City of Blaine
City Council Workshop

January 8, 2024 | 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. **Roll Call**
3. **New Business**

3.1. 2024-018 Closed Session Pursuant to MN Statute 13D.05 Subd. 3(b) - Discuss Active Litigation with Blaine Atlantic, LLC
Sponsors: Erik Thorvig, Community Development Director

3.2. 2024-019 NSC Turf Field Financing/Anoka County HRA
Sponsors: Erik Thorvig, Community Development Director

3.3. 2024-020 Concept Subdivision Review for 9240 West 35W Service Drive
Sponsors: Sheila Sellman, City Planner

3.4. 2024-021 Lakes Parkway and Zest Street Extension Cost Share Options
Sponsors: Daniel Schluender, Director of Engineering

3.5. 2024-022 State and Federal Legislative Agendas
Sponsors: Michelle Wolfe, City Manager

4. **Other Business**
5. **Adjournment**

City of Blaine
Staff Report

File Number: 2024-018

Agenda Date	Status
January 8, 2024	
In Control	**File Type**
City Council	Workshop Item

New Business - Erik Thorvig, Community Development Director

Agenda Item # 3.1

Closed Session Pursuant to MN Statute 13D.05 Subd. 3(b) - Discuss Active Litigation with Blaine Atlantic, LLC

Background

Attorney Justin Templin, who is representing the City in current litigation with Blaine Atlantic, LLC, will be present to discuss the litigation.

Staff Recommendation

Questions for Council

Attachment List

None

City of Blaine
Staff Report

File Number: 2024-019

Agenda Date	Status
January 8, 2024	
In Control	**File Type**
City Council	Workshop Item

New Business - Erik Thorvig, Community Development Director

Agenda Item # 3.2

NSC Turf Field Financing/Anoka County HRA

Background

At the December 11, 2023, workshop, the City Council discussed funding options for the NSC turf field project. One of the options discussed was receiving funding from the Anoka County HRA. There were several questions posed by the City Council. Since that meeting, staff has received additional information from Anoka County staff and analyzed different scenarios.

At the December 11, 2023, workshop, several questions were raised by the council.

1. What is the benefit to the Anoka County HRA by providing the $12MM loan and having the city opt-in to the Anoka County HRA program? The Anoka County HRA approved a $2,951,905 levy for 2024. If the City of Blaine opts into the Anoka County HRA program, the HRA would be able to collect approximately $1.8MM in additional levy dollars. The HRA can retain 15% of this amount for annual administrative costs (approximately $270,000). These funds are used to pay for overhead and staffing; partially fund county economic development activities; county-wide activities such as the recently updated housing study, etc. This is the pool of funds the HRA uses to participate in GreaterMSP; 3M Open, and other activities that have regional benefit. The additional administrative costs are a benefit to the Anoka County HRA.
2. How long would the City of Blaine be required to be part of the Anoka County HRA? Once a member of the HRA, the City will remain a member until such time the HRA disbands or state law changes.
3. Once the $12MM loan is repaid, what can the City portion of levy dollars collected be used for? Anoka County has been very consistent in the nearly 30 years of operation - funds collected in a community stay in the community. Funds are accessed by a city upon receipt of a city council resolution directing us to use funding for an eligible project related to housing and/or economic development.
4. Could the portion the City would use for tax abatement be used to repay the HRA and not require the City to opt-into the HRA program? The City's abatement portion over the 15-year

term is $7,073,388, which would not be enough to cover the $12MM loan. Scenario 2 analyzes a potential option that doesn't require the City to opt-into the HRA program.

5. Would Anoka County provide the $12MM loan and the EDA increase the levy by approximately $800,000 (to $1.8MM total), and use the additional levy collected to pay the loan? This would not require Blaine to opt in to the HRA. Anoka County likely would not be amenable to this option as one of the major benefits to the HRA is the additional administrative fees collected.

Staff analyzed several scenarios based on discussion at the December 11 workshop. Attached is information on the analysis. There are several questions in the analysis that staff is reviewing and will have information on at the meeting.

Information from the December 11, 2023, staff report

Various agreements have recently been approved by the City Council and other entities regarding the 105th Redevelopment Project. As the City Council is aware, a key initial component of advancing the project is determining the financing structure for turf fields at the National Sports Center. The agreements approved by the City Council on October 16, 2023, and the ground lease between the MASC and the developer identify the installation of ten turf fields at the NSC. Funding and installation of the turf fields is the mechanism for the MASC/NSC to enter into the ground lease with the developer which allows the developer control of approximately 16 acres of MASC land for private development.

The concept of the City issuing a $12MM bond has been discussed with the City Council. City staff, with the assistance of their municipal financial consultant Baker Tilly, identified a payment structure for the $12MM bond. The payment structure is in the form of tax abatement. The annual debt service for the bond is approximately $1,300,000. The term of the debt is 15 years. Tax abatement is like tax increment financing (TIF), where the increased property taxes received because of new development can be captured to pay debt for various improvements related to a project. Unlike TIF, the county and school district have the option to participate in tax abatement. County and school district participation is crucial in making debt service payments feasible.

Approximately $125MM in new value is needed to generate annual taxes in the amount of $1.3MM to cover the annual debt service. The developer has identified approximately $100MM in new development that would occur on the MASC property. This property does not generate any tax dollars today. Because the ground lease allowing the developer control of the MASC property is dependent upon financing of the fields, no development, nor new tax value would be generated on the MASC property unless the turf field financing is approved. The remainder of the project would likely be captured in a TIF district to assist in typical redevelopment costs such as demolition, environmental, infrastructure and public parking facilities. Any taxes currently collected from properties in a future TIF district would continue to be collected by the various taxing entities.

The $100MM in new development on the west side of the project would be captured in the tax abatement. The remaining $25MM in value needed would be captured elsewhere in the City, likely from one or two new apartment builds that opened in 2023. The apartments are Arris II, which is located at 9460 Ulysses Street, and Glenfield Park Estates, which is located at 8585 and 8615 Groveland Court. Both are in the SLP school district. Baker Tilly is analyzing whether both buildings are needed to achieve the value necessary to generate the needed abatement dollars. Because the apartments are new, the full value hasn't been realized on the tax rolls. Therefore, there is no "take" of existing tax dollars collected by the various taxing authorities.

The financial analysis is still being reviewed and revised. It is dependent on estimated values and actual development. The developer is currently finalizing a concept master plan which will provide better clarity on values, timing, etc. The final development and financial proposal would be completed prior to any formal action. The City of Blaine is requesting Anoka County and Spring Lake Park Schools to consider a formal participation request at a board meeting in January, ahead of the City formally considering bond issuance in February.

City staff are having ongoing discussions with Anoka County and Spring Lake Park Schools regarding their participation in tax abatement. Spring Lake Park Schools was provided with information on the tax abatement option. Their staff are meeting in small groups with their board and could potentially take action on January 9.

Staff presented to the Anoka County Board on November 9, 2023, outlining the project and request. The county board discussed the proposal at their November 28, 2023, workshop. In general, the county board is supportive of the project, however, some commissioners have concerns about using tax abatement as a tool. Tax abatement has not been used by Anoka County and there is concern about setting a precedent and whether the proposal meets the current county tax abatement policy. County staff presented an alternative funding method through the Anoka County HRA. The county has used this entity for economic development purposes in other cities, most recently a $1MM grant for expansion of an industrial facility in the City of Anoka. The Anoka County HRA has separate levy authority and 12 of the 21 cities in Anoka County participate in the HRA. Blaine does not. Most cities are smaller, except for Columbia Heights and Ramsey. Ramsey, Columbus and Columbia Heights have an Anoka HRA levy, along with city HRA and/or EDA levies.

Discussions between Anoka County and city staff outlined a potential scenario where Anoka County would front either all or a portion of the $12MM funding needed for the turf fields at 0% interest. This would eliminate the need to utilize tax abatement to repay debt. Anoka County would require the City of Blaine to participate in the Anoka County HRA, with an estimated annual levy of $1.8-1.9MM issued by the Anoka County HRA, which would allow the Anoka County HRA to repay themselves with levy proceeds. This repayment would occur in 7–8 years. The levy would be from the Anoka County HRA. For a median valued home in Blaine, the additional levy would be approximately $47 annually.

There are several benefits to the City with this scenario, which include:

A. Significant savings in interest and administrative fees. If the City were to issue debt for $12MM through the sale of bonds, there would be approximately $5MM in interest payments. No fees would be paid for the sale of the bonds, etc.
B. The one or two apartment buildings that would be needed to get to the $125MM in value for tax revenue to cover the debt service are not needed, and those properties can go directly on the tax rolls for all taxing entities.
C. With tax abatement, there would be a 2-3 year lag between when debt is issued and when full abatement revenue is collected from the new development. Baker Tilly has analyzed methods to cover the debt service for the first 2–3 years, (capitalized interest, abating other property in the short-term, etc.). However, this is not needed if the Anoka County HRA provides the funding.

D. The approximately $100MM in development value in Phase 1 of the district could either be placed on the tax rolls immediately and/or identified as abatement property for financing of the stadium. It is anticipated that revenue sharing would cover stadium debt. However, the debt issued would be in the form of a GO tax abatement bond and properties would still need to be identified for abatement, even though the revenue isn't needed. Since the abatement revenue isn't needed, the taxes generated could still go to all taxing authorities immediately.
E. The process to secure the $12MM is more streamlined as it does not require Spring Lake Park Schools to participate and there is no bond sale action, etc.
F. Once the loan is repaid, the annual levy collected by the Anoka County HRA is another funding source that can be utilized for housing, redevelopment projects and general economic development in the City of Blaine.
G. Removes financial risk to the City and the City does not need to incur additional debt. Additional debt can be viewed negatively by a rating agency which identifies the city's bond rating, currently AAA.

The following is information about the Anoka County HRA and the potential involvement of Blaine in the Anoka County HRA.

The Anoka County Housing and Redevelopment Authority (ACHRA) was established in December 1994 to provide housing and redevelopment services to cities and townships that did not have an HRA. The ACHRA Board of Trustees consisted of County Commissioners or a citizen from their district who was appointed by the Commissioner. The current Bylaws require commissioners serve as the ACHRA Trustee and there are no longer citizen members of the board. The primary focus of the ACHRA was the development of senior housing. The ACHRA believes that local officials have the best understanding of the housing and redevelopment needs of their community and have taken the following actions to be reactive to local governments:

- Any expenditure of HRA funds by a city within the area of operation of the ACHRA must be initiated by the City Council in the form of a resolution. The resolution contains a description of the project, a funding amount request and the time frame the project will be completed during.
- ACHRA levy funds raised through a tax are dedicated to that community. Funds may accumulate over time so that a city can undertake large projects.
- Once a city identifies a project, ACHRA staff conducts research to make certain that the project meets MN Statute 469, the law authorizing HRA, Port Authority and Economic Development Authorities.

In 2007, Anoka County accepted a recommendation from a committee formed to evaluate the need for economic development activities to be undertaken by the ACHRA. The Economic Development Exploratory Committee was charged with evaluating the need for economic development activities to be provided by the County. The Committee followed the process outlined in MN General Law. At the end of the exploratory period, the committee was required to select one of three options:

- Create a new entity and grant full EDA powers and taxing authority.
- Select an existing authority to provide services.
- Do nothing. Continue the HRA levy and only provide housing and redevelopment funding.

The recommendation from the Economic Development Exploratory Committee identified a need for economic development activities at the county level and assigned the responsibility to the ACHRA. They further recommended that no additional EDA taxes be levied. This means that cities that participate in the ACHRA can spend funding on housing, redevelopment, or economic development projects and the HRA may establish a levy that does not exceed the maximum allowed under MN Statute 469 for Housing and Redevelopment Authorities. This decision reflected the desire to limit the taxing authority of the ACHRA by not adding a separate EDA levy.

Participation in economic development activities is optional. Cities and townships that participated in the ACHRA in 2007 and saw benefit to the new area of service were asked to pass a resolution opting into the economic development activities and expand the types of projects that could be funded. Opting into the economic development activities does not increase the levy rate used by the ACHRA.

Currently, the ACHRA budget is established to support senior housing operations in four cities. In each of these communities, the levy is pledged to support the bonds issued for senior housing developments. The ACHRA must establish one levy rate for the entire area of operation. If a community participates in the program but doesn't have a senior housing facility operated by the ACHRA (like Blaine), the funds levied accumulate in a fund balance for the City.

The levy for 2024 was approved by the ACHRA Board of Trustees on December 1, 2023, at the maximum HRA rate of 0.185% of taxable market value. If the City of Blaine passes a resolution to participate in the ACHRA program, it is estimated that the levy collected will provide $1.8MM - $1.9MM per year, starting in 2025. The ACHRA collects an administrative fee to support HRA operations and activities that frequently provide benefit to all members.

Participation in the ACHRA does not remove any responsibility from a city that has established either a HRA or EDA. Instead, it allows the city and county to work together to facilitate projects. If the City of Blaine wants to participate in the ACHRA program, the following steps would be taken:

- Resolution to participate in the ACHRA. If the City wants to utilize funds for economic development, a second resolution opting into economic development activities is required.
- The ACHRA Board of Trustees will accept the resolution and include the city in the following year (2025) budget and levy. This must take place prior to August, when the preliminary budget and levy are established.
- If the city has a need for funding before the levy has generated adequate funding for the project, the ACHRA may enter a loan arrangement with the city with future levy being used to repay the ACHRA. This will require a Joint Powers agreement or other binding agreement to secure the funds.
- If there isn't an immediate need for funds, the city may accumulate levy funds for future use. To access the funds, the City Council must pass a resolution identifying the use of funds.
- ACHRA will research the funding request and, if authorized under Statute 469, recommend approval to the ACHRA Board of Trustees. Once approved, the funds are available for use by the community.

Staff Recommendation

Questions for Council

There are three scenarios outlined in the attachment which the City Council should consider. Alternatively, the City Council could direct staff to only look at the tax abatement option.

Clear direction is needed as a scenario needs to be presented to the Anoka County board. Funding for the turf fields needs to be finalized by March 31, 2024, so time is of the essence to make a determination on which option to move forward with.

Attachment List

1. County Scenarios

<u>Scenario 1: Anoka County loans City $12M</u>

<u>Pros:</u>

A. Significant savings in interest and administrative fees. If the City were to issue debt for $12MM through the sale of bonds, there would be approximately $5MM in interest payments. No fees would be paid for the sale of the bonds, etc.

B. The one or two apartment buildings that would be needed to get to the $125MM in value for tax revenue to cover the debt service are not needed, and those properties can go directly on the tax rolls for all taxing entities.

C. With tax abatement, there would be a 2-3 year lag between when debt is issued and when full abatement revenue is collected from the new development. Baker Tilly has analyzed methods to cover the debt service for the first 2–3 years, (capitalized interest, abating other property in the short-term, etc.). However, this is not needed if the Anoka County HRA provides the funding.

D. The approximately $100MM in development value in Phase 1 of the district could either be placed on the tax rolls immediately and/or identified as abatement property for financing of the stadium. It is anticipated that revenue sharing would cover stadium debt. However, the debt issued would be in the form of a GO tax abatement bond and properties would still need to be identified for abatement, even though the revenue isn't needed. Since the abatement revenue isn't needed, the taxes generated could still go to all taxing authorities immediately.

E. The process to secure the $12MM is more streamlined as it does not require Spring Lake Park Schools to participate in abatement and there is no bond sale action, etc.

F. Once the loan is repaid, the annual levy collected by the Anoka County HRA is another funding source that can be utilized for housing, redevelopment projects and general economic development in the City of Blaine.

G. Removes financial risk to the City as the funding source to repay the loan is guaranteed through the levy versus development. The development values and/or timing could negatively impact the amount of abatement collected.

H. Timing for updating Anoka County abatement policy/procedures/etc. with need for project timing.

<u>Cons:</u>

A. New levy to Blaine taxpayers from Anoka County HRA (Approximately $47 to the median valued home). Blaine taxpayers would be paying for the turf fields through the levy.

B. City is perpetually part of the Anoka County HRA levy until the HRA either disbands or the law changes.

Information/Questions:

- Requires participating in the Anoka County HRA. Annual levy of approximately $1.8MM. Anoka County HRA keeps 15% for administrative fees ($270,000). Annual amount available to Blaine is $1.53MM. Would take approximately 8 years to pay back to the $12MM. After year 8, funds are available for housing and economic development activities in Blaine.
- This option is likely the most attractive if SLP doesn't do abatement.
- City could reduce EDA levy to lessen impact on taxpayers (only $250k annually).
- If the $125MM in value needed for abatement were added to the tax rolls immediately, what positive impact would that have on taxpayers?

Scenario 2: County provides City $12M loan, abatement from city and school district fund to pay back

Pros:

A. Significant savings in interest and administrative fees. If the City were to issue debt for $12MM through the sale of bonds, there would be approximately $5MM in interest payments. No fees would be paid for the sale of the bonds, etc. There is no need to capitalize interest, presumable, or include additional properties need to cover interim construction period.

B. Does not require bonding and ability to obtain the dollars is more streamlined.

C. With tax abatement, there would be a 2-3 year lag between when debt is issued and when full abatement revenue is collected from the new development. Baker Tilly has analyzed methods to cover the debt service for the first 2–3 years, (capitalized interest, abating other property in the short-term, etc.). However, this is not needed if the Anoka County HRA provides the funding.

D. Would not require Blaine opting into the HRA.

Cons:

A. Still requires abatement by City and SLP, which takes properties off the tax roles during the abatement period.

B. Requires opt-in for abatement by SLP schools, which is not certain.

Information:

A. This would tie up Anoka funds for the full 15 years while the loan is repaid, which likely isn't attractive to Anoka County, especially if Blaine is not part of the HRA.

B. City and SLP portion of abatement over the 15 years exceeds the $12MM and therefore could be reduced.

Questions:

- Would Anoka County be interested in this option if we don't opt into the Anoka County HRA?

- How much property value is needed for abatement and where would this value come from? Annual debt service would be $800,000.

Scenario 3: County provides $12M. HRA Levy covers SLP and AC portion, city abates for remaining.

Pros:

A. Significant savings in interest and administrative fees. If the City were to issue debt for $12MM through the sale of bonds, there would be approximately $5MM in interest payments. No fees would be paid for the sale of the bonds, etc. There is no need to capitalize interest, presumable, or include additional properties need to cover interim construction period.

B. Does not require bonding and ability to obtain the dollars is more streamlined.

C. With tax abatement, there would be a 2-3 year lag between when debt is issued and when full abatement revenue is collected from the new development. Baker Tilly has analyzed methods to cover the debt service for the first 2–3 years, (capitalized interest, abating other property in the short-term, etc.). However, this is not needed if the Anoka County HRA provides the funding.

D. The process to secure the $12MM is more streamlined as it does not require Spring Lake Park Schools to participate in abatement and there is no bond sale action, etc.

E. Once the loan is repaid, the annual levy collected by the Anoka County HRA is another funding source that can be utilized for housing, redevelopment projects and general economic development in the City of Blaine.

Cons:

A. Requires the City to opt-in to the HRA and do abatement. Would Anoka County be willing to levy less to cover the SLP and Anoka County portion during the initial loan payback?

B. City is perpetually part of the Anoka County HRA levy until the HRA either disbands or the law changes.

C. Still requires abatement by City, which takes properties off the tax rolls during the abatement period.

Information/Questions.

- What is the amount the city would need to abate? And what is the value needed?

City of Blaine
Staff Report

File Number: 2024-020

Agenda Date	Status
January 8, 2024	
In Control	**File Type**
City Council	Workshop Item

New Business - Sheila Sellman, City Planner

Agenda Item # 3.3

Concept Subdivision Review for 9240 West 35W Service Drive

Background

The subject site is 4.71 acres and is zoned Single Family Residential (R-1AA) and guided Low Density Residential (LDR). The applicant is requesting feedback on rezoning to Development Flex (DF) for 22 townhomes with a private street. The townhome units will be in groups of three and four. In addition to the rezoning, a comp plan amendment is necessary for the proposed townhome development.

The LDR designation allows for single-family homes and manufactured homes with a density of 2.5-6 units an acre. The applicant was unable to lay out a single family detached subdivision on the lot that met the minimum density of the LDR land use (2.5 units per acre) due to the configuration of the wetlands on the property, and is therefore proposing a townhome development. In order to allow for the townhome development, the land use designation will need to be changed to Low Density Residential/Medium Density Residential (LDR/MDR) which has a density of 2.5-12 units an acre and allows single family residential, manufactured homes, and attached single family such as triplexes, quads, and townhomes. As proposed, the density is 5.96 units an acre.

As proposed, there are 22 townhome units that are in blocks of three or four and accessed by a private street.

<u>Setbacks</u>
The DF zone does not have standards for setbacks. These are determined as part of the conditional use permit (CUP). The setback for townhomes (building and garage) is 22 feet measured from the street. This distance has been approved in recent townhome developments. Patios should be within the footprint of the lot.

<u>Parking</u>
Seven guest parking spaces are required. As proposed, there is no guest parking. The site plan must be modified to include guest parking.

Architecture

The DF zone does not have standards for architecture. An example of a potential building elevation has been included in the submittal. The elevations include vinyl lap siding and vinyl shakes for an accent. It is typical to require some brick on the front of the buildings and would likely be part of the CUP.

Tree Preservation

The City's tree preservation requirement includes replacing eight trees per acre for all disturbed portions of the development. The submitted concept plan shows potential tree removal that will require replacement per code requirements.

Grading/Storm Drainage

The submitted concept plan shows that the development will propose grading portions of the site as shown on the Rice Creek Watershed District (RCWD) and city approved grading, drainage, erosion protection and sediment control plans prepared by the Developer's Engineer. The plans shall include existing drainage patterns (contours) with flow arrows, soil boring locations, perimeter site protection, tree preservation, tree clearing limits, custom grading, proposed grading contours, proposed drainage patterns with flow arrows, storm water management, SWPPP information, temporary erosion protection Best Management Practices (BMPs), and temporary sediment control BMPs information for the site. The SWPPP may be included in the construction plan sheet(s) or prepared as a separate document and included in the development construction contract specifications.

Utilities

The developer will be responsible for Trunk Sanitary Sewer area charges. These charges become due with platting for upland acreage. The 2023 rate for Sanitary Sewer District 6 is $6,853.00 per upland acre and will be applied to the acreage platted. Given that this development will not be platted until 2024, this number is likely to change.

Standard water and sanitary sewer access charges (WAC & SAC) become due with each building permit at the rate established at the time the building permit is issued.

The developer shall explore water sources for landscape irrigation systems installed throughout the development, including the possible use of created ponds or storm water reuse.

Wetlands/Watershed/FEMA

The plat will need to provide for a protective buffer strip of natural vegetation at least 15-feet in width (25-feet is preferred) and shall surround all wetlands. This buffer strip shall be placed in easement.

The developer will need to submit the project to RCWD. Review, approval and permits are required prior to city plan approval and start of site work.

The development shall indicate that all structures are protected from flooding by processing a Letter of Map Change with FEMA prior to issuance of building permits within the unnumbered A-Zone on the FEMA flood map. The developer shall provide all FEMA paperwork and structure as-built surveys to homeowners at the time of lot closing. The developer is responsible for following through with FEMA (as necessary) to receive final documents, to provide those documents to the homeowners, and to record these on the certificate of title for each parcel in the development.

Access/Street Design/Sidewalks/Trails
The development is proposing to gain/provide access through a private street connection to West 35W Service Drive NE. The private street will be required to meet city standards for private streets. No sidewalks or trails are required.

Easements/Right-of-way/Permits
The developer will need to obtain all required permits to construct the proposed project. A copy of all permits will need to be submitted to the City prior to any site work.

Standard drainage and utility easements shall be dedicated along all lot lines and over areas of delineated wetlands, wetland mitigation, infiltration trenches, drainage swales, and storm water management ponds.

Building Inspection Comments
Plans for townhomes should be designed by a MN design professional. Walls, projections etc., are to be designed in accordance with the IRC in terms of proximity to the property lines. This pertains to decks as well. Separate utility connections are required for each unit. Water supply (individual to each unit) to be sized for both plumbing fixtures and fire suppression.

Fire Inspection Comments
All units require a fire suppression system. On-site hydrants must be provided.

If council is supportive of the land use change and rezoning, the applicant will need to make a formal application for a rezoning, comp plan amendment, preliminary plat, and conditional use permit. This will include a neighborhood meeting.

Staff Recommendation

Questions for Council

Does the council support a land use change for this parcel?

Attachment List

1. Attachments

BlaineMN.gov

Concept Plan for Boulder Contracting
93rd Avenue Parcel

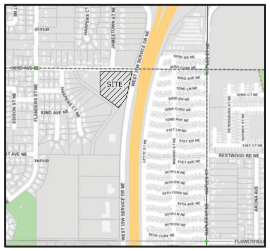
Blaine Planning Department / 10801 Town Square Dr NE / Blaine, MN 55449 / (763) 785-6180

CONCEPT PLAN

~for~ BOULDER CONTRACTING
~of~ 93RD AVENUE PARCEL

VICINITY MAP

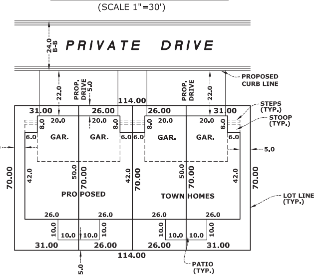
PART OF SEC. 34, TWP. 31, RNG. 23

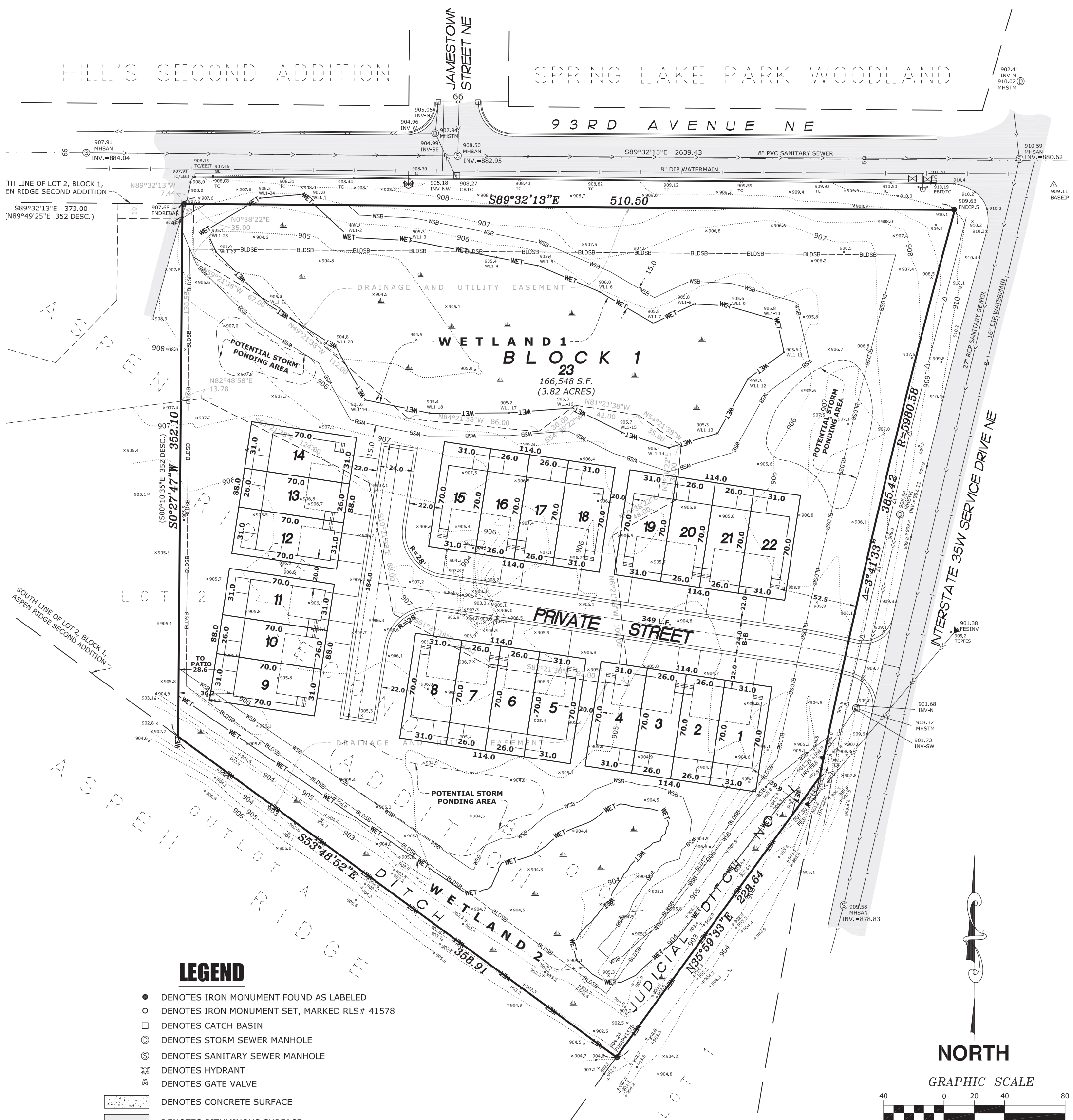


ANOKA COUNTY, MINNESOTA
(NO SCALE)

TOWN HOME DETAIL

(SCALE 1"=30')





GRAPHIC SCALE

40 0 20 40 80

1 INCH = 40 FEET

PROPERTY DESCRIPTION

That part of Lot 2, Block 1, ASPEN RIDGE SECOND ADDITION, Anoka County, Minnesota lying east of a line described as commencing at the northwest corner of said Lot 2; thence North 89 degrees, 49 minutes, 25 seconds East, assumed bearing along the north line thereof 373 feet to the point of beginning of the line to be described; thence South 00 degrees, 10 minutes, 35 seconds East 352 feet to the south line of said Lot 2 and said line there terminating.

AREA COMPUTATIONS

TOTAL AREA : 4.84 ACRES
TOWNHOME UNITS: 22 UNITS
COMMON AREA LOTS: 1 LOT
DENSITY: 4.55 UNITS PER ACRE

CITY OF BLAINE DENSITY CALCULATIONS

Number of Residential Units Proposed	22
Total Acreage	4.84
Exclusions	
Wetlands (does not include buffers or stormwater ponding)	1.15
Rare, threatened, or endangered species preservation	0
Public parks and open spaces	
Arterial Roads	
Future Development	
Commercial Uses	
Gross Density	4.54545
Net Density	5.96206

Net density must match the land use designation from the Comprehensive Plan

LDR	2.5-6 units per acre
L-MDR	2.5-12 units per acre
MDR	6-12 units per acre
M-HDR	6-25 units per acre
HDR	12-25 units per acre
HDR2	12-60 units per acre

ZONING AND SETBACKS

EXISTING: R-1AA - SINGLE FAMILY
SURROUNDING: R-1AA - SINGLE FAMILY (WEST)
R-1 - SINGLE FAMILY RESIDENTIAL (NORTH)
I-1 - LIGHT INDUSTRIAL

PROPOSED: DF (DEVELOPMENT FLEX) MULTI-FAMILY

THE LOT REQUIREMENTS ARE NOT PREDETERMINED FOR THIS ZONING.

PROPOSED TOWNHOME SETBACKS:

FRONT SETBACK FROM PRIVATE STREET: 22 FEET FROM CURB
SETBACK FROM PUBLIC RIGHT OF WAY: 30 FEET
SETBACK BETWEEN BUILDINGS: 20 FEET
NEIGHBORING PROPERTY SETBACK: 30 FEET

PROPOSED TOWNHOME DEVELOPMENT REQUIREMENTS:
MINIMUM LOT AREA: 1,820 S.F.
MINIMUM LOT WIDTH: 26.0 FEET
MINIMUM LOT DEPTH: 70.0 FEET

NOTES

- Field survey was completed by E.G. Rud and Sons, Inc. on 07/26/23.
- Fee ownership is vested in GREAT GRACE ASSEMBLY OF GOD CHURCH Parcel ID Number: 34-31-23-12-0059
- Bearings shown are on Anoka County Datum.
- oundary area of the surveyed premises: 4.84 Acres
- This survey was prepared without the benefit of title work. Additional easements, restrictions and/or encumbrances may exist other than those shown hereon. Survey subject to revision upon receipt of a current title commitment or an attorney's title opinion.
- Wetland re-delineated by Kjolhaug Environmental Services Company July 2023. Wetland 2 location was provided by Kjolhaug Environmental Service on 10/20/23.
- Contours are shown at 1 foot interval, but were field located at 2 interval accuracy.

LEGEND

DENOTES IRON MONUMENT FOUND AS LABELED
DENOTES IRON MONUMENT SET, MARKED RLS# 41578
DENOTES CATCH BASIN
DENOTES STORM SEWER MANHOLE
DENOTES SANITARY SEWER MANHOLE
DENOTES HYDRANT
DENOTES GATE VALVE
DENOTES CONCRETE SURFACE
DENOTES BITUMINOUS SURFACE
DENOTES TELEPHONE PEDESTAL
DENOTES CABLE PEDESTAL
DENOTES EXISTING CONTOURS
X 952.36 DENOTES EXISTING SPOT ELEVATION
DENOTES RESTRICTED ACCESS
DENOTES SOIL BORINGS BY OTHER JULY 2016.
DENOTES SOIL BORING STAKED BY E.G. RUD & SONS, INC. (10-04-16).

BENCHMARK:

TOP NUT OF HYDRANT ON SOUTH SIDE OF 93RD AVENUE NE, AT JAMESTOWN STREET NE INTERSECTION.
ELEVATION = 910.88 (NGVD 29 DATUM)

E. G. RUD & SONS, INC.
EST. 1977
Professional Land Surveyors
6776 Lake Drive NE, Suite 110
Lino Lakes, MN 55014
Tel. (651) 361-8200 Fax (651) 361-8701
www.egrud.com

DRAWN BY: JEN		JOB NO: 230084PP	DATE: 03/14/23
CHECK BY: JER		FIELD CREW:	
1	10/27/23	REVISE LAYOUT & WETLANDS	JEN
2			
3			
NO.	DATE	DESCRIPTION	BY

S:\RUD\CAD\23PROJ\230084PP\230084PP.DWG

230084PP

This is a concept-only grading and stormwater management plan. It is anticipated that most on-site trees (outside of the wetlands and ditch) will need to be removed. This is because the site will be short on material and on-site borrow areas will be needed.

SHEET
C0

PLOWE ENGINEERING, INC.
6776 LAKE DRIVE
SUITE 110
LINO LAKES, MN 55014
PHONE: (651) 361-8210
FAX: (651) 361-8701

SITE PLANNING & ENGINEERING

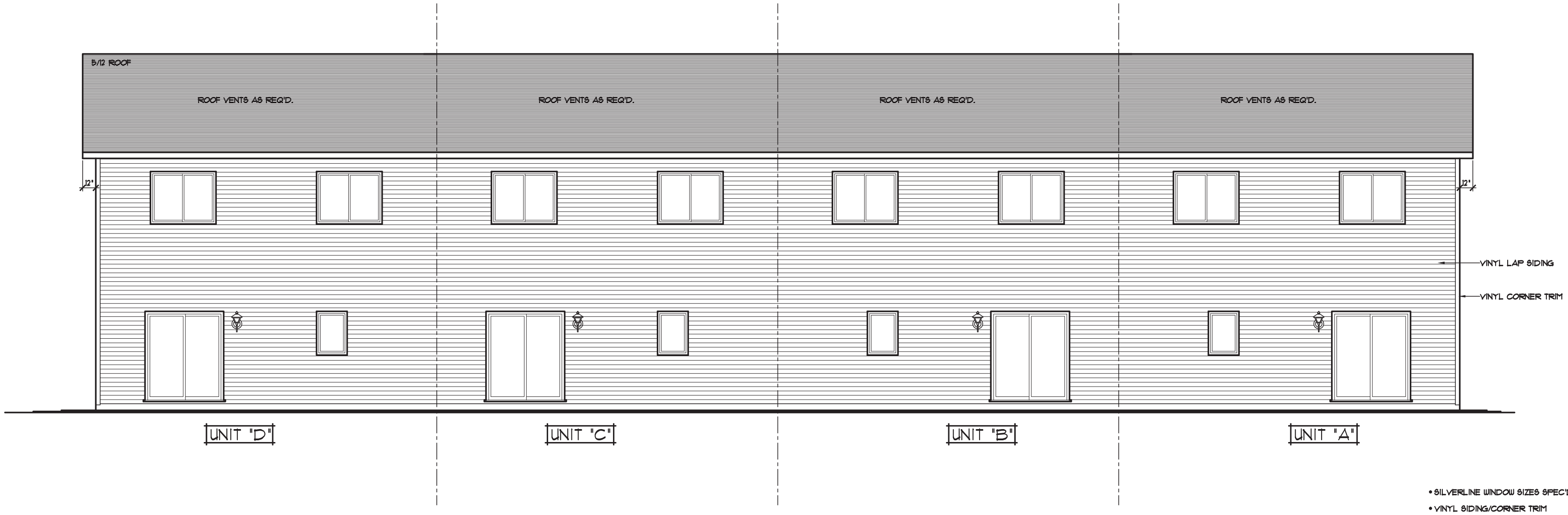
DRAWN BY: AG
JOB NO: 23-2124
CHECK BY: MDA
DATE: 22/22/22

NO.	DATE	DESCRIPTION
1		
2		
3		
4		
5		
6		
7		
8		

I hereby certify that this plan was prepared by me or under my direct supervision and that I am a duly licensed professional engineer under the laws of the State of Minnesota.

ADAM GINKEL
Date: 11.06.2023 License No. 43983

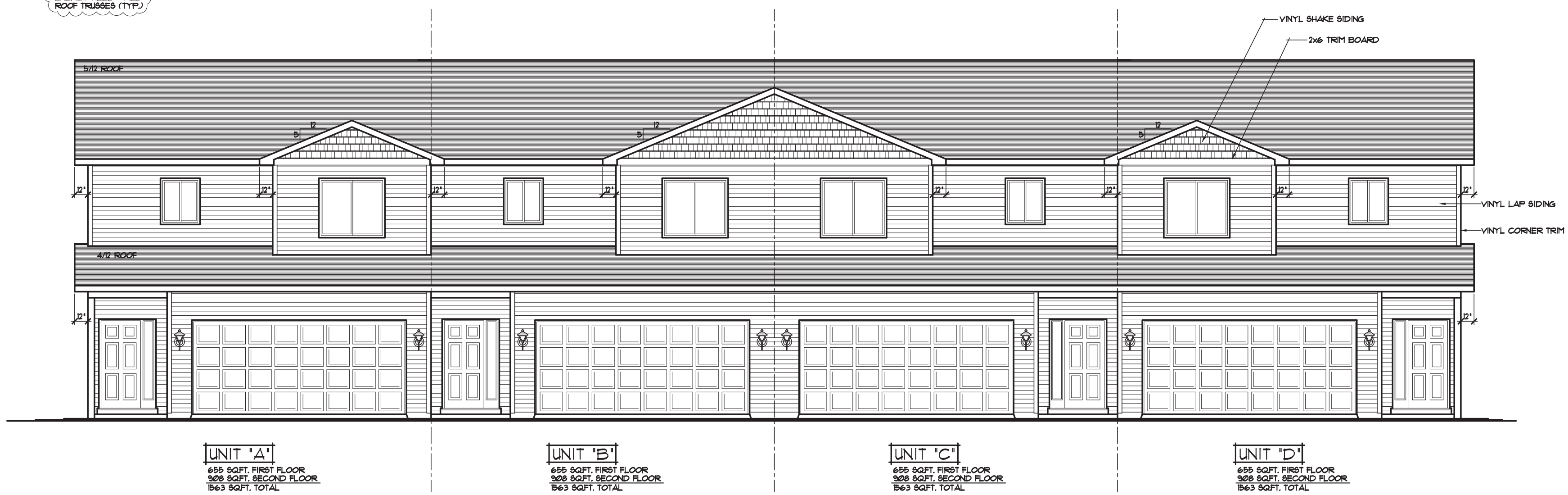
35W SERVICE RD PROJECT
CITY NAME, MN
CONCEPT GRADING & DRAINAGE PLAN
PREPARED FOR: BOULDER CONTRACTING



- SILVERLINE WINDOW SIZES SPEC'D.
- VINYL SIDING/CORNER TRIM
- ALUMINUM SOFFITS & FASCIA

REAR ELEVATION 1/4"=1'-0"

NOTE!!!
PROVIDE STANDARD ENERGY HEEL @ ALL ROOF TRUSSES (TYP.)



FRONT ELEVATION 1/4"=1'-0"

NOTE!!!
EXTERIOR DOORS & GARAGE DOORS ARE REPRESENTATION ONLY, VERIFY EXACT STYLE OF DOORS w/ BUILDER

4 UNIT TOWNHOUSE

BLAINE, MN

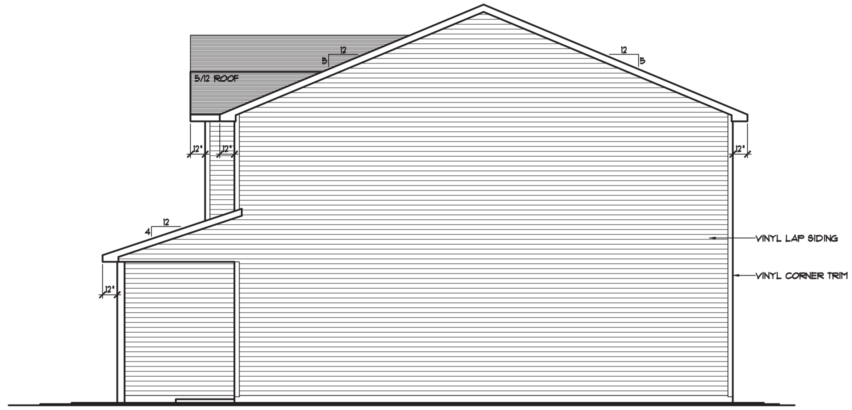
REVISIONS	BY
12101	N.F.

SPECIAL NOTICE:
CROIX DESIGN and DRAFTING, INC. ACCEPTS NO RESPONSIBILITY FOR ERRORS OR OMISSIONS. THESE DRAWINGS ARE DESIGN CONCEPT ONLY. EVERY EFFORT HAS BEEN MADE DESIGNING AND PREPARING THESE PLANS AND CHECKING THEM FOR ACCURACY. THE OWNER, GENERAL CONTRACTOR, SUB-CONTRACTORS, AND SUPPLIERS MUST CHECK ALL DETAILS AND DIMENSIONS AND BE RESPONSIBLE FOR ANY CHANGES OR ADJUSTMENTS REQUIRED DURING ACTUAL CONSTRUCTION. NO REPRESENTATION IS MADE OR IMPLIED FOR ACCURACY.

DESIGN and DRAFTING BY:
CROIX DESIGN & DRAFTING, INC.
•ARCHITECTURAL DESIGN and DRAFTING SERVICE•
•HOME PLAN SERVICE • CUSTOM HOMES • REMODELING•
• PHONE: 763.757.5997 • ANDOVER, MINNESOTA •
•WWW.CROIXDESIGN.COM•

BUILT BY:
BOULDER CONTRACTING

DRAWN R.B.
CHECKED X.X.
DATE: 12/19/2023
SCALE: AS NOTED
CADD FILE # 23250
SHEET 1 OF 9

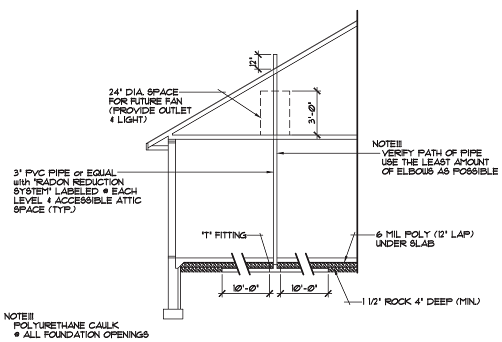


UNIT "D"

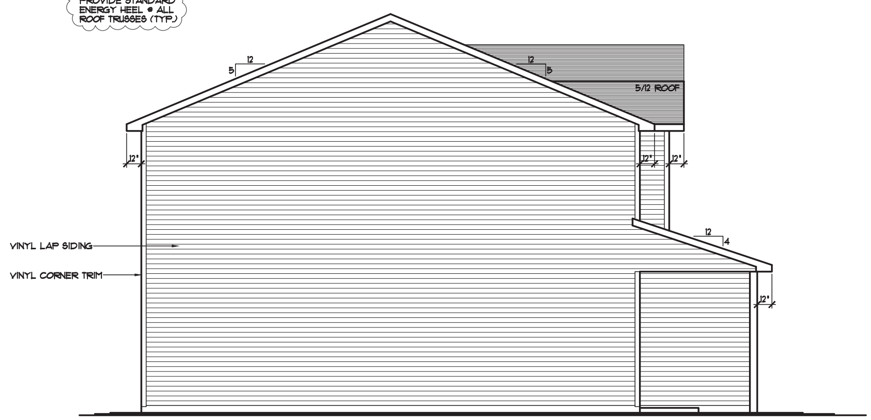
RIGHT ELEVATION 1/4"=1'-0"

• SILVERLINE WINDOW SIZES SPEC'D.
• VINYL SIDING/CORNER TRIM
• ALUMINUM SOFFITS & FASCIA

NOTE!!! PROVIDE STANDARD ENERGY HEEL @ ALL ROOF TRUSSES (TYP.)



ALTERNATE METHOD FOR PASSIVE RADON MITIGATION SYSTEM



UNIT "A"

LEFT ELEVATION 1/4"=1'-0"

REVISIONS

REVISIONS
XX/XX/XX 00000 BY:XX.
XX/XX/XX 00000 BY:XX.

CROIX DESIGN & DRAFTING, INC.
OFFICE: 763.757.5997
FAX: 763.757.4383
ANDOVER, MINNESOTA
WWW.CROIXDESIGN.COM

BOULDER CONTRACTING

SHEET 2 of 9

CADD FILE # 23250

City of Blaine

Density Calculations

Number of Residential Units Proposed	22
Total Acreage	4.84
Exclusions	
Wetlands (does not include buffers or stormwater ponding)	1.15
Rare, threatened, or endangered species preservation	0
Public parks and open spaces	0
Arterial Roads	0
Future Development	0
Commercial Uses	0
Gross Density	**4.54545**
Net Density	**5.96206**

Net density must match the land use designation from the Comprehensive Plan

LDR	2.5-6 units per acre
L-MDR	2.5-12 units per acre
MDR	6-12 units per acre
M-HDR	6-25 units per acre
HDR	12-25 units per acre
HDR2	12-60 units per acre

	Input Cell
	Output Cell

City of Blaine
Staff Report

File Number: 2024-021

Agenda Date	Status
January 8, 2024	
In Control	**File Type**
City Council	Workshop Item

New Business - Daniel Schluender, Director of Engineering

Agenda Item # 3.4

Lakes Parkway and Zest Street Extension Cost Share Options

Background

This item was first introduced to council at a workshop meeting in July 2022, when the HJ Development team presented their potential development at the southwest corner of 125th Avenue/Lexington Avenue. There was information 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 that workshop about a potential cost share in infrastructure improvements.

This item was brought back to council in June, 2023, where staff presented to council the estimated cost of the infrastructure outside developer's property/project boundaries. That infrastructure includes a portion of Zest Street, and Lakes Parkway from Zest Street, east to Lexington Avenue. See the attached concept plan. The estimated construction cost for these roadway portions is estimated at $1,068,471. The Lakes Parkway extension to the west of Zest Street is not considered at this time and would be addressed if/when development occurs that abuts this road.

During that meeting, staff discussed potential funding sources for the road improvements.
The options included:

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

Council requested that staff bring back funding options to advance the project (Lakes Parkway from Lexington Avenue to Zest Street and Zest Street from Lakes Parkway to the north end of the treatment plant parcel).

Staff prepared the following options and presented them to council at the workshop on August 2023.

Option 1, is to advance the project with standard assessments of the improvements based on the city's assessment policy. Under this scenario, the benefiting properties would be assessed at 100% of the project cost.

Option 2, is to advance the project with standard assessments of the improvements based on the city's assessment policy, with council ordering that the assessments be deferred until such time as the parcels being assessed are developed.

Option 3, is to advance the project with an offset of the assessments (50%) and the use of the city's Municipal State Aid funds (50%).

Option 4, is to advance the project with no assessments using the city's Municipal State Aid funds (100%).

The result of the discussion was for staff to bring back options 2 and 3 with a determination of the risk and precedence involved with advancing a project under these options that does not follow the city's assessment policy and dedicates the city's municipal state aid funds. Attached is a memo from City Attorney Loonan that describes the associated risks.

Staff Recommendation

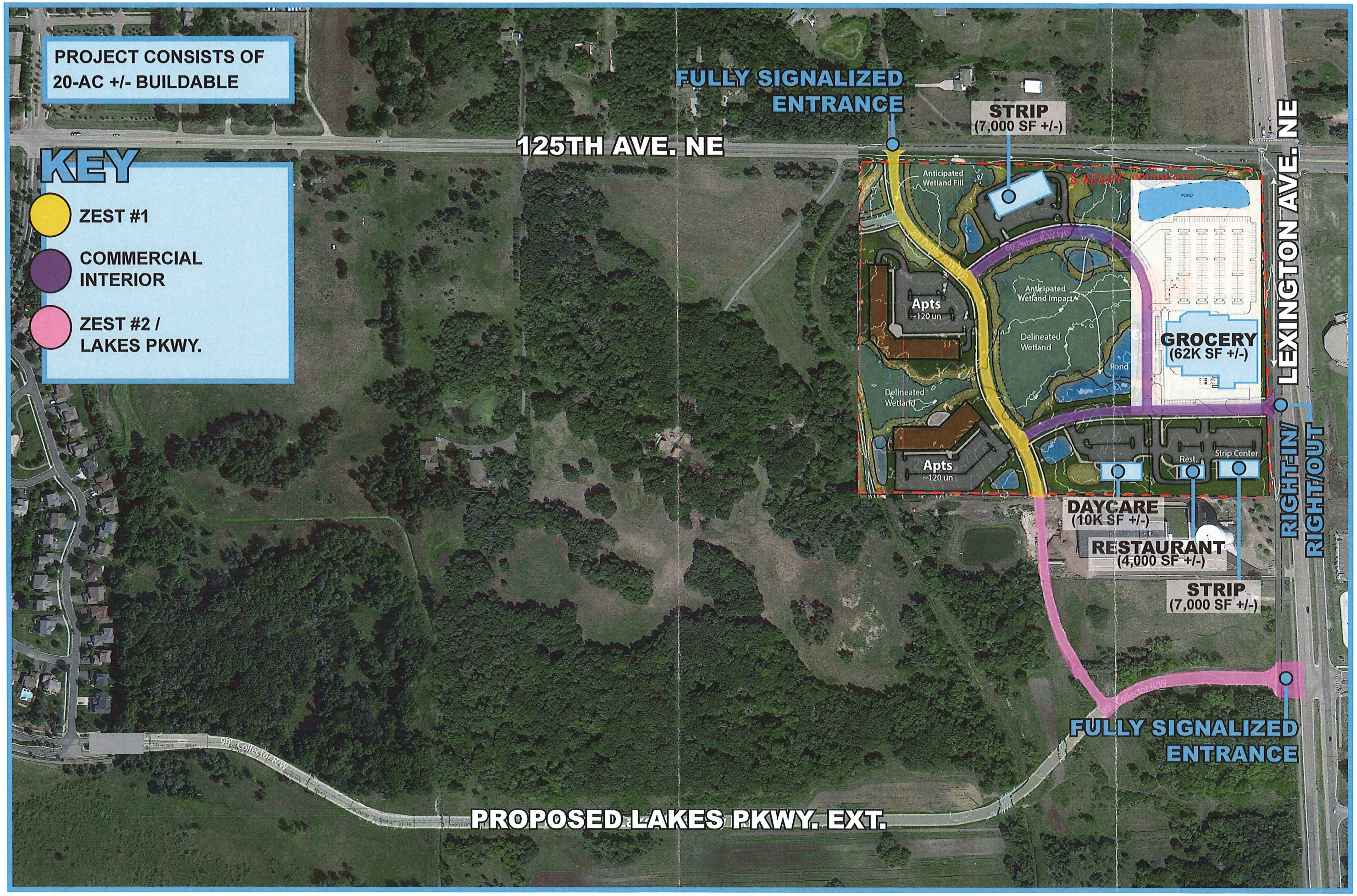
Have staff advance the project as directed by council.

Questions for Council

Does the council understand the risk and precedence associated with each assessment option?

Attachment List

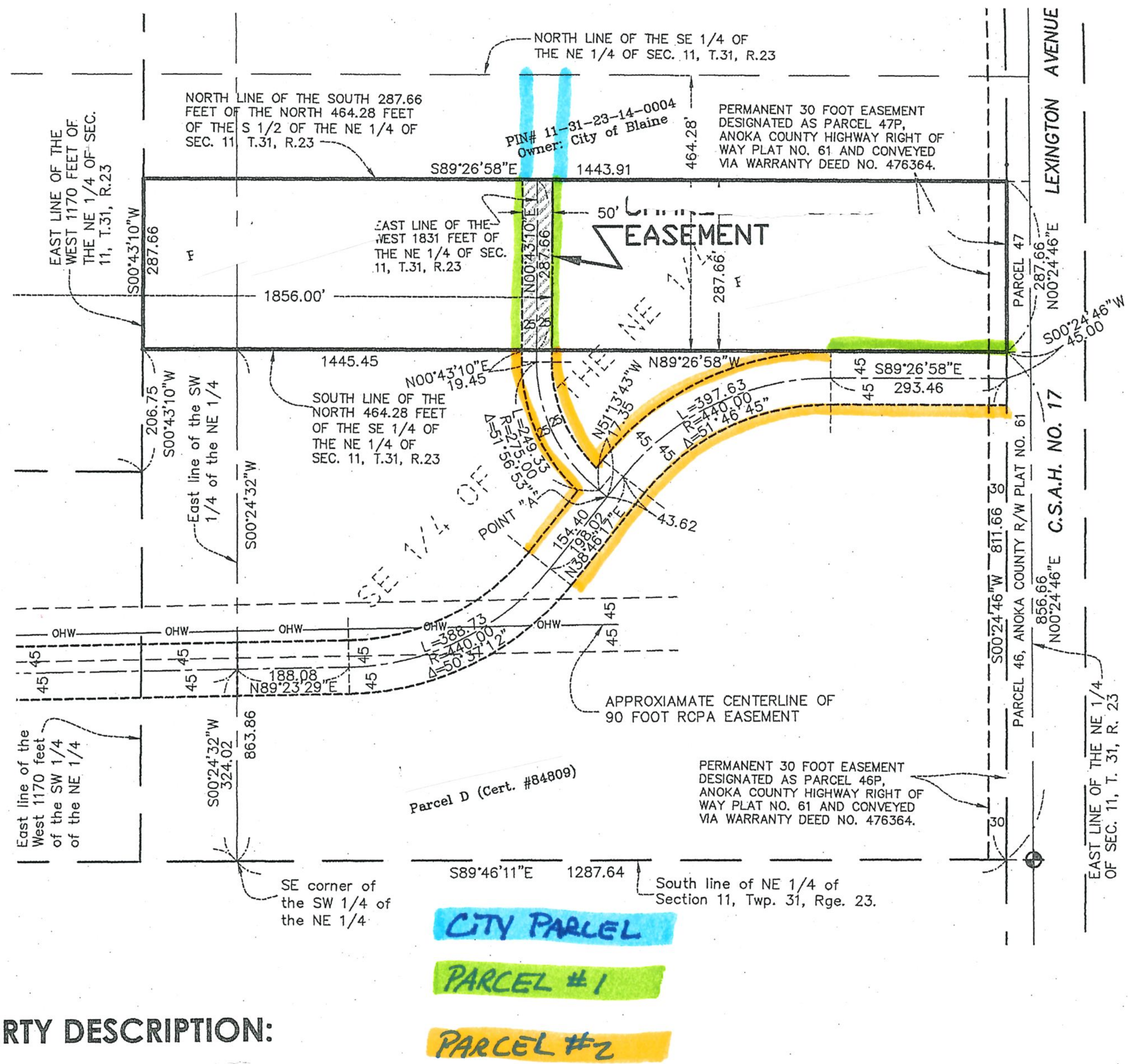
1. Concept Plan (1)
2. Parcels
3. Blaine - Memo re Lakes Parkway and Zest Street Extension Assessment Analysis



Chris Moe, CCIM | HJ Development | 2655 Cheshire Lane North, Plymouth, MN 55447 | 952-476-9400 | hjdevelopment.com

SKETCH & DESCRIPTION:

~for~ The City of Blaine



PROPERTY DESCRIPTION:

(Description from Land Title, Inc. Comm. No. 323246)

ECKBERG LAMMERS
MEMO

To:	City of Blaine
From:	Tom Loonan, City Attorney
Date:	January 3, 2024
Re:	Lakes Parkway and Zest Street Extension Assessment Analysis

This memo is prepared in consideration of the City request for further legal analysis relating to the different assessment options presented to Council for funding the project.

Background

In July 2022, the HJ Development team presented a potential development at the southwest corner of 125th Avenue/Lexington Avenue. The proposal included potential for the City to share in the infrastructure costs associated with the development of the southwest corner. The item was revisited in June 2023 where Council was informed the infrastructure outside the developer's project boundaries would include portions of Zest Street, and Lakes Parkway from Zest Street, east to Lexington Avenue. At the time costs for construction of these roadway portion was estimated to be $1,068,471.

Council requested further analysis and consideration regarding the funding options to advance Lakes Parkway from Lexington Avenue to Zest Street and Zest Street from Lakes Parkway to the north end of the treatment plant parcel. Upon consideration of several options, Council settled on two potential options for funding the advancement of the development:

- The first option was to advance the project with standard assessments of the improvements based on the city's assessment policy, deferring payment of the assessments until such time as the parcels being assessed are developed in accordance with the authorization provided under Minnesota Statute Section 429.061, Subdivision.

- The second option was to deviate from the City's adopted assessment policy and advance the project paying for the construction through hybrid approach that offsetting the assessment amount by 50% through use of the City's municipal state-aid street funds, which are provided to the City by the state and required to be used for the construction and maintenance of streets.

In settling on these options, Council requested further analysis relating to proceeding with funding the project under the two separate scenarios.

Analysis

Assessment and Deferral

Special assessments are a charge imposed on properties for a particular improvement that benefits the owners of those properties. They are a levy used to finance a public improvement program that is charged only against those parcels that receive some special benefit from the public improvement. State law requires the amount of the special assessment charges bears a direct relationship to the value of the benefits the property receives.[1]

In this instance, because the City is considering improvements that will confer a benefit upon parcels of property that are currently undeveloped the City also has the option to defer the payments for a certain period under Minnesota law.[2] This involves the City levying the assessment against all benefitting property but defer the first installment of the assessment for unimproved property until a designated date or event as determined by Council. Deferral ensures the City maintains its right to collect the assessment while not forcing the current owner into an immediate payment of the assessment amount. The assessment will be recorded and attached to the land as an obligation to be paid by any future owners.

Municipal State-Aid Street Fund

The municipal state-aid street fund is a funding program established under the Minnesota State Constitution[3] whereby the State apportions funds to qualifying municipalities for the construction, improvement, and maintenance of municipal state-aid streets. Funds are allocated to the qualifying Cities on an annual basis to be used in accordance with certain statutory requirements.[4] The City maintains all rights, title, and easements creating the state-aid street, but is required to maintain the street in accordance with the rules approved by the commissioner of transportation.

Considerations

The two options being considered by the Council for the Lakes Parkway and Zest Street improvements are each legally permissible. There is no doubt the property owners will be conferred a significant benefit from the construction of the infrastructure, and staff have determined this section of road qualifies as a state-aid street. Council has narrowed its funding decision to these two options and now must give consideration regarding the desired procedure by which the City will fund the installation of the infrastructure.

Deferred Assessment

Regarding the deferred assessment option, the Council should first evaluate the benefit that will be conferred upon the parcels via construction of the street extensions to determine if assessment is appropriate. Cities are authorized the right to assess a parcel when the constructed

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[1] See generally *Buzick v. City of Blaine*, 505 N.W.2d 51 (Minn. 1993)
[2] Minn. Stat. § 429.061, subd. 2
[3] Minn. Const. art. XIV, § 8
[4] Minn. Stat. Ch. 162

improvement will benefit the owners of the assessed properties. Minnesota law provides that the benefit conferred upon a property should not be analyzed under the current use and instead take into consideration "the highest and best use of the land."[5] Here, when the City extends Lakes Parkway and Zest Street the abutting properties will become much more desirable to a potential developer as they will no longer need to commit their own resources and time to complete the roadway infrastructure that a future development will require.

Because the properties are currently undeveloped, the City has the right to levy the assessment and defer the payments to avoid immediately burdening the current property owners. Deferment of assessments in this situation conforms with the purposes of the statutory authorization allowing such deferments as the law allows the City require payments come due upon "the platting of the property or the construction of improvements thereon" (i.e. at the time development commences).[6] Because the added value and increased potential for future development represent the benefit conferred upon these properties by deferring payment the City is able to ensure the actual benefiting party, the future developer, is the one obligated to pay the assessment amount.

State-Aid Off-Set

In consideration of the state-aid option, the Council should evaluate whether it wants to allocate municipal state-aid street funds to assist in constructing the extension of these roads. Historically, Blaine has not used municipal state-aid funds for construction of roads in the manner proposed here, but the proposed project would meet statutory criteria.

By using this option the City would still undertake construction of the road extensions, conferring a benefit upon the adjoining property, but instead of assessing those properties the full amount of that benefit, the City would allocate municipal state-aid funds to off-set a portion of the assessment amount. Proceeding in this manner will not establish legally binding precedent that would require the City use state-aid funds for similarly situated road construction projects in the future, but there will likely be additional requests and Council should give careful consideration regarding whether the City wants to use such funds to assist with infrastructure construction for future developments.

Conclusion

Both the deferred assessment approach and an off-set of installation costs using municipal state-aid street funds are legally permissible options for the council relating to this project. Council should give consideration to the benefits and potential implications of proceeding under either option in determining how it wants to proceed for this project.

---

[5] *Holden v. City of Eagan*, 393 N.W.2d 526, 528 (Minn.App.1986) ("Present use of the land is not the controlling factor in determining whether the land has received benefit from the improvement. Rather, the test is whether the land could be used for purposes which would benefit from the improvement.")

[6] Minn. Stat. § 429.061, subd. 2

City of Blaine
Staff Report

File Number: 2024-022

Agenda Date	Status
January 8, 2024	
In Control	**File Type**
City Council	Workshop Item

New Business - Michelle Wolfe, City Manager

Agenda Item # 3.5

State and Federal Legislative Agendas

Background

The City of Blaine has contracts in place with one state lobbying firm and two federal lobbying firms. It is important to establish the city's legislative agendas as a means to set goals for our lobbyists. For the past few years, funding for T.H. 65 has been the city's clear number one priority. With the successful 2023 efforts to obtain funding for the Phase 2 segment of the project, our legislative priorities need to be re-established.

Attached is a *draft* state lobbying priorities document. It also includes goals for lobbyists. In addition, there is some verbiage included regarding how staff will approach requests for city positions on proposed legislation. During the workshop discussion, staff would like feedback from council regarding the priorities and other topics covered in the attachment. (Also attached for reference are the 2022 legislative priorities and an infographic illustrating those priorities.)

In terms of federal lobbying, the top priority was T.H. 65. The other focus for our federal lobbying has been grants. Staff's suggestion for focus in 2024 is on grants. We will be meeting with our federal lobbying teams to review our capital plans and other city priorities to identify potential federal grant programs, including congressional directed spending ("earmarks"), which could be pursued during the year. The Ferguson Group will be our primary resource for grant programs. The Jacobson Law Group will focus on potential 2024 earmark requests. Once those meetings have occurred, staff will report back to the City Council regarding proposed plans for the year. As with state legislation, if we become aware of any federal bills for which we should take a position to have our lobbyists represent, we will bring the matter to the attention of the council as outlined in the attached State priorities document.

Staff Recommendation

Questions for Council

Provide input and feedback for the city's 2024 state and federal legislative agendas.

Attachment List

1. 2022 Legislative Priorities Handout infographic
2. Legislative Priorities 2022 v2
3. Legislative Priorities 2024

City of Blaine
2022 Legislative Priorities

Top Priority: Funding Infrastructure Improvements to Trunk Highway 65

This is the City of Blaine's top legislative priority. Public safety improvements and easing congestion on Trunk Highway 65 are of great importance to the City of Blaine and its 70,000 residents. Highway 65 has clearly identified problems and now is the time to fund solutions. The City is seeking funding to start work on the intersection at 99th Avenue and supports funding throughout the corridor.

Support Local Control

The City of Blaine supports retaining local control on a number of items.

Oppose Efforts to Mandate Reduction in Development and Building Fees

Housing and builder advocacy groups made a strong push in 2020 to reduce development and building related costs charged by cities that, in their opinion, drive up the cost of housing. The City believes the costs are justified and oppose changes this group is advocating for. The League of Minnesota Cities and Metro Cities also oppose these changes.

Oppose Proposed MPCA Fee Increase for MS4 Permits

MPCA previously recommended a fee increase from $80 per year (collected as $400 at every five-year renewal) to $10,500 annually. MPCA has not provided a clear explanation of their administrative costs to which this is attributed. The City of Blaine is opposed to any fee increase unless MPCA can provide a rationale.

Law Enforcement Related Legislation

The City of Blaine is watching closely for any potential law enforcement related legislation. As proposals come forward the City would like the opportunity to speak with legislators about the impacts of any proposed legislation. The Blaine Police Department is committed to enhancing the quality of life in Blaine by serving with integrity, respect, and professionalism.

Oppose Mandated Limits on Park Dedication Fees

The City of Blaine conducts an annual review of park dedication fees. Retaining local control over park dedication fees allows cities to hear input through the public hearing process and to set fees that address the needs in their community.

Oppose Unfunded Mandates

The City of Blaine opposes passing unfunded mandates onto cities. The City opposes efforts by the state to fund policy priorities through mandates on cities without state funding.

Elimination of the Municipal Salary Cap

The City of Blaine supports an exemption of cities from local government compensation limits. The salary cap affects the ability to recruit and retain the best talent for critical positions of leadership.

CITY OF BLAINE

LEGISLATIVE PRIORITIES 2022

Draft 2/11/2022

The following legislative priorities are of the highest importance to the City of Blaine. The City of Blaine will work with the legislature, and Blaine's legislative delegation to advocate for these initiatives.

1. <u>Trunk Highway 65</u>

This is the City of Blaine's top legislative priority. Public safety improvements and easing congestion on Trunk Highway 65 (TH 65) are of great importance to the City of Blaine and its residents. The City is prepared to start work on the intersection at 99th Avenue and supports funding throughout the corridor. The City of Blaine will pursue bonding for TH 65 at the State Capitol.

Our lobbyists will meet with a number of state legislators, legislative leadership, the Governor's Office, Agency officials, and key staff. Blaine officials will be included in these meetings as needed.

Here is a list of individuals they plan to meet with:

- Blaine's legislative delegation including:
  - Rep. Erin Koegel
  - Sen. Jerry Newton
  - Rep. Nolan West
  - Rep. Donald Raleigh
- House Transportation Chair
- Senate Transportation Chair
- House Capital Investment Chair
- Senate Capital Investment Chair
- House Minority Lead on Transportation
- Senate Minority Lead on Transportation
- House Minority Lead on Capital Investment
- Senate Minority Lead on Capital Investment
- House Republican Caucus Leadership Staff
- House DFL Caucus Leadership Staff
- Senate Republican Caucus Leadership Staff
- Senate DFL Caucus Leadership Staff
- House Transportation Committee Staff
- House Capital Investment Committee Staff
- Senate Transportation Committee Staff
- Senate Capital Investment Committee Staff
- The Governor's Senior Advisor on Transportation Issues
- The Governor's Senior Advisor on Bonding Issues

- The Governor's Deputy Chief of Staff
- The Governor's Policy Director
- The Commissioner of MNDOT
- Other individuals as needed

They will continue to monitor meetings with partners who support Highway 65 funding including:

- The Highway 65 Corridor Coalition
- The Metro North Chamber of Commerce as requested
- Anoka County Board Meetings as requested

The legislation for the intersection of Highway 65 at 99th Ave was drafted, introduced and heard in both legislative bodies in 2021. $7 million was secured in 2021. Our lobbyists will continue to pursue the remaining $25 million for 99th Avenue in the 2022 bonding bill.

- LGN will continue to work on all remaining phases of Highway 65.
    - This includes supporting the upcoming bills requesting $30M for the 117th Ave interchange and/or a Corridors of Commerce request in the amount of $144M for the full corridor of 99th Ave through 117th Ave.
- LGN will work collaboratively with Anoka County on Highway 65 as requested where needed.
- Assist with development of Highway 65 infographic, and share with legislators and staff as opportunities arise

2. <u>Support Local Control</u>

In matters before the legislature, in general the City of Blaine supports retaining local control by the elected Blaine City Council and the staff.

2022 Goals:

- Monitor legislative proposals and report to the city any that challenge local control; develop city position and share with local delegation and legislative leadership

- Work in conjunction/partnership with LMC and Metro Cities; assist City Staff with data gathering and letters of support when requested

3. <u>Elimination of the Municipal Salary Cap</u>

This is a specific matter of local control. The City of Blaine supports an exemption of cities from local government compensation limits. The salary cap affects cities' ability to recruit and retain the best talent for critical positions of leadership within those cities. It also limits cities' ability to set the salaries as they determine for city employees. The Legislature has exempted the state university system, school districts, hospitals and clinics owned by a government organization, and the Metropolitan Airports Commission. The City of Blaine supports legislation that exempts municipalities as well.

2022 Goals include:

- Work in conjunction/partnership with LMC and Metro Cities; assist City Staff with data gathering and letters of support when requested

4. Oppose Unfunded Mandates

The City of Blaine opposes passing unfunded mandates on to cities. We oppose efforts by the state to fund policy priorities through mandates on cities without state funding attached.

2022 Goals include:

- Monitor legislative proposals and report to the city any that contain unfunded mandates; develop city position and share with local delegation and legislative leadership

- Work in conjunction/partnership with LMC and Metro Cities; assist City Staff with data gathering and letters of support when requested

5. Oppose Efforts to Mandate Reduction in Development and Building Fees

Housing First – Housing First MN made a strong push in 2021 to reduce development and building related costs that cities charge that, in their opinion, drives up the cost of housing. We believe our costs are justified and oppose changes this group is advocating for. The League of Minnesota Cities and Metro Cities represent cities opposing these changes.

2022 Goals include:

- Monitor legislative proposals and report to the city any that contain mandated fee reductions; develop city position and share with local delegation and legislative leadership

- Work in conjunction/partnership with LMC and Metro Cities; assist City Staff with data gathering and letters of support when requested

6. Monitor Proposed MPCA Fee Increase for MS4 Permits

MPCA previously recommended a fee increase from $80 per year (collected as $400 at every five-year renewal) to $10,500 annually. The City of Blaine is opposed to any fee increase unless MPCA can explain the services provided and the rationale for said increase.

2022 Goals:

- Monitor and assist the city of Blaine in opposing the significant fee increase proposed by the MPCA for the MS4 Permits.
- Gather information from MPCA and/or other reliable sources as to the status of the proposed fee increase and the rationale for the increase.

7. Law Enforcement-Related Legislation

Chief Podany serves on the Minnesota Chiefs of Police Association (MCPA) Legislative Committee. The MCPA annually develops a legislative agenda. Chief Podany may request Council direction as to whether or not to support, monitor, or oppose specific legislation. He may also request Council support to testify on certain legislation. Staff will coordinate with City Council, and update the legislative priorities as appropriate.

2022 Goals:

- Monitor legislative proposals and coordinate with Chief Podany to develop proposed city positions; once council approved, share city positions with local delegation and legislative leadership

8. <u>Limits on Park Dedication Fees</u>

Staff anticipates the possibility of an attempt to cap Park Dedication fees at a maximum of $5,000. This is another specific example of a limit on local control. We believe our costs, which are annually reviewed by City Council, are justified.

2022 Goals:

- Monitor legislative proposals and report to the city any that contain attempts to cap these fees; develop city position and share with local delegation and legislative leadership

- Work in conjunction/partnership with LMC and Metro Cities; assist City Staff with data gathering and letters of support when requested

<u>Blaine Day at the Capitol</u>

If feasible, schedule a full or half day of meetings (in person or virtual) at the Capitol; elected officials and designated staff to attend. The goal is to promote the City of Blaine's legislative priorities and interests.

Blaine officials should consider participating in external organizations' Day at the Capitol events where they can advocate for Blaine's priorities at the Capitol. Examples of this include the Transportation Alliance's Transportation Day at the Capitol and the LMC's Day at the Capitol.

<u>Formal Reports to Council</u>:

The lobbying team will report to City Council regularly via e-mail and check in calls with the Mayor and City Manager. The team will formally report to City Council as a whole at workshops tentatively schedule for the following times:

- February 7
- March - April (mid-session)
    - Suggested Dates: April 4 (follows the second committee deadline), or April 18, (follows the third deadline and Legislative Break).
- June

- Suggested Date: June 6th

CITY OF BLAINE

STATE LEGISLATIVE PRIORITIES 2024

Draft 1/3/2024

The following legislative priorities are of the highest importance to the City of Blaine. The City of Blaine and the lobbing team from Lockridge Grindal Nauen (LGN) will work with the legislature, and Blaine's legislative delegation to advocate for these initiatives.

1. <u>Trunk Highway 65</u>

Public safety improvements and easing congestion on Trunk Highway 65 (TH 65) are of great importance to the City of Blaine and its residents. The 2023 legislative session resulted in fully funding segment 2 of the project. Anoka County and other stakeholders will be taking the lead on segments 1 and 3. The City of Blaine will support their efforts to advance those portions of the project.

2024 Goals:

LGN will continue to monitor proposed legislation and meetings with partners who support Highway 65 funding including:

- The Highway 65 Corridor Coalition
- The Metro North Chamber of Commerce as requested
- Anoka County Board Meetings as requested

- LGN will continue to monitor and support remaining phases of Highway 65.
- LGN will work collaboratively with Anoka County on Highway 65 as requested where needed and directed by the city

2. <u>Support Local Control</u>

In matters before the legislature, in general the City of Blaine supports retaining local control by the elected Blaine City Council and the staff.

2024 Goals:

- Monitor legislative proposals and report to the city any that challenge local control; develop city position and share with local delegation and legislative leadership

- Work in conjunction/partnership with LMC and Metro Cities; assist City Staff with data gathering and letters of support when requested

3. <u>Oppose Unfunded Mandates</u>

The City of Blaine opposes passing unfunded mandates on to cities. We oppose efforts by the state to fund policy priorities through mandates on cities without state funding attached.

2024 Goals:

- Monitor legislative proposals and report to the city any that contain unfunded mandates; develop city position and share with local delegation and legislative leadership

- Work in conjunction/partnership with LMC and Metro Cities; assist City Staff with data gathering and letters of support when requested

4. Oppose Efforts to Mandate Reduction in Development and Building Fees

Housing First – Housing First MN has led efforts in previous legislative sessions to reduce development and building related costs that cities charge which, in their opinion, drives up the cost of housing. We believe our costs are justified and oppose changes this group is advocating for. The League of Minnesota Cities and Metro Cities represent cities opposing these changes.

2024 Goals include:

- Monitor legislative proposals and report to the city any that contain mandated fee reductions; develop city position and share with local delegation and legislative leadership

- Work in conjunction/partnership with LMC and Metro Cities; assist City Staff with data gathering and letters of support when requested

5. Monitor Proposed MPCA Fee Increase for MS4 Permits

MPCA previously recommended a fee increase from $80 per year (collected as $400 at every five-year renewal) to $10,500 annually. The City of Blaine is opposed to any fee increase unless MPCA can explain the services provided and the rationale for said increase. The MPCA is not currently actively proposing a fee increase, however, this is a topic that should be closely monitored.

2024 Goals:

- Monitor and assist the city of Blaine in opposing the significant fee increase proposed by the MPCA for the MS4 Permits.
- Gather information from MPCA and/or other reliable sources as to the status of the proposed fee increase and the rationale for the increase.

7. Law Enforcement-Related Legislation

The Minnesota Chiefs of Police Association (MCPA) annually develops a legislative agenda. Chief Podany may request Council direction as to whether or not to support, monitor, or oppose specific legislation. He may also request Council support to testify on certain legislation. Staff will coordinate with City Council, and update the legislative priorities as appropriate.

2024 Goals:

- Monitor legislative proposals and coordinate with Chief Podany to develop proposed city positions; once council approved, share city positions with local delegation and legislative leadership

8. Limits on Park Dedication Fees

Historically there have been proposals to cap Park Dedication fees at a maximum of $5,000. This is another specific example of a limit on local control. We believe our costs, which are annually reviewed by City Council, are justified.

2024 Goals:

- Monitor legislative proposals and report to the city any that contain attempts to cap these fees; develop city position and share with local delegation and legislative leadership

- Work in conjunction/partnership with LMC and Metro Cities; assist City Staff with data gathering and letters of support when requested

9. **Other Potential Matters for Discussion**

- Explore legislation for 105^{th} & Radisson Redevelopment District – i.e. special taxing district, social district, etc.
- Support NSC requests for capital funding
- Regional Emergency Base for Fire/Hazmat, etc., Station 5/PD Base - As we look at a new Station 5, we are exploring the possibility that the proposed station be a regional asset for things like HAZMAT/Chemical Team, DNR Wildland firefighting, various other options., and that it also include parking and storage capabilities.
- Revisions to language regarding School Resource Officers - State legislative leaders have made verbal commitments to fix the 2023 legislation that led to issues relating to SRO's in schools
- Lift Moratorium on Cities Increasing Sales Taxes for Parks and Trails – as a matter of local control, continue to have a process which allows individual to determine whether to pursue local sales tax for parks and trails or other purposes
- Digital Media Fee to Support Local Community Television - This was introduced in the 2023 session as SF 3039 and HF3261. This would be a new revenue stream to support local community television and would help increase revenue into the City's communication fund
- Funding for Non-Municipal State Aid City Streets
- Official State Mapping Responsibility
- Authority to implement Infrastructure Fees
- MN Plumbing Board (DLI) Storm Sewer Requirements Ruling

Blaine Day at the Capitol

If desired by the city and feasible, LGN will schedule a full or half day of meetings (in person or virtual) at the Capitol. Elected officials and designated staff may attend. The goal is to promote the City of Blaine's legislative priorities and interests.

Blaine officials should consider participating in external organizations' Day at the Capitol events where they can advocate for Blaine's priorities at the Capitol. Examples of this include the Transportation Alliance's Transportation Day at the Capitol and the LMC's Day at the Capitol.

Formal Reports to Council:

The lobbying team will report to City Council regularly via e-mail and check in calls with the Mayor and City Manager. The team will formally report to City Council as a whole at workshops tentatively schedule for the following times:

- February
- March - April (mid-session)
- June (post session)

For discussion: City Positions on Legislation

Staff is sometimes asked by the LMC or Metro Cities to submit letter of support or opposition regarding proposed legislation. Other times, staff becomes aware of proposed legislation that is of interest or concern. If clearly consistent with legislative priorities, the City Manager or designee will prepare a letter outlining the city's position and share it with he lobbying team and/or local delegation. If it is not, the City Manager or designee will send out an email to Council to see if there are any concerns with the city sending such a letter. These are usually on a very quick turn-around schedule; if time allows, these requests will be discussed at a workshop, otherwise, by e-mail.

Staff is sometimes asked to testify on various matters at the legislature.

If the request is related to something already on the city's legislative priorities list, we will advise Council that the employee will be testifying via e-mail, Council Update, or at a workshop (depending on timing)

If regarding something that is NOT on our legislative priorities, we will provide Council with notice that the employee would like to testify the topic. Staff will ask if there are any concerns to let us know. If we do not hear back, we will proceed.

We may from to time ask for a city position on proposed legislation. Generally, we would like to follow this format:

Actively Opposed

Oppose (if asked)

Monitor

Support (If asked)

Actively Support

When we take this action, we will amend it to our legislative priorities document.