



City of Blaine

City Council Workshop

January 26, 2026 | 3:00 PM
Blaine City Hall
10801 Town Square Drive NE
Blaine, MN 55449

AGENDA

NOTICE OF WORKSHOP MEETING

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

- 1. Call to Order**
- 2. Roll Call**
- 3. New Business**
 - 3.1.** 2026-27 Closed Session Pursuant to MN Statute 13D.05 Subd. (3)(c) to Consider Acquisition of Property Within the 105th Redevelopment Project
Sponsors: Erik Thorvig, City Manager
 - 3.2.** 2026-28 2026 Council Retreat Topics
Sponsors: Erik Thorvig, City Manager
- 4. Other Business**
- 5. Adjournment**



City of Blaine Staff Report

File Number: 2026-27

Agenda Date

January 26, 2026

Status

In Control

City Council

File Type

Workshop Item

New Business

- Erik Thorvig, City Manager

Agenda Item # 3.1

Closed Session Pursuant to MN Statute 13D.05 Subd. (3)(c) to Consider Acquisition of Property Within the 105th Redevelopment Project

Background

Staff Recommendation

Questions for Council

Attachment List

None



City of Blaine Staff Report

File Number: 2026-28

Agenda Date	Status
January 26, 2026	
In Control	File Type
City Council	Workshop Item

New Business

-

Agenda Item # 3.2

2026 Council Retreat Topics

Background

The city council will be holding a special retreat to discuss the following:

- 1.) Pavement management program history, future scope and financing
- 2.) Citywide service levels, including park maintenance, sidewalk plowing, tree management and street maintenance

Staff Recommendation

Questions for Council

Attachment List

1. Retreat Presentation
2. Snow and Ice Policy
3. 2000 WS Discussion on Sidewalk Plowing
4. Park and Facilities Map
5. Mowing Routes

2026 Council Winter Retreat

- Pavement Management Plan
- Park Maintenance
- Sidewalk Plowing
- Median Maintenance
- Tree Maintenance





Pavement Management Plan

1/26/26

Pavement Management



- ▶ Proactive pavement management is crucial for extending roadway service life and minimizing costs
- ▶ As pavement deteriorates, the required maintenance treatments become more extensive and expensive
- ▶ While routine activities like crack sealing and pothole patching are common and visible, periodic, more intensive pavement maintenance is also necessary to maximize a street's lifespan
- ▶ Without consistent maintenance, a street may require full reconstruction in under 25 years

History of Pavement Program

- ▶ In October 2010, the City Council adopted a Pavement Management Policy to serve as the framework for implementing a comprehensive Pavement Management Program (PMP)
- ▶ Early in the program, annual spending on city-initiated projects ranged from approximately \$2-\$4 million
- ▶ In the fall of 2018, as pavement scores of existing streets deteriorated, staff presented the Council with a proposal to increase the size and investment
- ▶ Since 2018, the total annual spending has generally ranged between \$8-\$14 million, including MSA, special assessments, and levy support debt



Pavement Management History Program Pre 2010



- ▶ Annual Levy Allocation = \$650,000
 - ▶ Seal Coat @ \$100,000
 - ▶ Bituminous Overlay @ \$550,000
 - ▶ No Partial/Full Reconstructions

5-YEAR HISTORICAL C.I.P. 2021-2025

CITY OF BLAINE PAVEMENT MANAGEMENT PROGRAM

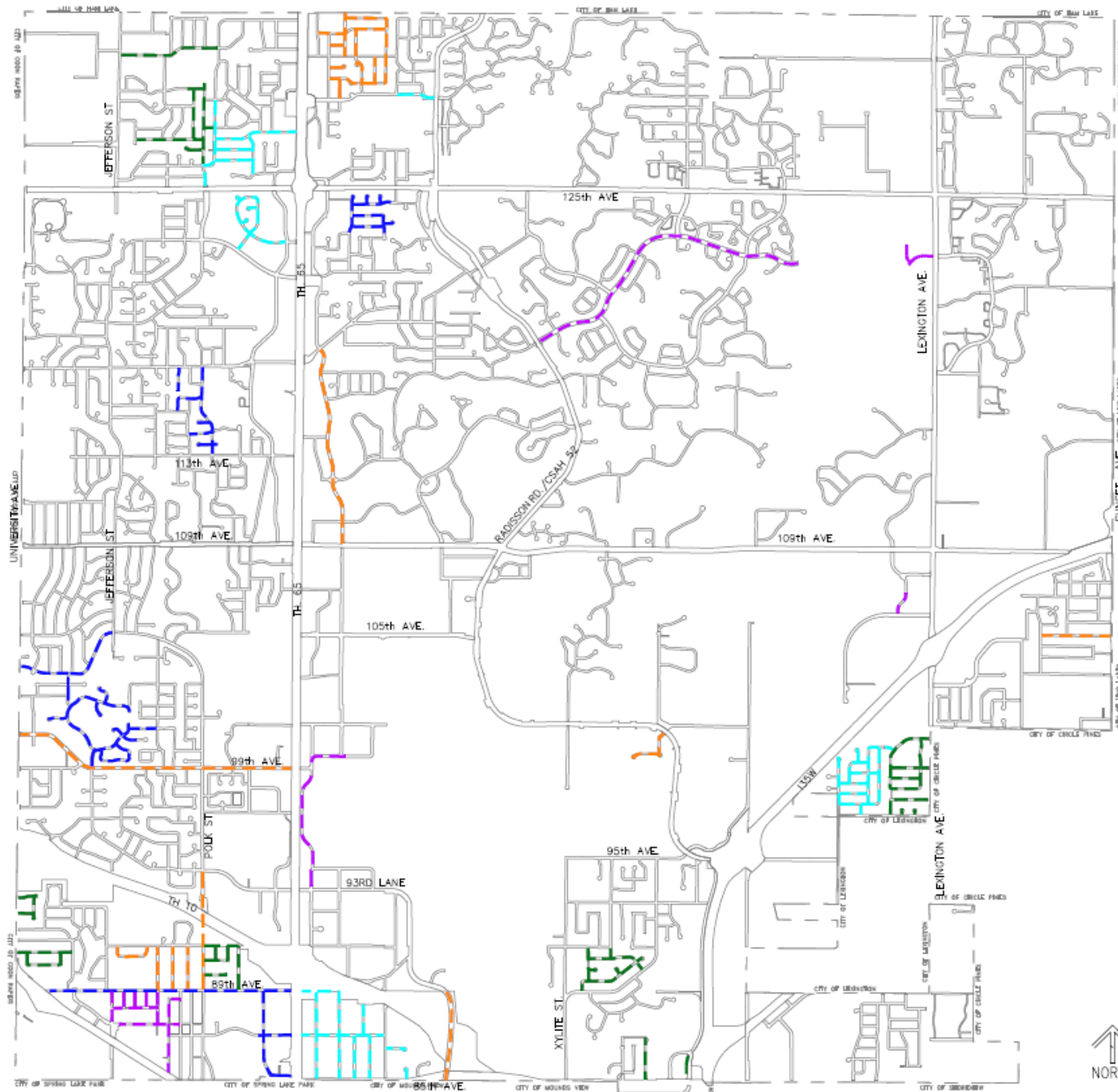
LEGEND

- 2021 PROJECTS
- 2022 PROJECTS
- 2023 PROJECTS
- 2024 PROJECTS
- 2025 PROJECTS

PRINT DATE: 7/2/2025



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



5 YEAR C.I.P. CITY OF BLAINE PAVEMENT MANAGEMENT PROGRAM

LEGEND

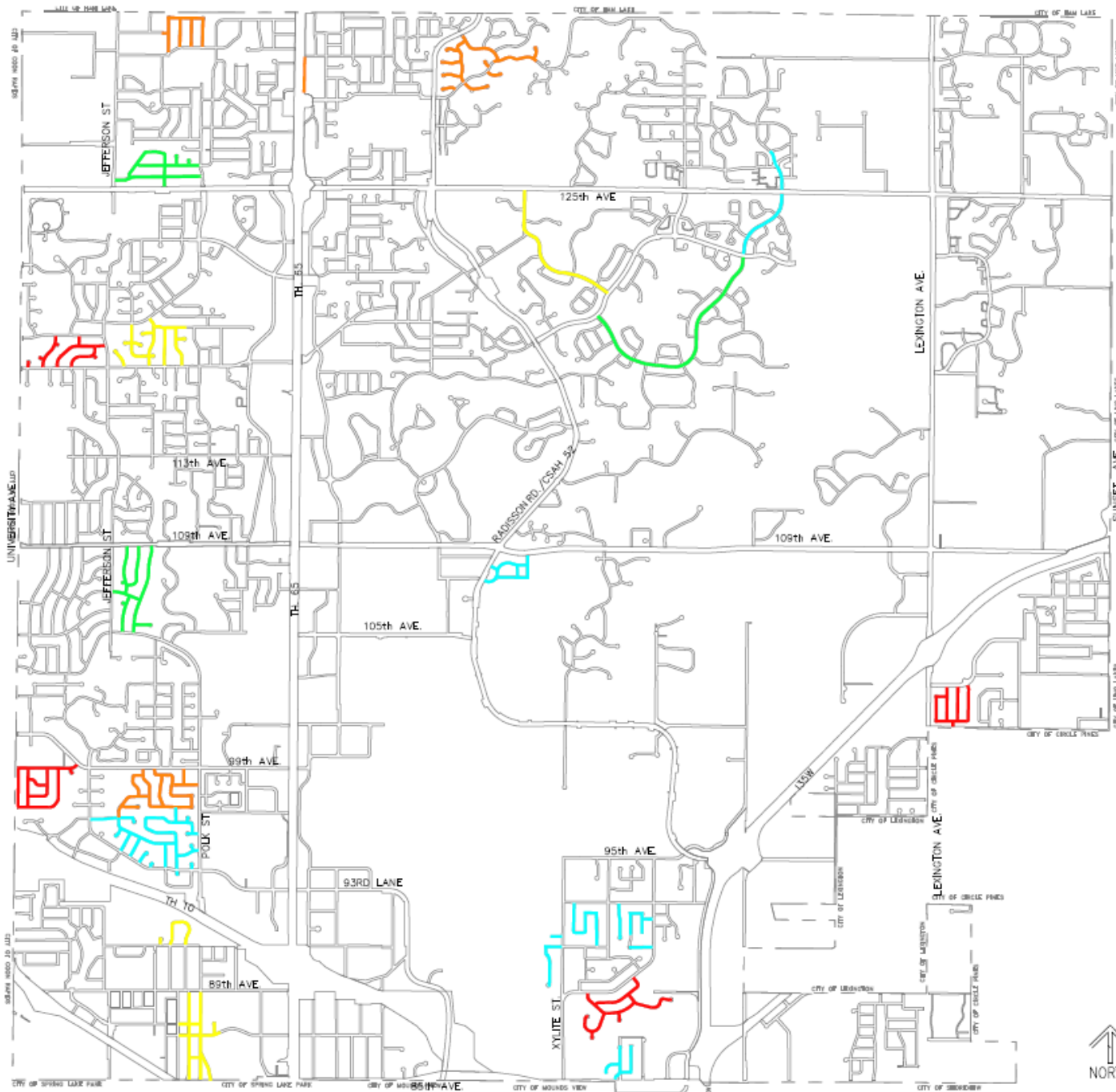
- 2026 PROJECTS
- 2027 PROJECTS
- 2028 PROJECTS
- 2029 PROJECTS
- 2030 PROJECTS

STREET PROJECTS SHOWN ARE SUBJECT TO CHANGE
BASED ON YEARLY EVALUATION OF STREET CONDITIONS.

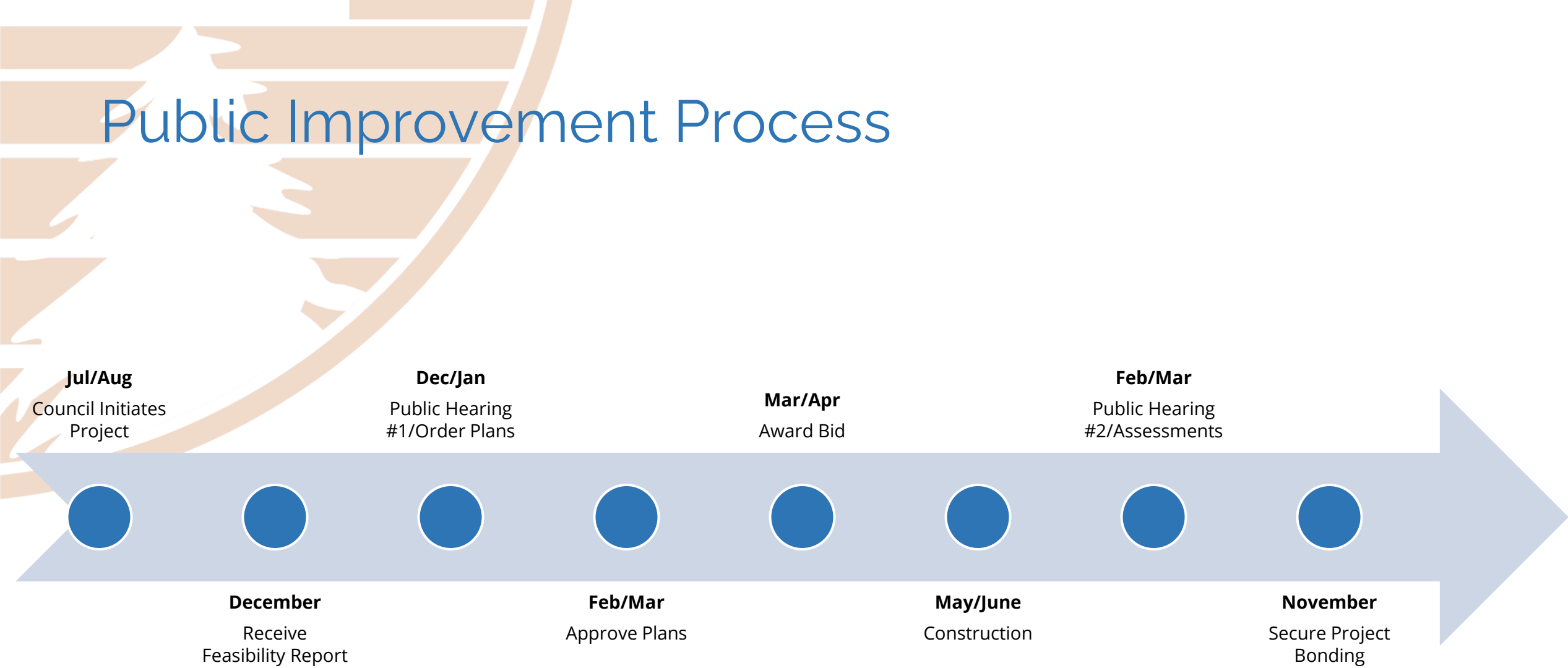
PRINT DATE: 7/1/2025



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Public Improvement Process



Mill and Overlay vs. Full Recon

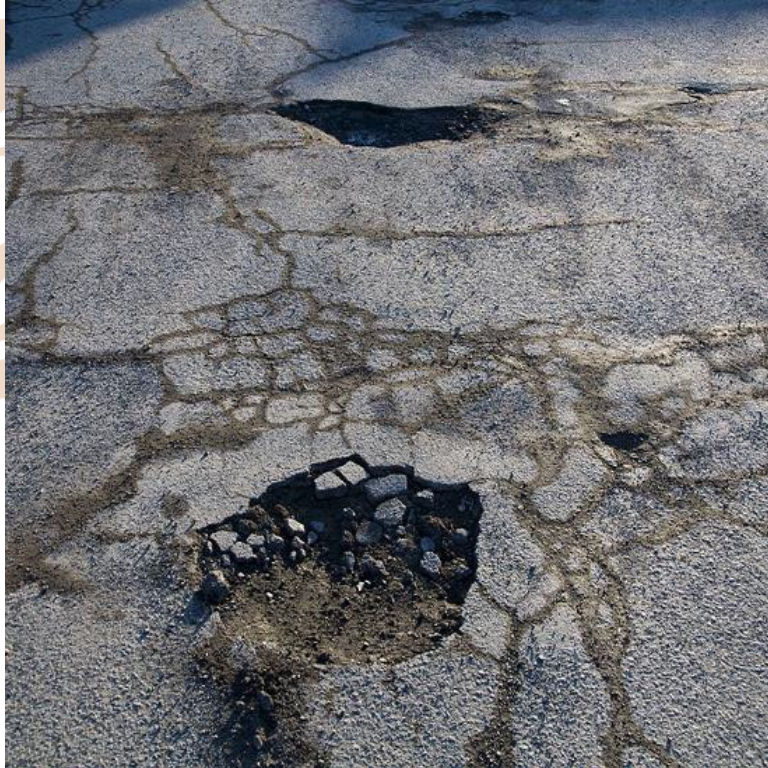


- ▶ Project Type Factors
 - ▶ Pavement Condition
 - ▶ Rural section vs. Urban section
 - ▶ Curb Condition
- ▶ **Mill and Overlay** ≈ skin graft → Fixes what you see
- ▶ **Full Reconstruction** ≈ skeletal surgery → Fixes what holds up the road
- ▶ Milling and Overlaying a road with a failed base is essentially throwing money away - the existing cracks will reflect through the new surface within 12 to 24 months.

Overlay



Reconstruction



Statistics

Current Assets Maintained

- ▶ 270 miles of roadway
- ▶ Reconstruct approx. 4-6miles/year
- ▶ Residential Reconstruction costs ~\$2M/mile
- ▶ Crack sealing 1/7 of city streets each year

Work Completed Since 2010

- ▶ 93 miles of Roadway Rehabilitation
- ▶ 80 miles of Seal Coating
- ▶ 50 miles of Crack Sealing



Funding Sources – Other



- ▶ Debt
 - ▶ General Obligation – General Property Tax Levy
 - ▶ Special Assessment – Benefiting property owners

- ▶ Property Tax Levy
 - ▶ Crack Sealing Program
 - ▶ Proposed increase from \$200,000 to \$250,000 annually
 - ▶ Intent to cover the city in a seven-year cycle
 - ▶ CPI study update
 - ▶ Requesting \$125,000 in 2026

- ▶ Investment Earnings
- ▶ Utility Franchise Fees?

“Pros” of Franchise Fees

- ▶ Local control of processes and fee structure.
- ▶ Wider customer base than property taxes.
- ▶ Inclusion of tax-exempt properties.
- ▶ Diversification of the city’s revenue sources.
- ▶ Consistent and reliable revenue stream.
- ▶ Avoids higher property taxes in the future.
- ▶ No administration costs.
- ▶ New construction would contribute immediately, which would eliminate the one-to-two-year lag for the city to receive property taxes for property owners receiving municipal services.



Comparative Cities Revenue

City Fee Structure	Revenue - Gas	Revenue - Electric	Blaine's Potential Revenue
Apple Valley	\$ 840,000	\$ 1,420,000	\$ 2,260,000
Bloomington	\$ 2,510,000	\$ 3,380,000	\$ 5,890,000
Brooklyn Park	\$ 2,890,000	\$ 3,360,000	\$ 6,250,000
Burnsville	\$ 2,800,000	\$ 4,880,000	\$ 7,680,000
Coon Rapids/Edina	\$ 1,129,655	\$ 2,270,000	\$ 3,399,655
Eagan	\$ 830,000	\$ 960,000	\$ 1,790,000
Eden Prairie	\$ 2,870,000	\$ 2,740,000	\$ 5,610,000
→ Lakeville	\$ 2,970,000	\$ 2,950,000	\$ 5,920,000
Minnetonka	\$ 1,860,000	\$ 1,850,000	\$ 3,710,000
Plymouth	\$ 1,750,000	\$ 1,620,000	\$ 3,370,000
St. Louis Park	\$ 2,620,000	\$ 3,390,000	\$ 6,010,000
Woodbury	\$ 1,360,000	\$ 1,600,000	\$ 2,960,000

Revenue data is based on Blaine's meter accounts and data reported by utility companies paired with the fee structure of each comparable city.

Why Lakeville?

- ▶ **Recently Adopted Rates:** Lakeville was chosen since its rates were recently adopted and reflect current market conditions.
- ▶ **Comparable City:** Similar-sized, comparable community - making it a relevant model for analysis
- ▶ **Flat-Rate Fee Model:** The flat-rate fee structure provides a stable and predictable revenue stream to support annual budgeting
- ▶ **Capital Project Costs:** On average, the pavement management capital improvement financing gap is approximately \$6 million per year, underscoring the need for consistent borrowing.



Proposed Rates vs Levy Comparison



- ▶ Based on the analysis, implementing a franchise fee provides broader benefits for both residential and commercial customers.
- ▶ Under this approach, both groups experience cost savings compared to generating the same level of revenue through an increase to the levy.
- ▶ Proposed rate commitment of at least 5 years.

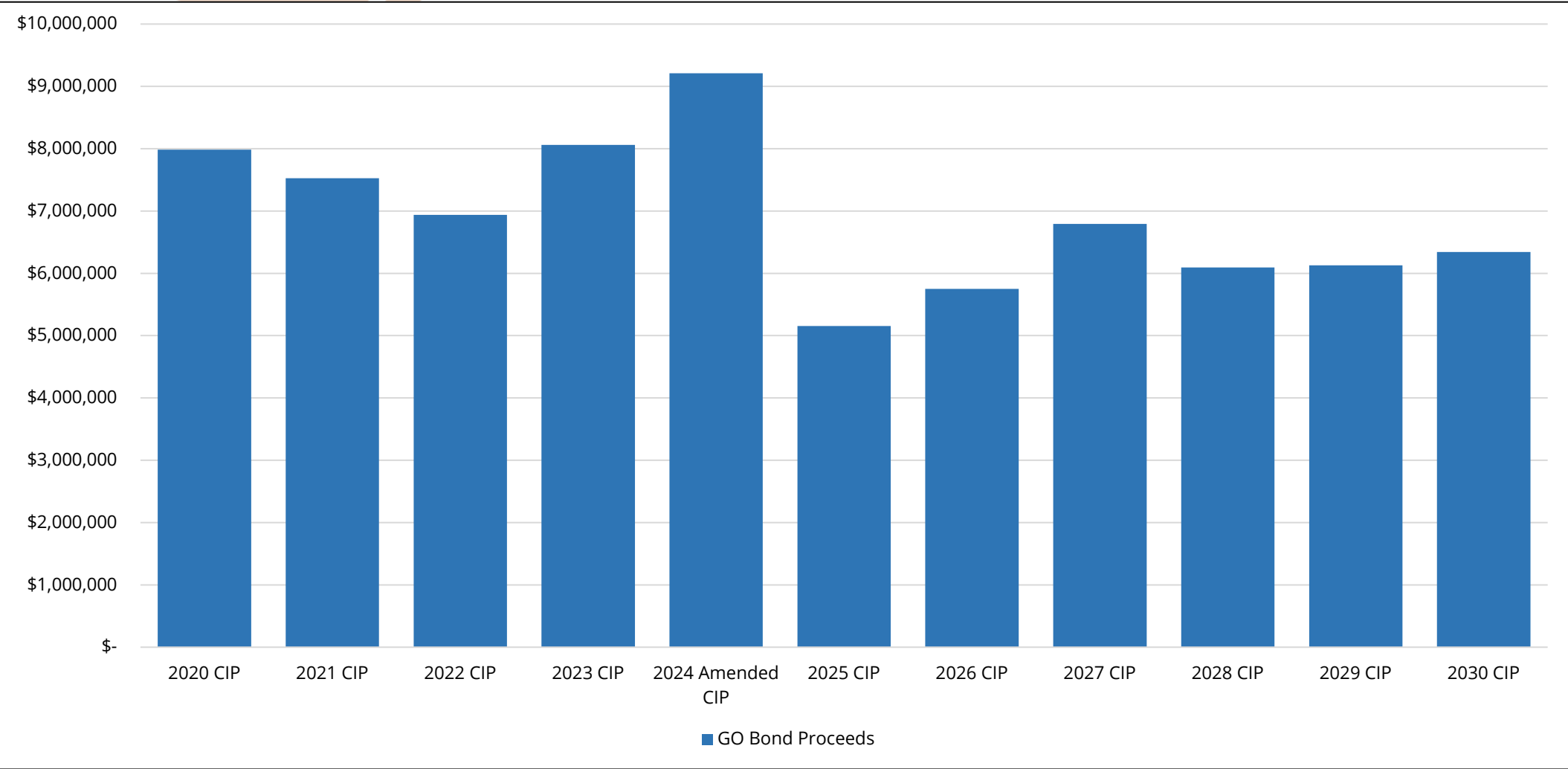
Customer	Franchise Fees				Levy	Impact
	Monthly Fee - Electric	Monthly Fee - Gas	Monthly Total	Annual Total	Annual Levy Increase	
\$339K Residential - Median	\$ 6.00	\$ 6.00	\$ 12.00	\$ 144.00	\$ 161.61	\$ (17.61)
\$362K Residential - Average	\$ 6.00	\$ 6.00	\$ 12.00	\$ 144.00	\$ 177.18	\$ (33.18)
Small Commerical - \$1 Million	\$ 35.00	\$ 35.00	\$ 70.00	\$ 840.00	\$ 977.32	\$ (137.32)
Large Commerical - \$4 Million	\$ 120.00	\$ 120.00	\$ 240.00	\$ 2,880.00	\$ 4,023.52	\$ (1,143.52)

Utilization of Funds



- ▶ Common uses (in order of anecdotal observation):
 - ▶ **Street and Trail Systems**: Projects including mill & overlays and full street reconstruction. Some cities also use these funds for maintaining and improving trails and sidewalks.
 - ▶ **Infrastructure Improvements**: Public facilities and infrastructure, such as police stations, fire halls, and city hall buildings.
 - ▶ **Climate and Sustainability Initiatives**: Supporting climate action plans and other sustainability efforts.

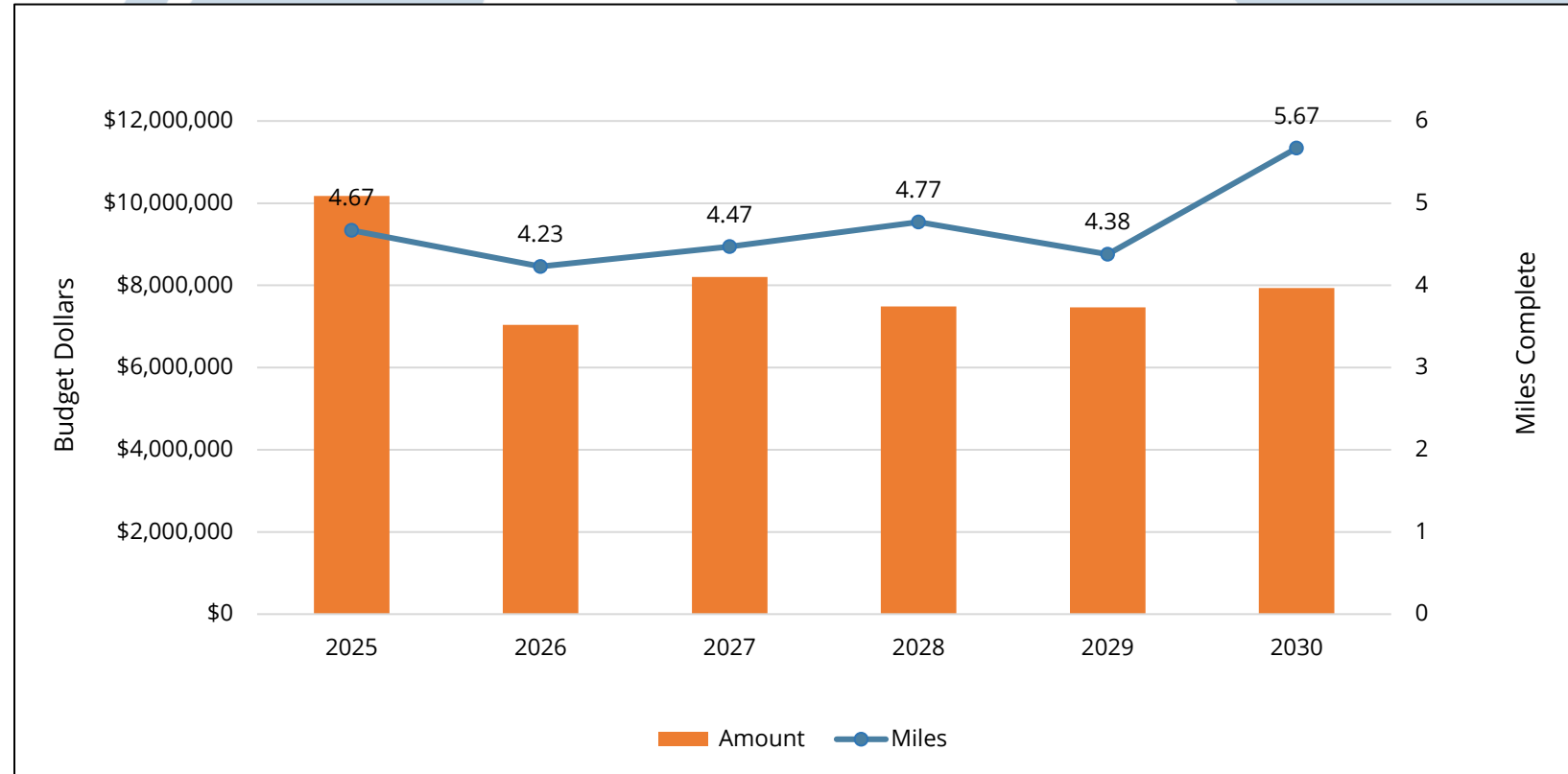
2020-2030 Transportation CIP Property Tax Supported Bonds



**Does not include associated utility improvements or bond issuance costs*

2025-2030 Capital Improvement Plan

- ▶ Laddie Lake Area Street Reconstructions
 - ▶ Proposed 2026-2027; \$4,711,200
- ▶ Swan Park Area Street Reconstructions
 - ▶ Proposed 2027-2028; \$2,369,500
- ▶ Clover Leaf Area Street Reconstructions
 - ▶ Proposed 2028-2029; \$2,834,300
- ▶ Van Buren Area Street Reconstructions
 - ▶ Proposed 2028-2029; \$3,850,000
- ▶ Crack Sealing
 - ▶ Proposed Annual; \$250,0000



***'26-'30 CIP = 23.52 miles or 8.7% of city streets
Current pace will take over 50 years to work through entire city***

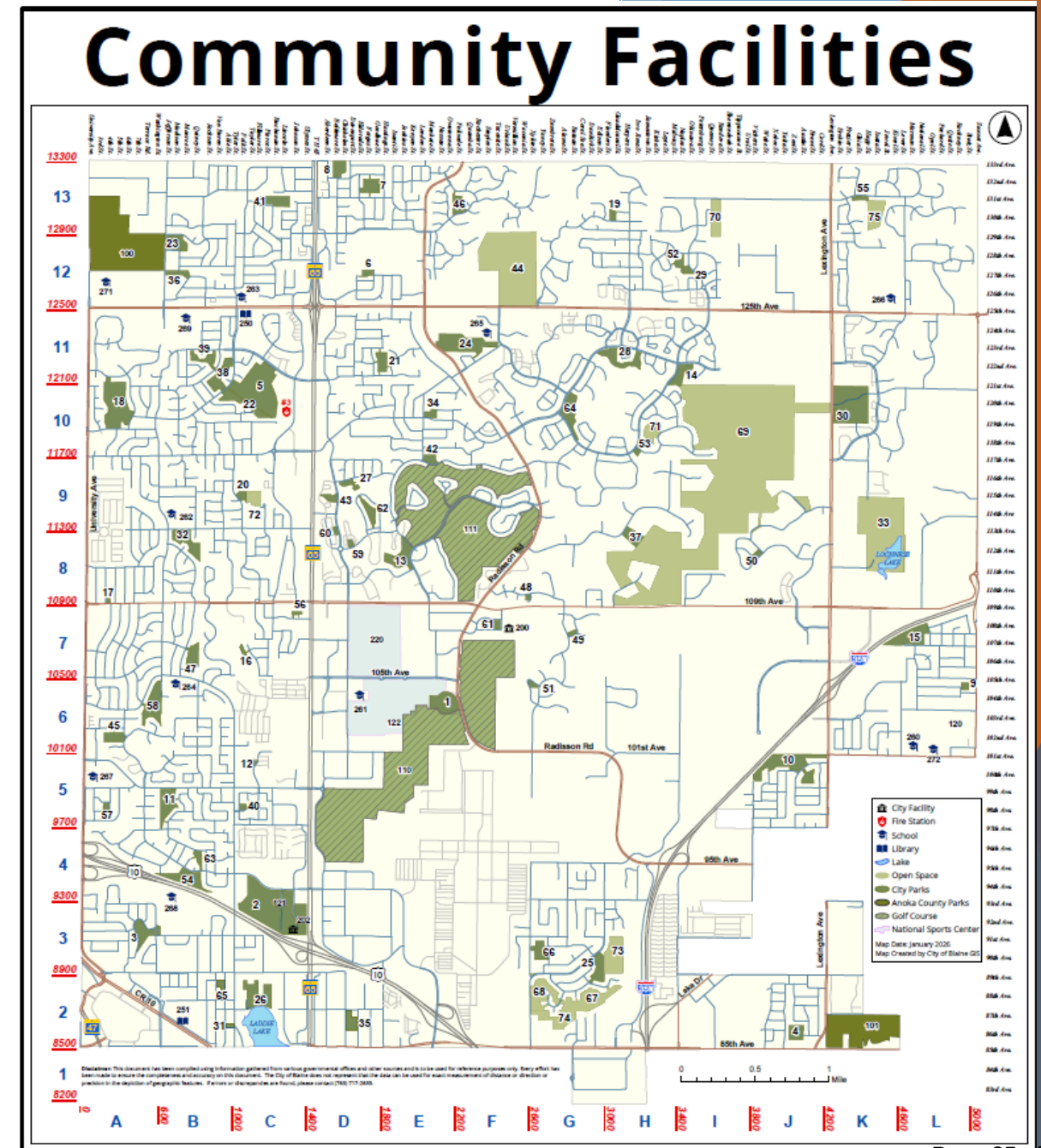
Pavement Management Review & Outlook



- ▶ Pre-2018: little investment was made to preserve/improve city streets
- ▶ 2018-2024: Significant investment with levy supported bonding between \$7mm - \$9mm annually
- ▶ Post-2025 (planned) levy supported debt planned to decrease to \$5mm - \$7mm annually
- ▶ Utility franchise fees are a popular mechanism to supplant or augment existing funding
- ▶ At the current 50+ year pace, the city is unable to perform the proactive maintenance required to extend pavement life.
 - ▶ This necessitates a continued, heavy reliance on expensive full-reconstruction projects rather than lower-cost preservation efforts.

Park Facilities and Maintenance

- 65 parks in total
 - City can't sell a park unless by approved by a 51% referendum of voters
- 50 miles of trails
- 650 acres of open space
- Playground Maintenance
 - Weekly inspections
 - Equipment repair and replacement
- Sport Fields/Rinks
 - 30 Baseball/Softball Fields
 - Associations do assist in maintenance
 - 7 football fields
 - 8 tennis/pickleball areas
 - 13 basketball areas
 - 15 hockey/skating rinks



Core Responsibilities

- Turf maintenance: mowing, trimming, edging, and overall lawn care
- Ball field maintenance
- Tree, shrub, and flower bed maintenance
- Weed control and fertilizer application
- Leaf removal and seasonal cleanups
- Trash and recycling collection
- Litter pickup throughout parks and trail systems
- Cleaning and maintenance of park buildings, shelters, and restrooms
- Playground inspections and routine upkeep
- Snow and ice removal throughout the park system
- Ice rink setup, flooding, monitoring, and seasonal takedown
- Monitoring parks for safety concerns, vandalism, and damage
- Responding to public questions, service requests, and concerns

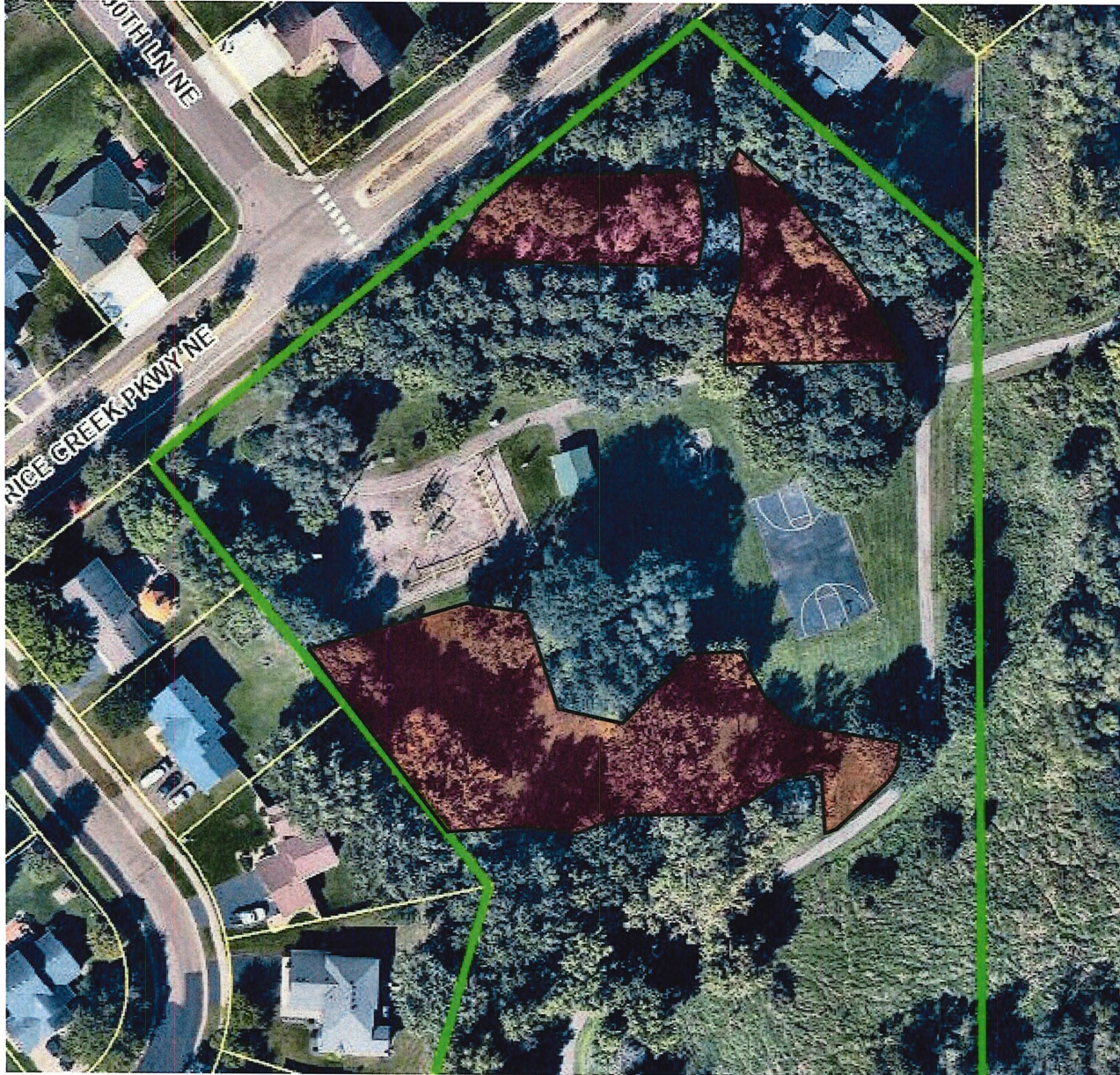


Maintenance Costs and Staffing

- Turf Care
 - \$27,000 in annual fertilizer costs for all parks
- Blaine Festival
 - Approximately 15 hours of overtime totaling \$6,282
 - Work includes tree trimming in the park, maintenance, fencing setup, trash, etc.
- Staffing
 - 13 full-time staff members
 - Work Service Crew (6-10 workers) provided by the MNDOC was terminated in 2025
 - Provided additional, low-cost assistance for parks maintenance
 - Seasonal Labor Budget - \$130,000 (20 seasonals)
 - Seasonal labor is lean and results in maintenance being completed at minimum service levels or not at all
 - Expansion of designated no-mow areas
 - Reduced ballfield dragging and athletic field maintenance
 - Reduced weeding and flower bed maintenance
 - Building maintenance and painting limited to essential needs only
 - Snow shoveling at the shop and ice rinks reassigned to full-time staff



2026 Proposed Mowing Reduction Areas



Kane Meadows

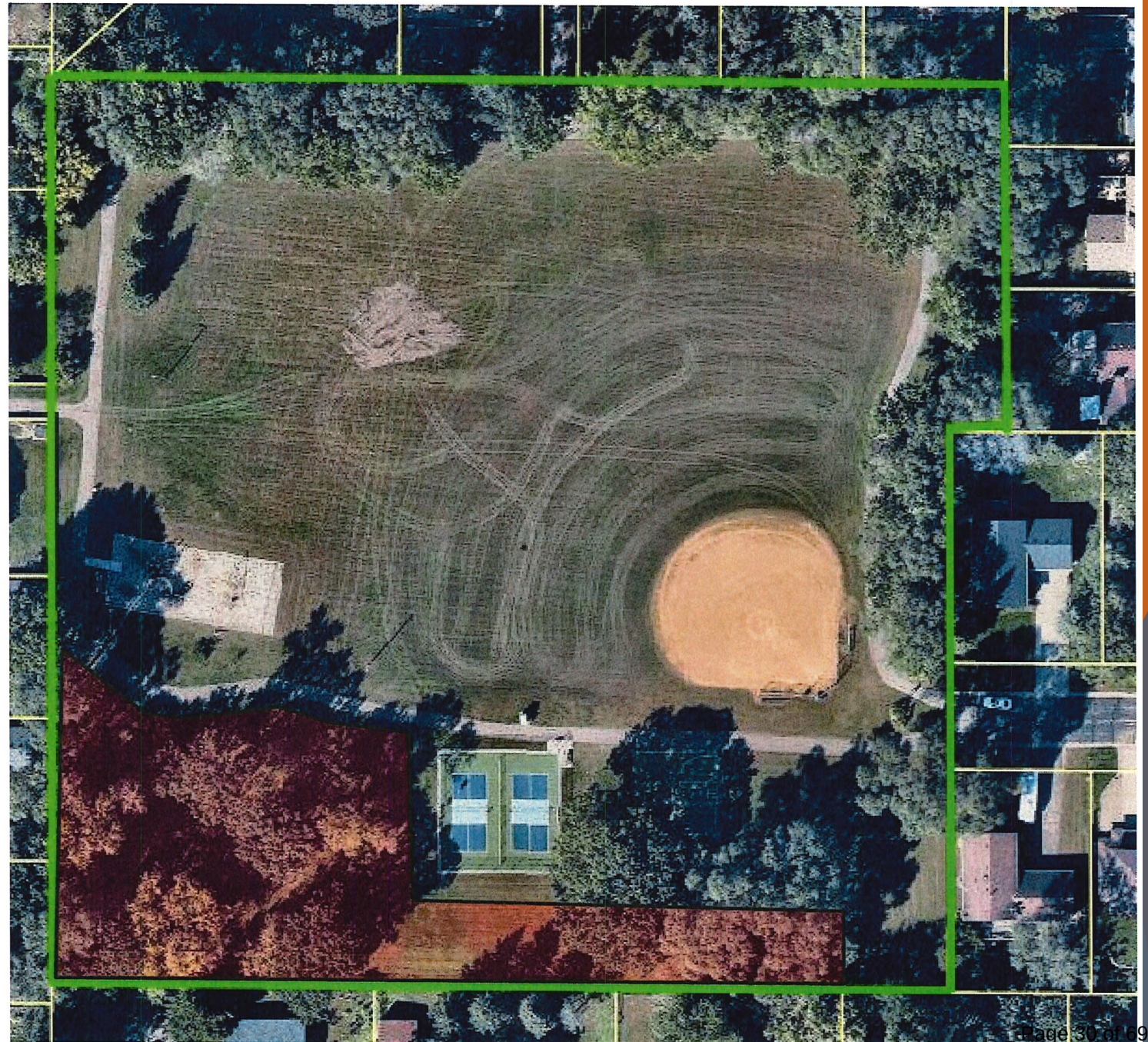
**Rice Creek Pkwy and
90th Lane**



**President Park – 102nd Lane
and Pleasure Creek Pkwy**

Austin Park

Lexington Ave. and 86th
Avenue





Clover Leaf Park

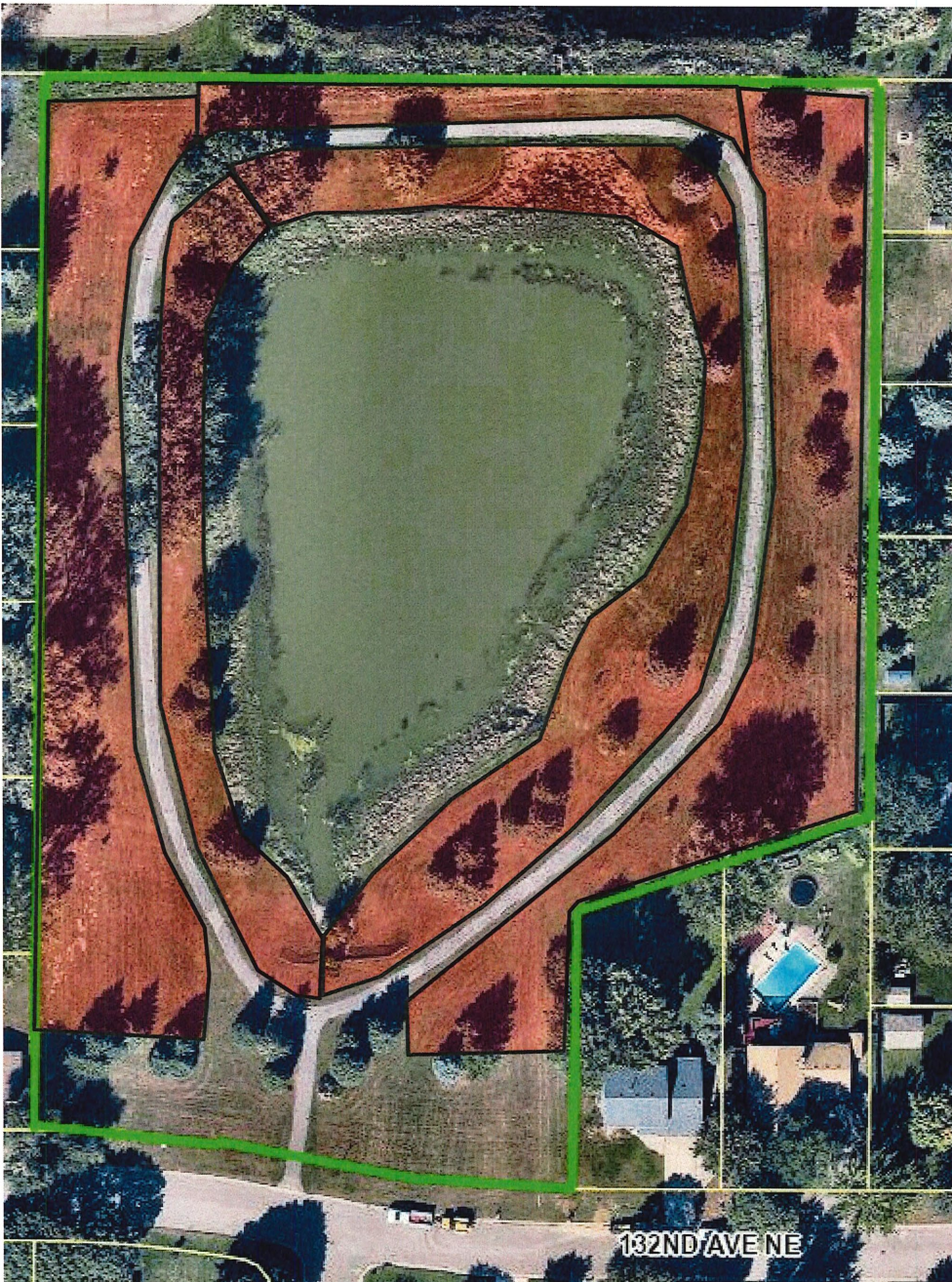
99th Avenue and
Madison Street





Quail Creek Park

**Quail Creek Pkwy and
130th Ct**



Carrera Park West

**132nd Avenue and
Aberdeen St**

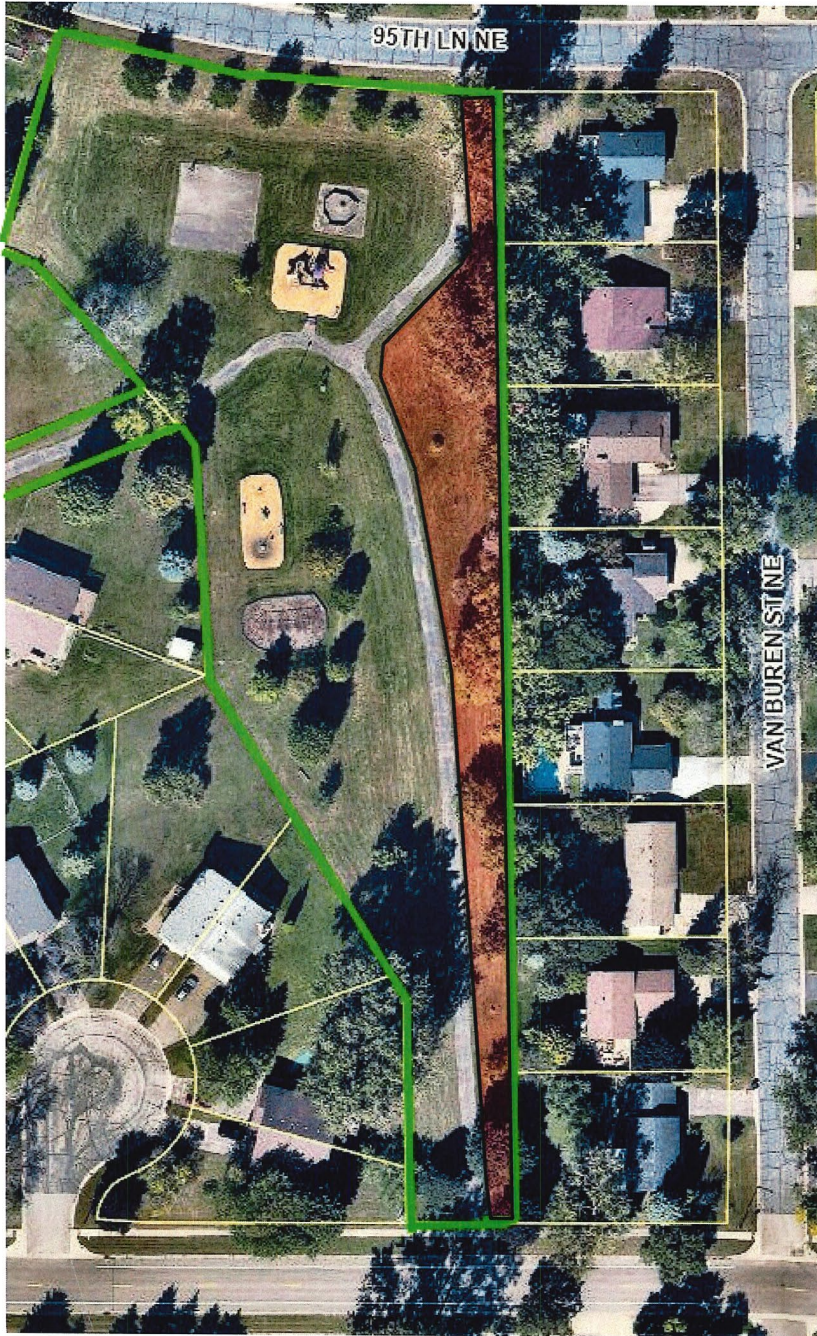




Aurelia Park

Terrace Rd and 91st Ave

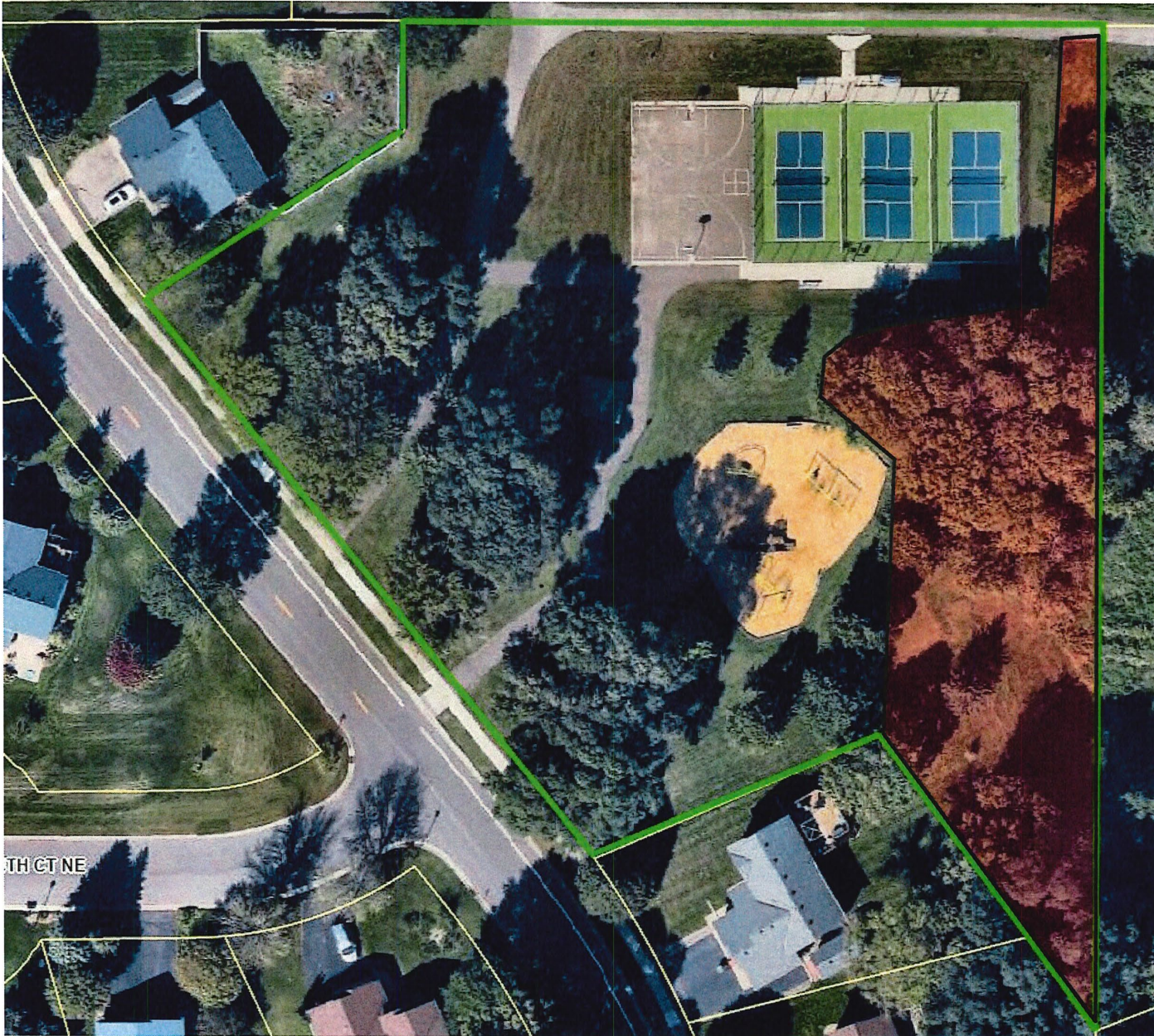




Van Buren Park

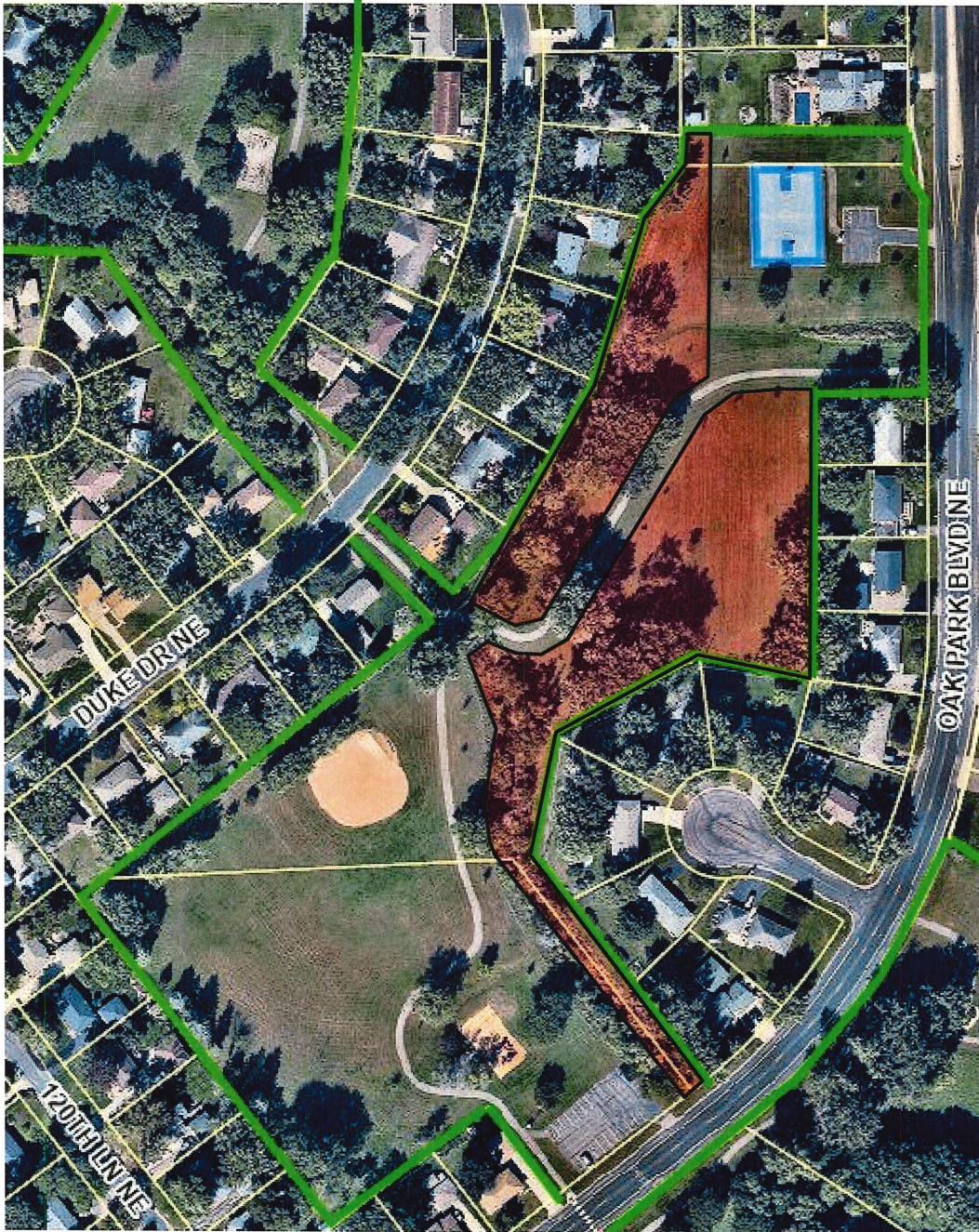
95th Ln and Van Buren
St





Hidden Ponds Park

**Polk Street and 114th
Ave**



North Wood Park

**Oak Park Blvd and
121st Ln**



Discussion

The Parks Department's ability to consistently meet current service expectations is highly unlikely under existing staffing and funding conditions. Maintaining service levels would require one or more of the following:

Maintenance

- ▶ Expansion of designated no-mow areas
 - ▶ **Is Council comfortable with 2026 mowing reduction areas?**
- ▶ Further reductions to service levels and maintenance expectations
 - ▶ **Is Council comfortable with further reductions? If so, staff will explore options.**

Staffing – **Should staff consider any of the below when formulating 2027 budget?**

- ▶ Addition of permanent full-time staff (FTEs), not seasonal labor alone
- ▶ Addition of another foreperson to support operations and supervision
- ▶ Increased reliance on contracted services through public bidding, requiring higher budget allocations



Sidewalk Plowing

- City documents indicate the city has plowed sidewalks dating back to the 1980s.
- Council discussions on the topic have occurred dating back to 2000.
 - Original Snow and Ice Removal policy was adopted by Council in 2002.
 - Amended in 2009, 2017 and 2020
- Ordinance states that *“No owner or occupant of any property, in front of which or adjacent to which, a sidewalk has been constructed for use of the public, shall allow snow to remain upon the sidewalk longer than 48 hours after the snow has ceased to fall thereon.”*
- Policy states that the City of Blaine will remove snow from sidewalks and trails. Though some trails are within MNDOT or Anoka County right-of-way, the city removes snow on said trails. If not done by the city, Anoka County will not remove snow on trails within the county right-of-way.



Staff Costs

- Labor costs include regular and overtime pay
- The city doesn't employ snowplow operators as a single job
- Snowplow operators are public works employees who complete jobs within the department year-round
- Full-time staffing wouldn't be reduced if the city didn't plow sidewalks, however overtime hours would be reduced.

Year	Estimated Overtime Costs (not to plow and maintain city sidewalks and trails)	Overtime Costs (to plow all sidewalks)	Cost Savings If Sidewalks were not plowed.
2021-22	\$25,574	\$61,424	\$35,850
22-23	\$20,106	\$50,256	\$30,150
23-24	\$6,702	\$16,752	\$10,050
24-25	\$5,585	\$13,960	\$8,375
			\$18,856 Average



Fleet

Current Fleet

- 2019 Trackless w/V plow and ribbon blower. 786hrs (Unit 1302)
- 2021 Trackless w/V plow and ribbon blower. 367hrs (Unit 1314)
- 2023 Trackless w/V plow and ribbon blower. 211hrs (Unit 1319)
- 2024 Trackless w/V plow and ribbon blower. 436hrs (Unit 1322)
- 2025 Trackless w/V plow and ribbon blower. 43hrs (Unit 1333)
- Backup – 2013 Holder w/ V-plow and ribbon blower. 1344 hours (Unit 1266)

Fleet Replacement Based on Current Policy

- ▶ New sidewalk machine would be purchased in 2026. The 2013 machine would be sold, and the 2019 machine would be used as a backup.
- ▶ No additional capital equipment needs until 2031
 - ▶ Other machines would be replaced after 10-15 years of use
 - ▶ Machine replacement would be staggered depending on age and use (multiple machines would not be replaced in the same year)



Fleet If Residents Plowed Sidewalks

- Fleet would be reduced from six pieces of equipment to three
- Remaining equipment would eventually be sold (revenue unknown)
- Next capital purchase wouldn't likely to occur until 2037
- Could potentially result in long-term capital savings since less equipment needs to be replaced and the next purchase would be pushed from 2031 to 2037.
 - However, other capital needs may exist that would supplant. This is a larger policy discussion for future councils on how much should be budgeted annually for capital equipment.



Options/Discussion

Option 1 – City continues to remove sidewalk and trail snow and ordinance is amended.

- Overtime costs on average would be \$18,000
- Sidewalk machine would be purchased in 2026; however, no additional equipment would be purchased until 2031 at the earliest.

Option 2 – City continues to maintain sidewalks adjacent to city property and trails throughout the city and identifies priority routes to schools, etc. and maintains those sidewalks. All other sidewalks would be the responsibility of the resident.

- Fleet and overtime cost savings are unknown until analyzed
- Priority routes would need to be identified and modified often

Option 3 – City continues to maintain sidewalks adjacent to city property and trails throughout the city. All other sidewalks would be maintained by residents.

- Would result in the ability to reduce the fleet and push next capital equipment replacement to 2037
- Overtime cost savings would be approximately \$18,000 annually
- Residents will see a reduction in service but likely not a significant reduction in taxes

*Options 2 and 3 would require significant communication efforts to residents and would not be implemented until 2027 at the earliest.



Median Maintenance

- The city has various landscaped medians throughout the city.
- In 2025, the city contracted maintenance for 8 areas.



		Monthly Gardening	Weekly Mowing	Lawn Fert/Weed Control	Shrub Pruning	Spring or Fall Cutback	Total
Area 1	89th Ave	\$766.14	N/A	N/A	N/A	N/A	\$766.14
Area 2	105th Ave	\$766.68	\$1,827.12	\$338.78	\$200.00	\$475.00	\$3,607.58
Area 3	109 th Ave	\$2,442.00	N/A	N/A	\$530.00	\$244.44	\$3,216.44
Area 4	Ball Road Roundabout	\$668.64	N/A	N/A	\$77.00	N/A	\$745.64
Area 5	Pheasant Ridge	\$377.82	\$3,910.00	\$740.94	\$323.00	\$642.22	\$5,993.98
Area 6	Radisson Rd	\$256.89	N/A	N/A	\$596.00	\$425.00	\$1,277.89
Area 7	Radisson Woods/Sanctuary	\$1,541.34	N/A	N/A	\$55.00	N/A	\$1,596.34
Area 8	Rice Creek Parkway	\$2,945.88	N/A	N/A	\$526.00	\$528.88	\$4,000.76
							\$21,204

Median Maintenance

2026 Median Maintenance Quotes



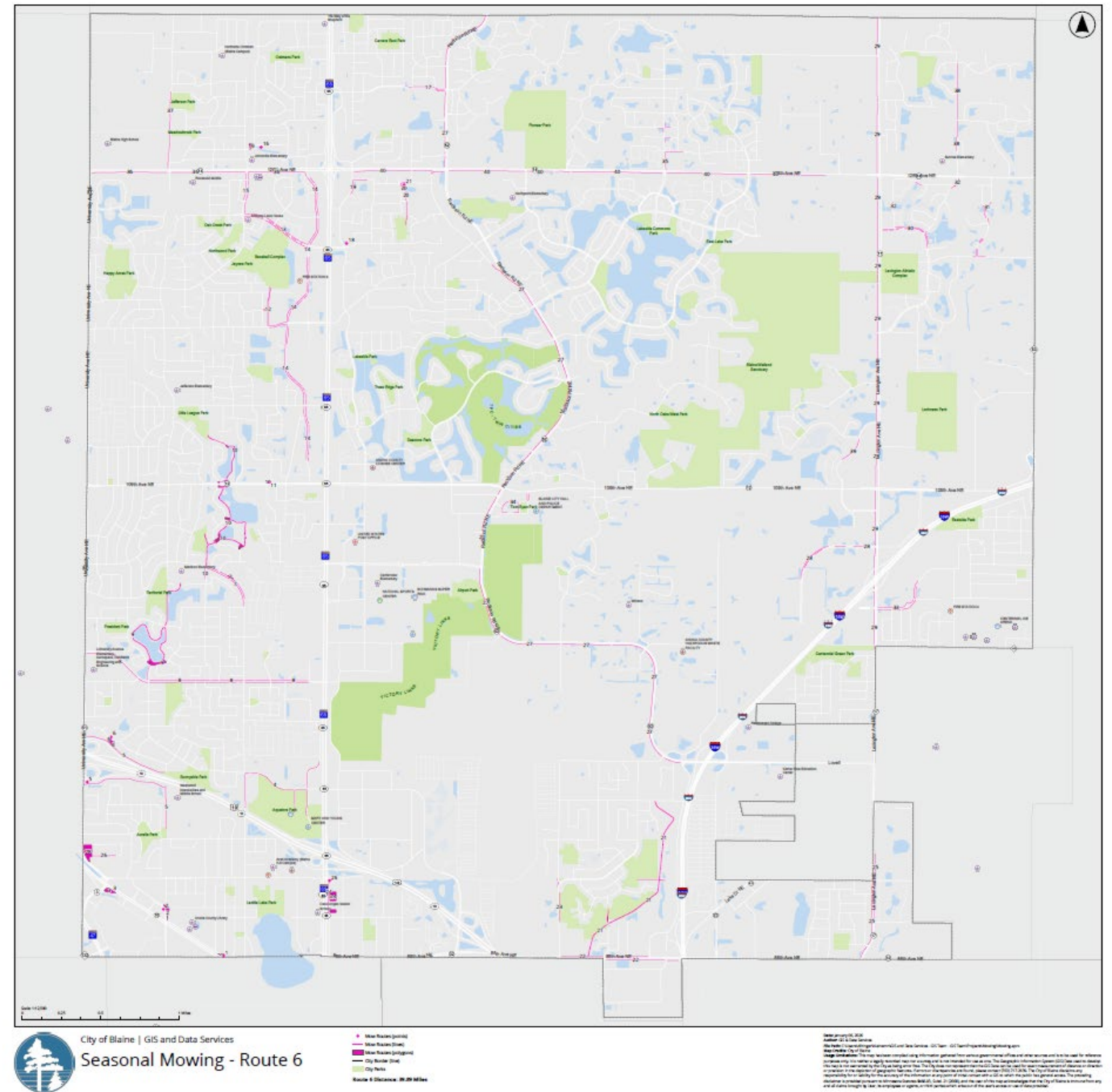
								Seasonal	Optional	Total for			
		6 Visits						Total	6 more	12 total		Curbline	Pre-Emergent
		Monthly	Weekly	Lawn Fert/	Shrub	Spring or Fall		Per	Monthly	Monthly		Edging	Application
		Gardening	Mowing	Weed Control	Pruning	Cutbacks		Area	Gardening	Gardening		X2	
Area 1	89th Ave	\$766.14	N/A	N/A	N/A	N/A		\$766.14	\$373.83	\$1,139.97		N/A	\$163.00
Area 2	105th Ave	\$766.68	\$1,827.12	\$418.57	\$400.00	\$475.00		\$3,887.37	\$373.68	\$4,261.05		\$168.89	\$417.00
Area 3	109th	\$3,878.46	N/A	N/A	\$530.00	\$344.44		\$4,752.90	\$2,783.58	\$7,536.48		N/A	\$398.00
Area 4	Ball Road Roundabout	\$668.64	N/A	N/A	\$77.00	225		\$970.64	\$355.32	\$1,325.96		N/A	\$113.00
Area 5	Pheasant Ridge	\$377.82	\$3,910.00	\$740.94	\$323.00	\$642.22		\$5,993.98	\$377.82	\$6,371.80		\$480.00	\$307.00
Area 6	Radisson Rd	\$2,904.66	N/A	N/A	\$596.00	\$425.00		\$3,925.66	\$1,780.02	\$5,705.68		N/A	\$446.00
Area 7	Radisson Woods/Sanctuary	\$275.10	N/A	N/A	\$110.00	N/A		\$385.10	\$275.10	\$660.20		N/A	\$83.00
Area 8	Rice Creek Parkway	\$2,945.88	N/A	N/A	\$526.00	\$528.88		\$4,000.76	\$1,712.52	\$5,713.28		N/A	\$711.00
								\$24,682.55		\$32,714.42			\$2,638.00
								Enhanced	Total	\$35,352.42			

Median Maintenance

- City Performed Maintenance
 - Radisson Road Between 125th and 95th Avenue (Mowing)
 - 109th Avenue between Club West Parkway and Tournament Players Parkway
 - City owned boulevards and EDA property
 - Roundabouts
 - 99th Avenue and Baltimore Street
 - 117th and Ulysses Street

Time

- Approximately 40 miles per round
- Usually takes 1 FTE, 2 days a week for a month to get through.



Discussion

- Should the city continue to contract for median maintenance of certain areas?
 - Should the city explore expanding contract areas?
- How should future roundabouts and medians be designed?
 - Concrete or landscaped circle?
- What are the councils expectations on existing city-maintained medians and boulevards?
 - Frequency of mowing
 - Reduction of areas mowed



Tree Maintenance and Enforcement

- City does not currently maintain a comprehensive inventory of all public trees, however completing an inventory is a stated goal
- City does maintain an inventory of boulevard ash trees.
 - May of 2025 – Approximately 1,200 boulevard ash trees.
 - December of 2025 – Approximately 722 boulevard ash trees remain.
 - \$130,000 was budgeted in 2026 for continued boulevard ash tree removal.
- Approximately 300 ash trees exist within city parks
- Approximately 28,000 public trees exist within the boulevard and parks
- The DNR Community Tree Report Assessment recommends a full public tree inventory survey



Tree Maintenance and Enforcement

Staffing

- 1 Full-Time Forester
- 1 Full-Time Parks Maintenance Worker assigned to the forestry crew
- 2 Full-Time Streets Maintenance Workers assigned to the forestry crew
- The forestry crew responds to daily routine service requests. In the event of a widespread emergency, all Public Works staff collaborate in response efforts.



Tree Maintenance and Enforcement

Tree Removals – 2026

- Total tree removal budget: **\$300,000**
- Average cost per tree: **\$680**
- Approximately **441 boulevard trees** to be removed by contract
- Approximately **100 trees** to be removed by City staff in boulevards and parks
- If awarded, a **MN DNR grant** would allow for the removal of an additional **137 boulevard trees**

Tree Removal Criteria

- Tree removals are prioritized using the following criteria:
- Hazardous and diseased trees are assessed and prioritized for removal.
- All identified public trees infected with Oak Wilt will be removed during the designated safe removal period.
- All untreated ash trees will be removed from boulevards and parks.
- City staff remove trees in response to resident requests and emergency situations.
- Contractors remove assessed trees by geographic area, which is the most cost-effective and efficient approach for boulevard ash removals.



Hazardous Tree Removal Process

- Boulevard ash trees have been inventoried and assigned a hazard rating
- Additional hazardous trees are located within the boulevard however have not been inventoried
 - Most hazardous trees are identified through resident inquiries/complaints
 - Public trees are assessed and the response is prioritized based on hazard severity



Before



After

Hazardous Tree Removal Process

- City currently is involved when complaints are received about private trees
- Removal process is outlined in city code

Process

- City Forester contacts the responsible party and initiates mitigation process
- A Hazard Tree Assessment and General Violation Notice are created and hand-delivered, establishing a removal deadline.
- If the tree is not removed by the deadline, a Notice of Violation is issued with a new deadline.
- If compliance is still not achieved, an Abatement Notice is issued.
- If the tree remains after the final deadline, the City will hire a contractor to remove the tree, and the responsible party will be billed for the removal.



Hazardous Tree Removal Process

Potential Code Change

The preferred City Code approach would not require enforcement of hazardous trees on private property unless the tree poses a risk to public property. However, the City would continue to enforce disease-related tree ordinances on both private and public properties. Ash trees would not fall under the disease tree code, as Emerald Ash Borer infestation is considered widespread.



Example City Code Language

- ▶ A private tree may be declared a public nuisance if it is structurally defective and likely to fail in a manner that would damage public property, as determined by the City Forester.
- ▶ A tree located on private property may be considered a public nuisance if:
 - ▶ The City Forester determines the tree has defects in its structure, roots, or branches that are likely to cause failure, **and**
 - ▶ The failure of the tree or any portion of it is likely to damage public property or public improvements

Discussion

- Should the city explore completing a full city public tree inventory?
 - Cost would be explored and presented to the Council to determine whether to proceed
- Is the current schedule and pace for EAB acceptable to the Council?
- Is the current tree removal program acceptable to the Council?
- Should the city cease being involved in private hazardous tree circumstances?



3.060 Snow And Ice Control

- A. Purpose: The purpose of this policy is to establish goals for the City of Blaine regarding snow and ice control. This policy provides necessary direction for these operations and guidelines for employees and residents based on available resources.

Appropriate snow and ice control is necessary for emergency services as well as routine travel. Providing this service in a cost-effective manner is a discretionary decision of the City Council. It's not to be construed to create any duty to any individual, person or entity. This policy does not provide any special protection or service to any particular individual or group of individuals. No additional rights shall be granted any individual or entity simply by adoption and enforcement of this policy. This policy may be affected in total or in part, as a result of acts of God, strikes, equipment breakdown, weather conditions, inadequacy of equipment, state or federal regulations, shortage of personnel, and any other unforeseen, uncontrolled or unanticipated acts.

B. Areas of Responsibility:

The City of Blaine has approximately 268 centerline miles or 558 lane miles of streets, 359 Cul-de-Sacs, 22 dead end streets, 104 additional medians or parking bump-outs, 99 miles of sidewalks and 63 miles of trails under its jurisdiction. The City maintains 10 outdoor ice skating sheets plus 5 outdoor hockey rinks in the winter. Public works staff clear parking lots at City Hall, the MaryAnn Young Center, Fire Stations, the Police Department, and 23 Parks.

In addition, Anoka County has jurisdiction over several miles of collector and arterial roads within the City. The Minnesota Department of Transportation (MnDOT) also has jurisdiction over several miles of highway within the City boundaries. This policy is intended to provide guidelines for snow and ice control operations for streets under the City's jurisdiction only. At this time, the City of Blaine does not have any contracts for service with either Anoka County or MnDOT, although the City will assist these agencies in emergency conditions, if requested.

C. Procedure:

1. Guidance Document

- a. The City of Blaine Public Works Department utilizes the practices presented in the Minnesota Snow and Ice Control Field Handbook for Snowplow Operators - Second Edition, September 2012 Published by the Minnesota Local Road Research Board and MnDOT Office of Maintenance. This handbook describes best practices for snow and ice control including progressive practices to limit environmental impacts while meeting the safety and mobility needs of roadway users.

2. Commencement of Operations

- a. Snow and/or ice control operations shall commence under the direction of the Public Works Streets Supervisor. In his absence, the Public Works Streets Foreman will determine when and what operations to begin.
- b. The Supervisor shall determine the time to start and the extent of operations. The basis of dispatch calling the standby person to start operations shall be as follows:

- (1) Snow accumulation of 2" with continuing snowfall warrants commencement of plowing operations.
- (2) Drifting of snow may warrant commencement of partial or full operations dependent on conditions.
- (3) Icing of pavements may warrant partial or full operations dependent on extent and conditions.

- c. The Supervisor shall prepare crew assignments and shift assignments for all personnel involved in Snow and Ice control including streets, parks and utility personnel. Due to the fact that all available personnel are required for full operations, a storm forecast for late afternoon or evening hours might be the basis for the Supervisor splitting a shift and sending crew(s) home for call out later in the evening. Morning storms likewise may be the basis for requesting crew(s) to report at later or earlier than normal hours.
- d. Emergency Snow and Ice Conditions can change and occur after normal working hours. Coordination of these calls and conditions will be the responsibility of the Public Works Supervisor and the Police Department Duty Supervisor.

3. Suspension of Operations

- a. Operations shall continue until all roads are passable. Widening and clean up operations may continue immediately or the following working day, dependent on conditions. Operations may also be suspended during periods of limited or zero visibility or during periods of high traffic. Any decision to suspend operations shall be made by the Supervisor on duty and shall be based on conditions of the storm.

4. Equipment

- a. The Public Works Department uses a mix of heavy and light equipment for snow and ice control operations. Heavy equipment includes 4 tandem axle trucks, 12 single axle trucks, and 4 loaders or tractors. Light equipment includes 13 one ton or one and a half ton trucks, and 8 compact utility vehicles. This equipment has a variety of front plows, wing plows, underbody plows, and de-icing equipment to effectively manage the operations.

5. Plow Routes and Sequencing

- a. The Public Works Supervisor has the responsibility of determining plow routes and sequencing of operations. The Supervisor shall retain latitude to adjust sequencing or route assignments based on storm conditions, equipment and personnel availability and/or other conditions warranting changes.
- b. Operations include the following route designations:
 - (1) 16 primary plow routes cleared using heavy equipment.
 - (2) 13 cul-de-sac routes cleared using light equipment.
 - (3) 4 sidewalk routes cleared using compact utility vehicles.
 - (4) 2 trail routes cleared using compact utility vehicles.
 - (5) 2 front end loaders clearing parking lots.

c. The following attachments are included with this Policy:

- (1) Attachment 1 - Snow Plow and Salting Routes 2020
- (2) Attachment 2 - Anti Icing Routes 2020
- (3) Attachment 3 - Cul-De-Sac Plowing 2020
- (4) Attachment 4 - Sidewalks and Trails 2020

6. Level of Service

- a. The intention of this policy is to provide safe winter driving conditions appropriate for the type of travel necessary on the City's streets. The level of service described herein shall be considered a guideline with the understanding that during and immediately after a storm, the level of service provided may be less than described herein and may vary across the City dependent on storm conditions.
- b. All City streets will be assigned to a route. Streets shall be plowed and/or include the application of de-icing materials to provide intermittent bare pavement on streets sections, bare pavement intersection approaches and curves. Cul-de-sacs and dead end streets may have few, if any, bare pavement spots. Gravel and dirt road surfaces shall be plowed to provide a hard pack surface and may include the application of sand or gravel chips as necessary for traction.
- c. During light to normal snowfalls, streets will be plowed full width on the initial pass. During heavier snowfalls, streets shall be plowed as wide as possible initially and widened as the storm intensity lessens. The Public Works Supervisor shall determine if this practice is warranted. After the storm passes, clean up operations shall begin to clear intersections and snow storage areas along comers and boulevards. It is the City's intent to complete initial plowing and widening operations within 12 hours of the cessation of the storm. Clean up operations should be complete within 24 hours for light snowfalls, and within 48 hours for heavy snowfalls. Major blizzards may require additional time.
- d. Snow will be plowed in a manner so as to minimize traffic obstructions. The center of the roadway will be plowed first. The snow shall then be pushed from left to right on two-way streets. On one-way streets or where there is a center boulevard, snow may be pushed in either direction. The discharge shall go onto the boulevard area of the street. Snow on cul-de-sacs will be plowed to the boulevard areas and not to the center. When a plow goes on a bridge, the driver shall slow down so snow does not go over the bridge, if possible. In times of extreme snowfall, streets will not always immediately be able to be completely cleared of snow.
- e. Efforts will be made to clear City parking lots and Fire Stations in advance of opening hours in order to best maintain service to the community. Ice rinks shall also be cleared after street routes have been completed and in most cases after the snowfall has ended. In cases of severe storms, ice rinks may not be cleared until the next morning following the end of the storm.

7. Sidewalks and Trails

- a. The City of Blaine sidewalks and trails system connect the pedestrian and bicycle users throughout the community. Trails are identified on the City Park and Recreation trail map and are also included on the Anoka County Regional Trail

system. These bituminous trails transverse through neighborhood parks and are adjacent to many City and County collector streets. The neighborhood trails provide a means for residents and school children to walk to school in areas that do not have sidewalks.

- b. These trails and the sidewalks that are traveled regularly by school children will receive a higher level of service than outlying trails that receive lesser or recreational use by the public. Sidewalks along the collector streets and sidewalks, serving public facilities, and shall be cleared by City forces in conjunction with normal operations with consideration of personnel available, starting time of operations and duration of the storm. There may be times during the winter when some lower priority trails will remain snow and ice covered.

During the winter, periods of freeze / thaw and winter rain events, trails and sidewalks may become ice coated. Thawing snow and rain will sheet drain across the surface and will freeze since it cannot drain through the snow banks on both sides. The City does not apply deicers or abrasives on the trails and sidewalks, as it is cost prohibitive and would cause damage to the landscapes.

Pedestrians should use caution when walking on trails and sidewalks under these conditions. If the duration of a storm or several consecutive storms prevents completion of snow removal operations of all infrastructures, highest priority trails and sidewalks will receive service prior to the lower priority ones which may be in lower populated areas.

D. Responsibilities of Residents and Right-of-Way Improvements

Residents are partners with the City in managing snow and ice. Individual properties are equally affected during storm events and residents are expected to exercise a level of care in managing the areas in front of their properties along the streets.

Right-of-Way and Boulevards: The Right-of-Way is the full width of the property reserved for the street and utilities. The boulevard is the area between the edge of the street or back of curbline and the front property line of a home or business. The Boulevard is used for underground or overhead utilities and utility structures, traffic control devices and signs, sidewalks, drainage, trees. The boulevard is also reserved for the storage of plowed snow.

Even in the best conditions and despite the best efforts of the operator, snow plowing and ice control operations can cause property damage. The major types of damage are to improvements in the Right-of-Way and landscape damage. It is appropriate to specify when this damage shall be the responsibility of the City and when it shall be the responsibility of the resident.

1. Clearing Driveways and Around Mailboxes or Hydrants

- a. The residents have the responsibility for clearing their own driveways and private sidewalks, clearing areas for trash cans, clearing areas around mailboxes and/or newspaper delivery tubes, and clearing around fire hydrants adjacent to their property. In the case of clearing, the City will consider clearing around fire hydrants for residents not physically able to do so, if and when time permits.

These areas should be cleared without depositing any snow onto the streets.

Plowing, blowing, or shoveling snow back onto the street or sidewalk can create a hazardous condition for other users and is illegal. [Minnesota Statute 169.42](#), prohibits depositing, placing, or dumping upon any street or highway or upon any public or privately owned land adjacent thereto without the owner's consent any snow or ice, etc. There must also be no large piles, which obstruct vision of driveways or walks. Should the City need to clear away tall piles of snow for safe sight distance at driveways or walk, the resident responsible may be billed at overtime rates for this work.

- b. The City will not clear private drives except in emergency situations as determined by the Public Works Director or his designee. Request for service on private roads or driveways will be accommodated in the event of a public safety issue or an emergency condition exists.
- c. Snow plowing operations can cause additional snow to be deposited in driveway approaches and around roadside obstacles. Operators are instructed to attempt to minimize these incidents, but it is not practical to eliminate this situation. Residents should be aware that they might have to clear their driveways a second time after their street has been plowed.

2. Landscaping Improvements

- a. Improvements in the Right-of-Way may include mailboxes, planter boxes, lighting fixtures, and irrigation systems. These items have been placed in the City's property, in most instances, without notification or permission of the city. Mailboxes and similar objects are quite often obvious and easy to avoid. Low structures and irrigation systems are impossible to identify after a storm. The staking of these obstructions and fixtures is indeed helpful, although the City cannot accept responsibility for any damage.

3. Markers

- a. Marking stakes may be placed in the Right-of-Way with approximately 15 foot spacing along curb lines or next to landscaping improvements such as retaining walls, boulders, planters, sprinkler heads, etc. in an effort to assist the plow drivers in identifying their location during operations. Markers must be of lightweight and/or flexible material so not to damage vehicles or equipment that may come in contact with the stake. Preferred materials are standard 3/8" wood lathe, small diameter fiberglass rods, or aluminum driveway markers. Steel fence posts are not acceptable as these can cause significant damage to plow equipment when pushing back snow banks to accommodate additional snow storage.

4. Mailboxes

- a. Mailboxes should be constructed sturdy enough to withstand snow rolling off a plow or wing. Damage resulting from snow is the responsibility of the resident. The City will accept responsibility for damage if a mailbox is physically struck by a plow and if the mailbox post is considered to be of proper construction in accordance with US Postal guidelines.

(1) The base of the box should be 48 to 50 inches above street level.

(2) The mailbox should be secured to the base and post, and the post in good condition.

- (3) The post should be 20 inches back from the curb. The face of the mailbox should line up with the curb.
 - (4) The snowplow wing needs the 48 inches height clearance to avoid hitting the box and the 20 inches from the curb to clear the post. The city does not assume liability for mailboxes damaged during plowing operations, unless it is determined the plow made direct contact with a mailbox that is properly installed using the standard 4 x 4 post and metal box requirements.
 - (5) There should not be any plastic newspaper tubes or attachments to the mailbox below the 44 inches minimum height requirement.
- b. The City will repair, replace or reimburse the resident up to \$50.00, in those instances where the City has caused physical damage as a result of direct contact with the mailbox. Installation of a new mailbox and / or post is not included in this policy and will not be performed without authorization from the Public Works Director or his designee. The City will have the choice of whether to repair or replace or reimburse; and will only reimburse the cost of materials. The City will only replace or reimburse the cost of a standard designed mailbox and post. Decorative boxes and posts are the responsibility of the property owner.
 - c. The snowplow operators make every effort to remove snow as close to the curb line as practical and to provide access to mailboxes for the Postal Department. However, it is not possible to provide perfect conditions and minimize damage to mailboxes with the size and type of equipment the City operates. Therefore, the final clearing adjacent to mailboxes is the responsibility of each resident.

5. Sod Damage

- a. Sod damage in the right-of-way during snow removal will be the responsibility of the City. Damage to sprinkler irrigation systems is not included and will not be repair, replaced, or reimbursed by the City. The adjacent property must notify the Public Works Department of a damaged area prior to April 15 by contacting the Public Works Department at 763-785-6165. The Public Works Department will then perform an inspection to verify the damaged area after which a claim for the damage can be made. The Public Works Department will repair the area with black dirt and seed. The City will not replace the damaged area with sod.

The property owner has an option for sod damage reimbursement payment on a square foot basis if they prefer to repair it on their own. The property owner must notify the Public Works Department, as described above, prior to repairing to allow for inspection to verify the damage. The property owner requesting damage reimbursement for the area to be repaired with sod, the property owner will be reimbursed at a rate of \$.30 per square foot of the damaged area within the right-of-way. In addition to square footage reimbursement, an additional administrative replacement fee of \$5.00 will be allocated to the property owners incurring 50 square feet of damage or less, and a fee of \$10.00 will be allocated to those property owners incurring in excess of 50 square feet of damage. This administrative fee is designed to cover expenses involved in obtaining necessary materials to repair the damage. Payment shall be made by a check forwarded from the City Finance Department to the affected property owner.

The City of Blaine will not be responsible for watering of either option.

6. Garbage Cans

- a. Trash cans must not be placed on the street surfaces. Trash cans should be placed in the cleared driveway area or an area cleared to allow for their placement up to two feet behind the curb when waiting for pickup.

E. Parking Restrictions

1. Parking restrictions are regulated by the City of Blaine, MN Code of Ordinances - Part II, Chapter 82 - Traffic and Vehicles, Article IV. - Stopping, Standing, and Parking:
 - a. [Section 82-151 - General time limitation on leaving vehicle in public right-of-way](#)
 - b. [Section 82-152 - Parking during snowfall](#)

F. Complaint Procedure

Improvements in technology, materials and methods may from time to time, lead the City to change or alter its methods of snow and ice control. Any foreseeable changes in operations will not be in conflict with the intent of this policy. These changes may be segregated in areas of the City for evaluation purposes or occur Citywide. It is the City's intent to provide the highest level of service through the personnel, equipment, methods and budget as is possible.

G. Administrative Responsibility

Complaints regarding snow and ice control or damage shall be taken during normal working hours and handled in accordance with the City's normal complaint procedure. High priority complaints (those involving access to property or problems requiring immediate attention) shall be handled on a priority basis. Response time should not exceed 24 hours for any complaint. It should be understood that complaint responses are to insure that the provisions of this policy have been fulfilled and that all residents of the City have been treated uniformly. Complaints regarding the provisions of this policy may not be satisfied with the initial response. It is the City's intention to log all complaints and upgrade this policy as necessary and in consideration of the constraints of our resources.

It is the responsibility of the Director of Public Works to enforce this policy and review it as needed.

Signed by: Michelle A. Wolfe, City Manager

Dated: October 19, 2020

CITY OF BLAINE
ANOKA COUNTY, MINNESOTA
WORKSHOP
CITY COUNCIL MEETING NO. 00-13

Thursday, February 17, 2000

5:30 p.m.
Community Room
9150 Central Avenue NE

CALL TO ORDER/ROLL CALL:

The meeting was called to order by Mayor Ryan at 5:46 p.m.

PRESENT: Councilmembers Clark, Daniels, Kolb, Rose (arrived at 5:52 p.m.), Swanson, Mayor Ryan, and City Manager Roger Fraser.

ABSENT: Councilmember Varian

Quorum Present.

STAFF PRESENT: Ron Henrickson, Director of Community Development; Ken Irvin, Public Works Director; Chuck Lenthe, City Engineer; Jim Peterson, Parks and Recreation Director; Terry Dussault, Director of Management Services; Heidi Nelson, Management Analyst; George Borer, City Attorney; Roark Haver, Administrative Assistant; Joyce Twistol, City Clerk; and Carol Hamer, Recording Secretary.

Open Space Presentation – Peterson Environmental

Scott Krych of Peterson Environmental presented the final report of Blaine's Natural Resource Inventory. He reviewed the City's goals, which the Natural Resource Survey was designed to meet.

Councilmember Rose arrived at 5:52 p.m.

Councilmember Swanson asked what kind of plant life was found on airport property. Mr. Krish responded they found some significant populations of rare plants on the southeast end of airport property. There are also some wetlands on the northeast end. He was unable to get to these wetlands, and they may have potential but it is unlikely due to the amount of ditching that has occurred there.

The Management Analyst stated reports, data, and maps are available from this study. They would like to put some natural heritage aside for the City, and have applied for additional funds to do planning with this data. This information is all available for planning within the City, and they will also work on how to create connections to surrounding areas. She explained they hope to be involved with public education and public involvement with what is important for neighborhoods throughout the City. They are beginning to meet regarding a potential bond referendum, and will hopefully be forming a citizens committee.

The City Manager stated the Met Council approved the City's Comprehensive plan, and discussed planning for the northeast area. The Met Council made reference to the inventory the City has done, and planning in that area will need to be driven by what is in that environment. This inventory is essential to planning for the future.

Budget Committee

The Director of Management Services stated with the last several budget processes there has been concern that the Council is not getting the information it needs. He would like to have the Council identify

the information they need to make decisions on the budget. The Budget Committee will consist of members of Council and Staff. They would like two or three members of Council to work on the committee.

Councilmembers Swanson and Clark volunteered to sit on the committee. Councilmember Varian will be asked to sit on the committee also.

Municipal Facilities Building Project

The City Manager advised Ankeny Kell Architects would share information they intend to provide during the public session at the City Council meeting this evening. He explained feedback was needed from the Council on the design of the building, and the size of building the Council desires to proceed with is critical at this point.

Duane Kell, of Ankeny Kell Architects, explained the elevations the Council has seen of this building are based on a two story building, a two story building with the addition of a partial third level, and a full three story building. He showed photographs of a similar building.

The Director of Management Services reviewed Municipal Facilities Alternative Funding Sources.

PLANNING ITEMS:

P1. Pleasure Creek Twin and Townhome Request

The Director of Community Development advised Brightkeys Building and Development has asked to have the size requirement reduced for their 44 twinhome units in the Pleasure Creek project. They have requested to drop the four-season porch on half of the 44 units. If Council concurs, Staff will come back with minor modifications.

Council consensus was to have staff bring forward these minor modifications for Brightkeys Building and Development.

P2. Crosstown Sign

The Director of Community Development advised Crosstown Sign would like to purchase the site they currently lease, expand the building, and add outside storage. Expansion of the nonconforming building could be done if the City allowed a variance, which would be in terms of the type of construction or exterior materials. A rezoning from I-1 to I-1A would allow limited outside storage up to 50% of the building area.

Councilmember Daniels asked if Council had considered redeveloping this area, and if this was the only property in the area for sale. The Director of Community Development responded to put this area together in usable form they would have to buy parcels, which the EDA has done in the past. The City Manager said the Drive In was also for sale.

Councilmember Daniels stated she would not want to miss the opportunity to do this, and it could be years before they would have another opportunity. Councilmember Swanson stated he would like to obtain the land as long as it is available, however, he would like to assist Crosstown Sign.

Council consensus was to have staff determine what type of assistance Crosstown Sign would need to move to another location, and to consider buying available property in the area to redevelop.

P3. Escrow Policy Discussions

The Director of Community Development advised that presently, the City's escrow policy states if a home is completed between May 1 and September 15 and the landscaping is not done, an escrow can be established for 30 days with a \$100 inspection fee. If the work is not finished within the 30 days, an additional \$100 fee is charged for each additional 30-day period. The fee also offsets the cost to re-inspect the property. Staff and the development community appear comfortable with the present policy, and staff does not recommend any changes.

P4. County Road Setback

The Director of Community Development advised the amendment had been changed to require a setback of 60 feet from the centerline of County Roads constructed as a rural section, and 50 feet from the centerline of County Roads constructed as an urban section.

Councilmember Clark asked what would happen in a situation where according to a resident the centerline of road is not correct, and there were errors in the original survey. The City Engineer responded this would be a very infrequent problem and they would follow the intent of the ordinance.

The workshop was recessed at 7:13 p.m. due to the scheduled EDA meeting. The workshop was reconvened at 9:34 p.m. following adjournment of the regular Council meeting.

ENGINEERING ITEMS:**E1. Bituminous Overlay and Bituminous Trail, Improvement Project No. 00-01**

The City Engineer reviewed the proposed 2000 construction program. He reviewed a map of the condition rating of the City streets ranging from ten, which indicates a new street to one, which indicates a high need to construct. He explained the City does not have any streets in condition one. The City Engineer reviewed a map indicating streets that have been overlaid and streets that require an overlay, and advised of the need to stay ahead of the program and overlay before streets deteriorate so much they cannot be overlaid. He explained Staff will take bids for overlays and will make their recommendations at the March 16, 2000 City Council meeting. The overlays will start mid May and will be completed by the end of July.

E2. Special Assessment Policy

The City Engineer asked if the Council wanted to change the Special Assessment Policy so property owners that are not petitioning a project are not assessed. He explained with the current policy, the Council could determine to only assess one lot, and defer the other half. This would mean the developer would have to pay for the remainder. He explained the City has never had a situation where this was employed, and if it became significant the developer might not be able to take on that cost. This could be advised as the Council deliberates. He advised Staff will not be assessing any projects until fall of 2000, and there would be time to reconsider this over the upcoming months.

E3. Sidewalk

The City Engineer advised the City currently clears snow from all sidewalks and trails. The process takes eight hours using two sidewalk plows considering a normal 2 to 3 inches of snowfall. However, new developments are providing an increasing length of sidewalk and trail compared to developments ten years ago. The current ordinance requires homeowners to clear the snow from the sidewalk within 48 hours and allows the City Manager to exempt certain segments. If it is the Council's determination that the City will plow all sidewalks, the ordinance should be amended. However, if the Council determines that the City

should limit the City's maintenance obligations, Staff would suggest to require homeowners to clear snow from neighborhood walks, which the homeowner abuts as either a side yard or front yard.

Councilmember Kolb suggested if the snowplowing becomes limited, routes where children are required to walk to school should be plowed. Councilmember Clark commented that senior citizens might not be able clear their walks.

Councilmember Swanson stated he had supported a big increase in the budget to maintain service, and to show a cut in service they would have to show a cut in the budget. He suggested this should be considered with each budget. He suggested an addition to the ordinance that states the City will attempt to clear all sidewalks within 48 hours, and if not, it will be the responsibility of the homeowner.

The City Manager stated the ordinance is inconsistent with what is being done, and if the City clears all the sidewalks the court would throw out anything to force a property owner who does not clear their sidewalk. He stated he had a concern about reviewing this each year, and that the City needs to have a policy to stick to. He added that there are budget implications with this service.

Councilmember Clark suggested the Budget Committee look at these areas.

Councilmember Daniels asked who is liable when the City plows a sidewalk; everything is not removed, and ice is formed. The City Manager responded the practice is not consistent with the ordinance, and the practice will rule.

City Council Workshop Meeting with Anoka County Commissioners

— Councilmember Daniels distributed the agenda for the Anoka County Board Meeting scheduled for Saturday, March 18, 2000 at 8:00 am., which will be held at the Mary Ann Young Senior Center. She commented that Margaret Langfield had said the County would approve a formal request for the parade route, with the City to manage the signal.

Policy Issues

The City Manager stated the policy issues to be discussed in upcoming workshops had been e-mailed to the Council. Councilmember Swanson requested a discussion of the DOT's status on Highway 65. Councilmember Clark requested a discussion of Radisson Road accesses.

Volunteerfest

Councilmember Clark questioned if Council had decided to cancel Volunteerfest at the previous workshop. Council consensus had been to keep Volunteerfest in the budget at this time.

Replacement for Councilmember Rose

Councilmember Rose indicated her last day as a Councilmember would be April 7, 2000, and the last meeting she would attend would be April 6, 2000.

The City Clerk stated the process that had been suggested by the Charter Commission to replace Councilmembers would be e-mailed to the Council.

Council consensus was to receive applications until March 24, 2000, and conduct interviews on April 1, 2000.

ADJOURNMENT

The workshop was adjourned at 10:30 p.m.

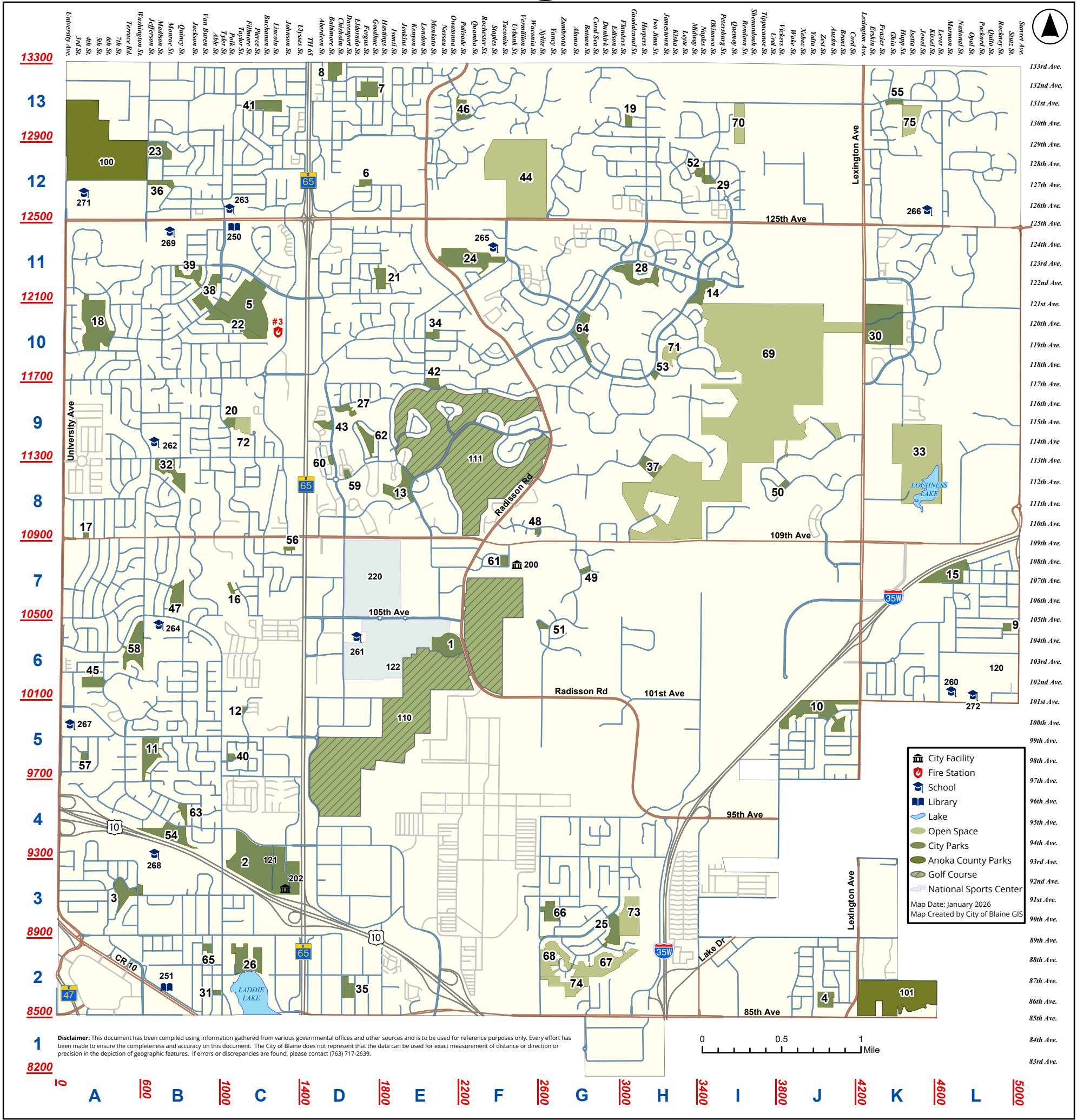
ATTEST:

Tom Ryan, Mayor

Joyce Twistol, CMC, City Clerk

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Community Facilities



ID	Park Name	Address	Grid	ID	Park Name	Address	Grid	ID	Community Facilities	Phone Number	Grid
1	Airport Park	2130 105th Ave	E6	41	Ostmans Park	1201 130th Ln	C13	110	NYGC Victory Links	763-717-3240	E6
2	Aquatore Park	9191 Lincoln St	C3	42	Palmer Park	11700 Arnold Palmer Dr	E9	111	TPC - Twin Cities Golf Course	763-784-6700	F9
3	Aurelia Park	382 91st Ave	A3	43	Pine Grove Gardens Park	11501 Club West Pkwy	D9	120	Centennial Ice Arena	763-792-6090	L6
4	Austin Park	4041 85th Ln	J2	44	Pioneer Park	2491 125th Ave	F12	121	Fogerty Ice Arena /	763-780-3328	C3
5	Baseball Complex	1150 Paul Pkwy	C10	45	President Park	10214 President Dr	A6		Four Seasons Curling Club		
6	Broken Oaks Park	12726 Fergus St	D12	46	Quail Creek Park	2205 Quail Creek Pkwy	F13	122	Schwan Super Rink	763-717-3880	E6
7	Carrara East Park	13129 Eldorado St	D13	47	Quincy Park	10601 Quincy Blvd	B7	200	Blaine City Hall & Police Dept.	763-784-6700	F7
8	Carrara West Park	1495 132nd Ave	D13	48	Radisson Woods Park	2576 Radisson Woods Dr	F8		Blaine PD **Non Emergency**	763-427-1212	
9	Centennial Park	10450 Rockney St	L6	49	Sanctuary North Park	10713 Sanctuary Dr	G7	202	Mary Ann Young Center	763-786-9375	C3
10	Centennial Green Park	4041 Austin St	J5	50	Sanctuary Preserve Park	3607 112th Cir	J8	220	National Sports Center	763-785-5600	D6
11	Cloverleaf Park	650 99th Ave	B5	51	Sanctuary South Park	10435 Vermillion Cir	G6	250	Johnsville Branch Library	763-324-1550	C11
12	Colony Preserve Park	10030 Fillmore St	C5	52	Savanna Grove Park	12733 Midway St	I12	251	Northtown Branch Library	763-324-1510	B2
13	Deacons Park	11200 Arnold Palmer Dr	E8	53	South Lake Park	3150 117th Ln	H10	260	Centennial Elementary School	763-792-5300	L6
14	East Lake Park	3350 Lakes Pkwy	I11	54	Sunnyside Park	750 Clover Leaf Pkwy	B4	261	Centerview Elementary School	763-600-5500	D6
15	Eastside Park	4715 107th Ave	L7	55	Sunrise Ponds Park	4370 131st Ave	K13	262	Jefferson Elementary School	763-506-2900	B9
16	Fillmore Park	10634 Fillmore St	C7	56	Suzanne Park	1347 108th Ave	C7	263	Johnsville Elementary School	763-506-3000	C12
17	Fort Lion Park	10905 5th St	A8	57	Swan Park	9790 5th St	A5	264	Madison Elementary School	763-506-3300	B6
18	Happy Acres Park	11900 7th St	A10	58	Territorial Park	10410 Jefferson St	A6	265	Northpoint Elementary School	763-600-5700	F11
19	Harpers Park	3013 129th Ln	H13	59	The Commons Park	1623 113th Ave	D8	266	Sunrise Elementary School	763-433-5000	K12
20	Hidden Ponds Park	11465 Polk St	C9	60	The Green Park	11347 Club West Pkwy	D8	267	University Avenue Elementary School	763-506-4500	A5
21	Ivy Hills Park	12197 Fergus St	E11	61	Tom Ryan Park	10802 Town Square Dr	F7	268	Westwood Intermediate and Middle School	763-600-5300	B3
22	Jaycee Park	12100 Oak Park Blvd	C10	62	Trees Edge Park	1731 113th Ln	D9				
23	Jefferson Park	12833 Jefferson St	B12	63	Van Buren Park	828 95th Ln	B4	269	Roosevelt Middle School	763-506-5800	B11
24	Jim Peterson Athletic Complex	12302 Cloud Dr	F11	64	West Lake Park	11903 South Lake Blvd	G10	271	Blaine High School	763-506-6500	A12
25	Kane Meadows Park	2946 Rice Creek Pkwy	G2	65	Westwood Park	8819 Able St	B2	272	Centennial High School	763-792-5000	L6
26	Laddie Lake Park	1051 87th Ave	C2	66	Xylite Park	9033 Xylite St	G3				
27	Lakeside Park	1556 116th Ave	D9	67	Kane Meadows East #10		G2				
28	Lakeside Commons Park	3020 Lakes Pkwy	H11	68	Kane Meadows West #8		G2				
29	Legacy Creek Park	12714 Legacy Creek Pkwy	I12	69	Blaine Wetland Sanctuary	11980 Lexington Ave	J10				
30	Lexington Athletic Complex	4286 121st Ave	K10	70	Legacy Woods Open Space		I13				
31	Little Bit Park	8616 Polk St	B2	71	Oak Savannah #6		H10				
32	Little League Park	730 113th Ave	B8	72	Hidden Ponds #4	11465 Polk St	C9				
33	Lochness Park	11121 Lexington Ave	K9	73	Kane Meadows North #11		H3				
34	London Park	11913 London St	E10	74	Kane Meadows South #9		G2				
35	Mary Elizabeth Park	8630 Eldorado St	D2	75	Sunrise Ponds Open Space		K13				
36	Meadowbrook Park	12650 Madison St	B12								
37	North Oaks West Park	3092 Rodeo Dr	H8								
38	Northwood Park	12047 Oak Park Blvd	B11								
39	Oak Creek Park	854 Paul Pkwy	B11								
40	Olympia Park	1047 98th Ave	C5								



City of Blaine
10801 Town Square Drive NE
Blaine, MN 55449
763-784-6700

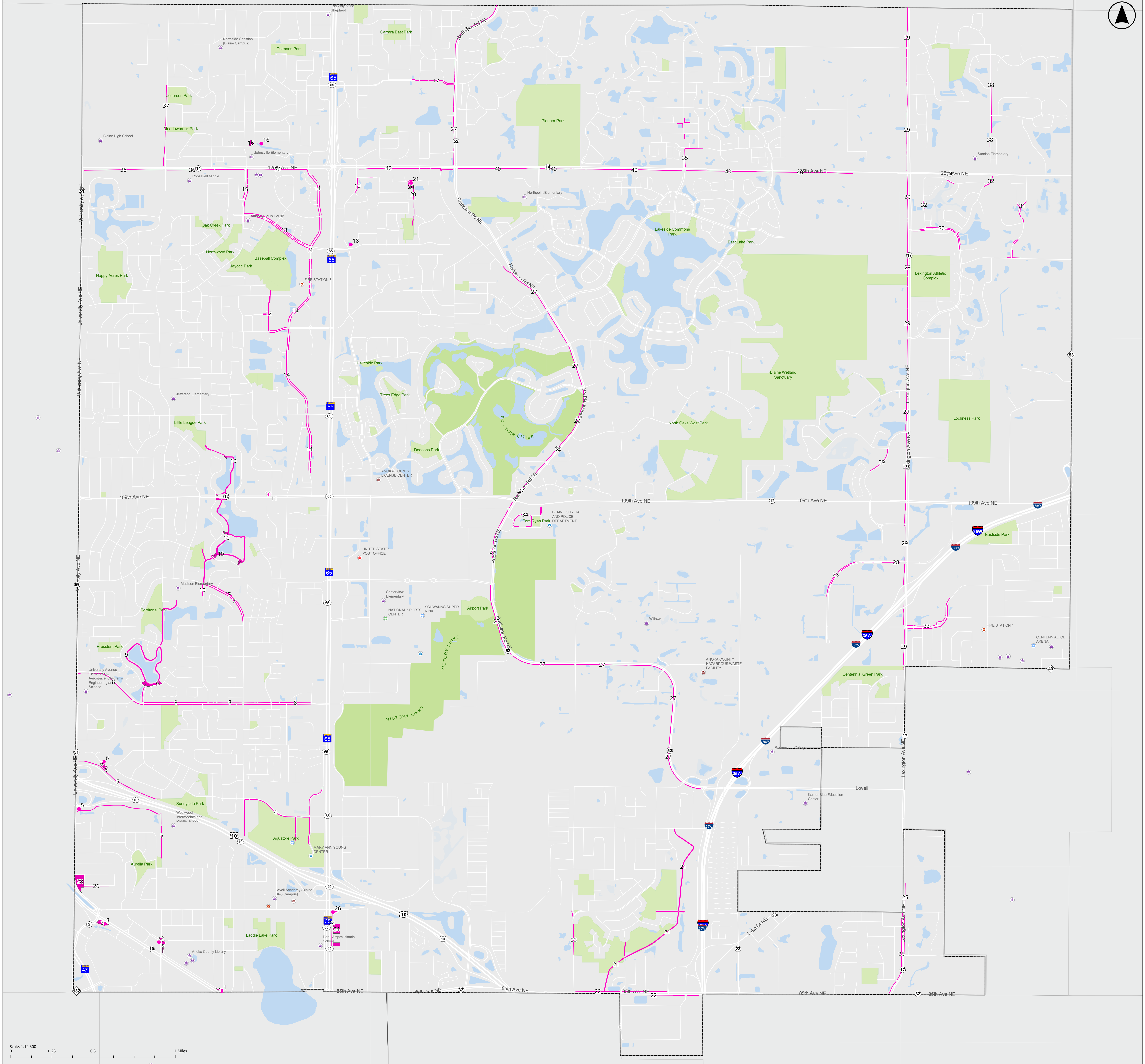
Parks and Recreation Department

www.blaineparks.com

763-785-6164

 BlaineParks.com		Grid Location	Acres	Type of Park	Baseball Field	Softball Field	Multi-Use Field	Hockey Rink	Ice Skating Rink	Basketball Court	Tennis Court	Park Building	Picnic Shelter	Picnic Tables	Parking Spaces / ADA Spaces	Playground	Open Play Field	Trails / Walkways	Lake / Pond	Other Amenitirs
1	Airport Park	E6	13.9	CP		4							■	■	258/6			■		
2	Aquatore Park	C3	66.3	CP		3	2			■		■	2	■	463/12	■	■	■		Dog Park
3	Aurelia Park	A3	8.9	NP		3		■	■	■	■	■	■	■	20/1	■		■		
4	Austin Park	J2	6.0	NP		■				■				■		■	■	■		Pickleball (2)
5	Baseball Complex	C10	44.1	CP	6		■					■	■	■	262/14	■	■	■	■	Challenger League Field
6	Broken Oaks Park	D12	1.9	MP						■						■	■	■		
7	Carrara East Park	D13	7.4	NP		■			■	■	■			■	17/1	■	■	■		
8	Carrara West Park	D13	5.5	MP														■	■	
9	Centennial Park	L6	1.5	MP						■				■		■	■			
10	Centennial Green Park	J5	25.0	NP		■				■	■			■	22/1	■	■	■	■	
11	Cloverleaf Park	B5	11.9	NP	1										31/1	■	■	■		
12	Colony Preserve Park	C5	0.5	MP						■			■	■		■		■		
13	Deacons Park	E8	11.8	NP					■	■			■	■	8/1	■	■	■		Volleyball Court
14	East Lake Park	I11	6.8	NP						■			■	■	10/1	■	■	■		
15	Eastside Park	L7	14.6	NP		2				■			■	■	23/1	■	■	■		
16	Fillmore Park	C7	1.1	MP						■						■	■	■		
17	Fort Lion Park	A8	0.5	MP												■				
18	Happy Acres Park	A10	29.4	CP	3			3	■			■	■	■	61/3	■	■	■		
19	Harpers Park	H13	1.8	MP						■			■	■		■		■		
20	Hidden Ponds Park	C9	2.3	MP						■			■	■		■	■	■		Pickleball (3)
21	Ivy Hills Park	E11	5.5	NP		■				■			■	■	7/1	■		■		
22	Jaycee Park	C10	9.2	NP						■			■	■			■	■		
23	Jefferson Park	B12	8.3	NP		■				■			■	■	32/1	■	■	■		
24	Jim Peterson Athletic Complex	F11	22.4	CP	2		2	■	■	■	4				55/5		■	■		
25	Kane Meadows Park	G3	8.7	NP						■			■	■		■		■		
26	Laddie Lake Park	C2	15.1	NP									■	■	19/1			■	■	
27	Lakeside Park	D9	2.7	NP						■			■	■		■	■	■	■	
28	Lakeside Commons Park	H11	8.9	CP								2	■	■	171/9	■	■	■	■	Beach / Splash Pad / Volleyball Court / Dock
29	Legacy Creek Park	I12	1.6	MP						■			■	■	5	■	■	■		
30	Lexington Athletic Complex	K10	37.4	CP	2		4	■	■	■	2	■	■	■	380/15	■		■		Pickleball (4)
31	Little Bit Park	B2	0.7	MP						■						■				
32	Little League Park	B8	11.0	NP		2							■	■	42/1	■	■	■		
33	Lochness Park	K9	89.2	CP									2	■	42/2		■	■	■	Disc Golf
34	London Park	E10	2.5	MP						■			■	■		■	■			
35	Mary Elizabeth Park	D2	5.2	NP		■				■			■	■	10/1	■	■	■		
36	Meadowbrook Park	B12	3.3	MP												■		■		
37	North Oaks West Park	H8	6.5	MP						■						■				
38	Northwood Park	B11	10.2	NP		■				■					26/2	■	■	■		
39	Oak Creek Park	B11	5.2	MP												■	■	■		
40	Olympia Park	C5	1.1	MP						■						■	■	■		
41	Ostmans Park	C13	8.2	NP		2		■	■	■		■	■	■	16/1	■	■	■	■	
42	Palmer Park	E9	2.8	MP									■	■		■		■		
43	Pine Grove Gardens Park	D9	2.6	NP														■		
44	Pioneer Park	F12	100.0	CP									■	■	16/1			■		Boardwalk
45	President Park	A6	5.3	NP						■						■	■	■		
46	Quail Creek Park	F13	5.4	NP						■			■	■		■	■	■		
47	Quincy Park	B7	6.7	NP		2			■	■			■	■	38/1	■		■		
48	Radisson Woods Park	G8	0.6	MP						■						■		■		
49	Sanctuary North Park	G7	0.9	MP						■			■	■		■		■		
50	Santuacy Preserve Park	J8	1.2	MP									■	■		■		■		
51	Sanctuary South Park	G6	1.1	MP						■				■		■		■		
52	Savanna Grove Park	I12	2.7	MP														■		
53	South Lake Park	H10	0.9	MP									■	■		■		■		
54	Sunnyside Park	B4	12.9	NP						■		■			21/1	■	■	■		
55	Sunrise Ponds Park	K13	1.8	NP										■	30/2	■	■	■	■	
56	Suzanne Park	C7	1.0	MP												■				
57	Swan Park	A5	1.2	MP									■	■		■	■	■		
58	Territorial Park	A6	14.8	NP							1			■	9/1			■	■	Pickleball (2)
59	The Commons Park	D8	1.1	MP									■	■			■			
60	The Green Park	D8	0.9	MP									■	■				■		
61	Tom Ryan Park	F7	1.6	CP									■	■	267/8			■		Water Fountain / Veterans Memorial
62	Trees Edge Park	D9	5.1	NP												■	■	■		
63	Van Buren Park	B4	2.8	MP						■						■	■	■		
64	West Lake Park	G10	10.3	NP						■			■	■	9	■	■	■	■	
65	Westwood Park	B2	1.6	MP												■	■			
66	Xylite Park	G3	7.2	NP		■			■		■			■	5/1	■	■	■		
67	Kane Meadows East #10	G2	20.7	OS														■		
68	Kane Meadows West #8	G2	15.7	OS																
69	Blaine Wetland Sanctuary	J10	528.0	OS											27/2			■		Boardwalk
70	Legacy Woods Open Space	I13	10.1	OS														■		
71	Oak Savannah #6	H10	6.7	OS														■		
72	Hidden Ponds #4	C9	5.3	OS														■		
73	Kane Meadows North	H3	17.6	OS														■		
74	Kane Meadows South	G2	12.5	OS														■		
75	Sunrise Ponds Open Space	K13	11.8	OS														■		

CP - Community Parks / Playfields, MP - Mini-Park, NP - Neighborhood Park, OS - Open Space



City of Blaine | GIS and Data Services

Seasonal Mowing - Route 6

- Mow Routes (points)
- Mow Routes (lines)
- Mow Routes (polygons)
- - - City Border (line)
- City Parks

Route 6 Distance: 39.89 Miles

Date: January 06, 2026
Author: GIS & Data Services
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