

Evaluation of the Kittelson Transportation Memorandum. Jan 31, 2025. Project #31323. D. Cohen.

1. Indicates: “Measures proportional to the impacts of the proposed use are proposed to mitigate on- and off-site transportation impacts” however, no such measures are outlined. In fact, it goes on to say, “Transportation improvements adjacent to the development and in the vicinity needed to support the development are available or will be made available when the development is complete or, if the development is phased, will be available as each phase of the development is completed.” This is totally inadequate to judge whether the measures will indeed have the mitigation impact needed.

2. The anticipated trip increases are based on inadequate requirements. Used are:

- Cottage cluster housing
- Community center traffic

Nowhere is the effect of **events** sleighted to bring 50-200 people to the location in a day or during narrow evening hours accounted for. The numbers for increase in the chart do not apply when considering the event environment posited *even if* one disregarded the surrounding circumstances.

3. In the Street Designation section it indicates Charleston has no bike lanes. As on now, Charleston is a complete bikeway, the whole street has been designated and marked as such.

4. Crash records don't have much meaning considering the changes to come, outlined below.

5. Under Street Capacity and Level of Service, it refers again to the “the insignificant change in trip generation”, which as mentioned above was evaluated insufficiently. I might add insufficiently because is there even another situation in which a music venue for 200 people was plunked down in a densely populated area with skinny streets?! I suspect not. So, this is a *new* situation which has to be looked at thoroughly and with consideration of the local circumstances; you need to walk the streets and talk to residents!

6. Connectivity. This is a good example of where a lack of understanding of the local situation made Kittleson blind to potential problems. Towit:



1.Charleston from Swenson to Johnswood, Johnswood from intersection with Charleston to Bliss and ALL streets west and north of these are skinny streets with only enough room for one lane of travel when cars are parked on both sides. [Charleston *narrows*, from Swenson going north.]

2.ALL blocks north and west of Charleston here are part of Charleston Place, created as an affordable housing first-time homeowner development, and they form a large **cul-de-sac**. **There is NO WAY to enter or exit from these streets except by way of Charleston.**

3.Currently, even though many cars are parked on either side of the streets in Charleston Place since traffic is low because of its being a cul-de-sac, and Charleston does not normally have cars parked on both sides, we manage with two-way traffic, but we often have to pull over to let an oncoming car pass. Were traffic to increase and cars to be parked on both sides of all these skinny streets, it would be chaotic, frustrating and dangerous – the last both because site-lines and places to pass will be nonexistent at times, and because blockages from traffic coming both

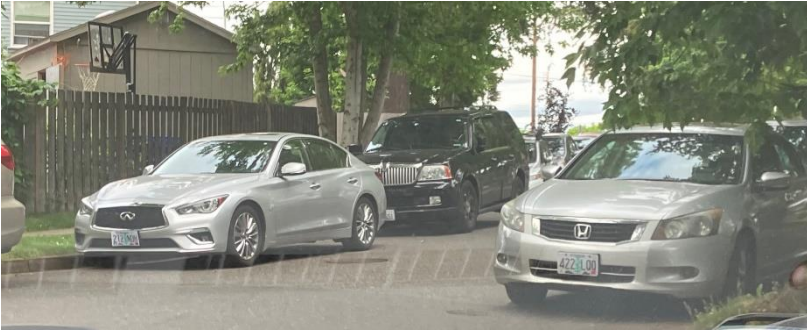
ways will impede not only normal traffic but vehicles in emergency situations.

7. Access restrictions. Ignores the effect outlined above.

I'm appalled at the lack of understanding of what is happening with Charleston and what the situation is of the development directly across the street from the proposed Sanctuary. When approximately 140 homeowners find that they cannot traverse their streets to get in and out because during frequent cultural events the one lane available for two-way traffic – both on Charleston and to some degree on the streets of Charleston Place

– impedes people getting to/from places, they are not going to be happy. You need to get someone down here, on the ground to see what is going on.

Here is what it looks like NOW in the area. Imagine when 50-200 people come to events.



Coming around corner from Charleston onto Johnswood.



From Swenson going north. Notice how little room there is, even though the cars on either side are not large cars. Now imagine a huge number of cars coming from both directions. How does this work?...

Also, know that 11 homes are just about finished on N Bank and they have only been provided with 3 parking spaces. So, many of those folks will already be parking on N Charleston.

We need solutions here before a permit is issued. I suggest considering:

Some onsite parking be required for the event venue – perhaps for 20 parking spots.

Significant setbacks from corners on Charleston to allow turning radiuses when only one lane is available.

ALL THESE STREETS BE MADE ONE-WAY.



Charleston to be one-way NORTH

Johnswood from Charleston to Bliss to be one-way NORTH

Bliss to be one-way WEST

Johnswood from Barr to Charleston to be one-way EAST

Hendricks to be one-way WEST

Bank is already one-way EAST

Barr and Ziegler to be two-way

Plan from Donna Cohen, Sept 9, 2025. dcohen@hevanet.com