



City of Blaine

City Council Workshop

June 5, 2023 | 5:30 PM
Blaine City Hall
10801 Town Square Drive NE
Blaine, MN 55449

AGENDA

NOTICE OF WORKSHOP MEETING

In accordance with the provisions of Section 3.01 of the Blaine City Charter, a Council Workshop meeting is scheduled for the following purpose:

1. Call to Order

2. New Business

- 2.1.** 2023-228 Metropolitan Council Update
Sponsors: Michelle Wolfe, City Manager
- 2.2.** 2023-213 Infrastructure Funding Options for Development at the Southwest Corner of 125th Avenue and Lexington Avenue
Sponsors: Erik Thorvig, Community Development Director
- 2.3.** 2023-216 Lakeside Commons Beach and Blaine Festival Update
Sponsors: Jerome Krieger, Sr. Recreation Manager
- 2.4.** 2023-225 UAS (Unmanned Aircraft System) Overview
Sponsors: Brian Podany, Safety Services Manager/Police Chief

3. Other Business

4. Adjournment



City of Blaine Staff Report

File Number: 2023-228

Agenda Date

June 5, 2023

Status

In Control

City Council

File Type

Workshop Item

New Business - Michelle Wolfe, City Manager

Agenda Item # 2.1

Metropolitan Council Update

Background

Metropolitan Council Member Peter Lindstrom and Sector Representative Eric Wojchik will provide City Council with a general update.

Staff Recommendation

Questions for Council

Attachment List

None



City of Blaine Staff Report

File Number: 2023-213

Agenda Date	Status
June 5, 2023	
In Control	File Type
City Council	Workshop Item

New Business - Erik Thorvig, Community Development Director, Daniel Schluender, Director of Engineering

Agenda Item # 2.2

Infrastructure Funding Options for Development at the Southwest Corner of 125th Avenue and Lexington Avenue

Background

HJ Development has been analyzing potential development at the southwest corner of 125th Avenue/Lexington Avenue. HJ Development is a commercial developer located in the Twin Cities and has done various projects in Blaine and throughout the metro area since 1983. HJ Development is one of the largest locally owned and managed real estate firms in Minnesota. Their Twin Cities portfolio is currently more than 1,800,000 square feet, and is comprised of retail, restaurant, office, and industrial properties.

The subject property is 37.15 acres. The property, along with others to the south, were rezoned in 2021 to B-5 Town Commercial. The City Council created this zoning district specifically for this area to encourage retail, restaurants, office, and other high quality commercial development.

HJ Development has been analyzing potential development for approximately 12-months. The site is challenging due to a large wetland in the middle of the property. Most of the due diligence that has occurred is understanding development options and the associated development costs. They have also been trying to secure an anchor grocer. The developer is close to securing an agreement with an anchor grocer and could potentially disclose the grocer at the June 5 meeting.

HJ Development presented to the City Council at a workshop on July 18, 2022. The presentation included a concept for commercial development on the east side of the proposed new Zest Street extension and approximately 200-240 apartment units on the west side of the proposed

new Zest Street extension which would be developed by Enclave. The apartment project requires a rezoning and comprehensive plan land use amendment. At the workshop, the city council provided comments on the proposed apartments and overall, was receptive to the change. The agenda item and minutes are included from the July 18, 2022, workshop. No formal changes to the zoning and/or comprehensive plan land use designation has occurred. This request would come forward with a formal development proposal. The developer did apply for a preliminary plat in 2022 which subdivided the property. The plat dedicated the future Zest Street right-of-way through the development and created two outlots. One outlot is 8.83 acres and is on the west side of Zest Street. This would be the future apartment property. The other outlot is 25.83 acres and is on the east side of Zest Street. This would be the future commercial property. The purpose of the subdivision was to allow the potential sale of a portion of the land. However, this has not yet occurred. A final plat would need to be applied for to create the lots.

Over the last 18 months, there has been discussion about the timing and financial responsibility of future roads and infrastructure in this area. On January 10, 2022, Engineering Director, Dan Schluender presented information on five different corridors where the City could be proactive in constructing infrastructure, independent of development. The staff report and minutes are included. Typically, developers are responsible for paying for and constructing all public infrastructure within their developments. The five corridors identified would be difficult for development to construct as they are larger roadways with limited development potential surrounding them.

Both the Lakes Parkway extension from the existing Lakes Parkway going east to Lexington Avenue and the Zest Street extension between 125th Avenue and future Lakes Parkway was presented and discussed (identified as segments 1 and 2 on the map included in the attachments). Of the five corridors discussed, these two roadways had the most support to explore further.

At the July 18, 2022, workshop, information was provided in the staff report regarding the City potentially sharing in the infrastructure costs associated with the development of the southwest corner. Unfortunately, there was little discussion at the workshop about a potential cost share in infrastructure improvements.

Since the July 18, 2022, workshop, the developer has been completing due diligence to understand overall project costs, including infrastructure/roads. The developer has completed sufficient due diligence to determine the project's financial feasibility. Analysis by the developer has determined they can construct and pay for infrastructure within the property boundaries of their project (Zest Street and other roads/infrastructure). However, they would need the City to pay for infrastructure south of their project, which includes a portion of Zest Street, and Lakes Parkway from Zest Street, east to Lexington Avenue. The estimated cost for these roadway portions is \$1,068,471. The Lakes Parkway extension to the east is not considered at

this time and would be addressed if/when development occurs that abuts this road.

The director of engineering and finance director have discussed potential funding sources for the road improvements. Options include:

1. Assessments
2. State Aid
3. Utility Connection Charges

The developer is seeking feedback from the City Council on whether there is interest in assisting in the infrastructure cost to make this project feasible. If the response is favorable, the developer could likely move forward with a development proposal in 2023 and start project construction in 2024.

Staff Recommendation

Discuss the proposal and provide staff and developer direction.

Questions for Council

Determine whether to pay for infrastructure as part of the commercial development at the southwest corner of 125th Avenue and Lexington Avenue.

Attachment List

1. 125 & Lexington Narrative
2. Concept Plan
3. Construction Budget
4. January 10 2022 Staff Report
5. January 10 2022 Workshop Minutes
6. July 18 2022 Staff Report
7. July 12 2022 Workshop Minutes



125th & Lexington Development Overview

HJ Development is pleased to present its preliminary plans for development of the NW Corner of 125th Ave and Lexington Ave in the growing NE area of Blaine. Over the past year we've been working alongside city staff and other project stakeholders to determine the best design for this multi-lot and multi-use commercial and multifamily development. What has been included in the packets for your review today is our latest design concept.

In addition to the grocery anchor, we are planning to bring numerous restaurants, coffee shops, and other neighborhood service-oriented businesses to the development that we're confident will be a great addition to the neighborhood and the City of Blaine.

Although it goes without saying that the property is in a great location it is a very challenging site to develop for the following reasons:

- 1) No roads or utilities servicing the property today
- 2) Wetlands are scattered throughout the site and developing around them is both challenging and costly
- 3) The main access to Lexington is via the future Lakes Parkway extension which does not exist today

We are looking for a partnership from the City of Blaine in the following ways:

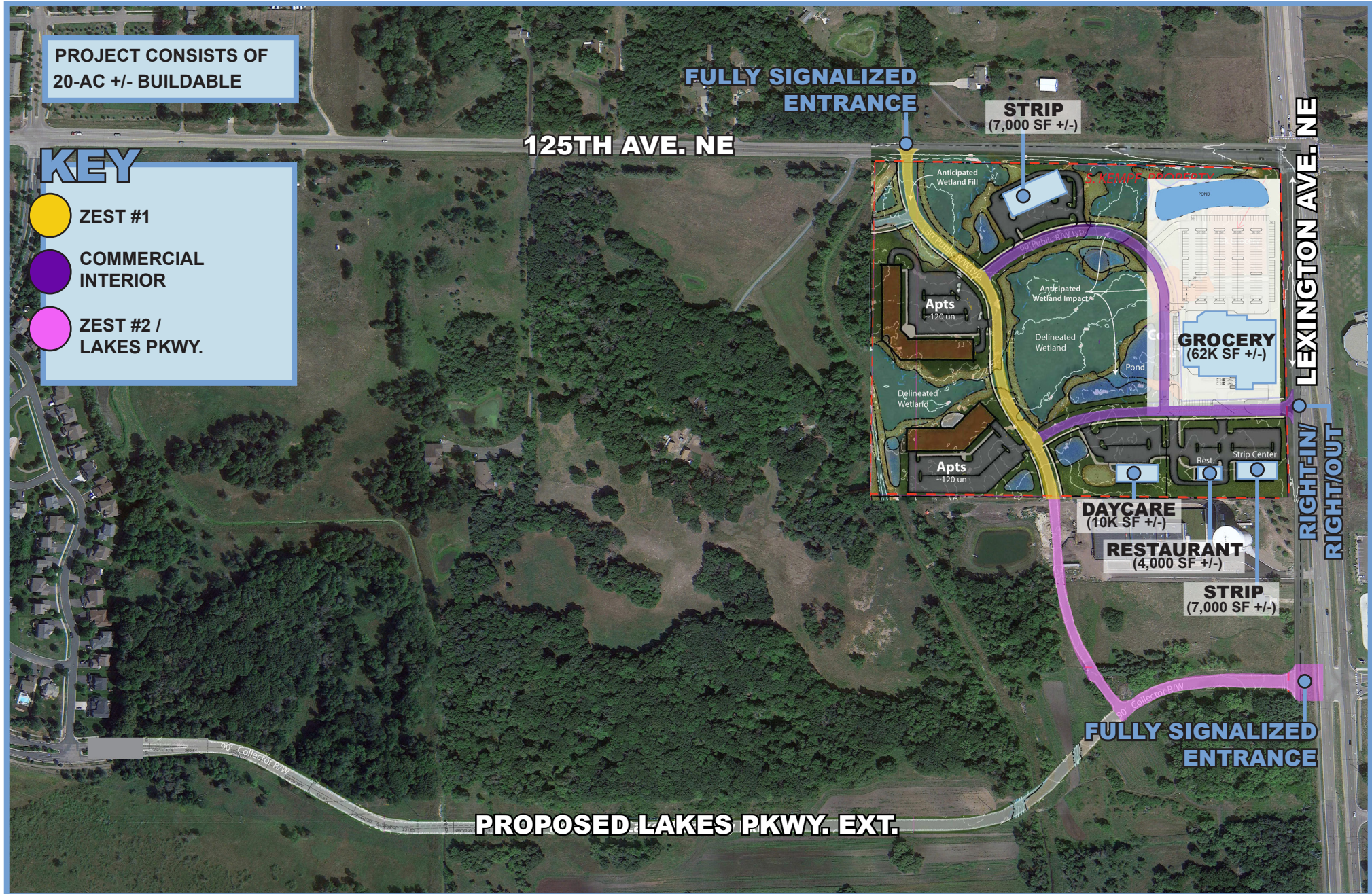
- 1) City payment for the portion of Zest Ave roadway and utility installation south of our property line and also the portion of Lakes Parkway roadway and utility installation that will ultimately connect Zest Ave to Lexington Ave. The cost associated with this is currently budgeted at \$1,068,471 (see enclosed cost breakout). These costs do not include installation of stop lights at Zest Ave and 125th Ave or Lexington Ave and Lakes Parkway as it's our understanding the city has already included those installations in other projects.
- 2) City payment for utility connections adjacent to our project on land located on the north side of Lexington Ave which will ready the north side of Lexington Ave for future development. The costs associated with this is currently budgeted at \$350,000.
- 3) City donation of wetland credits to offset costs to impact the wetland area in between Zest Ave and the interior ring road labeled "commercial interior".

Enclosed you will find a marked up aerial image with our proposed project concept overlayed on it. This graphic will aid in the understanding of what it is we are asking from the city that will ultimately make this project a reality. Additionally, there's a breakout of the costs from the earthwork and utility contractor that we've been working with that details out the various work that needs to be performed and the costs associated with that work. Costs not mentioned in the above section are costs that would be paid for by the developer.

Sincerely,

A handwritten signature in black ink, consisting of a series of loops and a long horizontal stroke at the end.

Chris Moe
Principal
HJ Development



BUDGET PRICING REV05

May 23, 2023

Chris Moe
HJ Development
2655 Cheshire Lane North
Plymouth, MN 55447
612-701-7923
cmoe@hjdeveloment.com

PROJECT: Blaine Development – Blaine, MN
Per site plan dated 06/29/2022 and no geotech for development area provided at time of budget pricing.

BID:	Total	\$ 6,018,032.00
	Earthwork (Includes Road Breakout Costs)	\$ 2,171,882.00
	Utilities (Includes Road Breakout Costs)	\$ 3,846,950.00

ROAD COSTS:	Zest #1 – Includes Earthwork, Paving, Curb, Sidewalk, Trails & Utilities	\$ 1,281,095.00
	Zest #2/Lakes Parkway – Includes Earthwork, Paving, Curb, Sidewalk, Trails & Utilities	\$ 1,068,471.00
	Commercial Interior– Includes Earthwork, Paving, Curb, Sidewalk, Trails & Utilities	\$ 2,172,784.00
	Extending Connections From Zest #1 North	\$ 350,000.00

INCLUDES:**Earthwork:**

- Erosion control (Rock entrance, inlet protection, silt fence & sweeping for Rachel's work)
- Clearing & grubbing
- Topsoil stripping and salvage for reuse
- Assumed balanced site for grading and pad ready site.
- Included excavation for proposed pond in middle of the development.
- Compact subgrade for paved areas & building pads for Strip Centers, Grocery, Car Wash & Restaurant
- Road Costs listed above include:
 - Graded & compacted subgrades for all three roads
 - Assumed 8" CL 5 aggregate base for Zest #1, #2/Lakes Parkway & Commercial Interior Roads
 - Assumed paving per city details on pdf 4782 & Lever Street plans provided by City of Blaine
 - Lever Street section: Zest road sections (red, orange, north/south pink)
 - Assumed paving per city detail on pdf 4782 provided by City of Blaine
 - Zest #2/Lakes Parkway east/west road
 - Road sections curb & gutter assumed to be type B618 per City of Blaine direction
 - Included approx. 300 LF of B618 curb for median on Zest #2 road plan east/west portion
 - Included backfilling of curbs
 - Includes 4" thick 6' wide sidewalk per City of Blaine details
 - No aggregate base was called out on details provided by City of Blaine
 - Pricing above assumes 4" CL V aggregate base if required
 - Includes 2" bituminous trail per City of Blaine details
 - Includes 4' CL V aggregate base
 - Locations of sidewalks & bituminous trails:
 - Sidewalks: Zest #1 & #2/Lakes Parkway West side of road, Zest #2 (east/west section) North side, Commercial Interior East side of road

BUDGET PRICING REV05

- Bituminous Trail: Zest #1 # 2/Lakes Parkway east side of road, Zest #2/Lakes Parkway (east/west section) South side of road, Commercial Interior West & South
- Pricing above does not include any removals & replacement of existing paving & aggregate base for 125th Ave & Lexington Ave

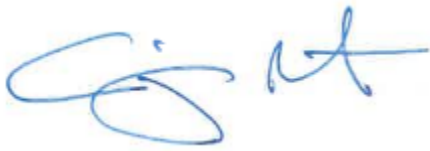
Utilities

- Storm sewer material changed for all roads from HDPE to RCP per City of Blaine direction
- Assumed water, sanitary and storm connections under proposed Commercial Interior, Zest #1 & Zest #2/Lakes Parkway roads
 - 24" DIP water
 - 24" RCP storm
 - 15" Sanitary
- Included utility stubs to five (5) proposed locations, Strip Centers (2), Grocery, Car Wash & Restaurant for water, sanitary & storm in Commercial Interior pricing.
 - 8" DIP Water
 - 8" SDR35 Sanitary
 - 18" HDPE Storm
 - Costs for this work not included in road cost breakout pricing
- Assumed storm, water & sanitary stubs only to apartment buildings plan west of Zest #1 road & included in costs for Zest #1:
 - 8" C900 Water – Material change per City of Blaine direction
 - 8" SDR35 Sanitary
 - 18" RCP Storm
- Zest #2/Lakes Parkway includes utility stubs, water, sanitary & storm to:
 - Senior Care
 - Row TH: 12 Un & 22 Un locations
 - Commercial 5.0 Acre site
 - Commercial 6.5 Acre site
- Extension across 125th for water & sanitary:
 - Assumes steel casing jack & bore
 - Includes support for subcontractor with trench boxes, labor & equipment
- Zest #2/Lakes Parkway assumes water and sanitary service already installed per Lakes Pkwy/Zest Extensions plan.
 - Alternate utility pricing only includes storm sewer after discussions with City of Blaine 3/23/23
- No assumptions allowance for potential structures due to lack of information from City of Blaine to be able to reasonably forecast cost impact for each road
- Due to potential for proposed sites layout shifting, see budget costs for fire line, I am providing per LF costs for options so you are able to adjust as necessary:
 - 8" Water- \$85/LF
 - 6" Water- \$80/LF
 - 8" GV- \$4,200/EA
 - Hydrant & Valve- \$10,000/EA

BUDGET PRICING REV05

EXCLUDES: Asbestos/Hazardous/Contaminated Material Handling or Removal, Buried Debris & Rock Removal or Disposal, Well Sealing, Regulated Waste/Personal Property Removal, UST Removal, Dust Control/Sweeping for Other's Work, SAC & WAC Charges, Sheet piling, Shoring, Soil Corrections, Dewatering, Topsoil Stripping & Site Grading for Apartment Buildings Sites, Private Locates, Removal/Relocation or Temp Hanging of Existing Public or Private Utilities, Excavation/Backfilling for other trades, Landscaping, Plantings, Import of Structural or Planting Soils, SWPPP or Monitoring, Seeding/Temp Seeding, Erosion Control Blanketing, Hard Surfacing - Concrete, , Import of Rock for Laydown or Access, Vapor Barrier, Insulation, Waterproofing, Import of Pipe Bedding & Trench Backfill, Televising, Fencing/Temporary Fence, Hauling Premium Costs during Road Restrictions, Surveying & Layout, Testing, Inspections, Permits, Licenses or Fees other than Noted Above, Traffic Control, Temporary Facilities, Utility Rerouting/Disconnects, Bond (Add 1%) & Winter Conditions

Thank you for the opportunity to submit a proposal on this project. Demolition and Earthwork pricing is valid for 30 days after its submission. Utility pricing is valid for 7 days after its submission due to volatile material pricing. Payment terms are assumed to be net 30 days from the invoice date. Please feel free to call with any questions.



Craig Petersen
Estimator/Project Manager
(763) 274-9303
cpetersen@rachelcontracting.com



City of Blaine Anoka County, Minnesota Text File

Blaine City Hall
10801 Town Sq Dr NE
Blaine MN 55449

File Number: WS 22-004

Agenda Date: 1/10/2022

Version: 1

Status: Agenda Ready

In Control: City Council Workshop

File Type: Workshop Item

Agenda Number: 3-3

Workshop Item *Dan Schluender, City Engineer*

Title

Road Extensions and Policy Discussion

Executive Summary

Staff has identified several roadway extension or unpaved roads that are key to the city's transportation network. Staff is seeking Council feedback to determine if there is a desire to take the lead in construction of these improvements ahead of development and to potentially stimulate development.

Background

The following roadway corridors have been identified on the city's network as future connections or extensions. The current practice is for the city to wait for development to construct the street improvements with their project(s). Several of the identified road extensions will be difficult for development to construct as they are larger roadways with limited development potential surrounding them.

The City has developed to the point where many of these will benefit the larger areas surrounding them or the city transportation network as a whole.

Staff would like to discuss the following corridors;

1. Lakes Parkway Extension - Existing Lakes Parkway to Lexington Avenue.
2. Zest Street Extension - Future Lakes Parkway to 125th Avenue.
3. 131st Avenue - Existing 131st Avenue to Legacy Creek Parkway.
4. Naples Street Extension - Existing Naples Street to 109th Avenue.
5. 105th Avenue Extension - Naples Street to Pheasant Ridge Drive.

Staff will present these corridors and discuss the individual specific issues for each. The following is a short list of difficulties that staff continues to hear from developers as they look at property concerning some of these areas.

- The collector street or parkway style roadway is too large to be able to recover the costs with the available surrounding upland.
- The street extension can be accomplished from one end, but the sewer and water need to come from the other end making it difficult to phase or fund

the entire project all at once.

- Not all of the properties along a roadway want to develop at the same time.
- Can the city install the improvements and assess the cost to the adjacent parcels?

Strategic Plan Relationship

Providing a safe and well maintained infrastructure.

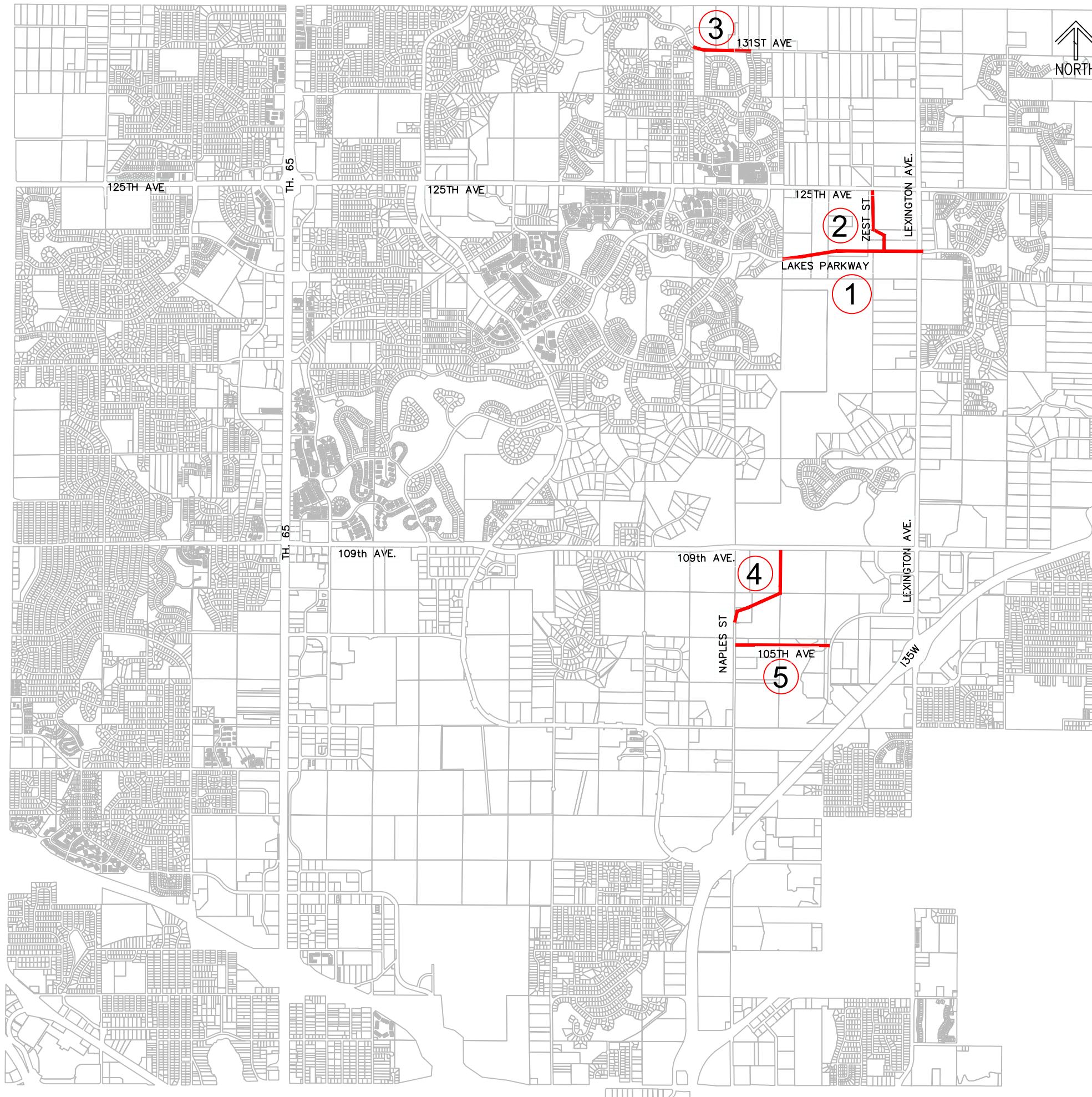
Financial Impact

Staff will review the funding options available for each of these extensions. Many of these roadways are identified as State Aid corridors and would be eligible for State Aid funds to construct the street portion, but they would compete for funds with the city's other State Aid system street projects. Other road extensions could be assessed to the benefitting properties. Another option is a combination where the city would pay for any additional width required for the road and the property owner/developer would be assessed or pay for a typical road.

The utility portion of these projects would either be funded with city's existing utility enterprise funds, assessed to the benefitting properties. As utility projects, there is the potential that they be paid for with the American Rescue Plan (ARP) funds.

Staff Recommendation

Discuss if these roadway connections or extensions should be constructed ahead of or with development and with what level of city participation.



ROAD EXTENSIONS

CITY OF BLAINE

LEGEND

 ROAD EXTENSION

1. LAKES PARKWAY EXTENSION
2. ZEST STREET EXTENSION
3. 131ST AVE EXTENSION
4. NAPLES STREET EXTENSION
5. 105TH AVE EXTENSION



ENGINEERING DEPARTMENT
10801 Town Square Drive, Blaine, Minnesota 55449
Phone (763) 785-6172

CITY OF BLAINE
ANOKA COUNTY, MINNESOTA
CITY COUNCIL WORKSHOP
Monday, January 10, 2022

6:00PM
Council Chambers
10801 Town Square Drive

CALL TO ORDER

The meeting was called to order by Mayor Sanders at 6:05PM.

ROLL CALL

PRESENT: Mayor Tim Sanders (excused himself from the meeting at 7:00PM), Councilmembers Wes Hovland, Julie Jeppson, Chris Massoglia, Richard Paul, and Jess Robertson.

ABSENT: Councilmember Jason Smith.

Quorum Present.

ALSO PRESENT: City Manager Michelle Wolfe; Community Development Director Erik Thorvig; City Planner Sheila Sellman; Public Works Director Jon Haukaas; Police Chief/Safety Services Manager Brian Podany; Police Officer Travis Hale; Police Officer Trent Bachman; Senior Parks and Recreation Manager Jerome Krieger; Finance Director Joe Huss; City Engineer Dan Schluender; City Attorney Chris Nelson; and Communications Manager Ben Hayle.

3.1 Council Requested Items for Discussion.

None.

3.2 2022 Transportation Project Overview City/County.

City Engineer Schluender explained staff invited a representative from Anoka County to this meeting in order to provide the council with an overview on the proposed 2022 transportation projects that would be completed in the City.

Joe MacPherson, Transportation Division Manager and County Engineer for Anoka County, thanked the council for their time. He discussed the projects that would be completed by the County that were located within Blaine in 2022. He noted this includes a roadway segment along Highway 14 at 125th Avenue. He reviewed how this area would be improved, which

included improvements to the county ditch. He reported Zest would be receiving full access and all underground conduit would be installed for a future signal system. The county wide overlay program was discussed, along with the improvement planned for Lexington Avenue.

Councilmember Massoglia encouraged the county to consider sidewalks for the north side of 125th Avenue. Mr. MacPherson stated pedestrian ramps would be built at the main intersections for future connections. He indicated the city could require future developers to complete sidewalks or trails.

Councilmember Paul discussed how important pedestrian safety was along 125th Avenue given the high speed of traffic. Mr. Schluender explained most of the neighborhoods to the north have sidewalks within their neighborhoods and there was a trail on the south side which created a regional feel.

Councilmember Robertson asked if roundabouts made more sense than more traffic lights, at Harpers or Cloud Drive. Mr. MacPherson stated this was considered. He noted the county has not built a two lane or four lane roundabout yet. He reported this was being considered at Sunset because the traffic volumes were quite high along this roadway. He indicated the roundabout would also assist with slowing traffic.

Councilmember Robertson recommended the county consider installing a pedestrian crosswalk across Lexington Avenue in order to allow people to reach Loch Ness Park.

Councilmember Massoglia commented on how difficult it was to pass through the intersection at TH65 and 109th Avenue. He questioned when the county would consider an overpass for this intersection. Mr. MacPherson reported this was quite a long way out. He discussed the traffic volumes that would have to occur in order to create a grade separation.

Mayor Sanders asked what the county can tell the city about the expansion of 109th Avenue. Mr. MacPherson commented on the plans for 109th Avenue noting plans would be sent to staff for review.

Mayor Sanders thanked Mr. MacPherson for his presentation.

Mr. Schluender discussed the city led projects that would be completed in 2022 which included Davenport Street and 87th Avenue area, Xebec Street and 98th Avenue, 129th Avenue, Radisson Road and 116th Avenue, Radisson Road and Cloud Drive. Staff commented on the neighborhood meetings that have already been held and noted staff would be holding additional meetings with neighborhoods for several of these projects.

Councilmember Hovland questioned if the speed humps on Baltimore and Davenport would remain in place. Mr. Schluender reported staff would be proposing that the speed humps not go back in and staff would see what kind of push back they receive from the neighbors.

Further discussion ensued regarding the stormwater drainage for this neighborhood.

Councilmember Massoglia asked if the city would be installing more of the flashing yellow left turn lights along Radisson Road. Mr. Schluender reported the blinking yellow left turn lights were evaluated and installed by the county. Public Works Director Haukaas reported sight lines were very important when considering flashing yellows.

Councilmember Robertson indicated her road was slated to be replaced in the coming years. She estimated she would be responsible for paying \$20,000+ for her assessment over 15 years. She asked if she could let her neighbors know about this upcoming project and expense. Mr. Schluender reported this project was a proposal at this point and was not finalized. Mr. Haukaas explained the street projects were based on street ratings and indicated the streets would be rated again prior to these projects moving forward and adjustments could be made.

Mayor Sanders suggested an in depth discussion be held regarding the pavement management plan at a future council retreat. Mr. Haukaas reported a future discussion was not planned because the city was at its bandwidth at this time.

Councilmember Paul requested comment on the area by Northtown. Mr. Haukaas explained adjustments would be made in future years and noted these plans were not solidified.

3.3 Road Extensions and Policy Discussions.

Mr. Schluender stated staff has identified several roadway extension or unpaved roads that are key to the city's transportation network. The following roadway corridors have been identified on the city's network as future connections or extensions. The current practice is for the city to wait for development to construct the street improvements with their project(s). Several of the identified road extensions will be difficult for development to construct as they are larger roadways with limited development potential surrounding them. The City has developed to the point where many of these will benefit the larger areas surrounding them or the city transportation network as a whole. He said staff would like to discuss specific corridors including Lakes Parkway Extension - Existing Lakes Parkway to Lexington Avenue, Zest Street Extension - Future Lakes Parkway to 125th Avenue, 131st Avenue - Existing 131st Avenue to Legacy Creek Parkway, Naples Street Extension - Existing Naples Street to 109th Avenue, and 105th Avenue Extension - Naples Street to Pheasant Ridge Drive.

Mr. Schluender explained staff is seeking council feedback to determine if there is a desire to take the lead in construction of these improvements ahead of development and to potentially stimulate development.

Councilmember Jeppson stated based on last week's meeting, she appreciated the information that was provided regarding ARPA funds and suggested these dollars be used for city infrastructure that could spur future development. She supported water and sewer being connected from Lakes Parkway to Lexington Avenue. She hoped that the "parkway" feel would continue through the connection.

Mayor Sanders agreed stating he would like developers to see this as a continuation of The Lakes development.

Councilmember Robertson commented she also believed this made sense. She wanted to see this connection a continuation of the existing parkway with landscaped medians. Mr. Haukaas indicated the water was extended across Lakes Parkway noting sewer extensions would be needed. He reported if the city were to complete this extension it would be the city taking the lead on future development and the city would have to come up with a new assessment policy for the west extension road.

Councilmember Hovland stated he liked the idea of extending Lakes Parkway. He indicated this would give the city the opportunity to control how the area develops. He understood the city would be spending a lot of money up front. He noted the city would have to be careful with how and when to use the ARPA funds. He supported the city working on a new assessment policy.

Mayor Sanders excused himself from the meeting at 7:00PM.

Councilmember Jeppson stated the Naples Street and 105th Avenue extensions were further down the list of importance for her than Lakes Parkway and Zest Street extensions.

Councilmember Massoglia asked what the estimates would be for the cost difference between the city installing the roads versus the developer installing the roads. Mr. Schluender commented on the cost difference and noted a cost share option could be considered.

Councilmember Massoglia inquired if the costs could be assessed to a future developer. Mr. Schluender stated this has been done in the past for water and sewer lines, where connection fees are charged to future developers. He reported the cost for streets cannot be deferred.

Councilmember Massoglia questioned if the city were to install the roadway connections would this provide the city a bargaining chip as to the type of developments that were

pursued. Mr. Schluender commented this would be a tool the city could use. Community Development Director Thorvig stated it would be challenging for the city to wait for development but may work if the city was working in coordination with a developer. He anticipated the Lakes Parkway extension would be easier to develop than the Zest Street extension.

Councilmember Paul commented on the Zest Street and 131st Avenue extensions. He's concerned the residents in these areas were not ready for a project. Mr. Schluender reported the county was proposing to complete 125th this summer. He anticipated the city's project would take longer to pull together and complete. He discussed the parcels that would be needed in order to complete a project along 131st Avenue.

Councilmember Hovland asked if bonding would be required to complete these extensions. Finance Director Huss stated staff would have to further investigate if the water and sewer lines could be deferred. He noted the city did not have other resources available except to bond for these projects. He indicated staff would have to meet with its financial consultant and bond counsel to discuss this further.

Councilmember Robertson stated she only supported Lakes Parkway being extended.

Councilmember Paul questioned if funds could be put away for these projects. Mr. Huss stated the city would need to have an approved project in order to bond for these projects, but noted other funding sources could be explored.

Mr. Haukaas thanked the council for their feedback and noted they would begin working on an assessment policy and would put these extensions into the city's pavement management plan.

3.4 School Zone Safety.

Mr. Schluender stated there have been several accidents this year at or near schools in Blaine involving pedestrians and vehicles. At the council workshop on December 13 council requested that staff prepare an item to discuss school zone safety at and around the schools to see if any improvements can be implemented. Staff reported over the past few years student access to schools has been migrating away from a mostly bus/walker (+/- 85%) and parent drop off/pickup (+/-15%) model. This migration was accelerated based on the last two years of the schools dealing with the variety of learning forums that are being used and more recently a lack of bus drivers. In discussions with one school district the student access model now looks more like bus/walker (+/-15%) and parent drop off/pickup (+/- 85%). This has created an issue with most of the school campuses and the street networks surrounding the schools as neither were designed for that volume of vehicular traffic. Staff has identified several campuses (Johnsville Elementary, Madison Elementary, Northpoint Elementary and

Roosevelt Middle School) that the city should review and discuss what this looks like and some of the impacts it is creating.

Mr. Schluender discussed several actions that staff was looking to implement. Public Works has ordered a number of portable signs with heavy rubber bases to place in designated crosswalks near the schools that say "School - State Law- Stop for Pedestrians in Crosswalk". The plan is to place these out each year in late August prior to the school year beginning as a visual reminder to drivers. They will then be picked up in October before the first snowfall. These are meant to supplement the typical school zone signage. Temporary signage like this keeps the reminder "fresh" each year. The Police Department has increased its education and enforcement activities in and around these and several other school campuses. Most of their activity has been focused on distracted driving and speeding in school zones. The Engineering Department has started an audit of the existing public streets/sidewalk/trails around several of the school campuses to determine if the proper signage and striping are in place and properly located. It was noted staff would be reaching out to these four schools to make them aware of the city's concerns.

Councilmember Hovland asked if schools in other cities were experiencing similar concerns. Mr. Schluender anticipated this was the case.

Councilmember Hovland questioned if the school districts bussing distance policy should be reconsidered. He suggested the schools look to create larger drop off areas given the shift that has occurred.

Councilmember Jeppson thanked staff for looking into this further. She reported she looked forward to hearing ideas from staff and the school district in order to make change happen and to improve school zone safety.

Councilmember Robertson stated she has received calls from angry parents who want to protect their kids. She anticipated that no matter how many signs are put up, there were still people who just did not care. She indicated she did not want the city getting too far into the schools business, but rather wanted the school to address the safety concerns that have been created on their campuses. However, she explained she strongly appreciated all of the efforts from staff and the police department. Mr. Schluender agreed noting the city was only offering suggestions to the school district at this time.

Councilmember Hovland suggested signage establishing the school zones be posted because this would help the police department enforce speed. He stated he would like to hear from the officers regarding the speeding that was occurring in the school zones.

Officer Hale explained speeding was occurring and how people did not always realize that they were entering a school zone then discussed how traffic backups are managed. He

agreed it would be beneficial for staff and the police department to work with the school district to address the city's concerns. He indicated his only concern would be that the schools would continue to challenge the city's ideas.

Councilmember Paul expressed concern with the lack of walking routes to some of the schools. Mr. Schluender reported this was a concern for some of the schools.

3.5 Establishment of Additional Park Use Regulations.

Senior Parks and Recreation Manager Krieger stated staff has been discussing the need for possible additions of park use regulations around other activities currently not covered by city code, such as archery, golfing, camping, fires and waste/litter. It was noted staff reviewed code languages from other communities in order to better understand how to regulate these concerns. Staff explained some sort of language was necessary in order to allow the police department to address staff's concerns. Examples of the additional regulations were reviewed in further detail with the council and staff requested feedback from the council on how to proceed.

Councilmember Hovland questioned when the last time the park use regulations were reviewed. Mr. Krieger stated he did not recall this being done in the past 15 years.

Councilmember Hovland supported the city being flexible and accommodating, while also being able to enforce the rules that were in place. He stated he did not support camping in city parks, but indicated he could support fire rings in certain areas within the parks. He supported the council creating language to address staff's concerns, while also considering a driving range in order to accommodate the golfers in the community.

Councilmember Robertson commented she did not like rules because she was concerned they would not be followed. She indicated she would be able to support code language because it would give the police department the tools they needed to enforce and address staff's concerns. Mr. Krieger stated he understood these concerns, but noted additional code language would assist the police department with addressing people who were continually abusing city parks. Safety Services Manager/Police Chief Podany commented on the minimum language he would need in place to better support his officers.

Councilmember Hovland asked if any of these concerns have been discussed with the park board. Mr. Krieger stated staff brought their concerns to the council prior to discussing these matters with the park board.

Councilmember Hovland commented he would like the park board to review the park use policy to see how some of the concerns could be accommodated in designated areas, such as having a park that has a fire pit that could be used with a permit. He believed this warranted

more discussion in order to find a balance between providing activities and giving the police department the proper tools to enforce concerns.

Councilmember Paul discussed the park use regulations that were already in place, noting this document was very good. He supported the park board reviewing this document. He supported the officers having the proper tools in place to address the concerns that have been raised by staff.

Councilmember Jeppson commented she would not support any ordinance that would disallow camping. She recommended that before this matter goes to the park board that the fire department be involved to provide input on having fire pits in city parks.

Councilmember Hovland concurred with this recommendation. He suggested that the city consider making an area where camping was permitted, versus allowing camping in all city parks.

Councilmember Jeppson asked if camping has been a concern in the city. Police Chief Podany noted there have been concerns on Laddie Lake that required public works cleanup.

Councilmember Robertson recommended this not be brought to the park board for further consideration at this time because again, she did not want the council making more rules that would be difficult for the city to enforce.

Councilmember Jeppson commented if staff believed the concerns were egregious enough that it warranted an ordinance, then staff should report back to the council with an ordinance.

Councilmember Hovland agreed with this recommendation.

Mr. Krieger thanked the council for their feedback.

3.6 Archery Ranges.

Police Chief Podany stated staff met recently as part of overall city code review and focused on archery ranges. After discussion staff is recommending amending the ordinance and removing Sec. 50-115(b) that would clarify archery range permits will no longer be issued. There currently are no approved ranges in the city and because any type of arrow used would travel too far to safely be able to issue a permit, staff recommends removing ranges code. An indoor range would be allowed with no permitting and an outdoor practice-only range could be allowed with no permitting as long as the arrow is not point tipped (safety tips/rubber) and used for practice only with an appropriate target/backstop - this amendment would only affect arrows defined under the deadly weapon definition. Staff recalls very few requests over the years for this type of activity so there does not seem to be much of a demand for a

range and this proposed amendment would clean up the code. Staff reviewed the code amendment in detail with the council and requested feedback.

City Manager Wolfe reported the current city code language was confusing to staff and police officers which was why this item was brought to the council for consideration.

Councilmember Hovland reported Arden Hills and Coon Rapids both have archery ranges. He asked if Blaine could have an archery range attached to the gun club. He indicated he had concerns with allowing residents to have archery ranges in their backyards. He commented the only other area in Blaine that may be able to accommodate an archery range would be the National Sports Center.

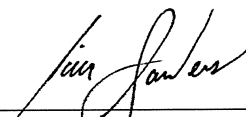
Ms. Wolfe commented at this time she was recommending the language that states the city manager may issues permits be omitted from the ordinance.

Councilmember Jeppson supported this recommendation.

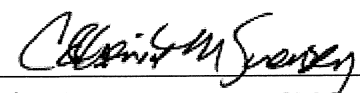
Council consensus was to direct staff to bring this change forward.

The Workshop was adjourned at 8:45PM.

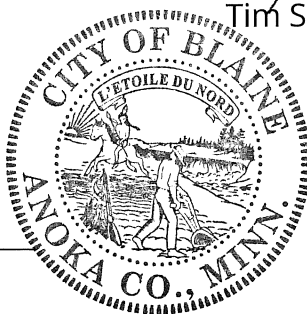
ATTEST:



Tim Sanders, Mayor



Catherine Sorensen, CMC, City Clerk
Submitted by Minute Maker Secretarial





City of Blaine Anoka County, Minnesota Text File

Blaine City Hall
10801 Town Sq Dr NE
Blaine MN 55449

File Number: WS 22-083

Agenda Date: 7/18/2022

Version: 1

Status: Agenda Ready

In Control: City Council Workshop

File Type: Workshop Item

Agenda Number: 3-2

Workshop Item - *Sheila Sellman, City Planner*

Title

125th Avenue and Lexington Avenue Concept Plan

Background

The subject site is located at the southwest corner of Lexington and 125th Avenue consisting of about 37 acres (27 acres on the corner and 10 acres adjacent).

As part of the City Council visioning discussions in early 2021, this area was included and identified as a priority development area. The Council recognized the need to be more proactive in future development to ensure it is consistent with the vision of the community. A new zoning district was created for this area known as B-5 (Town Commercial), the site was rezoned to B-5, and a comprehensive land use amendment was approved for PC (Planned Commercial) in August 2021.

The intent of the B-5 district is to accomplish the following:

- (a) To promote a planned environment for integrated commercial uses which feature design continuity. A development shall reflect a common theme using compatible architectural design and consistency in signage, landscaping, and lighting.
- (b) To encourage orderly development of property.
- (c) To provide opportunity for greater flexibility in arranging land uses according to relative compatibility, convenience, and community needs.
- (d) To encourage patterns of development in harmony with the objectives of the City's Comprehensive Plan.
- (e) To encourage more attractive and enduring business neighborhoods.
- (f) To encourage development compatible with the environmental values of the area and to preserve natural vegetation, wetlands, natural topography, and other such features of the District.
- (g) To accommodate uses requiring access to major highways.
- (h) To provide a uniform set of standards to be applied equally to all owners and developers in this District.

This district has permitted, conditional, and accessory uses along with a list of prohibited uses. The prohibited uses include (1) Pawn shops (2) Residential including memory care and assisted living facilities (3) Event centers (4) Tobacco/vape shops (5) Auto repair

and service (6) Car washes (7) Gas/convenience stores.

The submitted concept plan for discussion includes commercial/retail uses along Lexington Avenue and 125th Avenue, and two apartments on the interior of the development on the west side of the proposed Zest Street extension. This concept is proposed by three partnerships. HJ Development will develop the 27-acre commercial piece, Thompkins Development LLC will develop 10.3 acres with apartments and Enclave will own and manage the apartments.

The developer is seeking overall feedback on the concept plan and specifically on the following:

1. Proposed Uses - The concept plan shows a small grocer, two retail strip centers, a daycare and restaurant with a drive-thru. **Note these are all conceptual at the time and the developer has no commitments.** These are all permitted or conditional uses in the B-5 district except for the daycare. In addition to the commercial uses two apartment buildings are shown on the west side of the Zest Street extension. Residential is listed as a prohibited use in this zoning district. The PC (Planned Commercial) land use designation identifies commercial, retail and office use as part of a master planned development. The properties to the west are zoned FR (Farm Residential) and guided LDR (Low Density Residential) which is 2.5-6 units/acre.
2. Wetland Impacts - The corner lot is about 27 acres and approximately 18 acres are buildable based on the wetland boundaries identified in the wetland delineation. The developer had indicated there may be a need for the EDA to reduce the cost of wetland credits, however its too early in the analysis process to understand the full geographical and financial impacts. If the project moves further along, there may be discussion with the EDA/City Council regarding wetland credit costs.
3. Extension of Zest Street and Lakes Parkway - At the January 10, 2022 workshop, the City Council discussed various road connections that may be funded entirely or partially by the City either concurrently or ahead of development. Minutes from that meeting are included. The City Council was generally supportive of looking at construction of Lakes Parkway and Zest Street to help spur development and provide additional roadway connections within the City.

Typically, public roads are constructed by the developer, however in this situation, there are unique considerations given the length of roadway to be constructed that is not directly part of the proposed development. The Developer has asked if the City would participate financially in the construction of the extension of Zest Street to Lakes Parkway to Lexington Avenue (see attached map). The longer extension of Lakes Parkway to Lexington Avenue will be discussed with a residential concept at the August 15, 2022 workshop.

The Developer's engineer has estimated the cost of Lakes Parkway to be

\$1,225,800 and Zest Street to be \$721,925. Staff does not believe the cost estimates incorporate two new signals at Lakes Parkway/Lexington Avenue and Zest Street/125th Avenue, nor sewer and/or water. As such, the cost is anticipated to be higher.

Currently staff is seeking direction from the City Council whether there is interest to financially assist in the construction of either or both roads. If so, staff will work with the Developer's engineer to revise estimates. Staff will also review the funding options available for each of these extensions. These roadways are identified as State Aid corridors and would be eligible for State Aid funds to construct the street portion, but they would compete for funds with the City's other State Aid system street projects.

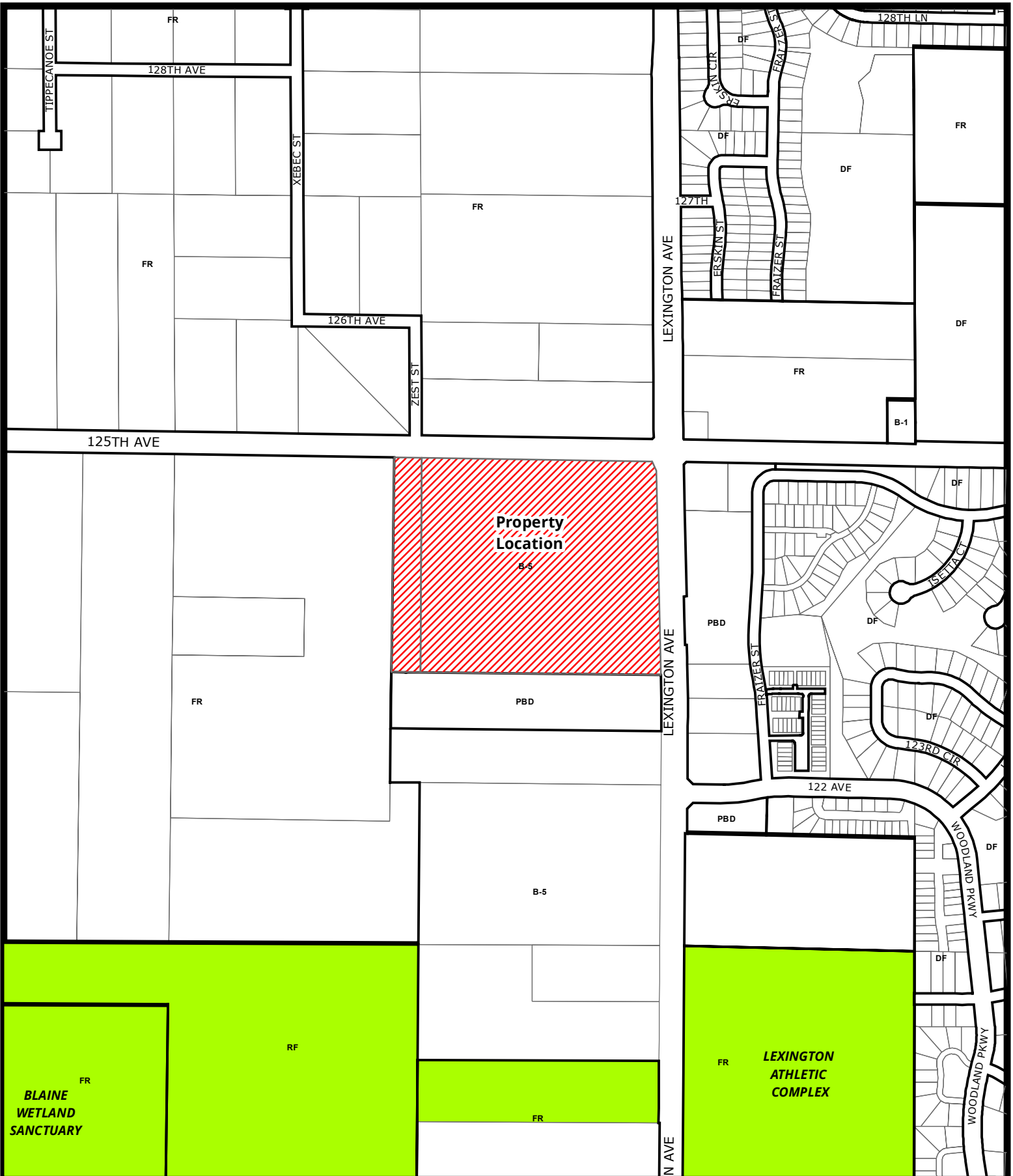
The utility portion of these projects would either be funded with the City's existing utility enterprise funds or assessed to the benefitting properties.

Staff Recommendation

Discuss and provide feedback on the apartment use and roadway extensions.

Attachment List

Location Map
Narratives
Concept Plans
Road Responsibility Map
January 10, 2022, Workshop Minutes

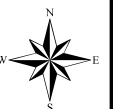


125th Ave / Lexington Ave Commercial Proposal



BlaineMN.gov

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





Sheila Sellman
ssellman@BlaineMN.gov
City Planner
City Of Blaine

Plymouth based HJ Development, LLP (HJ) is proposing to develop approximately 27 acres of commercial property located in the SW corner of 125th Ave NE and Lexington Ave NE immediately east of planned single and multi-family residential projects. A conceptual plan depicting HJ's vision for the site is enclosed. HJ has worked in concert with the residential developer to come up with a cohesive plan.

Of the 27 acres approximately 18 is buildable with the balance being made up of wetlands. A wetland delineation has been completed for the property and the boundaries of the wetlands are depicted on the enclosed plan along with the impacts this plan would require. HJ is interested in learning about any city assistance for wetland impacts that may potentially be available to assist in developing the site given its wetland heavy condition today.

Uses envisioned for the commercial site include a grocery store, multi-tenant retail strip centers, a daycare and a free-standing restaurant with drive thru. Other uses that have expressed interest in the property are automated tube style car washes and C-Stores but those have thus far been left off of the plan based on the in-place zoning and conversations that have been had with city staff and council members.

Architectural elevations have not yet been created for the property and thus are not included in this submittal.

We are seeking feedback from city staff and council on the proposed concept site plan plan as we begin our marketing program for the property.

We look forward to further discussing the project with you and your team in the near future.

Warm Regards

Chris Moe
Principal
HJ Development, LLP



**TOMPKINS DEVELOPMENT LLC
HOMER TOMPKINS**

PO BOX 293, MARINE ON ST CROIX, MN 55047

830 - 431 - 3124 | HOMERT.507@GMAIL.COM

July 8, 2022

Sheila Sellman
ssellman@BlaineMN.gov
City Planner
Cit of Blaine

RE: 10.3 acres of the 37.5 acre commercial corner 125th and Lexington

Enclosed is a concept plan proposed for the extension of Zest Ave showing the available usable land on the West side of Zest extension consisting of 10.3 acre gross and 6,9 acres net. We are requesting the City consider allowing apartments to be built on this site to compliment the retail development being proposed by Chris Moe. I have an apartment builder, Enclave Companies who will be present at our Council Workshop to describe who they are and their working relationship with various Cities in the metroplex. Under separate cover from Brian Bochman with their firm you will be receiving information to include with Chris's presentation of 27.2 acre of retail east of the Zest Extension.

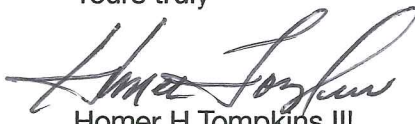
In our agreement with Enclave Companies they will be paying 25% of the costs to extend Zest and I will be paying 75% of the costs. Because Chris needs more time to close his purchase, then we would we intend to make Zest extension a part of any preliminary plat approval with Chris agreeing to reimburse us 50% of his share when he moves forward with his development.

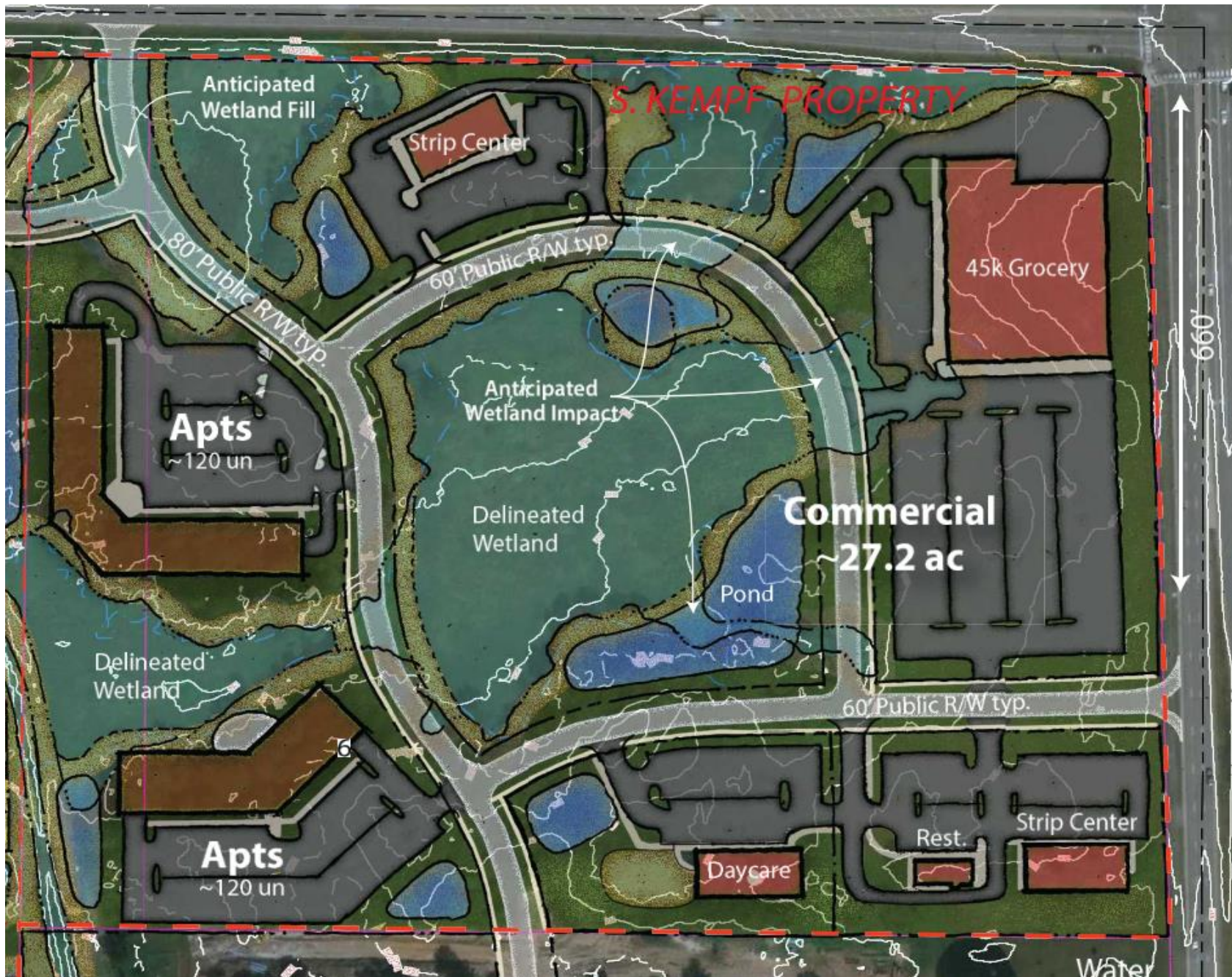
I feel its important for the long term success of the commercial corner to get this road built as soon as possible.

I did not restate any of my personal development experience as I described that in my July 1st letter regarding the 80 acre parcel now rescheduled for August 15th.

We look forward to further discussing with you and the Council their interest in our development plan.

Yours truly

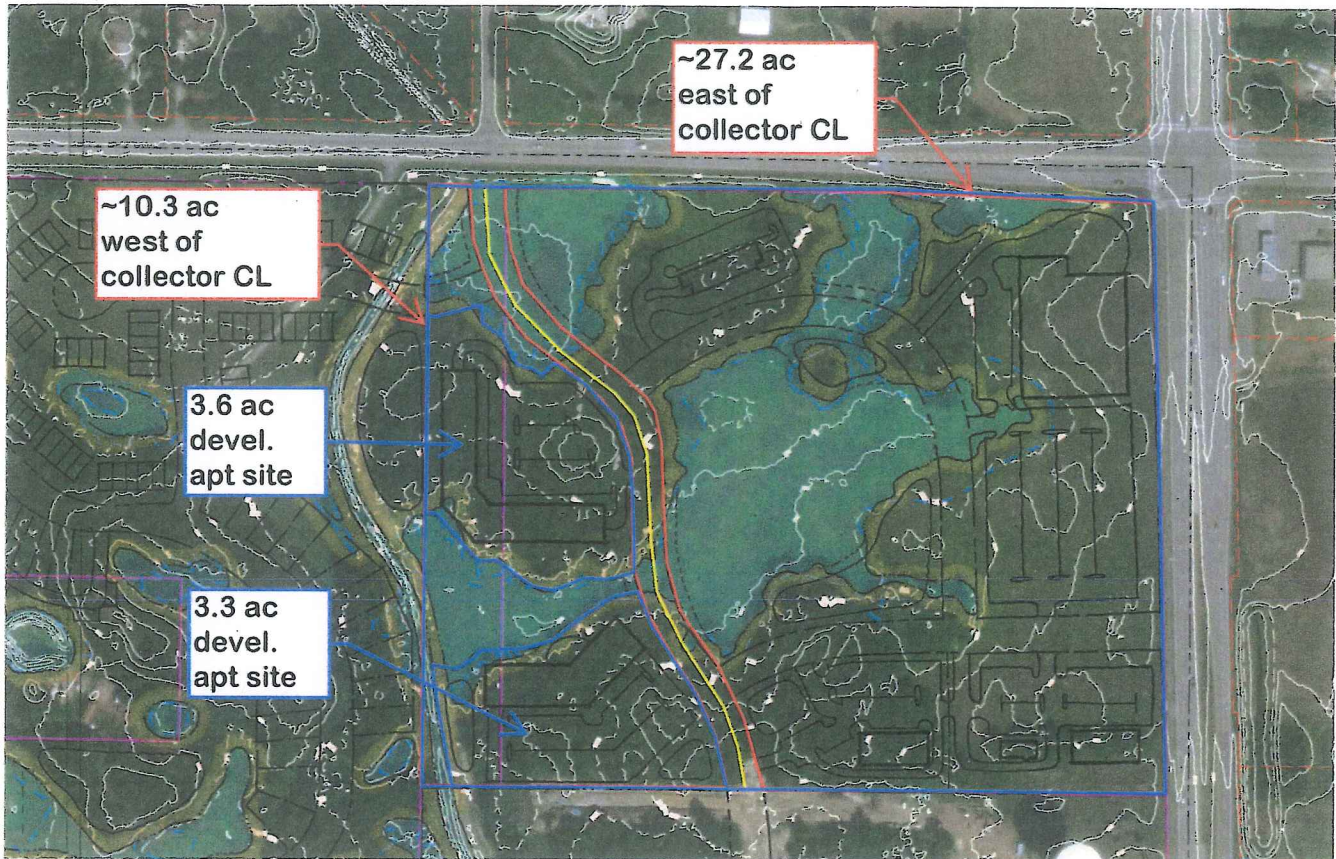

Homer H Tompkins III
Tompkins Development LLC

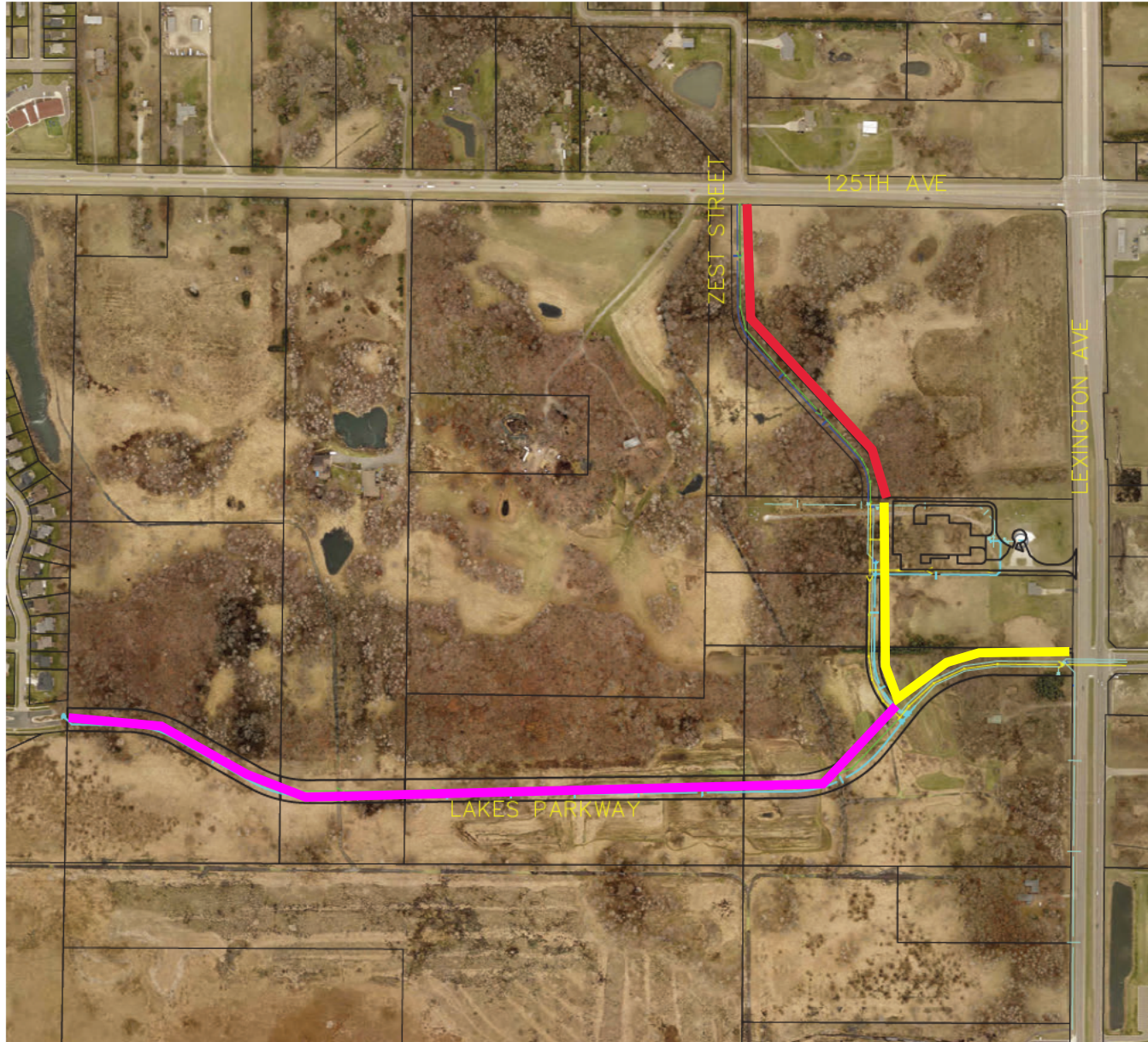


From: Cory Meyer Cory.Meyer@westwoodps.com
Subject: Snip & Sketch
Date: May 26, 2022 at 12:22 PM
To: Homer Tompkins homert.507@gmail.com



Sent from [Mail](#) for Windows





ROAD EXTENSIONS LAKES PKWY/ZEST ST EXTENSIONS

LEGEND

- EXISTING WATER MAIN
- EXISTING SANITARY SEWER
- PROPOSED WATER MAIN
- PROPOSED SANITARY

- Developer Constructed
- City/Developer Constructed
- City/Developer Constructed



ENGINEERING DEPARTMENT
10801 Town Square Drive, Blaine, Minnesota 55449
Phone (763) 785-6172

CITY OF BLAINE
ANOKA COUNTY, MINNESOTA
CITY COUNCIL WORKSHOP
Monday, July 18, 2022

6:00PM
Council Chambers
10801 Town Square Drive

CALL TO ORDER

The meeting was called to order by Mayor Sanders at 6:00PM.

ROLL CALL

PRESENT: Mayor Tim Sanders, Councilmembers Julie Jeppson, Chris Massoglia, Tom Newland, Richard Paul, and Jess Robertson.

ABSENT: Councilmember Wes Hovland.

Quorum Present.

ALSO PRESENT: City Manager Michelle Wolfe; Community Development Director Erik Thorvig; City Planner Sheila Sellman; Police Chief/Safety Services Manager Brian Podany; Deputy Finance Director Ali Bong; City Engineer Dan Schluender; City Attorney Chris Nelson; Communications Manager Ben Hayle; Budget/Fiscal Analyst Ward Brown; Finance Analyst Jenna Trittin; and City Clerk Catherine Sorensen.

3.1 Rainbow Village Apartment Proposal.

Community Development Director Thorvig stated in 2021, Roers Companies presented a development proposal for the Rainbow Village shopping center at 551 87th Avenue. The development proposal presented in 2021 included demolition of the former Rainbow grocery store and construction of 250 units of multi-family housing. The new owner of the strip center was also proposing aesthetic upgrades to the exterior of the center including new building elevations, site signage, lighting, and landscape upgrades. The development plan included a request for tax increment financing (TIF) to off-set redevelopment costs and allow for the rent structure of the building to be slightly less than market-rate and target rent levels for those making 70% of the area median income, or approximately \$82,740 for a family of four.

Mr. Thorvig provided the Council with further information on this project and how it has evolved over the past year. He stated the property owner has been patiently waiting to bring a proposal forward until the Northtown plan was finalized. It was noted Roers is still interested

in developing a four story 220-unit multi-family project on the site. The site plan and project has changed since the discussions in 2021. These differences were discussed in further detail with the Council along with the proposed TIF request for the project. It was noted Baker Tilley had completed an analysis on the project showing \$9.3 million in TIF could be generated from this project, depending on the term of the TIF district. The rent structure for the project was reviewed and staff explained Roers was seeking \$7.5 million in TIF. Staff commented further on the project and requested feedback from the Council on how to proceed.

Shane Lafay, Roers Companies, thanked the Council for their time. He reported this development was originally proposed to have an affordability component. He explained in the past year this has changed and he was now proposing to construct a 100% market rate apartment complex. He reviewed the proposed rent levels in further detail with the Council. He described how the proposed rent levels may grow over time as the Northtown Mall area redevelops. He commented further on the proposed project and requested comments from the City Council.

Councilmember Newland questioned how much of the Northtown Mall redevelopment area was proposed to be high density housing. Mr. Thorvig reported changing the regulations for this area was being reviewed and noted staff does not have an exact percentage that would be set aside for high density housing.

Councilmember Newland stated he was concerned about having the high-density apartment complex right next to single family residential homes. He recommended a buffer with trees be put in place between the two properties given the substantial size of the apartment structure. He indicated he could support the rezoning of this property.

Councilmember Robertson explained one of the themes in the study was that this was a complicated area. She recalled the Council discussing easing in the higher density from the south side of the project. She commented while she liked this project, she did have concerns with how the neighborhood would respond to this apartment complex but noted she also valued the project the developer was bringing to the table.

Mayor Sanders questioned how much higher this building was proposed to be than Rainbow Foods. Mr. Lafay reported the apartment building would be approximately 45 feet in height and he estimated the current building was 25 to 30 feet high. He discussed the ways in which he had worked to soften the building from the adjacent residential homes, noting a berm was in place.

Councilmember Paul explained he wanted to know more about how the neighborhood would be included in this project. Mr. Thorvig stated if Roers Companies were to submit plans, a neighborhood meeting would be held. He commented in this instance the applicant may want to hold this meeting prior to submitting plans to the City. He indicated he would be curious to

see what the neighborhood thinks about the plans because what was in place at this time was crime ridden. He noted this could be a positive change.

Mr. Lafay discussed the neighborhood meetings that were held for the apartment complex constructed in Fridley near the Holly Center, noting two meetings were held with the neighbors in order to receive feedback. The main concerns that were raised were with the trees and fencing remaining in place.

Councilmember Jeppson indicated she supported the rezoning and having high density residential in this area. She reported the City did need apartments and she was excited to see a developer willing to redevelop this blighted area. She believed this was a good project. She anticipated the City would be asked for TIF no matter what comes to this site. She explained \$7.5 million was too high of an ask for this project and encouraged the developer to reconsider their numbers. She anticipated the main concerns that would come from the neighbors would be lighting and the parking lot.

Mayor Sanders stated entrances and exits have been considered. He noted the adjacent neighborhood would not want to see an influx of traffic and he appreciated how the traffic would flow in and out of this site. Mr. Thorvig reported the plans submitted would have zero traffic impact on the adjacent residents.

Councilmember Newland asked if the existing berm and trees would remain in place. Mr. Lafay stated it would be his intent to keep the berm and trees in place.

Councilmember Massoglia thanked Roers Companies for being willing to work with the adjacent residents to address their concerns. He stated in general he didn't like four story apartment buildings next to residential homes as did not believe this was the proper transition and perhaps townhomes should be considered for this site. He was concerned it would be a mistake to put high density on this property.

Mayor Sanders questioned what this project would bring to the property and surrounding area. Mr. Lafay stated he participated in the Northtown Mall area study and discussed how high-density residential developments would bring more vibrancy to the area. He was of the opinion housing was the best option for this property.

Councilmember Robertson stated she was not opposed to rezoning the property to high density but explained she also wanted to protect the long-time Blaine residents that lived adjacent to the proposed development.

Mayor Sanders indicated this was a higher crime area that the Blaine Police Department would like to see addressed. He noted one property had been vacant for six years while the other had been vacant for eight years.

Councilmember Jeppson discussed how the Northtown Mall area would redevelop over a long period of time and not all at once. She encouraged the Council to consider if this development fit into the overall concept for the Northtown area.

Mr. Thorvig thanked the Council for their feedback and asked for further comments regarding the TIF portion of this project.

Councilmember Massoglia stated he would not support TIF being used for any housing project in Blaine. He encouraged the developer to reconsider their rental rates in order to cover their costs.

Councilmember Newland asked if this would be a new TIF district. Mr. Thorvig reported this was the case.

Further discussion ensued regarding how property values within the Northtown area would be increasing over time and how this would assist with raising rental rates for the proposed project, while also assisting with paying off the TIF request in a shorter amount of time.

Mayor Sanders stated he supported this project, along with the rezoning of this property to high density. He believed this was a good project for this area stating this project would bring vibrancy to this area. He recommended the TIF request not be more than 10% of the project, noting this has been the amount considered in the past.

Mr. Thorvig stated he could work with Baker Tily and could come back to the Council with different TIF scenarios for this project.

3.2 125th Avenue and Lexington Avenue Concept Plan.

City Planner Sellman stated the subject site is located at the southwest corner of Lexington and 125th Avenue consisting of about 37 acres (27 acres on the corner and 10 acres adjacent). As part of the City Council visioning discussions in early 2021, this area was included and identified as a priority development area. The Council recognized the need to be more proactive in future development to ensure it is consistent with the vision of the community. A new zoning district was created for this area known as B-5 (Town Commercial), the site was rezoned to B-5, and a comprehensive land use amendment was approved for PC (Planned Commercial) in August 2021.

Ms. Sellman explained the submitted concept plan for discussion includes commercial/retail uses along Lexington Avenue and 125th Avenue, and two apartments on the interior of the development on the west side of the proposed Zest Street extension. This concept is proposed by three partnerships. HJ Development will develop the 27-acre commercial piece, Thompkins Development LLC will develop 10.3 acres with apartments and Enclave will own

and manage the apartments. Staff commented further on the proposed project and requested feedback from the Council on the apartments and roadway extensions.

Chris Moe, HJ Development, introduced himself to the Council noting he had completed several developments in Blaine. He explained he has been working with Mayor Sanders and Councilmember Robertson to find an area where he could bring a new commercial development to Blaine. He introduced the project to the Council and stated he appreciated the City's big vision for this area. He reported the apartments included in the project would assist with driving the proposed commercial.

Mayor Sanders thanked the developers for their interest in Blaine. He stated this was a critical property for expanding the City and he believed a grocery store would be a great fit as well as the apartments. He recommended more high-quality restaurants be considered and suggested walking paths through the wetland be constructed to allow the apartment residents to be able to walk to shopping or restaurants.

Councilmember Jeppson supported the City completing the road in order to attract development.

Mr. Moe discussed how completing the infrastructure would assist with attracting commercial development in this area.

Mayor Sanders requested staff pursue grants for this infrastructure in order to assist the City with this expense.

Councilmember Robertson commented this was a challenging piece of property and she supported the proposed development. She indicated her only concern with the apartment complex was with the building height and size. She encouraged the developer to reconsider the unit count for the apartment building. She supported the development having more standalone restaurant space and recommended the daycare be turned into another use.

Councilmember Massoglia stated he liked the mixed uses within this development. He understood residents were concerned about the overall density in this area, noting there was little room at the schools and parks in this area. He commented his only concern was how this area would be impacted if additional high density were located on the adjacent corner. Mr. Thorvig commented there may be some merit this and staff could speak to the Metropolitan Council regarding this matter.

Councilmember Newland indicated he supported the proposed development, especially if it included a grocery store. He asked what the City had in mind for controlling the access points onto the major streets. City Engineer Schluender commented on the entrance points and noted the City had had conversations with Anoka County. He explained a signal had been

confirmed at Zest Street and the City would have to work with the County on spacing of the right-ins and right-outs.

Councilmember Jeppson understood this was a concept plan. She discussed how the large buildings along Highway 65 served a great purpose but were not aesthetically pleasing. She encouraged the developer to construct buildings at Main Street and Lexington Avenue that were attractive.

Councilmember Paul stated he believed this was a very good concept plan.

Mayor Sanders commented this could become a destination area with the right amount of creativity and with the proper plan. He anticipated the development at this intersection would draw residents from Ham Lake and Lino Lakes for shopping and dining.

Brian Bochman, Enclave, introduced himself to the Council noting his business was based out of North Dakota and St. Louis Park. He reported he currently has 17 projects underway in the metro area. He discussed how exciting this intersection was given the traffic counts. He stated this was a multi-family friendly development given how spaced out the adjacent neighborhoods were. He explained he was excited to be a part of this project and thanked the Council for their input.

Councilmember Massoglia asked if any parks would be constructed within this development. Brian Bochman, Enclave stated this would be difficult given the number of wetlands in the area.

Mayor Sanders thanked the developers for coming forward and presenting their concept plan in further detail to the City Council.

3.3 Introduction of the 2023 Preliminary Budget.

Deputy Finance Director Bong presented core background information related to the 2023 preliminary budget to the Council in order to prepare for small group discussions which will be hosted late July and early August of the calendar year. She discussed the growth that was occurring with revenues and commented on how this was positively impacting the City. She commended the Council for their efforts over the years, noting the City was continuing to grow and asked for comments or questions on the preliminary budget.

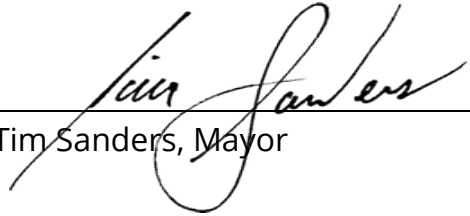
Councilmember Massoglia stated he would like to see what areas of the budget could be reduced versus assuming all areas will continue going into 2023.

Mayor Sanders thanked Ms. Bong for her presentation and stated he looked forward to further discussing the 2023 budget in August. He encouraged the Council to reach out to Ms. Bong with questions regarding the budget.

4. Other Business

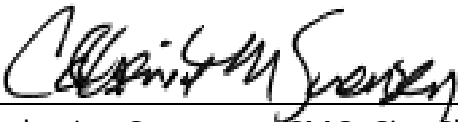
None.

The Workshop was adjourned at 7:24PM.



Tim Sanders, Mayor

ATTEST:



Catherine Sorensen, CMC, City Clerk
Submitted by Minute Maker Secretarial





City of Blaine Staff Report

File Number: 2023-216

Agenda Date

June 5, 2023

Status

In Control

City Council

File Type

Workshop Item

New Business - Jerome Krieger, Sr. Recreation Manager

Agenda Item # 2.3

Lakeside Commons Beach and Blaine Festival Update

Background

Staff will present an update on the Lakeside Commons Beach season and the upcoming Blaine Festival events and activities.

Staff Recommendation

Informational

Questions for Council

Attachment List

1. Blaine Festival Parade Map Printout

Blaine Festival Parade Map



BlaineMN.gov

N



Parade Start

Check in Area

All Parade Participants
Except Bands Enter at
Paul Parkway

Band Buses
Enter at 117th Ave.

Parade End-
Float Tear
Down

Madison Elem.
School

0 0.5 Miles

1:22,000

-  First Aid
-  Restroom
-  Information Booth
-  Enter Road
-  Parade Route



City of Blaine Staff Report

File Number: 2023-225

Agenda Date	Status
June 5, 2023	
In Control	File Type
City Council	Workshop Item

New Business - Brian Podany, Safety Services Manager/Police Chief

Agenda Item # 2.4

UAS (Unmanned Aircraft System) Overview

Background

The Police Department is interested in acquiring an Unmanned Aircraft System (UAS) system to enhance public safety within the City. The UAS would be used for a multitude of things, including searching for missing persons, suspects who have fled scenes, and providing aerial video coverage of special events and security risk incidents or locations (including sporting tournaments and Lakeside Commons beach/park).

UAS technology has become increasingly common in public safety and there are other neighboring agencies within Anoka County with UAS programs. The department has adequate forfeiture funds to cover purchase and implementation costs of the program. Although the financial cost does not require City Council approval, the Police Department wants to educate the Council on the program and related use, including covering any privacy/data concerns.

The Department has pulled the item from previous years' budget requests, but with the continued increase in events and incidents for UAS utilization, the Department is interested in moving forward with this program now.

Staff Recommendation

Staff will provide an overview and answer questions or concerns of the Council but has no formal request beyond program support.

Questions for Council

Informational

Attachment List

1. UAS Overview



UAS Overview

Blaine Police Department

Unmanned Aerial System (UAS)



- ▶ Commonly referred to as “Drones”
- ▶ What it is:
 - ▶ Tool to effectively locate missing persons, fleeing/hiding suspects, evidence/contraband, compliment to K9 team.
 - ▶ Overview security of large events (3M Open, etc.)
 - ▶ Pre-event threat assessment/planning aid.
- ▶ What it is NOT:
 - ▶ Random surveillance tool to monitor private citizens
 - ▶ UAS Policy expressly limits use to a specific list of circumstances (per state law).



Intended Uses



Outside of a search warrant (judicial order), state law limits use to these nine circumstances:

1. During or in aftermath of emergency situation/natural disaster
2. Over public event where heightened risk of safety exists.
3. To counter the risk of terrorist attack by specific individual/organization.
4. Prevent loss of life/property in man-made disasters and facilitate operational planning, rescue, and recovery operations
5. Conduct threat assessment in anticipation of a specific event.
6. Collect information from a public area if reasonable suspicion of criminal activity.
7. Collect information for crash reconstruction after serious or deadly accidents
8. Over public area for training or public relations purposes.
9. For purposes unrelated to law enforcement at the request of a government entity.

Blaine UAS Incidents



- ▶ Blaine made 25 requests for a UAS from other agencies in 2022
 - ▶ 6 incidents involving suspects with firearms / dangerous weapons
 - ▶ 4 missing persons / attempts to locate lost children
 - ▶ 14 locate suspects who fled on foot
- ▶ In 2021 Blaine made 27 requests for UAS from other agencies.
 - ▶ 12 incidents involving assaults or weapons
 - ▶ 6 incidents involving missing persons / locate lost children
 - ▶ 2 shootings
 - ▶ October - Suspect firing at officers with his exact location unknown – County UAS ordered but took 26 minutes to respond to the scene.
 - ▶ December – Burglary suspect shot homeowner in the leg and fled on foot.
- ▶ In comparison
 - ▶ Anoka County had 61 deployments of their UAS in 2021
 - ▶ Coon Rapids had 36 in 2021 and 70 in 2022 (28 were training)
- ▶ In several Blaine incidents, the UAS was cancelled due to it not arriving in time – the outside agency operator was tied up on another incident or coming from great distance away.

Regulation

- ▶ Minnesota Statute
 - ▶ Provides 9 warrantless uses of UAS
 - ▶ UAS Data (Photos/video) deleted unless part of criminal investigation.
- ▶ Blaine Police Department Policy 606
 - ▶ Adopts statute approved uses and further restricts conduct.
- ▶ MN BCA reporting
 - ▶ Simple Annual report completed by Agency UAS Program Coordinator
 - ▶ Tracking forms already available in our current report system.
- ▶ FAA Regulations
 - ▶ All Operators would be "Part 107" Certified Drone Pilots
 - ▶ Training by our vendor with testing at Blaine Airport.



UAV Agency Data Collection Form
Minnesota Statutes §626.19

BCA
Bureau of Criminal Apprehension

Please fill out this form as completely as possible.

Agency Information

Name of Law Enforcement Agency	Originating Agency Identifier (ORI)
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UAV Program Data for Calendar Year

Calendar Year of Submission	Cost of UAV Program for Calendar Year	Number of Times UAVs Deployed Without Warrant
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Uses of UAVs Without Warrant

For each deployment of a UAV without a search warrant, provide the following on the second page of this form:

- date of the deployment
- statutory reason for the deployment

If you require space for additional entries, submit additional copies of this form.

The reasons for a UAV deployment without a search warrant allowed by statute are provided below:

Reason Code	Reason
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#	Deployment Date	Reason Code	#	Deployment Date	Reason Code	#	Deployment Date	Reason Code	#	Deployment Date	Reason Code
1		Select	26		Select	51		Select	76		Select
2		Select	27		Select	52		Select	77		Select
3		Select	28		Select	53		Select	78		Select
4		Select	29		Select	54		Select	79		Select
5		Select	30		Select	55		Select	80		Select
6		Select	31		Select	56		Select	81		Select

Capabilities



- ▶ DJI Matrice M30T Enterprise Drone
 - ▶ 45 minute flight time
 - ▶ 36x zoom camera – ability to see details from greater heights
 - ▶ Important to not only see a person, but to be able to identify them and/or weapons.
 - ▶ Of the four UAS units we tested, this was the only camera to be able to see clear detail from standard operating heights (200ft – reading license plates or a wrist watch!)
 - ▶ Thermal Camera
 - ▶ Infrared Camera – ability to see in low-light
 - ▶ Spotlight – illuminate a scene or use it to direct ground personnel
 - ▶ Loudspeaker – make announcements or give commands from a safe distance.



Costs

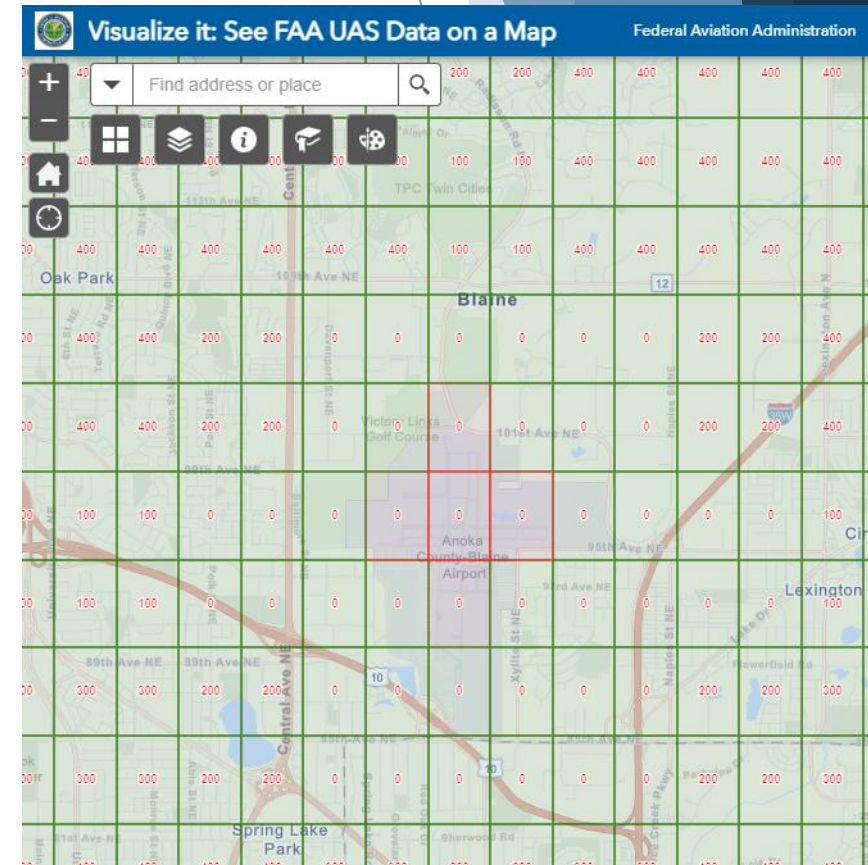


- ▶ DJI Matrice M30T Enterprise Drone - \$20,042.00
 - ▶ Includes batteries, controller, speaker, spotlight, and case.
 - ▶ Compare with ACSO DJI M300 (An older generation) for \$36,300
 - ▶ Optional Responder Cast live-streaming: \$750/year
- ▶ Operator Training
 - ▶ \$200/operator for FAA licensing/certification class through vendor
 - ▶ \$175/operator FAA Certification Test – at Blaine airport testing center
 - ▶ Free online FAA training every two years to keep Part 107 License current.
 - ▶ Vendor provides flight training/familiarization with the equipment at no cost.
- ▶ Recurring Expenses
 - ▶ Batteries – Six at \$329/each (two required per-flight) – Annual Replacement

Airport Cooperation



- ▶ UAS-integrated/GPS based maps ensure compliance with airport altitude and airspace requirements.
- ▶ Operator's instantly obtain flight authorizations from the tower through a phone app or direct contact (phone).
 - ▶ Establish an ongoing working relationship with the Blaine Airport
- ▶ In emergency situations, tower can suspend or redirect air traffic to permit operation outside of standard restrictions.
- ▶ The vendor already has agreements in place with numerous airports, including Anoka County Blaine Airport.
- ▶ A written authorization can be submitted to the UAS manufacturer to "unlock" the drone's capabilities even further as a public safety agency.



Implementation



- ▶ Required Public Comment Period
 - ▶ Opportunity for public comment prior to purchase or use of UAS.
 - ▶ At a minimum – must accept public comments by email or mail.
 - ▶ Must provide opportunity for public comment at a regularly scheduled Council meeting.
- ▶ Purchase and Licensing
 - ▶ Vendor generally has the M30T and accessories in stock in Plymouth.
 - ▶ Select Officers who will be Operators and schedule training. (approx. 8-10)
 - ▶ Testing at Blaine Airport.

Thank You

► Questions?





City of Blaine Staff Report

File Number: 2023-231

Agenda Date

June 5, 2023

Status

In Control

City Council

File Type

Workshop Item

New Business - Erik Thorvig, Community Development Director

Agenda Item # 2.5

Closed Session Pursuant to MN Statute 13D.05(3)(c)(3) - Property Acquisitions Related to 105th Avenue Development Area

Executive Summary

Background

Staff will present information on the property acquisition plan for the 105th Avenue Redevelopment Area based on recent discussions with property owners since the last closed session on May 15. Confidential information will be provided to the City Council prior to the meeting.

Strategic Plan Relationship

Board/Commission Review

Financial Impact

Public Outreach/Input

Staff Recommendation

Attachment List

None