. This will mitigate the need for multimodal users to cross the 4-lane divided highways to access a dedicated pedestrian facility. The new facilities will allow multimodal users including employees to access businesses without walking along the high-speed roadway or crossing at an uncontrolled location from the pedestrian facility on the south side to destinations on the north side. Pedestrian facilities will also be installed where none exist today on either side of the roadway including along Spring Hill Drive (AADT 4,514). The Spring Hill Drive improvements will provide a new connection between Tamarack Road and Hudson Road from residential to commercial areas.

The project will implement pedestrian facilities on the east side of Radio Drive. Radio Drive (AADT 39,312, 45 MPH) is a 4-lane divided highway with turn lanes and a rural section making pedestrian crossing distance at Tamarack Road over 150 feet. This improvement will connect to the existing trail on the east side of Radio Drive north of Hudson Road and mitigate the need for multimodal users to cross Radio Drive at Tamarack Road to access a dedicated pedestrian facility. The project will create the ability for all users to travel north-south along the east side of the Radio Drive between Tamarack Road and Hudson Road.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment - Construction Projects

1. Public Involvement (20 Percent of Points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. The focus of this section is on the opportunity for public input as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

Multiple types of targeted outreach efforts (such as meetings or online/mail outreach) specific to this project with the general public and partner agencies have been used to help identify the project need. Yes

100%

At least one meeting specific to this project with the general public has been used to help identify the project need.

50%

At least online/mail outreach effort specific to this project with the general public has been used to help identify the project need.

50%

No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

25%

No outreach has led to the selection of this project.

0%

Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.

Response:

The project was identified as part of the Woodbury Bike and Pedestrian Plan (2022) and included a comprehensive public engagement effort that was conducted in collaboration with the Woodbury Gold Line Station Area Planning project. A community survey effort was conducted that received 400 responses. An interactive online mapping tool was used to generate 261 online comments to identify areas in the city where there are gaps in the bikeway and/or sidewalk network and where people feel unsafe while trying to cross the road as a bicyclist or pedestrians. Additional Plan engagement included targeted meetings with bicycle and pedestrian advocacy representatives during the planning process. The proposed project was identified as an outcome of this public engagement and planning effort.

(Limit 2,800 characters; approximately 400 words)

2. Layout (25 Percent of Points)

Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow, scale; legend;* city and/or county limits; existing ROW, labeled; existing signals;* and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;* proposed signals;* and proposed ROW). An aerial photograph with a line showing the project's termini does not suffice and will be awarded zero points. *If applicable

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

100%

A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid ? colleen.brown@state.mn.us.

100%

For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

75%

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points. Yes

50%

Layout has been started but is not complete. A PDF of the layout must be attached to receive points.

25%

Layout has not been started

0%

Attach Layout

1702596236026_Woodbury Ped Gaps Layout_2023-11-03 113981 Figures 1-4.pdf

Please upload attachment in PDF form

Additional Attachments

Please upload attachment in PDF form

3. Review of Section 106 Historic Resources (15 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge Yes

100%

There are historical/archeological properties present but determination of ?no historic properties affected? is anticipated.

100%

Historic/archeological property impacted; determination of ?no adverse effect? anticipated

80%

Historic/archeological property impacted; determination of ?adverse effect? anticipated

40%

Unsure if there are any historic/archeological properties in the project area.

0%

Project is located on an identified historic bridge

4. Right-of-Way (25 Percent of Points)

Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired

100%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - plat, legal descriptions, or official map complete

50%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels identified Yes

25%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels not all identified

0%

5. Railroad Involvement (15 Percent of Points)

No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable) Yes

100%

Signature Page

Please upload attachment in PDF form

Railroad Right-of-Way Agreement required; negotiations have begun

50%

Railroad Right-of-Way Agreement required; negotiations have not begun.

0%

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): \$2,044,367.93

Enter Amount of the Noise Walls: \$0.00




Total Project Cost subtract the amount of the noise walls: \$2,044,367.93

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

Other Attachments

File Name	Description	File Size
Certified Resolution 23-192.pdf	Resolution	383 KB
County_-_Letters_of_Support_for_Pedestrian_Trail_Gaps_Wash_Co.pdf	County Letters of Support	285 KB
EJ3DKN-9.PDF	City Maintenance Letter	582 KB
Letter of Support - Woodbury Lakes.pdf	Business - Letter of Support	135 KB
Pages from Woodbury Bike Ped Plan_Planned-Proposed Network Plan.pdf	Proposed Bike/Ped Network Plan	2.1 MB
RTBN_Combined.pdf	RTBN Project Area Maps	2.9 MB
Woodbury Ped Gaps Layout_2023-11-03 113981 Figures 1-4.pdf	Project Layout	8.9 MB
Woodbury Pedestrian Gaps Existing Conditions.pdf	Existing Conditions	2.2 MB
Woodbury_Pedestrian_System_Gaps_Affordable-Housing and HousingLink info.pdf	Affordable Housing Map and HousingLink attachments	4.3 MB
Woodbury_Trail_Gaps_Location_Map.pdf	Project Location Map	995 KB

 COUNCIL DIRECTIVE	Adopted: 1/24/1996 Revised: 2/12/14	Number: CD-ADMIN-1.7
	Mayor: 	City Administrator: 
	For: All Employees and Community Members	
	Subject: City of Woodbury ADA Transition Plan	

PURPOSE

The Americans with Disabilities Act was enacted in 1990 to provide a national mandate to eliminate discrimination against individuals with disabilities. Under the Act, all state and local government entities or agencies are required to perform self-evaluations of their current facilities, programs and activities. Agencies are then required to develop a plan outlining ways to accommodate those with disabilities and addressing any deficiencies in current operations. This directive addresses how the City of Woodbury complies with the applicable portions of this Act. The plan is required to be updated periodically.

POLICY

A. Coordination

The City of Woodbury has more than 50 employees; therefore, it is required that the City appoint an ADA Coordinator. The Assistant to the City Administrator(s) will act as the City's ADA Coordinator. This individual will educate the organization on ADA regulations, ensure the City acts upon all ADA accommodation requests, and coordinate City efforts to be compliant.

B. Statement of Non-Discrimination on the Basis of Disability

The City of Woodbury does not discriminate on the basis of disability in the admission or access to, or treatment or employment in, its programs, activities and services. The City will not use eligibility criteria that discriminate on the basis of disability. The ADA Coordinator will coordinate compliance with the non-discrimination requirements contained in Section 35.107 of the U.S. Department of Justice Regulations. Information concerning the provisions of ADA, and the rights there under, are available from the ADA Coordinator. Notice of this policy shall be published in the City's legal newspaper to inform the public of the rights and protection afforded by ADA.

C. Public Involvement

The City solicited public input from multiple community agencies when the ADA Transition Plan was created in 1996. As the City continues to update its ADA Transition Plan, the City invites the public to address any ADA compliance concerns with the ADA Coordinator and/or City staff.

D. Programs, Activities and Services

The City of Woodbury provides a broad range of programs, activities, and services to its residents. The City will make reasonable accommodation efforts to make these programs accessible whenever possible. When possible, these programs will be provided in an integrated setting. In cases where access is not feasible, the City will make reasonable efforts to provide like opportunities. These programs include, but are not limited to the following:

- Dissemination of information in various forms
- Public meetings (City Council and Advisory Commissions)
- Inspections, permits, and licenses
- Planning and Community Development services
- Utility services and billing
- Elections
- Street maintenance
- Public education including printed and online materials
- Park and Recreation programs and facilities
- Police and Fire services
- Employment
- Cable television (broadcast of public information)
- Recycling and sustainability programs
- Contracting of services

Access to these programs may be through telephone contacts, in person contacts at a City facility, at a private home or business, or at a facility owned by another. The City of Woodbury will reasonably accommodate access to these programs as set forth in the Evaluation for Non-Structural Changes for Programmatic Barriers (Appendix I).

E. Self-Evaluation Process

Staff conducted an initial self-evaluation of City owned facilities open to the public in 1996. This evaluation was conducted using forms provided by the Minnesota State Council on Disability. The survey forms used were designed to reflect the most restrictive requirements of either the Minnesota State Building Code or the Americans with Disabilities Act Accessibility Guidelines as they existed at the time the facilities were evaluated. Staff also evaluated the City's programs, services, and activities to determine potential barriers. A copy of the transition plan will be kept in the administration office of the City of Woodbury.

F. Structural Barriers Identified

A list of the structural barriers that staff identified is included in Appendix II, Transition Plan for Structural Barriers. Structural barriers listed will also include curb ramps. Barriers in employee areas will be addressed as the need arises.

G. New Construction

The City of Woodbury will comply with all current ADA standards for new construction in city facilities, public right-of-way, and public parks and trails.

H. Maintenance of City Facilities and Infrastructure

The City of Woodbury will comply with all current ADA standards for maintenance projects and when updating city facilities, public right-of-way, and public parks and trails.

I. Employment

The City of Woodbury must meet the requirements of Title I of ADA concerning employment. The City's employment compliance actions are set forth in Appendix IV, Employee Compliance Plan.

J. Grievance Procedure

Appendix V outlines the grievance procedure for investigating ADA alleged violations.

K. Curb Ramps

The City's compliance actions regarding curb ramps are set forth in Appendix II.

L. Training

The City will educate all employees who have regular contact with the public in the provision of the City's programs, activities, and services on ADA requirements as well as sensitize employees to the needs of the disabled community.

M. Emergency Evacuation

The City will provide audible and visual alarm systems as required by ADA compliance laws. Employees will address the needs of disabled persons who may be in City facilities when an emergency situation occurs.

N. Undue Financial or Administrative Burdens

The City Council will make the final determination in instances where compliance with ADA creates an undue financial or administrative burden. In making its determination, the City Council will consider the following factors:

1. Nature and cost of the accommodations needed.
2. Overall financial resources involved in providing reasonable accommodations, the number of individuals affected, and the effect on expenses and resources.
3. Impact of the accommodation upon the operation of the facility, including the impact on the ability of employees to perform their duties and the impact on the facility's ability to conduct business.

O. ADA Review

To prevent creation of new barriers, the ADA Coordinator may request staff to submit plans for new programs, services, activities, remodeling or construction of new City facilities. The

ADA Coordinator will review these plans with the appropriate staff to ensure compliance with ADA compliance laws.

P. Areas Not Specifically Addressed

It is neither possible nor feasible for this policy to specifically address accommodations for all of the disabilities covered by ADA. Upon notice of situations not addressed by this policy, the ADA Coordinator will meet with the party to determine if any accommodation can be made which is both suitable and reasonable.

APPENDIX I

TRANSITION PLAN FOR NON STRUCTURAL CHANGES TO ELIMINATE
PROGRAMMATIC BARRIERS

- 1. To accommodate the needs of individuals whose mobility is otherwise impaired due to a disability, the City will:**
 - a. Accommodate the needs of individuals who are not able to leave their homes. For example, an employee may go to a resident's home to complete a job application.
 - b. Schedule programs at locations for which the access meets the needs of the scheduled event.
 - c. Wheelchairs (and other devices designed for use by people with mobility impairments) will be permitted in all areas open to pedestrian use. Other power-driven mobility devices are permitted to use unless safety concerns are present in a given public facility or area.

- 2. To accommodate the needs of individuals who are deaf or who have hearing impairments, the City will:**
 - a. Give notice that an interpreter will be provided at public meetings if the City receives notice within 72 hours before the meeting. This notice will be incorporated with the general meeting notice. The City will make a good effort to accommodate emergency requests which do not meet the length of notice requirement.
 - b. Provide assistive listening devices for public meetings.
 - c. Instruct employees on the use of note writing for communication in unscheduled situations.
 - d. Provide telephone devices for the deaf. The City's 911 system already provides TDD access. The City Hall TDD number is 731-5796.
 - e. Utilize the services of state agencies for the deaf to improve communications.

- 3. To accommodate the needs of individuals who are blind or who are visually impaired, the City will:**
 - a. Provide notice on printed materials which states that the material may also be provided in other forms including Braille, large print, electronic copy, or audio recordings. The City may use discretion in providing alternative forms of materials so that the form suits the document size.

- b. Utilize the services of state agencies for the blind to improve communications.
- c. Provide readers the public, as needed.
- d. Permit use of a service animal in a public facility or area. A service animal is defined as a dog that has been individually trained to do work or perform tasks for the benefit of an individual with a disability. ADA states that dogs used purely for emotional support are not service animals.

4. Miscellaneous Program Issues

- a. The City of Woodbury Park and Recreation Department offers many programs. In regards to these programs, the City will:
 - 1. Accommodate requests for reasonable accommodations.
 - 2. For more complicated accommodation requests, the City may utilize the services of an integration specialist. The specialist will determine if integration is feasible in a manner that will not compromise the safety of other program participants.
- b. The City of Woodbury strives to ensure its published information, printed and electronic, is accessible to people with disabilities. When resources are not available to meet this goal in a timely fashion, items are prioritized using the following criteria:
 - 1. Emergency/crisis information (top priority).
 - 2. Important/meaningful information with the longest shelf-life – the content is not expected to change or expire over time.
- c. The City will not discriminate against the use of service animals in City facilities or while an individual is participating in a City program.
- d. As requested, staff will review the City's policies and ordinances to ensure that they are not discriminatory.

APPENDIX II

TRANSITION PLAN TO ELIMINATE STRUCTURAL BARRIERS

CURB RAMPS

All curb ramps that have been constructed after January 26, 1992 have been designed and constructed to meet ADA regulations at the time of installation. The City will review and update curb ramps when there is a need for reconstruction.

1. Identification. In 1992 a field survey of the entire City was taken to identify locations where curb ramps were required to be constructed. The results of the field survey indicated there were approximately 145 locations where existing curb and sidewalk should be removed and replaced with a curb ramp. These locations of proposed curb ramp improvements have all been addressed to meet curb ramp regulations at the time of reconstruction.
2. Design. In addition to the field survey, design and construction standards for the proposed curb ramps were researched. Based on this research, the City adopted the design endorsed by the Minnesota Department of Transportation. Exposed aggregate was used for the surface texture for the proposed curb ramps. Exposed aggregate provides a detectable warning surface and provides a relatively stable foundation under Minnesota's snow and ice conditions.
3. Schedule of self-evaluation. In 1992, the City dedicated \$25,000 of funding annually for curb ramp installation. This level of funding helped to maintain and install all curb ramps across the City. The City will ensure all newly installed curb ramps follow the current ADA requirements at the time of reconstruction. In addition, the City will listen to requests and concerns from disabled residents in the community if a curb ramp is damaged or needs to be maintained. Any curb ramp needing to be repaired and/or is identified as a problematic structural barrier by a member of the community will be handled on an immediate and timely basis.

EXTERIOR & INTERIOR PUBLIC ACCESS

The City completed an evaluation of all the public access facilities constructed before 1992 and identified areas that did not meet ADA requirements. These areas have all been addressed since the implementation of the transition plan and meet ADA requirements at the time of reconstruction. All buildings constructed after 1992 meet ADA requirements at the time of construction. Barriers in the original self-evaluation include (but not limited to) restrooms, water fountains, public telephones, walkways, parking, stairs, corridors and entrances. The City will continue to ensure newly constructed buildings meet ADA requirements at the time of construction and will update any non-compliant matters when a reconstruction project is needed. The City will listen to requests and concerns from disabled residents in the community if there is an issue of concern in a publicly accessible building. Any building or curb ramp having a

maintenance concern and/or is identified as a problematic structural barrier by a member of the community will be handled on an immediate and timely basis.

APPENDIX III

PARK AND RECREATION DIVISION ACCESSIBILITY SELF-EVALUATION

1. Parking lots have been provided with the necessary numbers of accessible parking spaces. These spaces have been properly signed and marked.
2. Public information regarding the parks and trails system will include accessibility information.
3. Amenities in the parks and trails system will be made accessible for all new construction. Existing facilities will be made accessible and the modification phased.
4. Trail intersections at streets and parking lots will have proper ramps according to accessibility standards for all new construction. For existing construction, existing ramps that intersect with public streets and public parking lots shall meet ADA requirements.
5. Recreation programs will be conducted in accessible buildings and spaces. If participants require an accommodation, support services such as an interpreter or a mobility aide can be arranged by calling or registering in person at least two weeks in advance of the program start date. This information will be placed in all recreation program materials.

APPENDIX IV

EMPLOYMENT COMPLIANCE PLAN

The City of Woodbury does not discriminate against persons with disabilities in the various areas of employment including: recruitment, hiring, transfers, promotions and terminations. To this end, the City's employment practices will include the following actions:

Recruitment

When a vacancy occurs, the Administrative Services Director will require the job description to include the physical requirements and essential job functions for the position.

Job Advertisements

Job notices and advertisements for vacancies will state that the City of Woodbury does not discriminate on the basis of disability. Further, the cover letter which accompanies each application will state that reasonable accommodations will be made upon request throughout the recruitment process. The City's application form will not ask for information related to an individual's disabilities. Advertisements will be submitted to appropriate agencies to ensure that a broad range of individual with disabilities will be reached.

Testing / Interviews

The ADA Coordinator will work with the candidate(s) requesting reasonable accommodations.

Accommodations for New and Existing Employees

Newly hired employees and existing employees who acquire disabilities shall work with the ADA Coordinator to achieve reasonable and appropriate accommodations.

Miscellaneous

The City requires a physical examination after making a contingent offer of employment to a qualified applicant to ensure that they can perform the essential job functions of the position for which they are being considered. This medical examination is required of all regular full-time and part-time employees, and the offer of employment is conditioned on the results of the examination. Social and recreational activities which are provided for employees will be accessible.

APPENDIX V

GRIEVANCE PROCEDURE

INVESTIGATING ALLEGED VIOLATIONS OF THE AMERICANS WITH DISABILITIES ACT (ADA)

The purpose of this grievance procedure is to provide prompt and equitable resolution of complaints alleging any action prohibited by the U.S. Department of Justice regulations implementing Title II of the Americans with Disabilities Act. Title II of the ADA states, in part, that "no otherwise qualified disabled individual shall, solely by reason of such disability, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination" in programs or activities sponsored by a public entity.

GRIEVANCE PROCEDURE

1. Filing a complaint

ADA complaints shall be filed with the administration office of the City of Woodbury, 8301 Valley Creek Road, Woodbury MN 55125. All complaints shall be filed in writing or verbally; shall contain the name, address and phone number of the complainant; and describe the alleged violation. A complaint shall be filed within 180 days after the complainant becomes aware of the alleged violation.

2. Investigation and ADA Coordinator Determination

Upon receipt of the complaint, the ADA Coordinator or a person designated by the ADA Coordinator shall conduct such investigation as may be necessary to determine the facts of the alleged violation. The investigator shall also (a) determine whether or not the complaint is governed by Title II of the ADA; and (b) if Title II is applicable, attempt to devise a plan, if practical, which will address necessary modifications to City programs or activities covered by Title II.

The ADA Coordinator or a person designated by the ADA Coordinator shall then meet with the complainant and attempt to resolve the complaint.

The determination of the ADA Coordinator shall be issued within thirty (30) working days of receipt of the complaint and shall be in written form or other appropriate media of communication. A copy of the ADA Coordinator's determination shall be sent by certified mail to the complainant. Arrangements for sending the ADA Coordinator's determination to a visually impaired complainant shall be made. The City Administrator will be informed and provided a copy of the ADA Coordinator's determination.

3. Appeal to City's Selected Impartial Hearing Examiner

Within twenty (20) working days of the receipt by the complainant of the ADA Coordinator's determination, the complainant may request a hearing in front of the City's selected impartial

examiner. The request for appeal shall be filed with the City Administrator. If a hearing before the City's selected impartial examiner is requested, the City Administrator shall set the matter for hearing before the City's impartial hearing examiner within 20 days from the date of the request for hearing. The complainant and a representative of the City Administrator may be present at the hearing, may be represented by counsel, may present evidence and witnesses, and may cross-examine witnesses. An audio or visual recording, whichever is appropriate, of the proceeding shall be made. Within thirty (30) working days of the completion of the hearing, the City's impartial hearing examiner shall issue a written decision, which shall be sent to the complainant. Arrangements for submission of the City's impartial hearing examiner's decisions to a visually impaired complainant shall be made.

All determinations throughout this grievance process shall be rendered in a form additional to writing, if necessary, to the understanding of the complainant. An advocate may be appointed to aid a complainant in the filing of a complaint.

This grievance procedure will involve thorough investigations, affording all interested persons and their representatives, if any, an opportunity to submit evidence relevant to a complaint.

The rights of a person to a prompt and equitable resolution of the complaint filed hereunder shall not be impaired by the person's pursuit of other remedies such as the filing of a complaint with the responsible federal department or agency. The use of this grievance procedure is not a prerequisite to the pursuit of other remedies.

This grievance procedure shall be construed to protect the substantive rights of interested persons to meet appropriate due process standards and to assure that the City of Woodbury complies with the ADA.

Adopted by the Woodbury City Council on February 12, 2014, Resolution No. 14-27

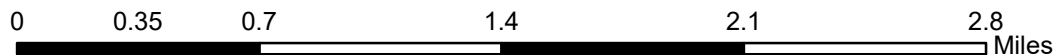
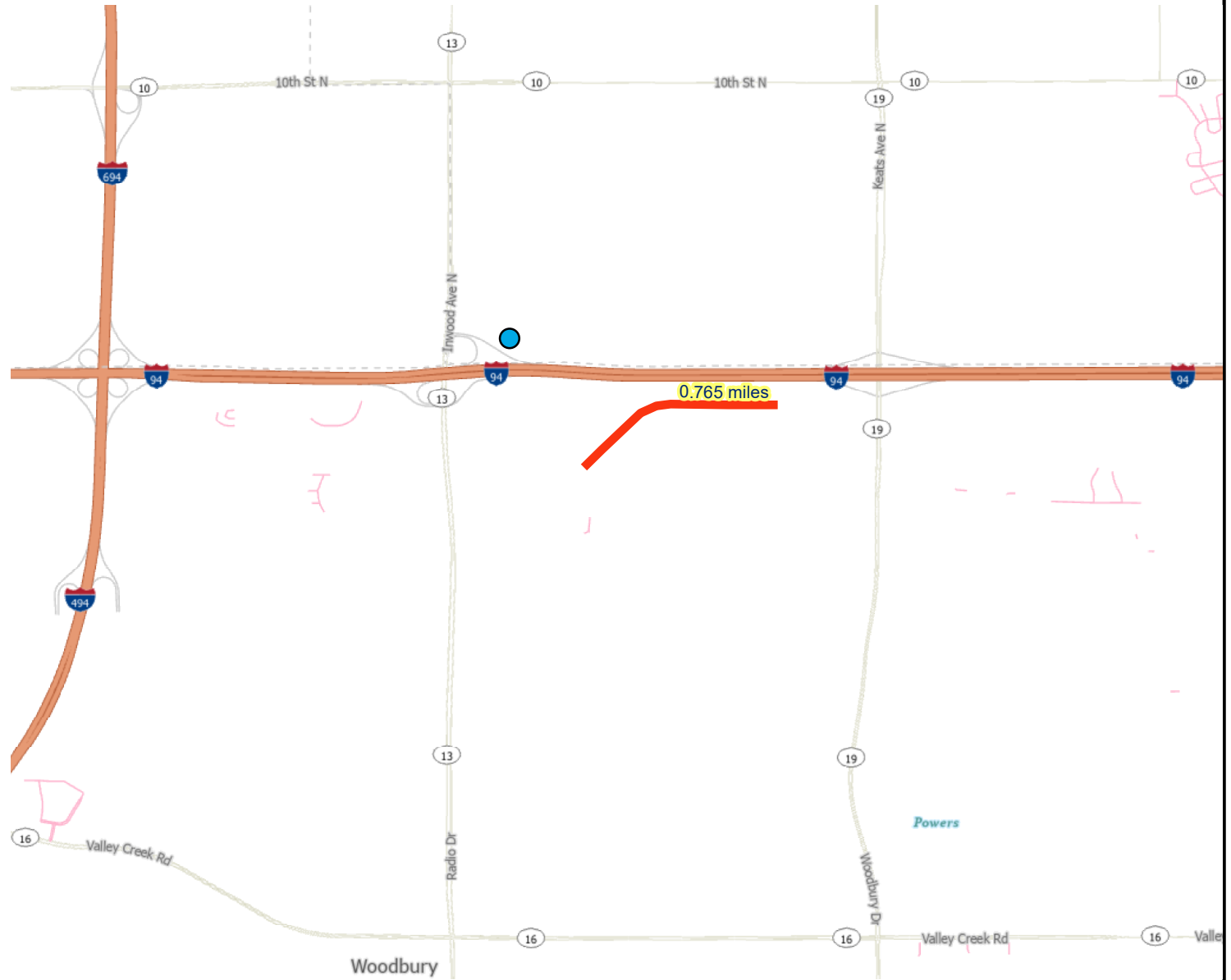
Regional Economy

Pedestrian Facilities Project: Woodbury Pedestrian System Gaps-Hudson | Map ID: 1700851069779

Results

Within HALF Mi of project:
 Postsecondary Students: 0

Total Population: 15822
 Total Employment: 13470
 Mfg and Dist Employment: 369



Created: 11/24/2023
 LandscapeRSA5



For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



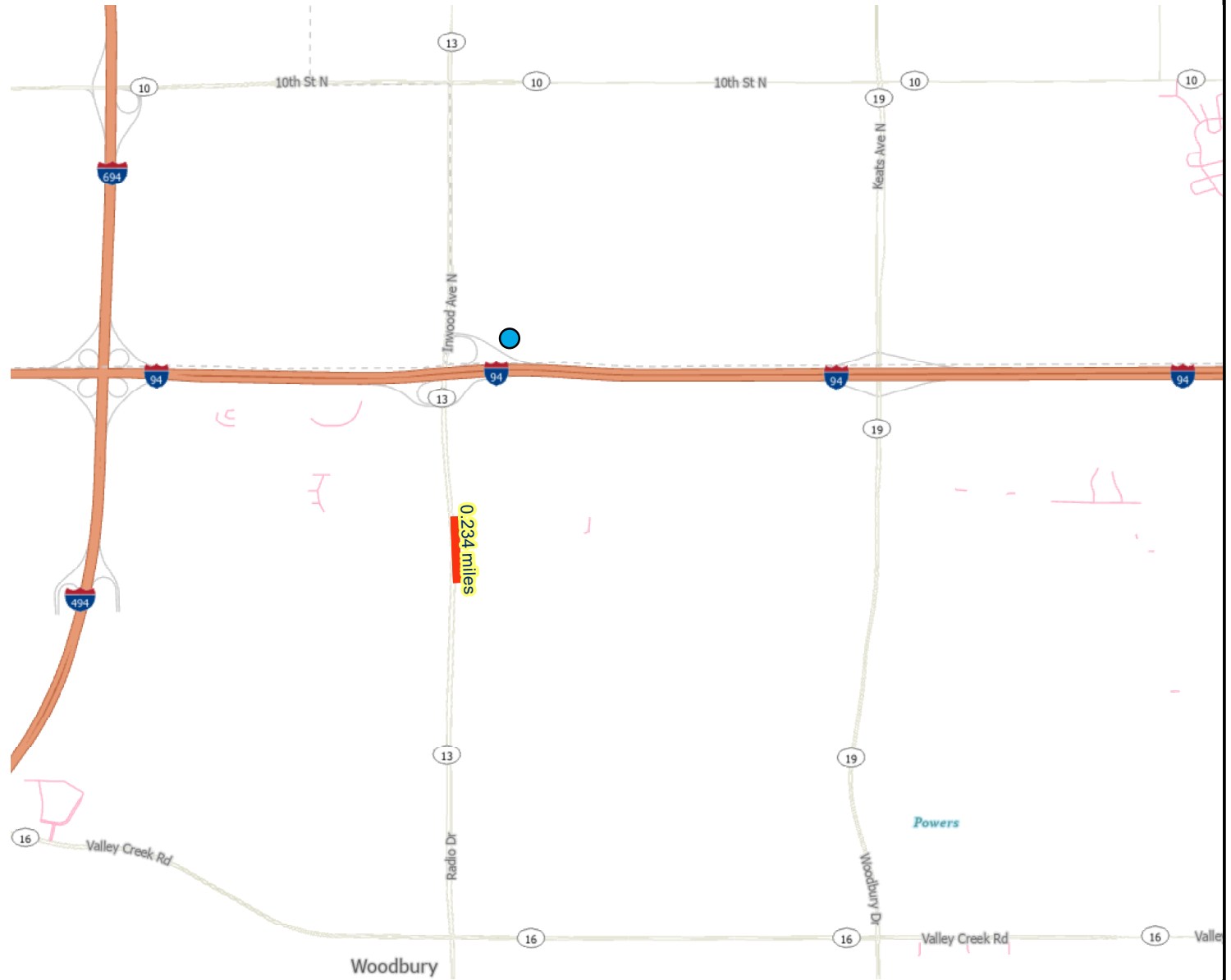
Regional Economy

Pedestrian Facilities Project: Woodbury Pedestrian System Gaps-Radio Dr | Map ID: 1700850244595

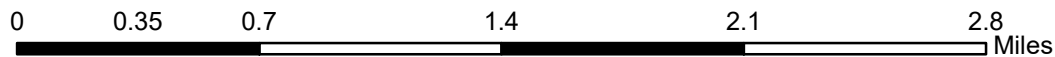
Results

Within HALF Mi of project:
Postsecondary Students: 0

Total Population: 8642
Total Employment: 12241
Mfg and Dist Employment: 322



- Project
- Postsecondary Education Centers
- Manufacturing/Distribution Centers
- Job Concentration Centers



Created: 11/24/2023
LandscapeRSA5



For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



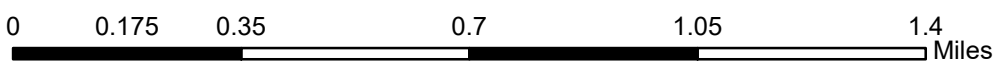
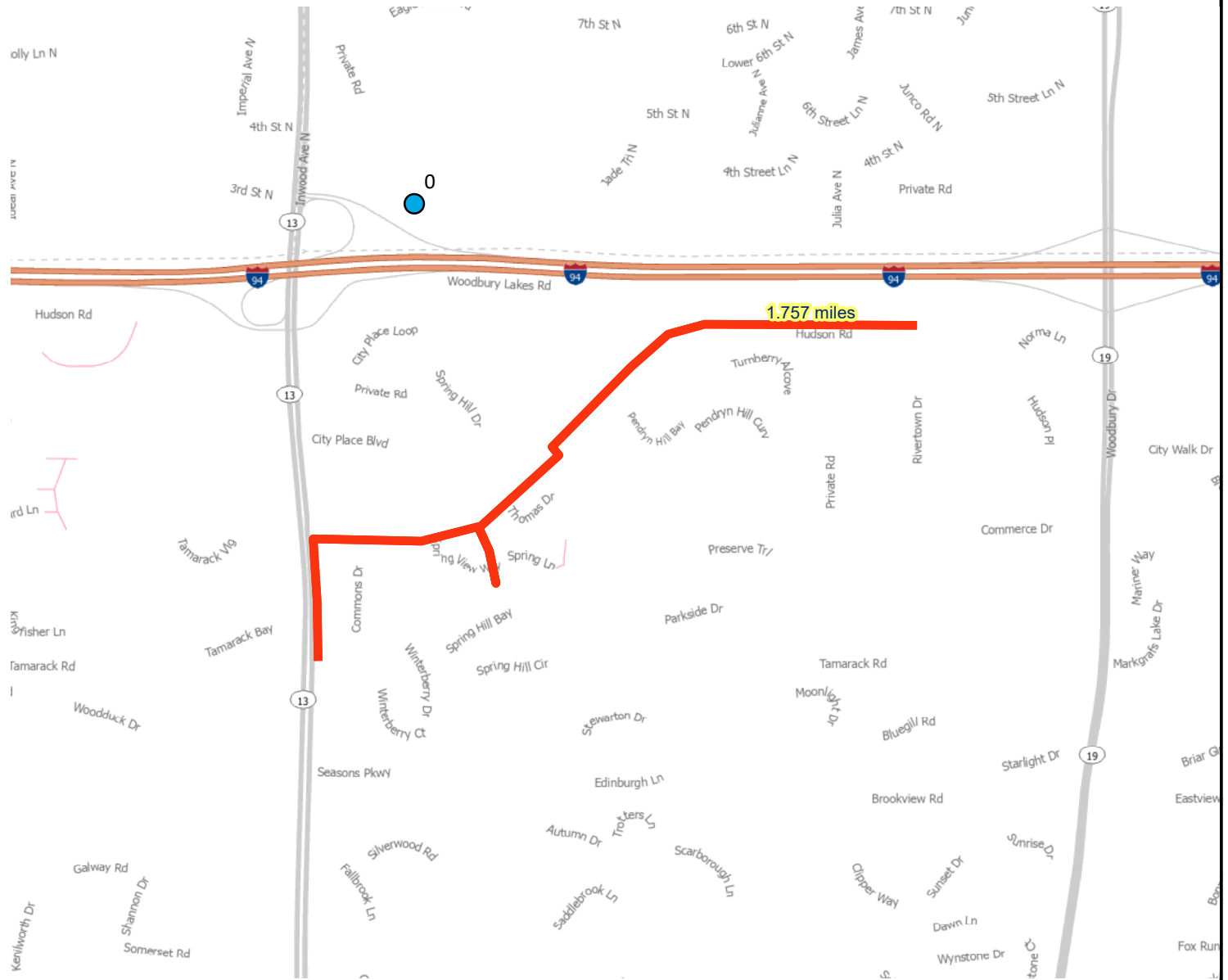
Regional Economy

Pedestrian Facilities Project: Woodbury Pedestrian System Gaps | Map ID: 1700849587867

Results

Within HALF Mi of project:
Postsecondary Students: 0

Total Population: 18096
Total Employment: 14706
Mfg and Dist Employment: 387



Created: 11/24/2023
LandscapeRSA5



For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



Regional Economy

Pedestrian Facilities Project: Woodbury Pedestrian System Gaps-Spring Hill | Map ID: 1700851362841

Results

Within HALF Mi of project:
Postsecondary Students: 0

Total Population: 13927
Total Employment: 13809
Mfg and Dist Employment: 338



- Project
- Postsecondary Education Centers
- Manufacturing/Distribution Centers
- Job Concentration Centers



Created: 11/24/2023
LandscapeRSA5

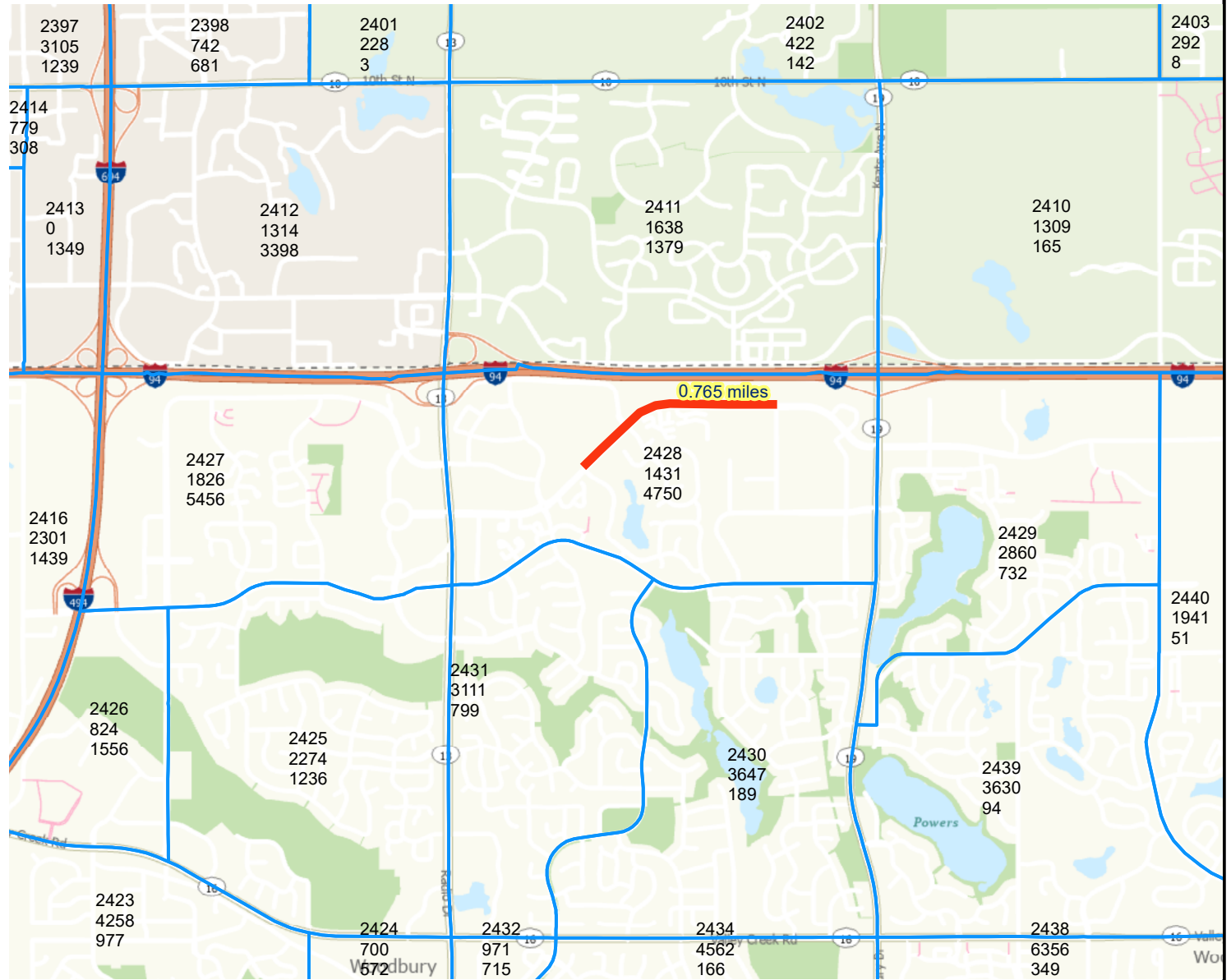


For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>





Population/Employment Summary

Pedestrian Facilities Project: Woodbury Pedestrian System Gaps-Hudson | Map ID: 1700851069779



Results

Within HALF Mile of project:
Total Population: 15822

-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 11/24/2023
LandscapeRSA4

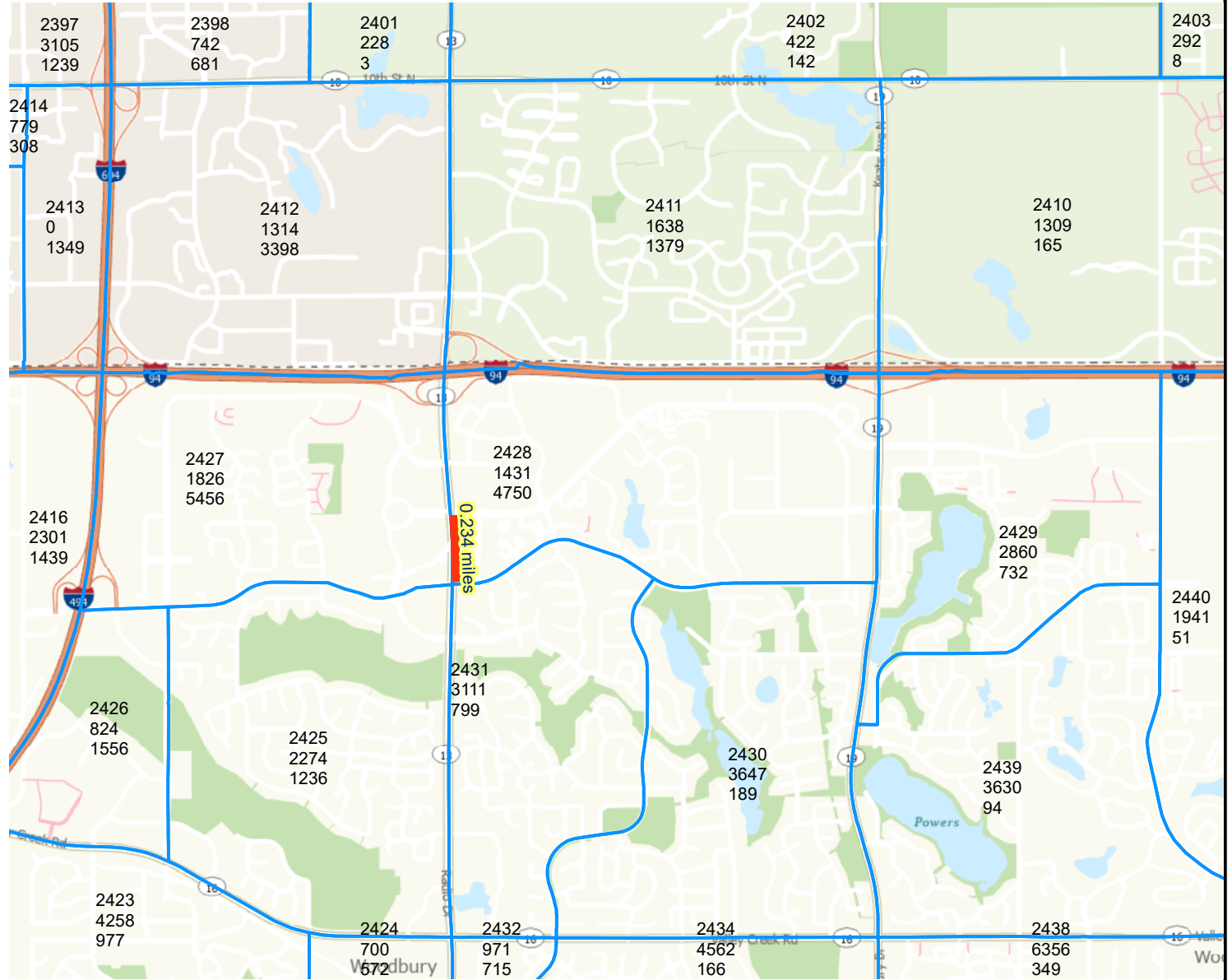


For complete disclaimer of accuracy, please visit <https://gisweb.site.metc.state.mn.us/gis/site/notice.aspx>







Population/Employment Summary

Pedestrian Facilities Project: Woodbury Pedestrian System Gaps-Radio Dr | Map ID: 1700850244595



Results

Within HALF Mile of project:
Total Population: 8642

-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 11/24/2023
LandscapeRSA4



For complete disclaimer of accuracy, please visit <https://gisweb.site.metc.state.mn.us/gis/site/notice.aspx>

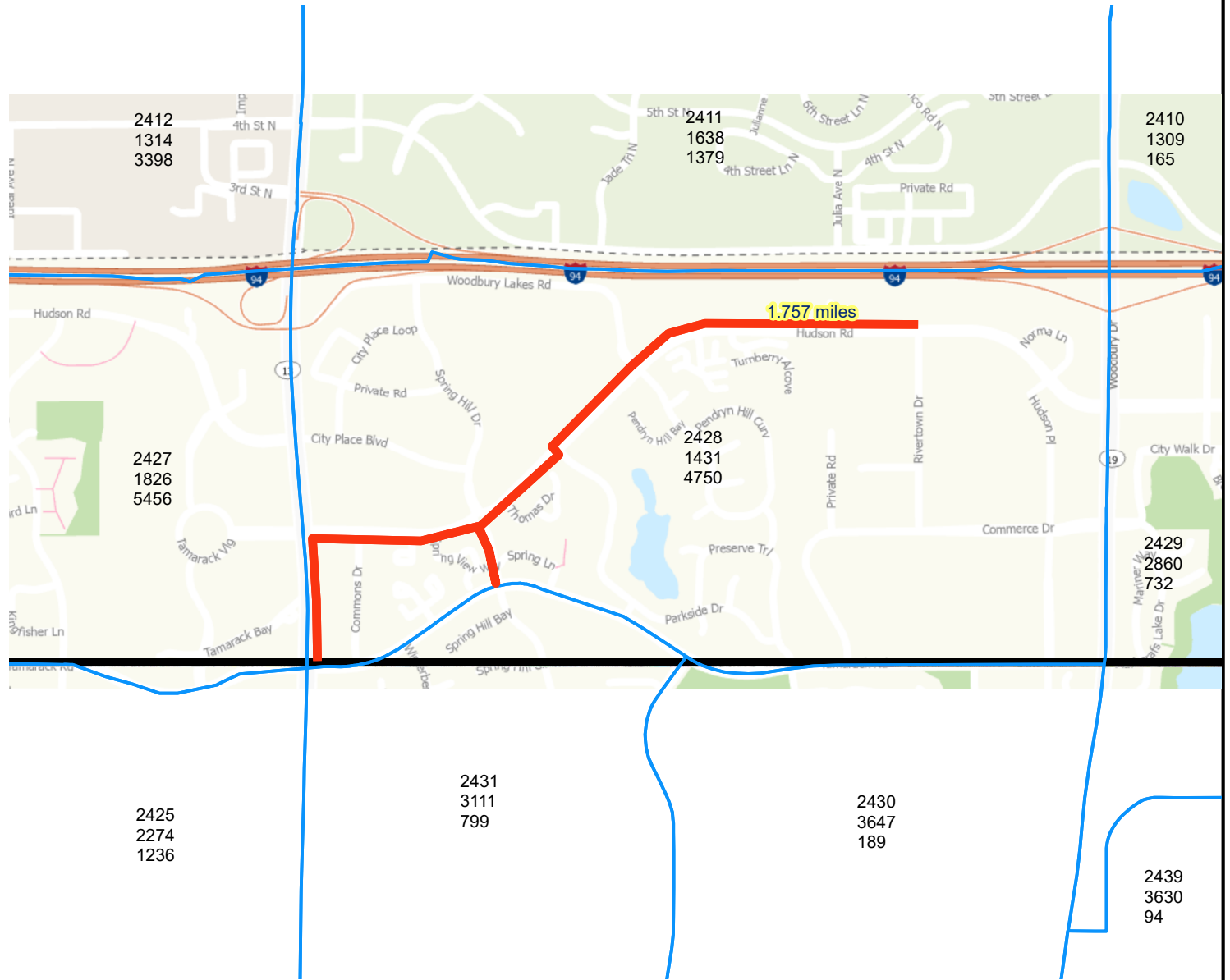


Population/Employment Summary

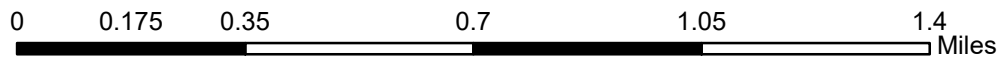
Pedestrian Facilities Project: Woodbury Pedestrian System Gaps | Map ID: 1700849587867

Results

Within HALF Mile of project:
Total Population: 18096



- Project Points
- Project Area
- Project
- 2016 TAZ

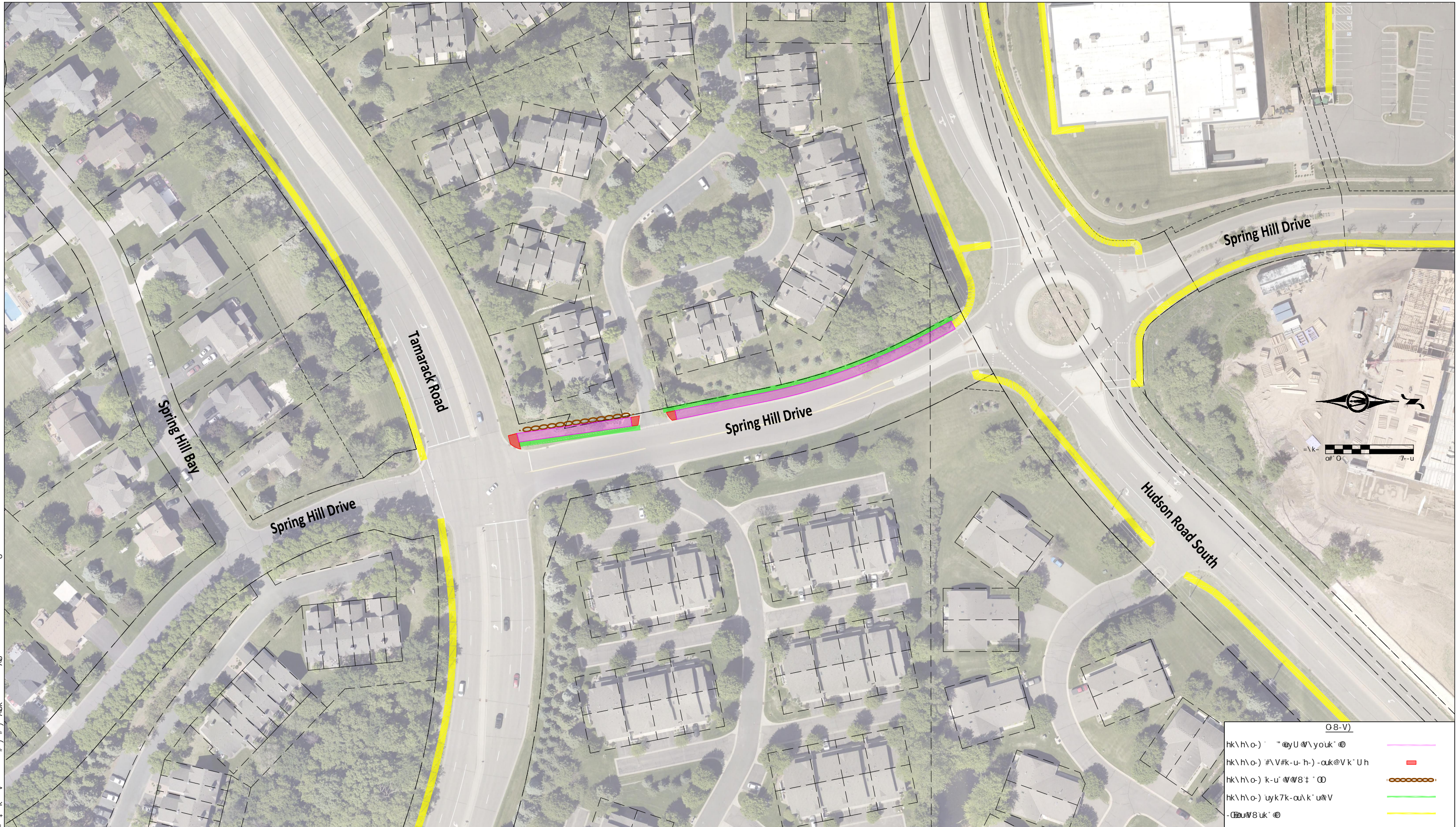


Created: 11/24/2023
LandscapeRSA4








For complete disclaimer of accuracy, please visit
<https://giswebsite.metc.state.mn.us/gissite/notice.aspx>

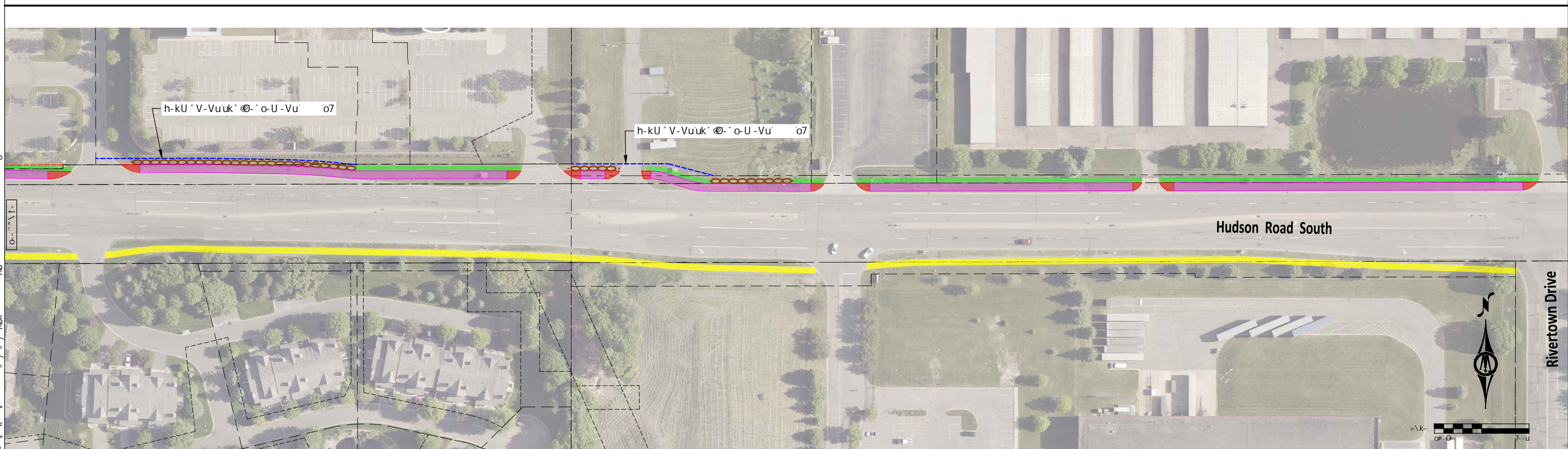
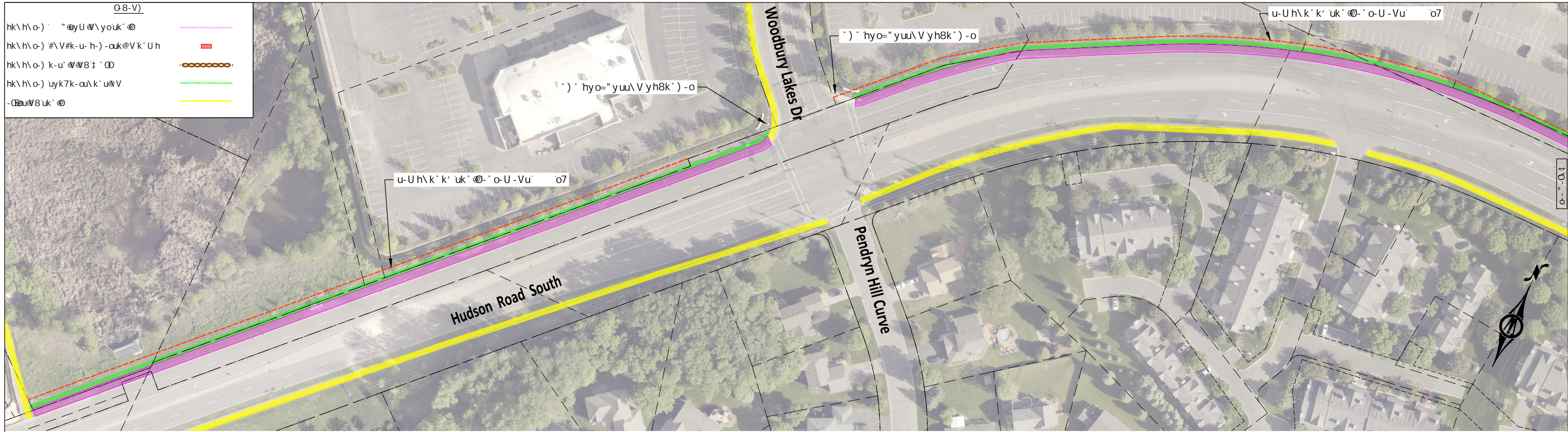




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STATE OF MINNESOTA)
)
COUNTY OF WASHINGTON) ss
)
CITY OF WOODBURY)

I, Kimberlee K. Blaeser, being the duly qualified and acting City Clerk of the City of Woodbury, Minnesota, DO HEREBY CERTIFY that I have compared the attached and foregoing **Council Resolution 23-192, “Authorizing 2024 Regional Solicitation Grant Application Submittal for Trail Gaps on Radio Drive, Spring Hill Drive, and Hudson Road”** with the original thereof on file in my office, and that the same is a true and complete transcript of the resolution of the City Council of said municipality at a meeting duly called and held on the 29th day of November, 2023.

WITNESS my hand and the seal of said City this 30th day of November, 2023.



Kimberlee K. Blaeser
City Clerk

(SEAL)

Attachment: Resolution 23-192

Resolution 23-192

**Resolution of the City of Woodbury,
Washington County, Minnesota**

**Authorizing 2024 Regional Solicitation Grant Application Submittal for
Trail Gaps on Radio Drive, Spring Hill Drive, and Hudson Road**

WHEREAS, every two years, the Regional Solicitation process allocates federal transportation funds to a locally-initiated project to meet regional transportation needs; and

WHEREAS, the Transportation Advisory Board (TAB) is requesting project submittals for federal funding under the Fixing America's Surface Transportation (FAST) Act; and

WHEREAS, these federal programs fund up to 80 percent of project construction costs; and

WHEREAS, federal funding of projects reduces the burden to local taxpayers for regional improvements; and

WHEREAS, non-federal funds must be at least 20 percent of the project costs; and

WHEREAS, all projects proposed are consistent with the adopted City of Woodbury 2040 Comprehensive Plan; and

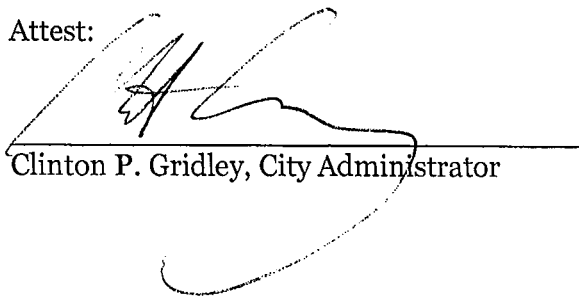
WHEREAS, City staff have been working to determine the various projects within the City of Woodbury that provide most competitive applications; and

WHEREAS, subject to federal funding award, the City Council would be asked to consider authorization to execute a grant agreement at a future meeting.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Woodbury, Washington County, Minnesota, approves the 2024 Regional Solicitation grant application submittal for the Trail Gaps on Radio Drive, Spring Hill Drive, and Hudson Road project.

This Resolution was declared duly passed and adopted and was signed by the Mayor and attested to by the City Administrator this 29th day of November 2023.

Attest:


Clinton P. Gridley, City Administrator


Anne W. Burt, Mayor

(SEAL)



PUBLIC WORKS

Wayne Sandberg, P.E., Director, County Engineer
Frank D. Ticknor, P.E., Deputy Director

Nov 13, 2023

Elaine Koutsoukos
Transportation Advisory Board Coordinator
390 Robert Street North
Saint Paul, MN 55101
elaine.koutsoukos@metc.state.mn.us

RE: Support for City of Woodbury Pedestrian System Gaps Project

Washington County extends support for the City of Woodbury's Pedestrian System Gaps Project, which will fill gaps in the transportation system network for pedestrians and multimodal users accessing adjacent businesses and services.

The proposed project will address pedestrian system gaps and result in a diverse and effective multimodal transportation system that ensures accessibility and connectivity to businesses, housing, and community amenities. The project will connect residential areas along and between Tamarack Road and Hudson Road to the City's core commercial area along Hudson Road and between Tamarack Road and Hudson Road adjacent to Radio Drive. The improvements will also expand the pedestrian system to provide safety and connectivity for non-motorized travelers to nearby Gold Line Bus Rapid Transit stations, improving regional accessibility to nearby destination areas.

This project is in accordance with the County's Bicycle and Pedestrian Plan, which promotes constructing accessible, interconnected, safe, multimodal trail systems.

Washington County supports the proposed project and appreciates the City's dedication to improving the region's multimodal transportation systems.

Sincerely,

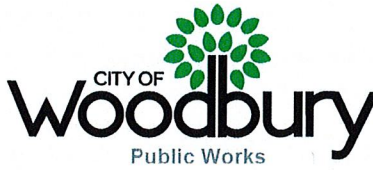
A handwritten signature in black ink that reads "Wayne Sandberg".

Wayne Sandberg, P.E.
Public Works Director, County Engineer
Washington County Public Works

A great place to live, work and play...today and tomorrow

North Shop | 11660 Myeron Road North | Stillwater, MN 55082-9537
P: 651-430-4300 | F: 651-430-4350 | TTY: 651-430-6246
www.co.washington.mn.us

Washington County is an equal opportunity organization and employer



2301 Tower Drive • Woodbury, MN 55125-1642 • woodburymn.gov
651-714-3720 • TTY 651-714-3568 • FAX 651-714-3721

November 30, 2023

Elaine Koutsoukos
Transportation Advisory Board Coordinator
390 Robert Street North
Saint Paul, MN 55101
elaine.koutsoukos@metc.state.mn.us

RE: Commitment to year-round maintenance for City of Woodbury Tamarack Road to Hudson Road Pedestrian System Gaps Project

Dear Elaine Koutsoukos,

This is written confirmation that the City of Woodbury Public Works Department is committed to maintaining the pedestrian facilities proposed by the Tamarack Road to Hudson Road Pedestrian System Gaps Project year-round per the City's Snow and Ice Control Policy. The Public Works Department recognizes the local and regional importance of the proposed pedestrian improvements and is dedicated to keeping them accessible year-round throughout their lifespan.

The proposed pedestrian project will fill gaps between residential areas and the City's core commercial area while enhancing safety and connectivity for non-motorized travelers to the Gold Line BRT stations.

The project includes pedestrian facilities along the following roadways:

- Hudson Road from Parkside Drive to Rivertown Drive
- Radio Drive from Tamarack Road to Hudson Road
- Spring Hill Drive from Tamarack Road to Hudson Road

The application has been approved by the Woodbury City Council and is supported by the Public Works Department. We appreciate the City's dedication to improving the region's transportation system and look forward to doing our part to maintain it.

Sincerely,

A handwritten signature in black ink, appearing to read "Mary Van Milligen". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Mary Van Milligen
Public Works Director
City of Woodbury



RPT Realty L.P.
9120 Hudson Road, Suite 302
Woodbury, MN 55125

December 1, 2023

Elaine Koutsoukos
Transportation Advisory Board Coordinator
390 Robert Street North
Saint Paul, MN 55101
elaine.koutsoukos@metc.state.mn.us

RE: Support for City of Woodbury Tamarack Road to Hudson Road Pedestrian System Gaps Project

Woodbury Lakes Shopping Center extends support for the City of Woodbury's Tamarack Road to Hudson Road Pedestrian System Gaps Project, which will fill gaps in the transportation system network for pedestrians and multimodal users accessing adjacent businesses and services.

The proposed project will address pedestrian system gaps and result in a diverse and effective multimodal transportation system that ensures accessibility and connectivity to businesses and community amenities. The project will connect residential areas along and between Tamarack Road and Hudson Road to the City's core commercial area along Hudson Road and between Tamarack Road and Hudson Road adjacent to Radio Drive. The improvements will also expand the pedestrian system to provide safety and connectivity for non-motorized travelers to nearby Gold Line Bus Rapid Transit stations, improving regional accessibility to nearby businesses. Furthermore, *this improvement will make it easier for customers and employees to get to our location by walking and biking including those from the new residential developments to the west of our site.*

The Woodbury Lake Shopping Center supports the proposed project and appreciates the City's dedication to improving the region's transportation system.

Sincerely,

Emilee J. DeCoteau

Emilee J. DeCoteau
General Manager

PLANNED AND PROPOSED NETWORK FACILITIES PLAN

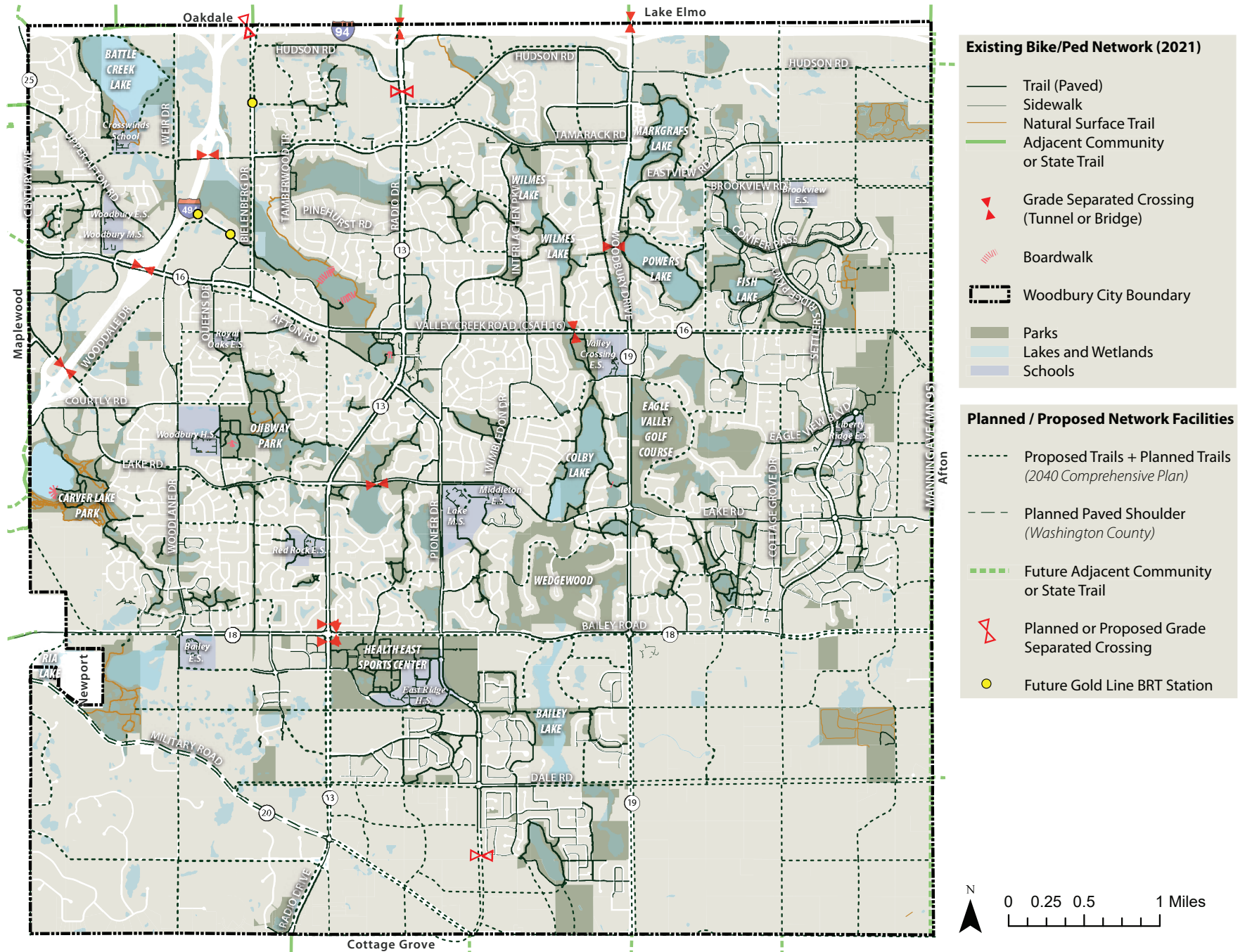
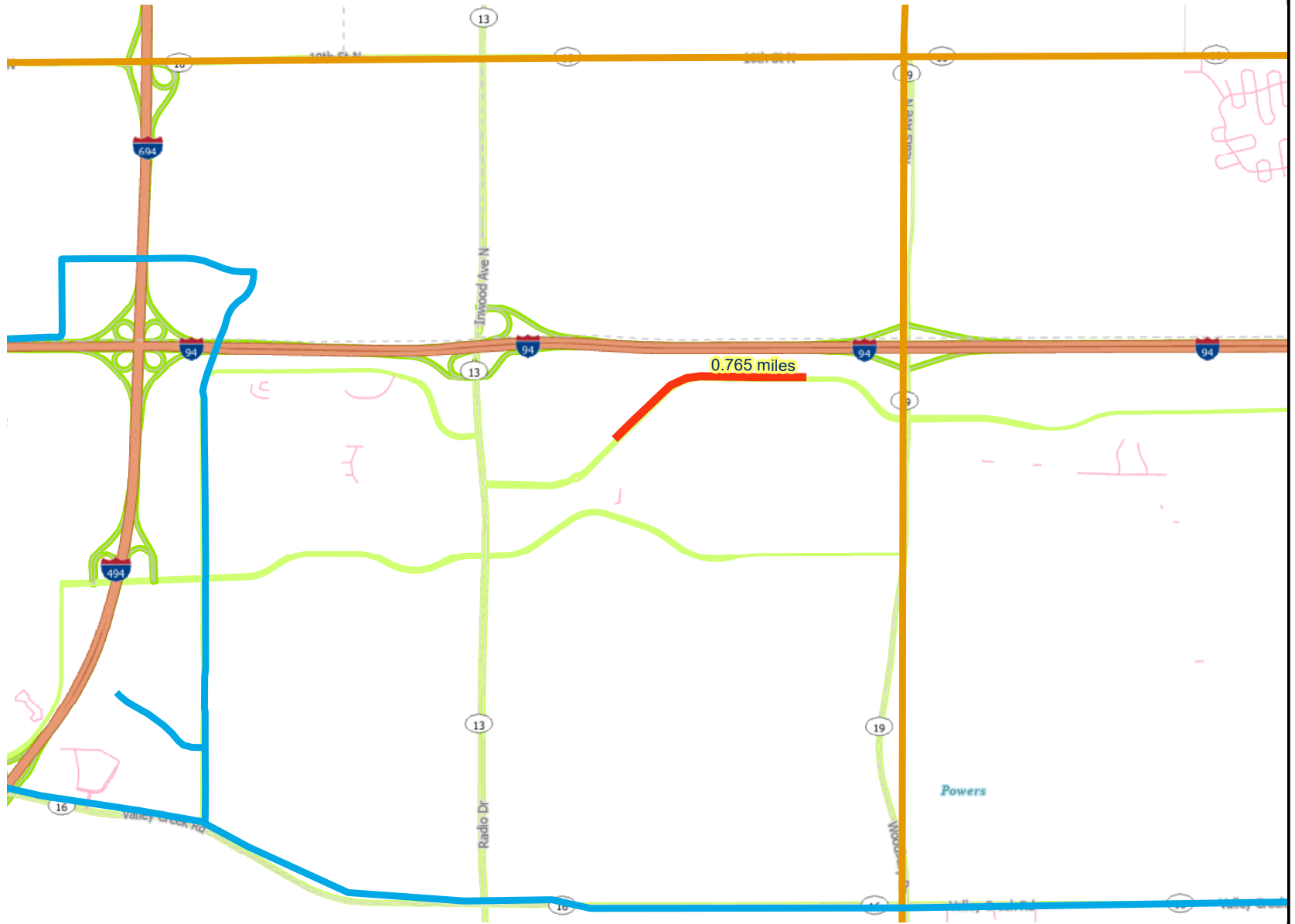


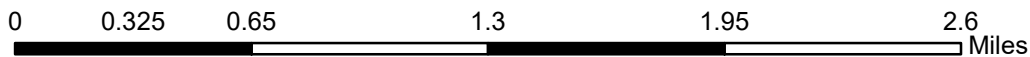
Figure 3.1 Planned and Proposed Network Facilities Plan

Project to RBTN Orientation

Pedestrian Facilities Project: Woodbury Pedestrian System Gaps-Hudson | Map ID: 1700851069779



- Project
- RBTN Tier 1 Alignment
- RBTN Tier 2 Alignment
- Principal Arterials
- Minor Arterials
- RBTN Tier 1
- RBTN Tier 2



Created: 11/24/2023
LandscapeRSA6

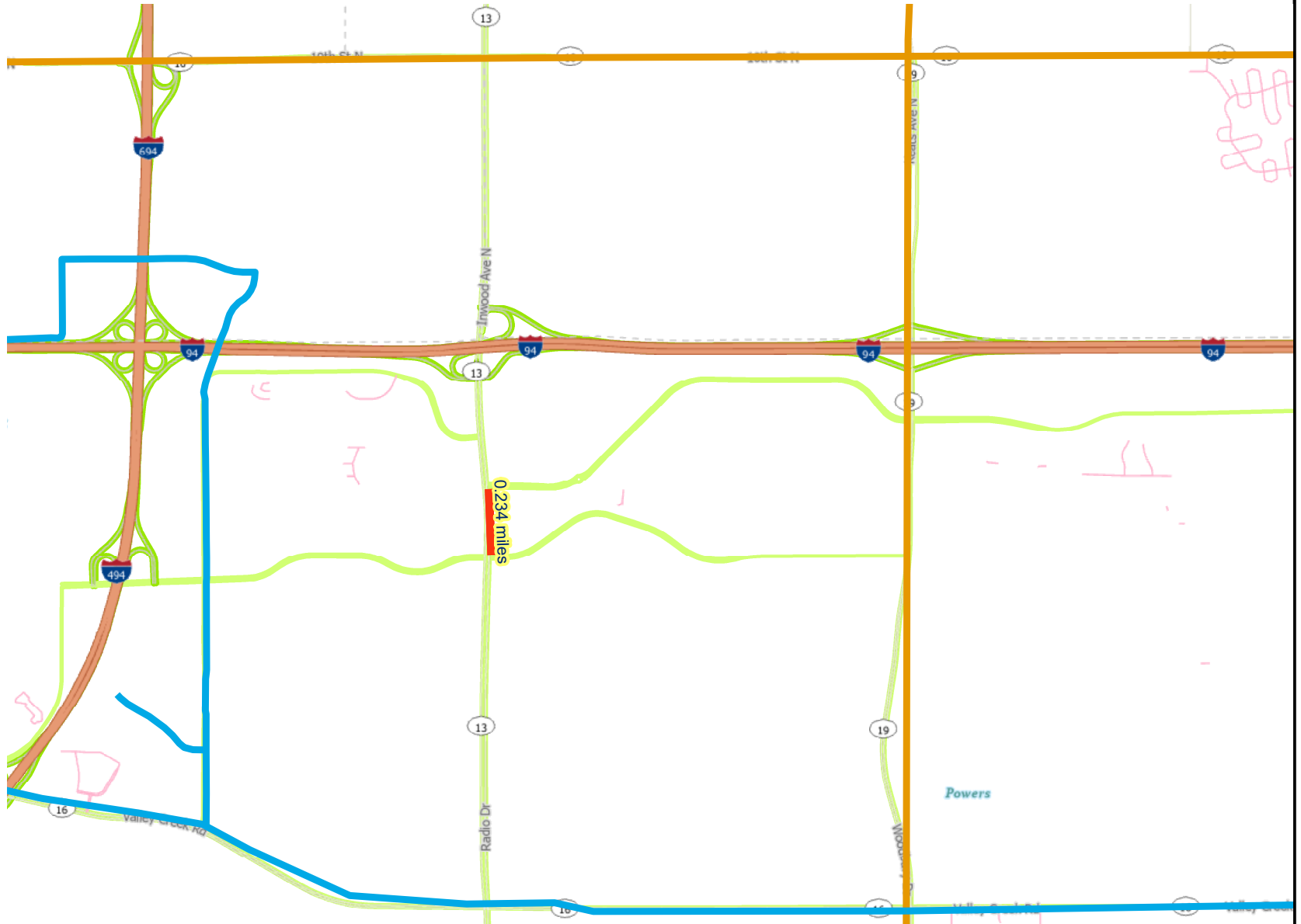


For complete disclaimer of accuracy, please visit <https://giswebsite.metc.state.mn.us/gissite/notice.aspx>

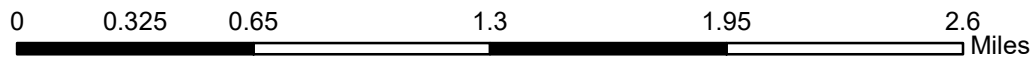


Project to RBTN Orientation

Pedestrian Facilities Project: Woodbury Pedestrian System Gaps-Radio Dr | Map ID: 1700850244595



- Project
- RBTN Tier 1 Alignment
- RBTN Tier 2 Alignment
- Principal Arterials
- Minor Arterials
- RBTN Tier 1
- RBTN Tier 2



Created: 11/24/2023
LandscapeRSA6

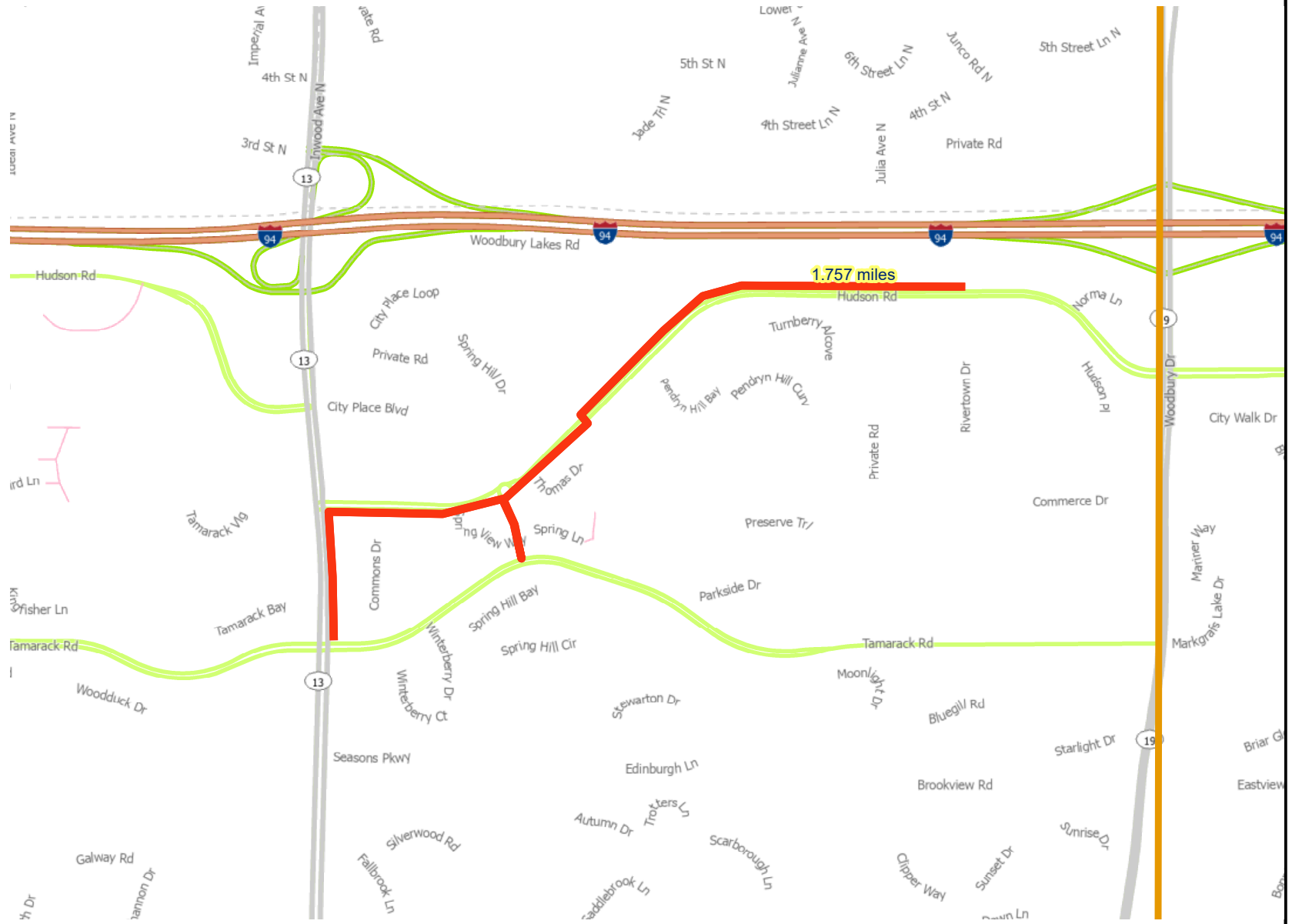


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Project to RBTN Orientation

Pedestrian Facilities Project: Woodbury Pedestrian System Gaps | Map ID: 1700849587867



- Project
- RBTN Tier 2 Alignment
- Principal Arterials
- RBTN Tier 1
- RBTN Tier 2
- Minor Arterials



Created: 11/24/2023
LandscapeRSA6

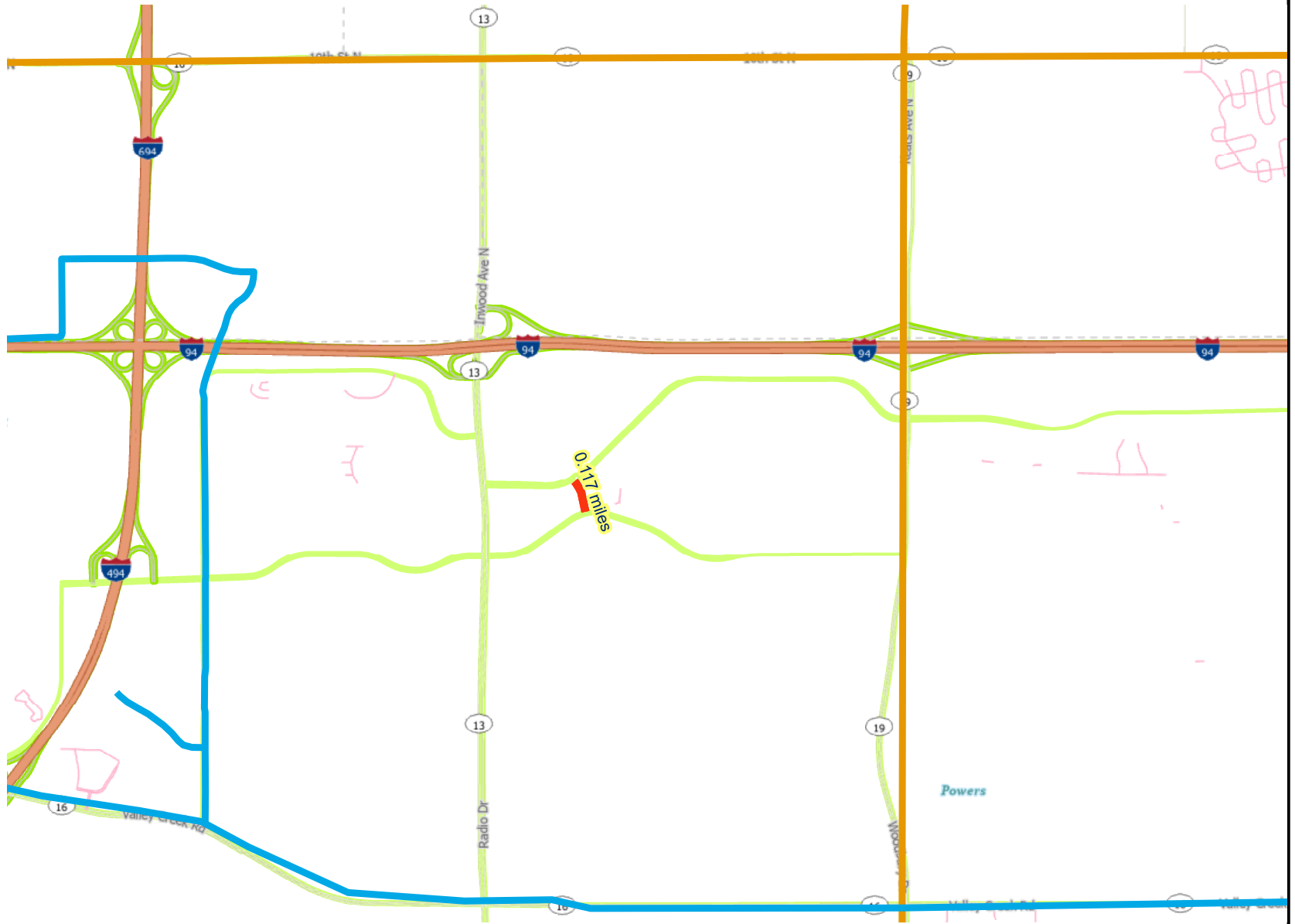


For complete disclaimer of accuracy, please visit <https://giswebsite.metc.state.mn.us/gis/site/notice.aspx>

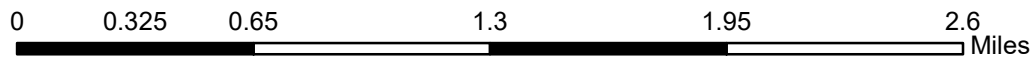


Project to RBTN Orientation

Pedestrian Facilities Project: Woodbury Pedestrian System Gaps-Spring Hill | Map ID: 1700851362841



- Project
- RBTN Tier 1 Alignment
- RBTN Tier 2 Alignment
- Principal Arterials
- Minor Arterials
- RBTN Tier 1
- RBTN Tier 2

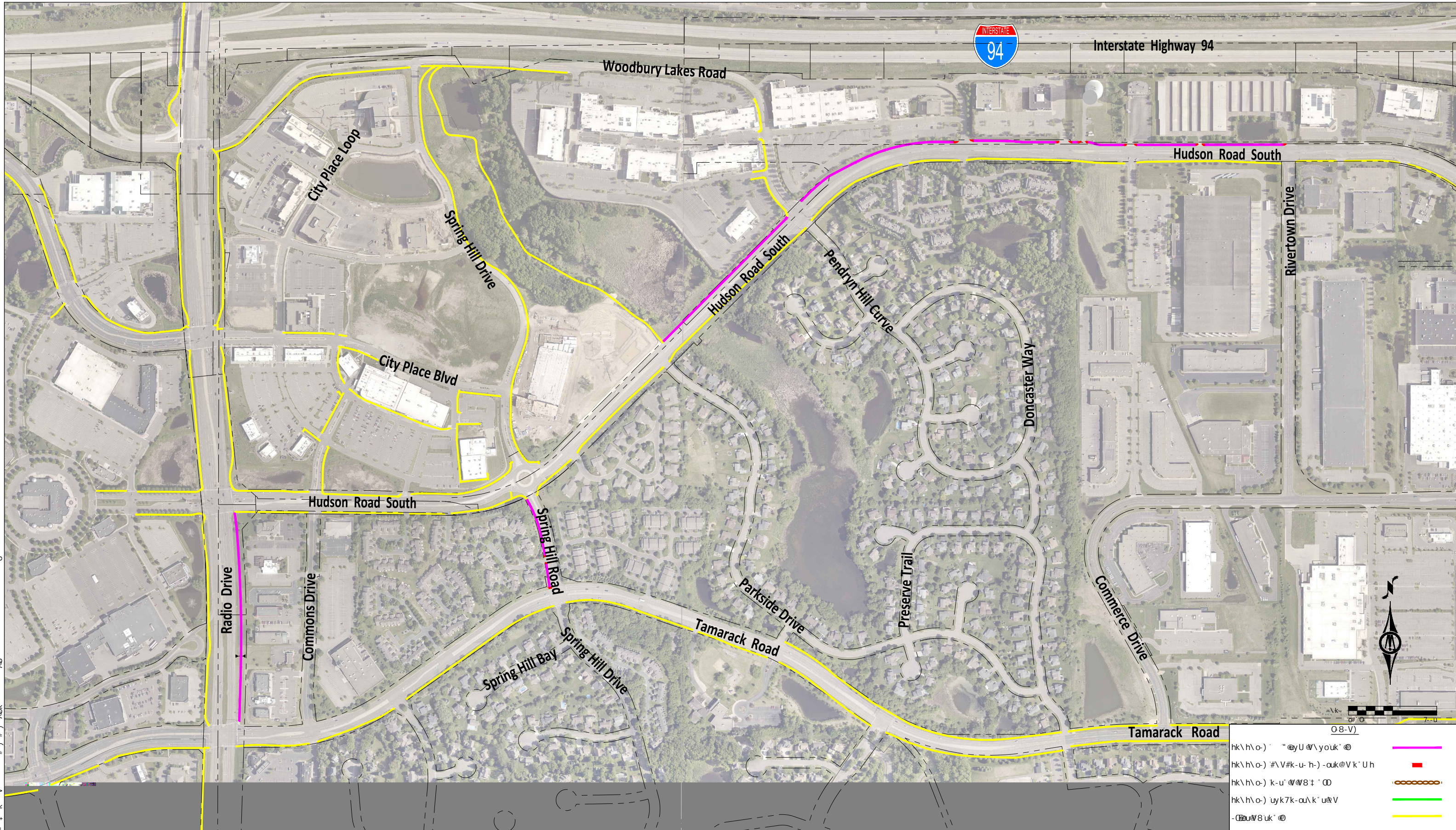


Created: 11/24/2023
LandscapeRSA6



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North side of Hudson Road at 400 feet east of Turnberry Alcove facing west



North side of Hudson Road at 700 feet east of Turnberry Alcove facing east



East side of Radio Drive at Tamarack Road facing north



East side of Radio Drive at Hudson Road facing south



West side of Spring Hill Drive at Spring View Way facing south



West side of Spring Hill Drive at Spring View Way facing north





[Return to main site](#)

Streams (Data through 12/31/2021)

About Streams

Search by Property Name or Address

Or Search by HUD, MN Housing, Public Housing, USDA/RD, or Tax Credit ID

Or filter by:

Funding Source

- Federal
- State
- Local
- Philanthropic

Funding Categories

- Project-Based Subsidy
- Public Housing
- Tax Credit
- Tax Credit (LIHTC 4%)
- Tax Credit (LIHTC 9%)
- Subsidized-Other
- Local 4d

Groups Served

- Family
- Elderly
- Disabled

Obligation End Year

- Start Year
- End Year

Last Finance Year

- Start Year
- End Year

First Finance Year

- Start Year
- End Year

- New Construction
- Other

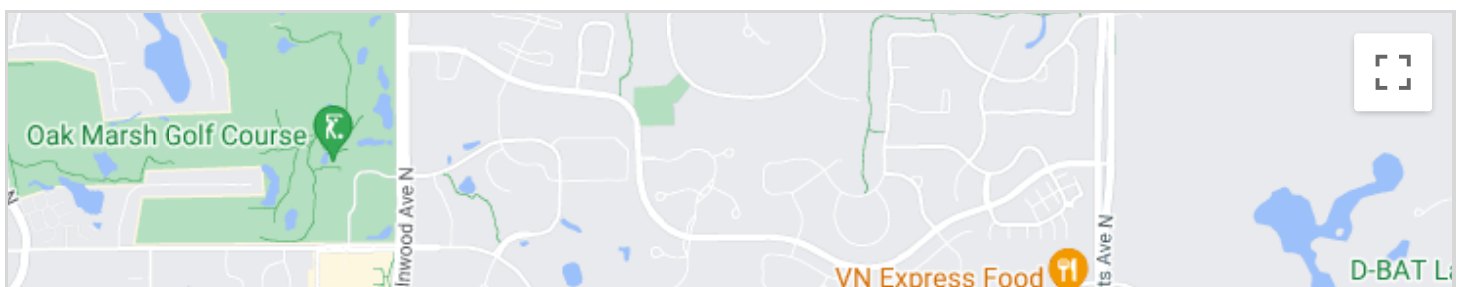
Show Results

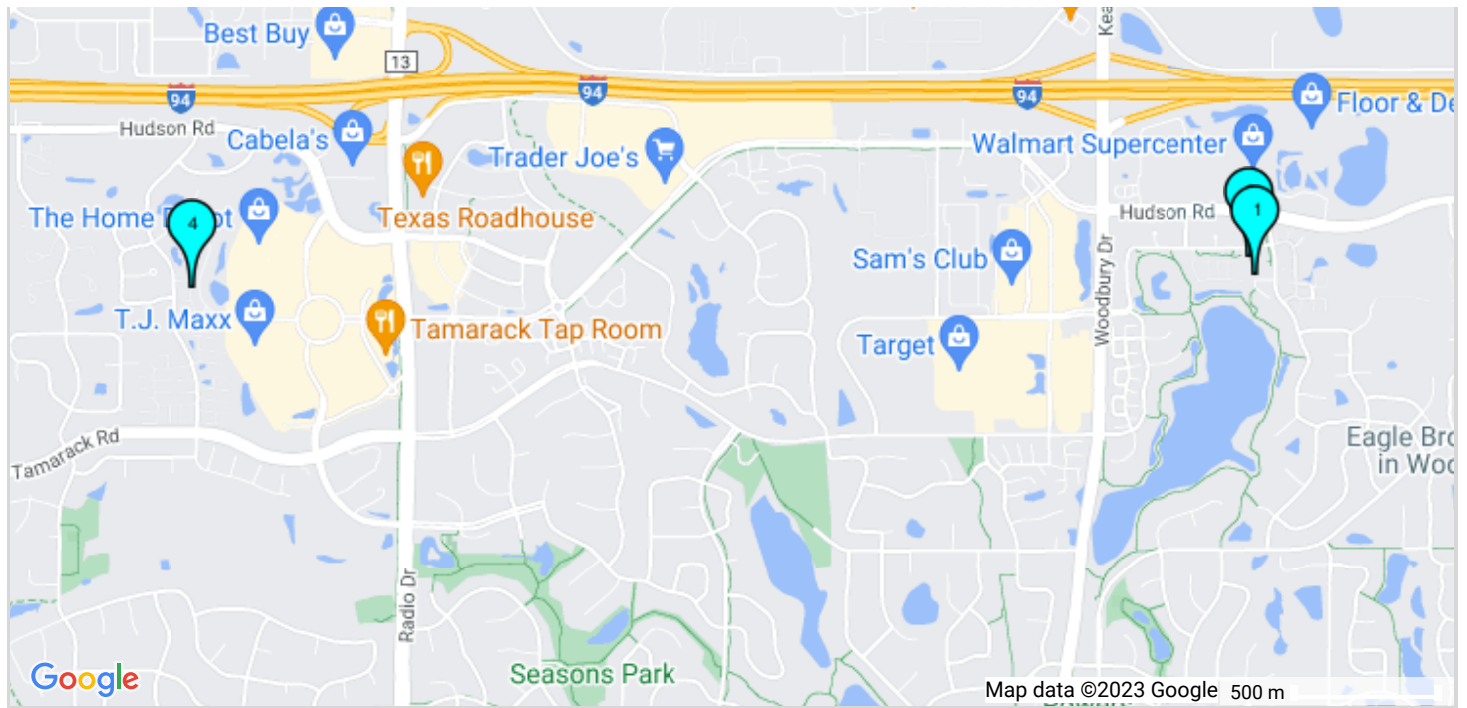
[Clear All](#)

Map Search

City Search

Greater MN





[Send us feedback](#)

Properties found.

Property Search Summary

Properties	Total Units	30% AMI*	50% AMI*	60% AMI*	80% AMI*	Total Aff Units*
4	181	74	62	36	0	172

* AMI level and units are estimated if not provided, set to least restrictive AMI for largest number of units.

** Obligation expiration dates are estimated based on program definition if not provided.

*** There may be other funders. This funder provided for reference.

Property Detail

About Streams

Pondview Townhomes

Multiple addresses listed at bottom of page

Funding Categories

- Public Housing
- Tax Credit
- Subsidized-Other
- Tax Credit (LIHTC 9%)

Property Information

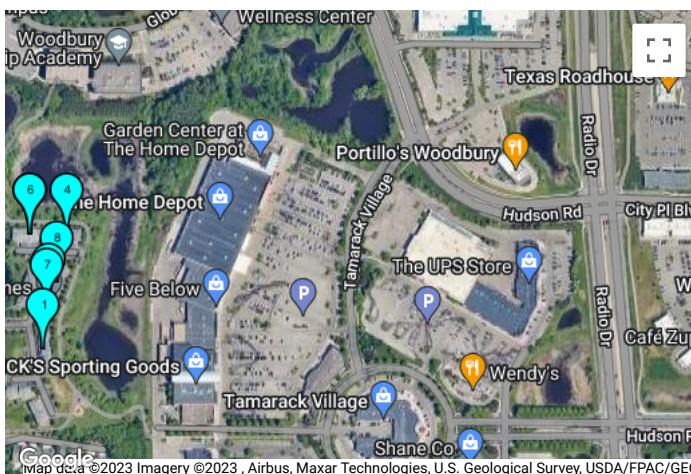
Year Built: 2003
 Building Type: Townhome
 Groups Served: Family
 Total Units: 40
 Affordable Units: 35

Affordable Units by Bedroom

2 BR: 17
 3 BR: 15
 4 BR: 3

Units by Area Median Income

30%: 8
 50%: 27



[Housing+Transit Cost](#)

[Walk Score®: 53](#)

[Report a problem](#)

Listing Summary

BR Size	1st Listing	Last Listing	Low Rent	High Rent	Last Rent
2	05/11/2007	05/11/2007	\$950	None	\$950

Known Property Addresses

1	451 Woodduck Pl	Woodbury
2	431 Woodduck Pl	Woodbury
3	441 Lakeview Alcove	Woodbury
4	439 Woodduck Pl	Woodbury
5	435 Woodduck Pl unit I	St Paul
6	435 Woodduck Pl	West St Paul
7	447 Woodduck Pl	Woodbury
8	443 Woodduck Pl	Woodbury

Funding Dates & Programs

First known closing: 3/31/2000
 Most recent closing: 5/31/2004
 Earliest expiration: 1/1/2020
 Last Activity: New Construction

HUDPH: Public Housing
 Close Date: 3/31/2000

MHFA: HOME

Expiration: 1/1/2020

MHFA: LHIA
 Close Date: 7/14/2003
 Expiration: 1/1/2020

City: City

Expiration: 1/1/2020

Private: HPET
 Close Date: 7/14/2003
 Expiration: 1/1/2020

MHFA: Housing Tax Credits
 Close Date: 1/1/2002
 Estimated Expiration: 1/1/2032

MHFA: LMIR
 Close Date: 7/14/2003
 Estimated Expiration: 7/14/2033

MHFA: Housing Tax Credits 9%
 Close Date: 1/1/2004
 Expiration: 1/1/2034

MHFA: EDHC
 Close Date: 7/14/2003
 Expiration: 7/1/2036

Known Property Identifiers

HousingLink: 11340
 HUDPH: MN212000001
 MHFA: D3136
 HUDLIHTC9: MNA2004150

Property Detail

About Streams

Lake Side Th

Multiple addresses listed at bottom of page

Funding Categories

- Public Housing
- Tax Credit
- Subsidized-Other
- Tax Credit (LIHTC 9%)

Property Information

Year Built: 2001
 Building Type: Townhome
 Groups Served:
 Total Units: 40
 Affordable Units: 36

Affordable Units by Bedroom

2 BR: 14
 3 BR: 14
 4 BR: 9

Units by Area Median Income *

60%: 36

* AMI units are estimated because they were not provided, and have been set to the least restrictive AMI for the largest number of units



[Housing+Transit Cost](#)

[Walk Score®: 49](#)

[Report a problem](#)

Known Property Addresses

1	413 Lakeview Alcove	Woodbury
2	481 Lakeview Alcove	Woodbury
3	401 Lakeview Alcove	Woodbury
4	417 Lakeview Alcove	Woodbury
5	433 Lakeview Alcove	Woodbury
6	455 Lakeview Alcove	Woodbury
7	469 Lakeview Alcove	Woodbury
8	437 Lakeview Alcove	Woodbury
9	451 Lakeview Alcove	Woodbury
10	473 Lakeview Alcove	Woodbury
11	10381 Hudson Rd	Woodbury

Funding Dates & Programs

First known closing: 1/1/1999
 Most recent closing: 3/31/2001
 Earliest expiration: 1/1/2029
 Last Activity: New Construction

FHF: FHF

Close Date: 6/29/2000

MHFA: LHIA

Close Date: 6/29/2000

City: Housing Authority

HUDPH: Public Housing

Close Date: 3/31/2000

MHFA: Housing Tax Credits

Close Date: 1/1/1999

Estimated Expiration: 1/1/2029

MHFA: ARIF

Close Date: 6/29/2000

Expiration: 6/29/2030

MHFA: Housing Tax Credits 9%

Close Date: 1/1/2001

Expiration: 1/1/2031

Known Property Identifiers

HousingLink: 4791

MHFA: D2733

HUDLIHTC9: MNA2001065

HUDPH: MN212000001

Property Detail

About Streams

The View At City Walks

375 Lake View Dr
Woodbury, MN 55129

Funding Categories

Subsidized-Other
Tax Credit (LIHTC 4%)
Tax Credit (LIHTC 9%)

Property Information

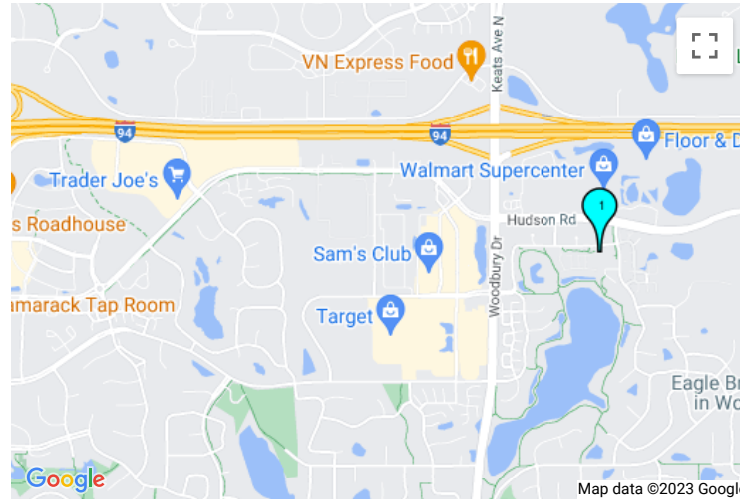
Year Built:
Building Type: Apartment
Groups Served: Family, Elderly
Total Units: 45
Affordable Units: 45

Affordable Units by Bedroom

1 BR: 31
2 BR: 14

Units by Area Median Income

30%: 10
50%: 35



[Housing+Transit Cost](#)

[Walk Score®: 48](#)

[Report a problem](#)

Listing Summary

BR Size	1st Listing	Last Listing	Low Rent	High Rent	Last Rent
1	10/01/2013	12/03/2018	\$711	\$755	\$755

Known Property Addresses

1	375 Lake View Dr	Woodbury
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Funding Dates & Programs

First known closing: 1/1/2012
Most recent closing: 1/1/2013
Earliest expiration: 1/1/2042
Last Activity: New Construction

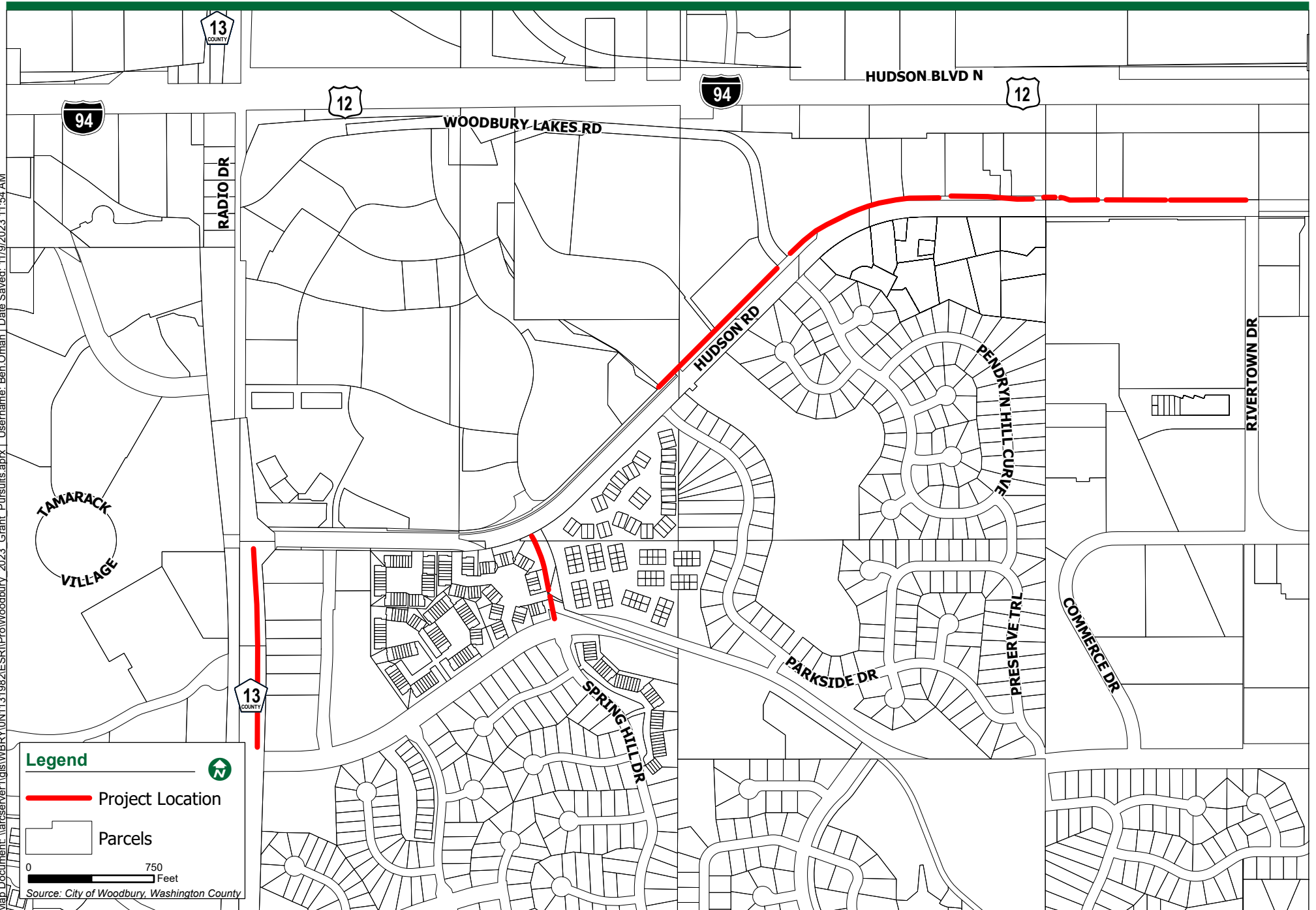
City: City

MHFA: Housing Tax Credits 9%
Close Date: 1/1/2012
Estimated Expiration: 1/1/2042

MHFA: Housing Tax Credits 4%
Close Date: 1/1/2013
Expiration: 1/1/2043

Known Property Identifiers

HousingLink: 10441
City: Views At City Walk (fka City Walk Apts)
MHFATC9: D6677
HUDLIHTC9: MNA2013857
HUDLIHTC4: MNA2013857



Map Document: \\arcserver1\gis\WBR\10\N\13\1982\ESRI\Pro\Woodbury_2023_Grant_Pursuits.aprx | Username: Ben Oman | Date Saved: 11/9/2023 11:54 AM