



City of Blaine

Planning Commission

June 11, 2024 | 7:00 PM
Blaine City Hall
10801 Town Square Drive NE
Blaine, MN 55449

The Planning Commission is an advisory board to the City Council. One of the Commission's functions is to hold public hearings and make recommendations to the City Council. The City Council makes all final decisions on these matters. For each agenda item the Commission will receive reports prepared by the City staff, open the public hearing, discuss and act on the application.

Public comments prior to the meeting must be received by Noon on the Monday prior to the meeting date. Email comments to: Planning@BlaineMN.gov or phone 763-785-6180.

AGENDA

1. Call to Order

2. Roll Call

3. Approval of Minutes

- 3.1.** 2024-202 Approval of the May 14, 2024 Planning Commission Minutes
Sponsors:

4. Public Hearing

- 4.1.** 2024-173 Case File No. 24-0024 // Les Schwab Tire Store (GHS Development LLC) // 12251 Ulysses Street NE
The applicant is requesting a conditional use permit for a minor auto repair with shared access and zero lot line on the north and south property line in the Regional Commercial (B-3) zoning district.
Sponsors: Shawn Kaye, Planner

- 4.2.** 2024-174 Case File No. 24-0030 // A & C Automotive // 611 109th Avenue NE
The applicant is requesting a conditional use permit amendment to allow vehicles to remain on site for at least 72 hours, and to remove the requirement to have solid waste pick up three times a week at an existing auto repair business in the Community Commercial (B-2) zoning district.
Sponsors: Shawn Kaye, Planner

- 4.3.** 2024-175 Case File No. 24-0033 // Old Dominion Freight Line // 3701 85th Avenue NE
The applicant is requesting a conditional use permit amendment to modify

the fencing requirements for an existing truck terminal in the Heavy Industrial (I-2A) zoning district.

Sponsors: Elizabeth Showalter, Community Development Specialist

- 4.4.** 2024-714 Case File No. 24-0014 // City of Blaine // 10041 and 10001 Polk Street NE
The City is requesting a comprehensive plan amendment to change the land use designation from Medium Density Residential/High Density Residential (MDR/HDR) to Low Density Residential/Medium Density Residential (LDR/MDR).

Sponsors: Erik Thorvig, Community Development Director

- 4.5.** 2024-205 Case File No. 24-0036 // City of Blaine // Northwest Corner of Paul Parkway NE and Ulysses Street NE
The City is requesting a comprehensive plan amendment to change the land use designation from High Density Residential/Planned Commercial (HDR/PC) to Medium Density Residential/Community Commercial (MDR/CC).

Sponsors: Erik Thorvig, Community Development Director

- 4.6.** 2024-206 Case File No. 24-0037 // City of Blaine // 12565 and 12535 Zest Street NE and 12592 Lexington Avenue NE
The City is requesting a comprehensive plan amendment to change the land use designation from High Density Residential (HDR) to Medium Density Residential/Community Commercial (MDR/CC), and Medium Density Residential (MDR) to Medium Density Residential/Community Commercial (MDR/CC).

Sponsors: Erik Thorvig, Community Development Director

5. New Business

- 5.1.** 2024-176 Case File No. 24-0034 // 105th Avenue Redevelopment Area Master Plan // 10550 Nassau Street NE
The applicant is requesting Master Plan approval for the 105th Redevelopment Project.

Sponsors: Sheila Sellman, City Planner

6. Adjournment



City of Blaine

Planning Commission

May 14, 2024 | 7:00 PM
Blaine City Hall
10801 Town Square Drive NE
Blaine, MN 55449

MINUTES

1. Call to Order

The Blaine planning commission met in the City Hall Chambers on Tuesday, May 14, 2024. Chair Goracke called the meeting to order at 7:00PM.

2. Roll Call

Members Present: Commission Members Deonauth, Gorzycki, Homan, Olson, Swanson, and Chair Goracke.

Members Absent: Commission Member Halpern.

Staff Present: Shawn Kaye, Planner
Elizabeth Showalter, Community Development Specialist
Shelia Sellman, City Planner
Teresa Barnes, Project Engineer

3. Approval of Minutes

3.1. 2024-77 Approval of the April 9, 2024 Planning Commission Minutes
Sponsors:

**Motion by Commissioner Olson to approve the minutes of April 9, 2024, as presented.
Motion seconded by Commissioner Deonauth. The motion passed 6-0.**

4. Public Hearing

4.1. 2024-772 Case File No. 24-0022 // Boulder Villas (Boulder Contracting) // 9240 W 35W
Service Drive NE
The applicant is requesting the following:

1. Rezoning from Single Family Residential (R-1AA) to Development Flex (DF).
2. Preliminary plat to subdivide 4.84 acres into 11 single family lots and one common lot for wetlands and storm ponding to be known as Boulder Villas.
3. Conditional use permit to allow for the construction of 11 single family lots in the Development Flex (DF) zoning district.

Sponsors: Shawn Kaye, Planner

The report to the planning commission was presented by Shawn Kaye, Planner. The public hearing for Case File 24-0022 was opened at 7:06PM.

Dallas Sessions, 9323 Jamestown Street NE, indicated he looked up the plat of this property. He explained the plat showed it was dedicated for public use. He questioned when it was rezoned for the proposed use. He understood this development would be approximately three units per acre, but with the wetlands, the actual lot sizes were 0.125 acre. He indicated the surrounding neighborhood had lots that were 0.25 acres in size or larger.

Chris Heinze, 9189 Harpers Court NE, stated he lived directly behind the proposed development. He indicated noise was in his backyard at all times and it reached levels of 60 to 65 decibels during the morning rush hour. He explained he was present to advocate for the 11 families that would live in this development and encouraged the developer to plant more trees to assist in buffering the sound from the freeway. He commented on how the speed limit on the frontage road was 50 miles per hour, but noted vehicles were traveling 60+ miles per hour. He stated this was very dangerous and suggested the speed limit along the frontage road be reduced to 35 miles per hour. He discussed how one of the goals of the DF zoning district was quality living and discussed how his quality of life was impacted by traffic noise. He suggested a walking trail be installed to connect the new development to the surrounding neighborhood.

The public hearing was closed at 7:11PM.

Chair Goracke questioned who owns the land.

Brian Jansen, Boulder Contracting, explained a church currently owns the property but was having trouble developing the site given the amount of wetlands.

Commissioner Homan asked if a walkway connection could be considered.

Mr. Jansen indicated this would depend on the survey and how the wetlands lay out. He stated it would be very difficult to install a walkway over the wetland.

Chair Goracke inquired if there were any plans to mitigate the noise from 35W.

Project Engineer Barnes reported 35W was under construction a couple of years ago and a noise wall was not installed in this area. She explained it would be up to MNDOT whether or

not they would install a sound wall or not. She anticipated MNDOT would place requirements on how the homes are constructed to assist with mitigating noise. She stated she did not expect a noise wall would be installed. She commented further on the speed limit for the frontage road and explained a traffic study would have to be completed in order to a speed reduction. She noted certain warrants would have to be met before the speed could be adjusted. She encouraged neighbors to call the police with their concerns regarding the speed of traffic.

Chair Goracke questioned if more trees could be installed to assist with buffering.

Planner Kaye stated more trees could be required.

Commissioner Gorzycki requested further information from staff on how the number of units per acre were calculated.

Planner Kaye explained the total acreage of the site was 4.84 acres and the developer was allowed to exclude wetlands which was 1.15 acres, which created a net density of 2.9 units per acre.

Commissioner Olson stated she appreciated how thoughtful the neighbor was by voicing his concerns regarding noise, buffering and a trail connection. She encouraged the developer to take these concerns into consideration.

Motion by Commissioner Olson to recommend approval of Planning Case 24-0022A a rezoning from Single Family (R-1AA) to Development Flex (DF) with the following rationale:

Case 24-0022A:

- 1. The DF zoning standards to be incorporated are consistent with and will complement homes and housing options that have been constructed within recent developments. The standards will create an attractive benchmark of quality homes with a desired range in appearance, style, density, and construction value and market appeal.**
- 2. The DF zoning district allows the City the opportunity to have some flexibility when approving developments that warrant higher standards than what is allowed with the traditional zoning districts. It affords the City the opportunity to provide input on items that would benefit the surrounding neighborhoods and the City as a whole.**

Motion by Commissioner Olson to recommend approval of Planning Case 24-0022B a preliminary plat to subdivide 4.84 acres into 11 single family lots and one common lot for wetlands and storm ponding to be known as Boulder Villas with the following conditions:

Case 24-0022B:

- 1. Park dedication will be required for the 11 new lots being constructed at the rate of \$4,894 per unit, for a total park dedication fee of \$53,834 if paid in 2024.**

This amount must be paid prior to releasing the plat mylars for recording at Anoka County.

- 2. The developer will be responsible for Trunk Sanitary Sewer area charges. These charges become due with platting for upland acreage. The 2024 rate for Sanitary Sewer District 6 is \$6,999 per upland acre and will be applied to the acreage platted. This phase is proposing to develop 2.5 acres of upland for a total sewer area charge of \$17,550.**
- 3. The developer shall be responsible for assessments for sanitary sewer and water lateral installments of \$10,269.**
- 4. Developer to install grouped mailboxes with design and locations approved by the City and US Postal Service.**
- 5. All development signage by separate review.**
- 6. Each lot in the development will be required to have the standard two trees with a minimum of 2½-inch caliper per lot. One tree will be required in the front yard and one tree may be planted in the rear or front yard.**
- 7. The developer must meet the City's Tree Preservation requirements by planting 27 replacement trees for the lots that were preliminary platted (3.4 disturbed acres). The Developer is required to plant two trees per lot for the overall preliminary plat which will account for 22 of the replacement trees. A landscape plan for the remaining five trees must be presented to the Planning Department prior to release of mylars for recording at Anoka County. The side yards of Lots 1 and 11 adjacent to the frontage road will require three additional conifers for Lot 1 and two additional conifers for Lot 11.**
- 8. The overall development shall be certified by a professional engineer licensed in the State of Minnesota and indicate all structures shall be protected from flooding.**
- 9. RCWD permit is required prior to city approval of construction plans and specifications.**
- 10. A protective buffer strip of natural vegetation, at least 15-feet in width (25-feet is preferred) shall surround all wetlands. This buffer strip shall be placed in easement.**
- 11. All streets will follow the Anoka County street name grid system.**
- 12. Street lights shall be installed in the manner, location and type prescribed by the City Engineer. The lights will be required to be maintained by the Homeowners Association.**
- 13. As-built surveys shall be required to verify structure elevations, custom grading requirements, and final lot grading elevations.**
- 14. The developer is responsible for recording the plat mylars with Anoka County. Proof of recording must be provided to the City prior to issuance of building permits.**
- 15. Site plan approval is required as part of the building permit application. All site improvements to be included in the Site Improvement Performance Agreement and covered by an acceptable financial guarantee.**

Motion by Commissioner Olson to recommend approval of Planning Case 24-0022C a conditional use permit to allow for the construction of 11 single family lots in the Development Flex (DF) zoning district with the following conditions:

Case 24-0022C:

Single Family - DF Development Standards

Permitted Uses

1. Single-family detached dwellings
2. Group family daycare

Accessory Uses

1. Private attached garages - one detached accessory structure, with area less than 120 square feet, will be permitted.
2. Private swimming pools meeting the requirements of Blaine Municipal Code Section 6-121.
3. Keeping of not more than two (2) boarders and/or roomers per dwelling unit.

Conditional Uses

1. Home occupations listed as Conditional Uses in Section 33.10

Standards

1. Front yard setback - 25 feet
2. Side yard setback - 6.5 feet for house and 6.5 feet for garage.
3. Corner side yard setback - 6.5 feet (private street) 30 feet (public street)
4. Rear yard setback - 30 feet
5. Maximum building height - 2 1/2 stories or 35 feet.
6. It shall be required for all single-family dwellings that there be an attached garage constructed of a minimum of four hundred (400) square feet, with no dimension less than 20 feet. Total garage space shall not exceed one thousand (1,000) square feet. Detached garages or accessory storage buildings above 120 square feet are not permitted. One detached accessory storage building below 120 square feet is permitted provided it meets 5-foot side and rear yard setbacks and be located within the rear yard.
7. The minimum finished floor area above grade for all homes shall be 1,400 square feet for a single level.
8. All homes shall have a minimum depth and width of 24 feet.
9. All homes to incorporate multiple gables or varied roof lines and articulation of the front façade. Vinyl/metal siding can be utilized on all elevations. Use of premium materials such as brick or natural stone are to be used on all front elevations.
10. All residential dwellings must be built in conformance with the current edition of the Minnesota State Building Code.
11. Driveways shall not be constructed closer than three feet to the property line. All driveways and approaches shall be hard surfaced using concrete, bituminous asphalt or other city-approved material that is consistent in durability and quality.

12. It shall be required that all yards of a new single-family dwelling be sodded over a minimum of 4-inches of topsoil (black dirt containing not more than 35 percent sand). Yards may be seeded over 4-inches of black dirt if underground irrigation is installed with the home.
13. Each lot in the development will be required to have the standard two trees with a minimum of 2½-inch caliper per lot. One tree will be required in the front yard and one tree may be planted in the rear or front yard.
14. The side yards of Lots 1 and 11 adjacent to the frontage road will require three additional conifers for Lot 1 and two additional conifers for Lot 11.

Motion seconded by Commissioner Homan. The motion passed 6-0.

Chair Goracke noted this would be on the agenda of the June 3, 2024 city council meeting.

4.2. 2024-777 Case File No. 24-0023 // East Blaine Mosque and Academy // 3680 Pheasant Ridge Drive

The applicant is requesting the following:

1. Rezoning from Planned Business District (PBD) to Development Flex (DF).
2. Conditional use permit to allow a Mosque (place of worship) and K-8 school in the Development Flex (DF) zoning district.

Sponsors: Sheila Sellman, City Planner

The report to the planning commission was presented by Sheila Sellman, City Planner. The public hearing for Case File 24-0023 was opened at 7:25PM.

Chris Heinze, attorney for the applicant, reported his client was the owner of property at 3680 Pheasant Ridge Drive which was the previous Minnesota School of Business that has been vacant for the past seven years. He stated his client desires to establish a mosque and a religious private school at this locatin. He indicated the application for the mosque was allowed under the zoning code. He indicated the application for the private religious school requires a rezoning from PBD to Development Flex. He stated his client made this application after consultation with the planning department staff, noting it was preferable to pursue a rezoning versus an amendment to the zoning code. He discussed how the previous owner of this property received an amendment to allow post secondary education at this location. He commented on how this application mirrors the request from Sunrise Elementary School, except this application requires no construction apart from minor interior changes. He indicated the Minnesota School of Business had a greater impact on traffic than the proposed uses would and the existing parking would meet the needs of the proposed uses. He commented further on other intent of the Development Flex zoning district and encouraged the planning commission to offer their support for this application. He explained his client pursued this property for a mosque and private religious school because the Islamic community was vastly underserved in the north metro. He indicated his client had no interest in making others uncomfortable or in causing alarm in the shared

community. He stated there would be no call to prayer broadcast over loudspeakers from the proposed mosque. He provided further comment on why this was a great location for the proposed mosque and religious private school noting there would be no impacts to the surrounding property owners. He reported his applicant wants the same opportunity that Christian families have in this community. He reviewed the seven criteria that must be met for the Development Flex zoning district and described how this application meets the criteria. He stated under the comprehensive plan Blaine is proposed to have 93,000 residents in the next 15 years. He indicated the comprehensive plan states the city supports and encourages the development of underutilized areas. He noted this building has been vacant since three years prior to the pandemic. He believed it was time that this underutilized building was put to work. He discussed how the proposed use would respond to the changing conditions in the community or its citizenry. He noted there was only one mosque in Blaine and no private elementary schools based on Islamic tradition in the city, compared to the 30 Christian churches in the city. He stated only 2% of the property in Blaine was being used for institutional purposes. He was of the opinion using this land for this use was in harmony with the city's comprehensive plan. He commented on the concerns that were raised at the February 13, 2023 workshop meeting, noting this was a separate and distinct applicant. He reported there were hundreds of cars driving to and from the property when the Minnesota School of business was in operation, and this was not a problem. Second, the traffic coming to and from the site would be heavy at two times during the day and he anticipated the traffic levels would be less than was seen with the Minnesota School of Business. He explained the school would begin as a K-2 school with 25 students per grade and would grow to a K-8 over time. He encouraged the commission to support the proposed request in order to turn this blighted property into a community gathering space.

Imam Asad Zaman, 12175 Aberdeen Street, explained he was the executive director for the Muslim American Society which operates the Blaine Masjid. He noted he operates seven masjids and he was proud to call Blaine home. He commented on how the Muslim community has dramatically expanded in the city of Blaine which has led to the request for another mosque, in order to provide Muslims in the community with a place to pray. He urged the commission to support this request.

Patrick Farley, 3917 87th Lane NE, reported he was an attorney and he commended Mr. Heinze on his presentation. He explained he was speaking as a citizen of Blaine. He noted he has a friend (Saed Wadi) who was part of the purchasing team. He indicated he has gotten to know Saed over the past three years because their sons play basketball together. He described how he was a privileged member of the community who was able to send his son to Avail Academy, while Saed had no private Islamic religious opportunities for his son. He reported the Islamic members of the community would continue to grow and they had no place where they can send their kids to school that identifies with their faith. He encouraged the commission to be inclusive of all groups and to offer their support for the rezoning.

Jaylani Hussein, provided the commission with a greeting of peace and blessings. He explained he was the Executive Director of the Council American Islamic Relations (CAIR) Minnesota and noted he had the privilege of serving the American Muslim community in Minnesota. He reported he was also a trained urban planner and he thanked the commissioners for their service to the community. He indicated he was a child who grew up

in this state and he did not have the opportunity to attend a private Islamic school. He stated in 1993 his father drove him from Minneapolis to the Islamic Center in Fridley and at first his father didn't understand the speeding limits. He explained his father was caught speeding and for the next ten years he did not drive one mile over the speed limit. He discussed how important it was for him to attend the Islamic Center for Sunday service to play with others who understood him. He further discussed the request before the commission and noted this nation was founded on the core principles of protecting freedom of religion. He reported planning laws consider the fit and noted Development Flex has almost every other use, except a school. He requested the city approve this use and allow a religious school to operate in conjunction with the mosque. He commented on how the mosque would be a place the community could be proud of, especially for the Muslim children in the community.

Zeke, resident of Blaine, spoke to the commission about something important in to him. He commented on how there was a building in Blaine that was vacant. He suggested this building be turned into an Islamic school where kids like him learn about faith, math and science. He stated this would be a place where he would feel proud of who he was as an American Muslim in Blaine. It would also provide an opportunity for him to learn with kids from all different backgrounds and become friends. He encouraged the commission to fix the zoning of this building for his Islamic school because it would mean so much to him and all of the other children in Blaine that want to learn and grow in this community.

Jeannie Shaw, 14 year resident of Blaine, stated she has found this community very welcoming. She asked if a mosque centric community was being built in Lino Lakes at 125th Avenue and Sunset Avenue. She questioned how this related to this proposal.

Chair Goracke stated the proposal in Lino Lakes does not apply to the request before the commission.

Ms. Shaw was of the opinion the other request should be considered because there would be two mosques very close together.

City Planner Sellman indicated the other request was in Lino Lakes. She suggested the applicant speak to if there was any relation between the two proposals. She stated she could not speak to the request before Lino Lakes and if it would be approved or not.

Mr. Heinze reported the requests were completely separate and there was no affiliation.

Barb Bailey, resident of Blaine, explained she was a retired teacher. She indicated she was worried about the safety of the children because this was a busy area of Blaine. She questioned if this building would have elevators for handicap children and inquired what the capacity of the building would be. She had the understanding there was an Islamic school in Blaine across from Wells Fargo. She expressed concern with the fact Blaine would be adding a mosque, school and another huge mosque was being added in Lino Lakes. She reported this was a lot of area and new buildings just for one religion. She commented on how Blaine includes everyone, like with the new Sunrise Elementary School, that was for the whole community. She questioned if this school would involve the whole community. She stated she was also concerned with the amount of traffic that would be coming to and from the site if there were 525 students and if the building could support that many students.

Imam from Blaine MAS, 12175 Aberdeen Street, explained he was the Imam of the Blaine mosque. He offered his support for the proposed mosque and academy. He indicated he moved to the area in 2008 and commented on how the Muslim population has grown since that time. He stated Blaine has been a very welcoming community to the Muslim population and he loved living here. He discussed how there was a need for another mosque in Blaine due to the rising Muslim population. In addition, parents are looking for a private Islamic school for their children. He hoped the commission would support and approve this project.

Ruaa Kalam, resident of Blaine, stated she could not wait until the new building opens up. She was excited for the new indoor playground. She indicated there were a lot of her friends that want to come to the new school and she was happy about that. She thanked the commission and told them to have a great day.

Kate Gillette, commercial real estate broker, provided the commission with background on the acquisition of this property for the East Blaine Mosque and Academy. She reported over the past seven years she has met many leaders, teachers and families as she worked with them on a challenging real estate search. Throughout the entire time she was impressed by their professionalism, collaboration and perseverance even in the face of setbacks, difficulties and complexities along the way. She was of the opinion the East Blaine Mosque and Academy would be a great addition to the community of Blaine and will contribute to positively towards the city being a place of growth in the areas of diversity and inclusion. Additionally, as a real estate advisor, she has deep respect for the work done by city officials to ensure development and land use was done in a thoughtful way to create sustainable and desirable places to live and work. She commented on how the things have changed since the pandemic with respect to office space and working from home. She noted the Minnesota School of Business buildings has sat vacant for the past seven years. Based on her professional experience, the most sustainable, highest and best use for this building would be to use it as a community center, place of worship and school. She encouraged the commission to offer their support for the rezoning and conditional use permit.

Saed Wadi, 12502 Zumbrota Street, stated he has been a resident of Blaine for the past 20 years. He explained his father brought his whole family here and purchased a home in Club West. He indicated he has raised his children in Blaine and he called this community home. He referred to the resident who used the term "they" and stated America was for us, all of us and he was part of this community. He reported his nephew, went into the Army and served this country. He explained he loved this country and he needed the same love back. He commented on how immigrant communities were moving to Blaine noting the council has recently approved the Asian village in Northtown Mall. He indicated there was another group that was thinking about bringing their business to Blaine and this was happening because people loved Blaine. He explained his children were old and would not be able to attend this school, but he wanted this school for his grandkids. He wanted his children to have the option to send their children to a private Islamic school.

Mark Evensen, explained he worked with Kate Gillette and the East Blaine Mosque acquire this property. He noted he has been in commercial property for the past 40 years. He reported he was the son of a Lutheran minister and he grew up in a small town with a catholic church, lutheran church and methodist church all on the same corner. He stated

this is the way communities have settled in the midwest. He reported over the past 40 years he has worked to have ensure he had good reputation more than money. He stated he was more than happy to work with the East Blaine Mosque and Academy and he appreciated what they stand for. He wanted to see this group thrive and prosper and to find a location that would benefit their families in the community. He discussed how 3680 Pheasant Ridge would be an ideal opportunity for the East Blaine Mosque, the seller and the city of Blaine. He commented on how it would benefit the community to have a more diverse population with diverse cultures in order to build a stronger city that can support all families and interests. He noted this project would also support the commercial real estate market by filling a prolonged vacancy, noting the office market has been influx since the pandemic began. He anticipated there would be a plenty of vacancy and repositioning of assets for years to come. He encouraged to support this request as the East Blaine Mosque and Academy would bring life back to this building.

The public hearing was closed at 8:09PM.

Chair Goracke thanked all of the members of the public who took the time to attend this meeting. He asked that staff speak to the level of traffic that would be generated by this use.

Project Engineer Barnes commented on the traffic that would be generated by the proposed school. She indicated the number of trips compared to the number of students would not be a one to one ratio. She reported that the addition of 500 cars would not be taxing on the adjacent roadway. She stated the proposed site had adequate parking and stacking lanes.

Chair Goracke requested further comment regarding the safety of the building for students.

City Planner Sellman reported the building had an elevator noting this was required per building code. She explained building permits would have to be pulled before modifications could be made to the interior of the structure.

Chair Goracke commented he believed it made sense to rezone the property from PBD to Development Flex. He stated the building has sat vacant for seven years with the PBD zoning.

Commissioner Olson asked if the city has previously rezoned a property from PBD to Development Flex.

Chair Goracke reported this has occurred in the city.

Commissioner Olson questioned why a conditional use permit could not be approved for the school instead of a rezoning.

City Planner Sellman explained the rezoning was required to allow a K-8 school, because this use is not permitted in the PBD district.

Chair Goracke reported the property for Sunrise Elementary was previously Farm Residential and this property was rezoned to Development Flex in order to allow for the school.

City Planner Sellman reported this was the case.

Commissioner Olson questioned if Pheasant Ridge Drive would support bussing in the future.

Project Engineer Barnes indicated this roadway could support busses.

Commissioner Olson inquired if the adjacent businesses were notified of the proposed use and did they have any comments regarding the request.

City Planner Sellman stated all properties within 350 feet were notified. She explained staff received one comment from a business owner.

Commissioner Olson reported she had the opportunity to practice her religion in the community, as well as having private school options for her children. She believed it was important for families to have this option.

Commissioner Deonauth thanked the community for their show of support for this request.

Chair Goracke thanked the two children who got up and spoke at this meeting.

Commissioner Swanson commented she believed this location was phenomenal and she hoped the surrounding companies provided opportunities for workshops and collaborated with the school.

Motion by Commissioner Deonauth to recommend approval of Planning Case 24-0023A a rezoning to DF and allowing a K-8 school on the subject site.

Motion seconded by Commissioner Gorzycki. The motion passed 6-0.

Motion by Commissioner Deonauth to recommend approval of Planning Case 24-0023B a CUP for the mosque (place of worship) and K-8 school in the Development Flex (DF) zoning district:

Case 24-0023B:

Conditions for the mosque are as follows:

- 1. Site plan approval is required as part of the building permit application. All site improvements, if any, to be included in the Site Improvement Performance Agreement (SIPA), and covered by an acceptable financial guarantee.**
- 2. The City reserves the right to require the mosque to provide on-site traffic management.**
- 3. All signage requires separate permits meeting the requirements of the zoning code.**
- 4. Temporary uses such as outdoor events, are not permitted without a specific special event license issued by the City.**

Conditions for a K-8 school CUP:

- 1. Site plan approval is required as part of the building permit application. All site improvements, if any, to be included in the Site Improvement Performance Agreement (SIPA), and covered by an acceptable financial guarantee.**
- 2. School hours shall be limited to 8AM to 3:30PM.**
- 3. Directional signage shall be painted on the parking lot for the drop-off and pick-up area.**
- 4. All signage requires separate permits meeting the requirements of the zoning code.**
- 5. Each classroom is capped at 25 students.**

Motion seconded by Commissioner Gorzycki. The motion passed 6-0.

Chair Goracke noted this would be on the agenda of the June 3, 2024 city council meeting.

- 4.3.** 2024-78 Case File No. 24-0026 // JD Trailers Properties LLC (Capacity Spotter Trucks)
 // 10070 Davenport Street NE
 The applicant is requesting a rezoning from Heavy Industrial (I-2) to Heavy
 Industrial (I-2A) to allow truck sales.
 Sponsors: Shawn Kaye, Planner

The report to the planning commission was presented by Shawn Kaye, Planner. The public hearing for Case File 24-0026 was opened at 8:27PM.

Dean Dally, Blaine Brothers, stated his company has been in the community since 1979. He reported he operates a heavy truck and trailer facility on Xylite Street. He explained the property has become overcrowded and he would like to have the ability to have sales of trucks as was allowed in the I-2A zoning district. He indicated the truck sales would be done mostly through paperwork. He stated Blaine Brothers has been in the top three in the country for the number of units sold. He indicated 90% of these units were not brought on site, but rather were shipped all over the world. He explained he has been a dealer for Capacity since 1998. He thanked the commission for considering his request and noted he was available for comments or questions.

The public hearing was closed at 8:30PM.

Chair Goracke asked why a variance could not be approved to allow for the sales.

Planner Kaye reported this was because the applicant was requesting a new use which required a rezoning.

Commissioner Olson indicated the applicant was following the city's rules by requesting the rezoning but noted it sounds like the sales were predominantly being done through paperwork.

Mr. Dally explained the vast majority of the sales were done over the phone and vehicles were drop shipped. He stated on occasion trucks were brought onsite for a preinspection. He commented further on how the proposed rezoning was for the most part a technicality. It was his opinion the new trucks would look better on the site than some of this customers trucks.

Chair Goracke commended Blaine Brothers for their long standing service to the community.

Motion by Commissioner Olson to recommend approval of Planning Case 24-0026 a rezoning from Heavy Industrial (I-2) to Heavy Industrial (I-2A) to allow truck sales based on the following rationale:

Case 24-0026:

- 1. Truck storage has been approved by a previous CUP and truck sales would not increase the number of trucks allowed to be stored in the rear yard.**
- 2. The truck storage and sales area is the rear yard, screened by a fence and landscaping.**

Motion seconded by Commissioner Homan. The motion passed 6-0.

Chair Goracke noted this would be on the agenda of the June 3, 2024 city council meeting.

- 4.4.** 2024-79 Case File No. 24-0027 // 4th Dimension Properties, LLC (Northtown Mall) // 100 Northtown Drive NE
The applicant is requesting the following:
1. Preliminary plat to create 13 lots to be known as Northtown Revitalization.
 2. Conditional use permit for zero lot line shared access/parking in the County Road 10 Mixed Use (MU) Zoning District.

Sponsors: Sheila Sellman, City Planner

The report to the planning commission was presented by Sheila Sellman, City Planner. The public hearing for Case File 24-0027 was opened at 8:38PM. As no one wished to appear, the public hearing was closed at 8:38PM.

Motion by Commissioner Swanson to recommend approval of Planning Case 24-0027A a preliminary plat to create 13 lots with the following conditions:

Case 24-0027A:

- 1. The applicant is responsible for recording the plat mylars with Anoka County. Proof of recording must be provided to the City prior to issuance of building permits.**

2. **The Building Official will need to review and approve copies of dedicated access easements that permit the owners of portions of the building located on either side access to the other side for purposes of maintaining fire and life safety systems.**
3. **The applicant is responsible for recording the access easements and shared parking agreements with Anoka County.**

Motion by Commissioner Swanson to recommend approval of Planning Case 24-0027B a conditional use permit to allow shared parking and shared access in the County Road 10 Mixed Use (MU) zoning district with the following conditions:

Case 24-0027B:

1. **The applicant is responsible for recording the access easements and shared parking agreements with Anoka County.**

Motion seconded by Commissioner Olson. The motion passed 6-0.

Chair Goracke noted this would be on the agenda of the June 3, 2024 city council meeting.

- 4.5.** 2024-80 Case File No. 24-0028 // City of Blaine
The City is proposing the following amendments to the City of Blaine Zoning Ordinance related to regulations for car washes:
1. Section 26.06 Nonconforming structures, uses.
 2. Section 30.15 B-2 Community Commercial Standards
 3. Section 30.25 B-3 Regional Commercial Standards
 4. Section 30.54 Planned Business District (PBD) Standards

Sponsors: Erik Thorvig, Community Development Director

The report to the planning commission was presented by Sheila Sellman, City Planner. The public hearing for Case File 24-0028 was opened at 8:42PM. As no one wished to appear, the public hearing was closed at 8:42PM.

Chair Goracke stated he supported the proposed changes as recommended by staff.

Motion by Commissioner Gorzycki to recommend approval of Planning Case 24-0028 approving the following amendments to the City of Blaine Zoning Ordinance related to regulations for car washes: Section 26.06 Nonconforming structures, uses; Section 30.15 Community Commercial Standards; Section 30.25 Regional Commercial Standards; Section 30.54 Planned Business District Standards. Motion seconded by Commissioner Homan. The motion passed 6-0.

Chair Goracke noted this would be on the agenda of the June 3, 2024 city council meeting.

4.6. 2024-126 Case File 24-0029 // City of Blaine
The City is proposing the following:

1. Rezoning from Regional Recreation (RR) to 105th Redevelopment District (RD).
2. Comprehensive plan amendment from Major Recreation (MR) to Planned Commercial (PC).

Sponsors: Sheila Sellman, City Planner

The report to the planning commission was presented by Sheila Sellman, City Planner. The public hearing for Case File 24-0029 was opened at 8:46PM. As no one wished to appear, the public hearing was closed at 8:46PM.

Chair Goracke asked if this was an expansion of the 105th Avenue Redevelopment area.

City Planner Sellman reported this was the case.

Motion by Commissioner Swanson to recommend approval of Planning Case 24-0029A a rezoning from Regional Recreation (RR) to 105th Avenue Redevelopment District (RD) based on the following rationale:

Case 24-0029A:

1. This area has been identified as a priority redevelopment area in the 2040 Comprehensive Land Use Plan and part of the 2020-2023 and 2023-2026 Strategic Plan.
2. A zoning district has been created for this purpose and in order to implement the plan a rezoning is necessary.

Motion by Commissioner Swanson to recommend approval of Planning Case 24-0029B a comprehensive plan amendment from Major Recreation (MR) to Planned Commercial (PC) based on the following rationale:

Case 24-0029B:

1. The proposed land use amendment meets the goals of the land use chapter of the comprehensive plan by maintaining flexibility in land use districts to respond to market conditions regarding mixed use in this area.

Motion seconded by Commissioner Deonauth. The motion passed 6-0.

Chair Goracke noted this would be on the agenda of the June 3, 2024 city council meeting.

5. Adjournment

Motion by Commissioner Olson to adjourn the regular planning commission meeting.

Motion seconded by Commissioner Swanson. The motion passed 6-0.

Adjournment time was 8:49PM.



City of Blaine

Staff Report

File Number: 2024-173

Agenda Date	Status
June 11, 2024	
In Control	File Type
Planning Commission	Report

Public Hearing - Shawn Kaye, Planner

Agenda Item # 4.1

Case File No. 24-0024 // Les Schwab Tire Store (GHS Development LLC) // 12251 Ulysses Street NE
The applicant is requesting a conditional use permit for a minor auto repair with shared access and zero lot line on the north and south property line in the Regional Commercial (B-3) zoning district.

Background

Zoning	Regional Commercial (B-3)
Land Use	Community Commercial
Area	2.62 Acres
Applicable Regulations	Sections 27.04 and 30.24 (f)(y)
Attachments	Zoning and Location Map Site Plan Landscape Plan Utility Plan Building Elevations Narrative Public Comments
Schedule	Planning Commission: 06/11/24 City Council: 07/01/24

Staff report prepared by Shawn Kaye, Planner, and Teresa Barnes, Project Engineer

Executive Summary

Zoning

The property is zoned B-3 (Regional Commercial).

Surrounding Zoning and Uses

The property to the north is zoned B-3 and is the location of Mister Carwash. The property to the south is vacant and zoned B-3. Highway 65 is located to the east. The properties to the west are zoned Single

Family (R-1) and Planned Business District (PBD). There are single family homes and a large vacant parcel adjacent to Ulysses Street.

Existing Conditions

The site is a vacant grassy parcel.

History

There are no prior approvals for this parcel. The 123rd Avenue right of way on the north side of the parcel was vacated in 2022.

Evaluation of Request

Site Plan

The applicant is proposing to construct an approximately 10,800 square foot Les Schwab tire store. The business would provide primarily tire sales, tire repair, and tire balancing. Minor work would be done on brakes, shocks, struts, alignments, and batteries. The store is typically open Monday through Saturday, 8AM-5PM. All work is done inside the building with the bay doors closed. The vehicle service is generally completed in a few hours and vehicles are not stored overnight.

Parking

The parking on site meets zoning ordinance requirements. The auto repair use requires 18 parking stalls and the site plan identifies 46 parking spaces.

The application also includes a request for a zero-lot line, shared access/parking for the north and south property lines. The applicant proposes to share an existing driveway/access with Mister Carwash to the south and a future user to the south.

Setbacks

Building

- Front: 50 feet
- Side: 20 feet

Parking

- Front: 30 feet
- Side: 10 feet

The site is proposed to have shared access/parking between the lots to the south and north. All other setbacks on site have been met.

Architecture

Building elevations have been included in the report and meet the zoning ordinance requirements.

The building elevations include the following materials:

- precast panel
- stone veneer

- glass
- architectural metal wall panel

Landscaping

The number of plantings shown on the landscape plan meets ordinance requirements. However, oversizing 25 percent of the plantings will be required as a part of the building permit approval.

Grading/Storm Drainage

The developer is proposing to grade the entire site as shown on the Coon Creek Watershed District (CCWD) 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

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.

Wetlands/Watershed/FEMA

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

Access/Street Design/Sidewalks/Trails

The development is proposing to gain/provide access from two connections to Ulysses Street NE. No additional street design, sidewalks or trails will be 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.

Conditional Use Permit

A city exercises "quasi-judicial" authority when considering a CUP application. This means the city's role is limited to applying the standards in the ordinance to the facts presented by the application. The city acts like a judge in evaluating the facts against the standards.

Section 27.04 Criteria for granting conditional use permits:

The Blaine City Council shall consider the advice and recommendations of the Planning Commission and the effect of the proposed use on the comprehensive plan and upon the health, safety, and general welfare of occupants of surrounding lands. Among other things, the Council shall consider the following findings where applicable. (Ord. No. 20-2447, 7-20-2020)

1. The use shall not create an excessive burden on existing parks, schools, streets and other public facilities and utilities which serve or are proposed to serve the area.
 - o An existing shared access/parking and a minor auto repair business does not create an excessive burden. All work for the business will be conducted inside with the overhead doors shut.
2. The use will be located, designed, maintained, and operated to be compatible with adjoining properties and the existing or intended character of the zoning district. (Ord. No. 20-2447, 7-20-2020)
 - o The B-3 district is intended to provide retailing and services of both a convenience and durable nature to shoppers, such as apparel, furniture, food, banking and financial services for a regional trade area. The use meets this intent.
3. The use shall have an appearance that will not have an adverse effect upon adjacent properties.
 - o The shared/parking access and new building will meet all other setbacks and landscaping requirements. All work for the business will be conducted inside with the overhead doors shut. The use will not have an adverse effect on adjacent properties.
4. The use, in the opinion of the City Council, shall be reasonably related to the overall needs of the City and to the existing land use.
5. The use shall be consistent with the purposes of the zoning code and purposes of the zoning district in which the applicant intends to locate the proposed use.
 - o The use meets the purpose of the B-3 district.
6. The use shall not be in conflict with the comprehensive plan of the City.
 - o The comprehensive plan designation is Community Commercial (CC) which is for retailing and services that serve larger areas, from neighborhood to regional scale. The use is not in conflict with the comprehensive plan.
7. The use will not cause traffic hazards or congestion.
 - o The proposed use will not generate any additional traffic hazard or congestion.
8. The use shall have adequate utilities, access roads, drainage and necessary facilities.
 - o The existing structure is served with the required utility services, adequate roadway infrastructure and necessary drainage facilities to service the proposed uses.

Recommendation

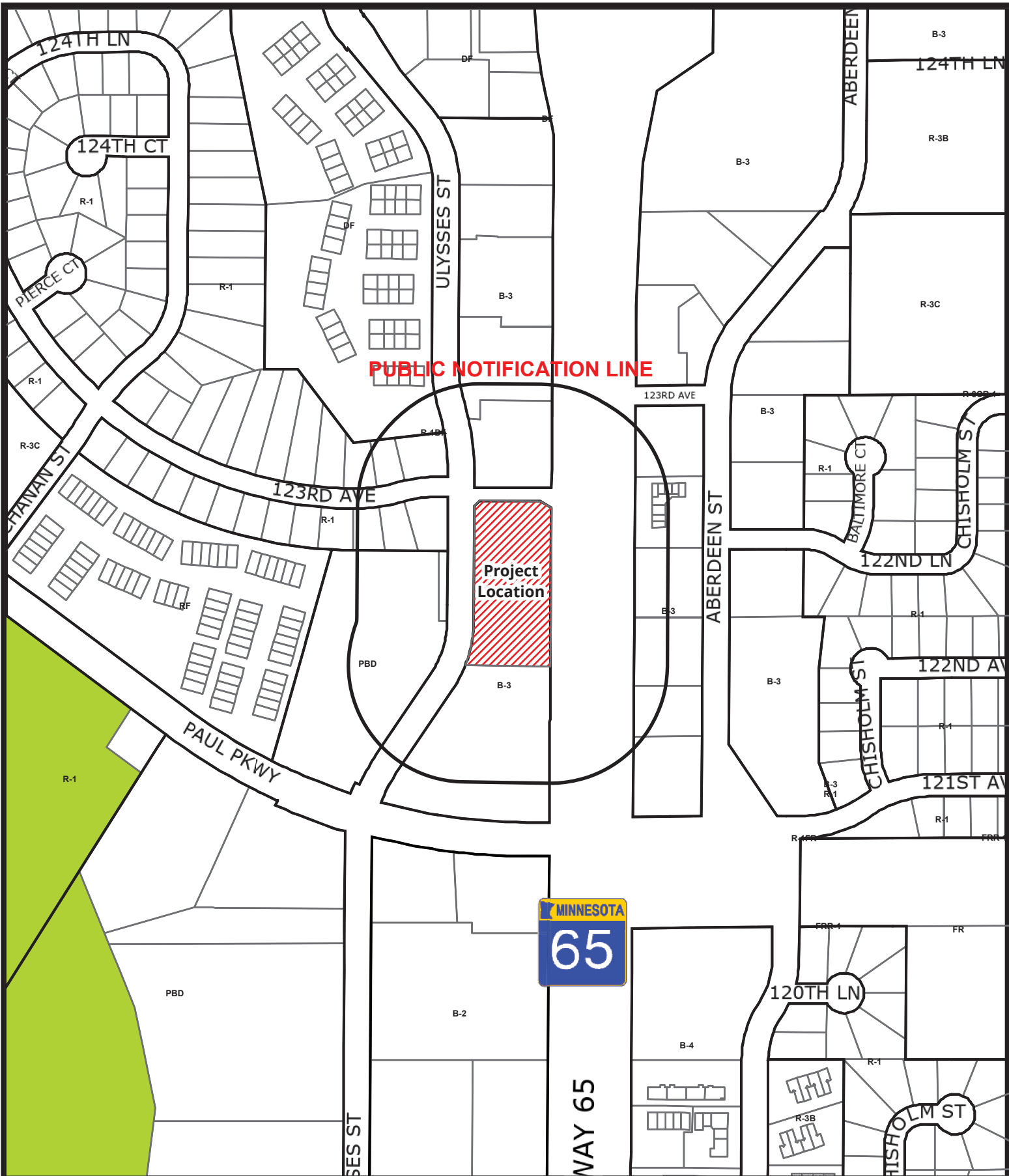
In Planning Case File No. 24-0024, it is recommended that the Planning Commission recommend approval of a conditional use permit for a minor auto repair with shared access and zero lot line on the north and south property line in the Regional Commercial (B-3) zoning district with the following conditions:

1. Site plan approval will be required as a part of the building permit application.
2. The parcel is currently an outlot and will need to be final platted prior to any building permits being issued for the lot.
3. All site improvements to be included in the Site Improvement Performance Agreement (SIPA) and covered by an acceptable financial guarantee.
4. A copy of the shared access/parking agreement between lots must be submitted to the Planning Department prior to any work being allowed on site.

5. All lighting on site must meet requirements established by Section 33.02 of the Zoning Ordinance. Freestanding light structures are limited in height to not more than 20 feet.
6. A revised landscape plan shall be submitted with the building permit that has 25 percent of the plantings oversized.
7. All work is required to be done inside the building with the bay doors closed. Bay doors to remain closed at all times with the exception of vehicles entering and existing the building.

Attachment List

1. Attachments
2. Public Comments

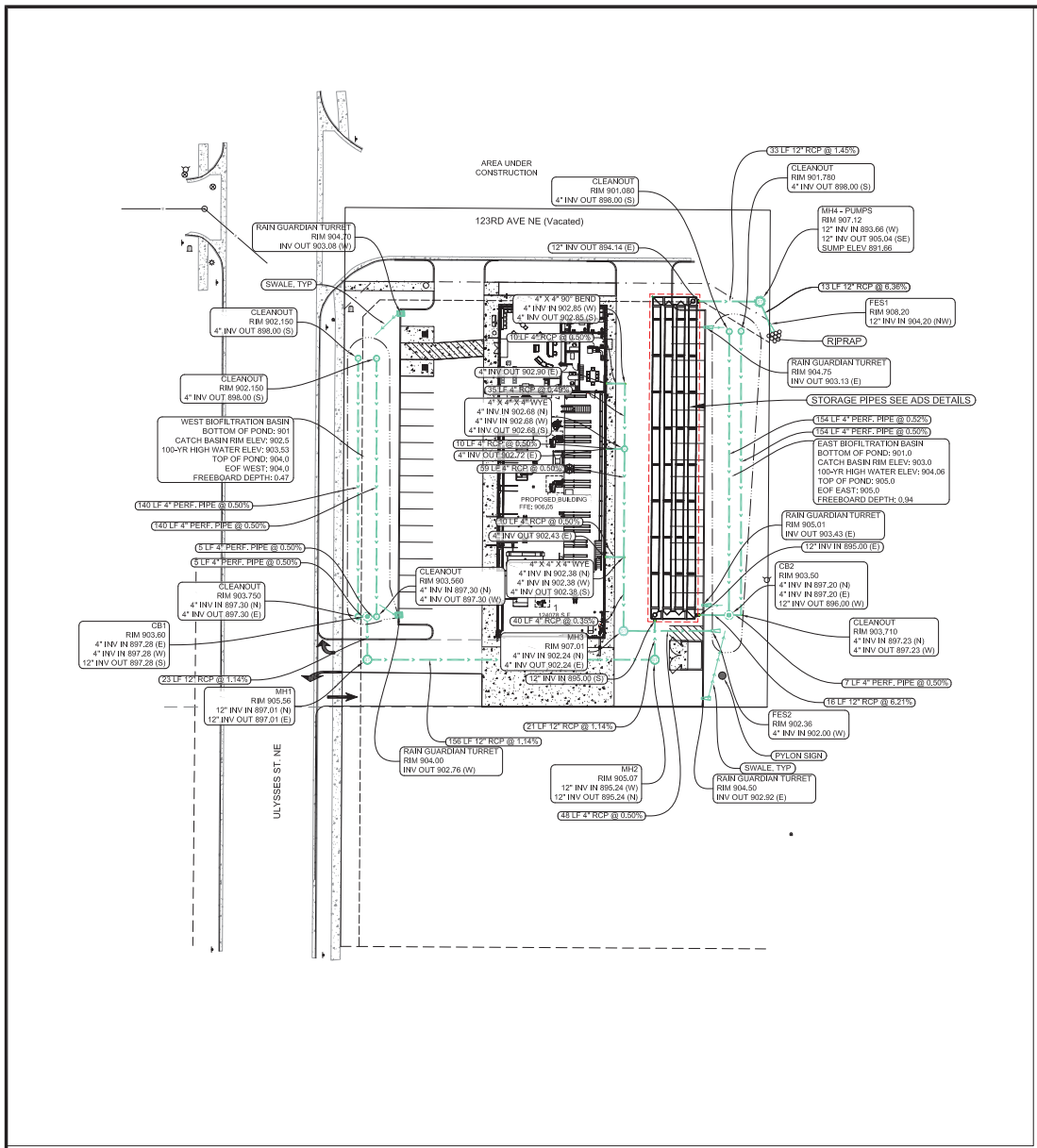


BlaineMN.gov

Case File No. 24-0024 Les Schwab Tire Store



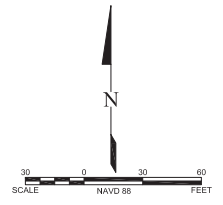
Blaine Planning Department / 10801 Town Square Dr NE / Blaine, MN 55449 / (763) 785-6180



- WATER, SANITARY, & STORM SEWER:**
1. ALL WORK WITHIN THE CITY ROW SHALL FOLLOW THE CITY OF HUTCHINSON STANDARD SPECIFICATIONS.
 2. ALL PIPE DIMENSIONS ARE LISTED TO CENTER OF STRUCTURE.
 3. CONTRACTOR SHALL FIELD VERIFY ALL EXISTING PIPE MATERIALS, SIZES, AND LOCATIONS AT ALL LOCATIONS.
 4. SITE UTILITY CONTRACTOR SHALL COORDINATE WITH BUILDING MECHANICAL CONTRACTOR FOR UTILITY CONNECTIONS, LOCATIONS, AND ELEVATIONS.
 5. TRACER WIRE SHALL BE INSTALLED ON SANITARY SEWER SERVICES & WATER SERVICES.
 6. SEE SHEETS C700-C701 FOR UTILITY DETAILS.

STRUCTURE SUMMARY TABLE				
STRUCTURE NO.	CB1	MH1	MH2	MH3
SIZE/TYPE	48" MANHOLE	48" MANHOLE	48" MANHOLE	48" MANHOLE
MANUFACTURER	CONCRETE	CONCRETE	CONCRETE	CONCRETE
CASTING - FRAME	NEENAH R-1733	NEENAH R-1733	NEENAH R-1733	NEENAH R-1733
CASTING - GRATE	SOLID	SOLID	SOLID	SOLID
STRUCTURE NO.	CB2	MH4	MH5	
SIZE/TYPE	48" MANHOLE	48" MANHOLE	48" MANHOLE	
MANUFACTURER	CONCRETE	CONCRETE	CONCRETE	
CASTING - FRAME	NEENAH R-1733	NEENAH R-1733	NEENAH R-1733	
CASTING - GRATE	SOLID	SOLID	SOLID	

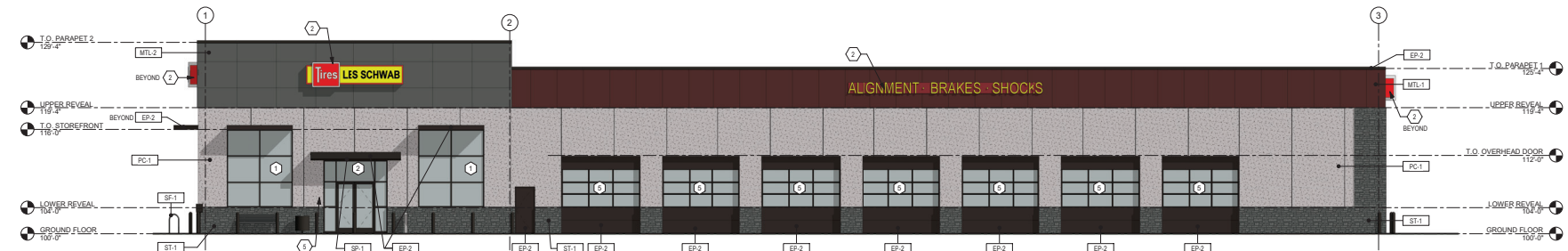
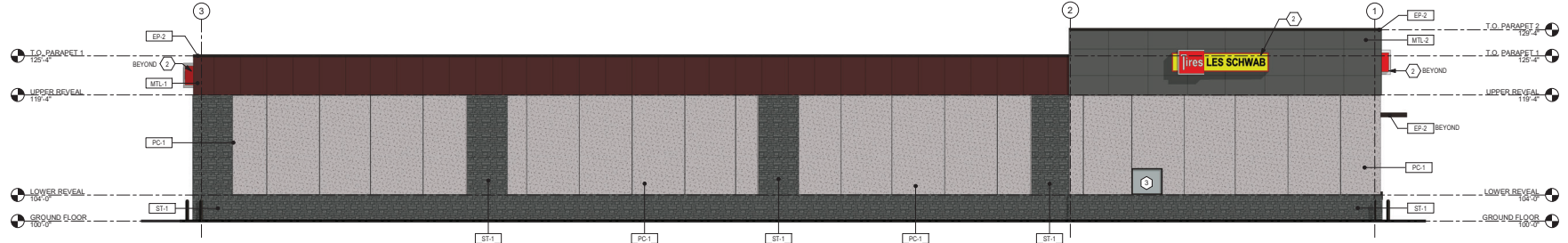
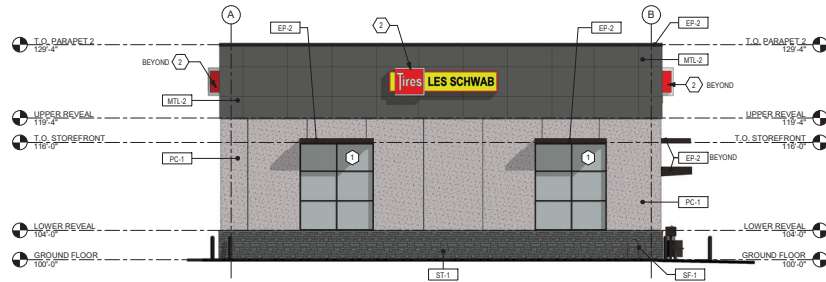
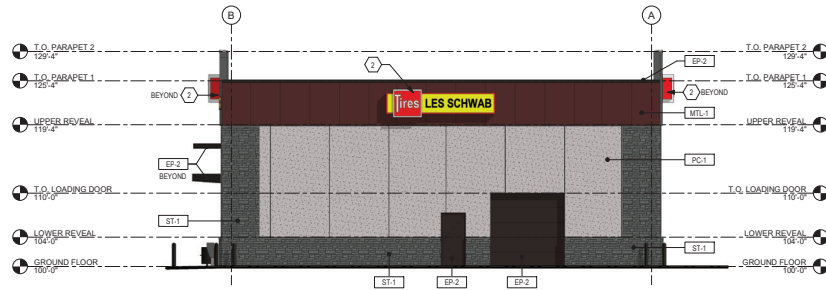
MODELS AND MANUFACTURES INCLUDED IN CASTING SCHEDULE ARE "OR EQUAL" ITEMS. CONTRACTOR MAY SUBMIT SIMILAR ALTERNATE PRODUCTS FOR REVIEW BY THE ENGINEER.



REVISION		DATE	NO.
NO.	DESCRIPTION		
1	ISSUED FOR PERMIT		
2	PROJECT NUMBER 2314-00145.1		
3	DATE 12/15/2023		

LES SCHWAB
LES SCHWAB TIRE CENTER
BLAINE, MINNESOTA
UTILITY LAYOUT

SHEET
C400



LOADING ELEVATION MATERIAL TAKE OFF	
MATERIAL	SQUARE FOOTAGE / COVERAGE %
STONE VENEER	342 SF / 22%
PRECAST CONCRETE PANEL	690 SF / 45%
ARCHITECTURAL METAL WALL PANEL SYSTEM	398 SF / 22%
HM DOOR / OVERHEAD DOOR	125 SF / 9%

SHOWROOM ELEVATION MATERIAL TAKE OFF	
MATERIAL	SQUARE FOOTAGE / COVERAGE %
STONE VENEER	240 SF / 14%
PRECAST CONCRETE PANEL	688 SF / 38%
ARCHITECTURAL METAL WALL PANEL SYSTEM	603 SF / 34%
STOREFRONT	240 SF / 14%

REAR ELEVATION MATERIAL TAKE OFF	
MATERIAL	SQUARE FOOTAGE / COVERAGE %
STONE VENEER	1,103 SF / 23%
PRECAST CONCRETE PANEL	2,403 SF / 50%
ARCHITECTURAL METAL WALL PANEL SYSTEM	1,286 SF / 26%
STOREFRONT	19 SF / 1%

FRONT ELEVATION MATERIAL TAKE OFF	
MATERIAL	SQUARE FOOTAGE / COVERAGE %
STONE VENEER	419 SF / 9%
PRECAST CONCRETE PANEL	1,720 SF / 36%
ARCHITECTURAL METAL WALL PANEL SYSTEM	1,286 SF / 26%
STOREFRONT W/ DOOR	353 SF / 7%
HM DOOR / OVERHEAD DOORS W/ GLAZING	1,033 SF / 22%

ELEVATION GENERAL NOTES:

- ANY SIGNAGE DEPICTED ON ELEVATIONS IS TO BE PERMITTED SEPARATELY, BY OWNER.
- ALL VERTICAL DIMENSIONS SHOWN ARE FROM FINISH FLOOR.
- REF CIVIL AND STRUCTURAL DRAWINGS FOR GRADE CHANGES AND RETAINING WALL DIMENSIONS AND LOCATIONS.
- CONNECT ALL ROOF DRAINS AND DOWNSPOUTS TO SUBGRADE DRAINAGE SYSTEM. REF CIVIL DRAWINGS.
- COORDINATE WITH SIGNAGE PLANS REQUIRED STRUCTURAL BACKING IN METAL PANEL SYSTEM AND REQUIRED ELECTRICAL BOXES IN LOCATIONS.
- PROVIDE BACKING AT LOCATIONS WHERE EXTERIOR LIGHTS ARE SHOWN ON METAL PANEL SYSTEM. COORDINATE WITH LIGHT MANUFACTURERS SPECIFICATIONS AND REQUIREMENTS.
- EXPOSED STEM CONCRETE WALLS IN LANDSCAPED AREAS ARE TO HAVE MULCH OR GROUND COVER AGAINST EXPOSED CONCRETE TO HIDE FOOTING.
- REFERS TO SHEET E&S LIGHTING FEATURE SCHEDULE FOR EXTERIOR LIGHT FIXTURE MOUNTING HEIGHTS.
- VERIFY LOCAL FIRE DEPARTMENT REQUIREMENTS FOR ADDRESS NUMBER LOCATION.

ELEVATION KEY NOTES:

- NOT USED
- SIGNAGE BY CARLSON SIGN, REF S&SB FOR ATTACHMENT DETAIL
- NOT USED
- CUTTER, REF SPEC
- DOWNSPOUT, PAINT EP-2

MATERIAL LEGEND:

- ST-1 HARRISTONE PRECAST STONE VENEER, DRY STONE (COLOR: STIRLING)
- PC-1 FABCON PRECAST PANEL, EXPOSED AGGREGATE (WFR FINISH, COLOR: WHITE)
- MTL-1 ARCHITECTURAL METAL WALL PANEL SYSTEM (SHERWIN WILLIAMS, COLOR: 8061 - 7797 LS COLONIAL RED 2020)
- MTL-2 ARCHITECTURAL METAL WALL PANEL SYSTEM (SHERWIN WILLIAMS, COLOR: 7088 - GRIZZLE GRAY)
- SF-1 SITE FURNISHINGS IN DARK BRONZE, TRASH RECEPTACLE AND BENCH
- SP-1 SOFFIT PANEL PAC-CLAD FLUSH SOLID W/ PVDF WOOD GRAIN FINISH (COPPER)
- EP-2 EXTERIOR PAINT SUPERPRIME EXTERIOR ACRYLIC LATEX SATIN ABBW01151 (MATCH KAWNEER 440 DARK BRONZE), REF SPEC

12401 ULYSSES STREET NE
BLAINE, MN 55434

LES SCHWAB TIRE CENTER -
BLAINE, MN

© 2022 | ALL RIGHTS RESERVED

FOR REVIEW

06/01/2024
PROJECT# 12404003.00
DESIGNED BY JBN
DRAWN BY JMC
REVISIONS

EXTERIOR
ELEVATIONS

A201



2750 Blue Water Rd, Suite 100
Eagan, MN 55121-1661
[651-222-2176](tel:651-222-2176)
KLJENG.COM

March 22, 2024

Shawn Kaye
Planner
City of Blaine
10801 Town Square Drive NE
Blaine, MN 55449

Re: Narrative for Conditional Use Permit

Dear Ms Kaye:

This narrative is for the proposed Les Schwab Tires store at 12401 Ulysses St NE. The primary business focus is tire sales, tire repair, tire balancing, and wheels with minor work performed on brakes, shocks and struts, alignments, batteries, fluids, and wipers. Stores are typically open Monday through Saturday 8 am to 5 pm. All work is performed inside the building with the bay doors closed. Work is generally complete in a few hours and at the end of the day the parking lot is empty.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Mark Rohweder', written over a light yellow rectangular background.

Mark Rohweder PE, PMP
Engineer

From: [Bob Mattson](#)
To: [Patricia Robinson](#)
Subject: Re: Ulysses Street Development
Date: Tuesday, June 4, 2024 5:49:54 PM

Pat,

Yes, I would like my comments included in the record, with a couple more to add.

First of all, let's consider how many other tire and service shops there are within a couple miles of the proposed location. Does anyone else remember the quick exit that Big O Tires made from the metro after only a short time? There are now none of these left in the state, a couple of them had been in Blaine. Why would Les Schwab be any more likely to succeed? Further, I'm not going to suggest that I know what would be ideal for the rest of the undeveloped property in this area, but please, no more fast food places along what I now have nicknamed "Thunder Road" (Ulysses) due to the traffic frequenting these places. The amount of trash that is tossed out of vehicles from Chipotle, Popeye's, Caribou, McDonalds, Cafe Zupa, Chick-Fil-A, and the soon-to-open Noodles and Company is truly ridiculous. My wife and I have gone up and down the area on more than one occasion picking up discarded trash. Having lived in the neighborhood for more than thirty years it is truly disheartening to see what it has become, and I fear we'll pay the price when it comes time to sell.

Please make appropriate development decisions going forward and have consideration for those of us that live in the area.

Thank you,

Bob Mattson

Sent from my iPad

From: Bob Mattson <mlgrjm@icloud.com>
Sent: Monday, June 3, 2024 10:24 AM
To: Patricia Robinson <probinson@blainemn.gov>
Subject: Re: Ulysses Street Development

Not welcome news at all, but thanks for your quick reply.

I'm sure our property value will be negatively affected, as if the car wash wasn't bad enough.

-----Original Message-----

From: Bob Mattson <mlgrjm@icloud.com>
Sent: Saturday, June 1, 2024 4:12 PM
To: Patricia Robinson <probinson@blainemn.gov>
Subject: Ulysses Street Development

There was a "Notice of Public Hearing" sign posted Thursday on the property along Ulysses just south of Mister Car Wash. the URL on the sign doesn't seem to link to anything on the city's web page. Can you tell me what development this is regarding?

Thanks,

Bob Mattson

1308 123rd Ave NE

Blaine, MN 55434

Sent from my iPad



City of Blaine Staff Report

File Number: 2024-174

Agenda Date	Status
June 11, 2024	
In Control	File Type
Planning Commission	Report

Public Hearing - Shawn Kaye, Planner

Agenda Item # 4.2

Case File No. 24-0030 // A & C Automotive // 611 109th Avenue NE

The applicant is requesting a conditional use permit amendment to allow vehicles to remain on site for at least 72 hours, and to remove the requirement to have solid waste pick up three times a week at an existing auto repair business in the Community Commercial (B-2) zoning district.

Background

Zoning	Community Commercial (B-2)
Land Use	Community Commercial
Area	.51 Acres
Applicable Regulations	Sections 27.04 and 30.14(e)
Attachments	Zoning and Location Map Site Layout Aerial Site Plan Narrative Resolution 79-67
Schedule	Planning Commission: 06/11/24 City Council: 07/01/24

Staff report prepared by Shawn Kaye, Planner, and Teresa Barnes, Project Engineer

Executive Summary

Zoning

The property is zoned Community Commercial (B-2).

Surrounding Zoning and Uses

The properties to the west, southwest, and south are zoned Neighborhood Commercial (B-1) with a small grocery market, a groomer, and daycare. The properties to the north and east are zoned Single Family (R-1) with single family homes.

Existing Conditions

The property has an existing auto repair shop with a fenced rear area for the storage of cars.

History (Previous approvals if any)

A Conditional Use Permit (CUP) was granted in 1979 to operate an automobile service establishment, specializing in mufflers and shock absorbers. The CUP was approved with the following conditions:

1. The north and east property lines shall be fenced so as to provide a sight barrier of 6' height. Such fence is to remain in a state of good repair.
2. Noise levels produced by operation of the business shall not exceed Minnesota Pollution Control Agency standards for commercial activities, 65dBA.
3. Off-street parking shall be provided for 30 vehicles; no vehicles are to remain on the property for a period longer than 24 hours.
4. Hours of operation shall be confined to daylight hours.
5. Solid waste shall be removed three times per week.

Evaluation of Request

The applicant is requesting an amendment to their CUP to allow the ability to store cars outside longer than the 24 hours, currently allowed by the CUP. The request is to allow at least 72 hours of overnight parking on site. The vehicles would be required to be stored in the rear fenced area or in a designated and striped parking stall meeting zoning ordinance requirements.

When considering whether to allow an increased amount of time for overnight vehicle storage, one should consider what has been required of other auto repair businesses in commercial zones.

The following sites are generally similar in scale and visibility to the subject property, and are located in the B-2 or B-3 districts:

- Blaine Wholesale Transmission (30 County Road 10): CUP amendment approved in 2023 allowing for outside storage in four stalls (previously prohibited), located away from the County Road 10 frontage road. The site is similar in scale, visible from County Road 10, and is not near residential. No limit on how long vehicles can be stored outside.
- North Country Tire (11290 Central Avenue NE): Current CUP limits outside storage of vehicles to 8 stalls. The business is larger in scale, is highly visible from Highway 65, and is not near residential uses. No limit on how long vehicles can be stored outside.
- Bourke Brothers Auto (10112 Sunset Avenue NE): Overnight outdoor storage is limited to two vehicles. The business is smaller in scale, is visible from a busy, but lower traffic road, and immediately adjacent to a residential use. No limit on how long vehicles can be stored outside.

Because of similar existing businesses not having a limit on the hours/days for overnight storage and difficulty in enforcing a time limit on overnight storage, staff is recommending that current condition number 3 no longer has a time limit on the number of hours for overnight parking. The condition will continue to limit the number of vehicles to be stored outside to 30 vehicles.

The site will need to leave 8 stalls (2 per overhead door), as required by the zoning ordinance, available

for employee and customer parking and therefore would not be able to have overnight parking on 8 stalls on the site.

The condition requiring solid waste to be removed three times per week is dated and not needed by the applicant. Therefore, he is asking that this condition be removed from the CUP. Generally, minimum trash pick up is not added as a condition by staff.

The applicant would like to clarify condition 4 by updating the language to: Hours of operation to be 8AM to 6PM, Monday to Friday

Site Plan

The site does not meet current setbacks as it was developed in the 1970s.

Architecture

The building is primarily painted concrete block with glass around the office/waiting area and in the bay doors. The roof is mansard style with asphalt shingles. The building design does not meet the standards of the zoning district, but is legal non-conforming. The applicant is not requesting any additions to the building.

Landscaping

The site is paved to all property lines and therefore does not have room for landscaping.

Grading/Storm Drainage

The proposed project does not include any alterations to the existing grading or storm water drainage patterns on the property.

Utilities

The proposed development will utilize the existing utilities into the building. No new connections are proposed.

Wetlands/Watershed/FEMA

There are no wetlands or FEMA flood plain on the existing site. A Coon Creek Watershed District review is not required.

Access/Street Design/Sidewalks/Trails

The development will utilize the existing access points to the existing parking area. No new access point will be granted. No additional street design, sidewalks or trails will be required.

Easements/Right-of-way/Permits

The developer will need to obtain any and 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.

Conditional Use Permit

A city exercises "quasi-judicial" authority when considering a CUP application. This means the city's role is limited to applying the standards in the ordinance to the facts presented by the application. The city acts like a judge in evaluating the facts against the standards.

Section 27.04 Criteria for granting conditional use permits:

The Blaine City Council shall consider the advice and recommendations of the Planning Commission and the effect of the proposed use on the comprehensive plan and upon the health, safety, and general welfare of occupants of surrounding lands. Among other things, the Council shall consider the following findings where applicable. (Ord. No. 20-2447, 7-20-2020)

1. The use shall not create an excessive burden on existing parks, schools, streets and other public facilities and utilities which serve or are proposed to serve the area.
 - Increasing the time limit for the outside storage of vehicles is not anticipated to increase the burden on public utilities or facilities.
2. The use will be located, designed, maintained, and operated to be compatible with adjoining properties and the existing or intended character of the zoning district. (Ord. No. 20-2447, 7-20-2020)
 - The storage of vehicles will continue to primarily be in the rear fenced yard, which is screened by a solid board on board fence from adjacent residential properties.
3. The use shall have an appearance that will not have an adverse effect upon adjacent properties.
 - The storage of vehicles will primarily be in the rear fenced yard, which is screened by a solid board on board fence from adjacent residential properties.
4. The use, in the opinion of the City Council, shall be reasonably related to the overall needs of the City and to the existing land use.
5. The use shall be consistent with the purposes of the zoning code and purposes of the zoning district in which the applicant intends to locate the proposed use.
 - The B-2 zoning district is intended to provide retail and services to the trade area of nearby neighborhoods. The use meets this intent.
6. The use shall not be in conflict with the comprehensive plan of the City.
 - The use is consistent with the comprehensive plan.
7. The use will not cause traffic hazards or congestion.
 - The proposed use will not generate any additional traffic hazard or congestion.
8. The use shall have adequate utilities, access roads, drainage and necessary facilities.
 - The existing structure is served with the required utility services, adequate roadway infrastructure and necessary drainage facilities to service the proposed uses.

Recommendation

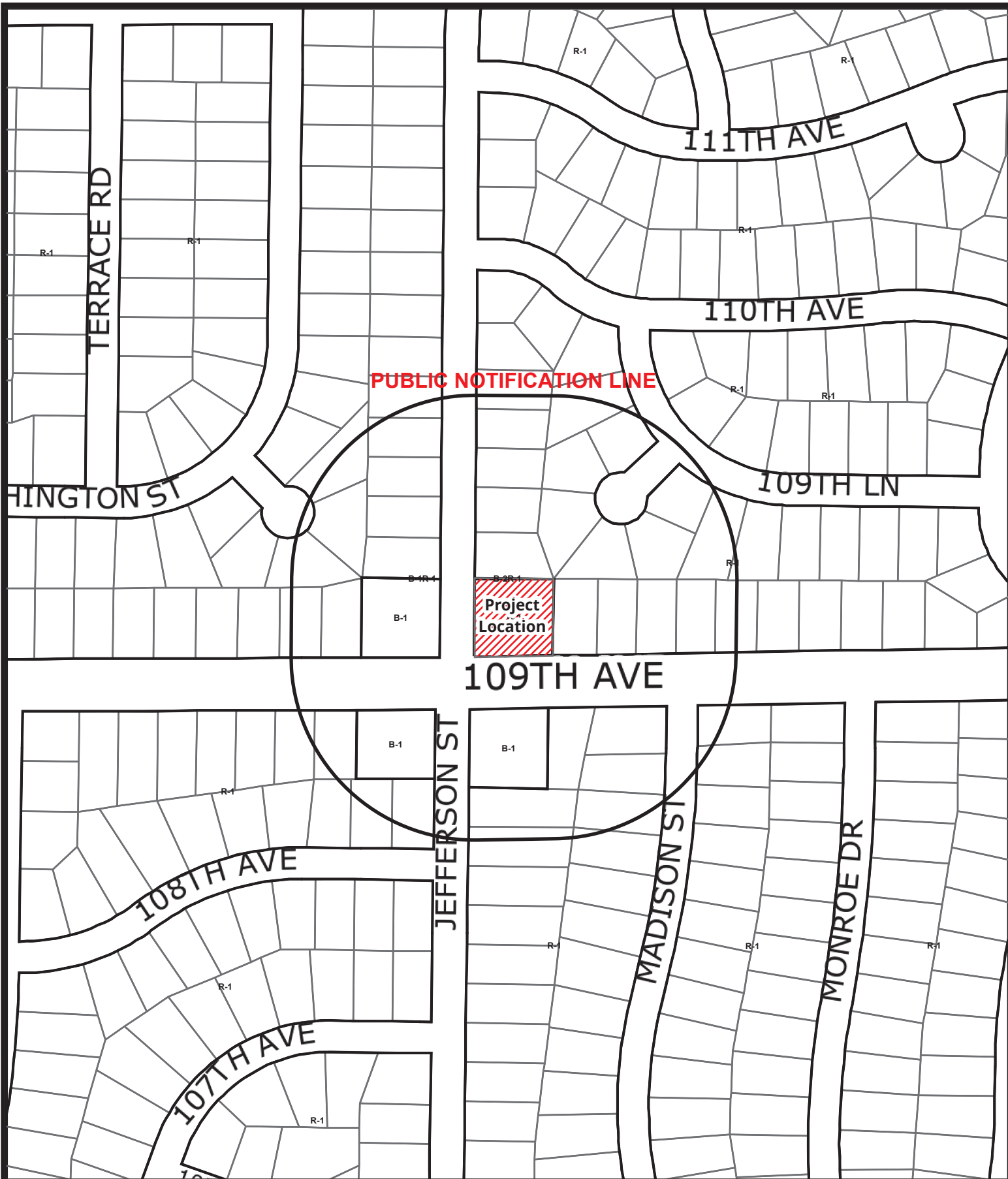
In Planning Case File No. 24-0030, it is recommended that the Planning Commission recommend approval of a conditional use permit amendment to allow vehicles to remain on site overnight, and to remove the requirement to have solid waste pick up three times a week at an existing minor auto repair business in the Community Commercial (B-2) zoning district with the following conditions:

1. The north and east property lines shall be fenced to provide a sight barrier of 6' height. Such fence is to remain in a state of good repair.
2. Noise levels produced by operation of the business shall not exceed Minnesota Pollution Control Agency standards for commercial activities.
3. Outside overnight parking of vehicles shall be limited to 30 vehicles. All parking of vehicles is limited to the rear fenced area and in a designated and striped parking stall meeting zoning ordinance requirements.

4. The site will need to leave 8 stalls (2 per overhead door) as required by the zoning ordinance available for employee and customer parking. Overnight vehicle parking is not permitted on these 8 stalls.
5. Hours of operation are limited to 8AM to 6PM, Monday to Friday.
6. All vehicles stored outside must be licensed with current registration and appear drivable. Vehicles on blocks may not be stored outside overnight.
7. No vehicle repair may occur outside.
8. The approval of this CUP resolution replaces previously approved Resolution 79-67.

Attachment List

1. Attachments

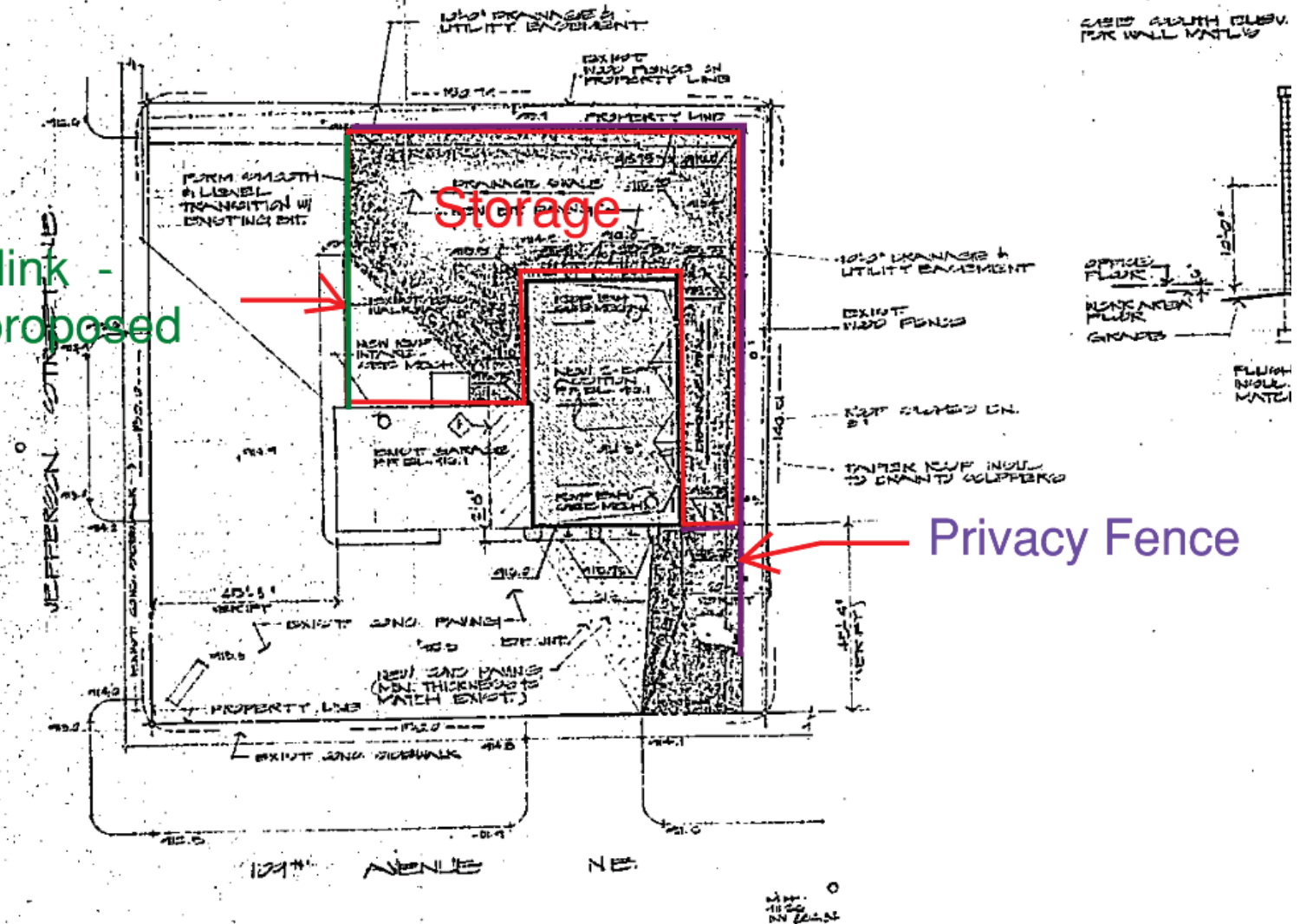


BlaineMN.gov

**Case File No. 24-0030
A & C Automotive**

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







I am requesting a CUP Amendment for my existing business as the conditions of the 1979 CUP are a bit antiquated. Below are the conditions of the current CUP with my request below each one.

- 1) The north and east property lines shall be fenced so as to provide a sight barrier of 6' height. Such fence is to remain in a state of good repair
 - This will be maintained and will put slats in the chain link fence on the west side
- 2) Noise levels produced by operation of the business shall not exceed Minnesota Pollution Control Agency standards for commercial activities, 65dBA.
 - This is being met
- 3) Off street parking shall be provided for 30 vehicles; no vehicles are to remain on the property for a period longer than 24 hours.
 - Requesting amendment to allow 72 hours
- 4) Hours of operation shall be confined by daylight hours
 - Requesting amendment for hours to be 8am-6pm Monday -Friday
- 5) Solid waste shall be removed three times per week
 - Requesting this condition be removed

CITY OF BLAINE
RESOLUTION NO. 79-67

A RESOLUTION GRANTING A SPECIAL USE PERMIT PER
SECTION 36.09 (11) OF THE ZONING CODE TO MUFFLER
CLINIC, BY WARREN G. BENSLEY, 611 - 109th Ave.

WHEREAS, an application has been filed by Muffler Clinic,
by Warren G. Bensley, 5531 Lakeland Avenue No., Crystal, Minne-
sota, 55429, as Special Use Permit Case #79-27, and

WHEREAS, a public hearing has been held by the Blaine Plan-
ning Commission on April 19, 1979, and

WHEREAS, the Blaine Planning Commission recommends said Special
Use Permit be granted, and

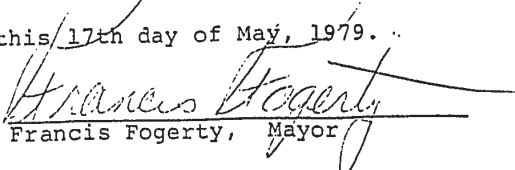
WHEREAS, the Blaine City Council has reviewed said case on
May 17th, 1979;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the
City of Blaine that a Special Use Permit is hereby granted per
Section 36.09 (11), reference Section 34.15 (f), of the Zoning
Code to convert and operate the structure on the northeast corner
of 109th Avenue and Jefferson Street as an automobile service
establishment specializing in mufflers and shock absorbers.

BE IT FURTHER RESOLVED the granting of this Special Use Permit
is subject to property owner compliance with the following condi-
tions:

1. The north and east property lines shall be fenced so as
to provide a sight barrier of 6' height. Such fence is
to remain in a state of good repair.
2. Noise levels produced by operation of the business shall
not exceed Minnesota Pollution Control Agency standards
for commercial activities, 65 dBA.
3. Off street parking shall be provided for 30 vehicles;
no vehicles are to remain on the property for a period
longer than 24 hours.
4. Hours of operation shall be confined to daylight hours.
5. Solid waste shall be removed three times per week.

PASSED by the Blaine City Council this 17th day of May, 1979.


Francis Fogerty, Mayor

ATTEST:


Joyce Twistol, City Clerk

Council Action 79-211



City of Blaine

Staff Report

File Number: 2024-175

Agenda Date	Status
June 11, 2024	
In Control	File Type
Planning Commission	Report

Public Hearing - Elizabeth Showalter, Community Development Specialist

Agenda Item # 4.3

Case File No. 24-0033 // Old Dominion Freight Line // 3701 85th Avenue NE

The applicant is requesting a conditional use permit amendment to modify the fencing requirements for an existing truck terminal in the Heavy Industrial (I-2A) zoning district.

Background

Zoning	Heavy Industrial (I-2A)
Land Use	Planned Industrial/Planned Commercial (PI/PC)
Area	41.59 Acres
Applicable Regulations	Sections 27.04, 31.34 (i) and 33.08 (h)(1)
Attachments	Zoning and Location Map Applicant Narrative Site Plan Resolution 04-209 Public Comments
Schedule	Planning Commission: 06/11/24 City Council: 07/01/24

Staff report prepared by Elizabeth Showalter, Community Development Specialist, and Teresa Barnes, Project Engineer

Executive Summary

Zoning

The property is zoned Heavy Industrial (I-2A). The I-2A zoning differs from the I-2 district by allowing for truck terminals and outside parking of trucks exceeding the number of dock doors, both of which are prohibited in all other districts.

Surrounding Zoning and Uses

The property is adjacent to other heavy industrial properties to the west and north, and one single

family and several townhome residential properties to the east (R-1 and R-3B). The property across 85th Avenue is an office use in Shoreview.

Existing Conditions

There is an existing truck terminal on the site.

History

The property was occupied by Consolidated Freight as a truck terminal starting in 1979. The property was vacated around 2000. In 2004, Old Dominion applied for and received a Conditional Use Permit (CUP) for a truck terminal. Since the property had been vacant for over a year, any previous approvals to operate a truck terminal or legal nonconforming status were void. The 2004 CUP required a variety of site improvements to screen the property from the neighboring residential properties and from the traveling public on 85th Avenue.

The applicant reconstructed the pavement on most of the site in 2022. Modifications were made to some of the fencing on site without a permit. Following a complaint near the end of 2023, code enforcement action was initiated for violation of some of the CUP conditions and for parking of trucks/semi-trailers in the front yard, which is prohibited by the 1-2A standards. The applicant is requesting a CUP amendment to the fencing requirements that would allow for their preferred fencing configuration. The requested approvals would not authorize storage of trucks or trailers in the front yard.

Evaluation of Request

Site Plan

The applicant is requesting a CUP amendment to adjust some of the conditions related to fencing and for approval of fences over 7 feet in height. In commercial and industrial districts, fences are limited to 7 feet, but can exceed that height with approval of a CUP for a special purpose fence, when the fence at that height is necessary to protect, buffer, or improve the premises for which such fence is intended.

The applicant is requesting an amendment to the conditions of the CUP to alter condition 4, which requires a 6-foot board on board fence between the northern and southern parking areas. The applicant is instead proposing an 8-foot tall chain link fence with slats installed at the southern edge of the southern parking lot. The fence between the two parking areas has already been removed and a chain link fence with barbed wire has been installed approximately 20 feet from the front property line. Barbed wire is only permitted on fences in the front yard when the fence meets the parking setback. Therefore, any barbed wire fence in the front yard on this property must meet a 25-foot setback.

The current fence does not have slats, but the applicant is proposing the relocated fence to have slats. The purpose of the requirement for a board on board fence in the existing CUP is to provide screening of trucks from the traveling public. Staff recommends retaining the requirement for a solid fence (either board on board or a maintenance free alternative, such as a composite material), but does not object to having the fence located south of the southern parking lot, rather than between the parking areas, therefore staff is proposing that an 8-foot tall solid fence be required between the front lot line and the parking lot and that the CUP authorize, but not require a chain link fence, up to 8 feet in height, with or without barbed wire be installed no closer than 25 feet from the front lot line. Staff finds that this fence meets the criteria for approval of a special purpose fence by being necessary to buffer the property.

The applicant is proposing to improve the screening of the southern parking lot on the east side of the site. Currently, there is a small berm, landscaping, a solid fence, and a chain link fence. The applicant is proposing to install additional trees and taller fencing. A 10-foot-high cedar fence is proposed with an 8-foot chain link fence behind the cedar fence. Staff finds that this fence meets the criteria for approval of a special purpose fence being necessary to buffer the property. Barbed wire fencing is not permitted adjacent to residential properties, therefore the chain link fence in this location may not include barbed wire.

The applicant is also proposing additional 8-foot high chain link fences throughout the south parking lot. The applicant has not identified any reason for the fences in the submitted narrative. Staff finds that the internal fences are not necessary to buffer, protect or improve the property, and therefore do not recommend approval of this component of the request. The applicant may install 7-foot fences in these locations.

All other conditions of the CUP are proposed to remain. For improved clarity, staff is recommending the previous resolution be voided and replaced with the resolution in the recommendation, which also incorporates approval of additional special purpose fences.

The applicant was advised that while changes to the fencing requirement may be approved as part of the requested CUP amendment, truck and trailer storage remains limited to the side and rear yards. Following receipt of a complaint regarding front yard storage of trailers, the applicant was informed that the trailers could not be located in that area and that the fencing between the southern parking lot and the main parking lot must be restored in compliance with the CUP. The applicant is applying for the CUP amendment, but did not submit a request for a variance from the requirement that storage be located in the side or rear yard. A final notice of violation was issued on May 30, 2024, advising that because no variance request was received, the trailers must be removed from the front yard.

Architecture

Modifications were made to the main building in 2004, as required by the CUP.

Landscaping

The applicant is proposing to install additional conifer trees on the east side of the south parking lot. No tree removal is proposed.

Grading/Storm Drainage

The proposed project does not include any alterations to the existing grading or storm water drainage patterns on the property.

Utilities

The proposed development will utilize the existing utilities into the building. No new connections are proposed.

Wetlands/Watershed/FEMA

There are no wetlands or FEMA floodplain on the existing site. A Coon Creek Watershed District review is not required.

Access/Street Design/Sidewalks/Trails

The development will utilize the existing access points to the existing parking area. No new access point will be granted. No additional street design, sidewalks or trails will be 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.

Conditional Use Permit

A city exercises “quasi-judicial” authority when considering a CUP application. This means the city’s role is limited to applying the standards in the ordinance to the facts presented by the application. The city acts like a judge in evaluating the facts against the standards.

Section 27.04 Criteria for granting conditional use permits:

The Blaine City Council shall consider the advice and recommendations of the Planning Commission and the effect of the proposed use on the comprehensive plan and upon the health, safety, and general welfare of occupants of surrounding lands. Among other things, the Council shall consider the following findings where applicable. (Ord. No. 20-2447, 7-20-2020)

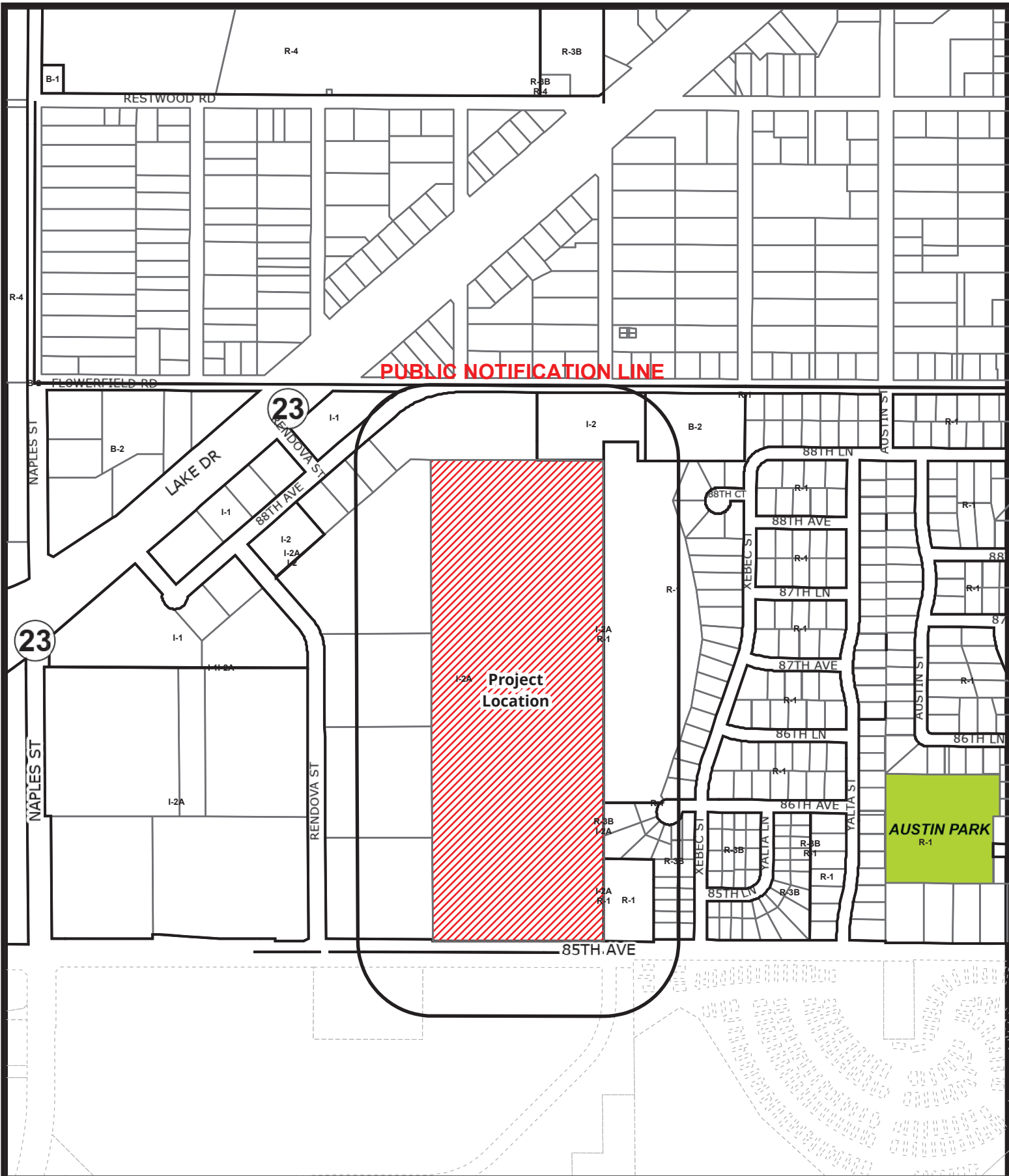
1. The use shall not create an excessive burden on existing parks, schools, streets and other public facilities and utilities which serve or are proposed to serve the area.
 - The adjustment of fence locations and special purpose fences will not create additional burden on public facilities or utilities.
2. The use will be located, designed, maintained, and operated to be compatible with adjoining properties and the existing or intended character of the zoning district.
 - The adjustment of fence locations and fences up to 10 feet tall will be compatible with adjacent properties, by retaining or improving the screening of the truck terminal and is consistent with the character of the I-2A district.
3. The use shall have an appearance that will not have an adverse effect upon adjacent properties.
 - The proposed fencing changes, as recommended by staff to include a solid fence on the south side, will not have an adverse effect upon adjacent properties.
4. The use, in the opinion of the City Council, shall be reasonably related to the overall needs of the City and to the existing land use.
5. The use shall be consistent with the purposes of the zoning code and purposes of the zoning district in which the applicant intends to locate the proposed use.
 - The adjusted fence locations and special purpose fences are consistent with the zoning code and the I-2A district.
6. The use shall not be in conflict with the comprehensive plan of the City.
 - The existing terminal and proposed changes are consistent with the site's Heavy Industrial designation in the Comprehensive Plan.
7. The use will not cause traffic hazards or congestion.
 - The proposed use will not generate any additional traffic hazard or congestion.
8. The use shall have adequate utilities, access roads, drainage and necessary facilities.
 - The existing structure is served with the required utility services, adequate roadway infrastructure and necessary drainage facilities to service the proposed uses.

In Planning Case File No. 24-0033, it is recommended that the Planning Commission recommend approval of a conditional use permit to operate a truck terminal and install special purpose fences up to ten feet in height in a Heavy Industrial (I-2A) zoning district with the following conditions:

1. A 25-foot parking setback shall be maintained from the east property line.
2. A 4-foot berm and two rows of conifer trees shall be established in the area shown on the attached site plan (generally located east of the southern parking lot).
3. The existing 8-foot tall board on board fence along the eastern property line shall remain, or be replaced in like and kind.
4. An 8-foot tall solid fence (such as board on board cedar or composite fencing material) shall be constructed between the south parking lot and the southern property line. The applicant may install a chain link fence, with or without barbed wire, north of the solid fence, meeting at least a 25-foot setback from the southern property line. Said chain link fence may not exceed 8 feet in height, inclusive of any barbed wire.
5. A 10-foot solid fence shall be installed along the eastern edge of the southern property line. An 8-foot tall chain link fence may be located west of the solid fence. Said chain link fence cannot include barbed wire.
6. All lighting on site shall conform to the standards of 33.02. No building lighting may be installed on the east side of the building.
7. No loud speakers can be used on site between 10PM and 7AM.
8. No docks may be installed facing 85th Avenue.
9. No outside storage, including storage of trucks or trailers, is permitted in the front yard, per Section 31.39 (a).
10. Resolution 04-209 is hereby voided and replaced with this resolution.

Attachment List

1. Attachments
2. Public Comments



BlaineMN.gov

Case File No. 24-0033 Old Dominion Freight Line

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



May 20, 2024

Sheila Sellman
City Planner
Planning Department
10801 Town Square Drive NE
Blaine, MN 55449

SUBJECT: Conditional Use Permit
Old Dominion Freight Line, Inc.
PID #: 35-31-23-34-001
3701 85th Ave NE
Blaine, MN 55126

Dear Ms. Sellman,

On behalf of our client, Old Dominion Freight Line, Inc., we are respectfully submitting a Conditional Use Permit (CUP) application to make site changes for the City of Blaine's review and approval.

On 12/15/2023, Old Dominion received notice about CUP violations regarding the location of a newly constructed fence located within the 25' front yard setback. Resolution No. 04-209, condition 13 states that any changes to the site will require a CUP amendment. The site is currently not in compliance with setback and screening requirements of conditions 2 and 4 of Resolution No. 04-209. The project also proposes to amend condition 6 to allow for relocation of the existing chain link fence and increase the fence height with approval of a special purpose fence.

To address these violations, the project proposes the following:

- Remove the existing fence that encroaches the 25' front yard setback along 85th Ave NE.
- Remove the recently constructed concrete slab located at the SE corner of the property.
- Install a new 8' tall chain link fence with screening slats along 85th Ave NE outside of the 25' front yard setback.
- Install a new 8' tall chain link fence along the east property line along the new edge of concrete – connecting the southern fence along 85th Ave NE to the existing fence on the east side of the property.

- Install a new 10' cedar board on board fence along the east side of the property to add additional screening to the east.
- Grade in a 4' tall berm between the newly installed cedar fence and the property line.
- Plant two additional rows of 6' tall coniferous trees on the east side of the property for additional screening.
- Obtain Conditional Use Permit for the proposed 8' tall chain link fence, 10' tall cedar board fence, and existing 8' tall chain link fence that is located to the west of the entrance drive.

In addition to the CUP amendment for site changes to bring the site into compliance with the existing CUP, the applicant is requesting approval of special purpose fences on the property. This includes the proposed 8' chain link fences and 10' board on board fence. The applicant proposes special purpose fences to enhance the screening buffers between both 85th Ave NE and the residential neighbors to the east. Along 85th Ave NE, a 8' tall screening fence is necessary as operations may still be visible over a 6' tall fence from the roadway vehicles passing by, as the elevation of the 85th Ave NE is slightly higher than the private site. Along the east property line, the owner proposes an increased buffer distance, additional trees and berm, and a 10' tall cedar board on board fence. The owner would like to maintain relationships and be a good neighbor to residents. In the interest of doing so, feels a 10' tall board on board fence will increase enhance screening from headlights and operations on site, especially during winter months when tree canopy screening decreases, a taller fence will help maintain screening from higher vantage points such as decks and second floor windows.

Cedar Board Fence Example:



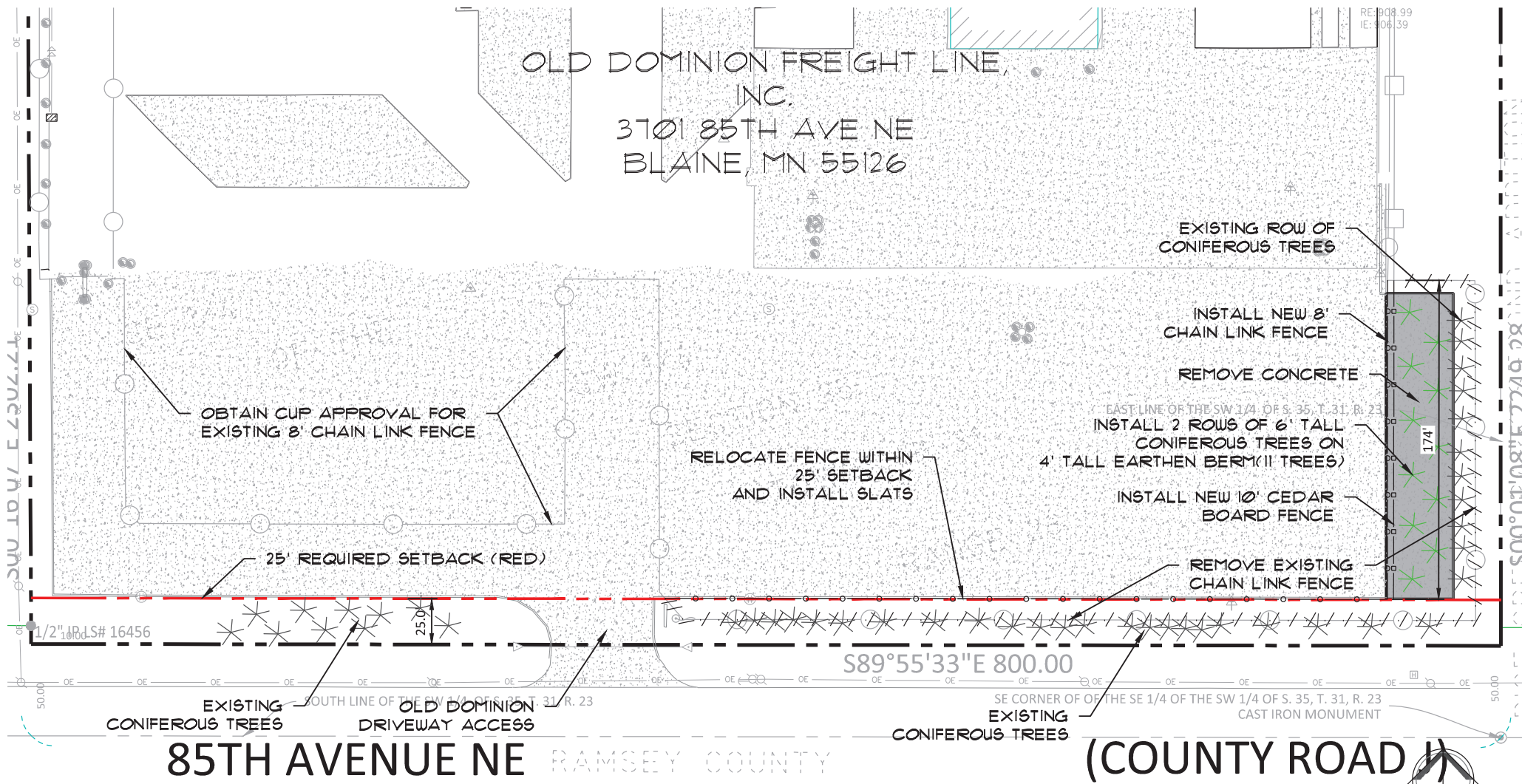
Chain Link Fence with slats Example:



We appreciate the City's consideration of our application. Please contact me with any questions or concerns at 763-746-1606 or jbailey@sambatek.com
Sincerely,

Joseph Bailey, PE
Project Manager

CC: Jerry Canada, Old Dominion Freight Line Inc.



BLAINE, MINNESOTA

OLD DOMINION FREIGHT LINE, INC.



SCALE: 1" = 50'
05/10/2024

CITY OF BLAINE

RESOLUTION NO. 04-209

**GRANTING A CONDITIONAL USE PERMIT
PER SECTION 31.1984 (i) OF THE ZONING ORDINANCE
OF THE CITY OF BLAINE
OLD DOMINION FREIGHT LINE, INC.
3701 85th AVENUE NE**

WHEREAS, an application has been filed by Old Dominion Freight Line, Inc. as conditional use permit Case File No. 04-81; and

WHEREAS, a public hearing has been held by the Blaine Planning Commission on October 12, 2004; and

WHEREAS, the Blaine Planning Commission recommends said conditional use permit be approved; and

WHEREAS, the Blaine City Council has reviewed said case on November 4, 2004.

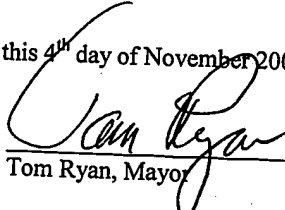
NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Blaine that a conditional use permit is hereby approved per Section 31.1984 (i) of the zoning ordinance to operate a freight business/truck terminal on an existing truck terminal site that was previously owned and occupied by Consolidated Freight based on the following conditions:

1. A setback of 25-feet from the right-of-way line for the parking area on the south side of the site is required. The parking lot in this area will need to have curb and gutter installed. The cracks in the pavement will need to be removed and filled as required and the surface of the parking lot should be sealcoated. The parking lot should also be restriped to provide delineated parking areas.
2. A 25-foot setback area will also need to be established between the east property line and the south parking area in the front of the site.
3. A double row of conifer trees (6 feet in height) placed 15-18 feet on center should be placed in the setback areas to be created. These areas must have underground irrigation. In addition, a 3-4 foot berm should be installed in the newly created east setback area.
4. The existing chain link fence dividing the parking areas on the south end of the site will remain, but a six-foot high cedar board-on-board fence should also be installed on the north side of this fence. This board-on-board fence is to act as screening from the truck loading and unloading area from 85th Avenue. The chain link fence is proposed to stay due to safety concerns on site.

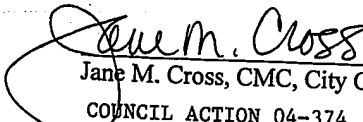
5. The dock doors on the south end of the building facing 85th Avenue should be removed and brick/rock face block should be applied to that end of the building. Some windows should be added to that elevation as well to provide a more decorative type of building and to be consistent with what other new industrial buildings in the City are required to do. Staff does not believe the dock doors on this side of the building are appropriate given their proximity to and view of 85th Avenue.
6. The existing chain link fence along the east side will remain in its current location a new 8-foot high board on board cedar fence should be installed. This board-on-board fence is intended to block headlights and noise that would be directed towards the residential area to the east of this site. Again, the chain link fence is to remain for safety purposes.
7. All buildings on site should be repainted.
8. The lights projecting on top of the building on the east side of the site should be removed entirely. No wall-mounted fixtures will be allowed on the east side of the building. The pole-mounted light fixtures on the east side of the building should be at 90-degree angle and a shield should be installed on the fixtures to direct the lights away from the east. The lights in the front parking area should be changed so the fixtures are at a 90-degree angle to the pole to meet ordinance requirements. The poles should also be lowered so they are no greater than 20- feet in height.
9. The miscellaneous debris on the site, including dead tree branches and materials associated with remodeling projects, should be removed from the site.
10. A sign permit is required for all signage on the site including monument and wall signs. Industrial monument signs are allowed to be a maximum of 80 square feet and 10 feet in height. No signage can be installed on site without requiring the proper permits.
11. All site improvements must be covered by a Site Improvement Performance Agreement. An acceptable financial guarantee will also be required to cover the cost of the improvements.
12. All leasees of this site/building will be required to abide by the conditions of Old Dominion's conditional use permit and to obtain certificate of occupancy for each space used.
13. Any changes in the general site operations or changes to the site itself will require a conditional use permit amendment.

14. No work to be done outside of the building and no exterior storage of materials.
15. No loud speakers can be used on site between the ours of 10:00 p.m. and 7:00 a.m.

PASSED by the City Council of the City of Blaine this 4th day of November 2004.


Tom Ryan, Mayor

ATTEST:


Jane M. Cross, CMC, City Clerk

COUNCIL ACTION 04-374

Gary Schutta
3801 85th Ave NE.

6/05/2024

Blaine, (Shoreview for mailing) MN. 55126

RE: Notice of Public Hearing regarding Old Dominion Trucking Co. requesting a Fencing Conditional use Permit.

I believe my property will be mostly affected by any activity that Old Dominion Trucking (ODT) does or plans to do. I questioned why ODT had put so much money into the reconstruction of their front lot when City Ordinance did not allow any commercial activity in that front lot. I now question if no commercial activity is allowed, why is there a need for a conditional use for fencing of this area. What is their next request for conditional use permit going to be? Their Fencing does limit my view to the East, but so does the rear of all the trailers that are parked there. Their Fence does collect all the loose flying paper, plastics and flying garbage that use to come into my yard that is now a benefit.

I have lived at my Home at 3801 85th Ave NE in Blaine for over 40 years. In that time there has been a Commercial Trucking Company next store. Over the years there has been the usual noise you would expect from a trucking operation. Most of this noise was tolerable. A few years ago, Old Dominion Trucking took over the property. Their operation started up slowly but started to become more of an annoyance as time passed.

During the re-construction of the Old Dominion parking lot I had called the Blaine City Offices and questioned what was going on. I talked with the City Planner, City Engineer, City Inspection Dept and the City Council Member at that time. I was told Old Dominion was only replacing the Parking lots & Driveways and there was no expansion of the operation past the then front fence.

I expected some noise during the re-construction of their parking lot. Apparently, they needed to compact the soil before installing the cement. The extreme amount of vibration & shaking from this I did not expect. At the time I did not fully realize the amount of damage all the vibration & shaking has done to my home & property. I have an older home that had cracks in the plaster walls that I have repaired over the years when they were repainted. I now have new cracks throughout my home and unusual settlement of the whole home & garage. Several doors now swing open or close on their own. I have new cracks in the basement & garage floors. The garage appears to have settled away from the house. All the outside cement sidewalks & steps have settled & cracked. The swimming pool apron has settled away from the pool edge. The pool panels have cracked, and the pool water had dropped 18" overnight from the vibration & shaking during their soil compacting. Now I have to refill the pool every few days.

Old Dominion was supposedly only replacing the Parking lots & Driveways and there was no expansion of the operation past the then front fence. Now it appears that this was all very misleading. Shortly after the new cement was

installed trailers were moved forward past their fence to the street. These trailers are constantly being moved around. The noise from the truck engines racing, trailers being dropped shake my house & truck backup beeping wake us up at night, 24/7. I can't sit outside during the summer without enduring all the noise with the added smell of Diesel exhaust. There isn't anyone that would be happy to live at a location with all this noise. I have had conversations with my next store neighbors (many who are part of the Rice Creek Park Homeowners Association) about the increased noise. They all have concerns about the noise problem. There is a constant Violation of the Cities Noise Ordinance.

When I bought this property, it was zoned light Industrial and was planned to be a buffer between the residential & commercial properties. I saw extra value with the Light Industrial Zoning. A few years after I purchased the property the Zoning was changed by the City to residential. I was unsuccessful in fighting off this change. The County appraiser has recently devalued my property because of its being next to an undesirable noisy location.

The City Planners allowing this expansion of Old Dominion's operation next to my home has devalued my home and made it more unsellable at a reasonable market price. The home should be torn down and replaced with a small office or similar type business as a buffer from the noisy, smelly trucking company. Now with the zoning change that is not an option.

I now have thousands of dollars of repairs to be made leaving me with a home at a very reduced value, an unacceptable amount noise and shaking & smell 24/7. Is the city going to compensate me for my losses?

Gary Schutta
612-247-8594



From: [JUDITH MCGOVERN](#)
To: [Planning](#)
Subject: Old Dominion Freight Line
Date: Friday, June 7, 2024 9:44:54 AM

I am writing in response to the letter regarding Old Dominion trucking company, requesting a Fencing Conditional use permit.

Since they expanded the back of the trucking company, the noise and shaking inside my home has tripled from what it was. The noise was so bad when the construction was going on, that I invited a city engineer Supervisor to sit with me on my deck one day, so, he could see and hear what went on. I have forgotten his name, but basically, he told me there is nothing that can be done.

There also is a place in front on City Rd J (85th Av) that was constructed for employee parking that immediately was turned into more parking for the trucks and trailers. This also has contributed to the elevated noise level. What has happened to the noise ordinance?

Trailers running up and down, engines racing, diesel exhaust is sickening. It's a lot that was not expected.

In warm weather the trailers are unloaded at all hours with terribly loud conversations and very loud music blaring.

If I spoke the language, I could tell you what the conversations and songs are saying. This along with late night unloading where they drop the end of the truck on the ground is earth shattering at times and always wakes me up, if I am fortunate enough to be sleeping. I tend to not like air conditioning on a regular basis, however, I have been forced into it over the years, so, I can get some sleep. It does not block noise out completely.

Knowing now, that the trucking company along with the city of Blaine (I encompass all involved in decision's) have deceived us, I can only imagine what this new development would sound like. So much for for only replacing parking lots and driveways as we were told in the beginning.

I am on the townhome association board, and am speaking for many of us affected by this company. Enough is enough.

Please stop catering to big business and start thinking about residential owners. We also pay taxes.

Judy McGovern
3824 86 Av Ne
Blaine,(Circle Pines) Mn
55014

Sent from my iPad



City of Blaine

Staff Report

File Number: 2024-714

Agenda Date	Status
June 11, 2024	
In Control	File Type
Planning Commission	Report

Public Hearing - Sheila Sellman, City Planner

Agenda Item # 4.4

Case File No. 24-0014 // City of Blaine // 10041 and 10001 Polk Street NE

The City is requesting a comprehensive plan amendment to change the land use designation from Medium Density Residential/High Density Residential (MDR/HDR) to Low Density Residential/Medium Density Residential (LDR/MDR).

Background

Attachments	Zoning and Location Map Existing/Proposed Land Use Public Comments
Schedule	Planning Commission: 04/09/24 City Council: 05/06/24

Staff report prepared by Erik Thorvig, Community Development Director

The [2040 Comprehensive Plan](#) identifies various sites for High Density Residential (HDR) uses. The HDR land use category allows residential densities between 12-25 units/acre. Building types allowed are quadhomes, townhomes, apartments, condominiums, and cooperatives. The comprehensive plan is a future planning document required by the Metropolitan Council for all cities within the seven-county metropolitan area.

The document is required to be fully updated every 10 years. The last full update process began in 2018 and was approved in 2020. It is a thorough process that requires involvement from the public, boards and commissions, city council and other various entities. The document was reviewed extensively by the Metropolitan Council, prior to formal adoption; and the Metropolitan Council also has to approve the document. Cities are allowed to make modifications to the plan prior to the next full review cycle based on local community needs and changes to policy identified by the City Council.

The housing chapter addresses affordable housing allocation requirements set forth by the Metropolitan Council. The Metropolitan Council forecasts future affordable housing needs using a

regional economic model, then allocates a share of the overall need to all communities expecting sewer-serviced housing growth over the next decade. Based on the formula, Blaine is required to plan for 1,139 new units. Cities aren't required to create enough units to meet their share of the need, but they must plan for the possibility of these units by guiding sufficient land at higher residential densities. Existing affordable housing in the community is factored into this formula. This factor considers a community's existing supply of affordable housing, reducing requirements for communities that already supply higher levels of affordable housing. This factor is estimated using Metropolitan Council estimates based on 2013 and 2014 MetroGIS Regional Parcel Datasets, 2008-2012 Comprehensive Housing Affordability Strategy (CHAS) data, and the Metropolitan Council's annual survey of manufactured housing parks. Eighty-one percent of Blaine's current housing stock was determined to be affordable to low-income households, which is above the Metropolitan Council's average of 66%, therefore, Blaine's affordable housing allocation was decreased by 162 units by this adjustment factor.

As stated above, in order to meet the unit requirement, the land use plan requires that certain land be guided for medium and high density residential to accomplish affordable housing allocation goals. The logic is that medium and high density residential land use is more conducive for affordable housing, and by requiring cities to set aside vacant or land to be redeveloped for medium and high density, it creates an opportunity for affordable housing to be built, though affordability is not required when those sites develop. By having this requirement in place, it distributes the ability of where affordable housing could be built among all cities versus concentrating it in certain cities/parts of the metro area.

Due to the requirements identified above, certain parcels of land were guided for high density residential in the 2040 Comprehensive Plan. In general, there has been a policy shift in the city council's philosophy on high density land use, specifically related to apartments, since the 2040 Comprehensive Plan was adopted in 2020. On September 11, 2023, the city council discussed various sites guided for high density residential and provided direction to staff on potential land use changes for those properties. Land use changes within the Northtown redevelopment area, which now allow for certain areas of HDR, allow shifts to lower densities to occur for sites currently guided HDR elsewhere in the city when the 2040 Comprehensive Plan was originally adopted.

The current land use designation of Medium Density Residential/High Density Residential (MDR/HDR) allows residential development between 6-25 units/acre. Uses include attached single-family homes such as triplexes, quads, townhomes, and apartments.

The proposed Low Density Residential/Medium Density Residential (LDR/MDR) land use designation allows residential development between 2.5-12 units/acre. Uses include single family homes and attached single family homes such as triplexes, quads, and townhomes. Apartments are not allowed.

For the subject site, the north property is currently zoned Light Industrial (I-1), and the south property is currently zoned Medium Density Multifamily (R-3B). If the proposed land use changes are approved, a rezoning to Low Density Multi-Family (R-3A), would be brought forward. This zoning designation is consistent with the proposed land use designation of LDR/MDR. If the rezoning occurs, the uses currently occupying the property will become legal, non-conforming. Industrial uses are allowed to continue and similar uses can occupy the buildings in the future. The buildings may not be expanded, but can be replaced.

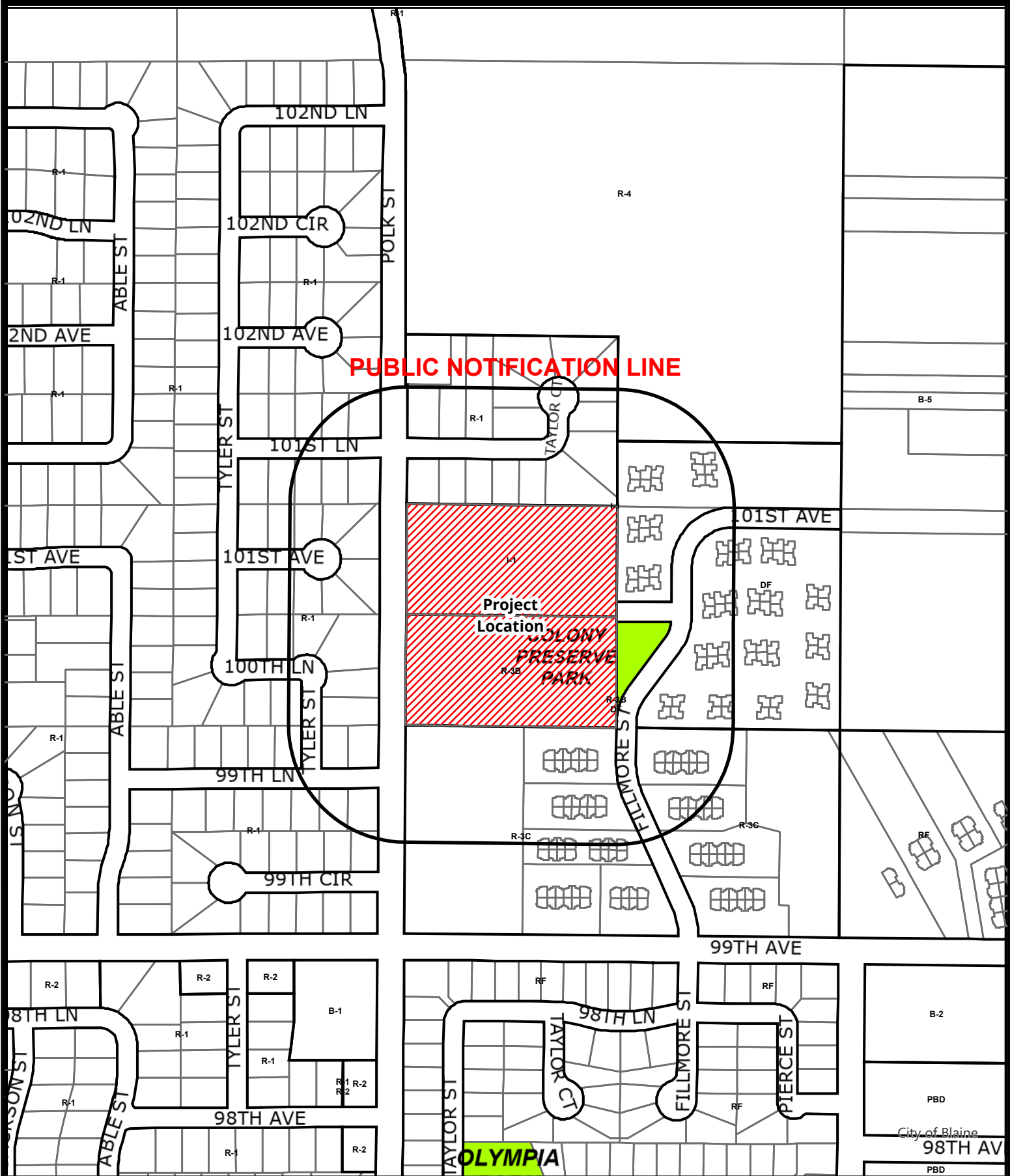
Recommendation

In Planning Case File No. 24-0014, it is recommended that the Planning Commission recommend approval of a comprehensive plan amendment to change the land use designation from High Density Residential/Medium Density Residential (HDR/MDR) to Low Density Residential/Medium Density Residential (LDR/MDR) with the following conditions:

1. Approval by the Metropolitan Council.

Attachment List

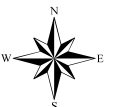
1. Map
2. Proposed Changes
3. Public Comments



BlaineMN.gov

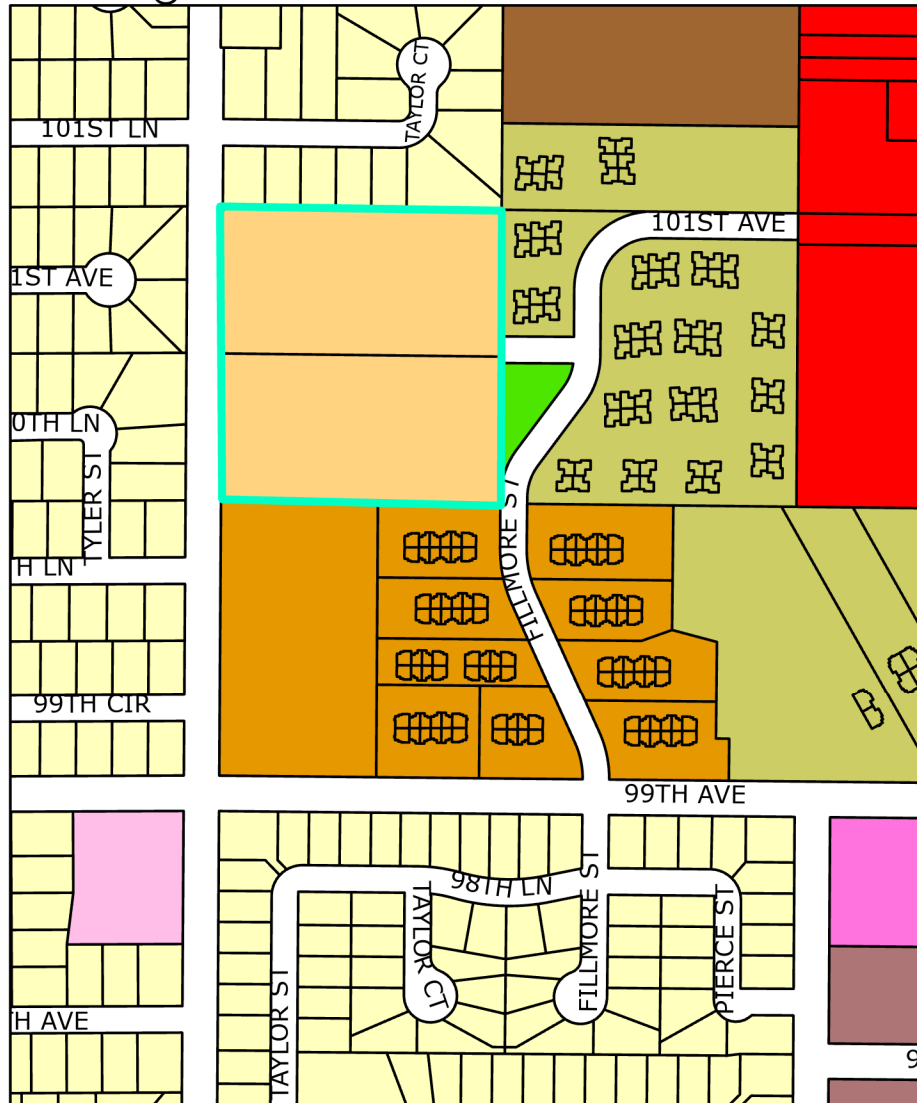
Case File No. 24-0014 10041 & 10001 Polk Street

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

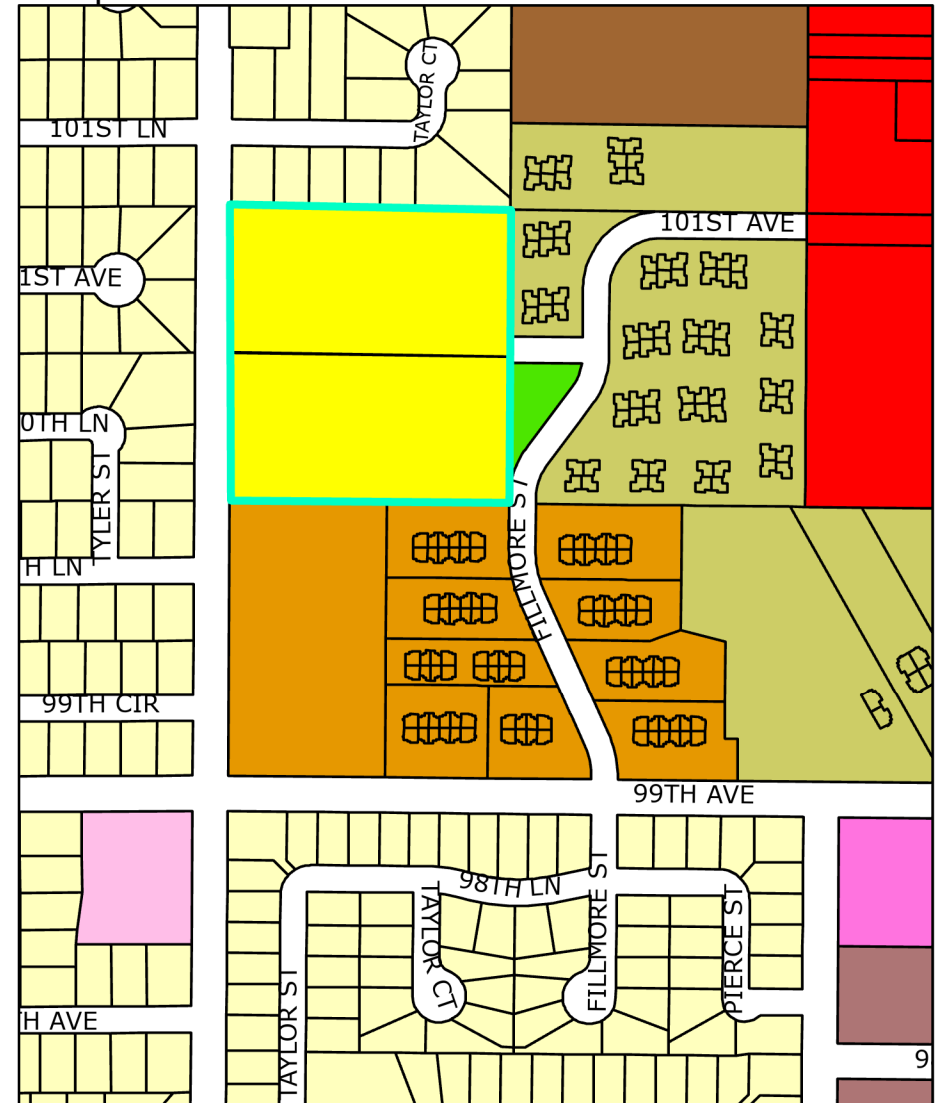


10041 and 10001 Polk St

Existing Land Use



Proposed Land Use



- | | | |
|--|---|---|
| CC - Community Commercial | MDR/HDR - Medium-High Density Residential | PC - Planned Commercial |
| HDR - High Density Residential | MHR - Manufactured Home Residential | PI/PC - Planned Industrial/ Planned Commercial |
| LDR - Low Density Residential | NC - Neighborhood Commercial | LDR/MDR Low Density Residential/ Medium Density Residential |
| MDR - Medium Density Residential | P/OS - Park/ Open Space | |

From: [Caroline DAHL](#)
To: [Patricia Robinson](#)
Cc: [Caroline DAHL](#)
Subject: Planning Commission Attention Pat
Date: Monday, June 10, 2024 11:53:27 AM

June 10, 2024

John and Caroline Dahl

10041 Polk Street NE

Blaine, MN 55434

Planning Commission

We are expressing our opposition to the change in land use as follows:

1. It lowers the salability of the property
2. Decreases the value
3. Limits our options

Cordially,

John and Caroline Dahl



City of Blaine

Staff Report

File Number: 2024-205

Agenda Date	Status
June 11, 2024	
In Control	File Type
Planning Commission	Report

Public Hearing - Sheila Sellman, City Planner

Agenda Item # 4.5

Case File No. 24-0036 // City of Blaine // Northwest Corner of Paul Parkway NE and Ulysses Street NE
The City is requesting a comprehensive plan amendment to change the land use designation from High Density Residential/Planned Commercial (HDR/PC) to Medium Density Residential/Community Commercial (MDR/CC).

Background

Attachments	Zoning and Location Map Existing/Proposed Land Use Public Comments
Schedule	Planning Commission: 6/11/24 City Council: 07/01/24

Staff report prepared by Erik Thorvig, Community Development Director

The [2040 Comprehensive Plan](#) identifies various sites for High Density Residential (HDR) use. The HDR land use category allows residential densities between 12-25 units/acre. Building types allowed are quadhomes, townhomes, apartments, condominiums, and cooperatives. The comprehensive plan is a future planning document required by the Metropolitan Council for all cities within the seven-county metropolitan area.

The document is required to be fully updated every 10 years. The last full update process began in 2018 and was approved in 2020. It is a thorough process that requires involvement from the public, boards and commissions, city council and other various entities. The document was reviewed extensively by the Metropolitan Council prior to formal adoption by the City, the Metropolitan Council also needs to approve the plan. Cities are allowed to make modifications to the plan prior to the next full review cycle based on local community needs and changes to policy identified by the City Council.

The housing chapter addresses affordable housing allocation requirements set forth by the Metropolitan Council. The Metropolitan Council forecasts future affordable housing needs using a

regional economic model, then allocates a share of the overall need to all communities expecting sewer-serviced housing growth over the next decade. Based on the formula, Blaine is required to plan for 1,139 new units. Cities aren't required to create enough units to meet their share of the need, but they must plan for the possibility of these units by guiding sufficient land at higher residential densities. Existing affordable housing in the community is factored into this formula. This factor considers a community's existing supply of affordable housing, reducing requirements for communities that already supply higher levels of affordable housing. This factor is estimated using Metropolitan Council estimates based on 2013 and 2014 MetroGIS Regional Parcel Datasets, 2008-2012 Comprehensive Housing Affordability Strategy (CHAS) data, and the Metropolitan Council's annual survey of manufactured housing parks. Eighty-one percent of Blaine's current housing stock was determined to be affordable to low-income households, which is above the Metropolitan Council's average of 66%, therefore, Blaine's affordable housing allocation was decreased by 162 units by this adjustment factor.

As stated above, in order to meet the unit requirement, the land use plan requires that certain land be guided for medium and high density residential to accomplish affordable housing allocation goals. The logic is that medium and high density residential land use is more conducive for affordable housing, and by requiring cities to set aside vacant or land to be redeveloped for medium and high density, it creates an opportunity for affordable housing to be built, though affordability is not required when those sites develop. By having this requirement in place, it distributes the ability of where affordable housing could be built among all cities versus concentrating it in certain cities/parts of the metro area.

Due to the requirements identified above, certain parcels of land were guided for high density residential in the 2040 Comprehensive Plan. In general, there has been a policy shift in the city council's philosophy on high density land use, specifically related to apartments, since the 2040 Comprehensive Plan was adopted in 2020. On September 11, 2023, the City Council discussed various sites guided for high density residential and provided direction to staff on potential land use changes for those properties. Land use changes within the Northtown redevelopment area, which now allow for certain areas of high density residential(HDR), allow shifts to lower densities to occur for sites currently guided HDR elsewhere in the city when the 2040 Comprehensive Plan was originally adopted.

The subject property is currently guided High Density Residential/Planned Commercial(HDR/PC). The current land use designation of HDR/PC allows residential development between 12-25 units/acre. Residential uses include attached single-family homes such as triplexes, quads, townhomes, and apartments. Commercial uses allowed are consistent with the existing Planned Business District (PBD) zoning designation.

The proposed land use change to Medium Density Residential/Community Commercial (MDR/CC) designation allows residential development between 6-12 units/acre. Residential uses include attached single-family homes such as triplexes, quads, and townhomes. Apartments would not be allowed. Commercial uses allowed would be consistent with the existing Planned Business District (PBD) zoning designation. This guides what future uses of the property could be if it is developed.

The current zoning is Planned Business District (PBD). This zoning would remain.

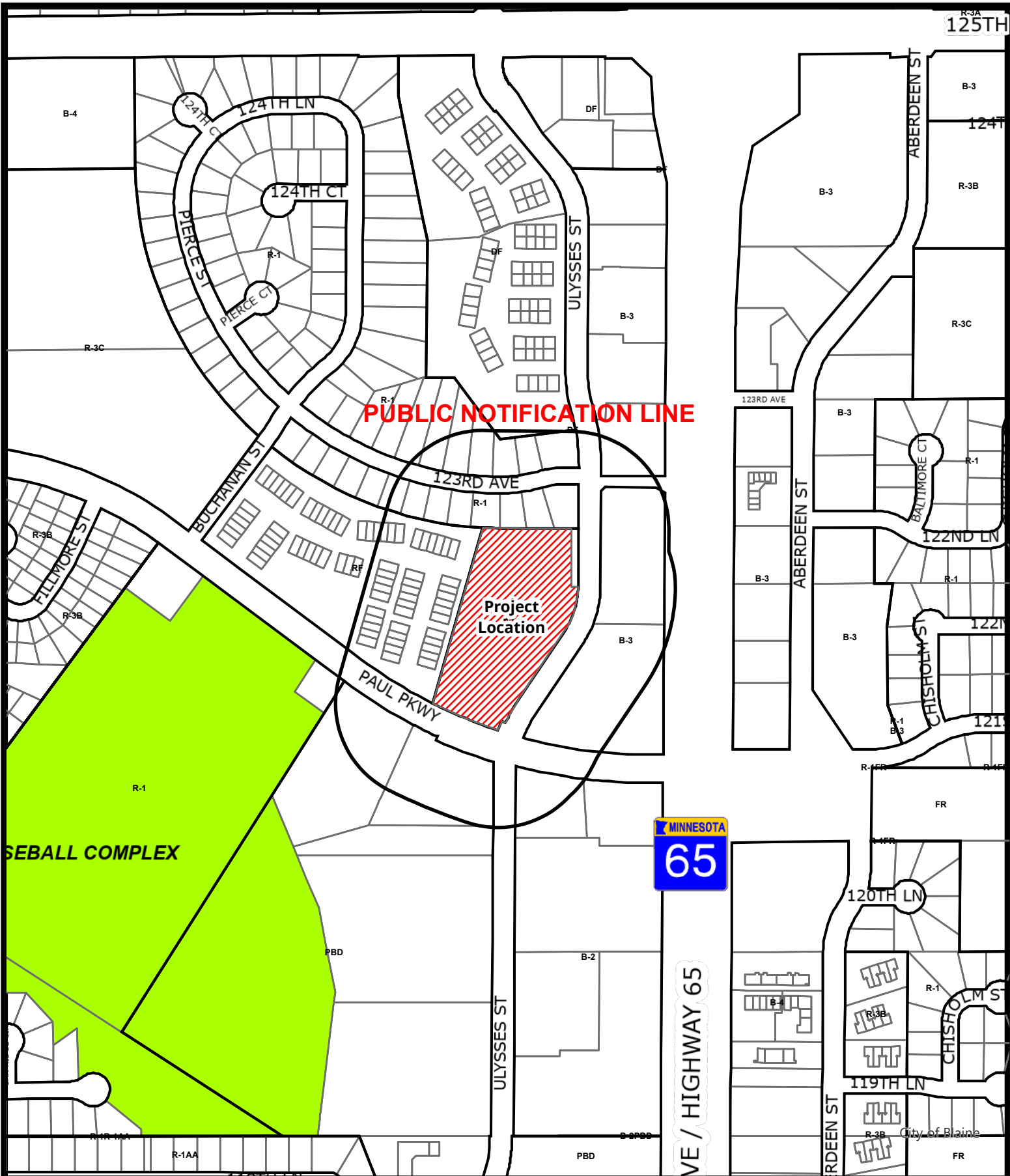
Recommendation

In Planning Case File No. 24-0036, it is recommended that the Planning Commission recommend approval of a comprehensive plan amendment to change the land use designation from High Density Residential/Planned Commercial (HDR/PC) to Medium Density Residential/Community Commercial (MDR/CC) with the following conditions:

1. Approval by the Metropolitan Council.

Attachment List

1. Attachments
2. Public Comments



BlaineMN.gov

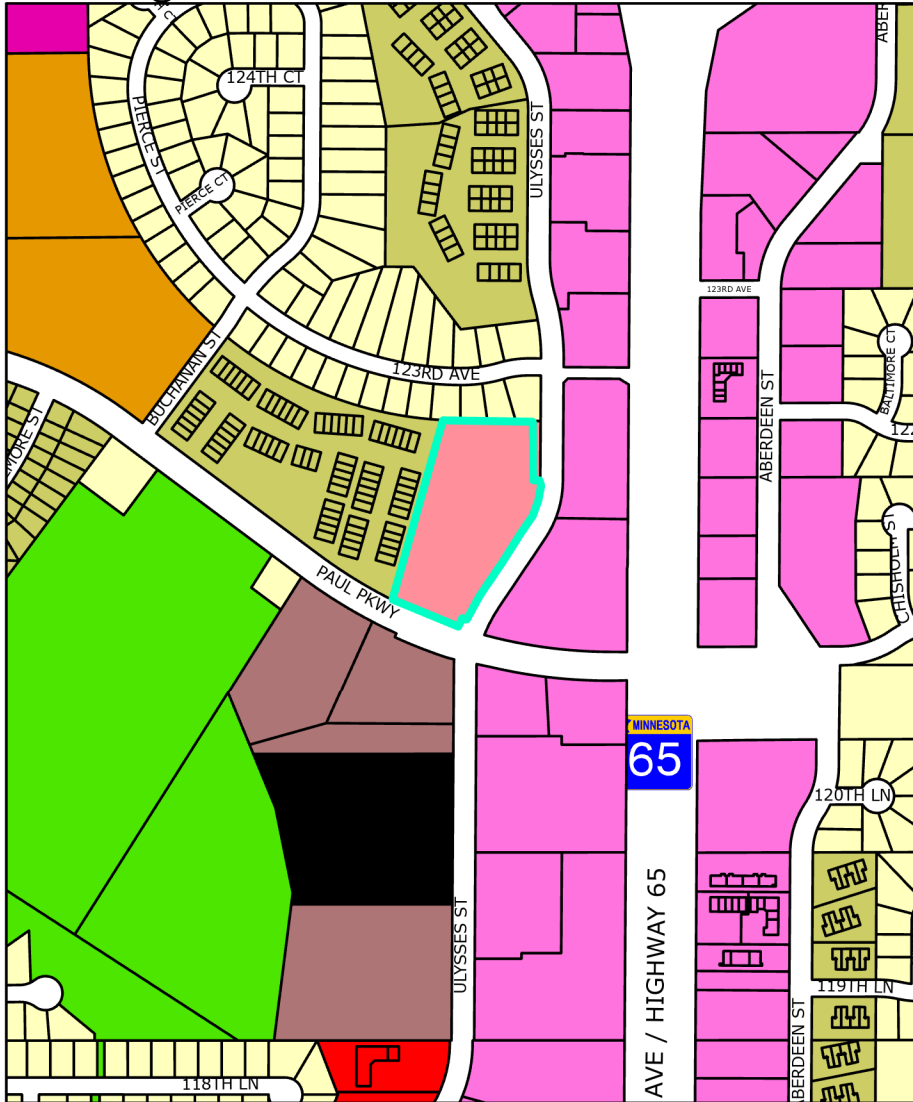
Case File No. 24-0036 Paul Parkway & Ulysses Street

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

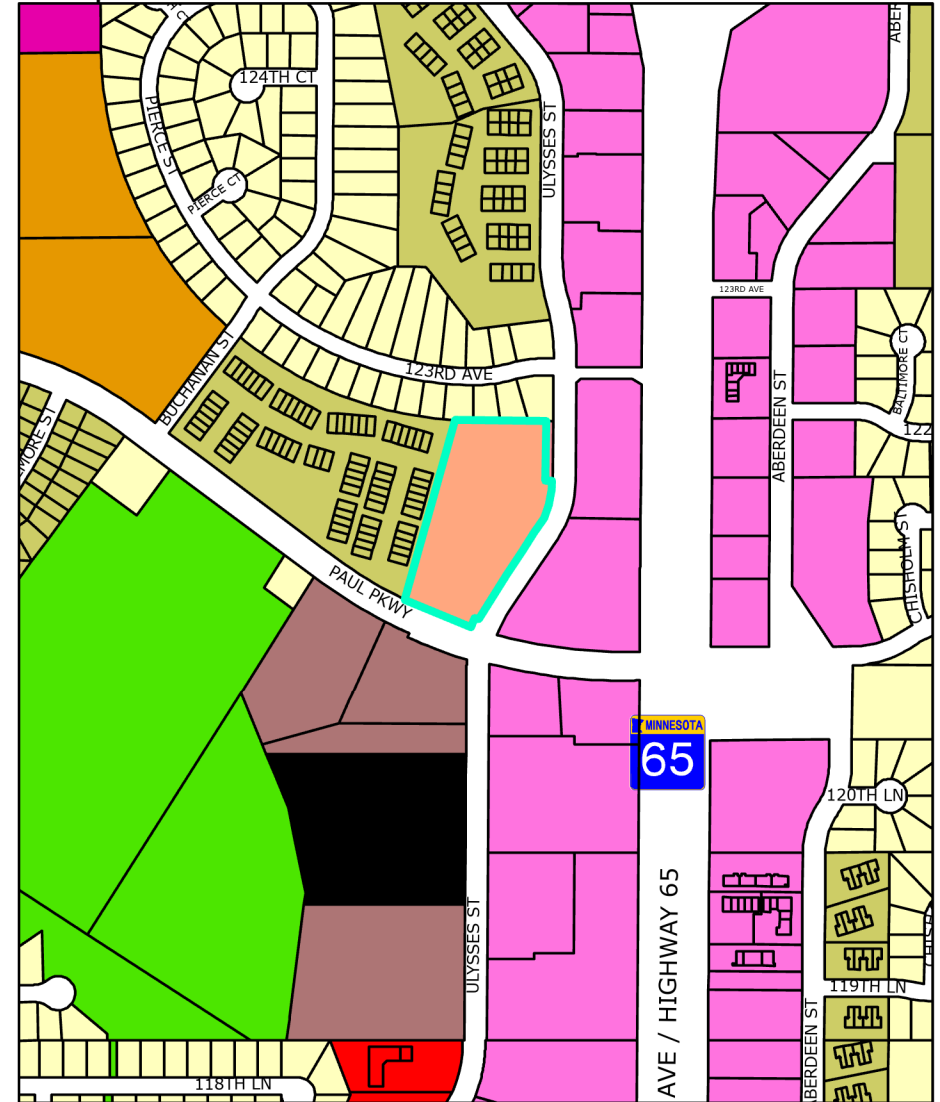


Parcel 08-31-23-24-0144

Existing Land Use



Proposed Land Use



- | | |
|--|--|
| CC - Community Commercial | O - Office |
| HDR - High Density Residential | P/OS - Park/ Open Space |
| HDR/PC - High Density Residential/ Planned Commercial | PC - Planned Commercial |
| HDR/PI/PC - High Density Residential/ Planned Industrial/ Planned Commercial | PI/PC - Planned Industrial/ Planned Commercial |
| LDR - Low Density Residential | ROW |
| MDR - Medium Density Residential | MDR/CC - Medium Density Residential - Community Commercial |

From: [Thompson, Mary](#)
To: [Planning](#)
Cc: [Mary Goetze](#)
Subject: Letter on case 24-0036 for Hearing on 6/11
Date: Tuesday, June 4, 2024 10:25:54 AM

I would like to comment on the letter I received on case 24-0036 regarding location Northwest Corner of Paul Parkway NE and Ulysses Street NE (PID 08-31-23-24-0144).

I live in the townhomes right by that space. Building a commercial business there, like a restaurant or gas station or whatever they have planned would be very disruptive to our community. There is not a lot of room in that field so whatever would be built, might create a lot of noise for us. It would be very close to us who face that field.

They built a bunch of restaurants and a car wash on that road this past year and the residents across the street say they hear the constant noise of the car wash running or smell the food from the fast food restaurants. Why can't they build on the space across from that proposed space next to the car wash.

I am concerned that any commercial property built there would disrupt our current quiet residential neighborhood. We hear the traffic from 65 as it is. Building something in that space would be disruptive. Doesn't it have to be a certain amount of space away from a residential property. Our decks face that field and our view would then be whatever goes there and a view of the street. The hill there has been a nice block to keep our residence private. If they build a fast food place, we would have the constant smell of food and cars going in and out and would destroy our current quiet neighborhood and also bring our property values down.

Why do they have to build on every ounce of vacant space. There are so many empty buildings up for lease, why don't they try to fill those first?

I am concerned if they build a commercial property, like a fast food place or gas station, it would be very noisy, our decks would then face it and not the nice wildlife of the field and we would have constant noise, and smell of food if they build a fast food place, thus destroying our peaceful community. Who wants to go sit on their deck and look at a building?

I would propose they reconsider building any commercial property there and leave it alone. People were upset about all the restaurants that are now across from their homes on Ulysses and the constant noise of cars, the smell of food, etc. They are building too close to residential property. Commercial and residential should not be that close together.

Please do not destroy the serenity we currently enjoy. We hear the ball players in the field across the road in the ball park, but that is pleasant and temporary. There is a noise ordinance after 10:00 p.m. and building a commercial property there may create noise after 10:00. Many people are in bed by then and get up early for jobs.

I ask you reconsider building in that spot and keep it a natural area. I frankly don't

want to sit on my deck and face a fast food restaurant, which is what I am sure they plan to build there, or a gas station, which we don't need.

Mary Thompson

612-205-2933

1219 122nd Lane NE, Blaine, MN

From: [Mike Jacobson](#)
To: [Planning](#)
Subject: 24-0036 Land Use Change Ulysses Street
Date: Monday, June 10, 2024 9:33:56 AM

Mike & Lynette Jacobson
mikejacobson33@gmail.com
507-951-6214
6/10/2024

Planning Department

10801 Town Square Drive NE
Blaine MN 55449
Re: 24-0036
Paul Parkway & Ulysses Street

Dear Members of the Planning and Development Department,

I am writing to express my concerns regarding the proposed comprehensive plan amendment to change the land use designation from High Density Residential/Planned Commercial (HDR/PC) to Medium Density Residential/Community Commercial (MDR/CC).

The property in question was purchased by a developer two years ago with the intention of possibly constructing high-density residential structures. I recently acquired the commercial mall southeast of this property, four months ago, with the understanding that the developer's plan would likely increase the local population and subsequently enhance foot traffic and business opportunities for the mall.

I strongly believe that altering the land use designation at this stage undermines the expectations and investments made based on the original zoning rules. The developer likely made their purchase with the anticipation of building high-density residential units, which would support the local economy and provide necessary housing options. Changing the rules after the purchase creates uncertainty and could deter future investments in the community.

At the very least, I urge the city to honor the conditions under which the developer acquired the property and allow them to proceed with their original plans. This approach ensures fairness and maintains investor confidence in Blaine's development policies.

Unfortunately, we will be unable to attend the planned meeting to discuss this change. Please use this letter as our submission.

Thank you for considering my perspective on this matter. I hope the city will uphold the original zoning designation and support the property developer, other developer/investors in

the area, and future developer/investors in our community.

Sincerely,
Mike and Lynette Jacobson



City of Blaine

Staff Report

File Number: 2024-206

Agenda Date	Status
June 11, 2024	
In Control	File Type
Planning Commission	Report

Public Hearing - Sheila Sellman, City Planner

Agenda Item # 4.6

Case File No. 24-0037 // City of Blaine // 12565 and 12535 Zest Street NE and 12592 Lexington Avenue NE

The City is requesting a comprehensive plan amendment to change the land use designation from High Density Residential (HDR) to Medium Density Residential/Community Commercial (MDR/CC), and Medium Density Residential (MDR) to Medium Density Residential/Community Commercial (MDR/CC).

Background

Attachments	Zoning and Location Map Existing/Proposed Land Use
Schedule	Planning Commission: 6/11/24 City Council: 07/01/24

Staff report prepared by Erik Thorvig, Community Development Director

The [2040 Comprehensive Plan](#) identifies various sites for High Density Residential (HDR) use. The HDR land use category allows residential densities between 12-25 units/acre. Building types allowed are quadhomes, townhomes, apartments, condominiums, and cooperatives. The comprehensive plan is a future planning document required by the Metropolitan Council for all cities within the seven-county metropolitan area.

The document is required to be fully updated every 10 years. The last full update process began in 2018 and was approved in 2020. It is a thorough process that requires involvement from the public, boards and commissions, city council and other various entities. The document was reviewed extensively by the Metropolitan Council prior to formal adoption by the City Council, in addition the Metropolitan Council has to approve the plan. Cities are allowed to make modifications to the plan prior to the next full review cycle based on local community needs and changes to policy identified by the City Council.

The housing chapter addresses affordable housing allocation requirements set forth by the Metropolitan Council. The Metropolitan Council forecasts future affordable housing needs using a

regional economic model, then allocates a share of the overall need to all communities expecting sewer-serviced housing growth over the next decade. Based on the formula, Blaine is required to plan for 1,139 new units. Cities aren't required to create enough units to meet their share of the need, but they must plan for the possibility of these units by guiding sufficient land at higher residential densities. Existing affordable housing in the community is factored into this formula. This factor considers a community's existing supply of affordable housing, reducing requirements for communities that already supply higher levels of affordable housing. This factor is estimated using Metropolitan Council estimates based on 2013 and 2014 MetroGIS Regional Parcel Datasets, 2008-2012 Comprehensive Housing Affordability Strategy (CHAS) data, and the Metropolitan Council's annual survey of manufactured housing parks. Eighty-one percent of Blaine's current housing stock was determined to be affordable to low-income households, which is above the Metropolitan Council's average of 66%, therefore, Blaine's affordable housing allocation was decreased by 162 units by this adjustment factor.

As stated above, in order to meet the unit requirement, the land use plan requires that certain land be guided for medium and high density residential to accomplish affordable housing allocation goals. The logic is that medium and high density residential land use is more conducive for affordable housing, and by requiring cities to set aside vacant or land to be redeveloped for medium and high density, it creates an opportunity for affordable housing to be built, though affordability is not required when those sites develop. By having this requirement in place, it distributes the ability of where affordable housing could be built among all cities versus concentrating it in certain cities/parts of the metro area.

Due to the requirements identified above, certain parcels of land were guided for high density residential in the 2040 Comprehensive Plan. In general, there has been a policy shift in the city council's philosophy on high density land use, specifically related to apartments, since the 2040 Comprehensive Plan was adopted in 2020. On September 11, 2023, the city council discussed various sites guided for high density residential and provided direction to staff on potential land use changes for those properties. Land use changes within the Northtown redevelopment area, which now allow for certain areas of high density residential(HDR), allow shifts to lower densities to occur for sites currently guided HDR elsewhere in the city when the 2040 Comprehensive Plan was originally adopted.

The subject area has a mix of land use designations. The current land use designation of Medium Density Residential (MDR) allows residential development between 6-12 units/acre. Uses include attached single-family homes such as triplexes, quads, and townhomes. The current land use designation of HDR allows residential development between 12-25 units/acre. Uses include attached single-family homes such as triplexes, quads, townhomes, and apartments.

The proposed Medium Density Residential/Community Commercial (MDR/CC) land use designation allows residential development between 6-12 units/acre. Residential uses include attached single-family homes such as triplexes, quads, and townhomes. Apartments would not be allowed. Allowed commercial uses include retail, office, restaurant. This guides what future uses of the property could be if it is developed.

All properties are currently zoned Farm Residential (FR). This zoning would remain in place until future development, consistent with the comprehensive plan, is proposed.

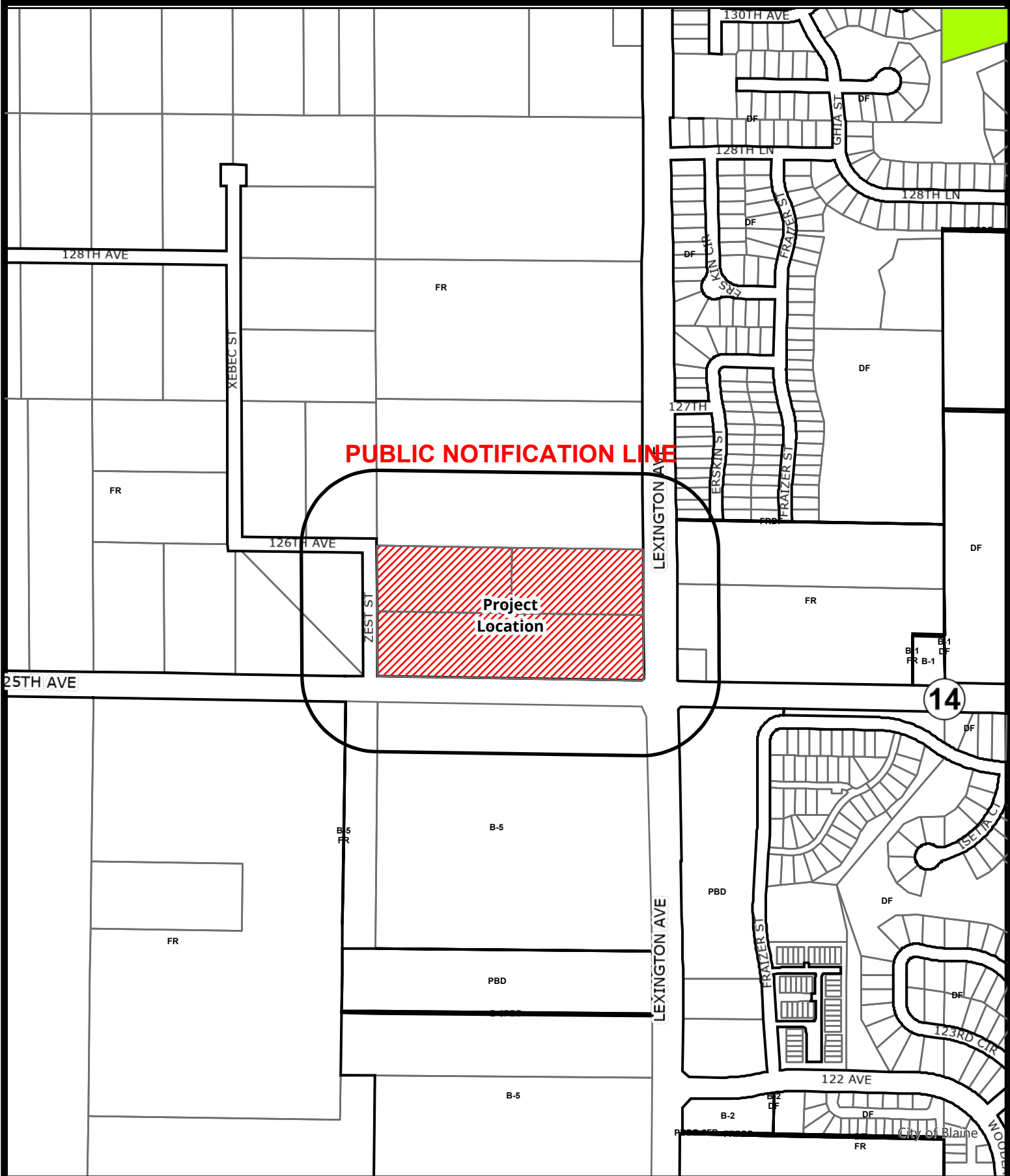
Recommendation

In Planning Case File No. 24-0037, it is recommended that the Planning Commission recommend approval of a comprehensive plan amendment to change the land use designation from High Density Residential (HDR) to Medium Density Residential/Community Commercial (MDR/CC), and Medium Density Residential (MDR) to Medium Density Residential/Community Commercial (MDR/CC) with the following conditions:

1. Approval by the Metropolitan Council.

Attachment List

1. Attachments



BlaineMN.gov

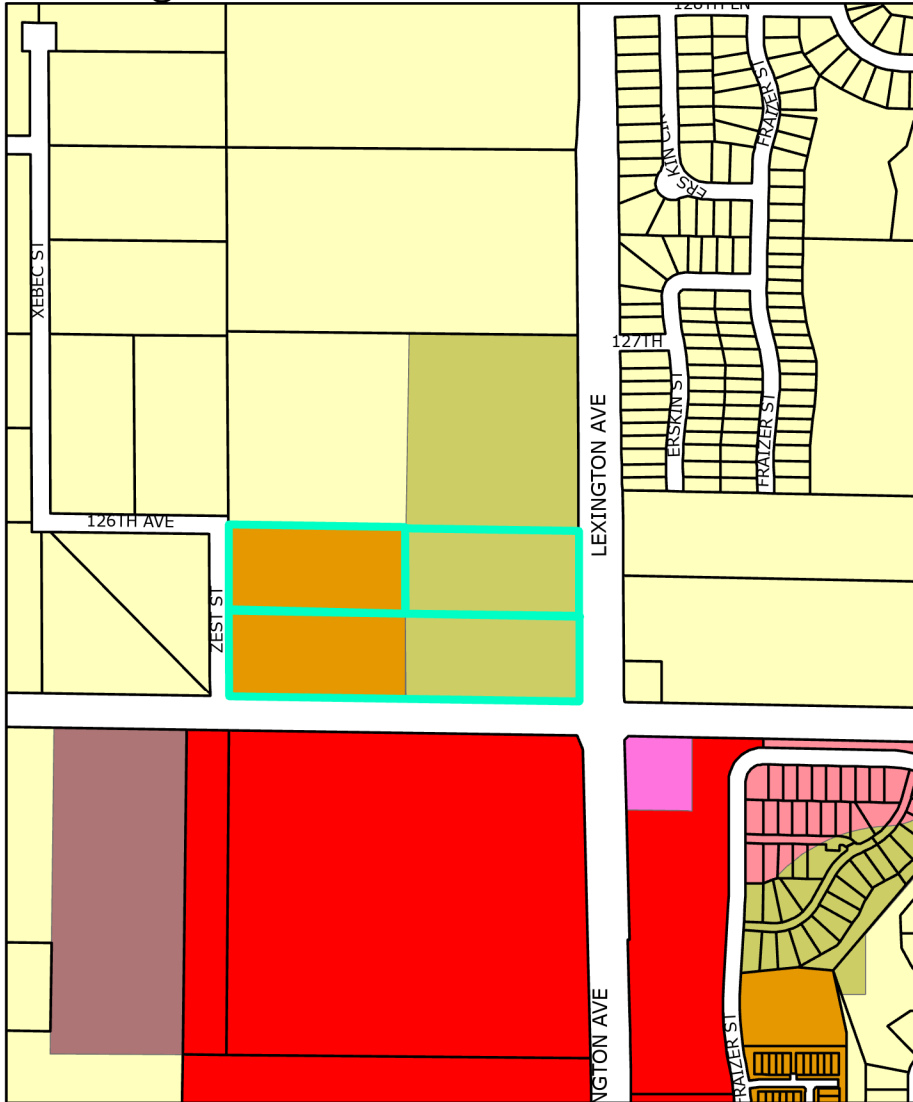
Case File No. 24-0037 Zest Street & Lexington Avenue



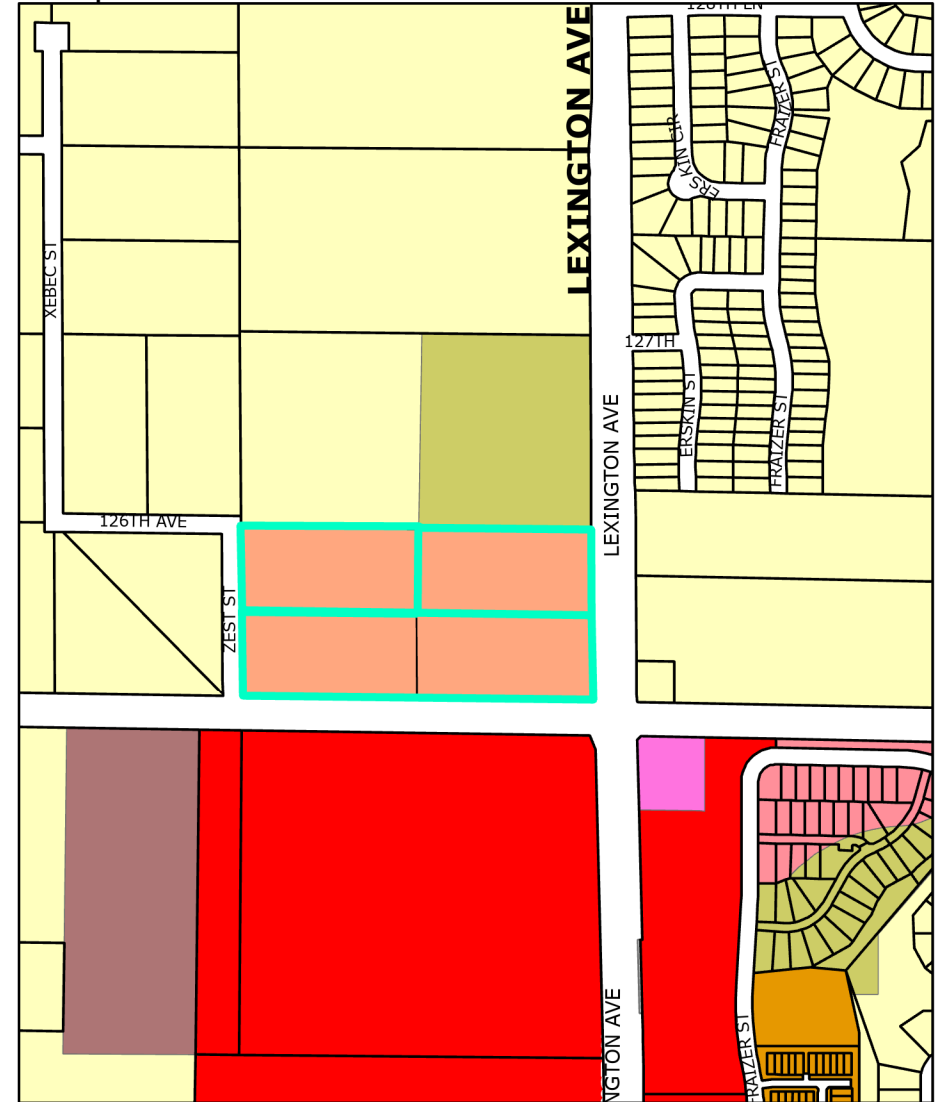
Blaine Planning Department / 10801 Town Square Dr NE / Blaine, MN 55449 / (763) 785-6180

12565 and 12535 Zest St 12592 Lexington Ave

Existing Land Use



Proposed Land Use



- | | |
|--|---|
| CC - Community Commercial | MDR - Medium Density Residential |
| HDR - High Density Residential | PC - Planned Commercial |
| HDR/PC - High Density Residential/ Planned Commercial | PI/PC - Planned Industrial/ Planned Commercial |
| LDR - Low Density Residential | MDR/CC - Medium Density Residential/ Community Commercial |



City of Blaine Staff Report

File Number: 2024-176

Agenda Date	Status
June 11, 2024	
In Control	File Type
Planning Commission	Report

New Business - Sheila Sellman, City Planner

Agenda Item # 5.1

Case File No. 24-0034 // 105th Avenue Redevelopment Area Master Plan // 10550 Nassau Street NE
The applicant is requesting Master Plan approval for the 105th Redevelopment Project.

Background

Zoning	105th Ave Redevelopment District
Land Use	Planned Commercial and High Density Residential
Area	63 acres
Applicable Regulations	Sections 30.90
Attachments	Zoning and Location Map Master Plan
Schedule	Planning Commission: 06/11/24 City Council: 07/15/24

Staff report prepared by Sheila Sellman, City Planner, and Teresa Barnes, Project Engineer

Executive Summary

Zoning

The subject parcels are zoned 105th Redevelopment Area.

Surrounding Zoning and Uses

The redevelopment area is surrounded by Heavy Industrial (I-2) to the north and Regional Recreation (RR) to the west.

Existing Conditions

The subject site is currently soccer fields and parking lots.

Evaluation of Request

Site Plan

As part of the development procedure for the 105th Redevelopment Avenue District, formal site plan approval is required. The site plan approval acts as a master plan for the entire development and includes an overall site layout of buildings, streets, landscaping and parking, and identifies specific users. The site plan is approved by resolution. The resolution provides a list of uses and conditions for the overall development. Each building will receive its own individual approvals through the Conditional Use Permit (CUP) process.

Each building will be expected to meet its pertinent sections of the code.

Section 30.907 Residential standards.

There are three multifamily buildings shown in the master plan for a total of 601 units and the location is consistent with the comprehensive land use designation of High Density Residential (HDR). Further analysis on this development will take place with the building permit, as multi-family is a permitted use. If the buildings are over 50 feet in height, they will require a CUP. All locations and unit count are subject to change as approved by the City Council.

(a) Setbacks. A consistent street edge must be maintained at the right-of-way line along all street frontages. Street edge elements may consist of the principal building, landscaping, or a combination of these elements. Exceptions may include: property adjacent to a water feature, surface parking, or any other instances the City Council deems appropriate.

- Based on the proposed site plan, it appears that this will be met.

(b) Building height is a minimum of two stories. There shall be no height limitations, provided all buildings are in compliance with Federal Aviation Administration regulations. Any building over 50 feet requires a conditional use permit, with a maximum height of 150 feet.

- At this stage of the planning process, building heights have not been established. Once the developer has determined these heights, they will need to contact the Federal Aviation Administration (FAA), and Conditional Use Permits (CUPs) will be required for any buildings over 50 feet.

(c) Sidewalks are required along all public and private streets. The location and alignment of new sidewalks shall connect directly to existing sidewalk/trail network.

- The developer continues to work with city staff on the placement of sidewalks and walking paths. Details will be formalized with each development approval.

(d) Mechanical equipment. All mechanical equipment shall be screened and properly maintained with material similar to the material used on the main structure. Screened mechanical equipment shall not be located in the front or street side yards.

- Mechanical screening will be reviewed for each building as it is developed, either as part of the formal CUP approval process, or through building permit review.

(e) Trash enclosure. Refuse facilities shall be located only in the side yards or rear yards when feasible. Refuse facilities may be located in the front yard subject to approval of the zoning administrator. Such facilities shall be constructed of masonry materials such as brick or textured block in colors compatible with the principal structure. Such facilities shall have solid gates.

- Staff and the developer will continue to work on these details. At this time, it is not clear how this will work for the district, but any enclosures will meet this requirement.

30.908 Residential parking.

(a) Minimum spaces required: 1.5 spaces per unit for multi-unit building, minimum of one underground.

(b) Parking areas shall have access to a public alley or street. Driveways shall be located to minimize interference with traffic movement. Parking will be reviewed as part of the site plan. A parking analysis is required as part of the review.

(1) Surface parking.

(aa) Parking lots shall be located to the rear of the buildings, or side yards if a rear location is not feasible.

(bb) When parking areas abut the street, the sidewalk edge must be delineated with landscaping, architectural fencing (meeting design guidelines) or other decorative features.

Each building will have its own parking ramp that will be at grade with the units above. Due to soil conditions, underground parking is not feasible, but it will have the same type of appearance. As shown, the proposed parking meets the required number of parking stalls.

30.909 Architectural control residential.

(1) [Exterior wall finishes.] At least 50 percent of all exterior wall finishes on any building shall be comprised of a combination of at least three of the following materials with all materials present on each elevation. All buildings must meet and be consistent with design guidelines.

(a) Brick.

(b) Natural or cultured stone.

(c) Glass.

(d) Stucco or EIFS.

(e) Cementous siding.

(f) Architectural metal.

(g) Integrally colored rock-faced block.

(h) The remaining portion of all exterior wall finishes shall be comprised of any combination of decorative, rock-faced concrete block and textured concrete panels, or other comparable or superior materials as approved by the zoning administrator. All materials are subject to zoning administrator approval.

(i) Building articulation elements shall be provided at a maximum average spacing of 40 feet.

(j) Flat rooflines are encouraged.

(k) Façade articulation shall be provided through any of the following elements:

(1) A projecting bay, entry vestibule, or recess extending from the ground level through the second floor.

(2) A ground-level recess.

(3) A change in the rhythm of windows at the ground level and second floor, combined with a change of parapet height or material.

(l) All buildings shall provide ground floor windows along facades, parks, plazas or other public outdoor spaces. Darkly tinted windows or windows that block two-way visibility are prohibited.

(2) Awnings.

(a) An awning may project over the public sidewalk provided that it is at least eight feet above grade and does not project more than two-thirds the width of the public sidewalk as measured from the building.

(b) Awnings must be constructed of durable, water-repellent material such as canvas or metal. Plastic or fiberglass are not permitted.

(c) Backlit or illuminated awnings are not permitted.

(d) Retractable or fixed awnings may be used.

(e) Awnings shall not extend across multiple buildings. Long expanses of awnings should be broken into segments that reflect the door or window openings located beneath.

(f) Awning colors and materials shall complement the building façade.

(g) Signage on awnings is permitted on the end panel or valance only. Lettering size shall be proportional to the space available as approved by the zoning administrator.

(h) Awnings and canopies deteriorate over time; regular maintenance and replacement is required. If material shows signs of wear, including, but not limited to, fraying, fading, or physical damage to the awning.

(i) Awnings should be part of the site plan review and receive approval. Any encroachments over public right-of-way shall be approved by the city council prior to construction.

Details on the building architecture will be approved as part of the CUP or building permit for each building and is expected to meet the minimum requirements. The design guidelines should be referenced upon review of each building.

Section 30.910 Commercial standards.

Each building will be expected to meet its pertinent sections of the code (Section 30.901 Definitions). As shown, the commercial anticipated uses (subject to change upon council approval), consist of hotels with or without a water park, restaurants, food hall, indoor recreation, outdoor recreation, medical office and a stadium. The "field house" will include a restaurant and golf with an outdoor putting course and pickleball. The stadium will be primarily designed and used for baseball, however, it will also be used for other events like a light festival, concerts and other sporting events. Currently, medical offices are not permitted in this district. If the medical office moves forward, an ordinance amendment will be necessary.

(a) Setbacks. A consistent street edge must be maintained at the right-of-way line along all street frontages. Street edge elements may consist of the principal building, landscaping, outdoor seating, or a combination of these elements. Exceptions may include: property is adjacent to a water feature, surface parking or other instances the city council deems appropriate.

- It appears from the proposed site plan this will be met.

(b) Building height. All buildings shall be in compliance with Federal Aviation Administration regulations. Any building over 50 feet, with a maximum height of 150 feet, requires a conditional use permit.

- Once the developer has building heights determined, they should reach out to the FAA. As stated, a CUP will be required for any building over 50 feet in height.

(c) Sidewalks are required along all public and private streets. The location and alignment of new sidewalks shall connect directly to existing sidewalk/trail network.

- The developer continues to work with City staff on placement of sidewalks and walking paths. Details will be formalized with each development approval.

(d) Mechanical equipment. All mechanical equipment shall be screened and properly maintained with material similar to the material used on the main structure. Screened mechanical equipment shall not be located in the front or street side yards.

- Mechanical screening will be reviewed upon each building as it is developed either as part of the formal CUP approvals or through the building permit review.

(e) Trash enclosure. Refuse facilities shall be located only in the side yards or rear yards when feasible. Refuse facilities may be located in the front yard subject to approval of the zoning administrator. Such facilities shall be constructed of masonry materials such as brick or textured block in colors compatible with the principal structure. Such facilities shall have solid gates.

- Staff and the developer continue to work on details on refuse facilities. At this time, it is not clear how this will work for the district, but any enclosures will meet this requirement.

30.911 Commercial parking.

Parking areas shall have access to a public alley or street. Driveways shall be located to minimize interference with traffic movement. Parking will be reviewed as part of the site plan. A parking analysis is required as part of the review. On street parking, parking structure, and shared parking are encouraged.

(a) Surface parking.

- (1) Parking lots when feasible should be located to the rear of the buildings, or side yard.
- (2) When parking areas abut the street, the sidewalk edge must be delineated with landscaping, architectural fencing (meeting design guidelines) or other decorative features.

(b) Parking structure.

- (1) Parking structures shall be appropriately located and behind the rear of the building when practical.
- (2) Parking structures abutting any public street or walkway shall be compatible with the materials and architectural style of surrounding buildings.
- (3) Parking structures shall be designed so that vehicles are not visible from the sidewalk and the only opening at the street level are those to accommodate vehicle ingress and egress.

(4) Snow storage areas shall not be located in the front or side yard abutting a street. If storage is not accommodated onsite, it should be hauled out.

(c) Shared parking.

(1) A conditional use permit may be granted for one or more businesses to provide the required off-street parking facilities by joint use of one or more sites where the total number of spaces provided are less than the sum of the total required for each business should they provide them separately.

(2) Conditions required for shared parking.

(aa) The building or use for which application is being made to utilize off-street parking facilities provided by another building or use shall be located within 800 feet of such parking facilities.

(bb) The application shall demonstrate there is no substantial conflict in using shared facilities through a professional parking analysis.

(cc) Shared parking facilities shall record with the county an irrevocable covenant running with the land. A certified copy of the recorded agreement shall be provided to the zoning administrator prior to issuance of a building permit.

(d) Off-site parking. Any off-site parking which is used to meet the requirements below shall be a conditional use .

(1) Reasonable access from the off-site parking facilities to the use being served shall be provided.

(2) An agreement or lease shall be approved as part of the conditional use permit. The agreement/lease shall specify the total number and location of parking spaces under contract.

(e) The off-street parking requirements shall be established by the zoning administrator based upon the characteristics and functional similarities between uses including, but not limited to: the size of building, type of use, number of employees, expected volume and turnover of customer traffic, and expected frequency and number of delivery or service vehicles. For structures containing multiple uses, each shall be calculated separately. The requirements may be revised upward or downward by the city council as part of an application for a conditional use permit based on verifiable information pertaining to parking.

(1) Approved parking spaces must be located on the same lot as the principal use, unless shared parking or off-site parking is approved for the use.

(f) Parking analysis requirements. A parking analysis is required when a new building is proposed on a site, for tenant improvements, or when a more intense use is proposed in an existing building. The parking analysis is to be prepared by a professional who has knowledge and experience with parking needs and assessments. The analysis should consist of the following information:

(1) A site plan of the property identifying where the proposed project is located, showing all existing uses/tenant spaces and all existing parking space locations.

(2) Parking analysis matrix that includes: (1) names of all existing/proposed uses with tenant address; (2) each tenants total building square footage existing and proposed (3) lists dining and seating counts for restaurant, bar, brewery, cocktail room and coffee shop uses; and (4) lists an accurate total number of all existing parking spaces on-site.

(3) Proposed parking layout and number of stalls for the development.

(4) Floor plan layouts may be required to determine relevant seating areas and other-relevant square-footage areas.

(5) Parking adequacy should be determined prior to making major financial and legal commitments related to the property. In some cases, insufficient on-site parking may prevent the proposed project/use from being permitted.

Parking will be reviewed with each building. Staff will rely on the parking analysis in determining the amount of parking needed for the district. Based on the level of parking that is needed for the district to

be successful, it is likely a parking ramp will be required.

30.912 Outdoor seating and service of food and beverages.

- (a) The use shall not be located in the interior or rear yard if the use is adjacent to a parcel that is occupied by a residential use. This will not apply if the first floor of the building located on the adjacent parcel is not occupied by a residential use or if a residential use is located above the principal use.
- (b) Additional parking will not be required if the outdoor seating area does not exceed 500 square feet or ten percent of the gross floor area of the principal use, whichever is less. Parking will be required at the same rate as the principal use for that portion of outdoor seating area in excess of 500 square feet or ten percent of the gross building area, whichever is less.

Outdoor seating requires a conditional use permit and will be fully reviewed upon application.

30.913 Architectural control commercial.

(1) [Exterior wall finishes.] At least seventy-five percent (75%) of all exterior wall finishes on any building shall be comprised of a combination of at least three of the following materials with all materials present on each elevation. All buildings must meet and be consistent with design guidelines.

- (a) Brick.
 - (b) Natural or cultured stone.
 - (c) Glass.
 - (d) Stucco.
 - (e) Cementous siding.
 - (f) Architectural metal.
 - (g) Integrally colored rock-faced block.
 - (h) The remaining portion of all exterior wall finishes shall be comprised of any combination of decorative, rock faced concrete block and other comparable or superior materials as approved by the zoning administrator. All materials subject to zoning administrator approval.
 - (i) All buildings to incorporate four-sided design.
 - (j) Franchises or national chains with standardized architecture and signage shall comply with the standards contained in this section. Aggressive and bright signage must be altered and scaled down to meet the intentions of these standards.
 - (k) Building articulation elements shall be provided at a maximum average spacing of 40 feet.
 - (l) Façade articulation shall be provided through any of the following elements:
 - (1) A projecting bay, entry vestibule, or recess extending from the ground level through the second floor.
 - (2) A ground-level recess.
 - (3) A change in the rhythm of windows at the ground level and second floor, combined with a change of parapet height or material.
 - (m) All buildings shall have at least one customer entrance facing an abutting public or private street, rather than just the parking area. A building may have more than one entrance. Customer entrances shall be open to the public during business hours.
 - (n) Main building entrances shall be architecturally emphasized and visible from the street by utilizing design features such as awnings, pillars, special building materials or architectural details.
 - (o) All buildings shall provide ground floor windows along facades, parks, plazas or other public outdoor spaces. Darkly tinted windows or windows that block two-way visibility are prohibited.
- (2) Awnings.

- (a) An awning may project over the public sidewalk provided that it is at least eight feet above grade and does not project more than two-thirds the width of the public sidewalk as measured from the building.
- (b) Awnings must be constructed of durable, water repellent material such as canvas or metal. Plastic or fiberglass are not permitted.
- (c) Backlit or illuminating awnings are not permitted.
- (d) Retractable or fixed awnings may be used.
- (e) Awnings shall not extend across multiple storefronts and/or multiple buildings. Long expanses of awnings should be broken into segments that reflect the door or window openings located beneath.
- (f) Awning colors and materials shall complement the building façade.
- (g) Signage on awnings is permitted on the end panel or valance only. Lettering size shall be proportional to the space available as approved by the zoning administrator.
- (h) Awnings and canopies deteriorate over time; regular maintenance and replacement is required if material shows signs of wear, including but not limited to fraying, fading, or physical damage to the awning.
- (i) Awnings should be part of the site plan review and receive approval. Any encroachments over public right-of-way shall be approved by the city council prior to construction.

Details on the building's architecture will be approved as part of the CUP for each building or building permit, and are expected to meet the minimum requirements. The renderings submitted seem to be consistent with these minimums. The design guidelines should be referenced upon review of each building.

30.914 District landscaping.

The use of window boxes, hanging flower baskets, or other seasonal landscaping is encouraged. Window boxes, hanging plants and planters should be near entrances.

- (a) The periphery of all parking lots shall be well landscaped along the public right-of-way to maintain an edge that contains low shrubs, street trees, decorative fencing (per design guidelines) or a combination of these elements.
- (b) Trees, shrubs, groundcover, and perennial plantings shall be required at the base of a parking structure. Perimeter planters may be required around the upper-level decks of the parking structure, particularly when facing a public right-of-way.
- (c) Sodding and ground cover. All open areas of any site not occupied by building, parking, or storage, shall be sodded over four inches of topsoil. Exceptions to this are as follows:
 - (1) Seeding over four inches of topsoil of future expansion areas as shown on approved plans.
 - (2) Undisturbed areas containing existing natural vegetation which can be maintained free of foreign and noxious materials.
 - (3) Areas designated as open space for future expansion area properly planted and maintained with grass.
- (e) Use of landscaping for screening:
 - (1) Where natural materials, such as trees are approved in lieu of the required screening by means of walls or fences, density and species of planting shall be such to achieve opaqueness year-round.
 - (2) Landscaping may be permitted in utility and drainage easements or road right-of-way with the approval of the zoning administrator.

It is anticipated that each building/lot will have their own landscape plan, however the developer may choose to provide a master landscape plan for the district.

30.915 District lighting.

Any lighting used to illuminate off-street parking and driving areas, signs, or structures shall, consist of downcast style fixtures with a concealed or shielded light source to prevent glare or spill to adjacent right-of-way or properties.

(a) Pole-mounted lighting shall not have pole heights exceeding 20 feet.

(c) Light fixtures shall be consistent with design guidelines.

Any lighting exceeding 20 feet in height requires a conditional use permit.

30.916 District signage.

The ordinance regulates signage for the district. The applicant will submit the sign plan at a future date and the plan will be reviewed by the City Council.

Grading/Storm Drainage

The developer is proposing to perform initial grading over the entire project area. Construction drawings will need to be provided and approved by both the City and Coon Creek Watershed District (CCWD) prior to any work being initiated. 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. Supporting documents such as a wetland delineation report, a geotechnical investigation report, soil boring logs, and hydrology report shall be included in the submittal for City review and approval.

Utilities

The developer will be responsible to extend the required sanitary sewer, water main, and storm sewer to adequately serve the development. The extension of utilities, sizing, looping, and location will need to follow city standards and specifications.

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 alternative 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 developer will need to submit the project to CCWD for review, approval, and permits. An approved CCWD permit(s) are required prior to city plan approval and start of site work.

Access/Street Design/Sidewalks/Trails

The developer is responsible for extending the appropriate network of streets into the proposed development to serve both the proposed development and the existing recreational activities of the National Sports Center to the west and south, and access to the existing businesses/properties to the north and within the development. These streets will need to meet the city standards and typical

sections that will allow for parking on none, one, or both sides of the street. A geotechnical report is required that will recommend the different typical street sections based on the existing soils.

The master plan indicates that there are several connections proposed to existing county roads, specifically Radisson Road (CSAH 52) and 109th Avenue (CSAH 12). The developer will be responsible for constructing any required improvements that the county outlines in their review of the development along with any mitigation measures listed in the AUAR. The plan also indicates that there are several new street connections with 105th Avenue. The plan will need to identify how these will interact with the existing recreational activities to the south.

Sidewalks and trails are required to be constructed on at least one side of all streets. The goal will be to create a network that ties into the existing walks/trails and the locations will be determined in the plan review process. Sidewalks and trails are required to be constructed in accordance with current city standards. A geotechnical report is required that will recommend the different typical walk/trail sections based on the existing soils.

As part of the street design, the development will be required to provide streetlights installed in the manner, location and type prescribed by the City Engineer. The developer shall pay the costs of all the street lighting installations. Any lighting above the typical street lighting will be the responsibility of the developer to install and maintain.

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 features.

The developer will need to dedicate the appropriate right-of-way for any proposed public street and easements or outlots that contain any private streets or private alleys.

Airport Noise Considerations

The applicant should contact the FAA to discuss the project and provide any necessary approvals to the City.

Alternative Urban Areawide Review (AUAR)

Due to the size and nature of the project, an Alternative Urban Areawide Review (AUAR) has been ordered. An AUAR process is a hybrid of the Environmental Assessment Worksheet (EAW) and Environmental Impact Statement (EIS) review process. Responsible Government Units (RGU's) (the City) can use the AUAR as a planning tool to understand how different development scenarios will affect the environment of the community before the development occurs. The process is designed to look at cumulative impacts anticipated by development scenarios within a geographical area. The AUAR is in the comment stage of the process, and it is anticipated the council will consider adoption in July. The AUAR will also include suggested mitigation steps for the project.

Recommendation

In Planning Case File No. 24-0034, it is recommended that the Planning Commission recommend approval of the master site plan that includes the following uses. However, the development is not limited to these uses:

1. Food halls
2. Hotels with or without water park
3. Indoor recreation
4. Medical office (requires an ordinance amendment)
5. Multi-family residential (apartments)
6. Outdoor recreation
7. Parking ramp
8. Public space/plaza
9. Restaurants
10. Shared parking/access
11. Stadium

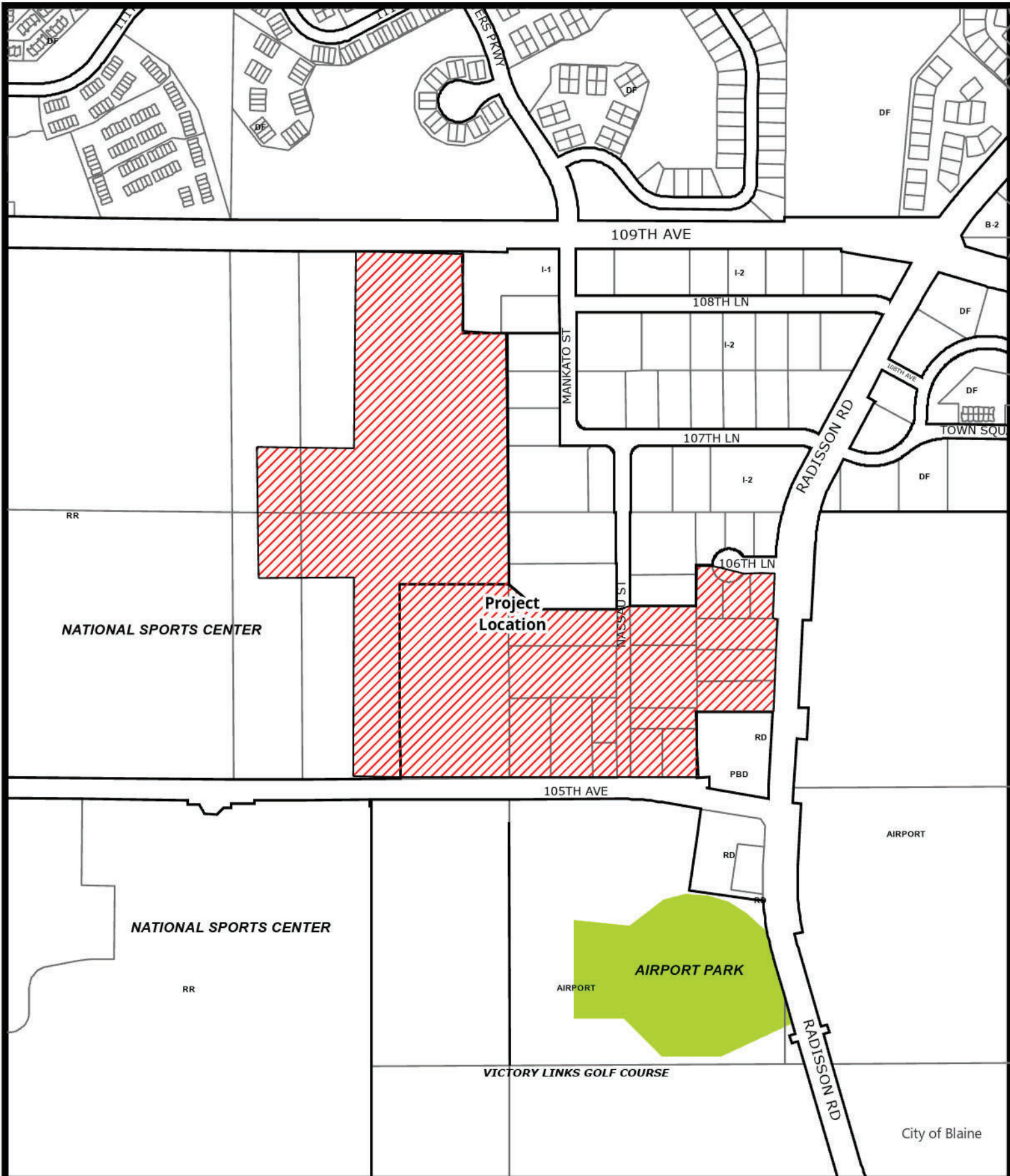
And subject to the following conditions:

1. Conditional use permits shall be applied for in accordance with section 30.905.
2. Any lighting over 20 feet requires a conditional use permit.
3. A district signage plan shall be approved by City Council.
4. Detailed parking analysis requirements shall be submitted for each building at the time of the conditional use permit application or building permit if a CUP is not required. The analysis should consist of the following information:
 - (1) A site plan of the property identifying where the proposed project is located, showing all existing uses/tenant spaces and all existing parking space locations.
 - (2) Parking analysis matrix that includes: (1) names of all existing/proposed uses with tenant address; (2) each tenant's total building square footage existing and proposed (3) lists dining and seating counts for restaurant, bar, brewery, cocktail room and coffee shop uses; and (4) lists an accurate total number of all existing parking spaces on-site.
 - (3) Proposed parking layout and number of stalls for the development.
 - (4) Floor plan layouts may be required to determine relevant seating areas and other-relevant square-footage areas.
5. Construction drawings to be provided and approved by both the City and CCWD prior to any work being initiated. 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.
6. The developer is responsible for extending the required sanitary sewer, water main, and storm sewer to adequately serve the development. The extension of utilities, sizing, looping, and location shall follow city standards and specifications.
7. 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.
8. An approved CCWD permit(s) is required prior to city plan approval and start of site work.

9. The developer is responsible for extending the appropriate network of streets into the proposed development to serve both the proposed development and the existing recreational activities of the National Sports Center to the west and south and access to the existing businesses/properties to the north and amid the development. These streets will need to meet the city standards and typical sections that will allow for parking on none, one, or both sides of the street. A geotechnical report is required that will recommend the different typical street sections based on the existing soils.
10. The developer is responsible for constructing any required improvements that the county outlines in their review of the development along with any mitigation measures listed in the Alternative Urban Areawide Review (AUAR). The plan also indicates that there are several new street connections with 105th Avenue. The plan will need to identify how these will interact with the existing recreational activities to the south.
11. Sidewalks and trails are required to be constructed on at least one side of all streets.
12. Any lighting above the typical street lighting will be the responsibility of the developer to install and maintain.
13. The applicant is responsible for any necessary approvals from the Federal Aviation Administration (FAA).
14. Preliminary and final plat approval is required prior to issuance of any building permits.
15. Building design shall be consistent with the design guidelines and as outlined in section 30.90.
16. A parking ramp shall be part of the master development.

Attachment List

1. Attachments



BlaineMN.gov

Case File No. 24-0034 105th Ave Redevelopment Master Plan

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



105th Avenue Redevelopment Master Plan—*a vision to build upon the vitality of Blaine.*

At the core of this transformation lies a commitment to expand the offerings to both Blaine Residents and its visitors. We're not just redeveloping; we are building a hub for the community where every element, from the stormwater systems to the streetscapes, is thoughtfully designed to foster connection and joy.

Imagine a place where:

Stadium cheers and hotel lobbies hum with stories of travelers and sports fans alike. Restaurants serve up memories through great food, while golf greens and pickleball courts echo with friendly competition. Offices buzz with innovation, and homes resonate with the laughter of families.

This is where commerce thrives. The vacant land and underutilized properties become arteries of economic and social activity. It is where entertainment and recreation join nature and community.

We are building upon the success of the National Sports Center and the Super Rink, in partnership with the City by creating a hub that pulses with energy and opportunity.

Central to this development is the pedestrian experience. The 105th Redevelopment has been designed to facilitate ease of movement and convenient access to all the district has to offer.

This is more than a vision; it's a community—a community that is activated year-round. It is for Tuesday lunch at the food hall. Parents night out on Saturday. Playing host to a family weekend of activities.

The 105th Avenue Redevelopment Master Plan is a testament to the spirit of Blaine and the creation of community through public and private partnership.

105TH AVENUE REDEVELOPMENT MASTER PLAN

MAY 10, 2024



105TH AVENUE REDEVELOPMENT MASTER PLAN a vision to build upon the vitality of Blaine

At the core of this transformation lies a commitment to expand the offerings to both Blaine Residents and its visitors. We're not just redeveloping; we are building a hub for the community where every element, from the storm water systems to the streetscapes, is thoughtfully designed to foster connection and joy.

Imagine a place where:
Stadium cheers and hotel lobbies hum with stories of travelers and sports fans alike.
Restaurants serve up memories through great food, while golf greens and pickleball courts echo with friendly competition.
Offices buzz with innovation, and homes resonate with the laughter of families.

This is where commerce thrives. The vacant land and underutilized properties become arteries of economic and social activity. It is where entertainment and recreation join nature and community.

We are building upon the success of the National Sports Center and the Super Link, in partnership with the City by creating a hub that pulses with energy and opportunity.

Central to this development is the pedestrian experience. The 105th Redevelopment has been designed to facilitate ease of movement and convenient access to all the district has to offer.

This is more than a vision; it's a community—a community that is activated year-round. It is for Tuesday lunch at the food hall. Parents night out on Saturday. Playing host to a family weekend of activities.

The 105th Avenue Redevelopment Master Plan is a testament to the spirit of Blaine and the creation of community through public and private partnership.



TABLE OF CONTENTS

1. Cover Sheet
2. Illustrative Master Plan & Parcel Metrics
3. Building Phasing Plan
4. C2-1 Site Plan Overall
5. C2-2 Site Plan North
6. C2-3 Site Plan Southwest
7. C2-4 Site Plan Southeast
8. C3-1 Grading Plan Overall
9. C4-1 Sanitary and Watermain Overall
10. C5-1 Storm Sewer Overall

105TH AVENUE REDEVELOPMENT MASTER PLAN



1	Hotel at Right Field
Number of Stories	6
Rooms/Keys	137
Parking	155
Restaurant SF	3000

notes: 4 levels over structured parking

2	Hotel Annex & District Parking
Number of Stories	6
Rooms/Keys	82
Parking	653

notes: District parking with hotel room façade

3	Apartments
Number of Stories	7
Units	239
Parking	414

notes: 5 levels residential over 2 levels parking

4	Apartments
Number of Stories	7
Units	229
Parking	364

notes: 5 levels residential over 2 levels parking

5	Apartments
Number of Stories	7
Units	133
Parking	214

notes: 5 levels residential over 2 levels parking

6	Medical Office
Number of Stories	8
Office SF	150,000
Parking	409

notes: Medical office over structured parking

7	Restaurant
Number of Stories	2
Total SF	19,000
Parking	49

notes: Additional parking provided by district parking

8	Field House - Sport Center
Number of Stories	2
Indoor SF	18,000
Outdoor Activity SF	160,000
Parking	160

notes: Additional parking provided by district parking

9	Hotel & Waterpark
Number of Stories	5
Rooms/Keys	258
Parking	397
Waterpark SF	60,000

notes:

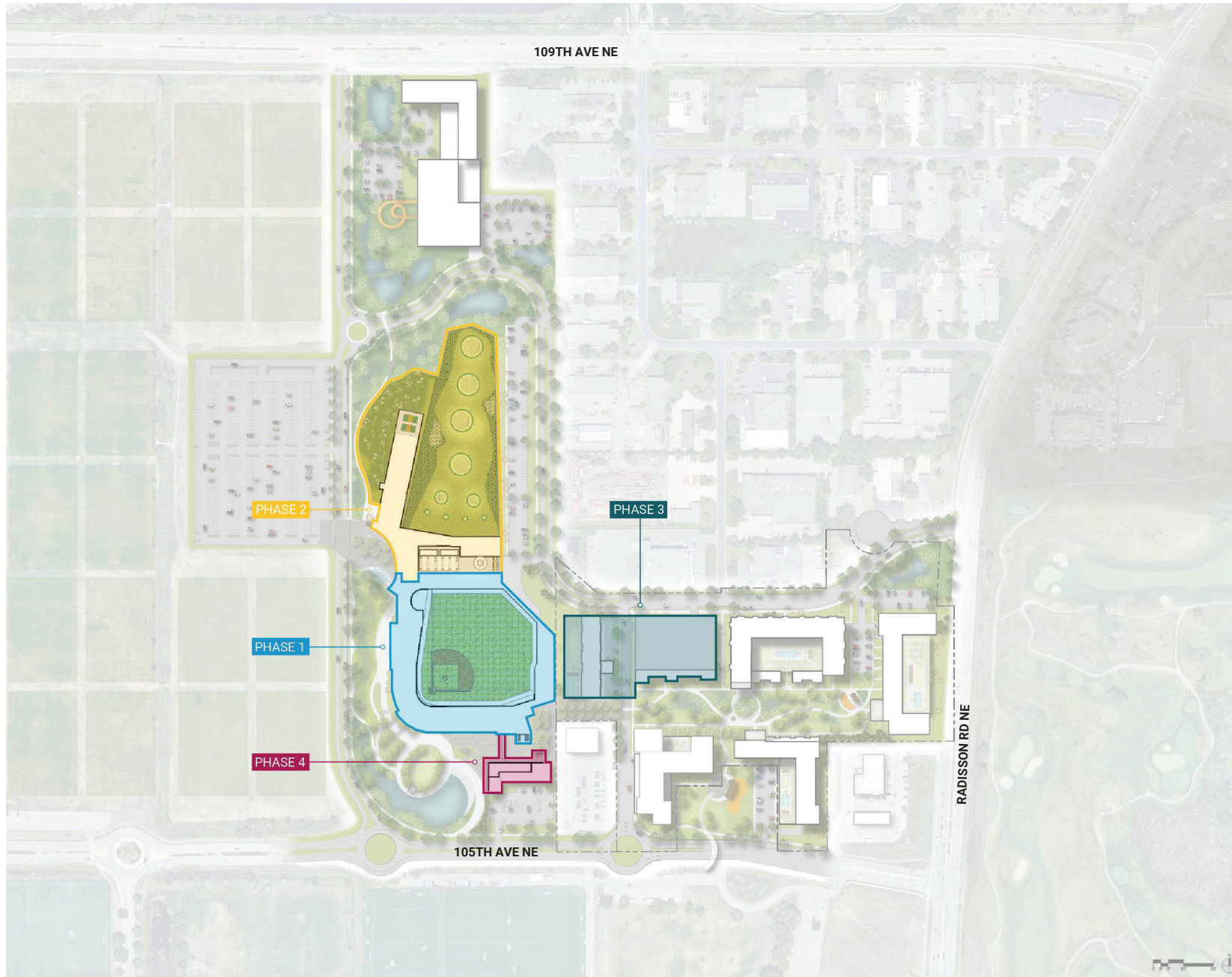
10	Sport Stadium
Number of Stories	3
Seating Capacity	5000
Parking	0

notes: Parking provided by district parking

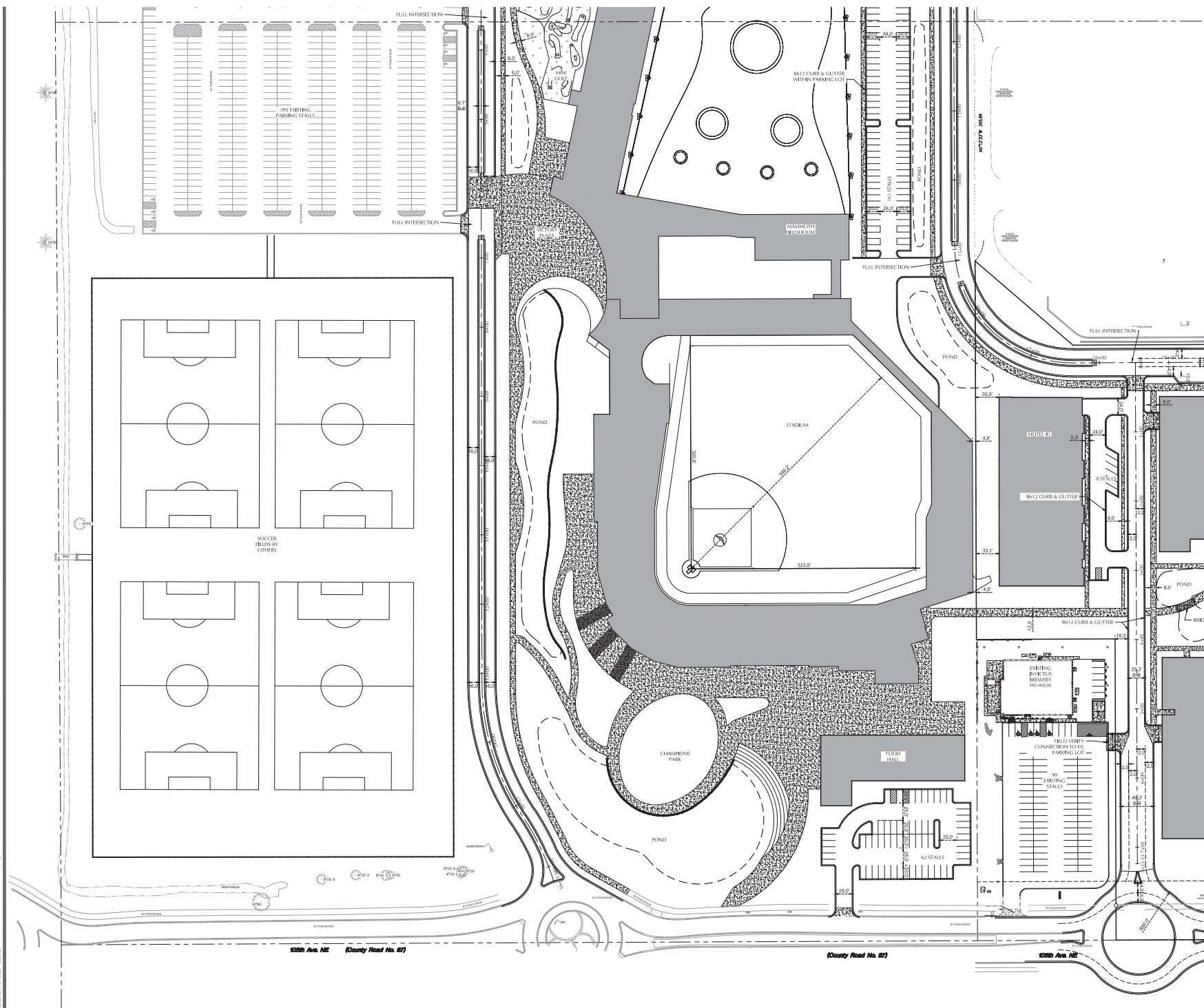
	West Parking Structure
Number of Stories	3
Parking	2,464

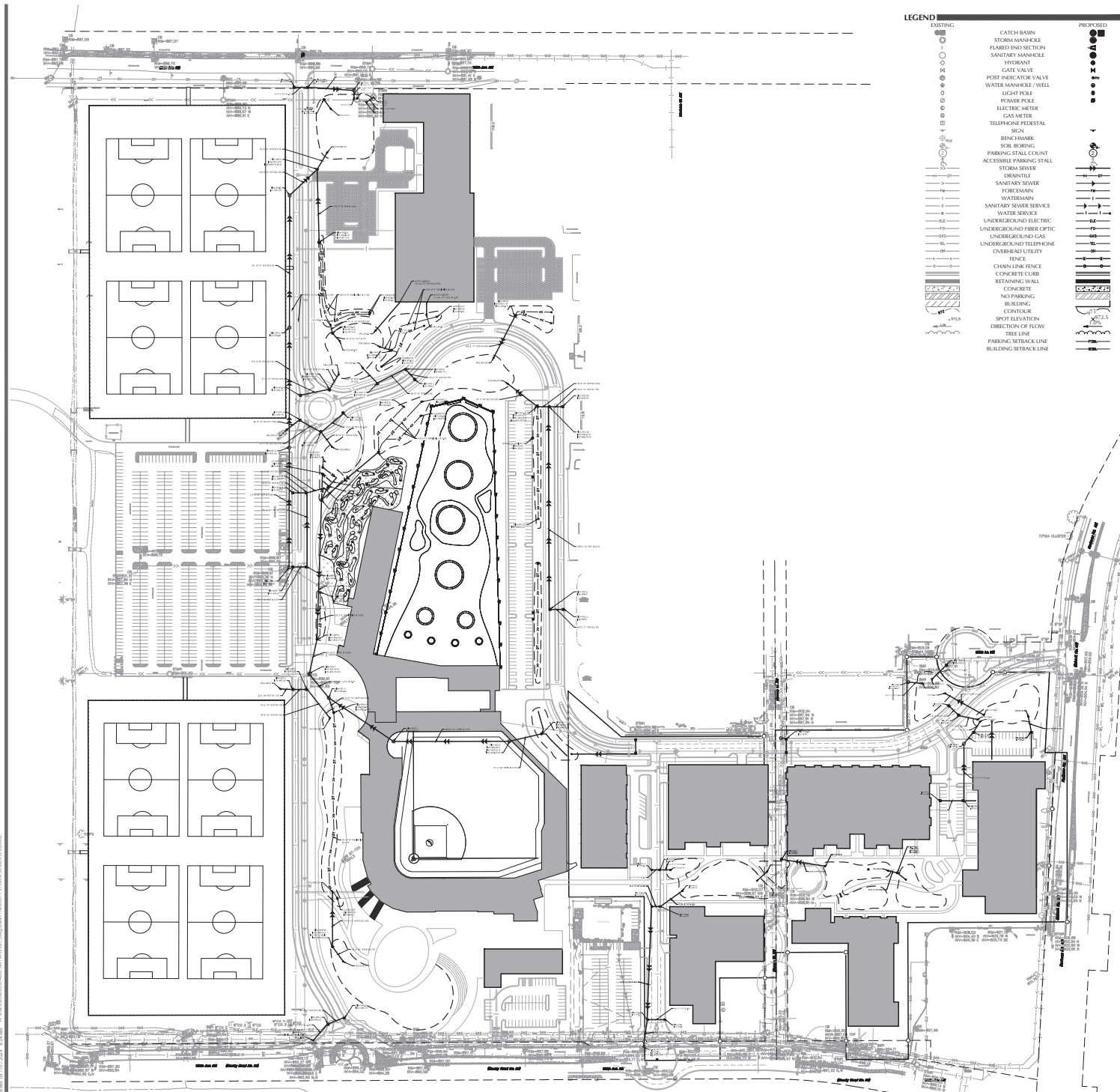
ILLUSTRATIVE MASTER PLAN AND PARCEL METRICS

105TH AVENUE REDEVELOPMENT MASTER PLAN



BUILDING PHASING PLAN





UTILITY NOTES

1. ALL SANITARY SEWER, STORM SEWER AND WATERMAIN UTILITIES SHALL BE FLUSHED AND INSTALLED PER THE REQUIREMENTS OF THE SPECIFICATIONS, THE MINNESOTA PLUMBING CODE, THE MINNESOTA ELECTRICAL CODE, THE MINNESOTA MECHANICAL CODE, THE MINNESOTA FIRE ALARMS ASSOCIATION OF MINNESOTA (CMAA), 2013 EDITION.
2. ALL UTILITY PIPE BEDDING SHALL BE COMPACTED SAND OR FINE GRANULAR MATERIAL. ALL CEMENT SHALL BE USED PER THE REQUIREMENTS OF THE CMAA SPECIFICATION AND THE GEOLOGICAL REPORT.
3. ALL CONNECTIONS TO EXISTING UTILITIES SHALL BE INFORMED PER THE REQUIREMENTS OF THE CITY OF MINNEAPOLIS. THE CITY OF MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS, DEPARTMENT OF PUBLIC UTILITIES, DEPARTMENT OF PUBLIC SAFETY AND THE CONSTRUCTION ENGINEER MUST BE NOTIFIED AT LEAST 48 HOURS BEFORE ANY WORK ON EXISTING UTILITIES. CITY OF MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS, DEPARTMENT OF PUBLIC UTILITIES, DEPARTMENT OF PUBLIC SAFETY AND THE CONSTRUCTION ENGINEER MUST BE NOTIFIED AT LEAST 48 HOURS BEFORE ANY WORK ON EXISTING UTILITIES.
4. ALL SANITARY SEWER, SANITARY SEWER AND WATER SERVICES SHALL TIE OFFER 7' FROM THE BUILDING FACE UNLESS OTHERWISE NOTED.
5. A MINIMUM OF 18 INCHES OF VERTICAL SEPARATION AND 10 FEET OF HORIZONTAL SEPARATION IS REQUIRED FOR ALL UTILITIES UNLESS OTHERWISE NOTED.
6. A MINIMUM OF 18 INCHES OF VERTICAL SEPARATION AND 7.5 FEET OF COVER, EXTRA DEPTH MAY BE REQUIRED TO MAINTAIN A MINIMUM 18" VERTICAL SEPARATION TO SANITARY OR STORM SEWER. SANITARY SEWER, STORM SEWER, AND SERVICES AS REQUIRED. INSULATION OF WATER AND SANITARY SEWER LINES SHALL BE PROVIDED WHERE 7.5 FEET MINIMUM DEPTH CANNOT BE ATTAINED.
7. ALL FIRE HYDRANTS SHALL BE LOCATED 5 FEET BEHIND BACK OF CURB OR EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
8. PROPOSED PIPE MATERIALS:

	WATERMAIN	CL 52 DUAL	6" TO 9" DIAMETER
18" TO 30" DIAMETER	CL 52 DUAL	CL 52 S40	12" TO 15" DIAMETER
STORM SEWER		DUAL DUAL HDPE	12" TO 15" DIAMETER
9. ALL PORTIONS OF THE STORM SEWER SYSTEM, INCLUDING CATCH BASINS, LOCATED WITHIN 10 FEET OF THE BUILDING OR WATER SERVICE LINE SHALL BE TIED ACCORDANCE WITH MINNESOTA RULES PART 4715.220.
10. Joints and connections in the storm sewer system shall be cast-in-place or precast concrete pipe with gaskets. Cast-in-place concrete pipe shall be used to make water-tight connections to manholes, catch basins, and other

11. HIGH-DENSITY POLYETHYLENE (HDPE) STORM DRAINS MUST COMPLY WITH MINNESOTA RULES PART 4715.0540:
- a. PIPES 4-INCH TO 10-INCH IN SIZE MUST COMPLY WITH AASHTO M252.
 - b. PIPES 12-INCH TO 60-INCH IN SIZE MUST COMPLY WITH ASTM F2306.
 - c. ALL FITTINGS MUST COMPLY WITH ASTM D3212.
 - d. WATER-TIGHT JOINTS MUST BE USED AT ALL CONNECTIONS INCLUDING STRUCTURES.

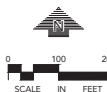
3. ALL STREET REPAIRS AND PATCHING SHALL BE PERFORMED PER THE REQUIREMENTS OF THE CITY ALL TRAFFIC CONTROL SHALL BE PROVIDED BY THE CONTRACTOR AND SHALL BE ESTABLISHED PRIOR TO THE START OF THE PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TRAFFIC MAINTENANCE AND THE CITY. THIS SHALL INCLUDE ALL SIGNAGE, BARRICADES, FLAGGERS AND CONE PLACEMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL NEIGHBORHOODS. SHALL BE PERMITTED WITHOUT THE EXPRESSED AUTHORITY OF THE CITY.
4. THE CITY SHALL OPERATE ALL GATE VALVES.
5. CONNECTIONS TO EXISTING MANHOLES SHALL BE MADE BY CROW DRILLING THE MANHOLE AT EXISTING DEPTH, ELEVATIONS AND INSTALLING A RUBBER BOOT, GROUT IN THE BOOT AND POINT TO THE NEW SIDE LINE.
6. PLINE LENGTHS SHOWN ON THE PLAN INCLUDE THE AROUND SECTION.
7. WATERMAIN PIPE SHALL BE DUCT CLASS 52, INSTALLED WITH 7.5 FEET OF COVER TO TOP PIPE. FITTINGS SHALL BE COMPACT TYPE. PIPE AND FITTINGS SHALL HAVE A MINIMUM AROUND TO PLINE LENGTH OF 10 FEET.
8. TRENCH CONNECTION SHALL BE 50% STANDARD PROPORTION DESIGN IN THE BACKFILL TO THE TRENCH TO WITHIN 3 FEET OF FINISHED GRADE AND 100% IN FINAL 3 FEET OF THE BACKFILL TO FINISH GRADE.

 CALL BEFORE YOU DIG
Gopher State One Call

WARNING

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR EXISTING UTILITIES. THEY SHALL COOPERATE WITH ALL UTILITIES MAINTAINING THEIR SERVICE AND /OR RELOCATION OF LINES.

THE CONTRACTOR SHALL CONTACT GOPHER STATE ONE CALL AT LEAST 48 HOURS IN ADVANCE FOR THE LOCATIONS OF ALL UTILITIES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED DEVICES. THE CONTRACTOR SHALL REPAIR OR REPLACE THE AB



CADD QUALIFICATION

CADD files prepared by the Consultant for this project are instruments of the Consultant professional services for use in connection with this project. These CADD files shall not be used on other projects, for additions to this project, or for completion of this project by others without written approval by the Consultant. With the Consultant's approval, others may be permitted to view copies of the CADD drawing files for information and coordination purposes only. The Consultant reserves, additions, or deletions to those CADD files that are made at the full risk of that party making such revisions, additions or deletions and that party shall hold harmless and indemnify the Consultant from any A/E responsibilities, claims, and liabilities.

SUBMITTAL/REVISIONS

```
05-10-20 PRELIMINARY CITY
***** SUBMITTA *****
```

PROFESSIONAL SIGNATURE

I hereby certify that this plan, specification, prepared by me or under my direct supervision, is in accordance with the laws of the State of Illinois.

Licen. _____

Date _____

4993

QUALITY CONTROL

Loucks Project No.	230260
Project Lead	PJL
Drawn By	TRC
Checked By	PJL
Review Date	05-10-20

SHEET INDEX

```
C-2-1 OVERALL SITE PLAN
C-2-2 thru 4 SITE PLAN
C-3-1 OVERALL GRADING PLAN
C-4-1 OVERALL SANITARY SEWER SYSTEM
CS-1 OVERALL STORM SEWER SYSTEM
```

OVERALL
STORM SEWER
PLAN
C5-1