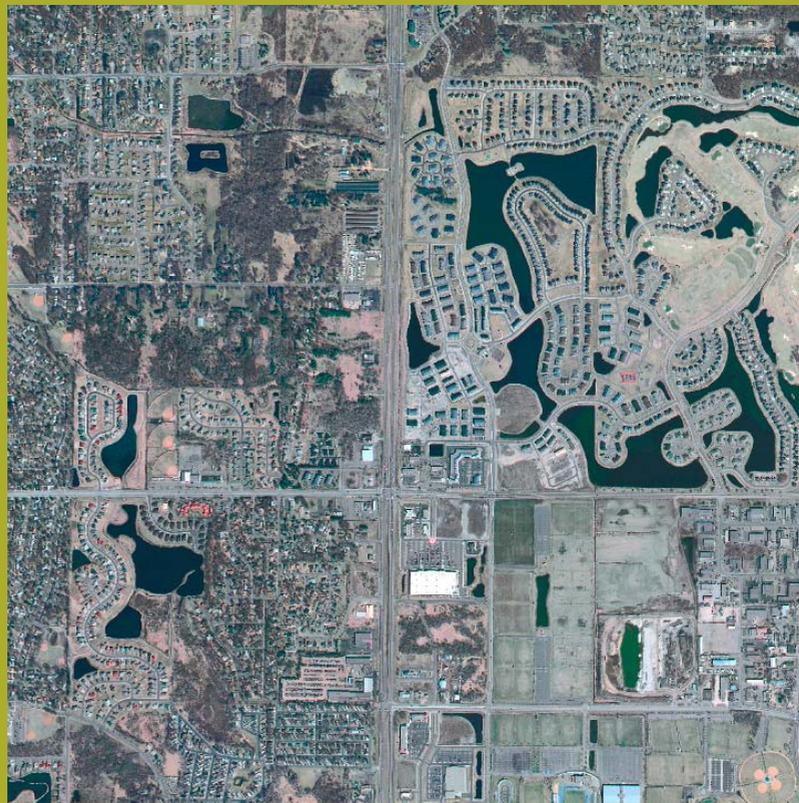


City of Blaine Comprehensive Plan Update

November 2009



City of Blaine



City of Blaine 2009 Comprehensive Plan Update

Table of Contents

Page

Chapter 1 – Introduction	1-1
General Goals.....	1-1
History of Blaine	1-2
Recent Planning History	1-3
Comprehensive Planning Process	1-3
Metropolitan Council	1-4
Forecasts	1-5
Chapter 2 – Natural Resources	2-1
Natural Resource Coals.....	2-1
Natural Resources Inventory.....	2-1
Open Spaces and Greenways	2-4
Open Space Management Plan	2-5
Chapter 3 – Housing	3-1
Housing Goals	3-1
Housing Overview	3-2
Housing Conditions in Blaine and Nearby Communities	3-11
Housing Demand in Blaine.....	3-15
Housing Implementation.....	3-24
Chapter 4 – Economic Development	4-1
Economic Development Goals	4-1
Economic Snapshot.....	4-1
Employees and Employers.....	4-5
Travel Time.....	4-7
Major Industrial/Manufacturing Employers	4-8
Work Force.....	4-9
Household Income	4-9
Economic Development Implementation.....	4-11

Chapter 5 – Land Use	5-1
Land Use Goals	5-1
Existing Land Use	5-5
Future Land Use	5-8
Residential Land Use.....	5-11
Commercial Land Use	5-12
Industrial Land Use	5-13
2030 Comprehensive Plan	5-19
Land Use Changes	5-26
Land Use Implementation – Redevelopment Areas	5-32
Protecting Special Resources	5-44
Chapter 6 – Parks, Trails and Recreation.....	6-1
Parks, Trails and Recreation Goals.....	6-1
Existing Park System	6-2
Park Classifications	6-3
Trends	6-12
Future Needs	6-17
Park and Trail Maintenance	6-26
Implementation Strategies	6-26
Chapter 7 – Transportation.....	7-1
Transportation Goals	7-1
Existing Roadway System Characteristics	7-3
Socio-Economic Data	7-6
Year 2030 Traffic Volume Projections.....	7-6
Functional Classification of Roadways	7-10
Level of Service	7-26
Access Management.....	7-27
Roadway Safety	7-32
Transit.....	7-34
Park and Ride	7-35
Transit Supportive Land Uses	7-35
Bike and Pedestrian	7-38
Aviation.....	7-38
Transportation Implementation	7-46

Chapter 8 – Surface and Stormwater Management	8-1
Surface and Stormwater Management Goals	8-1
Local Surface Water Management Plan (LSWMP)	8-1
Land and Water Resources Inventory	8-5
Problems and Possible Corrective Actions	8-6
Surface Water System Goals and Policies	8-6
Implementation Plan	8-7
Chapter 9 – Sanitary Sewer	9-1
Sanitary Sewer Goals	9-1
Individual Sewage Treatment Systems (ISTS)	9-1
Staging	9-2
Forecasted Sewer Flow	9-2
Inflow and Infiltration	9-2
Chapter 10 – Water	10-1
Water Supply Goals	10-1
Background	10-1
Forecasts	10-2
Water Supply System	10-2
Emergency Response Procedures	10-5
Water Conservation Plan	10-5
Water Implementation	10-6
Capital Improvement Plan	10-6
Performance Measures	10-6
Chapter 11 – Community Facilities	11-1
Community Facilities Goals	11-1
Police, Fire, Public Schools, Recreational Facilities, Other Government Facilities	11-1

Appendix A – System Statement

Appendix B – SHPO Statewide Survey Results

Appendix C – Adjacent Community and Jurisdictions Comments and Response

Appendix D – Planning Commission Minutes December 2008

Appendix E – Summary – Blaine 2030 Citizens Advisory Committee

Appendix F – Description of Official Controls – Implementation Steps

List of Tables

Chapter 1 – Introduction

Table 1-1 Socioeconomic Forecasts for the City of Blaine 1-5

Chapter 2 – Natural Resources (No Tables)

Chapter 3 – Housing

Figure 3-1 Summary of Metropolitan Trends in the Housing Market 3-10
Figure 3-2 Housing Growth Trends in Blaine, Coon Rapids, and No. Central Metro 3-16
Figure 3-3 Population History and Forecasts 3-16
Figure 3-4 Age of Population, 2000 3-17
Figure 3-5 Household History and Forecasts 3-17
Figure 3-6 Race, 2000 3-18
Figure 3-7 Blaine Land Area Projections Based on Market Driven Growth 3-21
Figure 3-8 2007 Housing Performance Scores 3-22
Figure 3-9 Blaine Affordable Housing Need Allocation 3-23

Chapter 4 – Economic Development

Table 4-1 Employment and Household Growth – Blaine 4-6
Table 4-2 Jobs Per Household – Nearby Communities 4-6
Table 4-3 Means of Transportation to Work, 2000 4-7
Table 4-4 Commute Time, 2000 4-7
Table 4-5 Major Employers 4-8
Table 4-6 Number of Employees by Industry, 2006 4-8
Table 4-7 Educational Attainment, 2000 4-9
Table 4-8 Household Income, 2000 4-9
Table 4-9 Comparison of Median Household Incomes, 2000 4-10

Chapter 5 – Land Use

Table 5-1 Existing Land Use	5-8
Table 5-2 Future Land Use Categories	5-9
Table 5-3 2020 Land Use.....	5-19
Table 5-4 2030 Land Use.....	5-25
Table 5-5 Land Use Staging	5-26

Chapter 6 – Parks, Trails and Recreation

Table 6-1 Types of Blaine Parks, 2008.....	6-5
Table 6-2 National Top Recreational Activities, 2005 NSGA.....	6-12
Table 6-3 National Youth Participation Trends, 2005 NSGA.....	6-14
Table 6-4 Projected Park System Acreage Needs, 2008.....	6-17
Table 6-5 Projected Athletic Facility Need, 2008.....	6-18
Table 6-6 Projected Facility Acreage and Cost, 2008	6-18
Table 6-6 Projected Facility Acreage and Cost, 2008	6-18
Table 6-7 Annual Cost for Park Maintenance, 2007	6-26
Table 6-8 Annual Cost for Trail Maintenance, 2008.....	6-26

Chapter 7 – Transportation

Table 7-1 Metropolitan Council Forecasts for City of Blaine – 2008	7-6
Table 7-2 Forecasted Growth by TAZ.....	7-9
Table 7-3 Principal Arterials (Part 1).....	7-20
Table 7-4 Principal Arterials (Part 2).....	7-21
Table 7-5 Minor Arterials (Part 1).....	7-22
Table 7-6 Minor Arterials (Part 2).....	7-23
Table 7-7 Collector and Local Streets (Part 1)	7-24
Table 7-8 Collector and Local Streets (Part 2)	7-25
Table 7-9 Generalized Average Daily Traffic Volume Thresholds.....	7-26
Table 7-10 Level of Service Description.....	7-27
Table 7-11 MnDOT Access Categories.....	7-29
Table 7-12 MnDOT Access Spacing Guidelines (IRCS).....	7-30
Table 7-13 MnDOT Access Spacing Guidelines (Non-IRCS).....	7-31
Table 7-14 Anoka County Access Spacing Guidelines	7-32
Table 7-15 Metropolitan Transit Market Areas	7-34

Chapter 8 – Surface and Stormwater Management

Table 8-1 Regulatory Control8-5

Chapter 9 – Sanitary Sewer

Table 9-1 Forecasted Flows for Blaine9-2

Table 9-2 Estimated Future Flows to MCES Interceptors9-2

Chapter 10 – Water

Table 10-1 Projected Water Demand..... 10-2

Chapter 11 – Community Facilities (No Tables)

List of Figures

Chapter 1 – Introduction

Figure 1-1 Location of Blaine within the Twin Cities Metropolitan Area..... 1-2
 Figure 1-2 Metropolitan Council 2030 Framework..... 1-6

Chapter 2 – Natural Resources

Figure 2-1 Natural Resource Inventory (2000) 2-3
 Figure 2-2 Greenway Corridors 2-7
 Figure 2-3 Open Space Management Plan Sites..... 2-8

Chapter 3 – Housing

Figure 3-1 Historical and Forecasted Growth Trends, 16-County Twin Cities Region 3-2
 Figure 3-2 16-County Twin Cities Metropolitan Region 3-3
 Figure 3-3 Age Distribution of the Population by Age Group, 16-County Region 3-4
 Figure 3-4 Net Gain in Population, 16-County Twin Cities Region 3-4
 Figure 3-5 Net Gain in Households and Housing Units by Decade, 16-County Region..... 3-5
 Figure 3-6 Net Gain in Housing Units by Location by Decade, 16-County Region..... 3-6
 Figure 3-7 Expansion of the Contiguous Edge of Development, 1950 to 2000 3-7
 Figure 3-8 Decade Unit Was Built by Unit Type, 16-County Region 3-8
 Figure 3-9 House Prices and Median Family Income, Twin Cities 3-9
 Figure 3-10 Age of Housing Stock, 2000 3-11
 Figure 3-11 household Tenure, 2000 3-12
 Figure 3-12 Units in Structure, 2000 3-12
 Figure 3-13 Distribution of New Units by Type, 2000-2006 3-13
 Figure 3-14 Residential Construction Trends, 2000-2006 3-14
 Figure 3-15 Median Home Price 2000-2006..... 3-15
 Figure 3-16 Potential Demand for Housing in Blaine, 2007-2010 3-19
 Figure 3-17 Potential Demand for Housing in Blaine, 2010-2020 3-20
 Figure 3-18 Potential Demand for Housing in Blaine, 2020-2030 3-21

Chapter 4 – Economic Development

Figure 4-1 Occupied Multi-Tenant Office and Industrial Space, Twin Cities Metro Area..... 4-2
Figure 4-2 Projected Employment Growth by Sector, 2004-2014 4-3
Figure 4-3 Occupied Office and Industrial Space, Anoka County & Suburban Ramsey 4-4
Figure 4-4 Projected Job Growth, 2000-2030..... 4-5
Figure 4-5 Local Employment Per Household 4-6

Chapter 5 – Land Use

Figure 5-1 Surface Water 5-4
Figure 5-2 Existing Land Use..... 5-7
Figure 5-3 Planned Land Use (2020) 5-14
Figure 5-3A Planned Land Use (2020) Northeast Quadrant..... 5-15
Figure 5-3B Planned Land Use (2020) Northwest Quadrant 5-16
Figure 5-3C Planned Land Use (2020) Southwest Quadrant..... 5-17
Figure 5-3D Planned Land Use (2020) Southeast Quadrant..... 5-18
Figure 5-4 Planned Land Use (2030) 5-20
Figure 5-4A Planned Land Use (2030) Northeast Quadrant..... 5-21
Figure 5-4B Planned Land Use (2030) Northwest Quadrant 5-22
Figure 5-4C Planned Land Use (2030) Southwest Quadrant..... 5-23
Figure 5-4D Planned Land Use (2030) Southeast Quadrant..... 5-24
Figure 5-5 Land Use Changes with 2030 Comprehensive Plan 5-28
Figure 5-6 Potential Redevelopment Areas in 2030 Comprehensive Plan 5-31

Chapter 6 – Parks, Trails and Recreation

Figure 6-1 Existing City Parks..... 6-6
Figure 6-1A Existing City Parks Northeast Quadrant 6-7
Figure 6-1B Existing City Parks Northwest Quadrant..... 6-8
Figure 6-1C Existing City Parks Southwest Quadrant 6-9
Figure 6-1D Existing City Parks Southeast Quadrant 6-10
Figure 6-2 Park Facility Inventory, 2008, City of Blaine 6-11
Figure 6-3 Community Survey Results of Community Amenities, 2007 Springsted 6-15
Figure 6-4 Community Survey Results of Future Amenities, 2007 Springsted 6-16
Figure 6-5 Community Survey Results on a New Family Center, 2007 Springsted 6-16
Figure 6-6 Existing and Proposed Sidewalks and Trails 6-20
Figure 6-6A Existing and Proposed Sidewalks and Trails Northeast Quadrant..... 6-21
Figure 6-6B Existing and Proposed Sidewalks and Trails Northwest Quadrant 6-22

Figure 6-6C Existing and Proposed Sidewalks and Trails Southwest Quadrant	6-23
Figure 6-6D Existing and Proposed Sidewalks and Trails Southeast Quadrant.....	6-24
Figure 6-7 CIP Plan for Trail Improvements.....	6-25

Chapter 7 – Transportation

Figure 7-1 Functional Classification of Roadways.....	7-5
Figure 7-1A Anoka County 2030 Forecast Adjusted ADT Volume (Portion).....	7-7
Figure 7-2 Traffic Assignment Zones (TAZ)	7-8
Figure 7-3 Relationship of Functional Classification to Mobility and Land Use	7-11
Figure 7-4 Existing Functional Roadway Classifications.....	7-13
Figure 7-4A Existing Functional Roadway Classifications Northeast Quadrant	7-14
Figure 7-4B Existing Functional Roadway Classifications Northwest Quadrant.....	7-15
Figure 7-4C Existing Functional Roadway Classifications Southwest Quadrant.....	7-16
Figure 7-4D Existing Functional Roadway Classifications Southeast Quadrant	7-17
Figure 7-5 Future Functional Roadway Classifications.....	7-18
Figure 7-6 High Incidence Crash Locations	7-33
Figure 7-7 Existing Transit Service	7-36
Figure 7-8 Future Transit Service	7-37
Figure 7-9 Anoka County/Blaine Airport and Vicinity	7-40
Figure 7-10 Regional Airport System	7-41
Figure 7-11 Anoka County/Blaine Airport Safety Zone Expansions.....	7-43
Figure 7-12 Anoka County/Blaine Airport Noise Contours.....	7-45

Chapter 8 – Surface and Stormwater Management

Figure 8-1 Existing Storm Sewer System	8-3
Figure 8-2 Surface Water	8-4

Chapter 9 – Sanitary Sewer

Figure 9-1 Sanitary Sewer System.....	9-4
---------------------------------------	-----

Chapter 10 – Water

Figure 10-1 Existing Water System	10-4
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Chapter 11 – Community Facilities

Figure 11-1 Community Facilities	11-2
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City of Blaine

2008 Comprehensive Plan Update

Acknowledgments

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Chapter 1 – Introduction

GENERAL GOALS

Goal 1

The City Council recognizes the City is an integral part of the Metropolitan community. Wherever possible, the City shall play an active role in integrating and coordinating planning and policies which impact our citizens in areas such as transportation, housing, and recreation.

Goal 2

The City is committed to a policy of increasing citizen involvement and participation in government and community organizations. The City will continue to provide methods of communicating news and issues to the community and offer greater access to information resources.

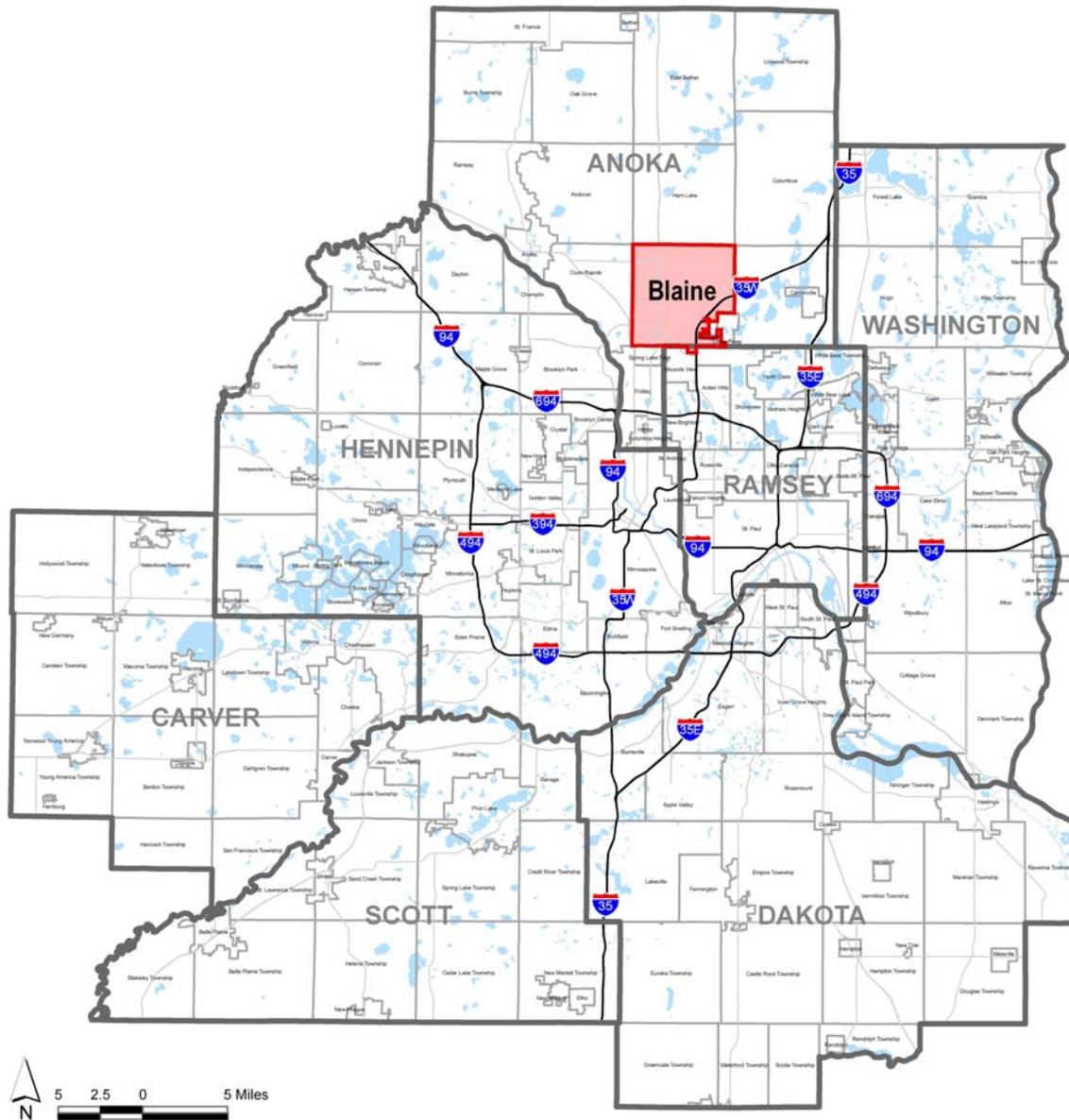
The City of Blaine is located in southern Anoka County, the northernmost county in the Twin Cities Metropolitan Area and a small portion of Ramsey County (Figure 1-1). Blaine is comprised of 34 square miles and is approximately 20 miles north of the St. Paul Central Business District (CBD) and 16 miles north of the Minneapolis CBD. Blaine is bordered by the City of Ham Lake to the north. The cities of Lino Lakes, Circle Pines, and Lexington form the eastern border of Blaine. To the south, Blaine is bounded by the cities of Shoreview, Mounds View, and Spring Lake Park. The City of Coon Rapids is located to the west of Blaine.

The population of Blaine has grown from 38,975 in 1990 to 45,014 in 2000, an increase of almost 1.5 percent per year. The Metropolitan Council estimates that the 2007 population of Blaine was 56,725, an annual increase of 3.4 percent annually since 2000. The population growth in Blaine is a result of regional growth spreading from the Minneapolis and St. Paul CBDs.

The most dominant land use in Blaine is residential (single-family), though other land uses occupy large amounts of land. For example, a significant portion of Blaine's land is used for the Blaine-Anoka County Airport. Also, large tracts of land along Highway 65 are used for commercial purposes with important nodes along Highway 10 in the southwest corner of the City as well as at the Interstate 35W and Lexington Avenue interchange. Industrial land uses are situated in many areas adjacent to the Blaine-Anoka County Airport and along Interstate 35W between Lexington Avenue and Blaine's border with Shoreview. There is also a significant amount of wetland area within Blaine.

Blaine is home to the 600-acre National Sports Center, the world's largest amateur sports facility. Since its opening in 1990, the National Sports Center has attracted over 22 million visitors from around the state of Minnesota and other areas of the country. The City of Blaine is also served by several major transportation routes, including Highway 65, Highway 10, and I-35W, providing for easy access to downtown Minneapolis and other key locations in the metro area.

FIGURE 1-1 – LOCATION OF BLAINE WITHIN THE TWIN CITIES METROPOLITAN AREA



HISTORY OF BLAINE

Phillip Laddy is recognized as Blaine’s first settler. Laddy, a native of Ireland, settled near what is today referred to as Laddie Lake, in 1862. At this time, Blaine was still considered as part of the City of Anoka. Laddy died shortly after his arrival, and his survivors traveled on to Minneapolis. A short time later, Englishman George Townsend briefly settled in the area where Lever Street and 103rd Avenue are located today. In 1865, Blaine’s first permanent settler, Green Chambers, a former slave from Barron County, Kentucky, arrived in Blaine and settled on the former Townsend claim. George Wall, Joseph Gagner, and several others settled in the area in 1870, and the settlement began to grow.

In 1877, Blaine separated from the City of Anoka and became its own Township. Moses Ripley, a native of Maine, served as the first Chairman of the Board of Supervisors. He convinced other Board Members that the Township should be named Blaine in honor of James G. Blaine, a senator and presidential candidate from Maine. Three years later, the Township's population had grown to 128.

While early growth in many Anoka County communities is attributed to farming activities, Blaine's sandy soils and numerous wetlands made farming difficult. Therefore, the area was used mainly for hunting, and growth was slow. After World War II, starter home developments were constructed in the southern portion of Blaine and the City's growth rate increased. In 1950, Blaine's population was only 1,694. However, by 1970 the number of residents in Blaine had increased to 20,640. This growth continued as the Minneapolis-St. Paul area experienced rapid growth.

RECENT PLANNING HISTORY

A comprehensive plan is intended to establish the general principles that will guide the future growth and redevelopment of the community. Although there are a lot of technical details in a comprehensive plan, it is important to remember that it is still predominantly a long range policy document and additional technical reports, plans and studies may be necessary over time to provide additional attention to important issues or to address changing conditions. For example, below are some of the significant additional reports, plans and studies that have been created in the period since the last comprehensive plan was completed:

- 1998 – Last Comprehensive Plan Completed
- 2000 – Water Resources Management Plan
- 2000 – Natural Resources Inventory
- 2001 – Open Space/Greenway Plan
- 2002 – Comprehensive Water Plan
- 2002 – Northeast Area Plan (amendment to Comprehensive Plan)
- 2003 – Transportation Plan
- 2005 – Comprehensive Sewer Plan
- 2007 – Community Survey

The City of Blaine's Comprehensive Plan will document the significant growth and change that the community has undergone in recent years, outline the community's aspirations for the future and identify the steps that can be taken to turn those goals into reality. This process will provide a guide for making decisions concerning the community's future.

COMPREHENSIVE PLANNING PROCESS

Phase 1

The first phase included the establishment of the Comprehensive Plan Advisory Committee to assist the City Council, Planning Commission and City Staff in the creation of the comprehensive plan. A background report was prepared that established the baseline condition for the plan and identified census and other data that helped to define issues that would need to be addressed in the planning effort. This report was presented to the Advisory Committee and the City Council.

This phase also included several opportunities for public input. Three community meetings were held (two with residents and one with business owners) to identify the community's perceived Strengths, Weaknesses, Opportunities and Threats (SWOT). In addition, a telephone survey of residents who matched the demographics of the city was conducted that consisted of approximately 400 completed interviews.

Finally, a meeting was held with the City Council to identify and prioritize issues critical to the comprehensive plan.

Phase 2

The second phase was dedicated to the formulation of the goals that would guide in the preparation of the plan. The input from Phase 1 was analyzed and draft goals were created based on this input. The draft goals were then presented to the Planning Commission, Park Board, Natural Resources Conservation Board, and Comprehensive Plan Advisory Committee. The City Council then reviewed the draft goals as well as all of the committee comments and made amendments to the goals.

Phase 3

The final phase of the process involved the preparation of the draft comprehensive plan based on the goals established in the second phase. This draft plan was reviewed by the Advisory Committee, the Planning Commission and the Park Board. An open house for the public was held to introduce the draft plan to the public. Following these reviews, a public hearing was held on the plan by the Planning Commission and the City Council authorized the submittal of the plan to the Metropolitan Council and surrounding communities.

Phase 4

Input from surrounding communities and the Metropolitan Council was received, considered and integrated into the final document as needed. The final plan was then reviewed by the City Council and formally adopted.

METROPOLITAN COUNCIL

In 1967, the Minnesota Legislature created the Metropolitan Council to plan and coordinate the orderly development of the seven-county metropolitan area. Minnesota law requires every municipality and county within the metropolitan area to prepare and submit a comprehensive plan to the Metropolitan Council that addresses all required components of the 2030 Regional Development Framework. The City's plan must be consistent with the Metropolitan Council's system plans. To assist local governments in this effort, the Metropolitan Council issues a "Systems Statement" to each community that describes the specific areas that must be addressed as part of the local comprehensive plan. The City of Blaine received its revised Systems Statement in September 2005 and is required to submit its 2030 Comprehensive Plan to the Metropolitan Council by the end of 2008. The System Statement is contained in Appendix A.

The City's 2030 Comprehensive Plan will focus on conformance with the metropolitan plans for transportation, water resources, wastewater services, housing, land use, regional parks and open space. The City's plan is also reviewed for consistency with Metropolitan Council policies and plans and compatibility with adjacent and affected government units such as Anoka and Ramsey County, the cities of

Coon Rapids, Andover, Ham Lake, Lino Lakes, Shoreview, Spring Lake Park, Mounds View, Fridley, Lexington, Circle Pines, Columbus, school districts, and watershed management organizations. In addition, planning efforts are coordinated with government agencies such as the Minnesota Department of Natural Resources, MnDOT, the State Historic Preservation Office and the Pollution Control Agency.

FORECASTS

Table 1-1 presents forecasts for population, household and employment to aid in planning for the future. It should be noted that the figures included in Table 1-1 differ from the forecasts published by the Metropolitan Council in the following ways:

- 2010 population and households has been revised downward to account for the recent slowdown in residential development. Population has been reduced from 66,700 to 59,100, and households have been reduced from 24,700 to 21,500.
- 2010 employment has been revised upward to account for data released by the Minnesota Department of Employment and Economic Development, which indicates that sometime in 2006 the city’s employment eclipsed the Council’s forecast. Employment has been increased from 20,870 to 22,700.
- 2020 and 2030 employment has been revised upward because the amount of commercial and industrial land available for development suggests a higher number of jobs could be accommodated. Employment in 2020 has been increased from 23,740 to 27,200, and in 2030 it has been increased from 25,350 to 28,500.

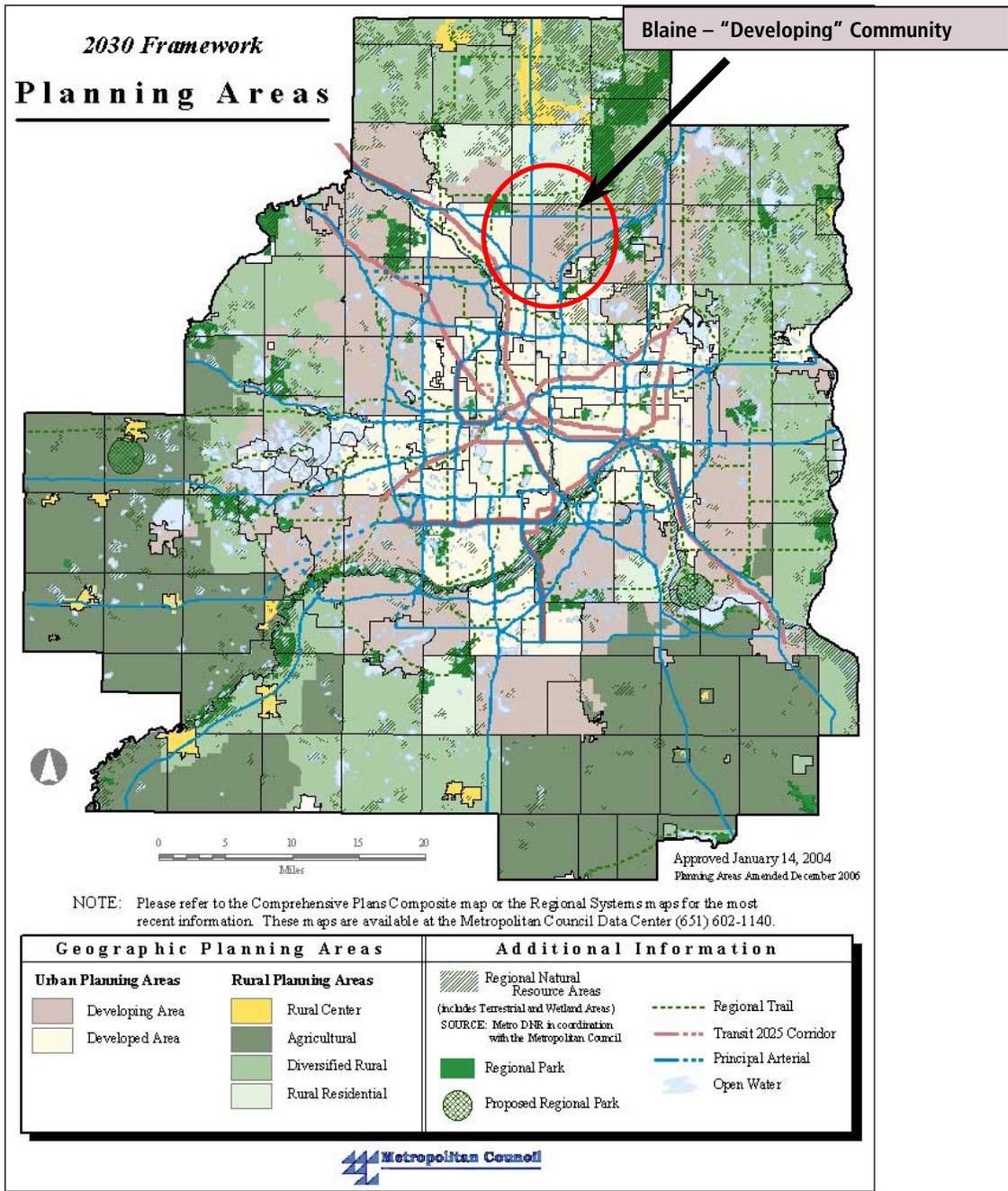
TABLE 1-1: SOCIOECONOMIC FORECASTS FOR THE CITY OF BLAINE

	1990	2000	2010	2020	2030
Population	38,975	45,014	59,100	76,100	78,000
Households	12,825	15,926	21,500	29,300	31,200
Employment	11,751	16,757	22,700	27,200	28,500

Sources: Metropolitan Council 2030 Regional Development Framework; City of Blaine

The City of Blaine is classified by the Metropolitan Council as a “Developing Community.” The Metropolitan Council defines “developing community” as a part of the region that is in the path of urban growth (Figure 1-2). The Metropolitan Council’s Regional Development Framework sets an overall minimum residential density standard of 3 to 5 units per acre in developed and developing areas where urban service is located or planned. Blaine’s System Statement states that as the City plans for the future, it should focus on protecting natural resources, ensuring sufficient public infrastructure, and developing transition strategies to increase density and encourage infill development. Where appropriate, the City should also identify and preserve areas for post 2030 growth. The intent of this comprehensive plan is to comply with the system statement.

FIGURE 1-2 – METROPOLITAN COUNCIL 2030 FRAMEWORK



Chapter 2 – Natural Resources

NATURAL RESOURCES GOALS

Goal 1

A plan, both physical and financial, should be developed for the large 500-acre City owned wetland/natural area lying north of 109th Avenue. The area should be examined for development of trail linkages, nature demonstration areas, wildlife viewing, and passive natural recreation opportunities including wetland, animal and plant habitat restoration. (also a Parks, Trails, and Recreation and Land Use goal)

Goal 2

Promote preservation of the natural environment to protect trail and greenway corridors, preserve and conserve open space, provide appropriate public access, and offer environmental education opportunities. New development areas such as Pheasant Ridge Business Park and Finn Farm development should be designed to take advantage of the open space and wetland areas and enhance those areas as amenities for the community. (also a Parks, Trails, and Recreation and Land Use goal)

Goal 3

The City will develop and promote policies as well as Best Management Practices which address environmental concerns, including: recycling, conservation, water quality, flooding, wellhead protection, open space, pollution, toxic wastes, wildlife, wetlands, and woodlands and low impact development standards for new development and redevelopment where appropriate. (also a Water Supply and Stormwater goal)

NATURAL RESOURCES INVENTORY

The City of Blaine completed a Natural Resources Inventory (NRI) of upland and wetland plant communities in 1999-2000. The purpose of the inventory was to:

- Locate and evaluate the remaining natural and open space areas within the city, to determine their public value and potential for restoration
- Prioritize natural community areas for potential acquisition based on their ecological and cultural values
- Identify possible linkages
- Involve local citizens and City staff in all phases of the inventory and decision-making process

During the inventory, ecologists assessed 464 sites, including 100 terrestrial sites and 364 wetlands. Of these, 84 sites rated as excellent or high quality, 171 rated moderate, and 94 as low quality. 14 sites

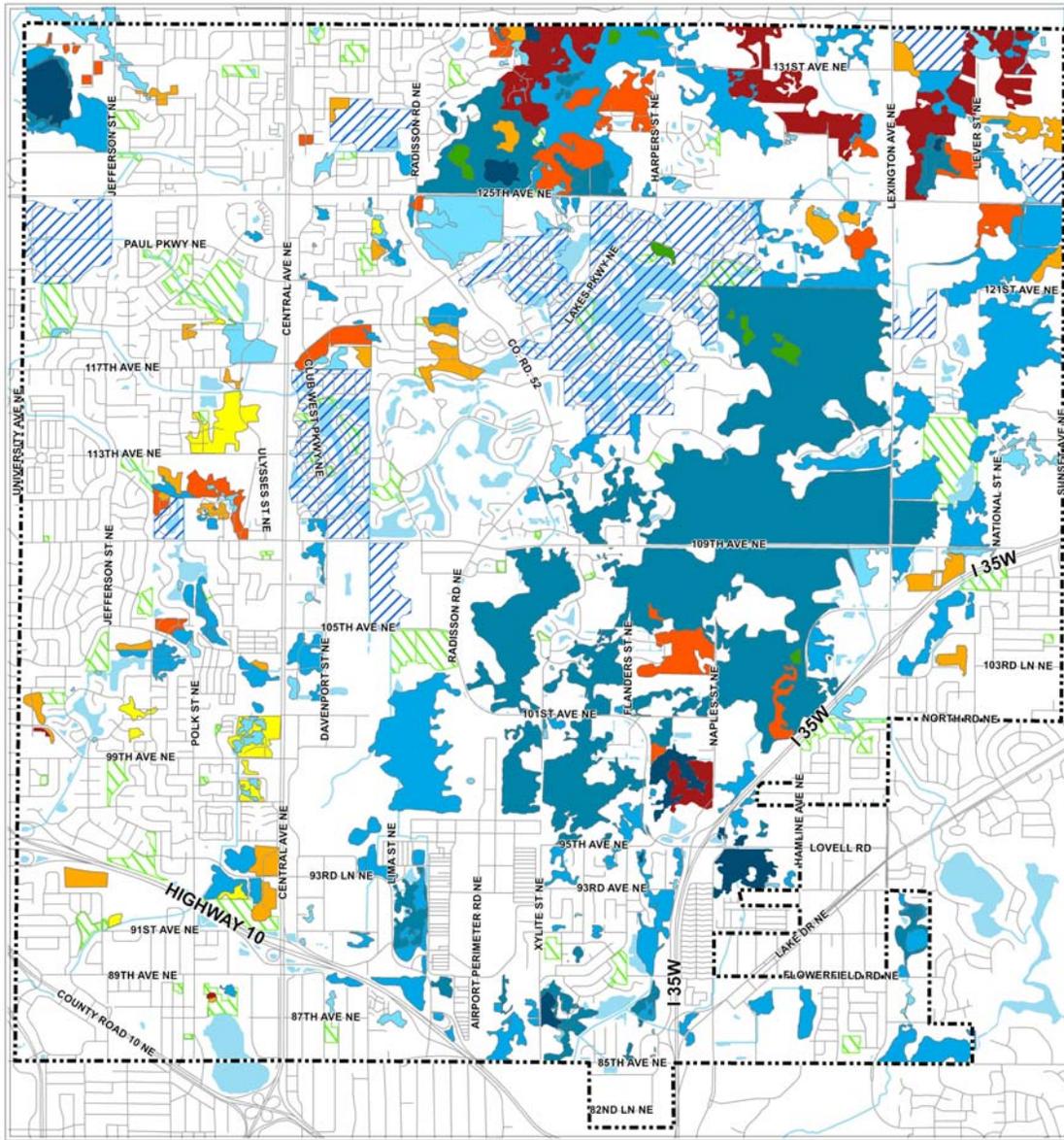
contained state-listed rare species. While quality natural areas are found throughout the city, they are concentrated on the east and northeast side. Figure 2-1 is a map of the natural resources areas with quality rankings developed from the NRI report.

Relevance for Comprehensive Planning

While wetlands are generally protected from modification without replacement by both state and federal law, high-value upland areas are typically not. Therefore, the NRI is useful for identifying those areas that may need further protection from development, and/or could benefit from enhancement or expansion.

In order to further develop strategies for protection and enhancement of these areas, Blaine has undertaken two additional studies, a Greenway Corridors Plan and an Open Space Management Plan. The Greenway Corridors Plan focuses on developing connections between major open spaces and high quality natural areas to both protect the resources and provide recreation and an amenity for Blaine residents. The Open Space Management Plan focuses on key sites within the City already designated as Open Space that are of particularly high quality. This plan provides detail about each site and recommendations for further action to protect and enhance the site. These two plans are summarized in greater detail below.

FIGURE 2-1 – NATURAL RESOURCES INVENTORY (2000)



Natural Resource Inventory

2008 Comprehensive Plan Update
City of Blaine, Minnesota



- | | | |
|---------------|-------------|-------------------|
| City Boundary | Exceptional | Exceptional |
| Open Water | High | High |
| City Parks | Moderate | Moderate |
| | Low | Low |
| | | Sod Farm |
| | | Upland Inclusions |



October 5, 2007

I:\654\65407001\GIS\Maps\NRI.mxd

OPEN SPACES AND GREENWAYS

The Greenway Corridor Plan was completed in 2001, and builds upon information gathered during the NRI.

Major goals of the greenway corridor plan include:

- Connect major open space and natural resource areas within the city
- Provide recreational trails that allow residents to enjoy these resources
- Protect high quality natural resources and water resources
- Provide connections from the city trail system to County and regional trails

The greenway system, shown on Figure 2-2 Greenway Corridors, builds on existing resources and opportunities in the city, including high quality features identified in the NRI and pre-existing corridors on the landscape. The NRI identified the highest quality natural areas within the city. The local County Ditch system connects most of these areas, and provides creek-like connections in many places.

The greenways plan also builds on the existing and proposed trails system, by incorporating existing trails, expanding into additional neighborhoods, and by identifying potential connections to county and regional trails.

Implementation

The City of Blaine will have the major responsibility for implementing the Greenway Corridors Plan. The City will play the following roles in plan implementation:

- coordinate purchase of easements or property needed to complete the system.
- coordinate purchase of natural resource sites.
- complete any additional planning, design, and construction work needed to implement the trail plan.
- manage city land such as park and open space areas within the corridor system.
- provide information to residents about the system, and about what private landowners can do to protect and improve the habitat quality and attractiveness of the corridor.

Other organizations and individuals may also play significant roles in implementing the plan:

Residents and landowners along the corridor should maintain or improve the natural vegetation and habitat quality along the corridor. They may choose to complete plantings, remove exotic species, and undertake other activities to benefit corridor resources.

Private developers may be called upon to assist in implementing the plan by providing greenways and trails as a part of park and open space dedication in new developments.

Watershed districts will continue to provide maintenance of the County Ditch system. Maintenance activities should be sensitive to the habitat value of the corridor, and to the experience of trail users along the corridor. The Districts may work with the City to obtain additional conservation easements to benefit water quality and other resources in the system.

The Minnesota DNR, Anoka Conservation District, and other natural resource organizations can provide information and assistance on corridor management to the City and to its residents. The DNR may also help to fund purchase of easements or key sites along the corridor through its Metro Greenways Program.

Relevance for Comprehensive Planning

The greenway plan identifies specific areas that include high-quality natural resources, county ditches and city parks and trails that will be integrated into the greenway system. While public and private entities will work together to implement the plan through a variety of methods as identified by the plan, certain recommendations are relevant for the comprehensive plan:

- Special consideration should be given whenever development is planned or proposed to occur on or near areas that are identified as having significant natural features by the NRI. Development proposals should be reviewed with special attention to how any development protects and/or enhances natural areas.
- Any new development should preserve linkages of natural areas as shown in the Greenway Corridors Plan. This could be done through park dedication or acquisition.
- When available and possible, high-quality natural areas and linkages will be acquired by the City from willing sellers.
- Conservation development and other techniques should be identified and used to improve linkages and protect natural areas while preserving development rights.

OPEN SPACE MANAGEMENT PLAN

The City of Blaine contains a number of sites designated as permanent open space that present the opportunity to protect and restore the biological diversity present in those areas. The open space complex predominately consists of wetlands and oak forests and several small upland grasslands. The City's open spaces provide habitat for a plethora of native and rare wildlife and plant species. However, the proximity of these open spaces to the urban environment makes managing the natural resources of the sites quite challenging. Without proper management, the diverse native plant communities will degrade due to invasive species, changing water quality and water table levels, lack of wildfires, and other factors associated with human altered landscapes.

This report, prepared in 2007 and adopted by the City Council in June 2008, was undertaken in three steps. First, an inventory of the sites was conducted and assessment of the ecosystems and plant communities were outlined. Second, target plant communities were selected for restoration based on existing conditions of the sites. Third, management recommendations were made to achieve those target communities and projects were prioritized to reflect the importance of each site in the larger landscape and regional context.

The management plan was laid out to provide a perspective on all of the sites throughout the city. First, there is a description of the city and the context of each site. Next, the plan gives recommendations to the city to manage their natural areas, encourage public involvement to provide education, and deal with issues specific to living near natural areas. Then there are site-specific descriptions, with background information, and management recommendations that are prioritized and summarized with work tables that include cost estimates. Finally, the plan prioritizes each of the projects that should be completed within the city based on

the importance of the natural area and the plant community present at the site. The sites are illustrated on Figure 2-3, Open Space Management Plan Sites.

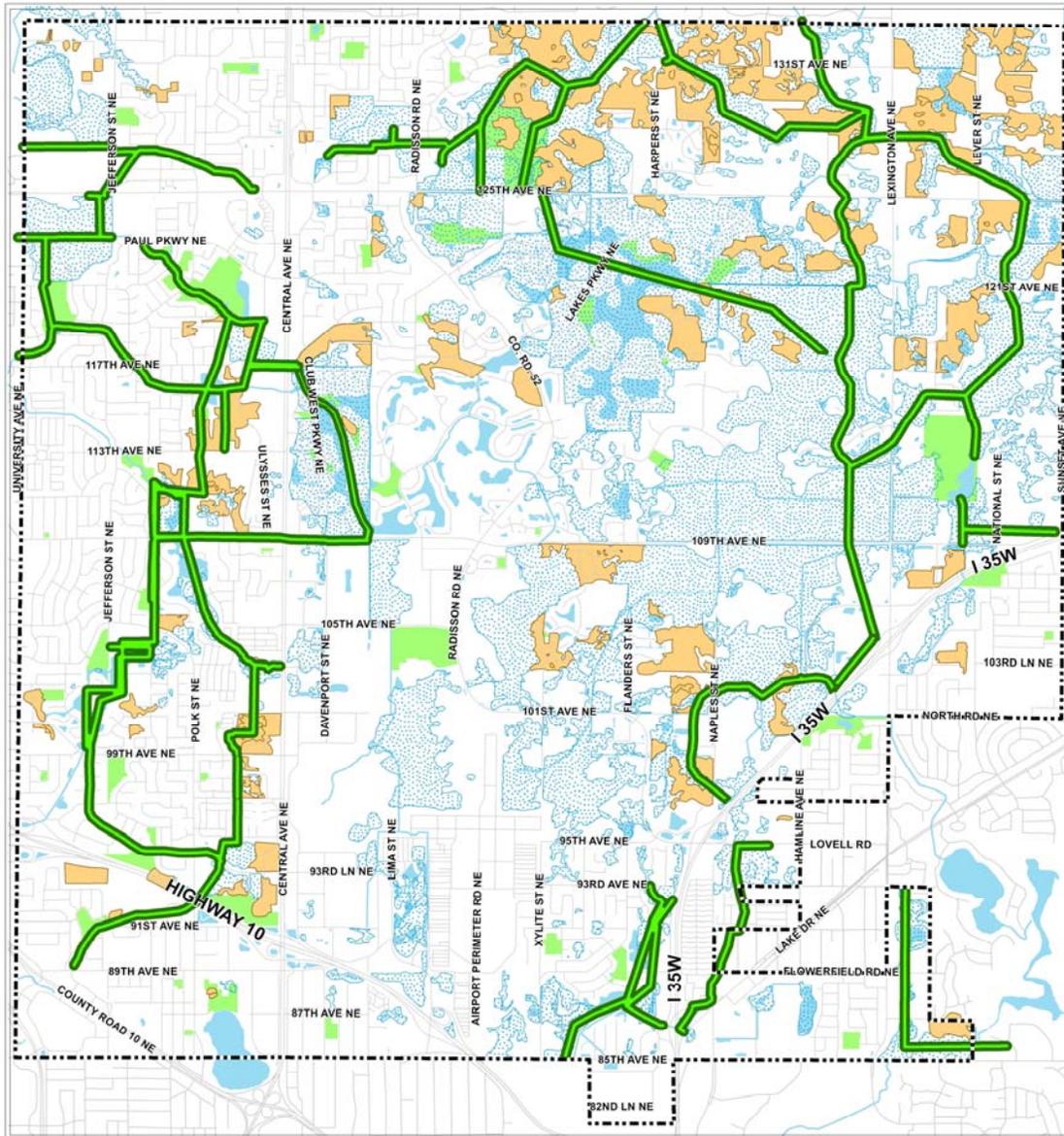
The Open Space Management Plan (Figure 2-3 on page 2-8) identified a list of priority projects for the City in relation to the open space areas identified. These include:

1. Increase stormwater infiltration throughout the city
2. Pioneer Park Fen
3. Site 7 Northern Wetland Complex
4. Pioneer Park Oak Forest Invasive Species Removal
5. Sites 8-9 Wet Meadows and prairies
6. Laddie Lake Park Oak Savanna and Oak Woodland
7. Expand fens and wetlands
8. Site 7 Buckthorn control
9. Site 5 from Open Space Management Plan
10. Lochness Lake
11. Laddie Lake

Relevance for Comprehensive Planning

Since these sites are designated as “Park and Open Space” by the 2030 Comprehensive Plan and are owned by the City of Blaine, they are not considered developable and therefore should remain as protected natural resource areas for the foreseeable future. However, land surrounding these areas should still be developed carefully to protect natural resources, and greenway linkages that connect to these areas should be planned and implemented.

FIGURE 2-2 – GREENWAY CORRIDORS



Greenway Corridors

2008 Comprehensive Plan Update
City of Blaine, Minnesota



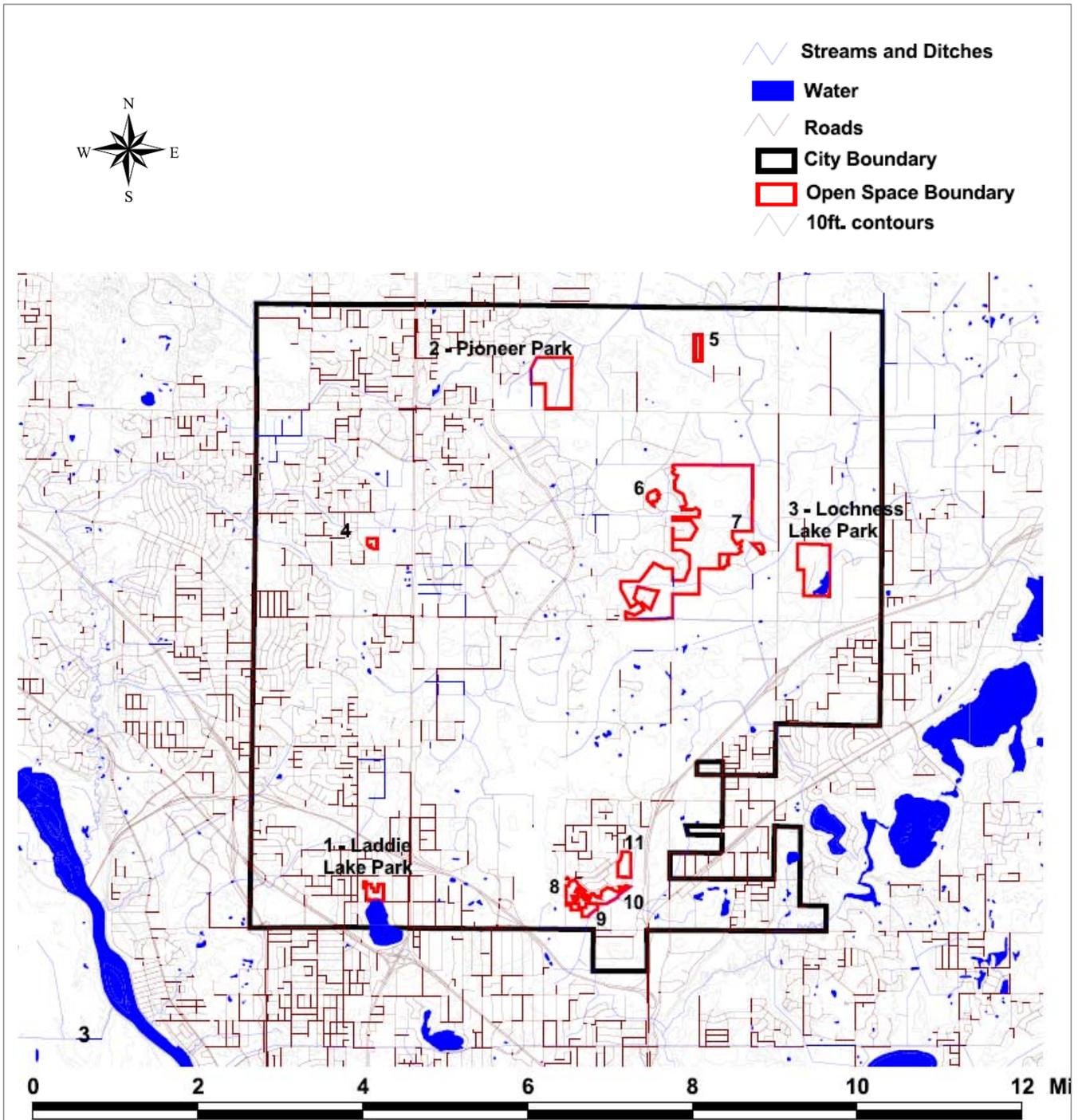
- City Boundary
- Greenway Corridor
- Terrestrial Areas
- Wetland Areas
- Open Water
- City Parks



October 5, 2007

I:\654\65407\001\GIS\Maps\greenways.mxd

FIGURE 2-3 – OPEN SPACE MANAGEMENT PLAN SITES



Chapter 3 – Housing

HOUSING GOALS

Goal 1

Where appropriate, the City will encourage increased density through appropriately designed townhouses and apartments, a variety of single family detached-style homes with clustering, varying lot sizes, and shared open space. (also a Land Use goal)

Goal 2

The City is committed to maintaining affordable life-cycle housing in our community. (also a Land Use goal)

Goal 3

The City Council supports the goal of providing housing opportunities, which meets the needs of all generations and income levels, particularly entry level housing for families.

Goal 4

Recognizing the change in demographics that will continue to occur in future years, the City will continue to encourage development and redevelopment of different types of senior housing within the community.

Goal 5

The City will support development of multi-family housing projects, which are appropriately located and well designed. The City will create quality multi-family development, which respects open space, tree preservation and wetlands, creates positive community impacts and has access to services and transportation. (also a Land Use goal)

Goal 6

Redevelopment will be encouraged and supported for areas that are obsolete or blighted, and where such redevelopment is to foster job growth and increase property values as well as create a more positive community image. The plan will include specific targeted areas such as the University Avenue corridor, the older industrial park located in the area of 105th Avenue and Nassau Street as well as select areas along Highway 65 and others, including residential areas, that have been identified through the planning process. (also a Land Use and Economic Development goal)

The best comprehensive plans take into consideration the market forces that drive development. By analyzing such forces, the residents of Blaine will be able to thoughtfully guide growth instead of scrambling to react to it. Therefore, this section of the Comprehensive Plan examines how historical housing development trends, both locally and regionally, may illuminate future development trends over the next 20 years.

HOUSING OVERVIEW

REGIONAL GROWTH CHARACTERISTICS RELATED TO RESIDENTIAL DEVELOPMENT

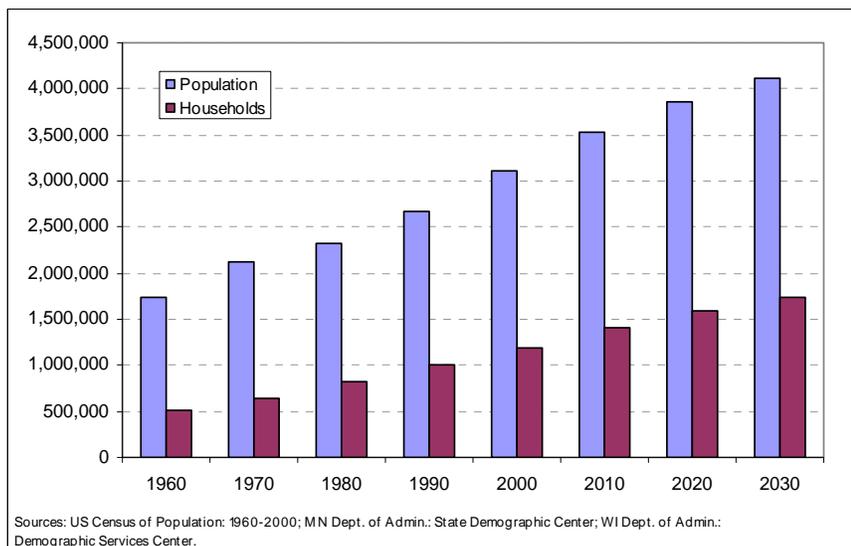
Housing markets can vary greatly from one community to another within a large metropolitan region such as the Twin Cities. The forces that determine what type of housing gets built, how much housing gets built, and where that housing gets built can change dramatically from decade to decade or even year to year, often resulting in vastly different development experiences for individual communities such as Blaine. Nonetheless, metropolitan regions are, by definition, interconnected places. Any long-term projections of the housing market at a local level must first be viewed with an understanding of historical housing market trends at the metropolitan level.

This section of the report examines regional demographic and construction trends associated with the Twin Cities housing market since 1960. In this section we address overall household growth trends, changes in the age distribution of the population, where housing construction has been concentrated, and whether it has been predominantly single-family or multifamily.

METROPOLITAN POPULATION AND HOUSEHOLD GROWTH TRENDS

The 16-county region that incorporates the Twin Cities has grown steadily from 1960 to 2000 and is projected to continue its steady rate of growth through 2030. Figure 3-1 indicates that in 1960 there were just over 500,000 households in the 16-county region. By 2030, it is projected that the region will contain over 1.7 million households.

FIGURE 3-1 – HISTORICAL AND FORECASTED GROWTH TRENDS, 16-COUNTY TWIN CITIES REGION



It should be noted that there are a variety of working definitions for the Twin Cities Metropolitan Area. For example, the Metropolitan Council uses a definition of seven core counties. The Census Bureau currently uses two definitions to describe the Twin Cities Metropolitan Area. The first definition is a core Metropolitan Statistical Area or MSA that comprises 13 counties. The second definition includes adjacent metropolitan and micropolitan areas that are combined with the core 13-county region to form an 18-county Combined Statistical Area or CSA. Because this market analysis projects potential growth through 2030, with an emphasis on the northern half of the Twin Cities Metropolitan Area, a 16-county region was used to define the metropolitan region.

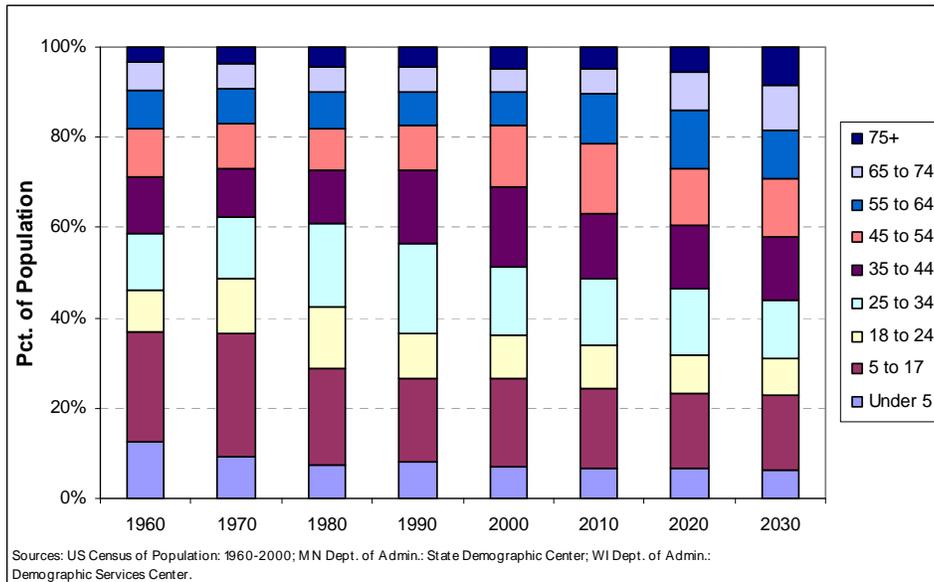
FIGURE 3-2 16-COUNTY TWIN CITIES METROPOLITAN REGION



METROPOLITAN AGE DISTRIBUTION

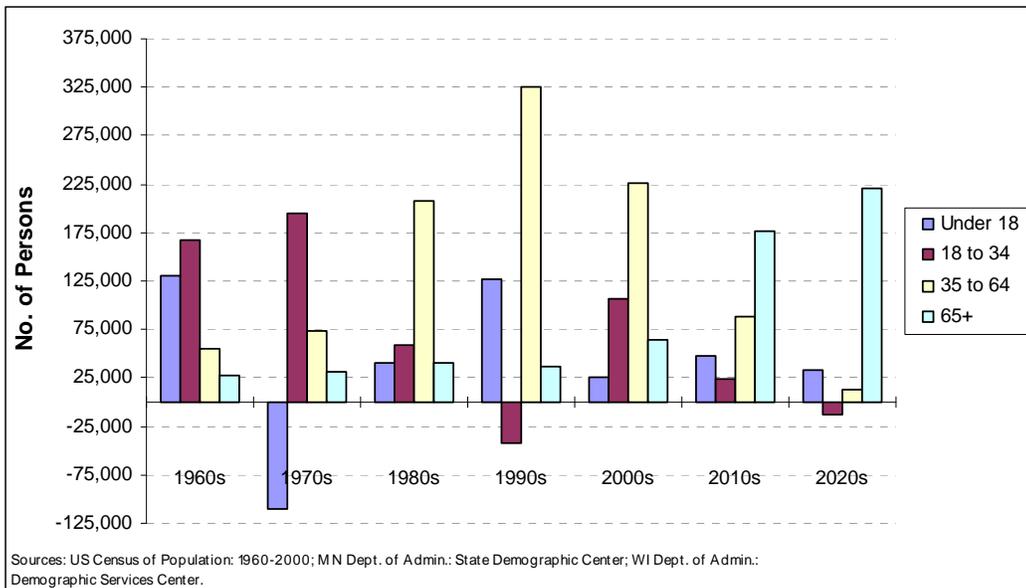
Housing markets are greatly affected by the age distribution of the population. During the 1970s and 1980s, the Baby Boom generation swelled the proportion of the population ages 18 to 34, placing exceptional pressure region-wide on the demand for multifamily rental housing (Figure 3-3). During the 1990s and 2000s, the impact of the Baby Boom generation is being felt on the demand for single-family housing as they swell the ranks of those ages 35 to 54. In the coming decades, the Baby Boom generation will likely place tremendous pressure on a variety of multifamily products as they dramatically increase the proportion of the population age 65 and older.

FIGURE 3-3 – AGE DISTRIBUTION OF THE POPULATION, 16-COUNTY TWIN CITIES REGION



Another way of characterizing the impact of age distribution on the housing market is to simply look at the net increase in the number of persons by age group from decade to decade. Figure 3-4 helps illustrate the volume of people during the 1980s and 1990s that entered the age groups in which single-family homeownership is most common. Conversely, the chart also displays the projected increase in the number of persons age 65 and older starting in 2010, which is when many households begin to switch to multifamily forms of housing.

FIGURE 3-4 – NET GAIN IN POPULATION BY AGE GROUP, 16-COUNTY TWIN CITIES REGION

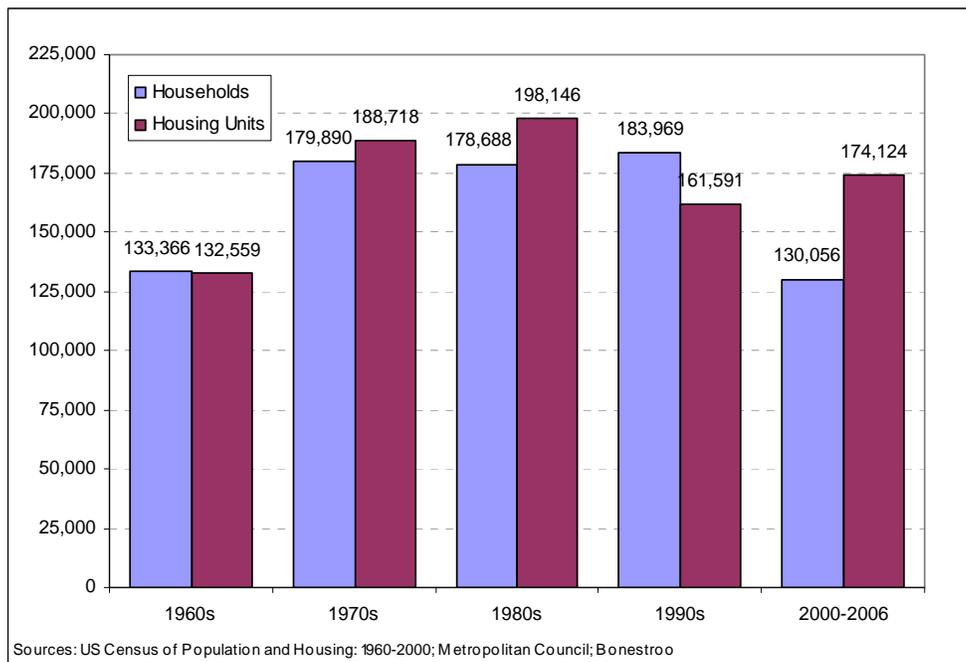


HOUSEHOLD GROWTH VERSUS HOUSING UNIT GROWTH

Although a household is by definition an occupied housing unit, the growth in the number of households does not always translate to a one-to-one growth in the number of housing units since housing markets are often affected by age distribution of the market, the cost of housing, the cost of land, and local regulations to name but a few factors. In addition, the long lead time nature of the housing industry means that it can not respond immediately to changes in demand and at times, the number or types of housing units being created can be out of sync with the current demand.

Figure 3-5 helps visualize in recent decades the mismatch between the growth in the number of households and the growth in the number of housing units. During the 1970s and especially during the 1980s, the net gain in the number of housing units far exceeded the net gain in the number of new households. This had a profound impact on the housing market during the 1990s in which the rate of new home construction was sharply curtailed in response to an oversupply of housing units. By the end of the 1990s, however, household growth exceeded expectations and pent-up demand for housing sharply increased setting the stage for tremendous amounts of new construction in the early 2000s. By 2006, this common cycle had begun to repeat itself as the supply of new housing units outpaced the growth in households. It should be noted, the mismatch between new housing units and household growth in the first half of the decade was significantly more pronounced than anything than had been experienced over the previous four decades and points to the potential severity of the current difficulties in the housing market.

FIGURE 3-5 – NET GAIN IN HOUSEHOLDS AND HOUSING UNITS BY DECADE, 16-COUNTY TWIN CITIES REGION

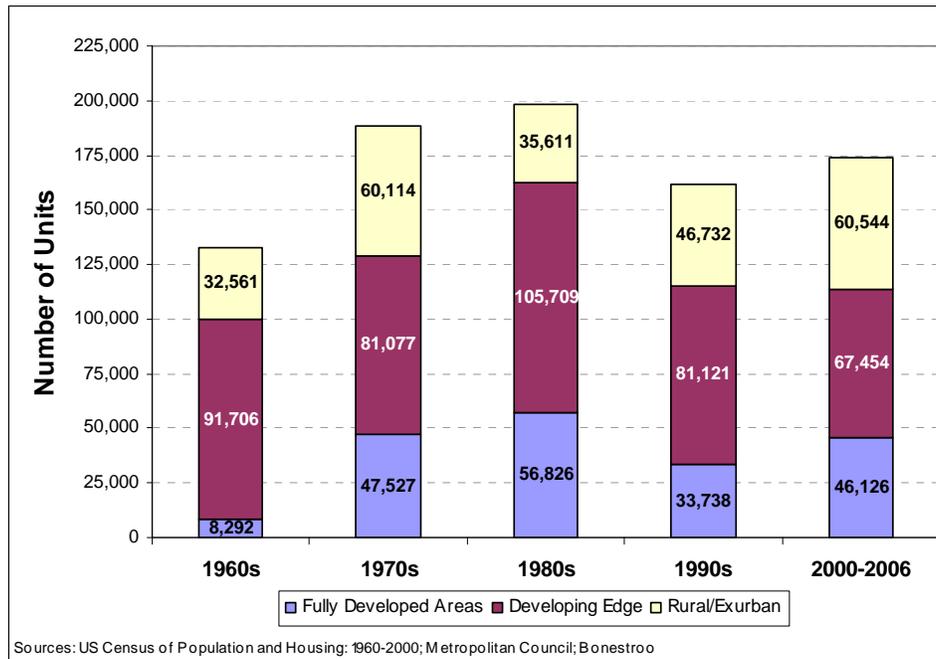


LOCATION OF NEW HOUSING UNITS BY DECADE

The preceding factors of rate of growth, age distribution, and relative supply of new units often come together to affect where new units tend to get built in a region. For example, sharp increases in the demand for housing among younger households ages 18 to 34 may likely mean increased pressure to develop land where housing costs are the least expensive (i.e., exurban or rural areas) or can achieve significant economies of scale (i.e., multifamily developments on in-fill sites).

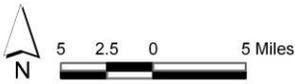
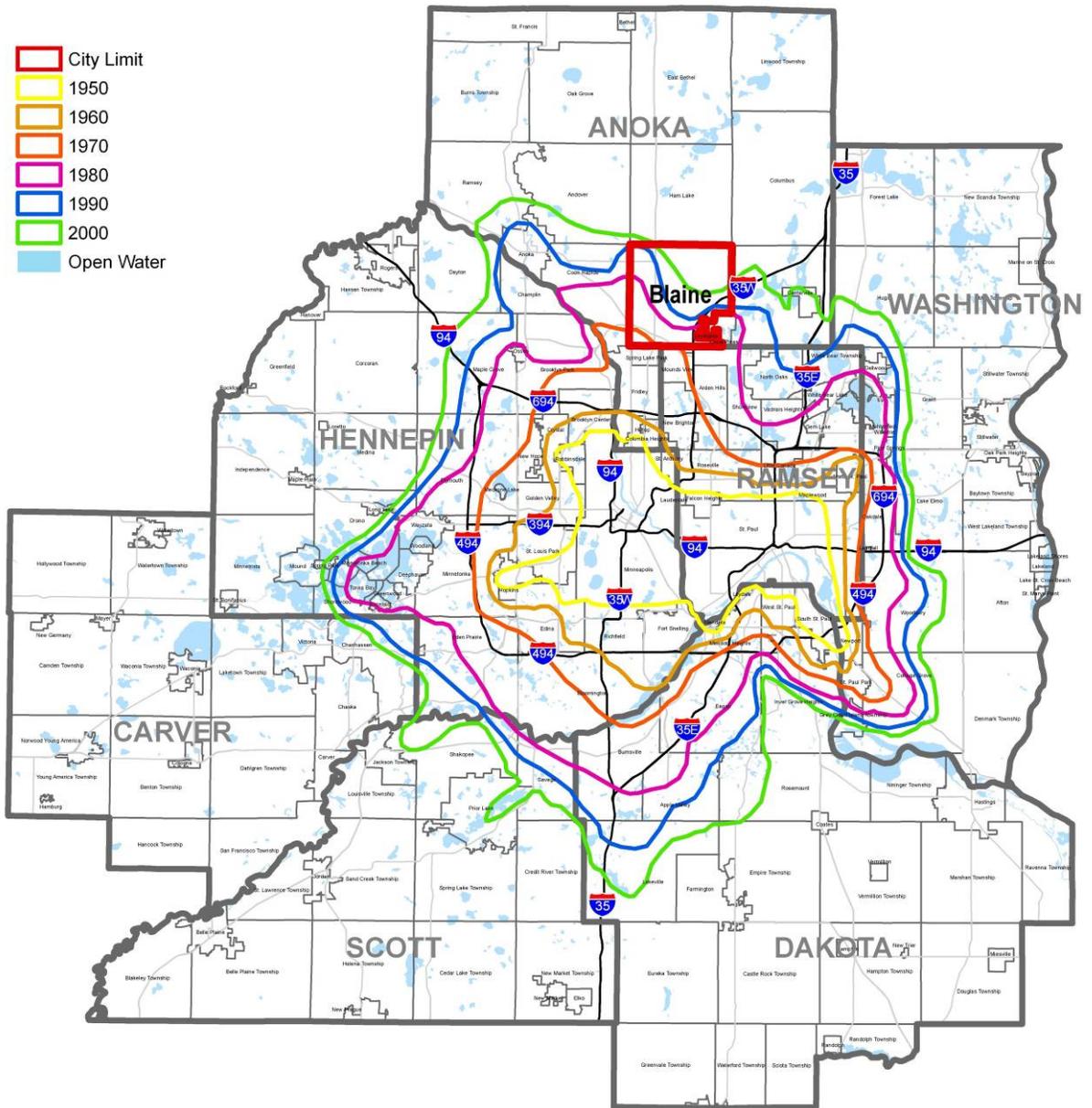
Figure 3-6 depicts where in the metropolitan region new units have been added according to three distinct zones: fully developed communities; communities at the edge of contiguous development; and rural or exurban communities that are significantly beyond the edge of contiguous development. Since 1960, the zone at the contiguous edge of development has captured the most number of new housing units. However, during the 1970s, the number of new units built in the fully developed zone and the rural/exurban zone increased dramatically as the overall number of new units added increased sharply as well. Initial data for the 2000s suggest that by the end of the decade units built in the rural/exurban zone may overtake the developing edge as adding the most number of new units.

FIGURE 3-6 – NET GAIN IN HOUSING UNITS BY LOCATION BY DECADE, 16-COUNTY TWIN CITIES REGION



It should be noted that the geographic size of the fully developed area grows from decade to decade. The following map depicts a very generalized representation of where the contiguous edge of development has been located at the end of each decade since 1950. This map helps illustrate how the edge of contiguous development has expanded outward more than 15 miles northwest of Minneapolis since 1950. Over the last 50 years, the population within the area of contiguous development has nearly doubled. However, the geographic area of development has more than quadrupled.

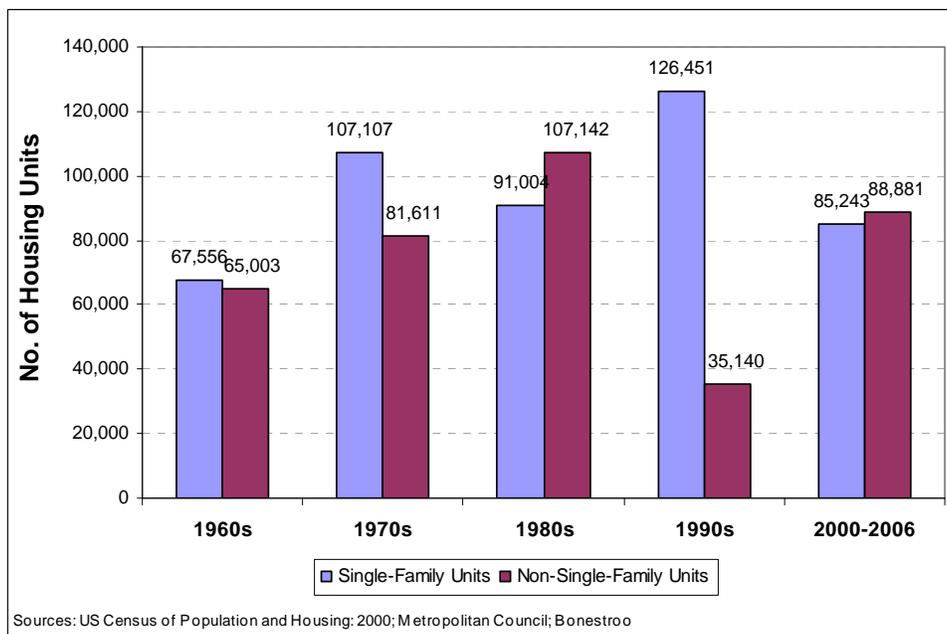
**FIGURE 3-7 - EXPANSION OF THE CONTIGUOUS EDGE OF DEVELOPMENT
IN THE TWIN CITIES METROPOLITAN AREA FROM 1950 TO 2000**



TYPE OF HOUSING CONSTRUCTED BY DECADE

Detached single-family housing tends to be the most expensive type of housing because it requires the most land. In the 1990s, there was a sharp departure from the relative balance between single family and non-single family units of the previous three decades, as the vast majority of homes built were detached single-family homes (Figure 3-8). This likely is the result of a period in the early part of the decade when land prices were depressed because of an oversupply of homes, thus making detached product relatively more affordable, and because of the large number of persons in the age groups between 35 and 64, which are the prime years for owning a single-family home when families often have school-aged children at home. Data from the early part of the 2000s suggests a return to a more balanced split between single family and non-single family homes.

FIGURE 3-8 – DECADE UNIT WAS BUILT BY UNIT TYPE, 16-COUNTY TWIN CITIES REGION



INCOME GROWTH AND HOUSE PRICES BY DECADE

One of the biggest impacts on the rate and type of new development is the relationship between income and home prices. If the cost of housing takes a larger and larger percentage of a family’s income, the result is often the delay of purchasing new housing or the willingness to purchase a smaller home with less surrounding land. Figure 3-9 shows that the relationship between income and home prices can change from decade to decade. This can occur for a variety of reasons, including the introduction of more financing flexibility, readily available vacant land, and transportation congestion or improvements, to name a few.

Not surprisingly, the price of housing relative to income can have an impact on housing choice. In 1960, for example, the median home price was approximately 2.4 times the median family income and by 1970, this ratio dropped below two. During this period of relatively inexpensive housing, buyers were more likely to choose detached, single-family homes. In 1980, the ratio of housing cost to income climbed to above three which ushered in a period in which construction of multifamily homes outpaced detached single-family homes as the price of a single family house exceeded some buyers’ reach. By 1990, the ratio had again dropped to just over two and the number of detached single-family homes constructed far outnumbered the

number of multifamily homes constructed. By 2000, the housing cost/income ratio climbed slightly higher but then accelerated rapidly during the early 2000s and reached a ratio well above three by 2005. The early 2000s was marked by a period of remarkable home construction and price escalation. Once again, the buyers responded and the number of multifamily homes constructed began to eclipse the number of detached single-family homes for the first time in nearly 20 years.

FIGURE 3-9 – HOUSE PRICES AND MEDIAN FAMILY INCOME, TWIN CITIES METROPOLITAN AREA *

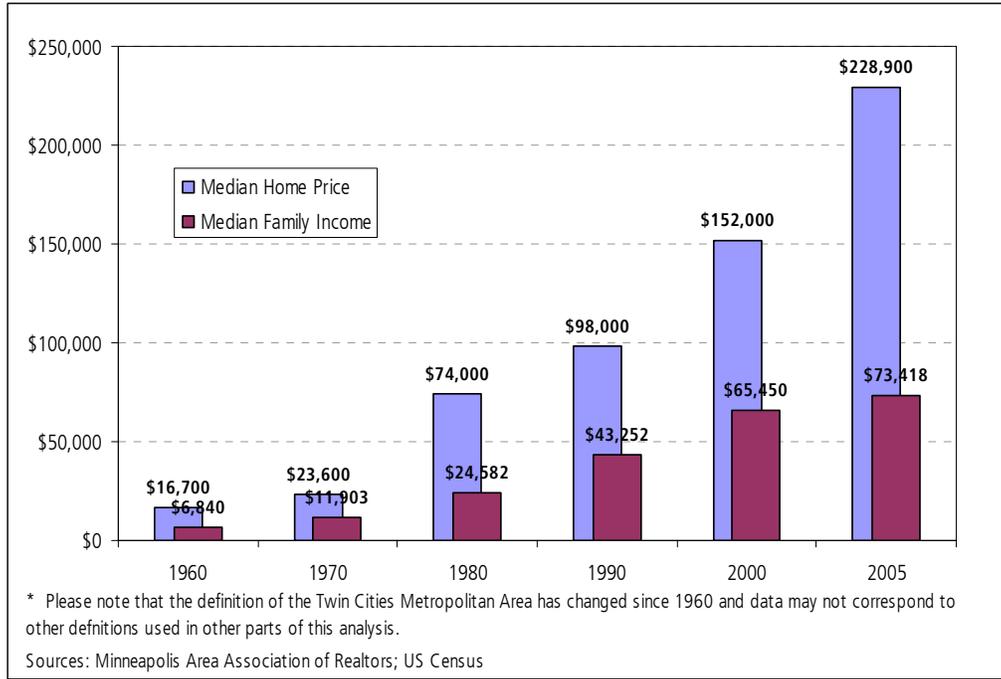


Table 3-1 describes trends in the housing market in both the metropolitan area and Blaine since the 1960s.

TABLE 3-1: SUMMARY OF METROPOLITAN TRENDS IN THE HOUSING MARKET

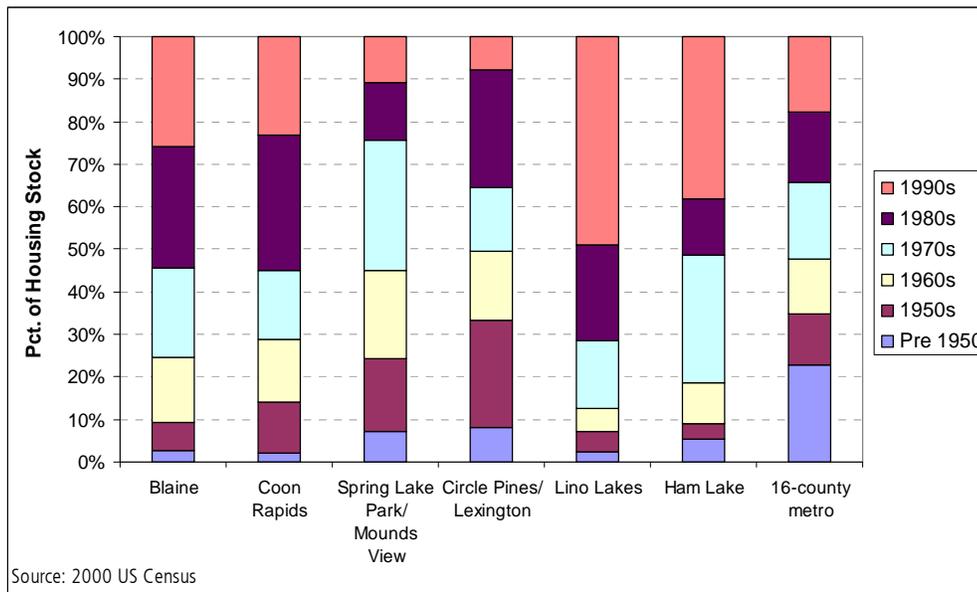
Decade	Gain in HHs	Gain in Units	Level of Pent-Up Demand	Impact of Age Distribution	Where Development Occurred	Important Developments/Milestones	Blaine Experience
1960s	133,366	132,559	Slight pent-up demand by end of decade.	Strong growth in the number of school-aged children increases demand for affordable single-family homes among young families. Strong growth in college-age persons increases demand for rental housing.	Vast majority of homes built at the developing edge, which is adjacent to the cities of Minneapolis and St. Paul.	16-County metro area surpasses 2 million people. Interstate freeway system is introduced.	Blaine begins to experience some traditional suburban style development as the developing edge expands to nearby Fridley and New Brighton.
1970s	179,890	188,718	Slight oversupply of housing by end of decade.	Strong growth in number of younger adults results in strong demand for rental housing and very affordable single-family homes.	Sharp increase in number of units built in developed areas, but also sharp increase in units built in exurban areas to serve the needs of younger buyers who want single-family homes but can't afford to be close to the metro core.	Interstate freeway system is mostly rural/exurban areas more accessible.	Blaine begins period at the edge of contiguous development as adjacent communities to the south are nearly built out.
1980s	178,688	198,146	Significant oversupply of housing units by end of decade.	Very strong growth in the age groups skewed toward single-family homes. Significant growth beginning to occur among age groups in the highest income years.	More homes built at the developing edge than previous decade. Sharp decline in the rural/exurban areas, likely the result of increased supply containing costs for closer-in units and a fuel crises in the early part of the decade.	Mortgage interest rates hit record highs in the early part of the decade.	Blaine experiences development commensurate with being located at the developing edge, especially to the west of TH 65. Northeastern Blaine remains largely undeveloped.
1990s	183,969	161,591	Oversupply of 1980s leads to less construction in the 1990s, which results in huge pent-up demand by end of decade, especially since the number of in-migrants to the region far exceeds projections.	Absolute decline in the age groups skewed to renting; age groups skewed toward single-family housing account for all the population growth.	Homebuilding rebounds in the rural/exurban areas of the region.	16-county metro area surpasses 3 million people. In the core 7-county region, 67,500 are consumed for 125,000 units, which is 1.85 units per acre. This compares to the 1980s when the ratio was 3.3 units per acre or the 1970s when it was 3.7 units per acre.	Pace of construction in Blaine drops below that of 1980s. National Sports Center is completed.
2000-2005	108,380	133,508	Pent-up demand at end of 90s leads to rush among builders to build more units, which results in current oversupply.	Strong growth spread among most age groups; young age groups rebound (Baby Boomlet) and seniors grow substantially as well. Age groups in the peak earning years (45 to 64) grow as well.	Tremendous growth in rural/exurban areas, but also a strong rebound in the developed core as rising land prices and demographics create a market for "urban" style living.	Mortgage interest rates hit record lows in the early part of the decade.	Blaine becomes one of the metro area's fastest growing communities as construction in northeastern Blaine picks up dramatically.

HOUSING CONDITIONS IN BLAINE AND NEARBY COMMUNITIES

AGE OF HOUSING STOCK

Blaine began suburban-style development in the 1960s and has had consistent growth each decade since. Therefore, much of its housing stock is spread somewhat evenly over several decades (Figure 3-10). Coon Rapids, Blaine’s neighbor to the west, has had a similar development history, however, the smaller and older communities to the south and southeast have a much larger proportion of their housing stock that is over forty years old. In contrast, Lino Lakes and Ham Lake have a much younger housing stock because of a higher percentage of homes that are less than 10 years old.

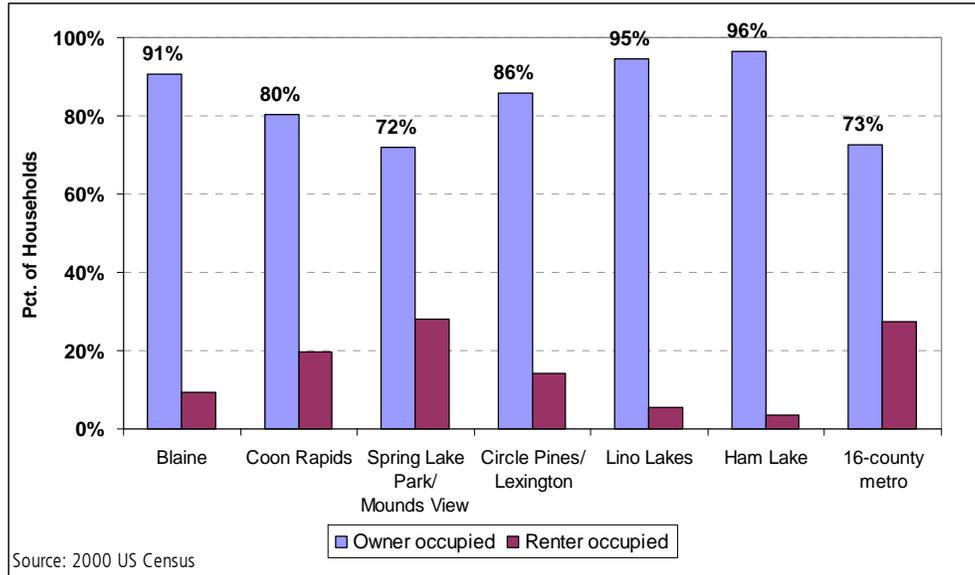
FIGURE 3-10 – AGE OF HOUSING STOCK, 2000



HOUSEHOLD TENURE

As of 2000, nine out of ten households own their housing in Blaine (Figure 3-11). This is a much higher percentage than the metro-wide rate of 71 percent. As of 2000, more than 96 percent of Lino Lakes’ households were in owner-occupied units. Blaine’s older neighbors to the south and west have a slightly lower rate of homeownership. Blaine’s younger neighbors to the north and east have a slightly higher rate of homeownership. These differences can be somewhat explained by the fact that older communities have experienced a greater degree of infill development and redevelopment, which tends to consist of more multifamily, rental housing.

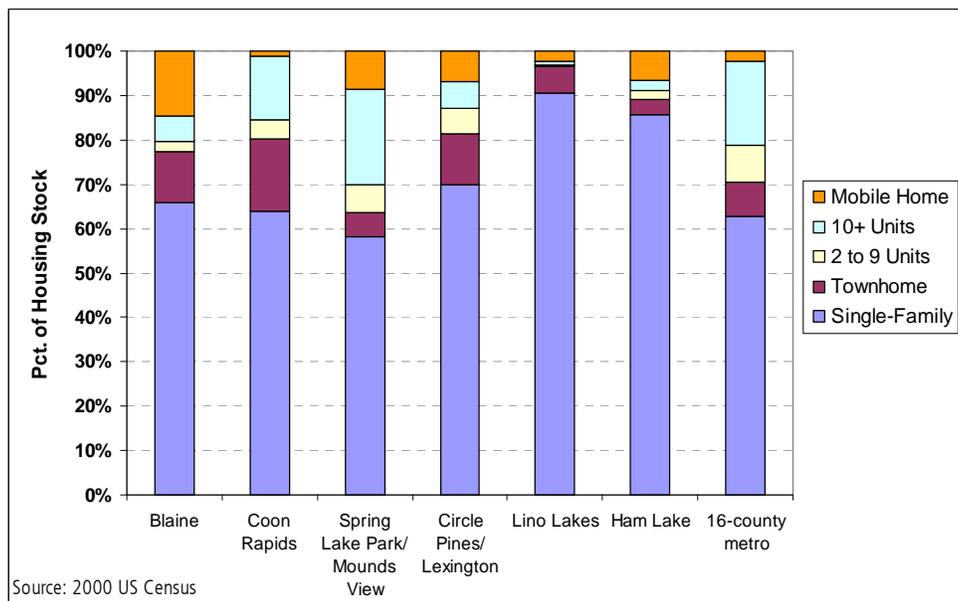
FIGURE 3-11 – HOUSEHOLD TENURE, 2000



UNITS IN STRUCTURE

Although detached, single-family homes are the most prevalent type of housing in Blaine (66%), other significant types of housing include townhomes (11%) and mobile homes (15%). The concentration of mobile homes in Blaine is noteworthy because less than two percent of all homes metro-wide are mobile homes and Blaine has the largest supply of manufactured housing parks in the state. Coon Rapids and the smaller neighbors to the south have a similar percentage of detached, single-family homes compared to Blaine. In contrast, Lino Lakes and Ham Lake have a much higher percentage of single-family homes, which is due in part to less availability of municipal services and the ability to build at multifamily densities.

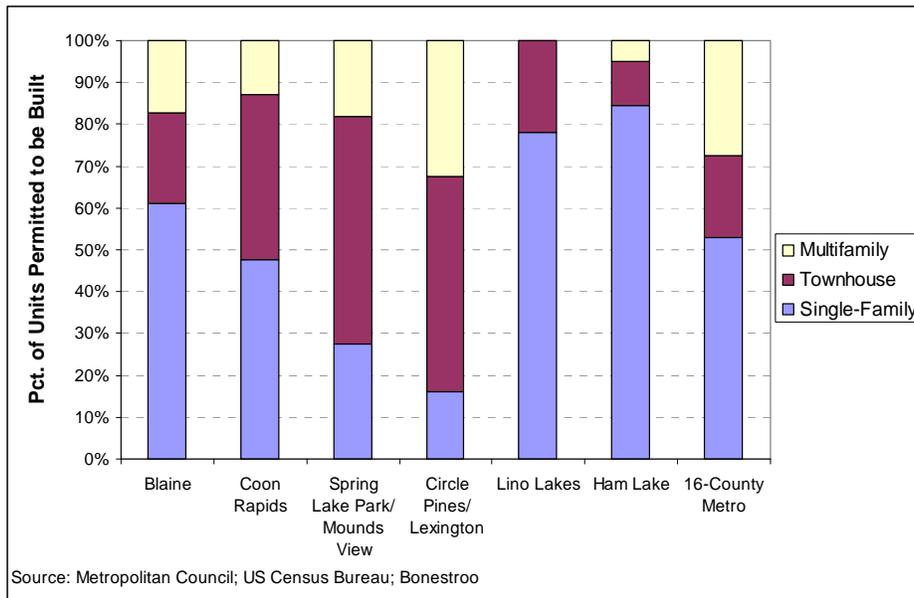
FIGURE 3-12 – UNITS IN STRUCTURE, 2000



PATTERN OF RECENT CONSTRUCTION

Although detached, single-family homes have dominated the development landscape in Blaine and its neighbors prior to 2000, recent trends suggest that various types of multifamily product are becoming more prevalent. In the seven years between 2000 and 2006, 40 percent of the new units constructed in Blaine and its neighboring communities were either townhomes or multifamily units (Figure 3-13). This is a big departure from the previous three decades when roughly 25 percent of the units built were townhomes or multifamily units. This transformation has been particularly notable in Spring Lake Park, Mounds View, Circle Pines, and Lexington where over 80 percent of all units constructed since 2000 have been townhomes or multifamily units.

FIGURE 3-13 – DISTRIBUTION OF NEW UNITS BY TYPE, 2000-2006

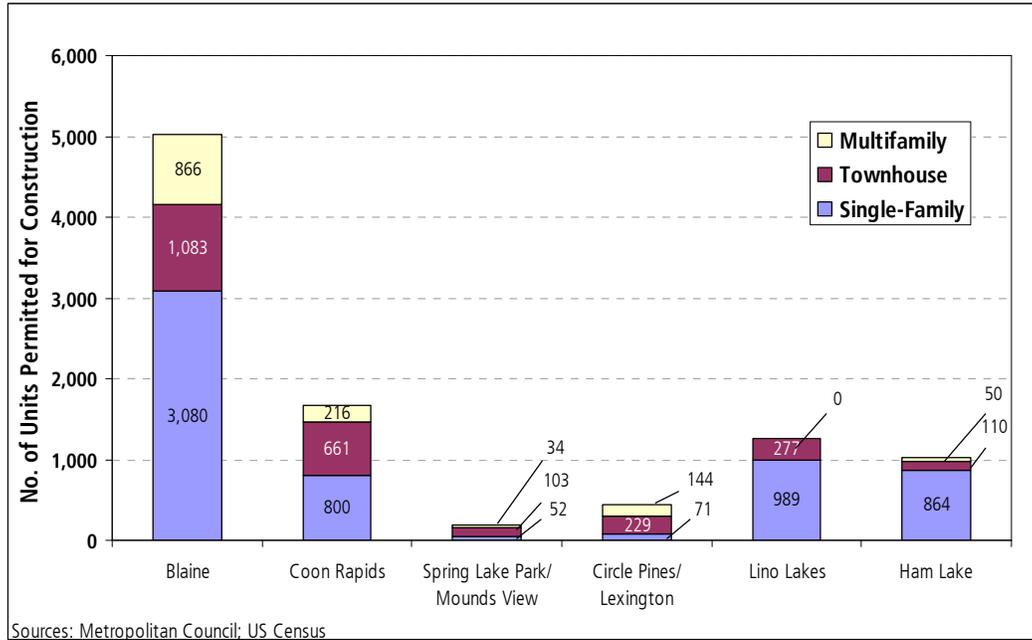


Much of this change can be attributed to demographic shifts, in which older households are downsizing from single-family homes to maintenance free, attached dwellings. Also, younger households, who normally rent their housing, were able to afford modest forms of owner-occupied housing, such as back-to-back townhomes, during the early 2000s because mortgage interest rates were at historically low levels and underwriting standards were relaxed. Furthermore, land costs driven by rapid development and increased commute times have converged at the developing edge of the metro area to make townhomes the affordable entry-level product when 20 years ago it might have been a modest detached single-family home.

Since 2000, Blaine has captured a significant amount of home construction in Anoka County. Over 5,000 units have been permitted for construction, which is, on average, just over 700 units per year. This is far more units than any other community adjacent to Blaine. In comparison, Coon Rapids, Lino Lakes, and Ham Lake have all averaged between 150 and 225 units per year during this time. Although Blaine has built the most number of single-family homes among its neighbors, it has also built the most number of townhomes and multifamily units. This indicates a strong trend toward higher density housing, which is driven primarily by affordability, smaller household sizes, and preferences for lower maintenance.

Interestingly, Coon Rapids has averaged about 225 units per year since 2000, which is a substantial decline from the 1980s when nearly 750 units per year were permitted for construction or the 1990s when 400 units per year were permitted. This suggests that Coon Rapids is nearly built out and that the contiguous edge of development has now clearly moved from Coon Rapids to Blaine.

FIGURE 3-14 – RESIDENTIAL CONSTRUCTION TRENDS, 2000-2006

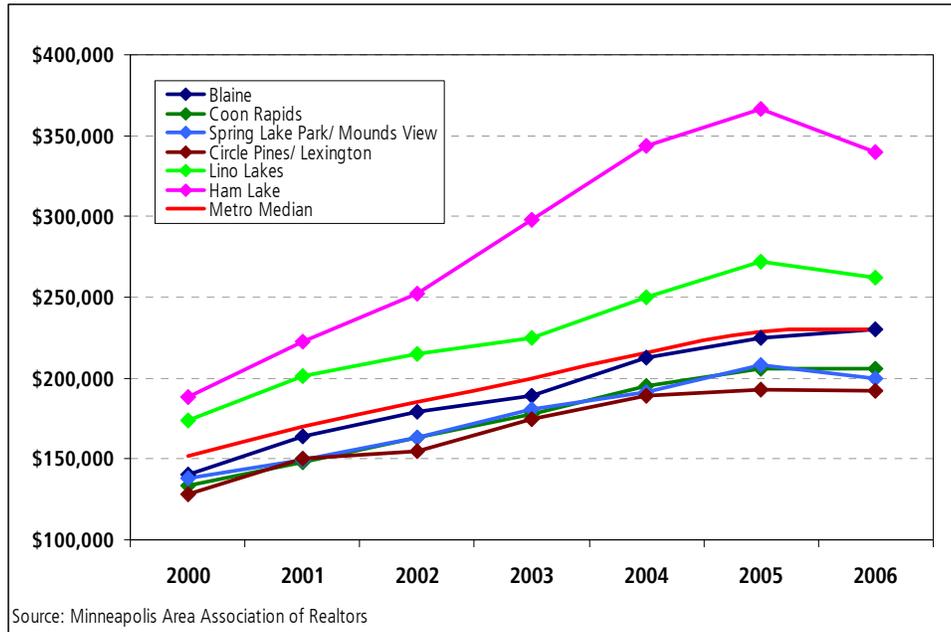


HOUSING PRICE TRENDS

In 2006, Blaine had a median home sale price of \$229,900 (Figure 3-15). This was equal to the metro-wide median sale price, but well above the median price in Coon Rapids, Spring Lake Park, Mounds View, Circle Pines, and Lexington. However, Lino Lakes and Ham Lake, both of which have a much younger housing stock, had significantly higher median sale prices.

Between 2000 and 2005, the median home sale price in Blaine increased substantially rising 61 percent. This is an annual growth rate of roughly 12 percent. Rapid appreciation during this time also occurred in communities adjacent to Blaine as well as throughout the metro area. The growth in the metro area median was just over 50% between 2000 and 2005. In some nearby communities, such as Ham Lake, the increase was unprecedented at nearly 100 percent. However, since 2005, median sale prices have flattened or even declined in many communities, and Blaine was no exception. Because of changes in the mortgage industry and excess supply of new homes, it is unlikely that the median sale price of homes in Blaine or throughout the metro area will increase significantly into the foreseeable future.

FIGURE 3-15 – MEDIAN HOME PRICE, 2000-2006



HOUSING DEMAND IN BLAINE

Despite the current slow down in the residential real estate market, the Twin Cities as well as Blaine will continue to grow in the future. Significant growth is expected to occur through 2030 in central Anoka County as this area is currently the developing edge of the north central sector of the Twin Cities metropolitan region. Over the next 25 years, most of the growth in this area will likely occur in the remaining undeveloped portions of Blaine and Lino Lakes since both communities contain significant tracts of undeveloped land with planned sewer service that will conceivably be developed and marketed to the largest and most active segments of the market. However, important areas of growth may also occur to the north of Blaine in Ham Lake, East Bethel, and Isanti depending on the provision and availability of municipal services. Given Blaine’s accessibility goods and services, it certainly has the potential to absorb a substantial portion of this growth.

As of 2006, the Metropolitan Council forecasts that Blaine will grow by approximately 8,000 households between 2000 and 2010, by 5,300 households between 2010 and 2020, and by 1,900 households between 2020 and 2030. These figures appear to indicate that the Metropolitan Council anticipates Blaine will indeed absorb a significant portion of residential development in the north central sector of the metro area.

Based on building permits issued from 2000 to 2006, the growth forecasts by the Metropolitan Council for the current decade appear to be aggressive. Based on the Metropolitan Council’s own estimates, Blaine contained about 19,750 households in 2006. Therefore, to meet the forecasted number of households for 2010 (24,000), Blaine would need to grow by over 1,000 households per year from 2006 to 2010. Given the latest building permit data for 2007, 2008, and early 2009, this appears to be unlikely, especially since the residential real estate market has become oversupplied with excess inventory of new homes. Therefore,

it is more realistic to assume that the number of forecasted households for 2010 should be revised downward to a figure closer to 21,500 instead of 24,700.

Assuming the housing market improves and excess supply is absorbed, forecasted growth for Blaine from 2010 to 2020 appears in-line with the regional housing trends presented in the previous section. However, due to an aging population that will increase pressure to develop at the contiguous edge of the metro area, the forecasts may be somewhat low as some of the development that would have been expected to leap-frog past Blaine into northern Anoka County and southern Isanti County over the next 25 years is likely to be captured at the contiguous edge. This is provided land is made available for development at densities that are financially feasible to most private developers.

Another way to interpret forecasted growth trends is to compare the development experience of Blaine with nearby Coon Rapids (Table 3-2). Located to the west of Blaine, Coon Rapids had been at the contiguous edge of the metropolitan area for over 30 years and, as a result, captured a sizable portion of residential development in the north central sector of the metro area. At the peak period of development in the 1980s, Coon Rapids captured 31 percent of the household growth for the entire north central sector of the Metro area. Now that Coon Rapids is nearly built out, it is reasonable to assume that Blaine could absorb a similar amount of development given its availability of developable land. It should be noted, however, that this analysis is a summary of market forces and trends, and is not a prescription for development in Blaine.

TABLE 3-2: HOUSEHOLD GROWTH TRENDS IN BLAINE, COON RAPIDS, AND NORTH CENTRAL METRO

	Net Increase in Number of Households				Estimate	Projected Net Increase		
	1960s	1970s	1980s	1990s	2000-2006	2000s	2010s	2020s
Blaine	3,280	3,441	4,351	3,101	3,826	8,074	5,300	1,900
Coon Rapids	3,329	3,559	7,113	5,129	1,136	3,022	900	500
North Central Metro	19,494	23,920	23,073	26,417	15,632	26,146	21,000	14,760
16-County Metro Area	133,366	179,890	178,688	183,969	124,648	215,238	183,635	142,270
Blaine as a Pct. of NC Metro	16.8%	14.4%	18.9%	11.7%	24.5%	30.9%	25.2%	12.9%
Coon Rapids as a Pct. of NC Metro	17.1%	14.9%	30.8%	19.4%	7.3%	11.6%	4.3%	3.4%
NC Metro as a Pct. of 16-County Metro	14.6%	13.3%	12.9%	14.4%	12.5%	12.1%	11.4%	10.4%

Note: North Central Metro consists of Anoka and Isanti Counties.

Sources: U.S. Census; Metropolitan Council; Minnesota State Demographer; Wisconsin State Demographer

Table 3-3 shows the historical population of the City as well as forecasts for 2010, 2020, and 2030. As shown in Table 3-3, Blaine's growth outpaced Anoka County's growth in the 1970s and 1980s. During the 1990s, the County's growth rate surpassed Blaine, as undeveloped areas farther north in the County experienced rapid growth. During the 1990s, Blaine added 5,959 residents, an increase of 15.3 percent.

TABLE 3-3: POPULATION HISTORY AND FORECASTS

	Actual				Estimate	Forecasts		
	1970	1980	1990	2000	2006	2010	2020	2030
Blaine	20,573	28,558	38,975	44,934	54,927	59,100	76,100	78,000
<i>increase</i>	<i>x</i>	<i>38.80%</i>	<i>36.50%</i>	<i>15.30%</i>	<i>22.20%</i>	<i>7.60%</i>	<i>28.76%</i>	<i>2.50%</i>
Anoka Co.	154,556	195,998	243,641	298,084	328,614	362,170	407,710	425,260
<i>increase</i>	<i>x</i>	<i>26.80%</i>	<i>24.30%</i>	<i>22.40%</i>	<i>10.20%</i>	<i>10.21%</i>	<i>12.57%</i>	<i>4.30%</i>

Sources: U.S. Census; Metropolitan Council

Blaine’s growth is projected to continue, as development occurs in undeveloped areas of the County and sewer is extended to the rest of the City. It is forecasted that Blaine will add an additional 23,000 people between 2006 and 2030, an increase of 42 percent.

Table 3-4 shows the age breakdown of the City’s and County’s population. As shown in Table 3-4, the age distribution of Blaine is very similar to that of Anoka County. As with Anoka County, Blaine’s population is relatively young, with a very small senior population. The percentage of adults over age 65 in Blaine in 2000 was only 5.3 percent. Both the City and the County include a large percentage of younger adults in their family-forming years. Nearly thirty-five percent of Blaine’s population falls within the age range from 25 to 44. Blaine also includes a large number of children, as persons under the age of 19 make up approximately 32 percent of the total population.

TABLE 3-4: AGE OF POPULATION, 2000

Age Group	Blaine		Anoka County	
	Number	Percent	Number	Percent
0 - 4	3,498	7.8%	22,622	7.6%
5 - 9	3,587	8.0%	24,647	8.3%
10 - 14	3,742	8.3%	24,854	8.3%
15 - 19	3,487	7.8%	21,864	7.3%
20 - 24	2,705	6.0%	16,981	5.7%
25 - 34	7,090	15.8%	44,575	15.0%
35 - 44	8,566	19.1%	57,058	19.1%
45 - 54	6,382	14.2%	40,813	13.7%
55 - 64	3,499	7.8%	23,588	7.9%
65 - 74	1,657	3.7%	12,622	4.2%
75 - 84	632	1.4%	6,598	2.2%
85 +	97	0.2%	1,862	0.6%
Total	44,942	100.0%	298,084	100.0%

Source: U.S. Census

Table 3-5 outlines the historical household growth of the community as well as a 2006 estimate and forecasts for 2010, 2020, and 2030 as determined by the Metropolitan Council.

TABLE 3-5: HOUSEHOLD HISTORY AND FORECASTS

	Actual				Estimate	Forecasts		
	1970	1980	1990	2000	2006	2010	2020	2030
Blaine	5,011	8,474	12,825	15,926	19,752	21,500	29,300	31,200
<i>Increase</i>	<i>x</i>	<i>69.10%</i>	<i>51.40%</i>	<i>24.20%</i>	<i>24.00%</i>	<i>8.85%</i>	<i>36.28%</i>	<i>6.50%</i>
Anoka Co.	39,668	60,716	82,437	106,428	119,138	136,370	157,760	168,690
<i>Increase</i>	<i>x</i>	<i>53.10%</i>	<i>35.80%</i>	<i>29.10%</i>	<i>11.90%</i>	<i>14.46%</i>	<i>15.69%</i>	<i>6.90%</i>

Sources: U.S. Census; Metropolitan Council

Historically, Blaine’s household growth has occurred at a faster rate than that of Anoka County, with the exception of the 1990s, during which the County’s growth rate was slightly faster than the City’s rate of household growth. Blaine presently has a faster household growth rate than the County, adding nearly 4,000 households between 2000 and 2006, an increase of approximately 24 percent, compared to a household growth rate of 12 percent in the County. However, during the 1990s, the County grew at a

faster household growth rate of 29 percent compared to 24 percent in Blaine. The forecast shows that Blaine will add an additional 11,448 households between 2006 and 2030.

Table 3-6 displays the racial makeup of Blaine and Anoka County. The city is predominately white with nearly 94 percent of the population identifying themselves as white, which is similar to Anoka County as a whole. Approximately 2.5 percent of the Blaine population identified themselves as Asian, which is slightly higher than the percentage in Anoka County.

TABLE 3-6: RACE, 2000

Race	Blaine		Anoka County	
	Number	Percent	Number	Percent
White	42,002	93.5%	279,133	93.6%
Black or African American	387	0.9%	4,756	1.6%
Two or more races	785	1.8%	5,084	1.7%
Asian	1,142	2.5%	5,038	1.7%
American Indian and Alaska Native	281	0.7%	2,079	0.7%
Some other race	335	0.8%	1,930	0.6%
Native Hawaiian and Other Pacific Islander	10	0.02%	64	-
Source: U.S. Census				

HOUSING DEMAND BREAKDOWN

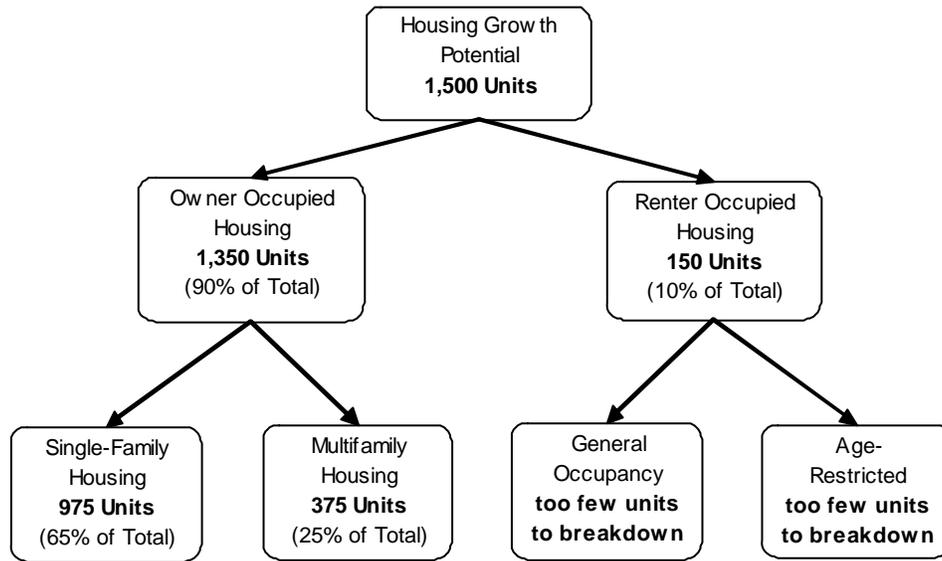
2007-2010

Housing demand through the end of the current decade will be strongly impacted by the current slowdown in the for-sale market. This is already affecting the pace of construction, which will likely result in a substantially lower number of households by 2010 than what was forecasted by the Metropolitan Council. Therefore, it is projected that the market will support approximately 500 new residential units from 2007 through 2009 and that the majority of the new housing will continue to be owner-occupied homes.

It was noted previously that Blaine has shifted its development pattern from almost entirely detached single-family homes to a much higher proportion of attached or multifamily housing. For a span of several years during the early 2000s, attached units equaled the number of detached units. This recent trend will likely subside through the end of the decade because the slow down in the for-sale market will affect younger, entry-level homebuyers, who are the primary market for attached housing.

Figure 3-16 shows housing growth potential, broken down by ownership and rental tenure for the remainder of this decade.

FIGURE 3-16 - POTENTIAL DEMAND FOR HOUSING IN BLAINE BY HOUSING TYPE, 2007-2010



2010-2020

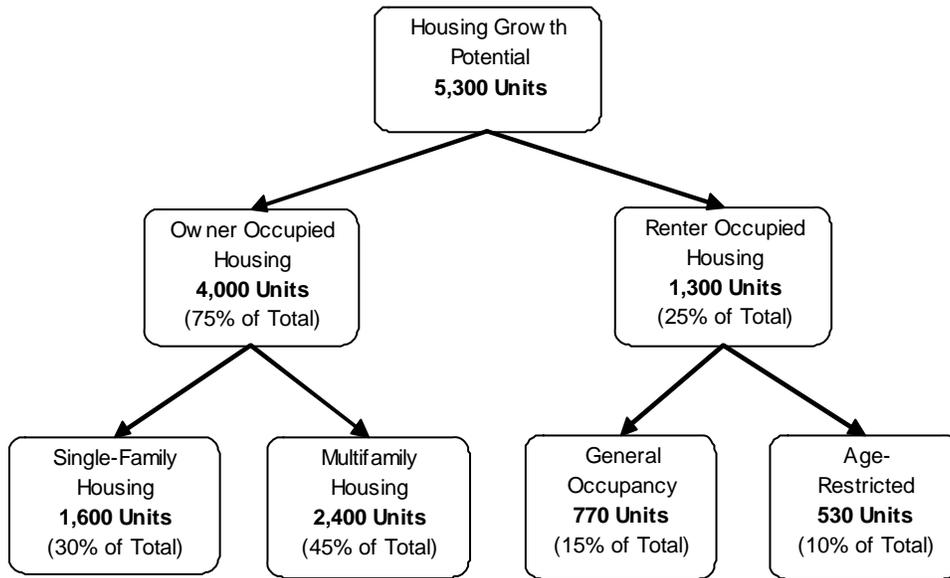
Substantial growth is forecasted for Blaine from 2010 to 2020, though not as much as the current decade. Rental housing will become an important component to the housing market as a critical mass of the population in Blaine and surrounding communities becomes age 65 or older and begins to desire low maintenance housing. In addition, emerging employment centers along Interstate 35W as well the development of the Twin Cities Army Ammunition Plant (TCAAP) site in Arden Hills will increase the overall demand for rental housing in the north central sector of the metro area.

As developable land becomes scarce throughout the 2010s in Blaine, pressure will mount for the remaining land to be developed at higher densities (Figure 3-17). Furthermore, demographic trends indicating strong growth among older age groups will add additional pressure to develop new homes as multifamily product that requires lower maintenance than single-family product.

A higher proportion of housing demand (20 percent) is projected to be for rental housing between 2010 and 2020 as a critical mass of the population in Lino Lakes becomes age 65 or older and begins to desire low maintenance housing. In addition, emerging employment centers along Interstates 35W and 35E as well the development of the Twin Cities Army Ammunition Plant (TCAAP) site in Arden Hills will increase the overall demand for rental housing in the northeast sector of the metro area.

As developable land becomes scarcer throughout the 2010s in Blaine, pressure will mount for the remaining land to be developed at higher densities (Figure 3-17). Furthermore, demographic trends indicating strong growth among older age groups will add additional pressure to develop new homes as multifamily product that requires lower maintenance than single-family product.

FIGURE 3-17 - POTENTIAL DEMAND FOR HOUSING IN BLAINE BY HOUSING TYPE, 2010-2020

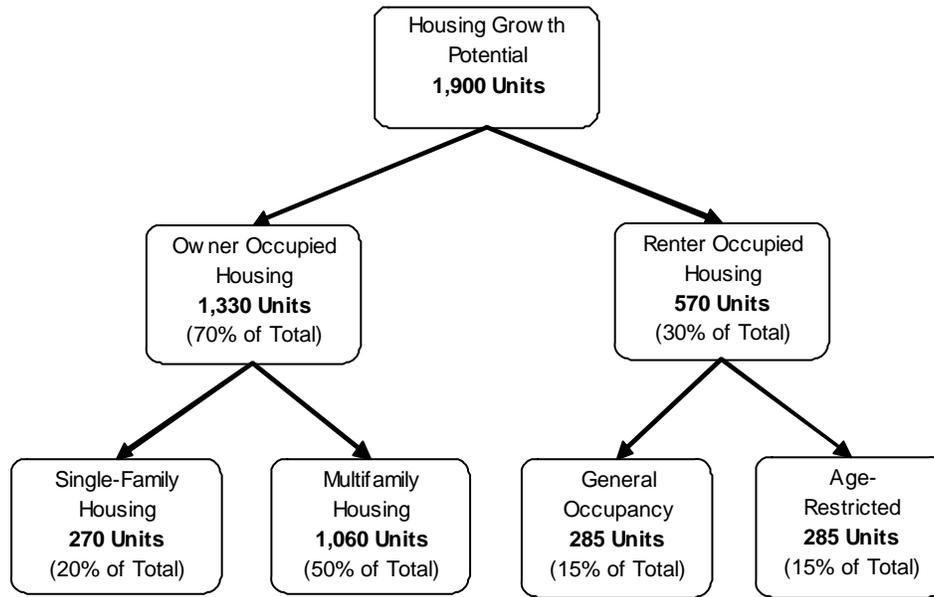


2020-2030

The overall demand for housing in Blaine is projected to decline from the 2010s to the 2020s (Figure 3-18). Demand for rental housing, however, will increase its proportion of the share since the age distribution of the population will continue to skew toward older age groups. This will be especially evident given that the leading edge of the Baby Boom will be aging into their late 70s and early 80s during the 2020s.

The same forces that sharply increased the demand for owner-occupied multifamily housing in the 2010s will still be present in the 2020s as Blaine will begin to transition into a fully developed community with development occurring on in-fill sites or as part of redevelopment projects. This suggests that upwards of 80 percent of all newly constructed housing will likely be multifamily housing. This was the experience of similar sized communities, such as Plymouth and Apple Valley, which, at the end of their development arcs in the early 2000s, experienced several years when nearly 90 percent of newly constructed homes were multifamily units.

FIGURE 3-18 - POTENTIAL DEMAND FOR HOUSING IN BLAINE BY HOUSING TYPE, 2020-2030



LAND AREA PROJECTIONS

Translating these projections into land area needed for future residential uses yields the following acreages (Table 3-7). The assumption for single-family owner-occupied housing is an average of 2.5 units/acre; for owner-occupied multifamily housing, 5 units/acre average, which would predominantly include townhomes and townhouses; for renter-occupied housing, including both general-occupancy and age-restricted properties, 10 units/acre average, which would be mainly larger apartment buildings and some single-level townhouses.

TABLE 3-7 – BLAINE LAND AREA PROJECTIONS BASED ON MARKET DRIVEN GROWTH

<i>Units & Acres</i>	<i>Density</i>	<i>2007-2010</i>	<i>2010-2020</i>	<i>2020-2030</i>	<i>Total</i>	<i>Total LD Acres</i>	<i>Total MD Acres</i>	<i>Total HD Acres</i>
Owner-occupied SF	2.5 u/a	975	1,600	270	2,845			
Acres		390	640	108	1,138	1,138	0	0
Owner-occupied MF	5 u/a	375	2,400	1060	3,835			
Acres		75	480	212	767	0	767	0
Rent - General	10 u/a	50	770	285	1,105			
Acres		5	77	29	111	0	0	111
Rent - Age Restricted	10 u/a	100	530	285	915			
Acres		10	53	29	92	0	0	92
Total Units		1500	5300	1900	8,700			
Total Acres		480	1,250	377	2,107	1,138	767	202

These changes will also affect the projected density of development with a density of 3.13 units per acre projected for 2007-2010; 4.24 units per acre for 2010-2020; and 5.04 units per acre for 2020-2030. The average density over the period 2007-2030 is projected to be 4.13 units per acre. Although the density will

change over time, it is important to note that these density variations will fall within the Metropolitan Council’s Regional Development Framework standards of 3 – 5 units per acre.

AFFORDABLE HOUSING

In 1976, the Metropolitan Land Use Planning Act (MLUPA) was enacted by the state legislature and required communities in the region to include in their comprehensive land-use plans a housing element that acknowledges the city’s share of the forecasted regional need for low- and moderate-income housing. For the required local comprehensive plan updates prepared for the period 1998 to 2008, the Metropolitan Council asked communities to plan for new affordable and life-cycle housing in numbers consistent with the housing goals that were negotiated as a condition of participation in the Livable Communities Act (LCA). The goal framework established in the LCA process was not based on an analysis of housing need, household income or housing condition, but was instead based solely upon keeping the production of new affordable units at a level similar or better than the existing situation in the community. Under LCA, a unit of ownership housing was considered affordable if it is priced at or below 30% of the gross income of a household earning 80% of the Twin Cities median income for a four-person household. A rental unit was considered affordable if it was at or below 50% of the area median income.

The Metropolitan Council produces on an annual basis a score for each community that indicates its progress on affordable housing. This score, the Housing Performance Score, assigns each community a score between 0 and 100 and this score is used in the evaluation and prioritization of applications for funding by the Metropolitan Council. Some of the funding sources that are affected by this scoring system include the LCA Fund, Smart Growth initiatives, transportation – TEA-21, Metro Environment Partnership grants, and other investments and programs such as those for parks and open space.

In 2007, Blaine’s Housing Performance Score is 80 which puts it among the upper tier of performers in the region. A comparison with nearby communities is contained in Table 3-8.

TABLE 3-8 - 2007 HOUSING PERFORMANCE SCORES

	Housing Performance Score
<i>Blaine</i>	<i>80</i>
Anoka	90
Circle Pines	52
Coon Rapids	93
Fridley	71
Ham Lake	13
Lexington	24
Lino Lakes	27
Mounds View	54
Spring Lake Park	46

In order to determine the regional need for affordable housing for 2011 – 2020, the Metropolitan Council initiated a new forecasting process. In the 2011 – 2020 time period, the definition of affordable housing will be a unit that is priced at or below 30% of gross income of a household earning 60% of the Twin Cities median family income (or \$46,200 in 2005). The 60% level was determined by the U.S. Department of Housing and Urban Development (HUD) and is the cutoff for tax-credit housing development.

There is also a new, more complex method for projecting affordable housing need. The first step was to forecast the land consumption needs on a regional basis for new construction of affordable housing. The

second stage was to tie the forecasted affordable housing needs to forecasted household growth in sewer-served areas. Finally, the third stage was to adjust each community's allocation by three factors related to affordable housing. These factors are as follows:

- *Low-Wage Job Proximity Ratio*

This factor considers the ratio of the amount of low-wage jobs in an area compared to the number of low wage workers. Communities that have an abundance of low wage jobs but relatively few low wage workers are forced to import low wage workers. This imbalance can be mitigated to some extent through the provision of additional affordable housing. Blaine was determined to have a well balanced job and housing market. The ratio of .97 indicates that Blaine has a slightly more low-wage workers than job opportunities and therefore Blaine's affordable housing allocation was reduced by 43 units by this adjustment factor.

- *Affordable Housing Stock*

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 Minnesota Department of Revenue data on 2004 market values, Census 2000 rent levels, and Metropolitan Council data on 2004 manufactured housing units. 27% of Blaine's current housing stock was determined to be affordable to low-income households, which is slightly below the Metropolitan Council's target of 30%; therefore Blaine's affordable housing allocation was increased by 49 units by this adjustment factor.

- *Transit Service Level*

This factor considers the sensitivity of low-income households to the level of transit services. The Metropolitan Council has a policy goal of locating affordable housing near transit opportunities. Each community was assigned to one of four categories of transit service ranging from Level 1 (regular frequent transit service to many points all through the day-Minneapolis and St. Paul) to Level 4 (no regular transit service). Blaine is located in the Level 3 transit category which is described as having some transit service, but very limited in frequency and destinations. Blaine's affordable housing allocation was not impacted by this adjustment factor.

TABLE 3-9 - BLAINE AFFORDABLE HOUSING NEED ALLOCATION

	Net Growth 2011 - 2020	Job Proximity	Housing Stock	Transit Service	New Affordable Housing Units Needed 2011 - 2020
Factor	7,800	0.97	0.27	3	---
Affordable Units	1,859	-43	49	0	1,865

HOUSING IMPLEMENTATION

1. A sufficient proportion of the remaining vacant land in the city will be guided and zoned at densities that will provide an opportunity for accommodating the community's share of the region's low- and moderate-income housing.
2. The City will encourage increased density through appropriately designed townhouses and apartments, a variety of single family detached-style homes with clustering, varying lot sizes and shared open space (Housing Goal #1).
3. The City will support the development of multi-family housing projects, which are appropriately located and well designed (Housing Goal #6).
4. Redevelopment will be considered for residential areas that have been identified as obsolete or blighted (Housing Goal #7).
5. All rental units are required to be licensed on an annual basis including a scheduled inspection.
6. Existing neighborhoods will be supported through housing code enforcement; adequate public facilities and services; and other alternative methods.
7. The City contracts with the Center for Energy and Environment (CEE) to manage its housing hotline and administer its housing rehabilitation loan program including the following:
 - a. 5% Home Loan Fund – income qualifying residents may borrow up to \$25,000 to make home improvements
 - b. Discount Loan Fund – income qualifying residents may borrow up to \$25,000 to fix-up rambler or Cape Cod style homes built prior to 1970.
 - c. Manufactured Loan Fund – income qualifying residents may borrow up to \$7,500 to fix-up manufactured homes
 - d. CEE Home Energy Loan – any homeowner may borrow up to \$10,000 for energy related improvements to their home
8. The City has landlords participating in the Metro Housing and Redevelopment Authority (MHRA) rental subsidy program.
9. The City participates in the Anoka County Affordable Housing Coalition, a United Way sponsored organization that meets monthly to discuss affordable housing issues.

10. The City supports and promotes the Anoka County Community Action Program efforts including the following:
 - a. Housing Rehabilitation Program – income qualifying residents may receive funding for building code and/or health and safety repairs
 - b. First-Time Home Buyer Workshops – Monthly educational workshops are held that are designed to help low- to moderate-income households
11. The City, in cooperation with Fridley, Mounds View and New Brighton holds a free North Metro Home and Garden Show to provide resident education on home improvement projects and an opportunity to discuss home improvement projects with design professionals.
12. The City promotes the Minnesota Housing Finance Agency's (MHFA) First Time Home Buyer Program which offers funds for low-interest fixed rate mortgage loans to qualified first time homebuyers
13. The City will continue to work with the private sector, non-profits and public agencies to facilitate appropriate, quality, affordable housing development in the city.
14. The City will support an effort to preserve existing affordable housing units including manufactured home parks and subsidized apartments and townhome complexes.

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Chapter 4 – Economic Development

ECONOMIC DEVELOPMENT GOALS

Goal 1

The City will encourage, through land use and the City's EDA (Economic Development Authority), development that creates access to sustainable jobs for the residents of Blaine. Development of corporate offices, professional and financial services, research, medical manufacturing and medical services, education and emerging industrial technology will be focal points in helping to create a well balanced and vital economy for the City and its residents.

Goal 2

Redevelopment will be encouraged and supported for areas that are obsolete or blighted, and where such redevelopment is to foster job growth and increase property values as well as create a more positive community image. The plan will include specific targeted areas such as the University Avenue corridor, the older industrial park located in the area of 105th Avenue and Nassau Street as well as select areas along Highway 65 and others, including residential areas, that have been identified through the planning process. (also a Land Use and Housing goal)

Goal 3

The City will continue to support the viability and economic health of the Northtown area commercial center, as it represents a significant economic and employment center. The City will collaborate with Northtown to develop a strategy for private reinvestment, as well as explore and be receptive to new ways for the Northtown area to remain successful, including use of innovative stormwater management techniques. (also a Stormwater goal)

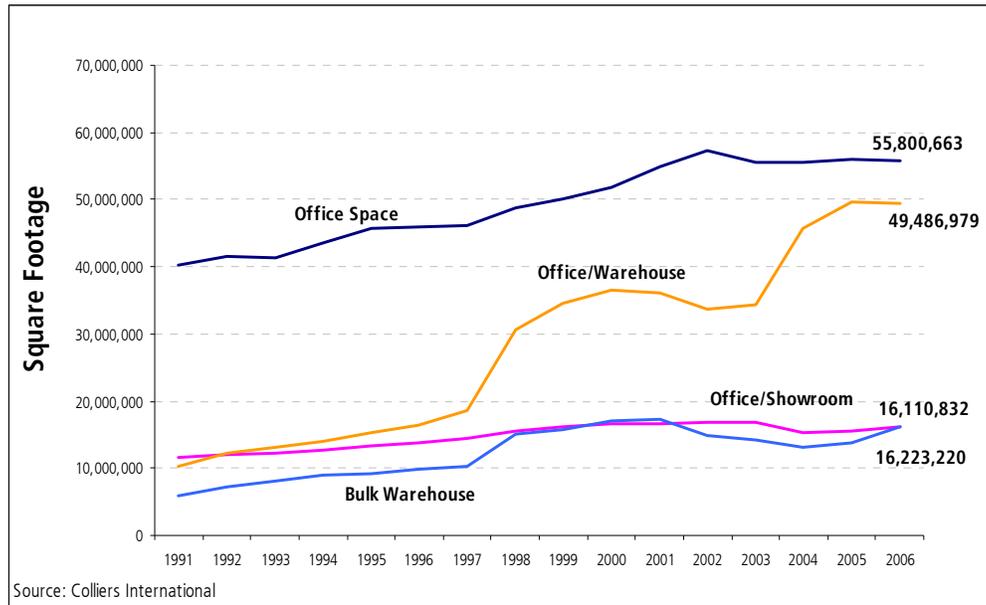
ECONOMIC SNAPSHOT OF THE TWIN CITIES AND THE NORTH METRO

This portion of the Comprehensive Plan presents a brief overview of key indicators about the economy of the Twin Cities. With numerous sites that have strategic access to Interstate 35W, Highway 65, and Highway 10, the profile of Blaine will increase among the commercial/industrial development community, though the timing and scope of development hinges on the regional economic picture at the time individual sites are built-out.

TWIN CITIES OFFICE AND INDUSTRIAL SPACE ABSORPTION (MULTI-TENANT SPACE) 1991-2006

Figure 4-1 shows that the Twin Cities Metro Area has absorbed nearly 70 million square feet of office and industrial space¹ during the past 15 years. This translates to an annual average of about 4.6 million square feet, which is annual growth rate of 4.7 percent.

FIGURE 4-1 – OCCUPIED MULTI-TENANT OFFICE AND INDUSTRIAL SPACE, TWIN CITIES METRO AREA



Office-warehouse space, which has been historically indicative of the manufacturing sector, grew by nearly 40 million occupied square feet between 1991 and 2006 (10.5% annually), followed by office space, which grew by 16 million occupied square feet (2.2% annually). The overall strong growth in office-warehouse space with its intermittent peaks and valleys is more reflective of a changing office market than growth in the manufacturing sector. As the most accessible sites become cost prohibitive for many businesses with office workers, office-warehouse properties in traditionally industrial locations have become increasingly popular.

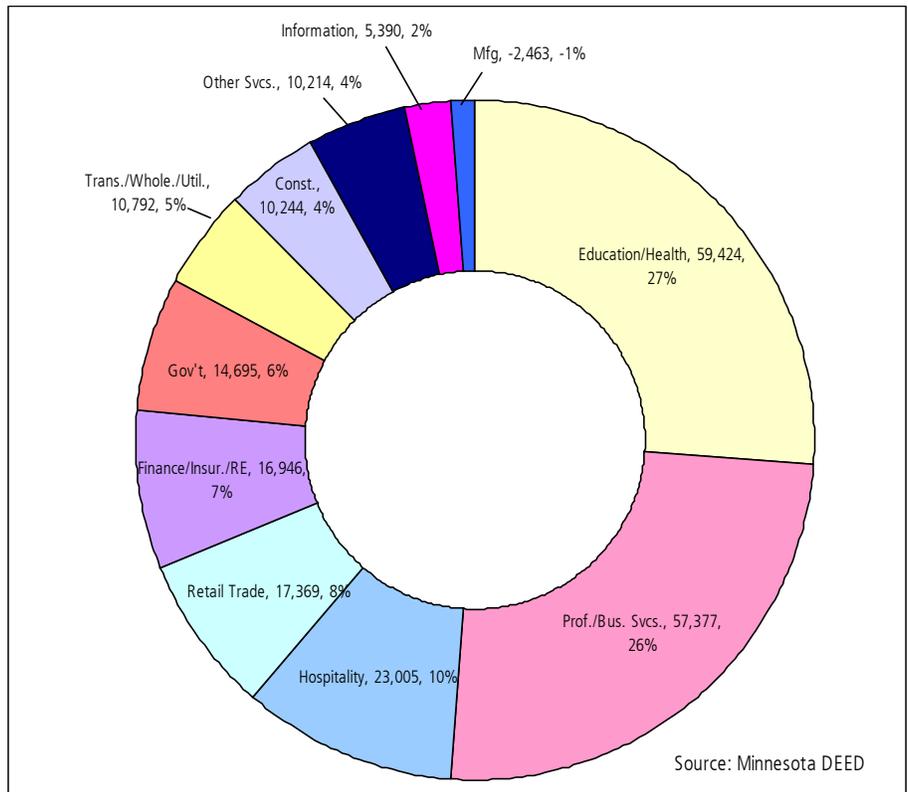
Overall, the strong historical expansion in multi-tenant office and industrial space in the Twin Cities suggests that Blaine can likely absorb a variety of space types, assuming that the economy continues to expand. The mix of building types will depend on the particular parts of the economy that are expanding at the time individual sites are being developed (e.g. if growth in the healthcare sector is strong, medical office demand will be strong).

¹ Multi-tenant industrial space descriptions per Colliers International: office-warehouse - buildings with at least 25,000 square feet, 10%-20% finished office space and 16-20 foot clear ceiling heights; office-showroom - buildings of at least 25,000 square feet, near freeways with good visibility, 30%+ finished office space and 12-16 foot clear ceiling heights; bulk warehouse - buildings of 50,000 square feet or more, constructed after WWI, with no more than 10% finished office space and 20-foot or greater clear ceiling heights.

TWIN CITIES EMPLOYMENT GROWTH BY SECTOR 2004-2014

Figure 4-2 presents predictions from the Minnesota Department of Employment and Economic Development (DEED) about the growth of the Twin Cities economy by industrial sector. The chart shows very strong expansion in several service sectors. In particular, 63 percent of all new jobs over 10 years will be education/health services, professional/business services, or hospitality. Other important growth sectors include retail trade (8% of new jobs), finance/insurance/real estate (6%), and government (7 percent). These projections indicate that commercial development in the Twin Cities region in the coming decades will likely focus on several service sectors because they will be the major drivers of employment growth.

FIGURE 4-2 – PROJECTED EMPLOYMENT GROWTH BY SECTOR, 7-COUNTY TWIN CITIES REGION, 2004-2014

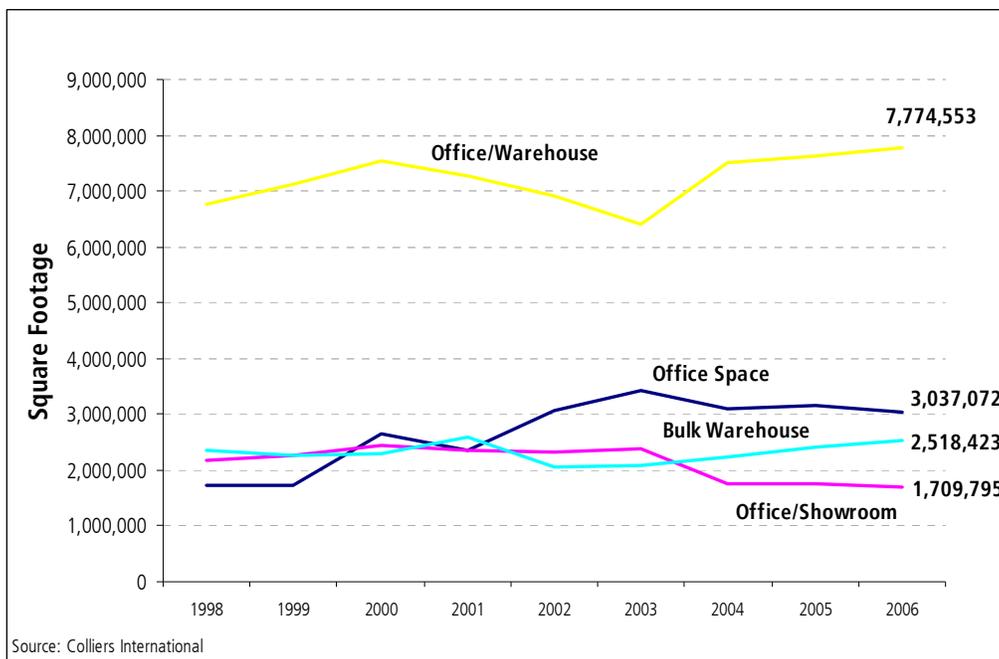


NORTH METRO OFFICE AND INDUSTRIAL SPACE ABSORPTION (MULTI-TENANT SPACE) 1998-2006

Absorption of commercial and industrial space has been slow over the last seven years in the northern portion of the metro area. Figure 4-3 shows that the amount of space absorbed has been relatively flat for each property type with the exception of office space, which has seen a nearly 50 percent increase in the amount of occupied space. Compared to the remainder of the metro area, however, the amount of office space in the northern metro is minimal. Therefore, even modest increases in the amount of office space appear as large percentage increases.

Another important point that the chart displays is how much office/warehouse space dominates the market in the north metro. Even if one were to add together office, office/showroom, and bulk warehouse space, it would not add up to office/warehouse space.

FIGURE 4-3 – OCCUPIED OFFICE AND INDUSTRIAL SPACE, ANOKA COUNTY & SUBURBAN RAMSEY COUNTY

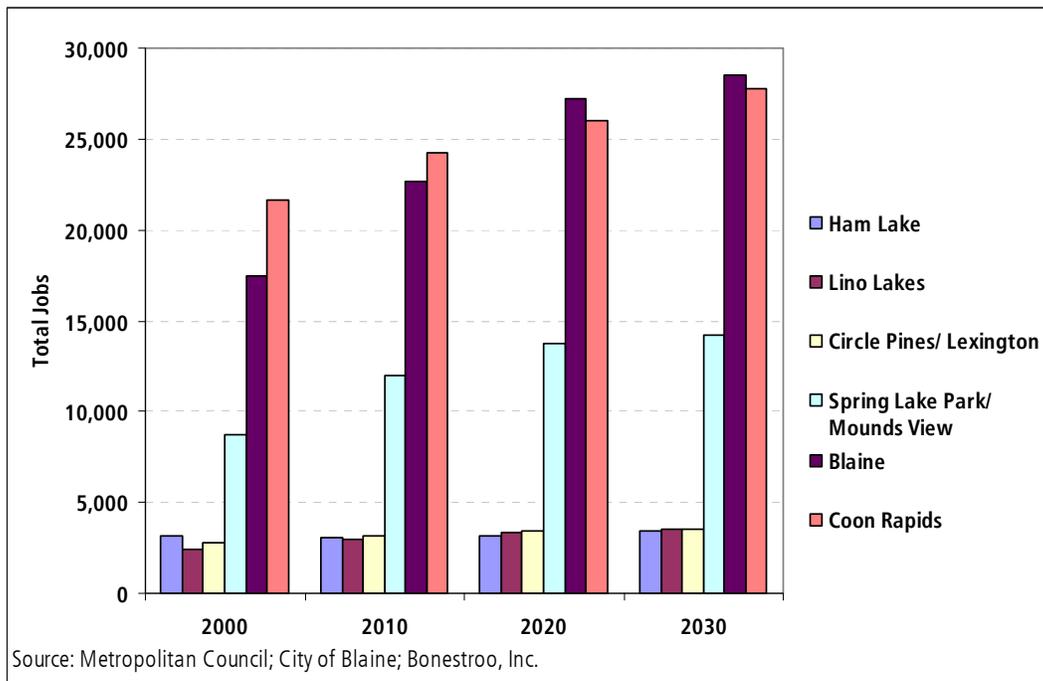


NORTH METRO PROJECTED EMPLOYMENT GROWTH

Figure 4-4 shows projected employment for Blaine and adjacent communities through 2030. The data comes from the Metropolitan Council, though refinement of the Blaine figures has been prepared to reflect recent job growth associated with increased levels of commercial/industrial development. The chart shows employment for the cities listed collectively growing from about 56,000 jobs in 2000 to 81,000 jobs by 2030 with majority of the growth occurring in Blaine, Coon Rapids, and Mounds View.

The communities listed currently account for roughly 3.9 percent of all jobs in the 7-County Twin Cities Metro Area. Their share of projected job growth through 2030 is expected to be 3.2 percent of all jobs.

FIGURE 4-4 – PROJECTED JOB GROWTH, 2000-2030



Based on the projections in Figure 4-4, Blaine will continue to become an important employment center for the northern half of the metropolitan area. However, it will be important to continue to track employment growth since redeveloping districts to the south of Blaine on the TCAAP site in Arden Hills, in the Northwest Quadrant of New Brighton, and the Twin Lakes redevelopment area in Roseville may siphon considerable demand for new commercial and industrial growth in the coming years.

Not all of the forecasted job growth will result in development of new commercial space since some industry sectors do not require traditional office or industrial space to house workers. Industry sectors that typically use office space are Professional and Business Services, FIRE (Finance, Insurance and Real Estate), and a small proportion of Education and Healthcare Services. Industrial space is typically used by employees in the Manufacturing, Wholesale Trade, and Transportation sectors.

EMPLOYEES AND EMPLOYERS

Figure 4-5 and Table 4-1 illustrate historical and forecasted employment figures for Blaine. In 1970, Blaine was a bedroom community with few local jobs to support the local population. Over the past 20 years, the Blaine employment base has grown even more rapidly than the population and there is currently

approximately one local job for every household. One job per household is approximately 2/3 of the average rate for the region, which has a large concentration of employment in the central cities. However, it is a healthy ratio for a suburban community. A comparison with surrounding communities is contained in Table 4-2. Having a balance between employment and housing reduces the commuting demands on the regional highway system, increases resident quality of life, improves property values and leads to a more sustainable community. The Metropolitan Council is projecting that Blaine's economy will continue to grow through 2030, however, the employment growth is not projected to keep pace with household growth and as with many suburban communities the number of jobs per household will continue to lag the average in the region.

FIGURE 4-5: LOCAL EMPLOYMENT PER HOUSEHOLD

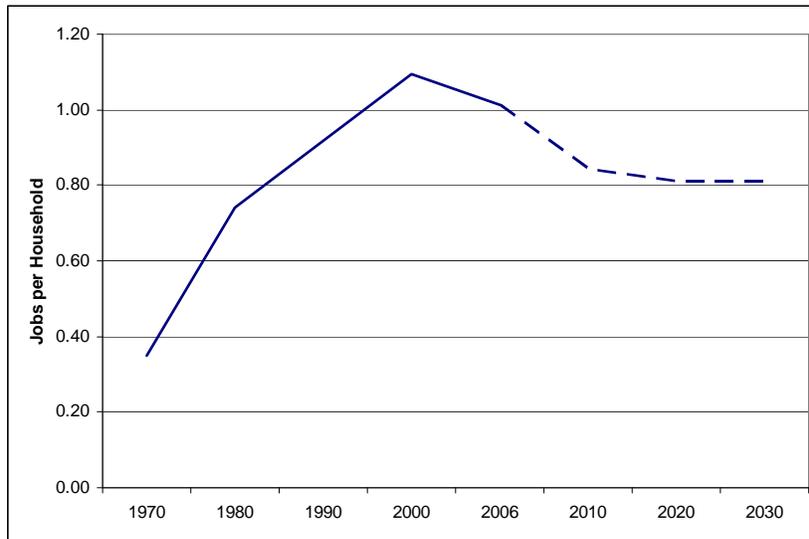


TABLE 4-1: EMPLOYMENT AND HOUSEHOLD GROWTH - BLAINE

	1970	1980	1990	2000	2006	2010	2020	2030
Employment	1,750	6,292	11,751	17,434	20,011	22,700	27,200	28,500
Households	5,011	8,474	12,825	15,926	19,752	21,500	29,300	31,200
Emp/HH	0.35	0.74	0.92	1.09	1.01	1.06	0.93	0.91

Source: Metropolitan Council; Bonestroo, Inc.

TABLE 4-2: JOBS PER HOUSEHOLD – NEARBY COMMUNITIES

	Jobs per Household
Fridley	2.32
Anoka	1.86
Spring Lake Park	1.69
Circle Pines	1.27
Blaine	1.09
Coon Rapids	0.96
Mounds View	0.83
Lexington	0.77
Ham Lake	0.77
Lino Lakes	0.55

Source: Metropolitan Council; Bonestroo, Inc.

TRAVEL TIME

Table 4-3 identifies the mode of transportation that employees use to access their jobs. A majority of residents travel to work alone and access employment by car, truck or van. However, nearly 12 percent of residents carpool to work, 2.8 percent work from home and 2.5 percent took public transportation.

TABLE 4-3: MEANS OF TRANSPORTATION TO WORK, 2000

Means of Transportation	Number of Workers	Percent
Car, truck, or van - drove alone	20,850	81.3%
Car, truck, or van - carpooled	3,003	11.7%
Public Transportation	652	2.5%
Worked at home	707	2.8%
Walked	200	0.8%
Other means	224	0.9%
Workers age 16 and over in 2000	25,636	100.0%
Source: U.S. Census		

Since many of Blaine's residents work outside of the city, commuting time is significant, with the average worker spending nearly 30 minutes commuting to their place of employment. Extremely long commutes are rare due to the amount of employment in adjacent suburban communities and the convenience to the Minneapolis and St. Paul downtown areas. Table 4-4 demonstrates the travel time to work for workers.

TABLE 4-4: COMMUTE TIME, 2000

Travel Time to Work	Number of Workers	Percent
Workers who did not work at home	24,929	100.0%
Less than 10 minutes	1,762	7.1%
10 to 14 minutes	2,900	11.6%
15 to 19 minutes	3,606	14.5%
20 to 24 minutes	4,261	17.1%
25 to 29 minutes	1,918	7.7%
30 to 34 minutes	4,356	17.5%
35 to 44 minutes	2,562	10.3%
45 to 59 minutes	2,320	9.3%
60 to 89 minutes	940	3.8%
90 or more minutes	304	1.2%
Mean travel time to work (minutes)	26.5	(X)
Source: U.S. Census		

MAJOR INDUSTRIAL/MANUFACTURING EMPLOYERS

There are several major employers within the community as shown in Table 4-5. The largest employer in the community is the Aveda Corporation, with 663 total employees.

TABLE 4-5: MAJOR EMPLOYERS

Business	Products/Services	Employees
Aveda Corporation	Scientific Research & Development Services	663
Bermo	Plastic Parts Manufacturing	220
Infinte Campus*	Educational Support Services	200+
Quam Emertech	Medical Equipment & Supplies Manufacturing	200
General Pattern	Other Fabricated Metal Product Manufacturing	170
Carley Foundary Inc	Foundries	130
Dayton Rogers Mfg. Co.	Fabricated Metal Product Manufacturing	116
Advance Tool Inc	Machine Shops; Turned Prod.; & Screw, Nut & Bolt Mfg.	100
Excel Dental Studios, Inc.	Medical Equipment & Supplies Manufacturing	85
Turfco Manufacturing, Inc.	Machinery, Equipment, & Supplies Merchant Wholesalers	75
Blaine Brothers, Inc.	Truck Towing & Repair Services	70
Arrow Cryogenics	Coating, Engraving, Heat Treating & Allied Activities	67
Parker Hannifin	Miscellaneous Durable Goods Merchant Wholesalers	43
* Headquarters facility under construction; expected to open July 2008.		
Source: City of Blaine, Economic Development		

According to the Minnesota Department of Employment and Economic Development (DEED), there were 20,139 employed workers in the City of Blaine. Table 4-6 demonstrates the number of employees per industry. The industries most heavily represented in Blaine include retail trade (20%), manufacturing (15%), leisure and hospitality (14%), utilities, transportation, and wholesale trade (11%), and construction (10%).

TABLE 4-6: NUMBER OF EMPLOYEES BY INDUSTRY, 2006

Industry	Blaine		MSP Metro Area	
	Employees	Percent	Employees	Percent
Retail Trade	4,088	20.3%	169,237	10.5%
Manufacturing	3,107	15.4%	185,177	11.5%
Leisure & Hospitality	2,736	13.6%	146,935	9.2%
Utilities, Transportation, & Wholesale Trade	2,187	10.9%	156,439	9.7%
Construction	1,949	9.7%	75,503	4.7%
Professional & Business services	1,619	8.0%	253,990	15.8%
Health Care and Social Assistance	1,133	5.6%	197,990	12.3%
Other Services (except public administration)	1,013	5.0%	54,948	3.4%
Financial Activities	893	4.4%	136,889	8.5%
Educational Services	771	3.8%	117,072	7.3%
Public Administration	482	2.4%	64,650	4.0%
Information	135	0.7%	43,255	2.7%
Natural Resources and Mining	26	0.1%	3,582	0.2%
Total	20,139	100%	1,605,667	100%
Source: Minnesota Department of Employment and Economic Development				

WORKFORCE

The skills and training of the local workforce contributes to the local economy, influences economic development and also suggests potential demands of current residents. Table 4-7 shows the educational attainment levels in the community. About 33 percent of the population has a high school diploma as the highest level of educational attainment. Approximately 29 percent of the population went on after high school and attended some college, and 9 percent obtained an associate's degree. 15 percent of local residents have completed a bachelor's degree and 4.6 percent obtained a graduate or professional degree. Approximately 91 percent of Blaine residents have a high school degree or higher educational attainment, and 19.7 have a bachelor's degree or higher. In general the educational achievement of Blaine residents is very similar to the rest of Anoka County.

TABLE 4-7: EDUCATIONAL ATTAINMENT, 2000

Population 25 years and over	Blaine		Anoka County	
	Number	Percent	Number	Percent
Less than 9th grade	601	2.1%	4,152	2.2%
9th to 12th grade, no diploma	1,854	6.6%	12,638	6.8%
High school graduate (includes equivalency)	9,310	33.3%	60,701	32.4%
Some college, no degree	8,167	29.2%	52,724	28.2%
Associate degree	2,522	9.0%	17,080	9.1%
Bachelor's degree	4,222	15.1%	29,847	16.0%
Graduate or professional degree	1,282	4.6%	9,980	5.3%
Total	27,958	100%	187,122	100%
Percent high school graduate or higher	(x)	91.2%	170,332	91.0%
Percent bachelor's degree or higher	(x)	19.7%	39,827	21.3%
Source: U.S. Census				

HOUSEHOLD INCOME

The following tables describe the income levels of current households in Blaine. As shown in Table 4-8, approximately 11 percent of households in Blaine make less than \$25,000 a year, 29 percent make between \$25,000 and \$75,000, and 31 percent make more than \$75,000 a year. Blaine has a higher concentration of middle class residents, exceeding the metro average in every income category between \$35,000 and \$99,999.

TABLE 4-8: HOUSEHOLD INCOME, 2000

Income	Blaine		MSP Metro Area	
	Households	Percentage	Households	Percentage
Less than \$10,000	378	2.4%	53,201	5.2%
\$10,000 to \$14,999	370	2.3%	42,019	4.1%
\$15,000 to \$24,999	919	5.8%	94,467	9.2%
\$25,000 to \$34,999	1,454	9.2%	112,968	11.1%
\$35,000 to \$49,999	2,830	17.9%	159,422	15.6%
\$50,000 to \$74,999	5,039	31.9%	233,671	22.9%
\$75,000 to \$99,999	2,795	17.7%	148,158	14.5%
\$100,000 to \$149,999	1,604	10.1%	114,712	11.2%
\$150,000 to \$199,999	236	1.5%	31,043	3.0%
\$200,000 or more	196	1.2%	32,350	3.2%
Total	15,821	100.0%	1,022,011	100.0%
Source: U.S. Census				

As demonstrated in Table 4-9, the median household income in Blaine is higher than the median incomes of Anoka County, the Twin Cities metropolitan area, and the State of Minnesota. The median household income in Blaine is \$59,218 which is 115 percent of the Anoka County median income of \$51,219. Blaine’s median household income is 109 percent of the Twin Cities median income and 126 percent of the state median.

TABLE 4-9: COMPARISON OF MEDIAN HOUSEHOLD INCOMES, 2000

	Blaine	Anoka County	% of County	Twin Cities	% of TC	State of MN	% of State
Median income	\$59,219	\$51,711	115%	\$54,304	109%	\$47,111	126%
Source: U.S. Census							

LAND AREA PROJECTIONS FOR COMMERCIAL/INDUSTRIAL DEVELOPMENT IN BLAINE

For development occurring between 2006 and 2008, Blaine City staff compiled estimated acreages associated with new commercial/industrial projects. During this three-year period, which saw an increase of more than 2,500 jobs, there also was development of nearly 250 acres of commercial and industrial land. Based on job growth by industry, as presented in Table 18, this translates to 10.9 jobs per acre for new commercial development, which consists mostly of retail and small office buildings, and 10.3 jobs per acre for industrial development, which consists mostly of manufacturing facilities and corporate offices.

Assuming these ratios of jobs to acres remains constant in the future, then it is anticipated that Blaine’s available vacant commercial/industrial land can accommodate up to 8,200 more jobs. Therefore, if job growth occurs at the pace projected through 2015, which is around 1,000 new jobs per year, it is evident that the availability of commercial/industrial land may be exhausted within a handful of years, which is calculated as follows:

Type of Zoned Land	Vacant Acres	Jobs per Acre	Job Capacity	Years Until Build Out @			
				400 jobs/year	600 jobs/year	800 jobs/year	1,000 jobs/year
Commercial	339	x 10.9	= 3,700	18.5	12.3	9.3	7.4
Industrial	436	x 10.3	= 4,500	22.5	15.0	11.3	9.0

However, if job growth ultimately slows down, this will result in a longer time period until available vacant land becomes exhausted. Keeping in mind, of course, this does not factor in job growth occurring on redevelopment sites or within existing vacant structures, which would serve to lengthen the available supply of commercial/industrial land as well.

ECONOMIC DEVELOPMENT IMPLEMENTATION

1. The City will provide for enough industrial and commercial land expansion in the Comprehensive Plan to allow for the development of the projected job growth until 2030.
2. The City’s EDA (Economic Development Authority) will focus on creating access to sustainable jobs for the residents of Blaine with a focus on development of corporate offices, professional and financial services, research, medical manufacturing and medical services, education and emerging industrial technology.
3. The City will continue to support the Blaine Area Development Company, a non-profit corporation to promote economic development. BADC provides long-term, fixed asset financing for small and medium sized businesses utilizing the HUD Community Development Block Grant Program.

4. The City will continue to support the activities of the Metro North Chamber of Commerce, the Twin Cities North Chamber of Commerce and the Visit Minneapolis North Convention and Visitors Bureau.
5. The City will continue to support the viability and economic health of the Northtown area commercial center, as it represents a significant economic and employment center. The City will collaborate with Northtown to develop a strategy for private reinvestment, as well as explore and be receptive to new ways for the Northtown area to remain successful, including use of innovative stormwater management techniques (Economic Development Goal #3).
6. The City will dedicate staff resources to monitoring the economic health of the city and assisting businesses in relocation or expansion within the City.
7. The City will work with the Metropolitan Airports Commission (MAC) to support improvement and additions to the airport and its facilities that will enhance economic development activities in the community provided they do not change the airport status from reliever to intermediate.
8. The City will continue to seek effective ways to promote the benefits of Blaine to the business community.
9. The City will continue to provide information on economic development and the business community (such as BlaineBiz.com) on its website.
10. The City will periodically review its procedures, ordinances and fee structures to ensure they are up-to-date and that they protect and promote the quality of life in the City.
11. The City will promote environmentally sensitive and sustainable business practices.
12. The Comprehensive Plan will identify obsolete or blighted areas that should be targeted redevelopment.
13. The City will develop and implement plans for targeted redevelopment areas, as appropriate.
14. The City will periodically review existing land development requirements and economic incentives to ensure they are conducive to redevelopment and infill projects.

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Chapter 5 – Land Use

LAND USE GOALS

Goal 1

The MUSA boundary will be amended to include all of the remaining parcels, with the exception of property in AG Preserve and the 160 acres of land in the far northwestern corner of the City (NW Quarter of Section 6), to reflect the City's policy that all developable property in Blaine can ultimately and in an orderly and sustainable manner be served with city sewer and water. The City will consider MUSA for the 160 acres in the far northwest corner as part of the next overall comprehensive plan update or sooner if requested by a majority of the area's property owners.

Goal 2

The Comprehensive Plan will maintain the existing mix between single-family, commercial and industrial land uses. Emphasis will be placed on fostering industrial and professional/corporate office business development wherever appropriate and decreasing emphasis on retail-commercial development.

Goal 3

Where appropriate, the City will encourage increased density through appropriately designed townhouses and apartments, a variety of single family detached-style homes with clustering, varying lot sizes, and shared open space. (also a Housing goal)

Goal 4

The City will continue to discourage additional private septic rural development in order to preserve the remaining undeveloped areas for future urban development through MUSA designation and existing zoning ordinance restrictions.

Goal 5

Redevelopment will be encouraged and supported for areas that are obsolete or blighted, and where such redevelopment is to foster job growth and increase property values as well as create a more positive community image. The plan will include specific targeted areas such as the University Avenue corridor, the older industrial park located in the area of 105th Avenue and Nassau Street as well as select areas along Highway 65 and others, including residential

Goal 6

The City will continue to implement practices to improve the image along major roadway corridors relating to building design, architecture and materials, signage, land use and landscaping. (also a Transportation goal)

Goal 7

The City is committed to maintaining affordable life-cycle housing in our community. (also a Housing goal)

Goal 8

The City will support development of multi-family housing projects, which are appropriately located and well designed. The City will create quality multi-family development, which respects open space, tree preservation and wetlands, creates positive community impacts and has access to services and transportation. (also a Housing goal)

Goal 9

Promote preservation of the natural environment to protect trail and greenway corridors, preserve and conserve open space, provide appropriate public access, and offer environmental education opportunities. New development areas such as Pheasant Ridge Business Park and Finn Farm development should be designed to take advantage of the open space and wetland areas and enhance those areas as amenities for the community. (also a Parks, Trails, and Recreation and Natural Resources goal)

Goal 10

A plan, both physical and financial, should be developed for the large 500 acre City owned wetland/natural area lying north of 109th Avenue. The area should be examined for development of trail linkages, nature demonstration areas, wildlife viewing, and passive natural recreation opportunities including wetland, animal and plant habitat restoration. (also a Parks, Trails, and Recreation and Natural Resources goal)

Goal 11

The City will continue programs and strategies to address aging commercial, industrial and residential structures. The strategy will focus on community education, reviewing existing zoning and code standards dealing with maintenance standards, encouraging the local financial community to provide financial programs in addition to public resources to encourage maintenance, and utilizing code compliance only where appropriate.

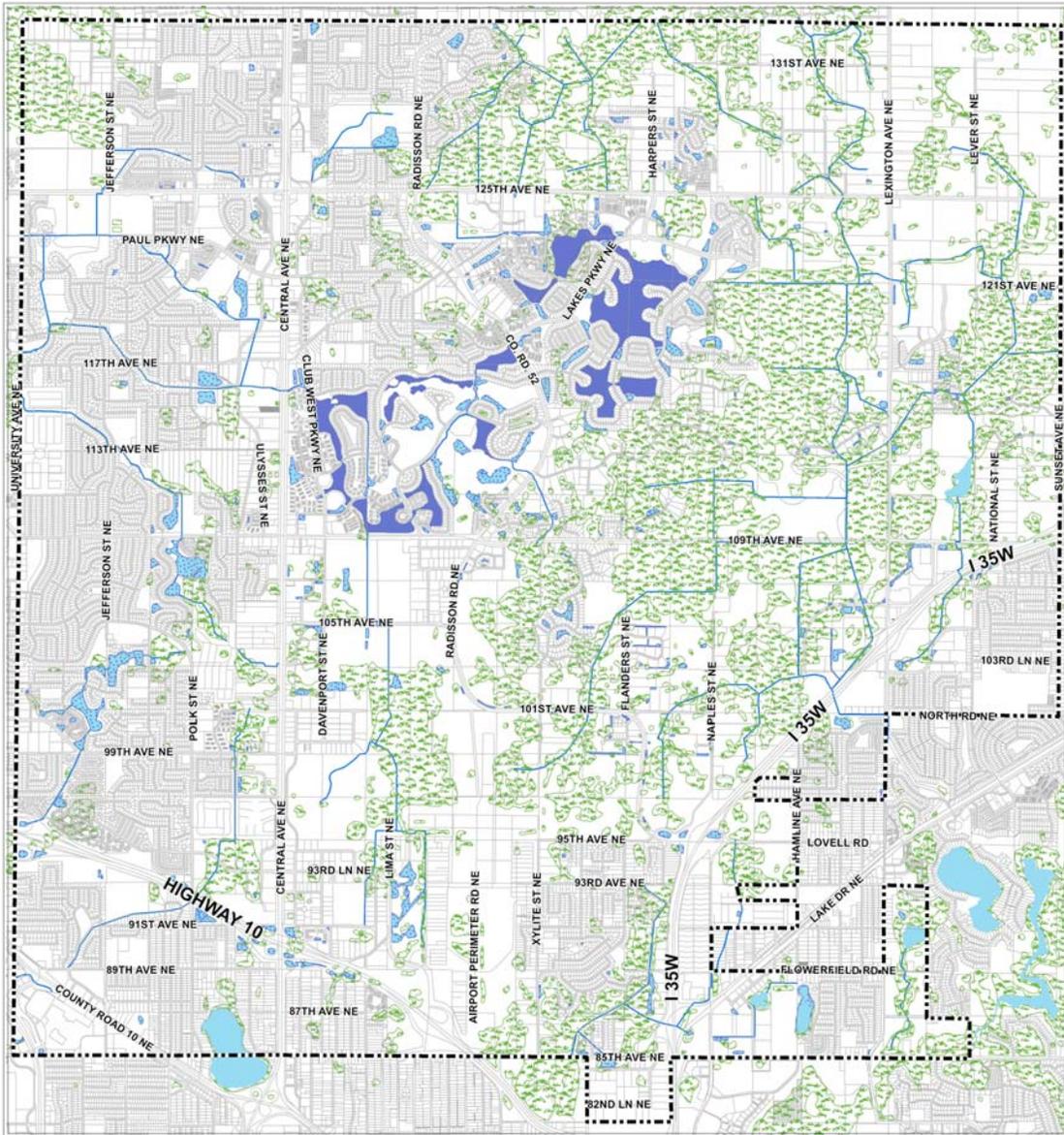
Blaine's future land use plan identifies the location and intensity of future development within the City, and establishes a framework in which future development will occur. This plan is intended to guide future development and growth to achieve the community's objectives for balanced and efficient growth.

Blaine has a unique pattern of development, with large portions of the City covered by wetlands (Figure 5-1); regional transportation linkages (I-35W, US 10 and Central Avenue); the Anoka-Blaine Airport and the National Sports Center all providing a basic framework to the City's land use pattern.

The City has prepared a Future Land Use Plan that guides the use and phasing of development in a manner that allows for flexibility to respond to market conditions and provides for types of development desired in the future, such as high density housing and mixed use developments. The Future Land Use Plan utilizes the Metropolitan Council forecasts for potential development and provide methods through land use and density to meet the Council's guidance to develop at a minimum density of 3.0 units per net acre. As a regional planning organization, the Metropolitan Council's role is to ensure regional infrastructure can accommodate Blaine's potential growth and growth within the region. Meeting this minimum density requirement ensures that regional infrastructure is used in a cost-effective and efficient manner.

The purpose of the land use inventory is to identify existing development in the City. From this inventory, and the other background information that is compiled, areas of potential development or redevelopment can be analyzed. The inventory can also help classify areas, revealing development patterns, densities, and trends that can provide direction for future development and redevelopment.

FIGURE 5-1 – SURFACE WATER



Surface Water

2008 Comprehensive Plan Update
City of Blaine, Minnesota



- City Boundary
- Public/Private Storm Pond
- Man-Made Basin
- Other Open Water
- Wetland
- Right-of-Way
- Streams/Ditches



October 28, 2008

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EXISTING LAND USE

Blaine's existing land use contains a variety of uses including rural and urban residential areas, small and large-scale commercial areas, industrial parks, an airport and the National Sports Center. More than one third of the City's land area is covered by wetlands, open water and the airport. The City's existing land use is defined by the following categories, illustrated on Figure 5-2 and summarized in Table 5-1:

Agricultural Preserve: Agricultural purposes, including farming, dairying, pasturage, horticulture, floriculture, viticulture, and animal and poultry husbandry and accessory uses, including farmstead or rural residence.

Rural Residential: Residential purposes, including mostly one-family homes and land used for agricultural purposes. Housing development across the land use designation should not be more than 1 home per 10 acres.

Low Density Residential: Residential purposes, including mostly one-family homes. This category may include some two-family homes and open space within or adjacent to a residential development.

Medium Density Residential: Residential purposes, including triplexes, quads, and townhomes. May include open space within or adjacent to related to a residential development.

High Density Residential: Residential purposes, including quads, townhomes, apartments, co-ops, and condominiums. May include open space within or adjacent to related to a residential development.

Mobile Home: Manufactured and mobile home parks.

Church: Primarily religious organizations, including churches, synagogues, temples and mosques.

Commercial: Provision of goods or services and offices, including retail, restaurants, and hotels.

Industrial: Primarily manufacturing and/or processing of products; could include light or heavy industrial land use, or large warehouse facilities.

Regional Recreational: The Blaine National Sports Center.

Golf Course: Golf Courses.

Park: Primarily for public active recreation activities improved with playfields/grounds or exercise equipment, or other similar areas.

Open Space: Primarily used for

1. Resource protection or buffer;
2. Support unorganized public recreational activities, may contain trails, picnic areas, public fishing; etc., or
3. Preservation of unaltered land in its natural state for environmental or aesthetic purposes.

Institutional: Primarily governmental, educational, social or healthcare facilities. This category excludes health clinics (Commercial) or religious institutions (Church).

Airport: Public or private airports and related activities (Anoka County – Blaine Airport).

Open Water: Permanently flooded open water, rivers and streams, not including wetlands or periodically flooded areas.

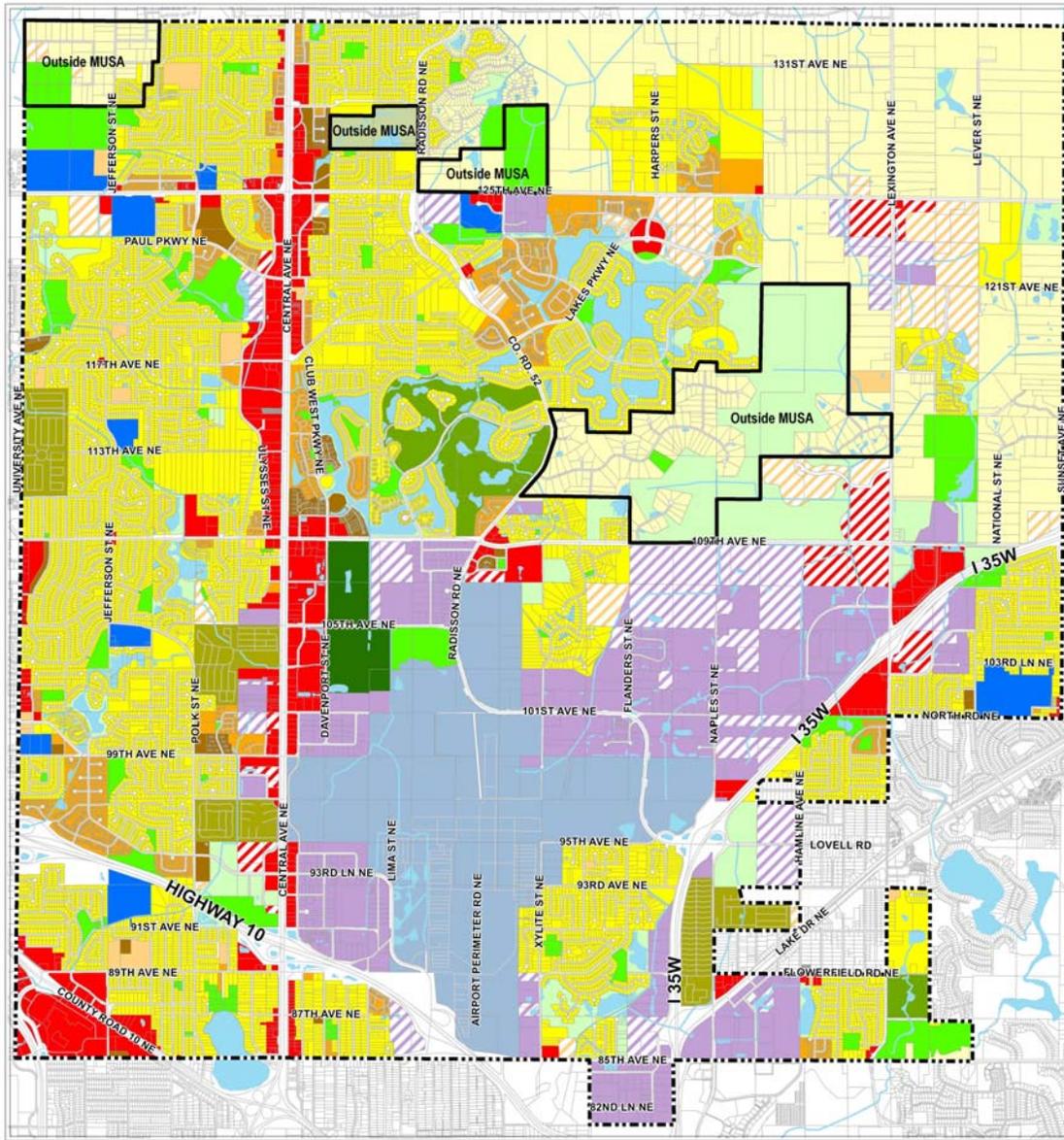
Right-of-Way: Public or private vehicular, transit and/or pedestrian rights-of-way.

Vacant Residential: Land that has been guided for residential uses, but is currently unoccupied.

Vacant Commercial: Land that has been guided for commercial uses, but is currently unoccupied.

Vacant Industrial: Land that has been guided for industrial uses, but is currently unoccupied.

FIGURE 5-2 – EXISTING LAND USE



Existing Land Use

2008 Comprehensive Plan Update
City of Blaine, Minnesota



- | | | |
|----------------------------|-----------------------|-----------------------|
| City Boundary | Church | Open Space |
| MUSA Boundary | Commercial | Agricultural Preserve |
| Rural Residential | Vacant Commercial | Institutional |
| Low Density Residential | Industrial | Airport |
| Medium Density Residential | Vacant Industrial | Open Water |
| High Density Residential | Regional Recreational | Right-of-Way |
| Mobile Home | Golf Course | |
| Vacant Residential | Park | |



May 14, 2008

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TABLE 5-1 – EXISTING LAND USE

Existing Land Use	Gross Acres	Net Acres
Agricultural Preserve	62.65	62.35
Airport	1,643.00	1,117.70
Church	120.11	112.68
Commercial	966.88	870.80
Golf Course	257.16	238.73
High Density Residential	160.75	155.57
Industrial	1,626.11	1,239.07
Low Density Residential	5,281.70	4,710.53
Medium Density Residential	656.09	582.41
Mobile Homes	418.52	404.34
Open Space	1,183.82	390.44
Open Water	623.21	623.21
Parks	832.61	574.51
Regional Recreation	156.74	121.38
Right-of-Way	2,973.49	2,777.92
Rural Residential	3,055.28	1,741.70
Schools	293.99	288.81
Vacant Commercial	255.34	113.46
Vacant Industrial	731.31	357.10
Vacant Residential	492.76	360.81
Wetland		4,948.01
Total City	21,791.54	21,791.54

FUTURE LAND USE

The Future Land Use Plan provides a guide for managing development pressure and growth by determining future land uses, development intensity, and areas for environmental protection. The Land Use Plan also ensures that adequate infrastructure is in place to accommodate new growth as it occurs. The City supports new development but wants to ensure that growth can be accommodated wisely and in an orderly fashion, while protecting the many natural resources that make Blaine a unique community. The land use categories used in the future land use plan are contained below (Table 5-2). Detailed discussion of some of the key categories follows the table.

TABLE 5-2 –FUTURE LAND USE CATEGORIES

Land Use Category	Description
Rural Residential	Residential purposes, including mostly one-family homes and land used for agricultural purposes. Housing development across the land use designation should not be more than 1 home per 10 acres.
Low Density Residential	Residential purposes, including mostly one-family homes and manufactured homes. (2.5-6 units per acre)
Low Density Residential/Medium Density Residential	Residential purposes that combine both the lower density and housing styles allowed by the Low Density Residential as well as the higher density and housing styles allowed by the Medium Density Residential. (2.5-10 units per acre)
Medium Density Residential	Residential purposes, including triplexes, quads, and townhomes. May include open space within or adjacent to related to a residential development. (6-10 units per acre)
High Density Residential	Residential purposes, including, quads, townhomes, apartments, co-ops, and condominiums. May include open space within or adjacent to related to a residential development. (10-20 units per acre)
Mobile Home Residential	Manufactured and mobile home parks. (4-8 units per acre)
Neighborhood Commercial	Neighborhood based goods and services and includes uses such as a small grocery or convenience store, coffee shop/deli, day care center, and personal services. The site and architecture design should be of a scale and design compatible with the surrounding uses.
Community Commercial	Retailing and services that serve larger areas, from multiple neighborhoods up to city-wide and beyond coverage. Typical uses include apparel, food, financial services and furniture.
Planned Commercial	Retailing and services in a limited, mixed development environment. Development in these areas should occur utilizing an overall master development plan.
Office	Professional and research offices in a park-like setting. Offices can be neighborhood or community-wide in scale.
Medium Density Residential/Planned Commercial	Combined category designation. See individual category definitions above.
High Density Residential/Planned Commercial	Combined category designation. See individual category definitions above.

Light Industrial	Small to large scale industry and related services. Development in these areas should be free of hazardous or objectionable outputs (noise, odor, dust, smoke, glare, pollutants, etc.); accessible to major highways; and have full municipal services.
Heavy Industrial	Small to large scale industry with a need for outdoor uses and related services. Development in these areas should be free of hazardous or objectionable outputs (noise, odor, dust, smoke, glare, pollutants, etc.); accessible to major highways; and have full municipal services.
Planned Industrial	Industrial, office and related services that utilize an overall master development plan.
Planned Commercial/Industrial	Combined category designation. See individual category definitions above.
High Density Residential/Planned Industrial	Combined category designation. See individual category definitions above.
Airport	Public or private airports and related activities (Anoka County – Blaine Airport).
Park/Open Space	<p>Parks are primarily for public active recreation activities improved with playfields/grounds or exercise equipment, golf courses, or other similar areas. Open space is land primarily used for the following:</p> <ol style="list-style-type: none"> 1. Resource protection or buffer; 2. Support unorganized public recreational activities, may contain trails, picnic areas, public fishing; etc or 3. Preservation of unaltered land in its natural state for environmental or aesthetic purposes.
Regional Recreation	The Blaine National Sports Center.
Open Water	Permanently flooded open water, rivers and streams, not including wetlands or periodically flooded areas.

RESIDENTIAL LAND USE

Rural Residential

This land use designation accounts for existing unsewered residential development in the City of Blaine at very low densities. The 2030 Plan calls for the eventual elimination of this land use category, with the exception of one small area north of 125th Avenue (Radisson Road) that is occupied by a land trust intended for preservation, and a 160-acre area in the far northwest corner, lying west of Jefferson Street, that will be evaluated again during the next overall comprehensive plan update unless requested sooner by area land owners. It is anticipated that the conversion of existing rural residential areas into urban residential density areas will occur gradually in response to failing septic systems, owner requests for services and subdivision of large lot residential into new urban-sized residential building lots.

Low Density Residential



This land use category identifies areas for single-family detached residential development at a density of 2 to 6 units per acre. The picture displayed below is an example of a single family suburban development. This land use category will be Blaine's predominant land use in 2030, accounting for approximately 41% of the city's gross land area. Because development in low density residential areas is less intense and has more lot size/shape flexibility than other land use types, many low density areas are located within or adjacent to the City's environmentally sensitive areas, including its many wetlands,

to reduce development impacts to these areas. Of the 8,913 gross acres guided for low density development, approximately 2,026 of these acres consist of wetlands and other undevelopable area. Development in these areas should continue to be sensitive to the environment to preserve the community's significant natural features.

Medium Density Residential

These areas are intended to provide for attached single family homes such as triplexes, quads, and townhomes at densities of 6 to 10 units per acre. This land use will account for 4 percent of Blaine's total area in 2030.



High Density Residential

The purpose of this land use is to accommodate the development of quads, townhomes, apartments, co-ops, and condominiums. Development will occur at a density of 10 to 20 units per acre.

Architecture, landscaping, open space and resident recreational area is important in high density residential areas to ensure that development is appropriate and consistent with the community's character. Ideally, streets and buildings will be designed around the pedestrian to accommodate alternative transportation use such as bicycles and transit. Therefore, the scale of development, in terms of both height and density, relative to the surrounding environment is essential.



COMMERCIAL LAND USE

Community Commercial

The purpose of this land use category is broad, and is intended to accommodate larger commercial development to serve the entire community or region, such as big box retail or large free-standing and retail/commercial centers that may include several retail stores or restaurants. Limited office and service uses are also appropriate, depending on scale and location.



Neighborhood Commercial

This category is intended to be neighborhood based and include uses such as a small grocery or convenience store, coffee shop/deli, or personal and health type services for Blaine’s residents. The site and architecture design should be of small scale and compatible with the surrounding uses.



These neighborhood commercial areas are scattered throughout the city for convenient access. In addition to providing convenient access to retail goods for residents, providing small areas of commercial development throughout the city will reduce stress on the city’s transportation system by limiting trip lengths for the purchase of retail goods and services.

INDUSTRIAL LAND USE

Planned Industrial

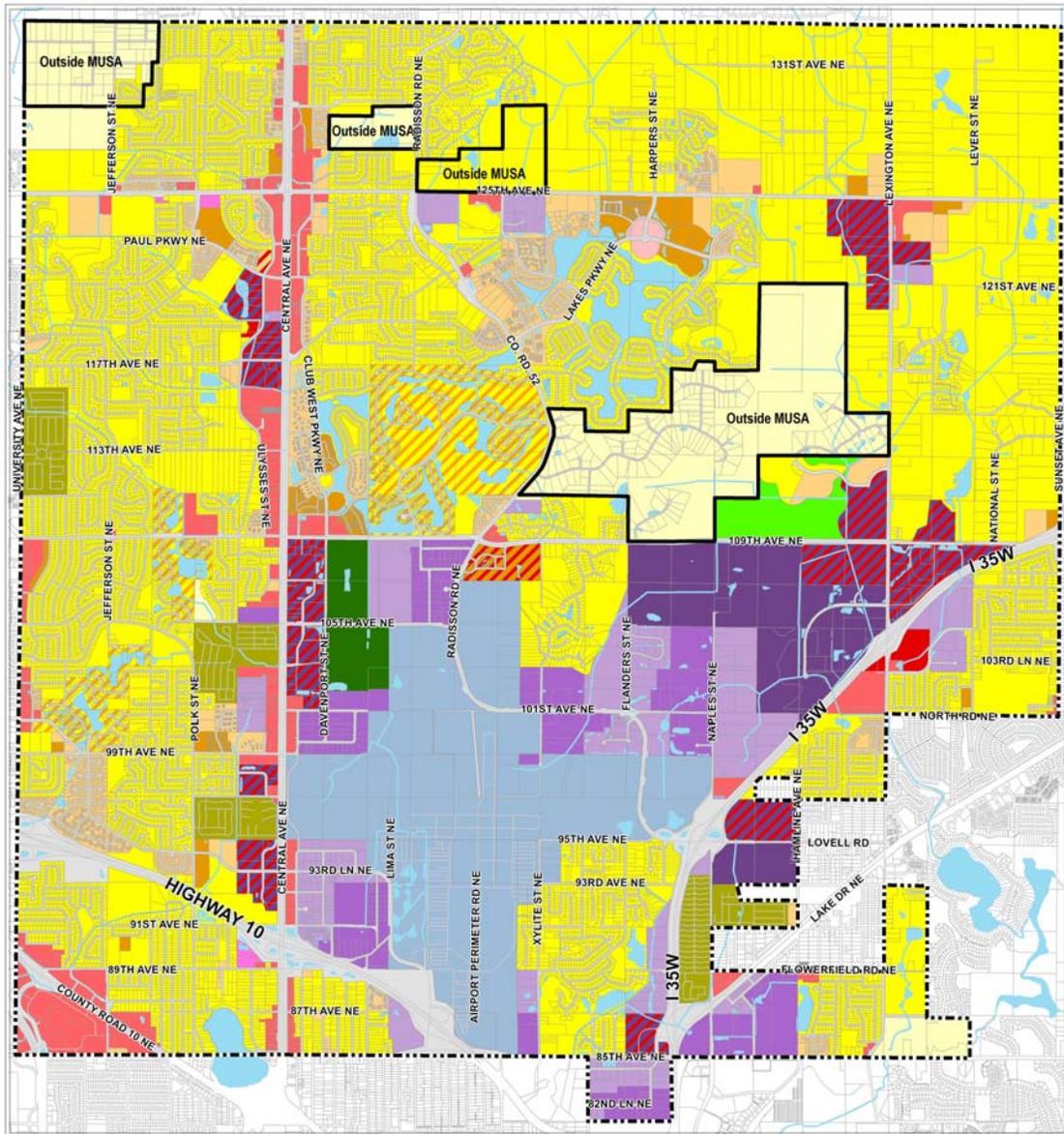
The purpose of this land use category is to accommodate industrial and office buildings in a planned, corporate campus style of development. Planned industrial areas are concentrated in areas with convenient access to the airport and interstate highway system.



2020 COMPREHENSIVE PLAN

Blaine’s current land use plan is referred to as the 2020 Comprehensive Plan and has guided the City’s growth for the last decade. The 2020 Plan provided for an extension of municipal services to all of the City with the exception of four scattered areas in the northern half of the City (see Figure 5-3 and related Figures 5-4A, 5-4B, 5-4C, and 5-4D). Key land use concepts from the 2020 Plan that are continuing into the 2030 Plan are the concentration of industrial properties around the airport with good access to regional highways and the concentration of commercial properties along the primary North-South spines of Highway 65, Lexington Avenue, and University Avenue. A summary of the planned areas in the 2020 Plan is contained in Table 5-3 and utilizes the same land use categories that were used for the 2030 Plan.

FIGURE 5-3 –PLANNED LAND USE (2020)



2020 Planned Future Land Use

2008 Comprehensive plan Update
City of Blaine, Minnesota



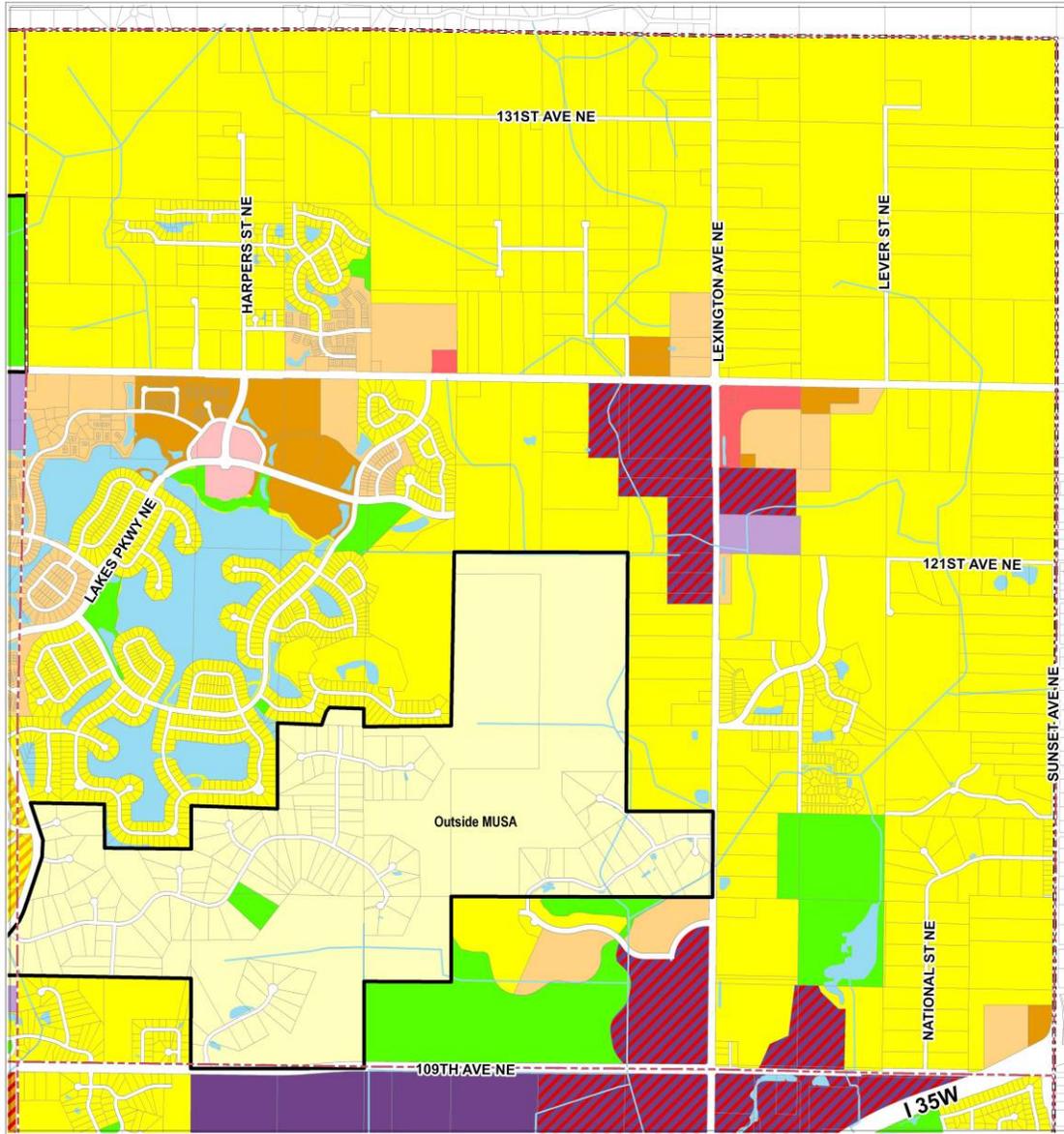
- | | | |
|--------------------------------|-------------------------------|---------------|
| City Boundary | HDR/PC | MUSA Boundary |
| Rural Residential | Office | |
| Low Density Residential | Light Industrial | |
| Low/Medium Density Residential | Heavy Industrial | |
| Medium Density Residential | Planned Industrial | |
| High Density Residential | Planned Commercial/Industrial | |
| Mobile Home Residential | Airport | |
| Neighborhood Commercial | Open Space | |
| Community Commercial | Regional Recreation | |
| Planned Commercial | Open Water | |
| MDR/PC | Right-of-Way | |



October 2, 2007

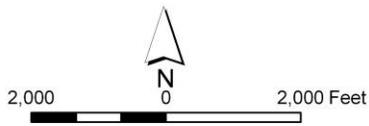
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FIGURE 5-3A –PLANNED LAND USE (2020) NORTHEAST QUADRANT



2020 Planned Future Land Use - NE Quadrant

2008 Comprehensive Plan Update
City of Blaine, Minnesota



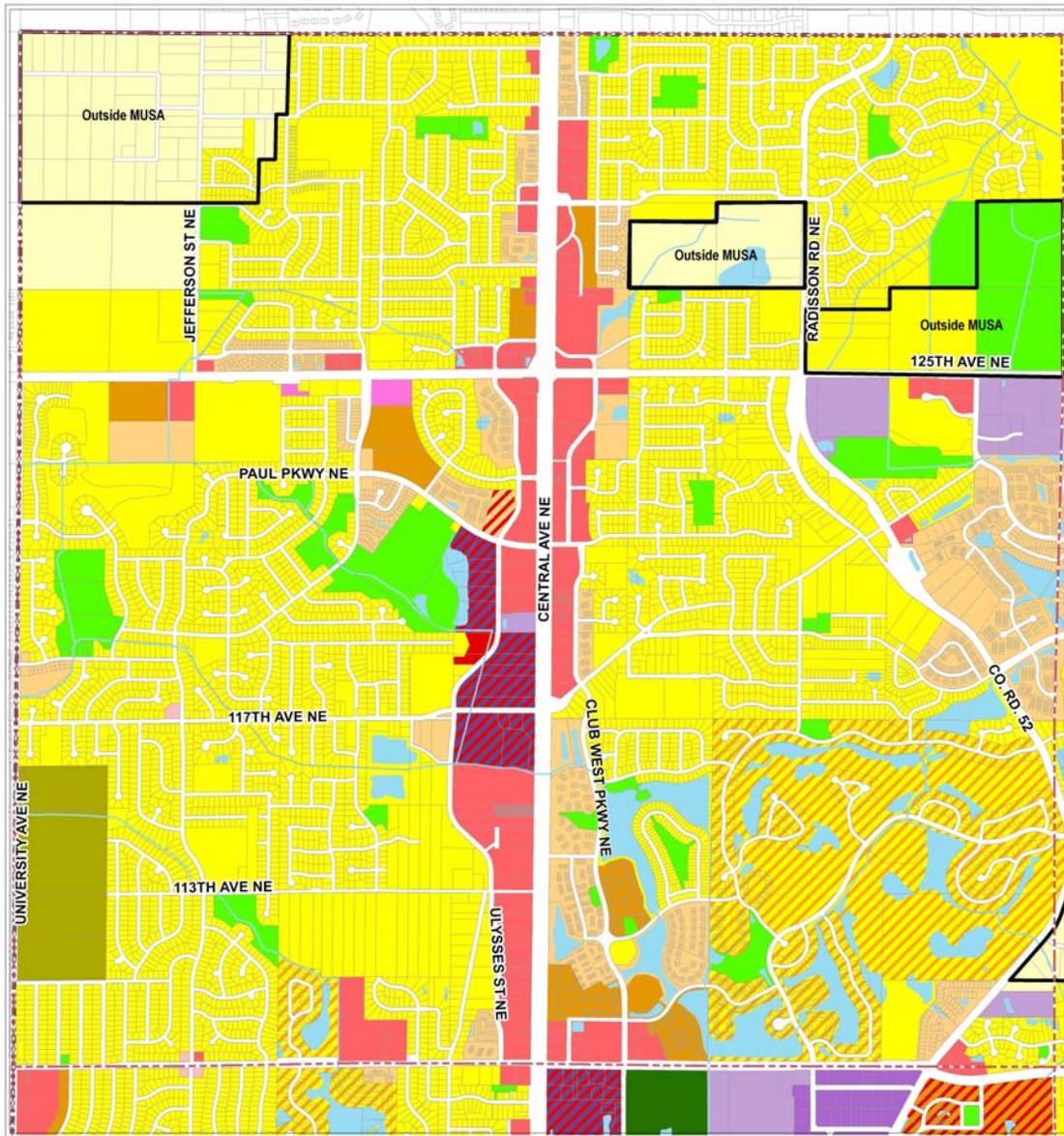
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|--------------------------------|---|--------------------------------|
| City Boundary | Light Industrial | MUSA Boundary |
| Rural Residential | Heavy Industrial | City Quadrant Section Boundary |
| Low Density Residential | Planned Industrial | Right-of-Way |
| Low/Medium Density Residential | Medium Density Residential/Planned Commercial | |
| Medium Density Residential | High Density Residential/Planned Commercial | |
| High Density Residential | Planned Commercial/Industrial | |
| Mobile Home Residential | Airport | |
| Neighborhood Commercial | Park/Open Space | |
| Community Commercial | Regional Recreation | |
| Planned Commercial | Open Water | |
| Office | | |



November 5, 2008

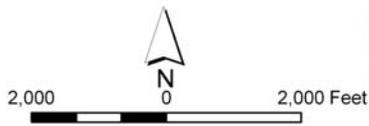
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FIGURE 5-3B – PLANNED LAND USE (2020) NORTHWEST QUADRANT



2020 Planned Future Land Use - NW Quadrant

2008 Comprehensive Plan Update
City of Blaine, Minnesota



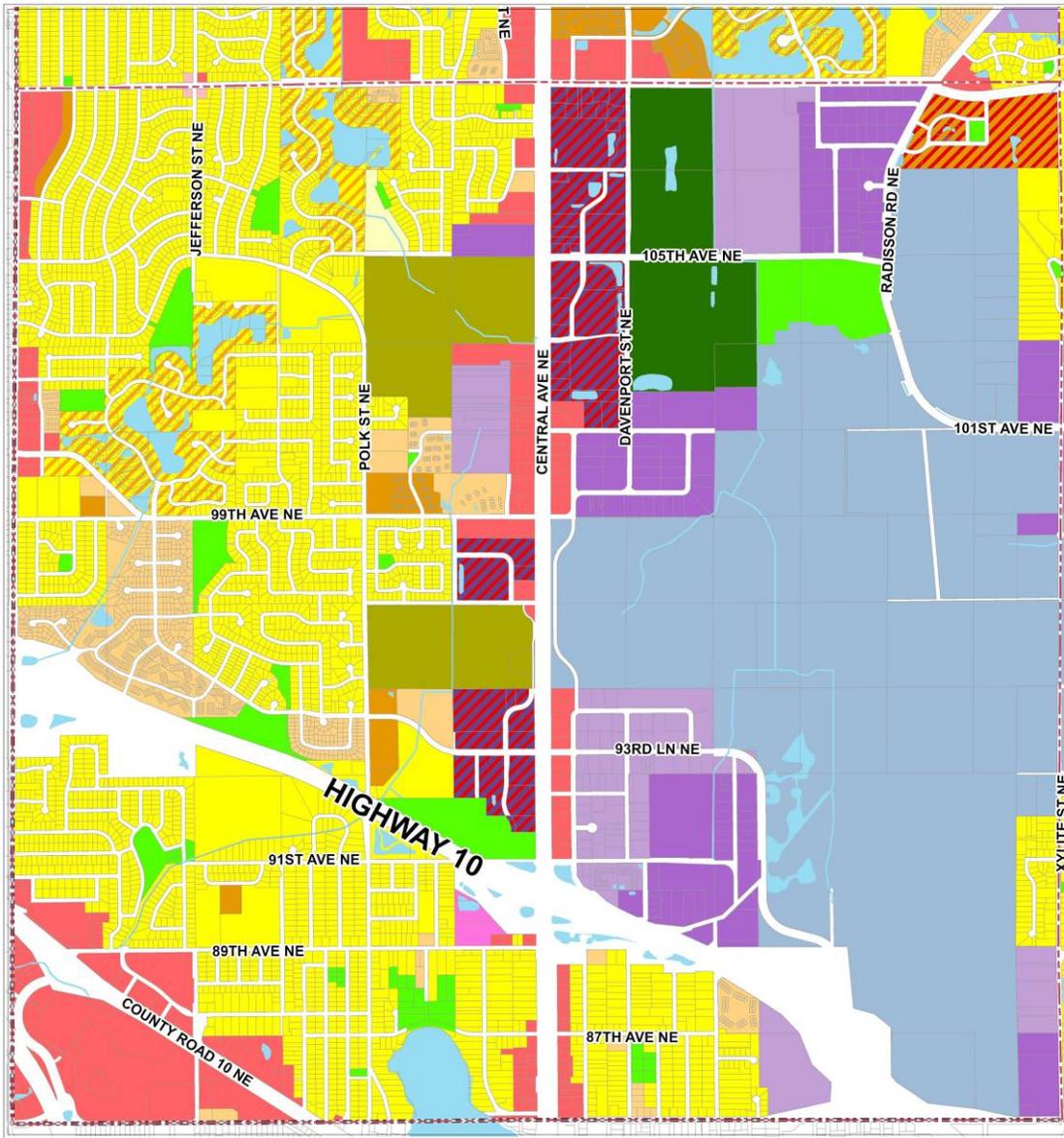
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| <ul style="list-style-type: none"> City Boundary Rural Residential Low Density Residential Low/Medium Density Residential Medium Density Residential High Density Residential Mobile Home Residential Neighborhood Commercial Community Commercial Planned Commercial Office | <ul style="list-style-type: none"> Light Industrial Heavy Industrial Planned Industrial Medium Density Residential/Planned Commercial High Density Residential/Planned Commercial Planned Commercial/Industrial Airport Park/Open Space Regional Recreation Open Water | <ul style="list-style-type: none"> MUSA Boundary City Quadrant Section Boundary Right-of-Way |
|--|--|--|



November 5, 2008

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FIGURE 5-3C –PLANNED LAND USE (2020) SOUTHWEST QUADRANT



2020 Planned Future Land Use - SW Quadrant

2008 Comprehensive Plan Update
City of Blaine, Minnesota



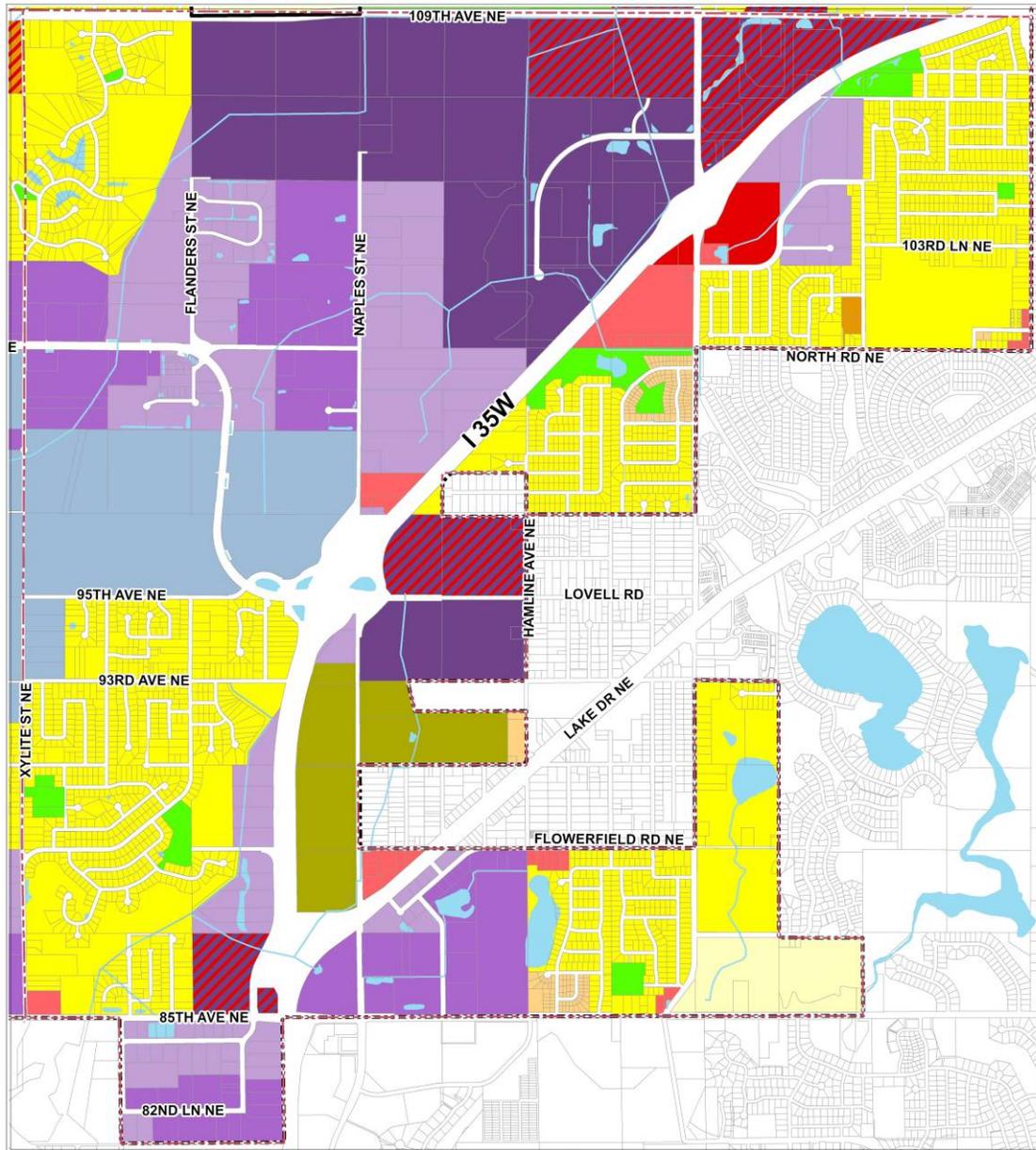
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|--|--|--|
| <ul style="list-style-type: none"> City Boundary Rural Residential Low Density Residential Low/Medium Density Residential Medium Density Residential High Density Residential Mobile Home Residential Neighborhood Commercial Community Commercial Planned Commercial Office | <ul style="list-style-type: none"> Light Industrial Heavy Industrial Planned Industrial Medium Density Residential/Planned Commercial High Density Residential/Planned Commercial Planned Commercial/Industrial Airport Park/Open Space Regional Recreation Open Water | <ul style="list-style-type: none"> MUSA Boundary City Quadrant Section Boundary Right-of-Way |
|--|--|--|



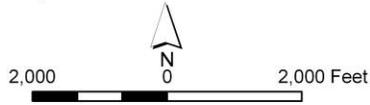
November 5, 2008

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FIGURE 5-3D –PLANNED LAND USE (2020) SOUTHEAST QUADRANT



2020 Planned Future Land Use - SE Quadrant
 2008 Comprehensive Plan Update
 City of Blaine, Minnesota



- | | | |
|--------------------------------|---|--------------------------------|
| City Boundary | Light Industrial | MUSA Boundary |
| Rural Residential | Heavy Industrial | City Quadrant Section Boundary |
| Low Density Residential | Planned Industrial | Right-of-Way |
| Low/Medium Density Residential | Medium Density Residential/Planned Commercial | |
| Medium Density Residential | High Density Residential/Planned Commercial | |
| High Density Residential | Planned Commercial/Industrial | |
| Mobile Home Residential | Airport | |
| Neighborhood Commercial | Park/Open Space | |
| Community Commercial | Regional Recreation | |
| Planned Commercial | Open Water | |
| Office | | |

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TABLE 5-3 – 2020 LAND USE

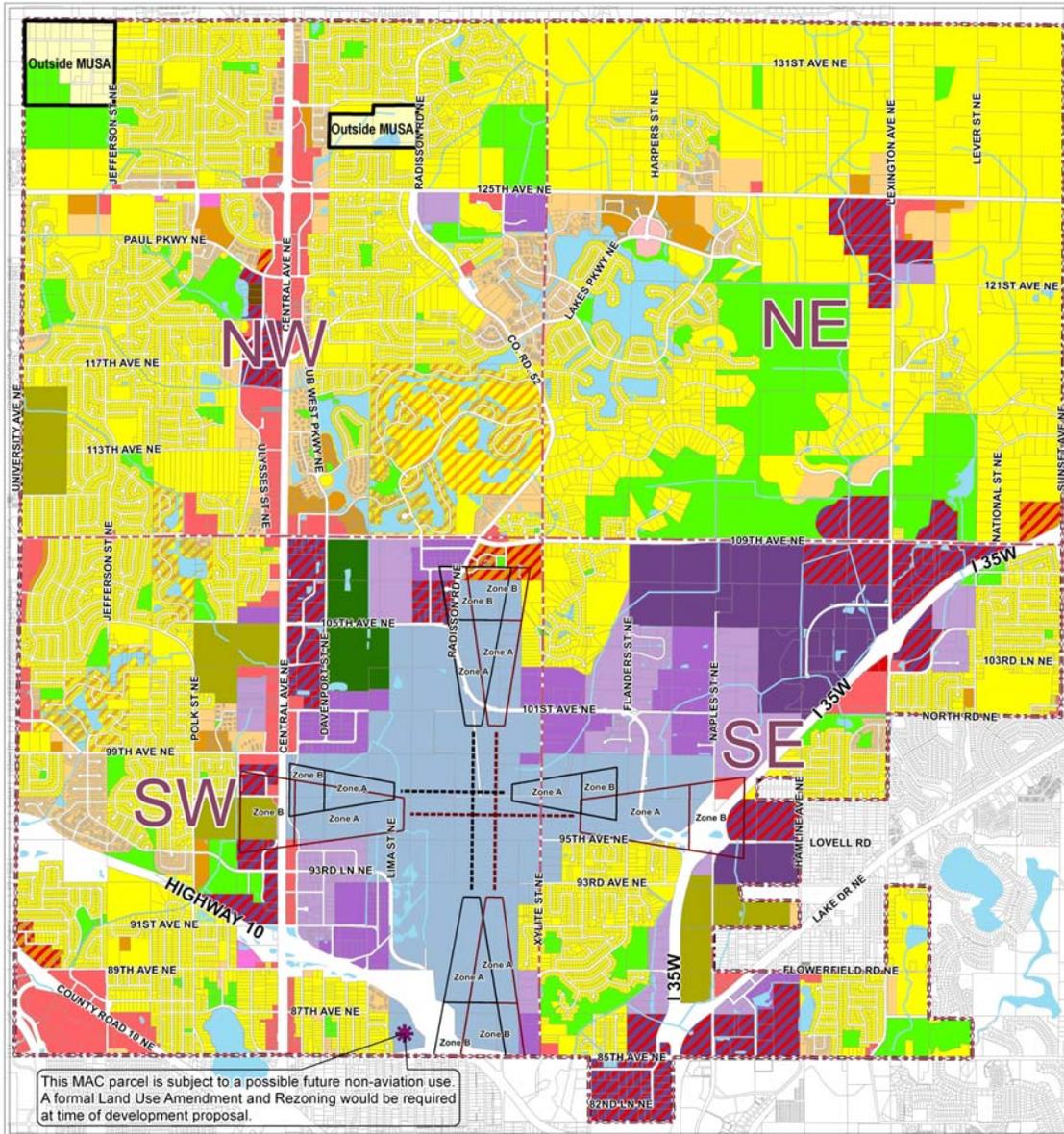
Land Use	Gross Acres	Net Acres
Airport	1,681.84	1,164.66
Community Commercial	686.41	646.06
Heavy Industrial	684.95	592.35
High Density Residential	250.05	219.00
High Density Residential/Planned Commercial	48.83	34.19
Light Industrial	875.33	641.48
Low Density Residential	9,003.14	7,038.01
Low/Medium Density Residential	556.97	541.40
Medium Density Residential	859.67	737.11
Medium Density Residential/Planned Commercial	5.65	5.65
Mobile Home Residential	418.52	404.34
Neighborhood Commercial	21.44	20.03
Office	15.42	11.81
Open Water	770.88	770.88
Park/Open Space	131.98	91.03
Planned Commercial	34.12	28.89
Planned Commercial/Industrial	700.55	447.95
Planned Industrial	611.32	222.58
Regional Recreation	156.74	121.38
Right-of-Way	2,981.47	2,787.82
Rural Residential	1,296.27	464.59
Wetland	-	4,800.34
TOTAL CITY	21,791.54	21,791.54

2030 COMPREHENSIVE PLAN

The 2030 Comprehensive Plan extends sewers to the entire city with the exception of a land trust site that will remain outside of the urban service area since it is protected from development. In order to plan for regional sewer system capacity, the Metropolitan Council requires that cities submit 5 year staging plans so that it can size the regional system to accommodate the projected growth. In a City with large amounts of vacant land, this often results in the creation of growth staging areas that are left unsewered until a particular time period or a certain development stage is reached. Since the 2030 Comprehensive Plan provides access to sewers for all of the developable areas of Blaine, this plan will not contain any growth staging areas. Development can occur City-wide and sewers can be constructed, as needed, for new development or to replace failing private systems.

The Metropolitan Council still has a need for a forecast of development in five-year increments, which are contained in Table 5-5. Within the planning timeframe 2007-2030 the table assumes development would occur slowly in the first few years coming out of the present economic downturn, moving into more rapid growth in the middle years, then tapering off at the end of the planning period to full development. The assumptions are that 15% of the total growth would occur by 2010, 30% between 2010 and 2015, 35% 2015-2020, 15% 2020-2025, and 5% 2025-2030. It is important to note that it is difficult to provide an accurate forecast at the individual land use category level and individual category growth rates could vary significantly. However, the City of Blaine will monitor the growth in aggregate to ensure that it remains within forecasted ranges or that the Metropolitan Council is alerted if aggregate growth begins to appear that might significantly exceed what is forecasted.

FIGURE 5-4 – PLANNED LAND USE (2030)



Draft 2030 Planned Future Land Use

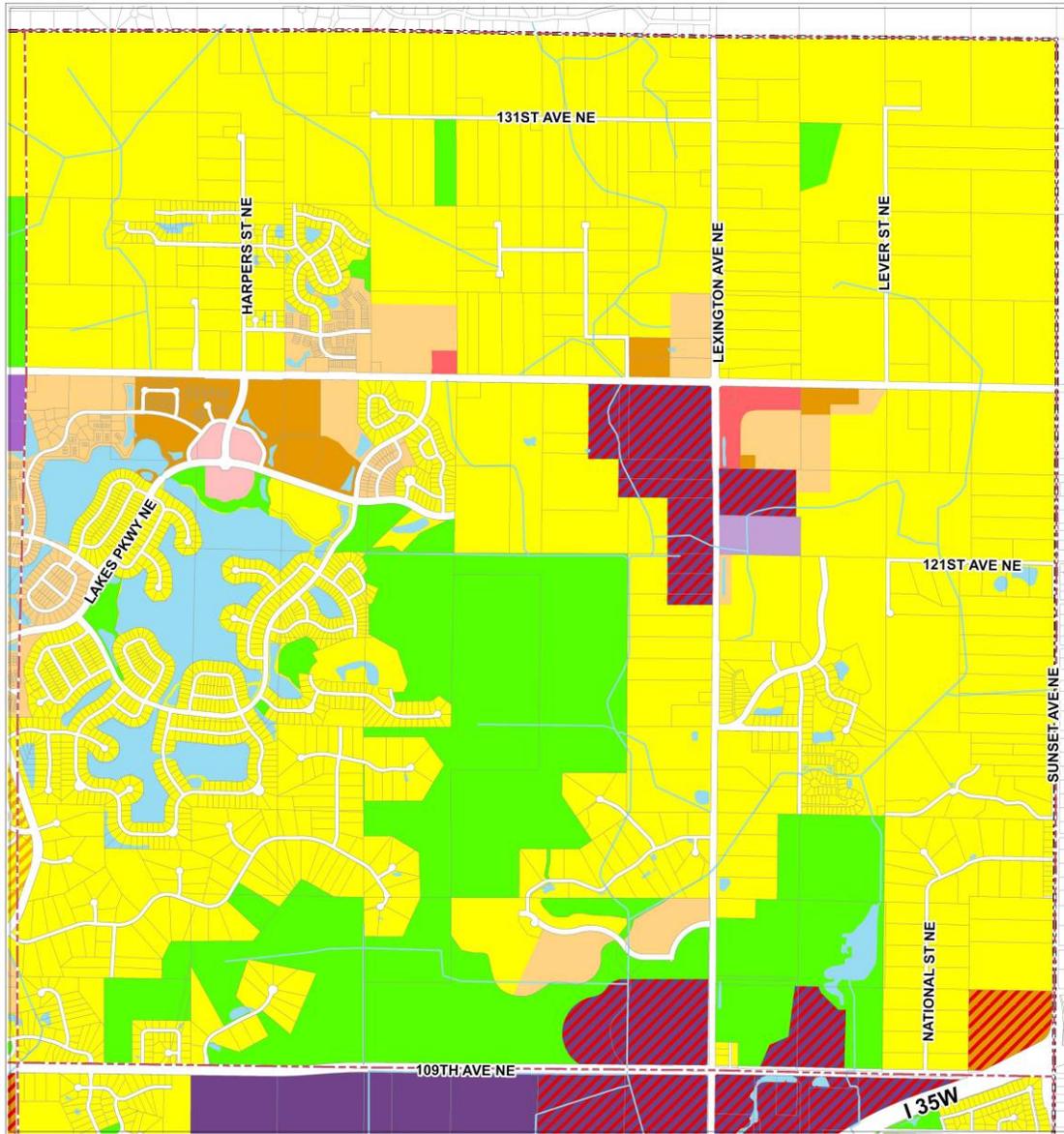
2008 Comprehensive Plan Update
City of Blaine, Minnesota



- City Boundary
- MUSA Boundary
- Rural Residential
- Low Density Residential
- Low/Medium Density Residential
- Medium Density Residential
- High Density Residential
- Mobile Home Residential
- Neighborhood Commercial
- Community Commercial
- Planned Commercial
- Office
- Park/Open Space
- Regional Recreation
- Light Industrial
- Heavy Industrial
- Planned Industrial
- High Density Residential/Planned Commercial/Planned Industrial
- Medium Density Residential/Planned Commercial
- High Density Residential/Planned Commercial
- High Density Residential/Planned Industrial
- Airport
- Open Water
- Existing Runway
- Future Runway
- Future Safety Zones - Existing Runways
- Future Safety Zones - Future Runways
- City Quadrant Section Boundary

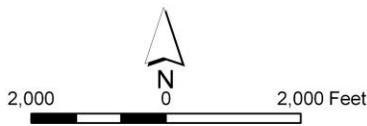
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FIGURE 5-4A –PLANNED LAND USE (2030) NORTHEAST QUADRANT



Draft 2030 Planned Future Land Use - NE Quadrant

2008 Comprehensive Plan Update
City of Blaine, Minnesota



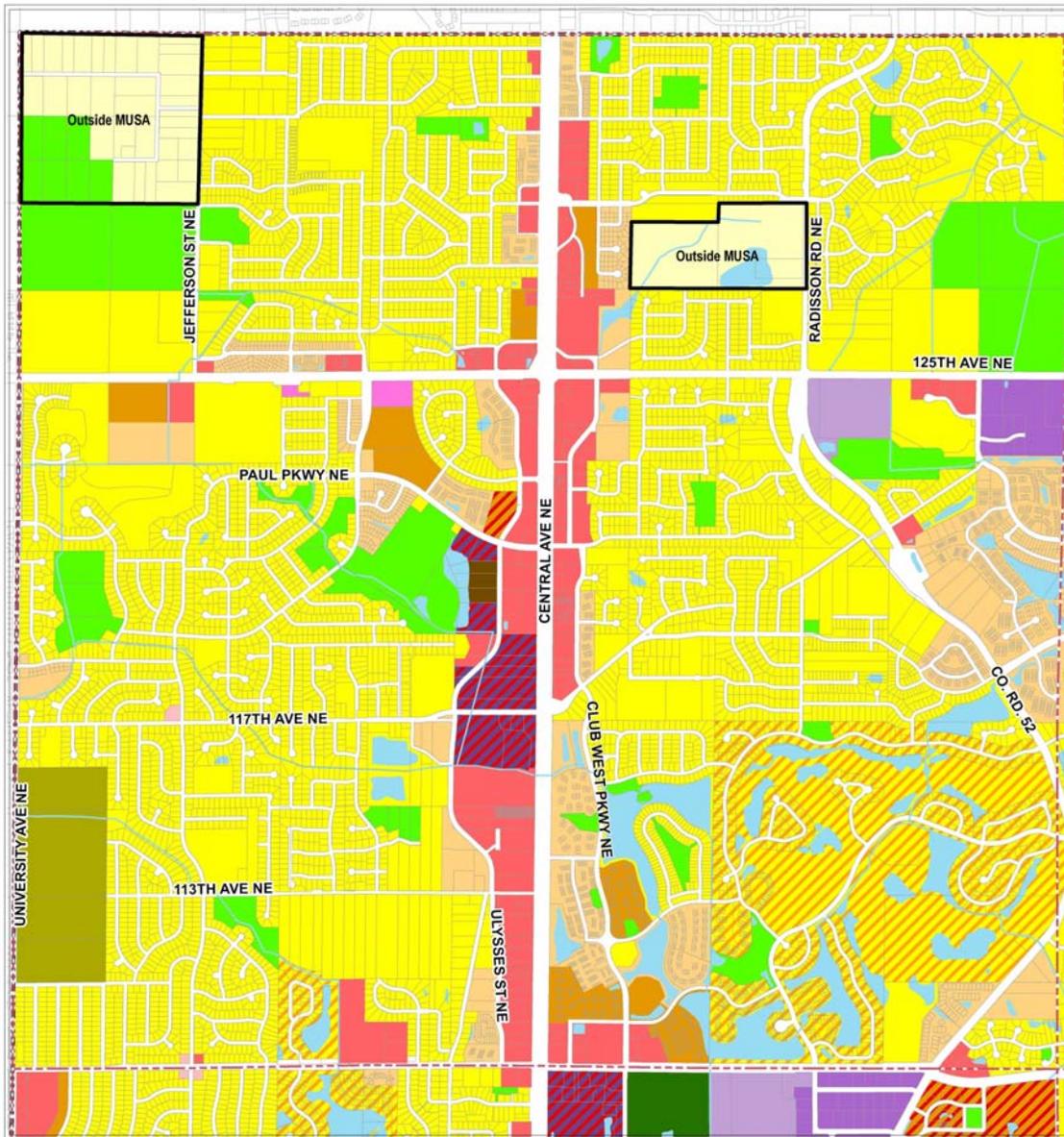
- | | | |
|--------------------------------|--|--------------------------------|
| City Boundary | Light Industrial | Open Water |
| Rural Residential | Heavy Industrial | City Quadrant Section Boundary |
| Low Density Residential | Planned Industrial | |
| Low/Medium Density Residential | Medium Density Residential/Planned Commercial | |
| Medium Density Residential | High Density Residential/Planned Commercial | |
| High Density Residential | High Density Residential/Planned Commercial/Planned Industrial | |
| Mobile Home Residential | Planned Commercial/Planned Industrial | |
| Neighborhood Commercial | High Density Residential/Planned Industrial | |
| Community Commercial | Airport | |
| Planned Commercial | Park/Open Space | |
| Office | Regional Recreation | |



December 16, 2008

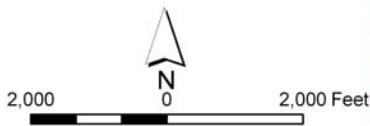
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FIGURE 5-4B – PLANNED LAND USE (2030) NORTHWEST QUADRANT



Draft 2030 Planned Future Land Use - NW Quadrant

2008 Comprehensive Plan Update
City of Blaine, Minnesota



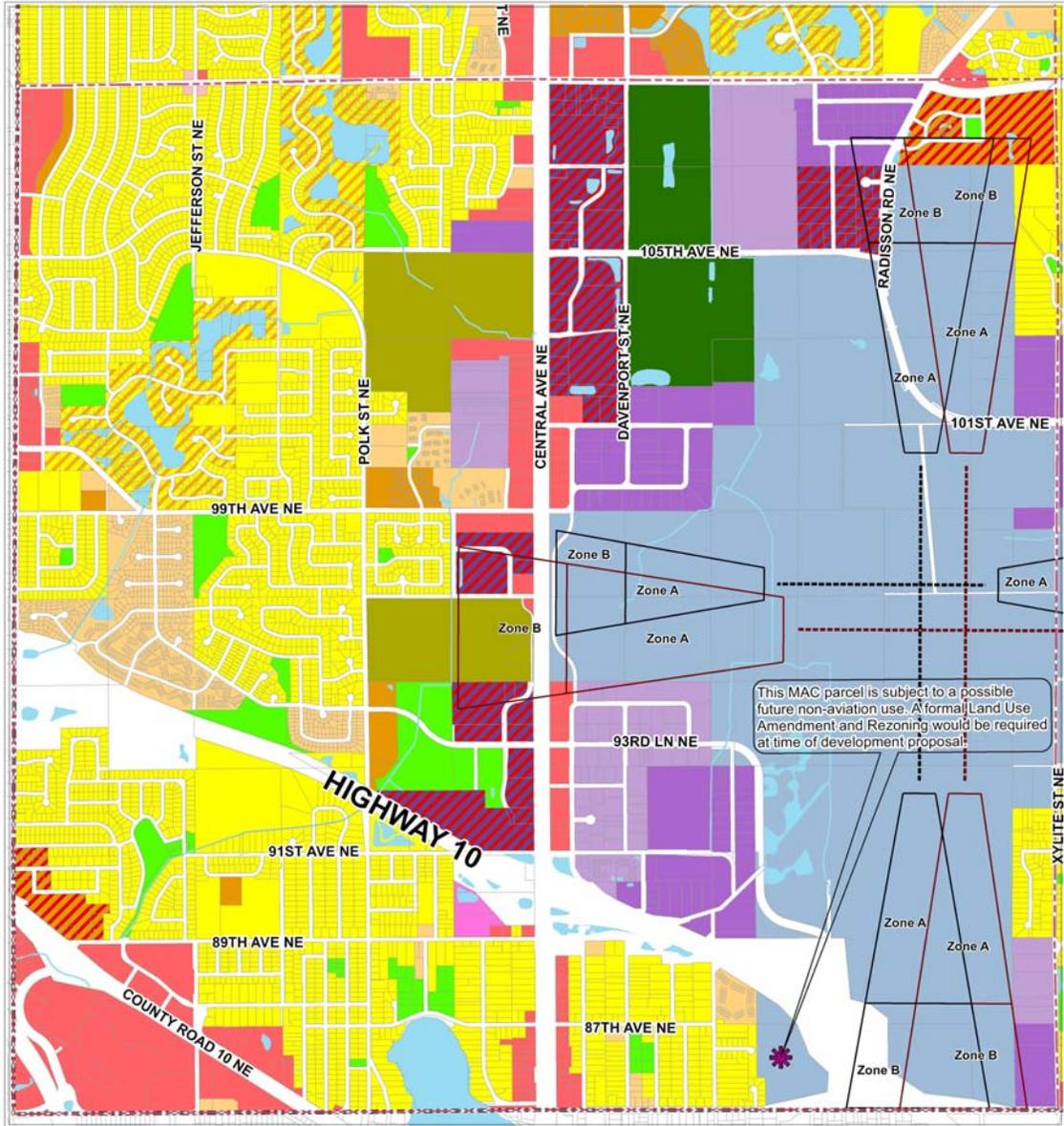
City Boundary	Light Industrial	Open Water
Rural Residential	Heavy Industrial	MUSA Boundary
Low Density Residential	Planned Industrial	City Quadrant Section Boundary
Low/Medium Density Residential	Medium Density Residential/Planned Commercial	
Medium Density Residential	High Density Residential/Planned Commercial	
High Density Residential	High Density Residential/Planned Commercial/Planned Industrial	
Mobile Home Residential	Planned Commercial/Planned Industrial	
Neighborhood Commercial	High Density Residential/Planned Industrial	
Community Commercial	Airport	
Planned Commercial	Park/Open Space	
Office	Regional Recreation	



June 30, 2009

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FIGURE 5-4C –PLANNED LAND USE (2030) SOUTHWEST QUADRANT



Draft 2030 Planned Future Land Use - SW Quadrant

2008 Comprehensive Plan Update
City of Blaine, Minnesota



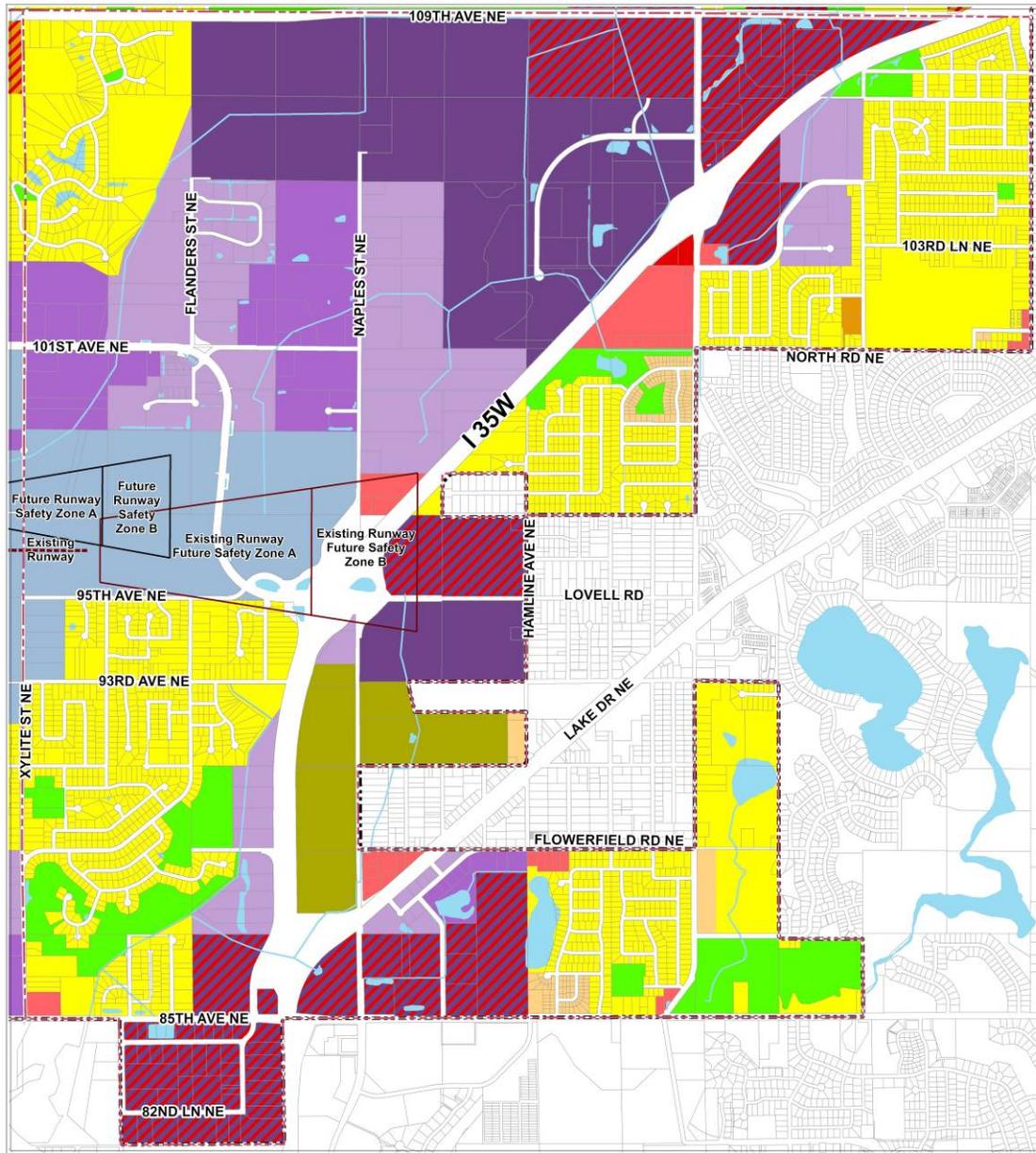
- City Boundary
- Rural Residential
- Low Density Residential
- Low/Medium Density Residential
- Medium Density Residential
- High Density Residential
- Mobile Home Residential
- Neighborhood Commercial
- Community Commercial
- Planned Commercial
- Office
- Park/Open Space
- Regional Recreation
- Light Industrial
- Heavy Industrial
- Planned Industrial
- High Density Residential/Planned Commercial/Planned Industrial
- Medium Density Residential/Planned Commercial
- High Density Residential/Planned Commercial
- Planned Commercial/Planned Industrial
- High Density Residential/Planned Industrial
- Airport
- Open Water
- Existing Runway
- Future Runway
- Future Safety Zones - Existing Runways
- Future Safety Zones - Future Runways
- City Quadrant Section Boundary



September 14, 2009

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FIGURE 5-4D –PLANNED LAND USE (2030) SOUTHEAST QUADRANT



Draft 2030 Planned Future Land Use - SE Quadrant
 2008 Comprehensive Plan Update
 City of Blaine, Minnesota



- | | | |
|--------------------------------|--|--------------------------------|
| City Boundary | Light Industrial | Open Water |
| Rural Residential | Heavy Industrial | City Quadrant Section Boundary |
| Low Density Residential | Planned Industrial | |
| Low/Medium Density Residential | Medium Density Residential/Planned Commercial | |
| Medium Density Residential | High Density Residential/Planned Commercial | |
| High Density Residential | High Density Residential/Planned Commercial/Planned Industrial | |
| Mobile Home Residential | Planned Commercial/Planned Industrial | |
| Neighborhood Commercial | High Density Residential/Planned Industrial | |
| Community Commercial | Airport | |
| Planned Commercial | Park/Open Space | |
| Office | Regional Recreation | |



December 16, 2008

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TABLE 5-4 – 2030 LAND USE

2030 Future Land Use	Gross Acres	Net Acres
Airport	1,692.79	1,166.11
Community Commercial	677.58	635.63
Heavy Industrial	530.96	436.39
High Density Residential	227.68	196.95
High Density Residential/Planned Commercial	98.91	78.70
High Density Residential/Planned Commercial/Industrial	6.25	4.71
Light Industrial	745.28	523.14
Low Density Residential	8,705.39	6,726.42
Low/Medium Density Residential	547.51	529.46
Medium Density Residential	874.22	762.00
Medium Density Residential/Planned Commercial	5.76	5.76
Mobile Home Residential	418.63	404.46
Neighborhood Commercial	19.64	18.28
Office	15.42	11.81
Park/Open Space	1,648.82	700.93
Planned Commercial	4.03	4.03
Planned Commercial/Industrial	1,018.68	756.40
Planned Industrial	618.78	222.58
Regional Recreation	156.75	121.39
Rural Residential	181.74	137.24
Right-of-Way	2,973.49	2,777.92
Open Water	623.21	623.21
Wetland		4,948.01
Total City	21,791.54	21,791.54

TABLE 5-5 – LAND USE STAGING

LAND USE TABLE IN 5-YEAR STAGES

Existing and Planned Land Use Table (in net acres)

Within Urban Service Area	Allowed Density Range Housing Units/Acre		Existing (2008)	2010	2015	2020	2025	2030	Change 2008 2030
	Minimum	Maximum							
Residential Land Uses									
Rural Residential	0.025	1	1,449	1,232	797	290	72	0	-1,449
Low Density Residential*	2.5	10	4,697	5,081	5,848	6,744	7,128	7,256	2,559
Medium Density Residential**	8	10	582	610	666	731	759	768	185
High Density Residential***	10	20	156	174	212	255	274	280	125
Mobile Home	5	10	404	404	404	404	404	404	0
Vacant	0	0	356	302	196	71	18	0	-356
C/I Land Uses									
	Est. Employees/Acre								
Commercial****	10.9		871	952	1,115	1,306	1,387	1,414	544
Industrial*****	10.3		1,239	1,231	1,213	1,193	1,185	1,182	-57
Office	10.9		0	2	5	9	11	12	12
Vacant	0		471	400	259	94	24	0	-471
Public/Semi Public Land Uses									
Schools	NA	NA	289	245	159	58	14	0	-289
Church	NA	NA	113	96	62	23	6	0	-113
Park/Open Space	NA	NA	965	925	846	754	714	701	-264
Regional Recreation	NA	NA	121	121	121	121	121	121	0
Golf Course	NA	NA	239	203	131	48	12	0	-239
Roadway Rights of Way	NA	NA	2,778	2,778	2,778	2,778	2,778	2,778	0
Airport	NA	NA	1,118	1,125	1,139	1,156	1,164	1,166	48
Subtotal Sewered			15,846	15,882	15,953	16,036	16,071	16,083	237
Outside Urban Service Area									
	Minimum lot size (acres)	Maximum lot size (acres)	Existing (2008)	2010	2015	2020	2025	2030	Change 2000 2030
Rural Residential/Ag Preserve	1	40	355	322	257	181	148	137	-218
Low Density Residential	0.2	0.4	14	12	8	3	1	0	-14
Vacant Residential	0	0	5	4	3	1	0	0	-5
Subtotal Unsewered			374	338	267	185	149	137	-237
Undeveloped									
Wetlands	--	--	4,948	4,948	4,948	4,948	4,948	4,948	0
Open Water, Rivers and Streams	--	--	623	623	623	623	623	623	0
Total			21,792	21,792	21,792	21,792	21,792	21,792	0

*Includes Low Density Residential and Low/Medium Density Residential
 **Includes Medium Density Residential, Medium Density Residential/Planned Commercial
 ***Includes High Density Residential, High Density Residential/Planned Commercial, and High Density Residential/Planned Industrial
 ****Includes Commercial, Community Commercial, Neighborhood Commercial, Planned Commercial, and Planned Commercial/Industrial
 *****Includes Light Industrial, Heavy Industrial, and Planned Industrial

LAND USE CHANGES

In addition to the extension of municipal services to three of the four areas that did not have access in the 2020 Comprehensive Plan, the 2030 Comprehensive Plan identifies 22 areas of land use change (Figure 5-5). Sites that involve redevelopment are discussed further in the next section.

Land Use Change Area 1

This area is approximately 50 acres that is being changed from Rural to Low Density Residential with the inclusion of the area in the MUSA. There are currently approximately 20 homes located in this area. Approximately 55 new homes could be developed in this area at full development.

Land Use Change Area 2

This area is an 80-acre parcel owned by Anoka County Parks (Bunker Hills Park). The land use is being changed from Rural to Park and Open Space. Blaine High School has a parking lot on a 3.7 acre portion of this site.

Land Use Change Area 3

This 40-acre industrial park is being changed from Light Industrial to Heavy Industrial to bring it into compliance with the current zoning (I-2) and existing users.

Land Use Change Area 4

These areas are the City-owned park, open space and natural areas scattered throughout the community. The total area involved is approximately 1,400 acres. The 2030 Plan changed their designation to Park and Open Space.

Land Use Change Area 5

This undeveloped, 29-acre parcel has a current land use designation providing for multiple residential land uses (Low Density, Medium Density, and High Density). The County is likely to use design criteria on the relocation and reconstruction of the 109th Avenue/Sunset intersection that would make it difficult to develop under these designations, particularly the Low Density designation. The site has excellent visibility from I-35W and is in close proximity to the new employment center of Infinite Campus. The site is therefore being changed to High Density Residential/Planned Industrial.

Land Use Change Area 6

These four parcels comprise a 13-acre site with a large (45,000 s.f.) aging industrial building that has been experiencing vacancy over the past three years. The site is surrounded by residential on the north, east, and south. The site is being changed from Light Industrial and Rural to Medium Density Residential. It is anticipated that this would create 75-90 home sites.

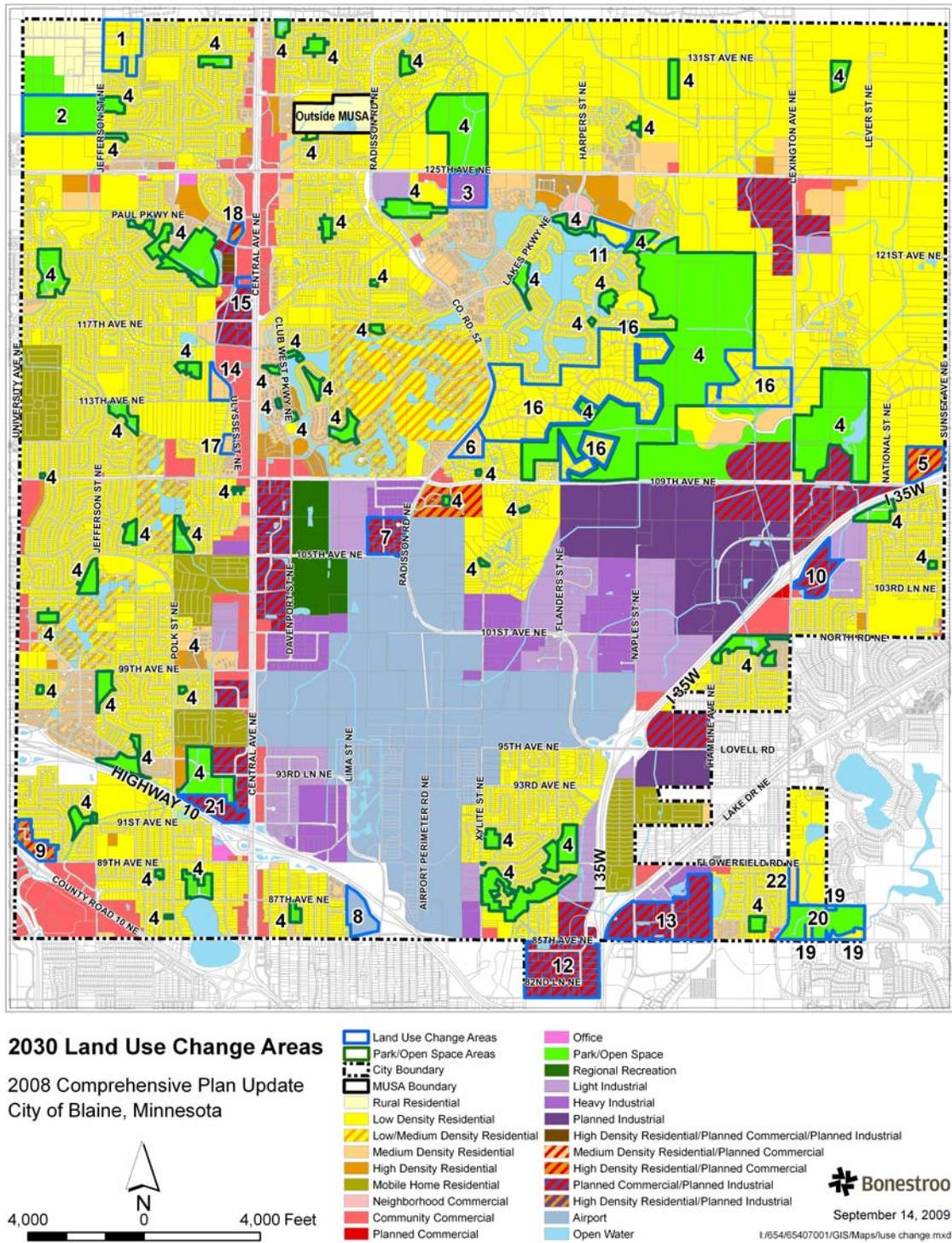
Land Use Change Area 7

This 36-acre site contains predominantly aging industrial buildings and one nonconforming residence. This site is being changed from Heavy Industrial to Planned Commercial/Planned Industrial.

Land Use Change Area 8

This 26 acre site is owned by the Metropolitan Airports Commission but lies outside of the airport use area. The site is being changed from Light Industrial to Airport but is also identified on the 2030 Land Use map as a site that could be marketed for commercial (non-aviation) use. Any commercial use would require a formal land use amendment at time of development proposal.

Figure 5-5 Land Use Changes with 2030 Comprehensive Plan



Land Use Change Area 9

This 22-acre developed area contains 15 single family homes and a vacant site, formerly occupied by Frank's Nursery. There is also an existing K-Mart site that might be added to the redevelopment concept. This site is being changed from Community Commercial and Low Density Residential to Planned Commercial/High Density Residential.

Land Use Change Area 10

This 40-acre site is currently designated as Light Industrial and Planned Commercial although the zoning for the site is Planned Business District. This site is being changed to Planned Commercial/Planned Industrial.

Land Use Change Area 11

This 14-acre site was originally designated as High Density Residential, however, the detached townhome project that was approved had a density of fewer than 5 units per acre and therefore the land use designation is being changed to Low Density Residential.

Land Use Change Area 12

This 110-acre site is the North Star Industrial Park and is predominantly developed with only two vacant parcels. Medtronic has recently built in Mounds View on the southern edge of the park and there is some anticipation that future growth may be more in line with the Medtronic campus than the industrial park. The site is being changed from Light Industrial and Heavy Industrial to Planned Industrial.

Land Use Change Area 13

This 120-acre industrial park is largely occupied by trucking terminals and heavy construction yards. It is located adjacent to I-35W and County Road J with superior visibility and access. This site is being changed from Heavy Industrial to Planned Commercial/Planned Industrial.

Land Use Change Area 14

This 20-acre site is undeveloped residential land with a Low Density Residential land use designation. The site is being changed to Medium Density Residential to allow increased density and to increase compatibility with the surrounding land uses.

Land Use Change Area 15

This 4-acre site is being changed from Light Industrial to Community Commercial in order to be in compliance with the underlying B-2 zoning.

Land Use Change Area 16

This area currently has 160 rural homes which are all on private septic. The site is being changed to Low Density Residential from Rural Residential to reflect the inclusion of this area within the MUSA and the access to municipal utilities.

Land Use Change Area 17

This 5.8-acre site has a current land use designation of Low Density Residential and contains two vacant parcels and one homestead. The site is being changed to Medium Density Residential and it is anticipated that this site could be developed with 30-45 homes.

Land Use Change Area 18

This 5.8-acre site is adjacent to an existing townhome development and is in close proximity to shopping and other commercial services that make it a good candidate for increased residential density. The site is being changed from Medium Density Residential/Planned Commercial to High Density Residential/Planned Commercial.

Land Use Change Area 19

These scattered sites adjacent to Anoka County's Rice Creek Park are all currently designated Rural but are within the MUSA. The sites will be changed to Low Density Residential.

Land Use Change Area 20

This 70-acre parcel is owned by Anoka County Parks (Rice Creek). The site will change from Rural to Park and Open Space.

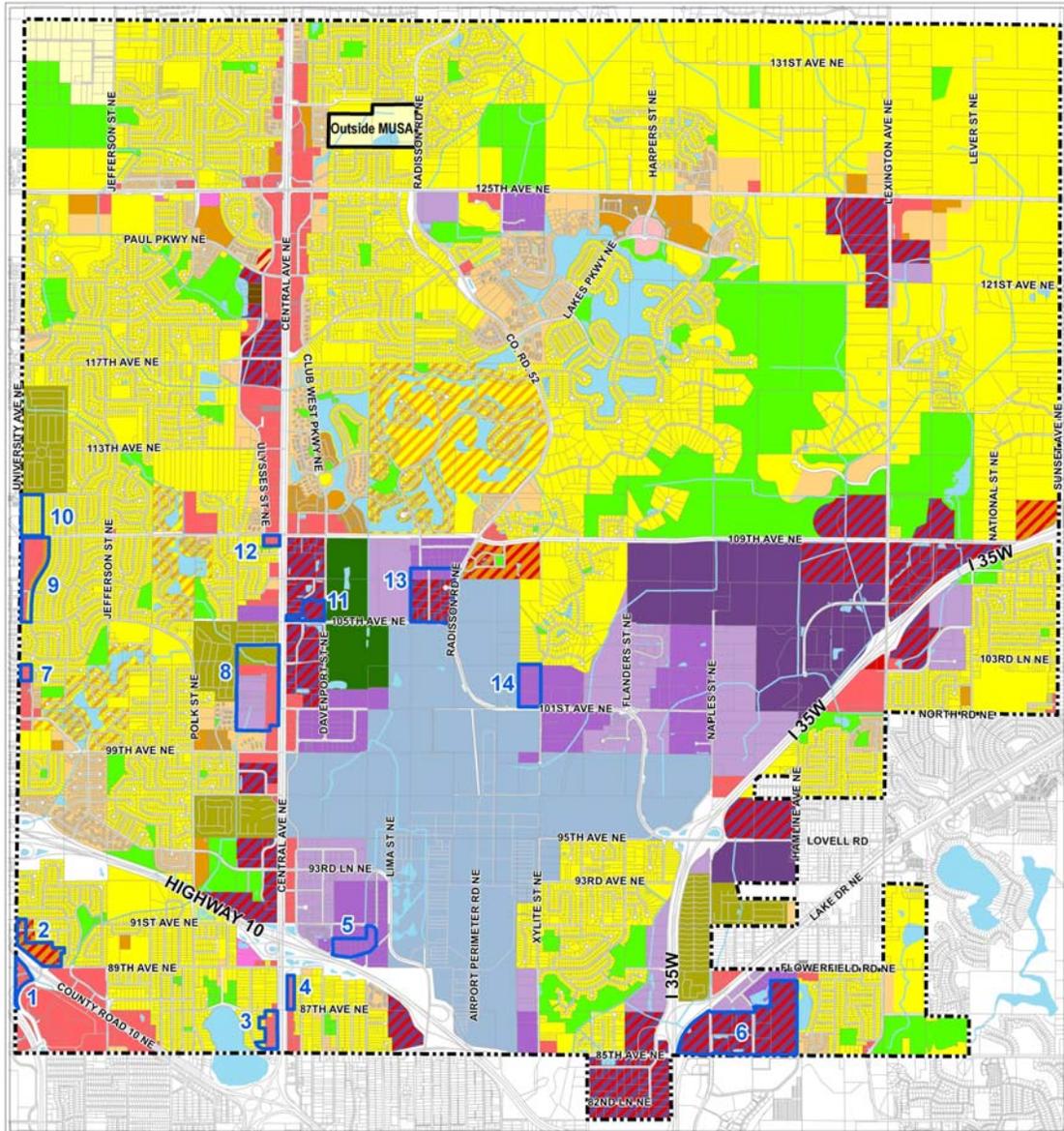
Land Use Change Area 21

This 28 acre platted lot contains the Fogerty Ice Arena complex (two ice sheets) which is a heavily used ice facility that is privately owned and managed. The buildings sit on a land lease with the City and are used by many hockey groups and area school hockey programs. The property also contains one of the city's municipal water treatment plants, water tower and was the site for the former City administrative offices. A portion of the site is zoned PBD (Planned Business District) as are the adjoining commercial properties to the north. This change would remove the inconsistency and recognize the commercial nature of the site by removing the current LDR (Low Density Residential) land use and replacing it with the PI/PC (Planned Industrial/Planned Commercial) land use designation for the entire parcel.

Land Use Change Area 22

This 9-acre site is located on the western edge of the Kate Haven Golf Course and currently designated as Low Density Residential. This site will be changed to Medium Density Residential and recognizes that the golf course is unlikely to remain in its current use over the life of this plan.

FIGURE 5-6 POTENTIAL REDEVELOPMENT AREAS IN 2030 COMPREHENSIVE PLAN



2030 Potential Redevelopment Areas

2008 Comprehensive Plan Update
City of Blaine, Minnesota



- | | |
|--------------------------------|--|
| Redevelopment Areas | Office |
| City Boundary | Park/Open Space |
| MUSA Boundary | Regional Recreation |
| Rural Residential | Light Industrial |
| Low Density Residential | Heavy Industrial |
| Low/Medium Density Residential | Planned Industrial |
| Medium Density Residential | High Density Residential/Planned Commercial/Planned Industrial |
| High Density Residential | Medium Density Residential/Planned Commercial |
| Mobile Home Residential | High Density Residential/Planned Commercial |
| Neighborhood Commercial | Planned Commercial/Planned Industrial |
| Community Commercial | High Density Residential/Planned Industrial |
| Planned Commercial | Airport |
| | Open Water |



December 16, 2008

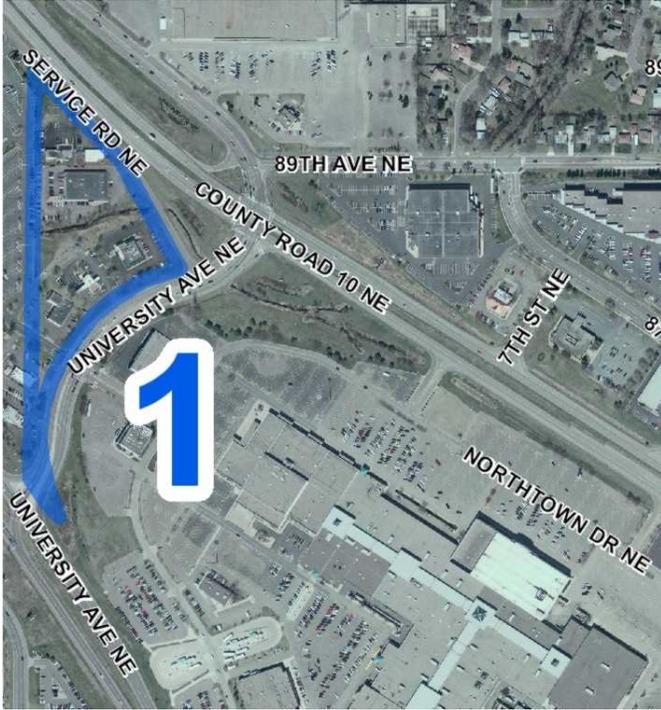
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LAND USE IMPLEMENTATION

REDEVELOPMENT AREAS

The areas that are identified for significant redevelopment are discussed in greater detail below. The location of the potential redevelopment areas are identified on Figure 5-6.

AREA 1



Site characteristics:

Seven-acre site in City's extreme southwest corner. Six (6) commercial sites including two (2) automotive service shops, bank, restaurant, veterinary clinic and a vacant commercial building. Site has more difficult access than some sites but very good exposure and location next to Northtown Mall.

Strategy:

Monitor for long-term vacancies since 2007 relocation of Regency Beauty Academy. At some point in the future the City may need to help assemble parcels if overall health of the site creates multiple vacant buildings.

AREA 2



Site characteristics:

22-acre developed area consisting of older commercial sites and fifteen (15) single-family homes. Former Frank's Nursery site is vacant and owned by the Blaine EDA (City). This is a potential long-term redevelopment area that could be triggered by something happening to the K-Mart site.

Strategy:

The City is initiating a comprehensive land use change for this area as part of the Blaine 2030 Plan. The new land use of Community Commercial and High Density Residential would create opportunities for future redevelopment at fairly high intensity and density levels. The EDA/City should explore opportunities to assemble land in this area that would help lead to efficient redevelopment and possible relocation of 89th Avenue to intersect University Avenue at 91st Avenue to take advantage of the traffic signal.

AREA 3



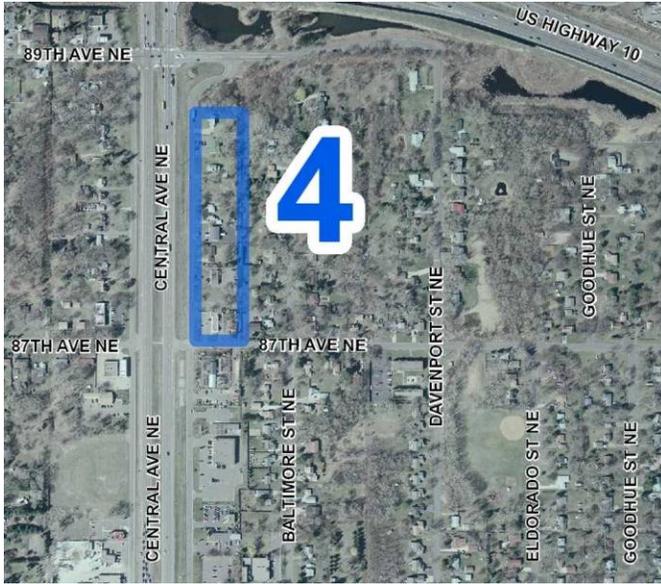
Site characteristics:

11-acre commercial area with several large parcels. Largest user is Cemstone (concrete batch plant), which occupies the southern edge of the site. The Blaine EDA/City owns 3 acres in the middle of the area. Some redevelopment has already occurred with a former gas station and restaurant being converted to office and retail.

Strategy:

Monitor status of Cemstone, as large redevelopment on City or private sites is unlikely until Cemstone decides to relocate. Cemstone's site is nonconforming and somewhat outdated. They have told the City that eventually they will want to leave the site. Collaboration with the City of Spring Lake Park on the sites just south of the 85th alignment would open other possibilities as well.

AREA 4



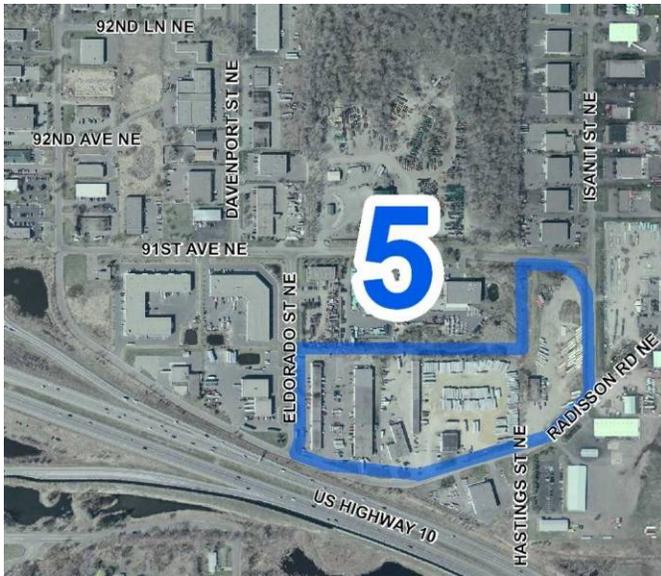
Site characteristics:

Five-acre area with a mixture of small houses and office buildings, from 87th Avenue to 89th Avenue. The City (EDA) has purchased and removed four (4) of the small houses over the past three years. The zoning and land use for this area is commercial.

Strategy:

Continue to assemble parcels from willing sellers. Look for opportunities to work with the two larger office users for possible redevelopment. Eventually market the vacant/assembled parcels for destination office uses.

AREA 5



Site characteristics:

19 acres area with a number of heavy industrial, many truck related, uses. Sites were all developed in the 1970's and are extremely nonconforming. The sites have terrific visibility from Highway 10 and good access from both east and west. Several large parcels lying to the north and west of these uses have been redeveloped over the past 4-5 years.

Strategy:

Examine possible land assembly options as well as look at land use options for reuse.

AREA 6



Site characteristics:

120-acre industrial park with the primary users being trucking terminals and heavy construction yards. Area is adjacent to 35W and County Road J with great access and visibility. The business park on the south side of County J (Shoreview) has a number of office and office showroom uses as well as a new hotel and restaurants. This area represents a long-term redevelopment opportunity for the truck yards and heavy construction yards within the park to be converted into higher density office, research and design, manufacturing type uses. The site's great location and high visibility will have an impact on the future of this area.

Strategy:

Change the HI (Heavy Industrial) land use designation to PI (Planned Industrial)/PC (Planned Commercial) that could someday be implemented by either a PBD (Planned Business District) or POD (Planned Office District) zoning. Examine possible land assembly options as they occur in the future.

AREA 7



Site characteristics:

This area occupies just over 3 acres and contains three (3) older office buildings and several “storage” garages in the rear of the site. The site was recently purchased by a new office user, who has located in one of the three buildings. The site is extremely non-conforming and the buildings, built in the 1970’s, are in need of updating.

Strategy:

Work with the new owner on redevelopment possibilities including City/EDA assistance if it is determined public assistance is warranted.

AREA 8



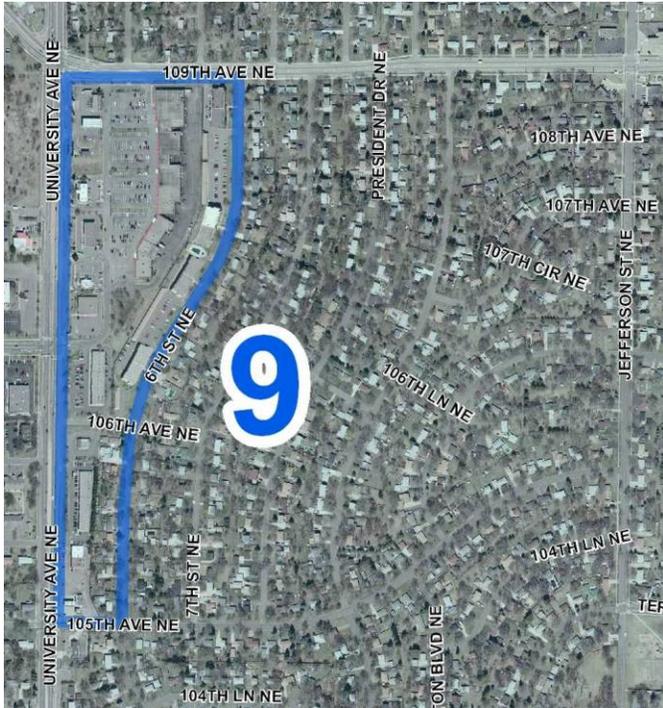
Site characteristics:

This area, adjacent to Highway 65, from the old Highway 65 Drive-In Theater to the abandoned Gasoline Alley, consists of 68 acres. Some of the parcels still have buildings, some of which are occupied. The City (EDA) has purchased two of the smaller sites and has removed the buildings. The City's land use designation for this area is Light Industrial and Community Commercial. This area is also the location of the future service road connection "Ulysses Street" to be completed within the next several years or as development occurs.

Strategy:

Continue to explore land assembly opportunities as they occur. Work with existing property owners in determining a new service road alignment and process for implementation.

AREA 9



Site characteristics:

This 33-acre area, located in the southeast corner of 109th and University, consists of older commercial sites, an apartment complex, a small number of single-family homes and a retail center. The center, Oak Park Plaza, has several vacancies, including the anchor bay intended for a grocer. The owner of Oak Park Plaza, Tri Land has been working to redevelop the center since 2005.

Strategy:

The City/EDA should be prepared to assist owners in this area with possible redevelopment, including EDA financial assistance, if it is warranted, to achieve good long-term redevelopment.

AREA 10



Site characteristics:

This single-family neighborhood occupies the northeast corner of 109th and University Avenue and consists of approximately 60 homes covering 20 acres. The homes, built in the 1950's, are small single level homes with square footages ranging from 676 square feet to 960 square feet. Market values, for most of the homes, are listed with Anoka County in the \$140,000-\$180,000 range.

Strategy:

This area does provide an affordable housing option that should be maintained if possible. Housing maintenance programs should be targeted in this area to maintain property condition and values. Continue to monitor both property condition as well as value and market conditions. Selecting properties, either based on their poor condition or location, may make sense to target for acquisition and removal to help make way for housing options and design that are more appropriate for the market and neighborhood.

AREA 11



Site characteristics:

10-acre area located at the northeast corner of 105th Avenue and Highway 65. The area contains three (3) small industrial buildings and a large heavy contractor storage yard. The current market will likely cause the large "contractor yard" to self-redevelop within the next 2-3 years. The smaller industrial buildings will be more difficult for the market to remove. The entire area is guided and zoned for commercial/office/retail uses.

Strategy:

Continue to monitor the three industrial buildings. Opportunities to acquire any of the buildings from willing sellers should be explored if they come up.

AREA 12



Site characteristics:

The southwest corner of 109th Avenue and Highway 65 contains two (2) older commercial buildings on approximately three (3) acres. The two primary uses are a gas station and retail center housing the VFW facility. Both properties, from a redevelopment as well as a future roadway improvement standpoint, should be cleared.

Strategy:

The area has had development interest that would redevelop the site. The City/EDA should continue to explore that interest to see if the community goals can be accomplished. If not the City/EDA should actively explore acquisition and removal of the parcels.

AREA 13



Site characteristics:

The area at the northwest corner of 105th Avenue and Radisson Road, is one of the key redevelopment areas within the City and consists of 36 acres of mostly older industrial buildings, developed in the 1960's and early 70's, and one (1) non-conforming residential structure. The Blaine 2030 Plan is proposing a land use change for this area from Heavy Industrial to a combination of Planned Commercial/Planned Industrial. The implementing zoning could then be PBD (Planned Business District) or DF (Development Flex).

The proposed future land use and zoning could support retail, service, and office of all types, recreation, entertainment, restaurants, banks, manufacturing or office/showroom. Redevelopment, either completely market driven or assisted by the City, is expected to occur within the next several years. Because of how the land is currently used, redevelopment would likely result in higher building density, increase in employment opportunities, a larger tax base and significantly improved aesthetics and community image. The City would work with those existing uses that would be appropriate to relocate somewhere else in the community.

It should be noted that the properties along the eastern edge of Area 13 fall within the safety zone of a potential new runway within the Anoka County/Blaine Airport. Although there are no immediate plans by the Metropolitan Airports Commission to add this runway, any new redevelopment that falls within its safety zone will need to comply with Federal and State rules that govern land use within airport safety zones.

Strategy:

Follow through on the land use and zoning changes. Explore land assembly options with willing sellers as they come up. Be prepared to work with the private market to help finish the redevelopment of this area.

AREA 14



Site characteristics:

18-acre area located at the northwest corner of Xylite Street and Radisson Road. The site contains three (3) industrial uses, all with trucks or other outside storage, and a small single family home. This is a long-term redevelopment area that may redevelop over the next 10 or more years. The site has great access and good visibility from Radisson Road. Xylite Street leads into one of Blaine's larger and higher quality residential neighborhoods, The Sanctuary.

Strategy:

Consider a land use change from the HI (Heavy Industrial) to other uses that would help support redevelopment. Explore possible land assembly options, over time, as property comes up for sale.

PROTECTING SPECIAL RESOURCES

As required by state statute, a municipality's comprehensive plan must also include strategies for protection of special resources, including solar access, historic preservation and aggregate. These strategies are discussed below:

Solar Access

Minnesota Statutes require an element for the protection and development of access to direct sunlight for solar energy systems. The purpose of this legislation is to prevent solar collectors from being shaded by adjacent structures or vegetation and to ensure that development decisions do not preclude the possible future development and use of solar energy systems. To ensure the availability of solar access, the City of Blaine will, whenever possible, protect access to direct sunlight for solar energy systems on principle structures. The City of Blaine will consider solar access in the review of site plans and planning decisions.

Aggregate Resources

The Met Council requires cities to identify the location of aggregate resources within the community based on the Minnesota Geological survey within the Comprehensive Plan. No aggregate resources were identified in the City of Blaine.

Historic Preservation

Minnesota Statutes 473.859 Subd 2(b) requires that a land use plan shall contain a protection element, as appropriate, for historic sites.

Blaine currently does not have any sites listed on the National Register of Historic Places.

The State Historic Preservation Office (SHPO) runs an ongoing statewide program to record historic structures and archaeological sites. This information is gathered from many sources, including the SHPO, other government agencies, county and local historical societies, educational institutions, research organizations, and private property owners. Most properties on this list have not been evaluated for nomination to the National Register and the level of detail on each site can vary significantly, however, the list can provide notice to policymakers that there may be historically significant areas within the community. This notice allows policymakers to undertake additional investigations and possible protection actions, if appropriate. Currently, there are more than 50,000 historic structures and approximately 16,500 archaeological sites statewide on this list. Blaine's items on this list are contained in Appendix B. It should be noted that the SHPO database is based on section lines rather than municipal boundaries and therefore some of the locations identified may be near, but not within the City itself.

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Chapter 6— Parks, Trails, and Recreation

PARK, TRAILS, AND RECREATION GOALS

Goal 1

The City will strive to provide a wide spectrum of opportunities for community residents of all ages and diversity to participate in quality, effective, and engaging recreational and educational activities and programs.

Goal 2

The City will develop strategies for development of new parks as residential growth demands, improvement of existing park facilities that provides for a diverse use of park resources and financing strategies to accommodate future park improvements and long term maintenance as residential development declines and park dedication fees are exhausted.

Goal 3

The City will continue to pursue the planning and development of a community center/senior center to provide adequate and fiscally responsible facility and program space. (also a Community Facilities goal)

Goal 4

The City will develop strategies to complete urban sections, identify natural corridors, future trails and sidewalks that will join people to parks, open spaces, schools, neighborhoods, regional facilities, employment centers and community destinations in an accessible and interconnected system. (also a Transportation goal)

Goal 5

Promote preservation of the natural environment to protect trail and greenway corridors, preserve and conserve open space, provide appropriate public access, and offer environmental education opportunities. New development areas such as Pheasant Ridge Business Park and Finn Farm development should be designed to take advantage of the open space and wetland areas and enhance those areas as amenities for the community. (also a Natural Resources and Land Use goal)

Goal 6

A plan, both physical and financial, should be developed for the large 500 acre City owned wetland/natural area lying north of 109th Avenue. The area should be examined for development of trail linkages, nature demonstration areas, wildlife viewing, and passive natural recreation opportunities including wetland, animal and plant habitat restoration. (also a Natural Resources and Land Use goal)

The City of Blaine has acknowledged the importance of providing park, trail, and open space opportunities that enhance the quality of life of their residents and visitors. Parks and Recreation are essential in promoting community wellness, connecting the individual to ecological value and stewardship, promoting cultural understanding, and fostering economic viability.

Blaine's City Park System currently consists of 62 parks with approximately 1,224.2 acres of parkland or 21.6 acres of parkland per 1,000 residents. These parks are broken into 4 different classifications: community parks, neighborhood parks, mini-parks, and special use parks. The range of parks provides a diverse variety of opportunities to recreate and connect with fellow community residents.



EXISTING PARK SYSTEM

RECREATIONAL AMENITIES

Parks facilities and amenities vary and include large natural areas, lakes and ponds, beaches, playgrounds, boat launches, fishing piers, large and small group picnic sites. There are multiple youth and adult athletic complexes as well as individual youth athletic fields in neighborhood parks throughout the community, summer and winter skating facilities and six indoor recreation buildings.



The City has a reputation as a "sports community." The City's park system has worked to create and maintain high quality athletic fields which have a history of attracting many users from Blaine and surrounding communities. These athletic facilities are also used for large tournaments and special events. Many neighborhood parks also provide residents the opportunity to recreate close to home, as excellent athletic facilities for organized and free play opportunities are scattered throughout the community. The City was

ranked 54th in the “Top 100 Best Places to Live” by Money Magazine in 2006. The City placed especially high in the Leisure, Culture and Health category which is derived from park quality, usage, and number of opportunities available to citizens.

Some of the more unique recreational opportunities to Blaine include the PGA Tournament Players Club, an 18-hole championship-level golf course, and the National Sports Center. Lochness Park, one of the larger community parks, covers 90 acres, including a small lake that is stocked with Bluegill and Crappie by the DNR.



Soccer players will find fourteen full-size soccer fields and two smaller fields on the 40 acres of the Blaine Soccer Complex. The complex is located on the northern edge of the Anoka County-Blaine airport and has become the host site of the USA Cup International Youth Soccer Tournament for many years along with the National Sports Center. Ice skating is available at the Fogerty Ice House, a small outdoor hockey complex at Happy Acres Park (in winter), Aquatore Park Indoor Ice Rink and at the National Sports Center Schwan's Super Rink. There are summer hockey and skating

schools and programs located within the City which has become a distinctive element as many other cities have limited indoor ice capacity.

NATIONAL SPORTS CENTER

The 132-acre National Sports Center is a very unique amenity to the community that draws in over 3 million people annually. The Center is home to the world's largest amateur sports and meeting facility. It contains a number of sports amenities such as the youth golf center and driving range. The Schwan Super Rink accommodates 8 indoor ice sheets and is jointly shared by eleven government entities. A meeting facility for up to 500 people is located in the Schwan Center.

The complex contains 52 soccer fields used for rugby, lacrosse, and ultimate disc. A 12,000-seat stadium is used for major track and field events, concerts, and marching band festivals. A 5,000-seat velodrome is a unique wooden race track utilized for bicycle races. A Sports Hall is an indoor facility used for indoor playing courts and fields, convention space, and can seat up to 3,000 people. Finally, a residence hall is located on the complex to accommodate 180 people. The City has an agreement with the Sports Center for field time for City sport programs.

PARK CLASSIFICATIONS:

REGIONAL PARKS

Bunker Hills Regional Park is located just behind Blaine High School. A small portion of the larger 1,600-acre park that stretches across four cities lies within Blaine. Citizens can access paved trails into the park from the High School. Trail connections also extend to nearby Blaine neighborhoods. This Park offers areas

for horseback riding, golf, archery, camping, picnicking, bicycling, cross-country skiing, and a regionally known water park.

Coon Rapids Regional Park Dam is located approximately 5 miles from City Limits. It is a place to hike, bike, cross-country ski, picnic, or fish in its 581 acres. Rice Creek Chain of Lakes Park offers modern campgrounds with 39 RV sites with hook-ups and 40 sites for camping. This park also incorporates Chomonix Golf Course and Wargo Nature Center, as well as a boat launch on Centerville Lake. The Park also offers dog parks and an extensive trail system.

COMMUNITY PARKS

Seven of the parks are community parks/ playfields exceeding 20 acres in size. Within this classification six parks are community parks that provide both active and passive recreational opportunities to serve the whole community such as Aquatone Park. Nine parks are considered playfields that are primarily active recreational parks like the Soccer Complex and the Baseball Complex. These parks typically have large constructed recreational fields, public restrooms, large picnic shelters, playgrounds, trails and walkways. They also support youth sports programs.



NEIGHBORHOOD PARKS

Twenty three of the parks are neighborhood parks which serve general neighborhood uses and are centrally located within residential developments. They range from four to eight acres in size. These parks provide active and passive uses such as outdoor hockey rinks, half court basketball, tennis courts, playgrounds,



picnic shelters, public restrooms, and trails. Town Square Park is more of an urban type of Neighborhood Park within the City. This park is located outside of Blaine City Hall and consists of a band shell, open space, formal gardens, walking trails, and a fountain. This park is used for community-wide gatherings and musical events. Many neighborhood parks exist within walking or biking distance of most households within the City. Other examples of Neighborhood parks include Aurelia, Quail Creek, and Austin Park.

MINI-PARKS

The smallest size parks, less than an acre to 2 acres, are called mini-parks located among residential areas where access to neighborhood parks is more difficult to due transportation barriers or distance. Twenty four of these types of parks are scattered around the community offering playgrounds, trails, and open playing fields. Broken Oaks, Olympia, and Swan are all examples of mini-parks in Blaine.

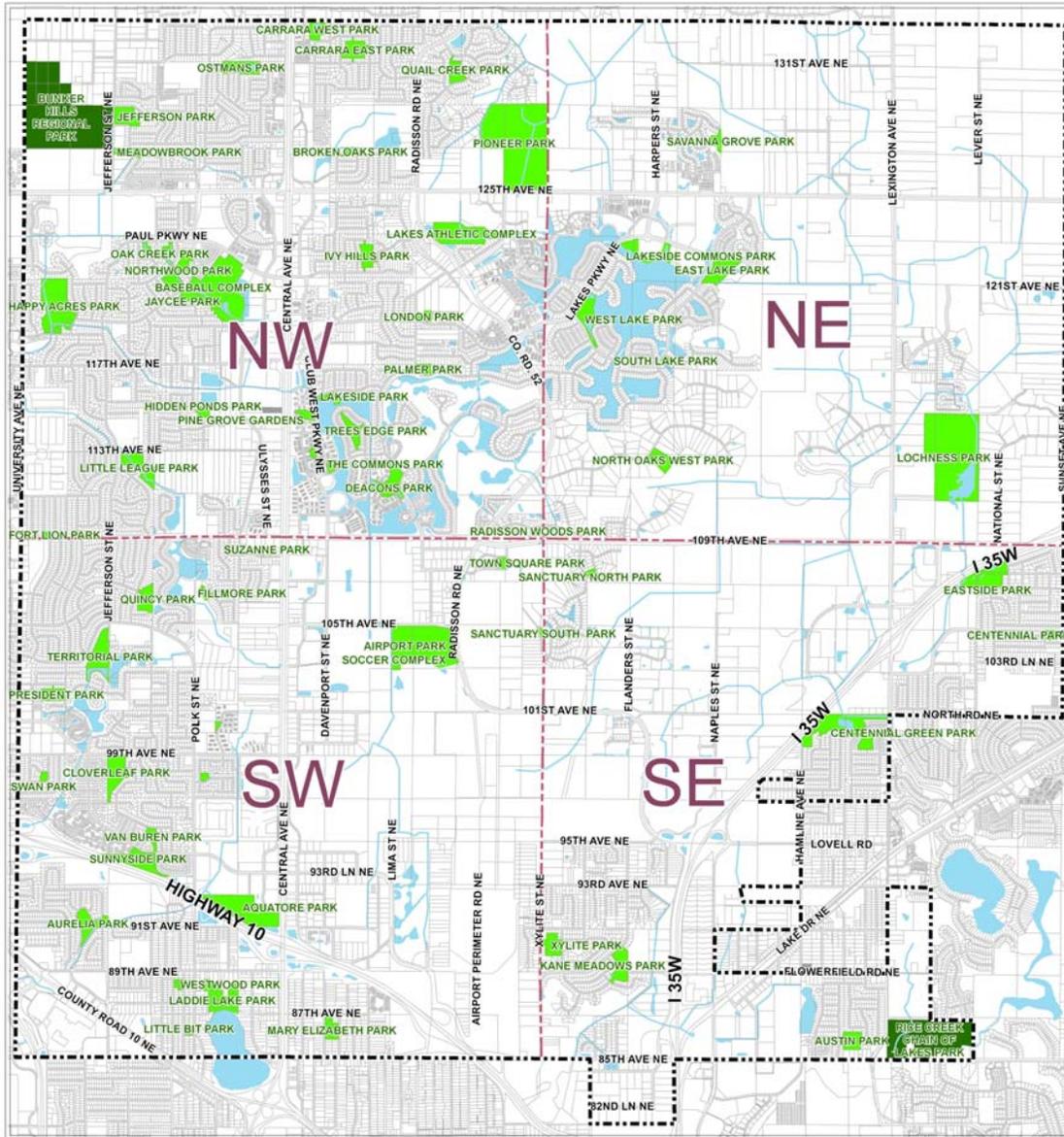
SPECIAL USE PARKS

There are nine special use parks, which have been established for natural resource preservation or specific City designated uses. Three larger examples of special use parks are Pioneer Park, Lochness Lake, and Laddie Lake Park. Pioneer Park is approximately 100 acres of natural areas including 1.7 miles of walking trails. Much of this land was purchased to provide animal habitats and preserve plant communities. Lochness Park is 90 acres of open space accompanied by a pond, fishing, shelters, and trails. Laddie Lake Park is a 10-acre park with picnic shelters and tables as well as walking trails.

TABLE 6-1 – TYPES OF BLAINE PARKS, 2008

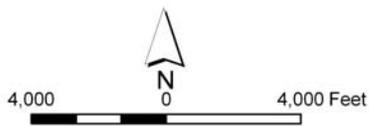
Category	Existing # or Parks	Acres	% of System
Mini-parks	24	39.4	3%
Neighborhood Parks	23	199.2	16%
Community Parks	6	161.6	13%
Special Use	9	238.0	19%
Open Space Preservation	~	586.0	48%
Total	62	1224.2	100%

FIGURE 6-1 – EXISTING CITY PARKS



Existing City Parks

2008 Comprehensive Plan Update
City of Blaine, Minnesota

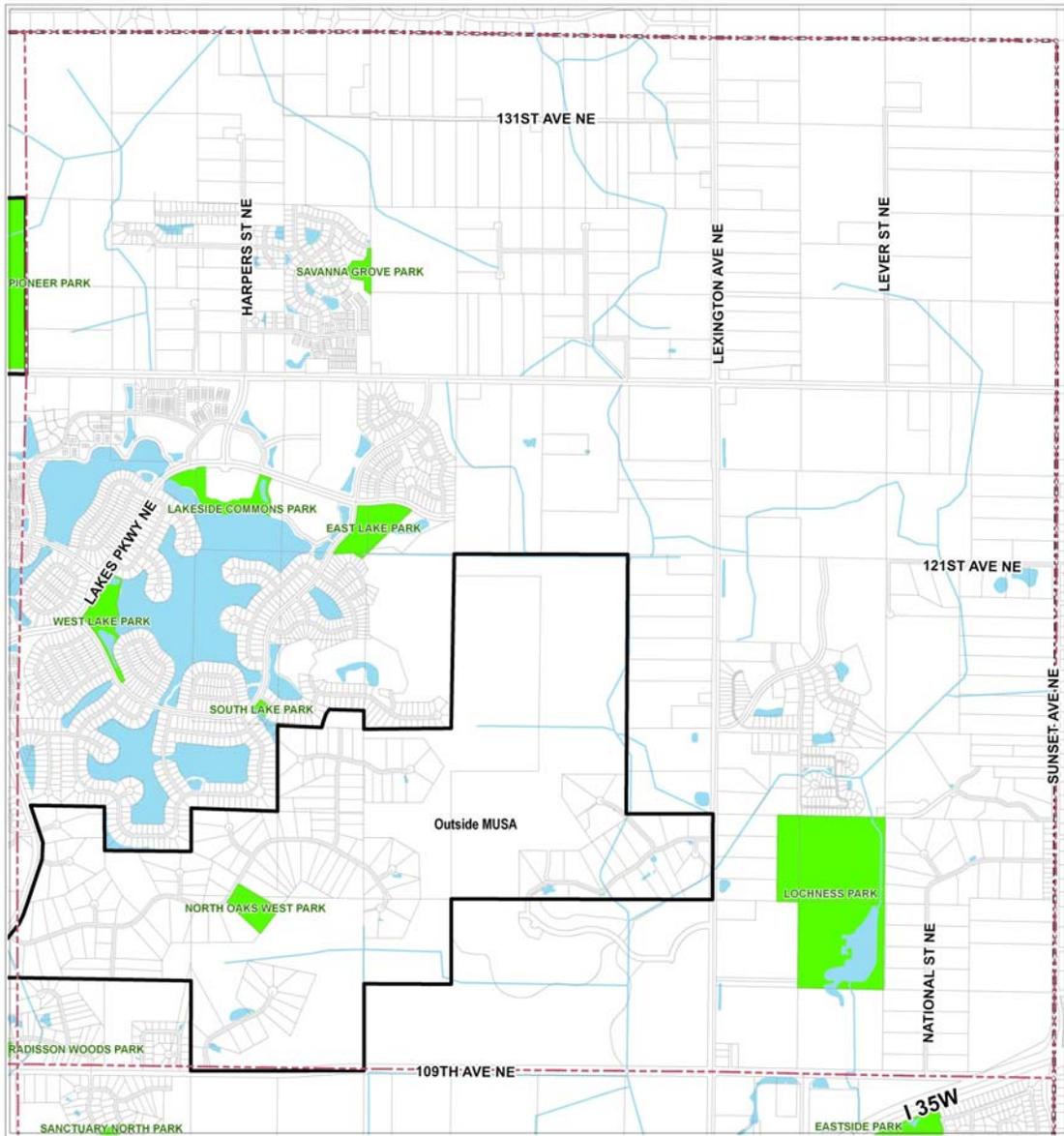


- City Boundary
- City Quadrant Section Boundary
- Open Water
- Regional Park
- City Park



April 6, 2009
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FIGURE 6-1A – EXISTING CITY PARKS NORTHEAST QUADRANT



Existing City Parks - NE Quadrant

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City of Blaine, Minnesota



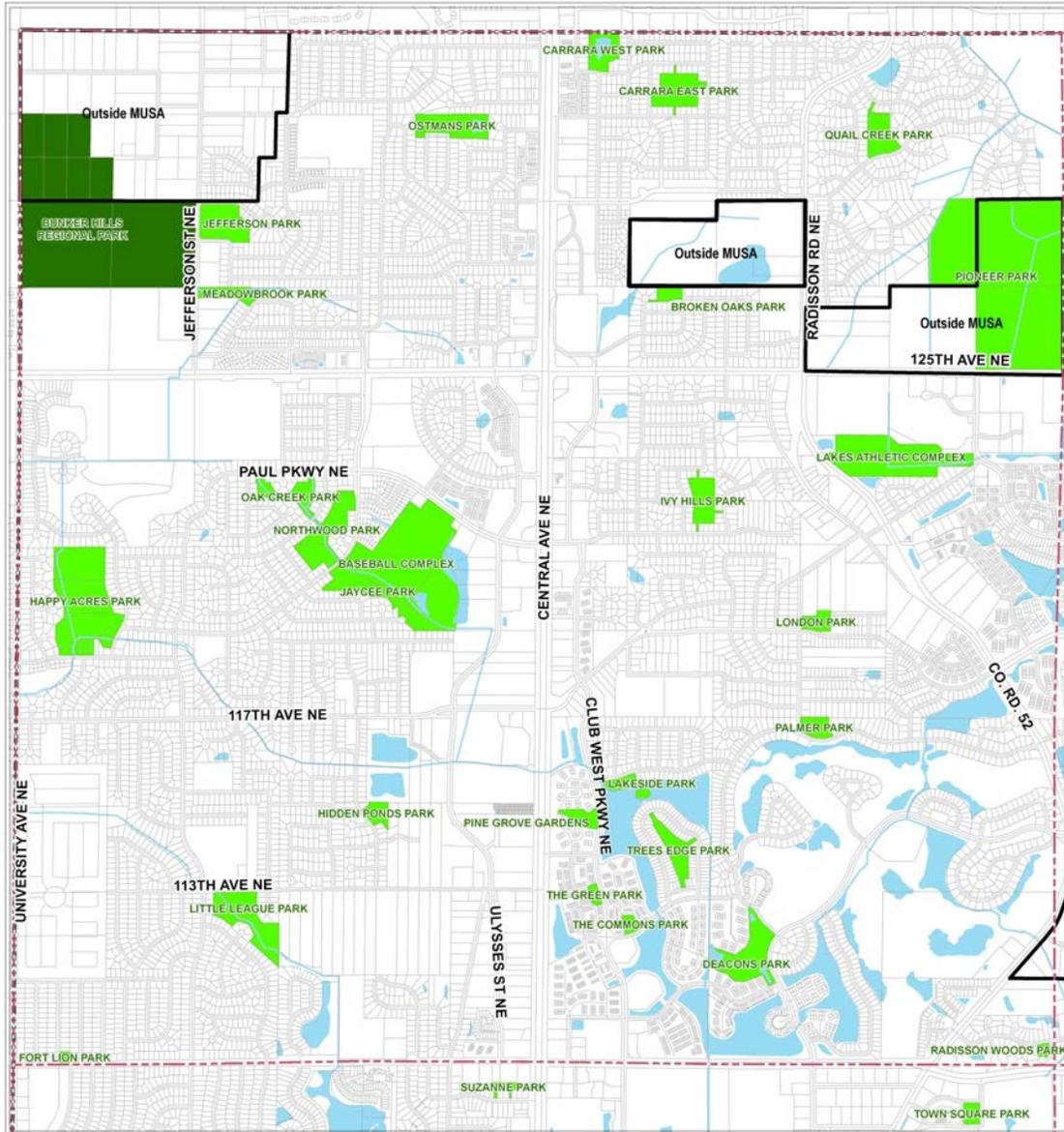
- City Boundary
- City Quadrant Section Boundary
- Open Water
- City Park



December 1, 2008

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FIGURE 6-1B – EXISTING CITY PARKS NORTHWEST QUADRANT



Existing City Parks - NW Quadrant

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City of Blaine, Minnesota



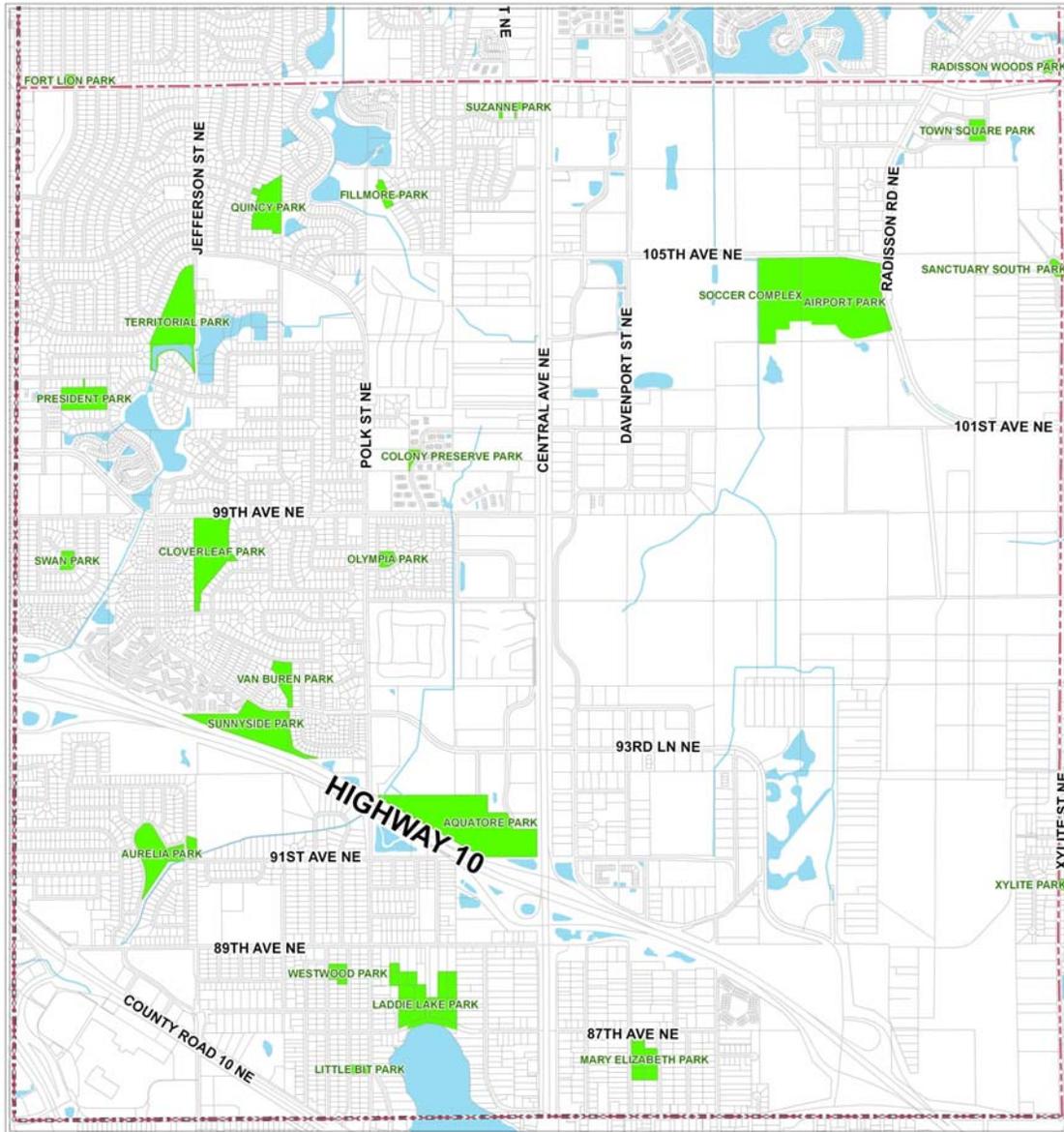
- City Boundary
- City Quadrant Section Boundary
- Open Water
- Regional Park
- City Park



April 6, 2009

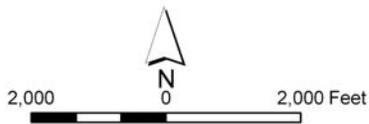
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FIGURE 6-1C – EXISTING CITY PARKS SOUTHWEST QUADRANT



Existing City Parks - SW Quadrant

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City of Blaine, Minnesota



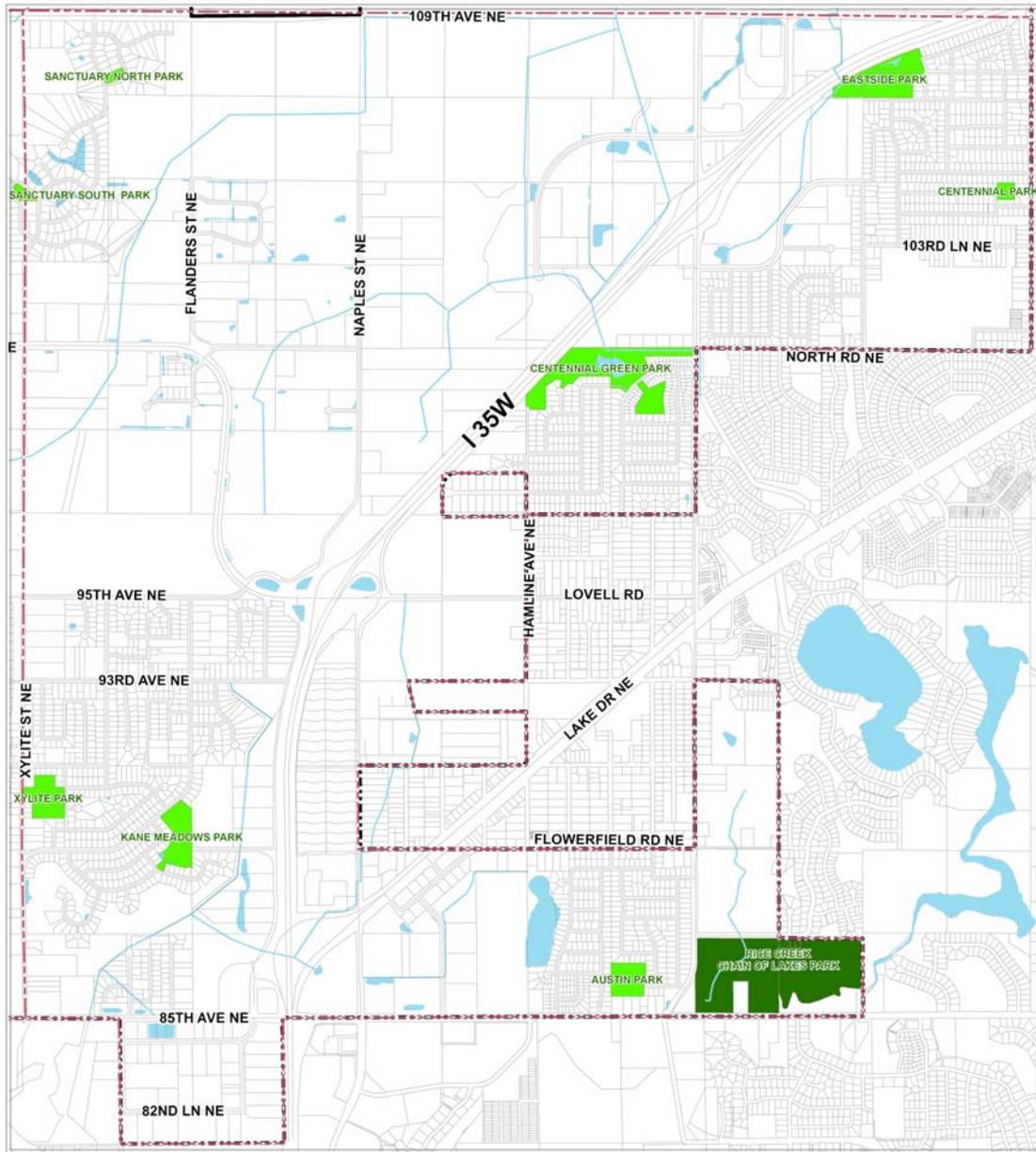
- City Boundary
- City Quadrant Section Boundary
- Open Water
- City Park



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FIGURE 6-1D – EXISTING CITY PARKS SOUTHEAST QUADRANT



Existing City Parks - SE Quadrant

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City of Blaine, Minnesota



- City Boundary
- City Quadrant Section Boundary
- Open Water
- Regional Park
- City Park



April 6, 2009

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FIGURE 6-2 – PARK FACILITY INVENTORY, 2008 CITY OF BLAINE

Blaine Parks and Recreational Facilities		Grid Location	Acres	Type of Park	Baseball Field	Basketball 1/2 Court	Beach	Fishing Dock	Football Field	Hockey Rink	Ice Skating Rink	Lake/Pond	Open Play Field	Park Building	Parking Lot	Picnic Shelter	Picnic Tables	Playground	Skate Board Park	Soccer Field	Softball Field	Tennis Court	Trails/Walkways	Volleyball Court
1	Airport Park	E6	28.8	CP																	4			
2	Aquatore Park	C3	28.4	CP					2							2					3			
3	Aurelia Park	A3	8.9	NP																	3	2		
4	Austin Park	J2	6.0	NP																				
5	Baseball Complex	C10	44.1	CP	6																			
6	Broken Oaks Park	D12	1.9	MP																				
7	Carrara East Park	D13	7.4	NP																				
8	Carrara West Park	D13	5.5	MP																				
9	Centennial Park	L6	1.5	MP																				
10	Centennial Green Park	J5	25.3	NP																				
11	Cloverleaf Park	B5	11.8	NP																				
12	Colony Preserve Park	C5	0.5	MP																				
13	The Commons Park	D8	1.1	MP																				
14	Deacons Park	E8	11.9	NP																				
15	East Lake Park	I11	10.8	NP																				
16	Eastside Park	L7	14.5	NP																	2			
17	Fillmore Park	C7	1.1	MP																				
18	Fort Lion Park	A8	0.5	MP																				
19	The Green Park	D9	0.9	MP																				
20	Happy Acres Park	A10	29.7	CP					3												3			
21	Hidden Ponds Park	C9	2.3	MP																				
22	Ivy Hills Park	E11	5.5	NP																				
23	Jaycee Park	C10	9.2	CP																				
24	Jefferson Park	B12	8.2	NP																				
25	Kane Meadows Park	G3	8.7	NP																				
26	Laddle Lake Park	C2	15.1	SU																				
27	Lakes Athletic Complex	F11	22.4	CP																	2	4		
28	Lakeside Park	D9	2.7	NP																				
29	Lakeside Commons Park	H11	8.9	SU																				
30	Little Bit Park	B2	0.7	MP																				
31	Little League Park	B8	11.0	NP																	2			
32	Lochness Park	K8	89.2	SU												2								
33	London Park	E10	1.0	MP																				
34	Mary Elizabeth Park	D2	5.2	NP																				
35	Meadowbrook Park	B12	3.3	MP																				
36	North Oaks West Park	H8	6.5	MP																				
37	Northwood Park	B11	10.2	NP																				
38	Oak Creek Park	B11	5.2	MP																				
39	Olympia Park	C5	1.1	MP																				
40	Ostmans Park	C13	8.2	NP																	2			
41	Palmer Park	E9	2.8	MP																				
42	Pine Grove Gardens	D9	2.6	SU																				
43	Pioneer Park	F12	100.0	SU																				
44	President Park	A6	5.3	MP																				
45	Quail Creek Park	F13	5.4	NP																				
46	Quincy Park	B7	6.7	NP																	2			
47	Radisson Woods Park	G8	0.6	MP																				
48	Sanctuary North Park	G7	0.9	MP																				
49	Sanctuary South Park	G6	1.2	MP																				
50	Savanna Grove Park	I12	2.7	NP																				
51	Soccer Complex	E6	19.5	CP																12				
52	South Lake Park	H10	0.9	MP																				
53	Sunnyside Park	B4	12.9	NP																				
54	Suzanne Park	C7	1.0	MP																				
55	Swan Park	A5	1.2	MP																				
56	Territorial Park	A6	11.7	SU																		2		
57	Town Square Park	F7	1.7	SU																				
58	Trees Edge Park	D9	5.1	NP																				
59	Van Buren Park	B4	2.7	MP																				
60	West Lake Park	G10	10.3	NP																				
61	Westwood Park	B2	1.6	MP																		2		
62	Xylite Park	G3	7.2	NP																		1		

CP - Community Parks / Playfields, MP - Mini-Park, NP - Neighborhood Park, SU - Special Use Park

TRENDS

NATIONAL TRENDS

Each year the National Sporting Goods Association conducts an in depth study of how Americans spend their leisure time. Table 2 lists the most popular recreational activities of 2005 comparing those to a percent increase or decrease from 2004. Exercise walking has consistently stayed at the top of the list for over ten years. People of all ages are able to participate in this sport. Trail loops of different lengths and paved pedestrian paths are in high demand by people across the country. As this activity is free and close to home many are able to participate. The National Recreation and Park Association reports in 2007 that people with access to recreational activities are two times more likely to become physically active. Cities are looking at trails as a new amenity in creating communities that attract new residents and businesses and promote a higher quality of life.

TABLE 6-2 – NATIONAL TOP RECREATIONAL ACTIVITIES, 2005 NSGA

Sport	Percent	
	Total	Change
Exercise Walking	86	1.50%
Swimming	58	8.50%
Exercising with Equipment	54.2	4.00%
Camping (vacation/overnite)	46	-16.80%
Bowling	45.4	3.50%
Fishing	43.3	5.20%
Bicycle Riding	43.1	7.00%
Billiards/Pool	37.3	8.90%
Weightlifting	35.5	35.40%
Workout at Club	34.7	9.20%
Aerobic Exercising	33.7	14.40%
Basketball	29.9	7.30%
Hiking	29.8	5.00%
Running/Jogging	29.2	9.50%
Boating, Motor/Power	27.5	20.90%
Golf	24.7	0.80%
Target Shooting	21.9	14.20%
Hunting with Firearms	19.4	9.70%
Baseball	14.6	-7.70%
Soccer	14.1	6.40%
Softball	14.1	12.70%
Backpack/Wilderness Camp	13.3	-13.40%
Volleyball	13.2	11.90%
In-Line Roller Skating	13.1	12.30%
Skateboarding	12	16.50%
Tennis	11.1	15.60%
Scooter Riding	10.4	-19.40%
Football (tackle)	9.9	15.50%
Mountain Biking (off road)	9.2	14.90%
Paintball Games	8	-15.10%
Kayaking/Rafting	7.6	na
Skiing (alpine)	6.9	9.50%
Archery (target)	6.8	28.50%
Water Skiing	6.7	26.90%
Target Shooting - Airgun	6.7	30.60%
Hunting w/Bow & Arrow	6.6	13.80%
Snowboarding	6	-8.90%
Muzzleloading	4.1	7.60%
Cheerleading	3.3	-13.20%
Hockey (ice)	2.4	0.40%
Skiing (cross country)	1.9	-20.40%

Percent Change is from 2004

Weightlifting, archery/target shooting, and boating/water sports have seen the greatest increase from 2004 with at least a 20% increase in participation. Much of the top activities can be accommodated in a community center type facility or fitness club. This trend is especially important to consider as Blaine explores the development of a new facility that could serve these types of recreational needs.

Recently, health insurance companies are offering incentives for employees to increase public health and lower medical related claims due to obesity and lack of exercise. In 2003, the American Planning Association published a report on how city parks can play a role in improving public health. The report found that people highly value the time they spend in parks and believe parks and recreation will play a larger role in reducing the obesity problem in America.

The National Recreation and Park Association reports in 2007 that a larger number of smaller neighborhood parks may be more effective in encouraging physical activity than large sporting complexes on the edge of communities. Neighborhood parks provide opportunities for youth development, the learning of lifetime skills and participation in individual and team sports.

Parks also provide a gathering place for neighborhoods and the community. Parks and open space can be the stage for building community and strengthening relationships as suburbs are designed to isolate the average family. Parks enhance property values and provide movement for wildlife among corridors and open space. Americans also believe that parks and trees will help improve the environment, as changing climate is increasingly becoming a prevalent issue.

Continued research shows that people who recreate in parks and natural settings have less occurrence of stress, depression, and are more at peace with their surroundings. This 2003 APA report shows that specific design considerations promote more use of parks such as accessibility, proximity, adequate lighting, restrooms, and well maintained paths. These studies support the rising trend of the need to plan for and provide parks, open space, and trails in our communities.

LOCAL TRENDS

Recreational trends are occurring in the City that aligns with national trends. Over the past five years, Blaine has a decreasing enrollment in baseball, adult basketball, softball, and volleyball (See Table 3). Nationally, over ten years the same trend has occurred. Greater demands and enrollment are occurring in soccer, lacrosse, football, and skateboarding in Blaine and on a national level. These trends are important to consider as the City projects future athletic needs and park amenities.

TABLE 6-3 – NATIONAL YOUTH PARTICIPATION TRENDS, 2005 NSGA

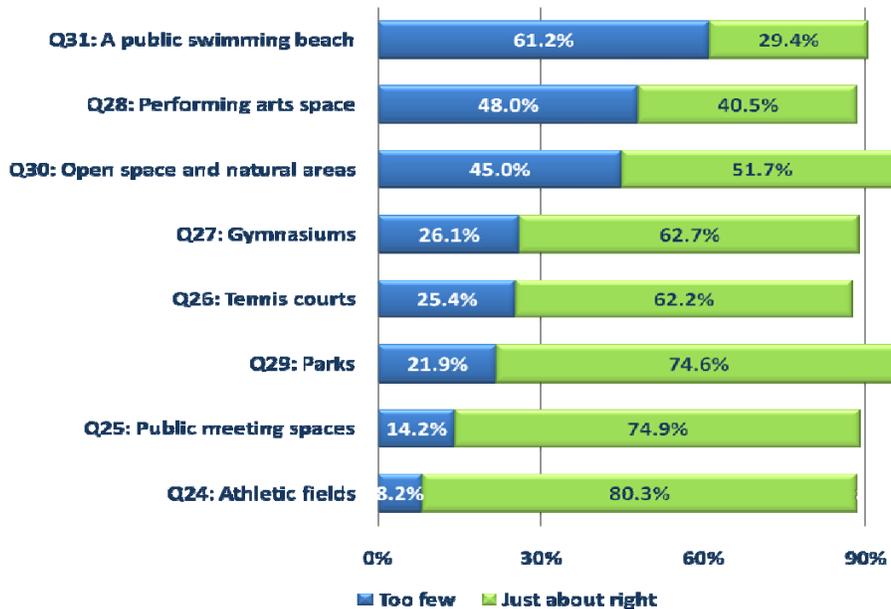
	Year	Total	Change vs 1995	Total 7-11	Change vs 1995	Total 12-17	Change vs 1995
Total U.S.	1995	235,460		18,898		22,154	
Total U.S.	2005	260,861	10.80%	19,675	4.10%	23,337	5.30%
Sport							
Baseball							
	1995	15,728		5,443		4,547	
	2005	14,627	-7.00%	4,700	-13.70%	3,536	-22.20%
Basketball							
	1995	30,098		6,315		8,720	
	2005	29,881	-0.70%	6,071	-3.90%	7,705	-11.60%
Bicycle Riding							
	1995	56,308		12,796		10,152	
	2005	43,138	-23.40%	9,816	-23.30%	7,373	-27.40%
Fishing							
	1995	39,282		4,621		4,363	
	2005	37,487	-4.60%	3,791	-18.00%	4,948	13.40%
Football (Tackle)							
	1995	8,270		1,623		3,579	
	2005	9,933	20.10%	1,672	3.00%	3,453	-3.50%
Golf							
	1995	23,959		866		2,020	
	2005	24,671	3.00%	747	-13.70%	2,169	7.40%
Ice Hockey							
	1995	2,473		524		708	
	2005	2,432	-1.70%	410	-21.80%	781	10.30%
In-line Skating							
	1995	23,869		8,012		6,827	
	2005	13,115	-45.10%	4,252	-46.90%	3,811	-44.20%
Skateboarding							
	1995	4,336		1,500		1,829	
	2005	12,042	177.70%	4,786	219.10%	4,691	156.50%
Skiing (alpine)							
	1995	9,261		615		1,558	
	2005	6,900	-25.50%	1,062	72.70%	1,153	-26.00%
Snowboarding							
	1995	2,254		409		776	
	2005	5,987	165.60%	781	91.00%	2,310	197.70%
Soccer							
	1995	11,976		5,054		3,487	
	2005	14,142	18.10%	5,136	1.60%	3,780	8.40%
Softball							
	1995	17,611		2,513		3,877	
	2005	14,092	-20.00%	2,039	-18.90%	2,553	-34.20%
Tennis							
	1995	12,571		1,157		2,250	
	2005	11,121	-11.50%	1,053	-9.00%	2,216	-1.50%
Volleyball							
	1995	17,957		2,003		4,290	
	2005	13,205	-26.50%	1,195	-40.30%	3,381	-21.20%

In 2007, the City of Blaine conducted a telephone survey involving 400 registered voters in Blaine. Interview questions were targeted at how residents were satisfied with City services, planning, development, and amenities. Overall, citizens feel the creation of good jobs and the provision of parks and trails are seen as the most important issues facing the City.

When asked what are the most important future planning needs, citizens ranked recreational parks and trails as the #2 consideration. In assessing the quality of services provided by the City, the majority of citizens felt somewhat satisfied with the repair and maintenance of city parks and trails. In regards to recreational programming, 50% of citizens were somewhat satisfied with youth recreation programs and 57% somewhat satisfied with adult recreation programs. This indicates there are ways for the City to improve the facilities and programs offered through the City recreation department.

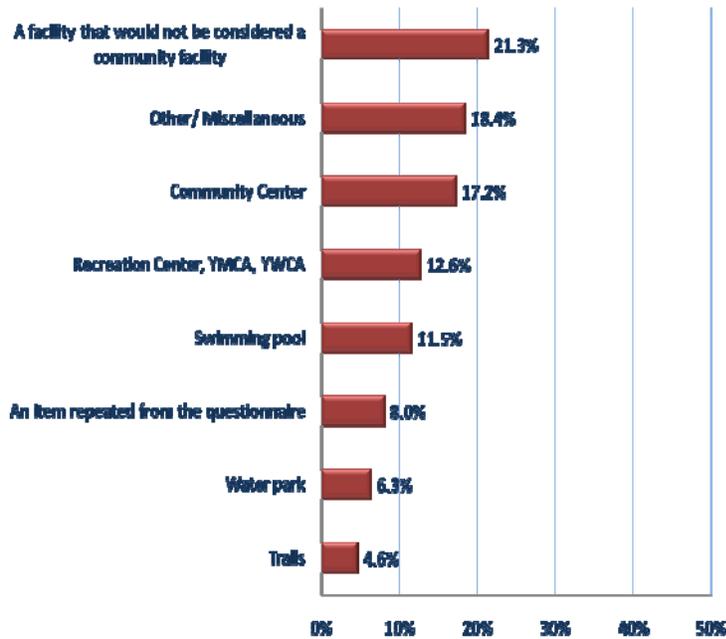
Citizens were asked to rank the following community amenities as having too few, too many, or just the right amount of each to adequately meet community needs. The results are displayed in Figure 3. The City has approved the addition of a public swimming beach which will be constructed in 2008. A performing arts center will be considered in future planning projects.

FIGURE 6-3: COMMUNITY SURVEY RESULTS OF COMMUNITY AMENITIES, 2007 SPRINGSTED



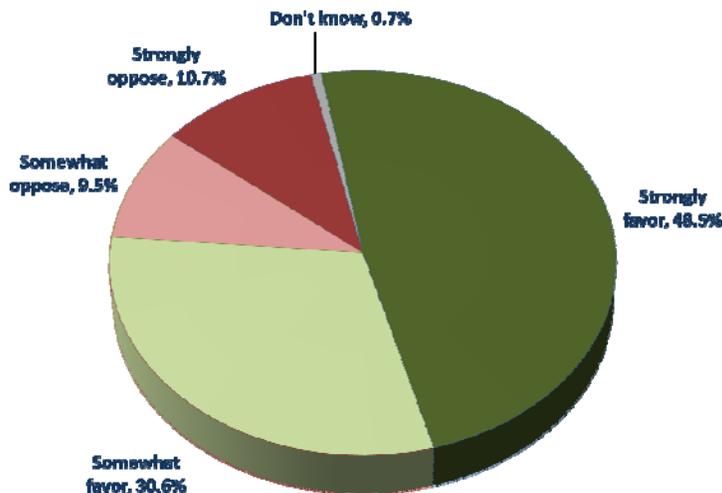
88.8% of the population polled feels that the City is moving in the right direction to create a more pedestrian friendly city by adding trails and sidewalks. When citizens were asked "Are there other facilities that you have found in other communities that you would like to see available in Blaine" here were the results:

FIGURE 6-4: COMMUNITY SURVEY RESULTS OF FUTURE AMENITIES, 2007 SPRINGSTED



City staff reports that there are waiting lists for multiple recreational programs because there is not enough facility space to accommodate the rising demand and population. Almost 80% of those polled at least somewhat favor the development of a family/community center (See Figure 5). The Senior Center is also outgrowing their current space in Aquatore Park. The Senior Citizens program offers daily activities and serves a large active senior community. When the community was polled, almost 75% at least somewhat favored a new or expanded senior facility. Although no specific plans have been made at this time, the City will pursue the planning and development of a family/senior center to provide adequate program space and recreational facilities.

FIGURE 6-5: COMMUNITY SURVEY RESULTS ON A NEW FAMILY CENTER, 2007 SPRINGSTED



SUSTAINABILITY

The need and awareness to be environmentally sensitive in the way we live and impact our surroundings is ever increasing. The City of Blaine recognizes that in order for change to occur it must start by adopting goals and standards to protect resources for future generations. The City has ample opportunity to demonstrate and educate its citizens on more sustainable practices through the park, trail, and open space system.

Sustainability in park planning can take a variety of forms. By reducing impervious surfaces such as parking lots, water body quality can be improved as surface water runoff pollutants are reduced. Stormwater treatment through alternative methods such as raingardens and native plantings can also reduce infrastructure costs. Utilizing the appropriate Best Management Practices (BMPs) for park maintenance and new develop will lessen human impact to the natural environment.

Other tools, the community can employ are LEED standards for park shelters and restrooms that will reduce energy use and emissions. The City can also evaluate and optimize the full life cycle of building materials, utilizing recycled materials when possible. While maintaining the park system, crews can use alternative fuels in machinery that are less pollutant, use compost, and apply natural fertilizers when needed. The park, trail, and open space system shall do its part to improve the environment and overall improve the health of the City through sustainable practices.

FUTURE NEEDS

ADDITIONAL PARKLAND

Additional parks are anticipated in the Northeast Area Plan. This plan identifies future neighborhood parks located north of 125th Avenue and east of Lexington Avenue. The plan illustrates potential locations for six more mini and neighborhood parks. These parks are estimated to range in size from 1-4 acres and would provide active and passive recreational opportunities. The City has also acquired two acres of a neighborhood park in the D.R. Horton development (Savannah Grove), with two more to be added in the future. Discussion has been underway to add another park to be located between Pioneer Park and the Harpers Street neighborhoods. One neighborhood park has been considered for the areas east of Lexington Avenue and south of 125th Avenue. The City is over 80% developed – the NE area is the last undeveloped section of the City. Considering the 25 acres of park and open space per 1,000 people, the City should acquire and preserve land now to meet the desired system build out and accommodate future facility needs.

TABLE 6-4: PROJECTED PARK SYSTEM ACREAGE NEEDS, 2008

Category	Existing Acres	Existing # of Parks	2007 Level of Service (acres per 1,000)	NRPA Standards	2030 Planned Level of Service (acres per 1,000)	Total acres needed by 2030	Additional Acres Needed by 2030	2030 Total # of Parks	# of Parks to be added by 2030
Mini-parks	39.4	24	0.7	.25-.5	0.4	31.2	-8.2	24	0
Neighborhood Parks	199.2	23	3.5	2.5-3.5	3	234	34.8	29	6
Community Parks	161.6	6	2.9	5.0-8.0	5.6	436.8	275.2	11	5
Special Use	238.0	9	4.2	None	8	624	386.0	~	~
Open Space Preservation	586.0	~	10.4	None	8	624	38.0	~	~
Total	1224.2	62	21.6		25	1950	725.8		

(Source: Bonestroo)

- * Based on 2007 Estimated population of 56,591
- * Based on 2030 Projected population of 78,000
- * Future mini-parks are estimated at 1.3 acres each
- * Future neighborhood parks are estimated at 8 acres each
- * Community parks are estimated at 40 acres each

ADDITIONAL RECREATIONAL FACILITIES

During the planning process, information was gathered at the City level to determine athletic usage and future program needs. The following chart summarizes the effort of calculating future population, considering existing facilities, recreational trends, and City staff comments.

TABLE 6-5: PROJECTED ATHLETIC FACILITY NEED, 2008

Type of Facility (user age group)	Total Facilities	2003 Enrollment in Sport	2007 Enrollment in Sport	% Increase or Decrease	National Trends in participation of sports that use facility type	Program Participants per facility	2007 Estimate Population in age group	2030 Projected Population in age group	2007 % participation of age group	2030 Projected % of participation of age group	Projected # of residents in programs to use facility type	2030 Total Facilities	# of Facilities to be Added
Outdoor													
Youth Softball (5-14)	23	576	536	-7%	down	23	8,253	9,666	6.5%	6.2%	599	26	3
Adult Softball (20-54)	7	2,076	2,040	-2%	down	291	30,609	36,522	6.7%	6.6%	2,410	8	1
Youth Baseball (5-19)	16	1,830	1,830	0%	down	114	12,692	14,776	14.4%	14.6%	2,157	19	3
Adult Kickball (20-54)	7	60	396	85%	up	57	30,609	36,522	1.3%	2.0%	730	13	6
Youth Soccer (5-14)	10	1,856	2,864	35%	up	286	8,253	9,666	34.7%	44.0%	4,253	15	5
Adult & Youth Football (5-54)	5	750	798	6%	up	160	30,609	36,522	2.6%	3.0%	1,086	7	2
La Crosse (5-19)	4	~	~	~	up	~	12,692	14,776	~	2.0%	286	7	3
Adult & Youth Tennis (5-54)	15	108	108	0%	down	7	30,609	36,522	0.4%	0.3%	110	15	0
Indoor													
Adult Basketball (20-54)	5	212	105	-50%	down	21	30,609	36,522	0.3%	0.4%	128	6	1
Youth Basketball (5-14)	5	430	440	2%	down	88	8,253	9,666	5.3%	6.0%	580	7	2
Adult Volleyball (20-54)	5	112	168	50%	down	34	30,609	36,522	0.5%	0.7%	256	8	3
Youth Volleyball (5-14)	5	242	231	-5%	down	46	8,253	9,666	2.8%	2.7%	261	6	1
Senior Citizen (55-85+)	1	16,895	25,485	34%	~	25,485	9,443	22,219	269.9%	280.0%	62,213	2	1

Enrollment numbers are based on City historical program and association data
 Projected facility need is calculated as follows (2030 pop. X 2030 participation rate) / (2006 participants / # of facilities). The 2030 participation rate is estimated from the 2006 participation rate based on minor adjustments to account for local trends.
 Indoor basketball and volleyball activities are conducted through the school district's facilities. The City will need to accommodate these sports with their own facilities in the future.

(Source: Bonestroo)

TABLE 6-6: PROJECTED FACILITY ACREAGE AND COSTS, 2008

Type of Facility (user age group)	# of Facilities to be Added	# of acres per facility including parking	Total # of additional acres	2007 Costs of Each Future Athletic Facility	Total 2007 Costs of Future Athletic Facilities	Construction Cost Increase over 22 years	Total 2030 Estimated Costs of Future Athletic Facilities
Outdoor							
Youth Softball (5-14)	3	2.0	5	\$215,000	\$583,916	\$1,220,384	\$1,804,300,23
Adult Softball (20-54)	1	3.5	4	\$240,000	\$305,078	\$637,613	\$942,691
Youth Baseball (5-19)	3	3.5	10	\$360,000	\$1,030,178	\$2,153,071	\$3,183,249
Adult Kickball (20-54)	6	3.5	21	\$240,000	\$1,418,836	\$2,965,368	\$4,384,204
Youth Soccer (5-14)	5	2.0	10	\$150,000	\$727,500	\$1,520,475	\$2,247,975
Adult & Youth Football (20-54)	2	3.5	7	\$150,000	\$279,756	\$584,689	\$864,445
La Crosse (5-19)	3	3.5	11	\$150,000	\$450,000	\$940,500	\$1,390,500
Adult Tennis (20-54)	0	0.3	0				
Subtotal					\$4,795,264	\$10,022,101	\$14,817,365
Subtotal					\$4,795,264		\$14,817,365
Soft Costs (25%)					\$1,198,816		\$3,704,341
Estimated Total					\$5,994,080		\$18,521,706

- *Soccer and Football Acreages are sized for multiple uses
- *Lighting has not been included in youth ballfield cost estimates
- *Baseball, Adult Softball, Soccer, & Football field costs include lighting, irrigation, and parking
- *Cost estimates are based on current rates
- *Construction Cost Increase over 22 years is based on a 3.4% annual increase calculated from engineering historical records. The estimate includes inflation increases.

(Source: Bonestroo)

TRAILS

Communities across the country have worked hard to improve their quality of life through developing trail systems – connecting individual trail segments to form larger recreation and transportation networks. Creating more trail connections among existing trails multiplies their effect and usage. Trails provide opportunities for people of all ages to walk to local destinations, bike to work, exercise, meet neighbors, observe local wildlife, and experience the outdoors with their families in an efficient and safe manner.

A new trend in trail planning has emerged that engages transportation engineers, water resource specialists, ecologist, planners, and open space advocates. Today, trails have become part of greenway corridors that provide wildlife habitat and movement corridors, open space vistas, water treatment benefits, and the opportunity to interpret local history and culture.

The City is host to a total of 137 miles of sidewalks and trails with 54 miles consisting of off road paved trails. Sidewalks and trails along streets are considered a vital part of the transportation system. A proposed schedule of trail improvements is shown in Figure 7.

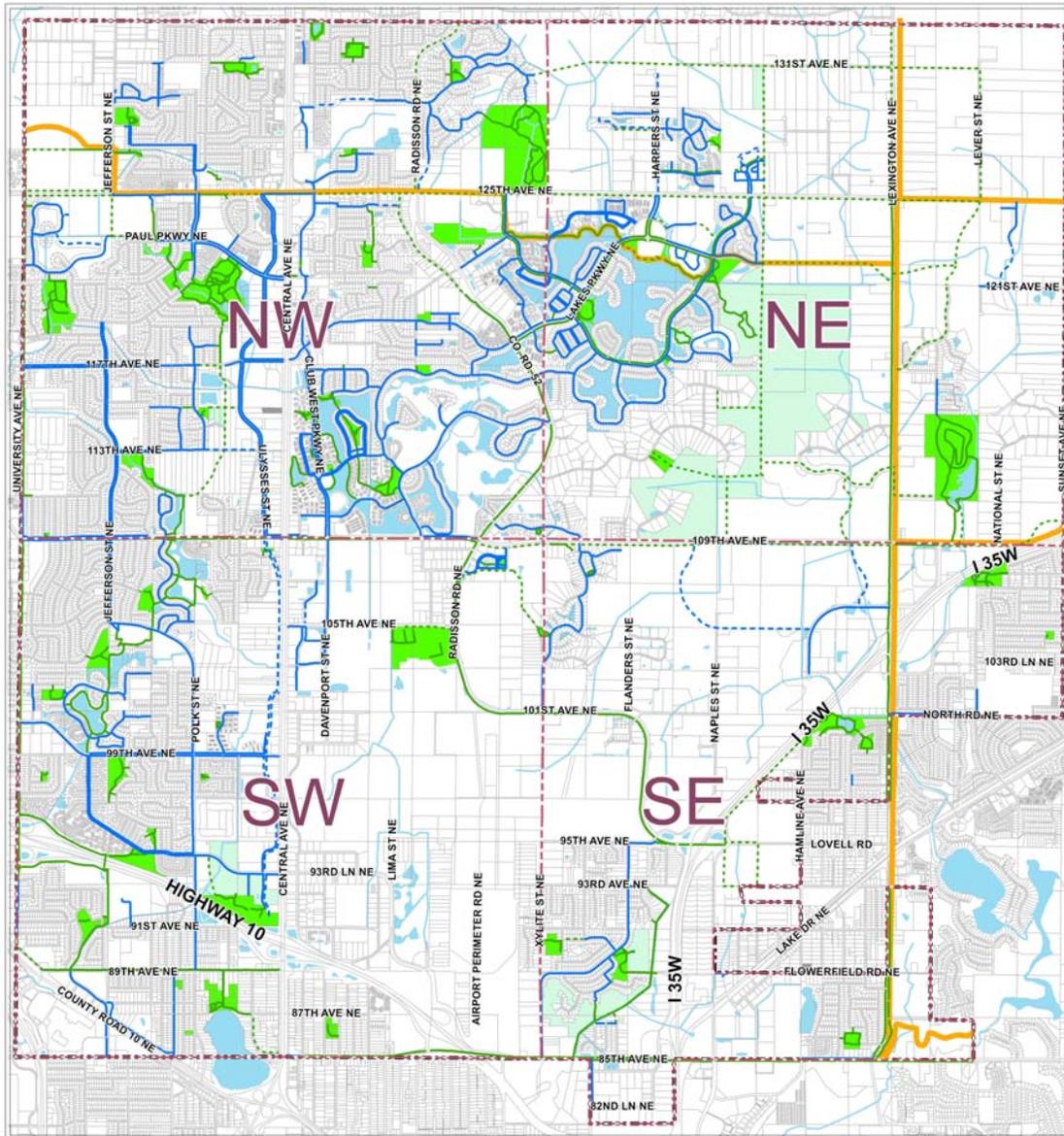
Sidewalks are located along residential streets especially within newer developments such as Club West and The Lakes. Sidewalks also run along main thoroughfares such as Clover Leaf Parkway, Ulysses St, and Jefferson St. The City has 8' to 10' wide trails along most of Radisson Rd, 109th Ave, along Hwy 10 corridor, Club West Development, The Lakes Development, and portions of parkland throughout the community.

A Citywide Pedestrian System Plan was prepared in 1998 to create strategies to complete urban sections, identify natural corridors, and future trails and walkways. Much of this plan has been implemented. Future trails are being added to the overall Sidewalks and Trail plan. New trails are being located within new development and along new or renovated road corridors.

The Metropolitan Council has required the City to include three additional trail segments on their trail master plan. These include the following:

- **Bunker Hills-Rice Creek Chain of Lakes Regional Trail (Future):** This is a proposed regional trail that is being jointly planned and developed by the City of Blaine and Anoka County. A preliminary alignment has been acknowledged on the trail map. This trail will eventually connect Bunker Hills Regional Park with Rice Creek Chain of Lakes Regional Park Reserve.
- **Central Anoka County Regional Trail (Future):** The City has included this east-west alignment along Main Street in their trail master plan. As Main Street is in the process of being reconstructed, the future trail alignment will also be completed.
- **East Anoka County Regional Trail (Existing):** This trail alignment has been set by the County along Lexington Avenue and will connect Rice Creek Chain of Lakes Park Reserve with Martin Island-Linwood Lakes Regional Park. The section in Blaine is now complete and open to the public.

FIGURE 6-6 – EXISTING AND PROPOSED SIDEWALKS AND TRAILS



Sidewalks and Trails

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City of Blaine, Minnesota



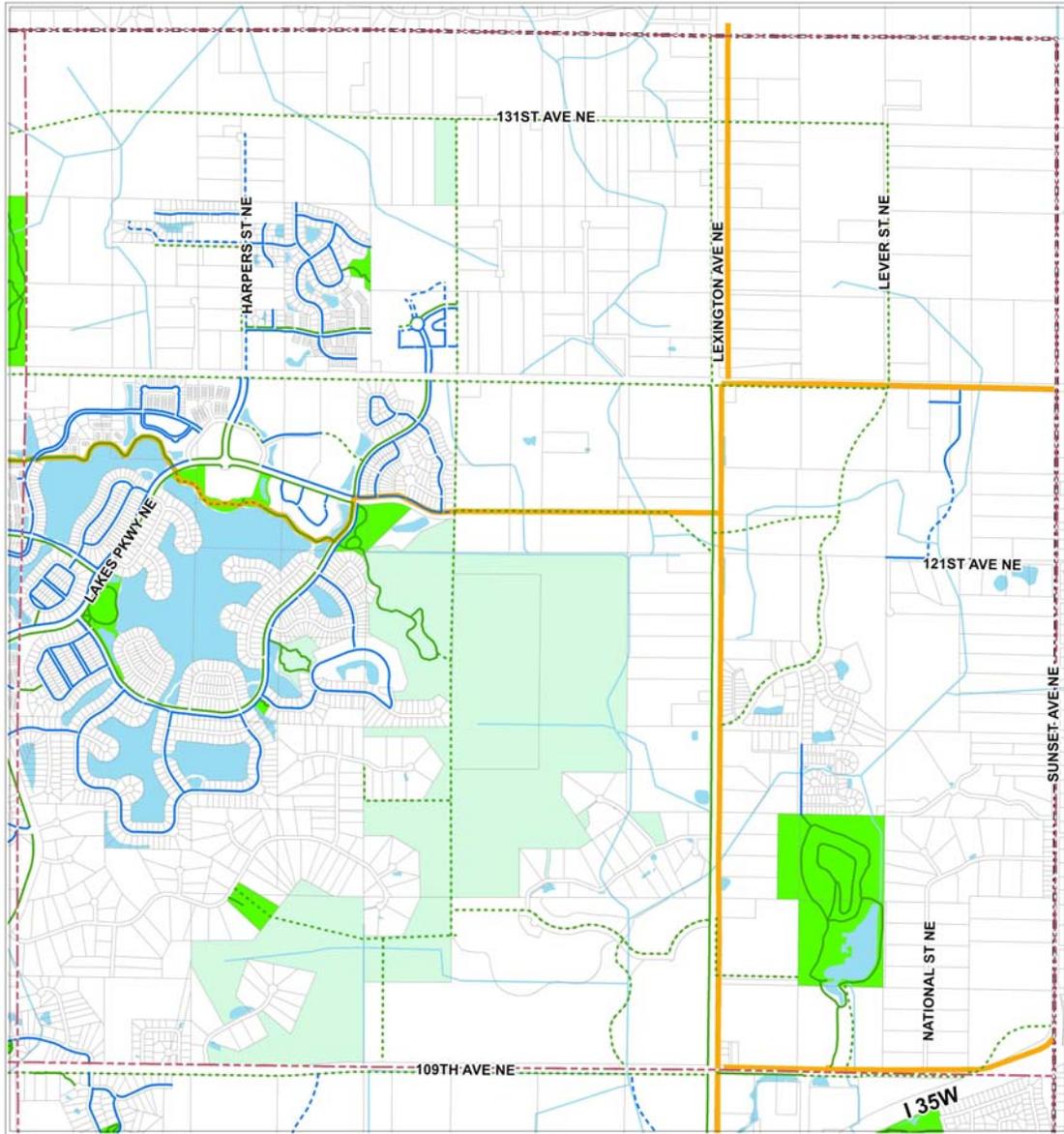
- Existing Sidewalk
- - - Proposed Sidewalk
- Existing Trail
- - - Proposed Trail
- Anoka County Regional Trail
- City Boundary
- City Quadrant Section Boundary
- Ditches
- Open Water
- City Parks
- Open Space



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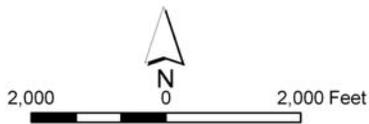
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FIGURE 6-6A – EXISTING AND PROPOSED SIDEWALKS AND TRAILS NORTHEAST QUADRANT



Sidewalks and Trails - NE Quadrant

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City of Blaine, Minnesota



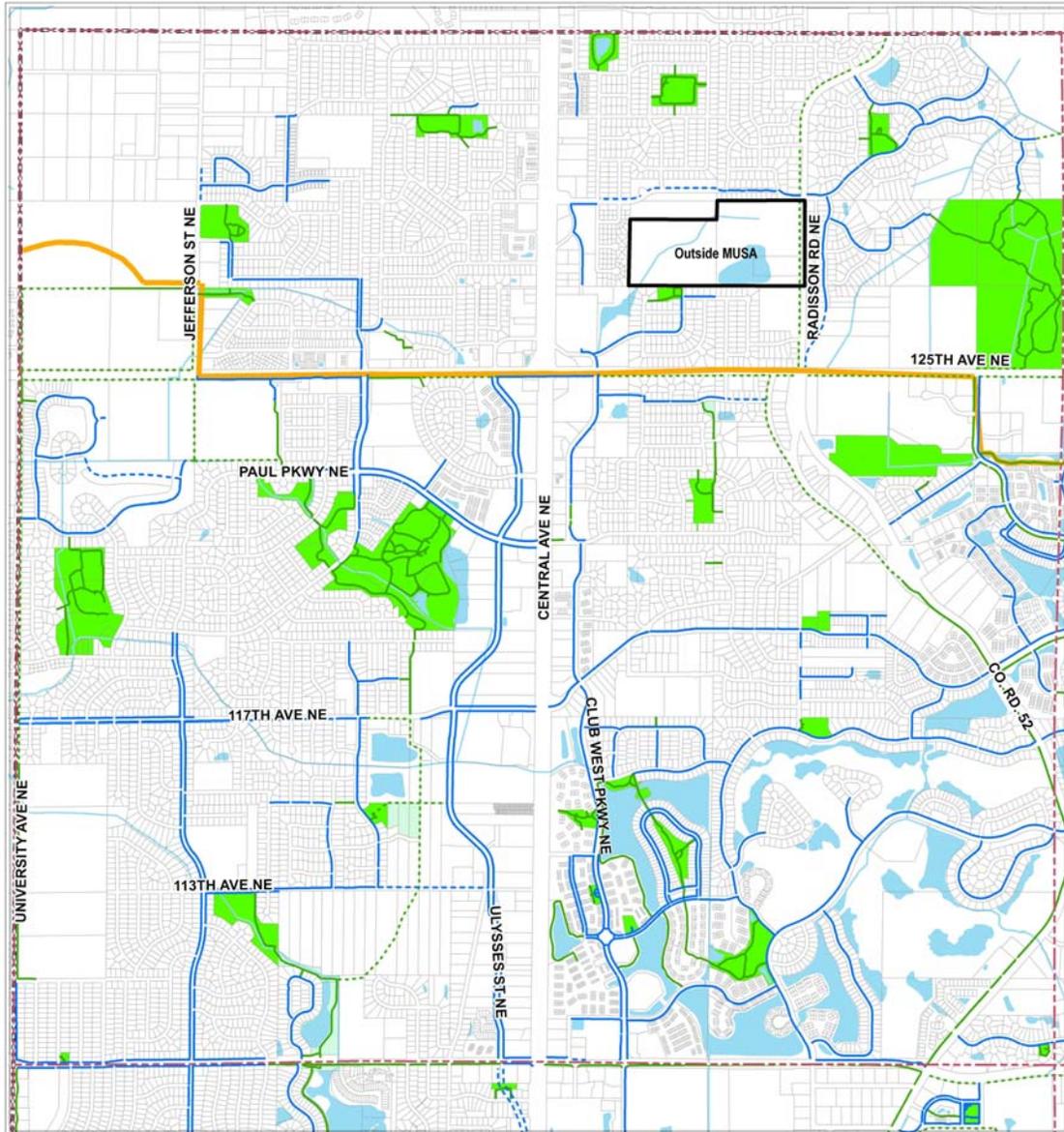
- Existing Sidewalk
- - - Proposed Sidewalk
- Existing Trail
- - - Proposed Trail
- Anoka County Regional Trail
- City Boundary
- - - City Quadrant Section Boundary
- - - Ditches
- Open Water
- City Parks
- Open Space



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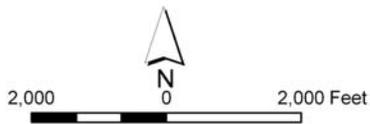
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FIGURE 6-6B – EXISTING AND PROPOSED SIDEWALKS AND TRAILS NORTHWEST QUADRANT



Sidewalks and Trails - NW Quadrant

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City of Blaine, Minnesota



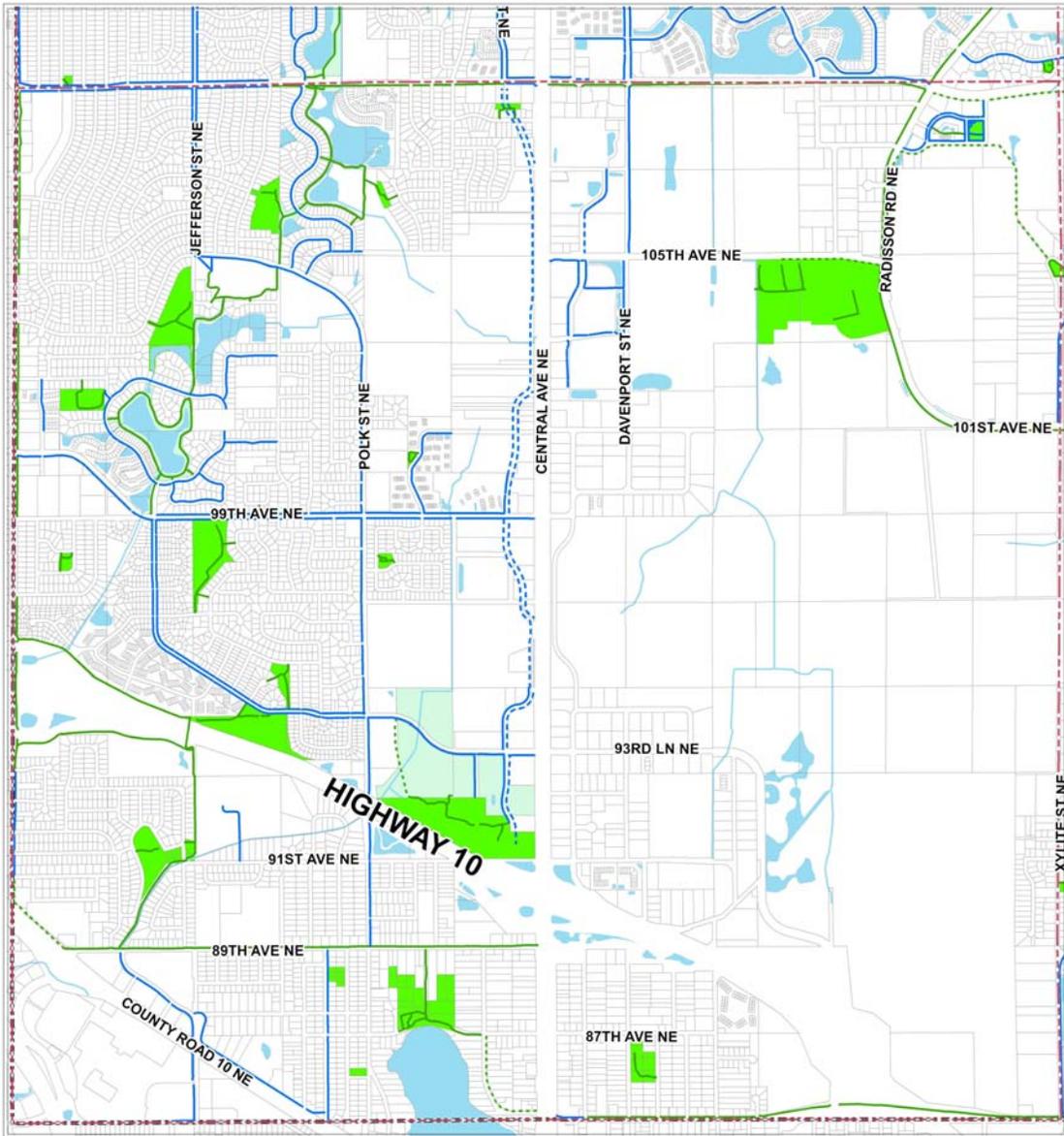
- Existing Sidewalk
- - - Proposed Sidewalk
- Existing Trail
- - - Proposed Trail
- Anoka County Regional Trail
- City Boundary
- - - City Quadrant Section Boundary
- Ditches
- Open Water
- City Parks
- Open Space



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FIGURE 6-6C – EXISTING AND PROPOSED SIDEWALKS AND TRAILS SOUTHWEST QUADRANT



Sidewalks and Trails - SW Quadrant

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City of Blaine, Minnesota



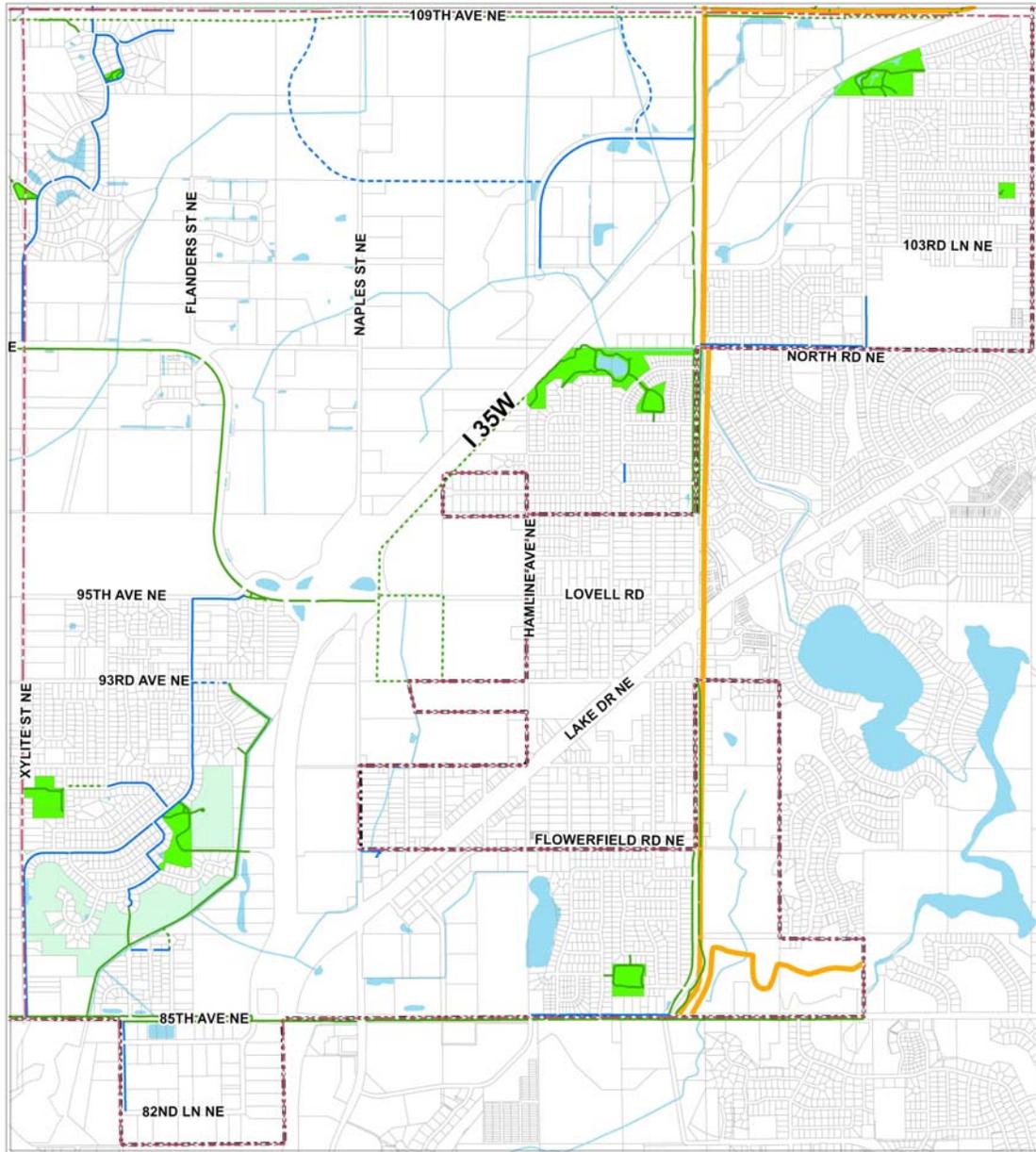
- City Quadrant Section Boundary
- Existing Sidewalk
- Proposed Sidewalk
- Existing Trail
- Proposed Trail
- City Boundary
- Ditches
- Open Water
- City Parks
- Open Space



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FIGURE 6-6D – EXISTING AND PROPOSED SIDEWALKS AND TRAILS SOUTHEAST QUADRANT



Sidewalks and Trails - SE Quadrant

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City of Blaine, Minnesota



- Existing Sidewalk
- - - Proposed Sidewalk
- Existing Trail
- - - Proposed Trail
- Anoka County Regional Trail
- - - City Boundary
- - - City Quadrant Section Boundary
- Ditches
- Open Water
- City Parks
- Open Space



December 16, 2008

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FIGURE 6-7- CIP PLAN FOR TRAIL IMPROVEMENTS

CAPITAL IMPROVEMENT PLAN						
FOR OPEN SPACE AND TRAILS						
2007 - 2012						
PROJECTED REVENUE						
Source	2007	2008	2009	2010	2011	2012
Beginning Fund Balance	854,144	1,231,384	997,059	854,139	479,729	329,239
Park Dedication (est.)	332,640	255,675	262,080	268,590	279,510	286,440
Miscellaneous	81,000					
Total	1,267,784	1,487,059	1,259,139	1,122,729	759,239	615,679
PROPOSED EXPENDITURES						
Trail: 125th Avenue, south side, Oak Park Boulevard to 124th Court	16,000					
Trail Hidden Ponds Park East to Service Road						25,000
Trail through Hidden Ponds Open Space		20,000				
Open Space: Consultant to prepare Management Plan for Open Space	15,400					
Trail: Hidden Ponds Park north to 117th Avenue				75,000		
Trail: Jefferson Street, Bengal Drive south to 125th Avenue		75,000				
Trail: Planning of Trail thru Wetland from The Lakes to Glenn Meadows		15,000				
Trail Bridge Coral Sea		100,000				
Management Plan for Lever St. Open Space parcel		3,000				
Open Space: Implementation of the Management Plan		25,000	25,000	25,000	25,000	25,000
91st and Rice Creek Pkwy. East to connect to Kane Meadows Open Space		15,000				
Trail: Thru Wetland from The Lakes to Glenn Meadows			100,000	100,000	100,000	
Trail: Oak Savannah of The Lakes		25,000				
Trail: Hidden Ponds Park north to 117th Avenue				100,000		
Trail: Sanctuary 7th Addition to City Hall		75,000				
Trail: 105th Avenue, south side, Radisson to Davenport			100,000			
Trail: 109th Avenue, north side from Lexington to Sunset and Lochness Park		100,000				
Trail: 109th Avenue, north side from Radisson Road east to Flanders Court						100,000
Trail: 109th Avenue, south side from Radisson Rd east to Sanctuary Drive						75,000
Trail: Site 7 Open Space			75,000	75,000		
Trail: Lever St. Open Space; include access from Lever St.						68,000
Trail: 131st Ave. Open Space		32,000				
Trail: east of 35W from 95th Ave. to Centennial Green Park					300,000	
Trail: 125th Avenue, south side, Central Avenue to Cloud Drive				150,000		
Trail: 125th Avenue, south side from 124th Court to Central Ave.				38,000		
Trail: 125th Avenue, south side from University Avenue east to Jefferson St.				75,000		
Trail on Bridge Crossings at 121st Avenue and Highway 65			50,000			
Trail on Bridge Crossing at 129th Avenue and Highway 65.			50,000			
Misc. Costs (legal, survey, etc.)	5,000	5,000	5,000	5,000	5,000	5,000
Yearly Total	36,400	490,000	405,000	643,000	430,000	298,000
ESTIMATED ENDING BALANCE						
	2007	2008	2009	2010	2011	2012
Total Revenues	1,267,784	1,487,059	1,259,139	1,122,729	759,239	615,679
Total Expenditures	36,400	490,000	405,000	643,000	430,000	298,000
Ending Balance	1,231,384	997,059	854,139	479,729	329,239	317,679
<i>Current as of 02/08</i>						

PARK & TRAIL MAINTENANCE

The Cost to maintain parks is the responsibility of the Public Works Department. The annual park maintenance budget is funded from the City's Annual General Fund Budget. The park maintenance budget includes the maintenance of parks and trails in parks. Trail maintenance consists of crack repair, surface overlays and surface replacement. The annual cost to maintain parks has been broken down to show the total maintenance cost per park in each classification in Table 6-7.

TABLE 6-7: ANNUAL COST FOR PARK MAINTENANCE, 2007 CITY OF BLAINE

Category	2007 Number of Parks	Cost to Maintain Each Park	Annual Cost for Classification
Mini-parks	24	\$15,000	\$360,000
Neighborhood Parks	23	\$23,000	\$529,000
Community Parks/ Athletic Complexes	6	\$85,000	\$510,000
Special Use	9	\$20,000	\$180,000
Total	62		\$1,579,000

TABLE 6-8: ANNUAL COST FOR TRAIL MAINTENANCE, 2008 CITY OF BLAINE

Category	2008 Miles of Trails	Cost to Maintain Each Mile of Trail	Annual Cost for Trail Maintenance
Recreational Trails	54	\$2,500	\$135,000
Total	54		\$135,000

IMPLEMENTATION STRATEGIES

The last step in the Comprehensive planning process is to identify those items which will be undertaken to implement the adopted Comprehensive Plan. The following action items reflect the vision of the Park and Trail Goals set forth in this document.

1. Conduct a feasibility study for the development of a new or expanded senior center.
2. Conduct a feasibility study for the development of a new family center.
3. Update park dedication fees.
4. Create a palette of funding methods to sustain and continually improve the park and trail system in the future.
5. Collaboratively work with other City departments to create a vision for the 500 acre City owned wetland/natural area lying north of 109th Avenue.
6. Adequately provide quality programming and facilities for community members.
7. Prioritize park and trail development projects.
8. Create goals for sustainable design and maintenance practices.
9. Yearly identify and apply for state and federal park and trail grants.

Chapter 7 – Transportation

TRANSPORTATION GOALS

Goal 1

The City will continue to implement practices to improve the image along major roadway corridors relating to building design, architecture and materials, signage, land use and landscaping. (also a Land Use goal)

Goal 2

The City will continue to work in partnership with MnDOT, Metropolitan Council, Anoka County and both existing and emerging employers in developing effective regional mass transit systems.

Goal 3

The City shall continue to take a leadership role in coordinating with MnDOT, Metropolitan Council, and Anoka County to evaluate, improve and upgrade regional roadways through Blaine.

Goal 4

The City will work with the Metropolitan Airports Commission (MAC) to encourage noise and safety management strategies related to airport operations. The City will also work with MAC and other units of government to support improvement and additions to the airport and its facilities that will enhance economic development activities in the community. The City Council does not support a change in the airport status from its current MAC, State and Federal designations to a more intense designation.

Goal 5

The City will continue to construct streets that interconnect neighborhoods, increase transportation efficiency, and provide safe travel, while continuing to maintain, replace, and improve existing streets. Specific emphasis will be to complete the Highway 65 service road system and to look at other areas where a service road system could be developed as part of new development or redevelopment.

Goal 6

The City will develop strategies to complete urban sections, identify natural corridors, future trails and sidewalks that will join people to parks, open spaces, schools, neighborhoods, regional facilities, employment centers and community destinations in an accessible and interconnected system. (also a Parks, Trails, and Recreation goal)

Goal 7

The City will maintain and rehabilitate aging infrastructure (streets, sanitary sewer, water main, storm sewer, etc.) and will investigate alternative financing options to fund this work. (also a Stormwater, Sanitary Sewer, and Water Supply goal)

The focus of the transportation section of the comprehensive plan is to identify and analyze all components of an area's transportation network. This includes roads, transit, aviation, non-motorized vehicles (i.e. bicycle and pedestrian), freight and goods movements, and land use. The plan develops strategies and goals for the development of a multi-modal transportation system.

The City of Blaine previously completed a detailed study and analysis of its transportation system in 2003 based on the 2020 Comprehensive Plan. This Chapter of the comprehensive plan has been prepared based on the results of this and other previous detailed studies and in conjunction with the current planning efforts by Anoka County. Because roadway improvements planned by Anoka County are integral with the City's transportation plan, the Anoka County information is incorporated by reference into this Transportation Chapter of the Blaine Comprehensive Plan. The primary purpose of this Chapter is to update information that has changed since 2003 due to growth and the changes in other portions of this comprehensive plan. As with the other chapters of the comprehensive plan, this chapter will be utilizing a time period that extends to 2030.

Blaine has experienced significant growth and is expected to have 38% more residents in the community between 2007 and 2030. The Metropolitan Council, as a part of its regional forecasting, projects that Blaine's 2007 population of 56,725 will grow to 78,000 by the year 2030. In addition, the surrounding area is experiencing steady growth and areas with more vacant land area could experience even higher levels of growth during the same period that will pass through Blaine on their way to other sections of the metropolitan area.

These projected increases will require the provision of additional roadway capacity. Some of this increase in capacity will be provided by new facilities and some by expansion of existing facilities. Equally important will be planning for public transit and non-motorized transportation methods in the City. The City must work closely with the regional, state, county and adjacent municipalities in the planning of roadways and transit infrastructure.

The transportation plan is designed to be a guideline for the City as it plans for the future. The plan is a "living document" that requires periodic attention and revision to fit ever changing circumstances. In

addition, more detailed transportation planning and corridor studies will be required before most transportation improvements can occur.

EXISTING ROADWAY SYSTEM CHARACTERISTICS

This chapter will provide a brief discussion of various existing roadway system characteristics. Included will be roadway jurisdiction, traffic lane availability and the most recent daily traffic volume information.

Roadway Jurisdiction

Jurisdiction over the Roadway System is shared among three levels of government: State, County, and City. Roadways in the City of Blaine come under the jurisdiction of the State of Minnesota, Anoka County and the City of Blaine. Figure 7-1 illustrates roadway jurisdictions including State and County facilities.

The Minnesota Department of Transportation (MnDOT) has jurisdiction over state roadways including trunk highways and the interstate system. Anoka County is responsible for the County State-Aid Highway (CSAH) and County Road System. The City of Blaine is responsible for all other public roadways within the city limits.

Roadways within Blaine that are under MnDOT's jurisdiction:

- Interstate 35W
- U.S. Highway 10
- Trunk Highway 47
- Trunk Highway 65 (Central Avenue)

Roadways within Blaine that are under Anoka County jurisdiction:

- CSAH 3 (University Avenue Extension)
- CSAH 10 (Old US 10)
- CSAH 12 (109th Avenue)
- CSAH 14 (125th Avenue)
- CSAH 17 (Lexington Avenue)
- CSAH 23 (Lake Drive/Naples Street)
- CSAH 32 (85th Avenue)
- CSAH 51 (University Avenue)
- CSAH 52 (Radisson Road/95th Avenue)
- County Road 49 (North Road)
- County Road 53 (Sunset Avenue)
- County Road 87 (105th Avenue)
- County Road 105 (Naples Street)
- County Road 132 (85th Avenue west of TH 47)

The City of Blaine has jurisdiction over all other public roadways within the city limits. A portion of the roadways under the City's jurisdiction are designated as Municipal State-Aid Streets (MSAS). In 1957, the Minnesota State Legislature authorized the establishment of the MSAS system in cities with populations over 5,000. The MSAS system is comprised of local roadways that complement the county and state

roadway network. MSAS routes are generally collector roads that serve as conduits to the larger roadway network. Designation of a system was made in accordance with rules and regulations for State Aid Operations under Chapter 943 Laws of 1957, currently identified as Minnesota Rules Chapter 8820. The Legislature has determined that the maximum mileage available for designation as Municipal State Aid Streets shall be 20-percent of the City streets within the jurisdiction of the City. Allocation of State Aid funds to urban municipalities is made on a basis of a legislative formula. 50-percent of the funds are allocated according to a needs study and the remaining 50-percent are based upon the City population.

There are a number of roads within the city that are privately owned and maintained. These private roads include the roads within the Anoka County-Blaine Airport, within townhome complexes, and within manufactured home communities.

Existing Daily Traffic Volumes

A basic planning tool that is used to determine the ability of a roadway to accommodate the existing or projected volumes that utilize a roadway is the volume of daily traffic along that facility. The most recent daily traffic volumes on various roadways in Blaine are taken from traffic flow maps prepared by the Minnesota Department of Transportation (MnDOT). The most recent average annual daily traffic (AADT) volumes from 2007 are on specified roadways where count data has been taken. These numbers are added to Existing Functional Roadway Classification map, Figure 7-4, and the enlarged four quadrants of the city on Figures 7-4A, 7-4B, 7-4C, and 7-4D.

FIGURE 7-1: FUNCTIONAL CLASSIFICATION OF ROADWAYS



SOCIO-ECONOMIC DATA

Socio-economic forecasts for the City of Blaine have been prepared for the years 2010, 2020 and 2030 and are displayed in Table 7-1. These forecasts are a part of the Regional Development Framework that was adopted in 2004 and updated in the year 2008. These forecasts are utilized by the Metropolitan Council to plan for its regional systems.

TABLE 7-1: SOCIOECONOMIC FORECASTS FOR THE CITY OF BLAINE

	1990	2000	2010	2020	2030
Population	38,975	45,014	59,100	76,100	78,000
Households	12,825	15,926	21,500	29,300	31,200
Employment	11,751	16,757	22,700	27,200	28,500

Sources: Metropolitan Council 2030 Regional Development Framework; City of Blaine

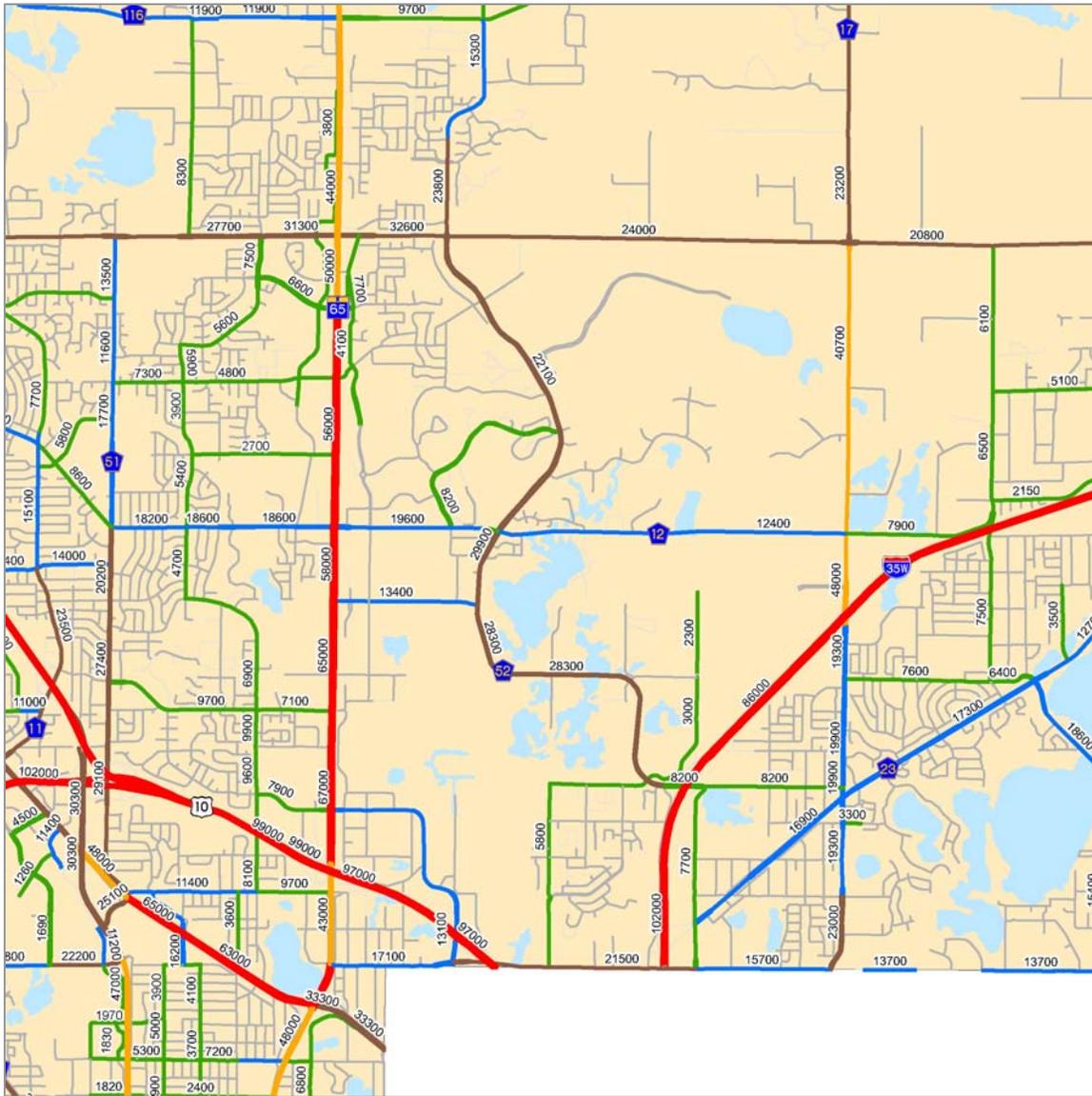
The Metropolitan Council also provides Traffic Assignment Zones (TAZ) that are used to assign the projected growth to areas that are significant for modeling the metropolitan traffic system. This traffic system model is an important tool in managing the regional transportation system and helps to identify where system improvement needs may be needed in the future, the traffic impacts of significant proposed changes in land uses and the impacts of transportation alternatives. The Blaine TAZ's are shown on Figure 7-2.

The demographic allocation for each TAZ is in Table 7-2. These figures represent the city's best estimate of future growth of employment, households and population. The employment growth was based on factors that estimate number of employees per acre of land for industrial and commercial development. This is difficult to quantify and estimate as there is a wide range of figures for employee based on land use. The household and population figures assume the existing residential base stays in place, some 20,670 units, at their current density. To this will be added new residential units on currently vacant or underutilized land at the minimum densities identified earlier in the plan: 0.1 unit/acre for rural residential, 2.5 units/acre for low density, 6 units/acre for medium density, 10 units/acre for high density, and 5 units/acre for mobile homes . The city estimates there is capacity for an additional 11,430 housing units by 2030, which were apportioned into the TAZs based on the 2030 Land Use Plan. Population was calculated by multiplying the residential units by the number of persons per household. For 2030, this was assumed to be 2.5 p/HH.

YEAR 2030 TRAFFIC VOLUME PROJECTIONS

Blaine provided Anoka County with TAZ information which the County used in its model to prepare the *2030 Forecast Adjusted ADT Volumes* map. The map indicates the forecasted traffic volumes on major roadways in Blaine in the year 2030. A portion of that map for the area including Blaine is attached as Figure 7-1A.

FIGURE 7-1A: ANOKA COUNTY 2030 FORECAST ADJUSTED ADT VOLUME (PORTION)



Legend

Projected 2030 Daily Traffic Volumes

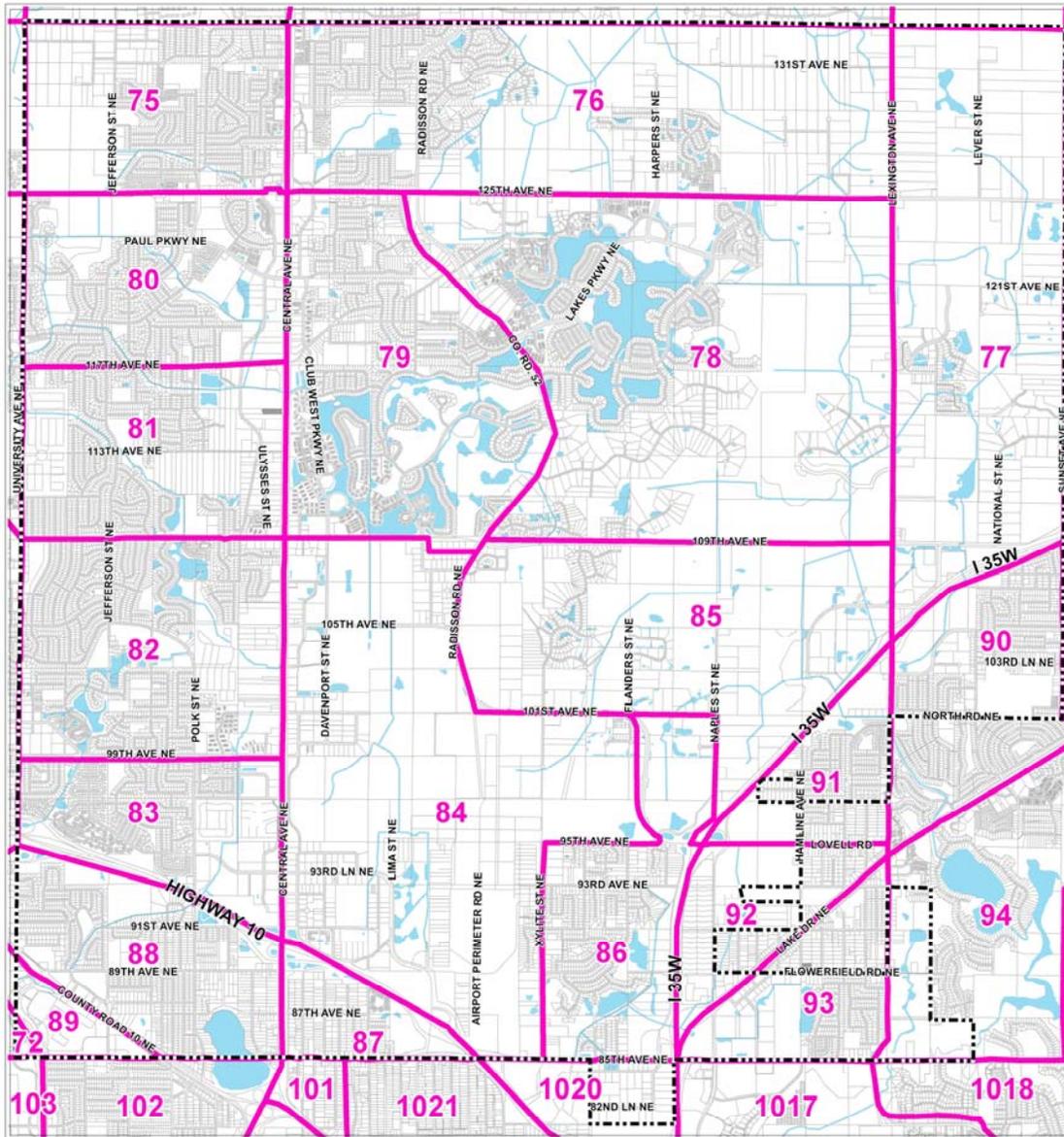
- No Projection
- 1 - 10000
- 10001 - 20000
- 20001 - 35000
- 35001 - 50000
- 50001 - 200000



Anoka County Traffic Model
2030 Forecast Adjusted Daily Traffic Volumes
(Base Network)

08/27/2008

FIGURE 7-2: TRAFFIC ASSIGNMENT ZONES (TAZ)



Traffic Analysis Zones (TAZ)

2008 Comprehensive Plan Update
City of Blaine, Minnesota



May 19, 2008

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TABLE 7-2: FORECASTED GROWTH BY TAZ

TAZ	2030		
	Employment	Households	Population
72	61	-	-
75	250	1,628	4,071
76	476	3,767	9,417
77	1,427	3,265	8,162
78	1,593	4,232	10,580
79	845	3,580	8,951
80	1,003	2,356	5,891
81	1,199	2,170	5,426
82	1,183	2,667	6,668
83	534	1,724	4,310
84	6,284	67	167
85	5,430	665	1,662
86	920	720	1,800
87	366	390	975
88	683	1,480	3,700
89	1,194	21	51
90	862	821	2,051
91	1,041	353	882
92	507	759	1,896
93	1,565	329	822
94	-	240	601
1020	1,076	-	-
TOTAL	28,499	31,234	78,083

FUNCTIONAL CLASSIFICATION OF ROADWAYS

The functional classification of roadways provides guidelines for safe and efficient movement of people and goods within the City. Roads are categorized based upon the level of access and/or mobility provided.

Functional classification of a roadway system involves determining what function each roadway should be performing with regard to travel within and through the City. The intent of a functional classification system is the creation of a roadway hierarchy that collects and distributes traffic from local roadways and collectors to arterials in a safe and efficient manner. Such classification aids in determining appropriate roadway widths, speed limits, intersection control, design features, accessibility and maintenance priorities.

Functional classification helps to ensure that non-transportation factors, such as land use and development, are taken into account in planning and design of the roadway system.

A balanced system is desired, yet not always attainable due to existing conditions and characteristics. The criteria of the functional classification system are intended to be guidelines and are to be applied when plans are developed for the construction or reconstruction of a given classified route. It can and does occur that different roadways with very similar design characteristics may have different functional classifications. Some roadways, for a short segment, may carry higher volumes than a roadway with a higher classification. Spacing guidelines may not follow recommendations for a variety of reasons such as topography, land use type and density, and environmental concerns.

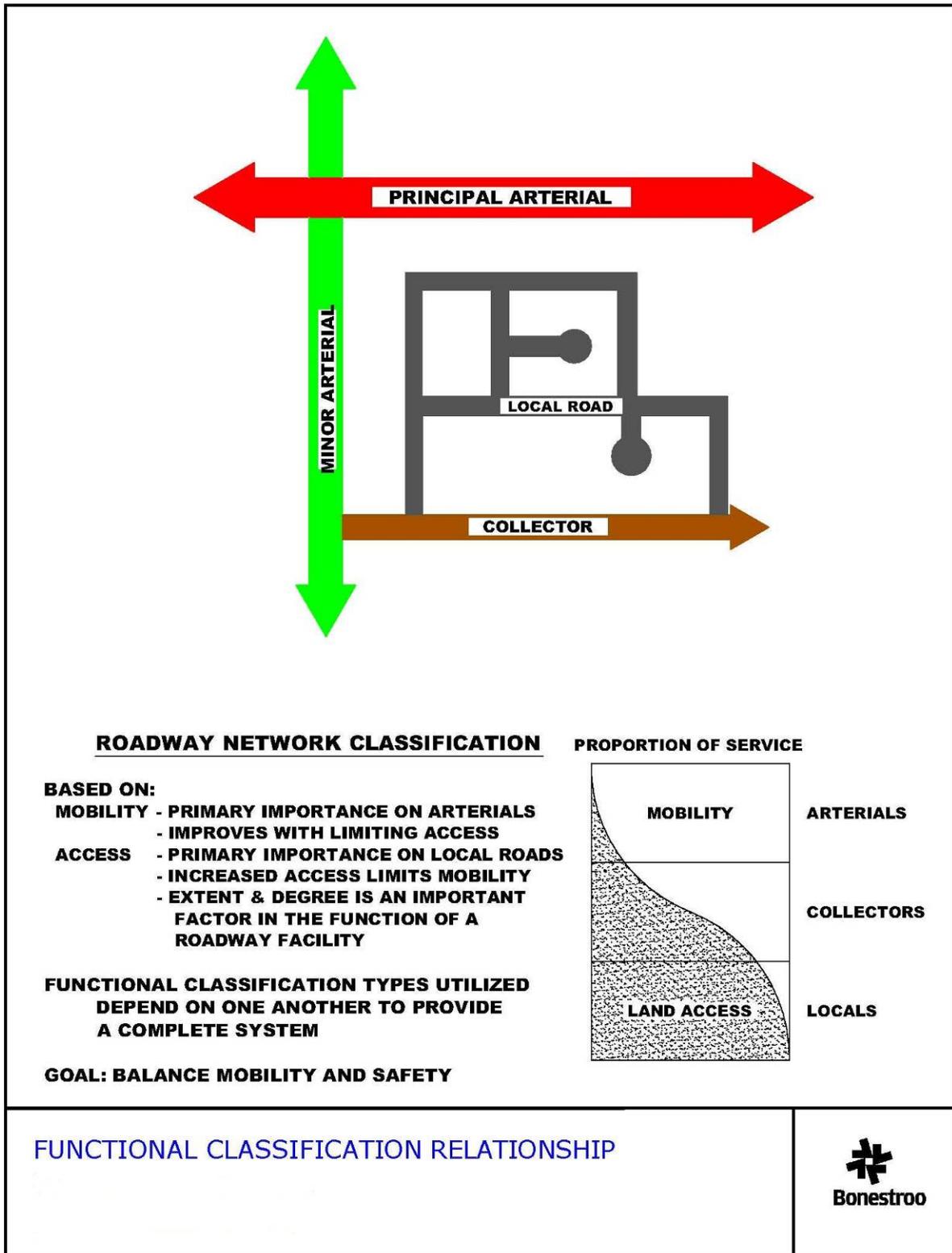
The two major considerations in the classification of roadway networks are access and mobility. Mobility is of primary importance on arterials, thus limitation of access is a necessity. The primary function of a local roadway, however, is the provision of access, which in turn limits mobility. The extent and degree of access control is a very important factor in the function of a roadway facility. The functional classification types utilized are dependent upon one another in order to provide a complete system of streets and highways. The relationship of functional classification with regard to traffic mobility and land access is shown on Figure 7-3.

A complete functional design system provides a series of distinct travel movements. Most trips exhibit six recognizable stages. These stages are as follows:

- Main movement
- Transition
- Distribution
- Collection
- Access
- Termination

As an example, we can review a hypothetical trip using a freeway, which comprises the main movement. When the vehicle leaves the freeway, the transition is the use of the freeway ramp at a reduced speed. The vehicle then enters the moderate speed arterial, the distribution function, to travel toward a neighborhood. From the arterial the vehicle enters a collection road.

FIGURE 7-3: RELATIONSHIP OF FUNCTIONAL CLASSIFICATION TO MOBILITY AND LAND USE



A local access road then provides direct approach to the residence or termination point. Each of the six stages of the trip is handled by a facility designed specifically for that function. Speeds and volumes normally decrease as one travels through the six stages of movement.

It must be recognized that all intermediate facilities are not always needed for various trip types. The character of movement or service that is provided has a function, and these functions do not act independently. Thus, the travel categories, more movements, become consistent with function and the classification of that function.

Figures 7-4, 7-4A, 7-4B, 7-4C, and 7-4D illustrate the Existing Functional Classification of Roadways for Blaine and Figure 7-5 provides the Proposed Functional Classification representing the changes that are the result of the current comprehensive planning effort. It is the intent of this system to complement the State and County system and to provide connectivity to adjacent municipalities. A brief discussion of the functional classification follows. A more detailed explanation of the Metropolitan Council's roadway functional classifications is contained in Tables 7-3 to 7-8.

Principal Arterials

Principal arterial roadways serve major activity centers, higher traffic volumes, longer trips and carry a higher proportion of total urbanized travel on a minimum of mileage. Along these facilities, access needs to be limited in order to preserve the ability of the roadway to accommodate the volumes and to maximize safety. Spacing varies from 2-3 miles for a fully developed area to 3-6 miles for a developing area. The management criteria require that a 40 mph average speed be achieved during peak traffic periods. Also, little or no direct land access should be allowed within an urban area. Grade separated intersections are required for freeways and highly desired for other principal arterial roadways.

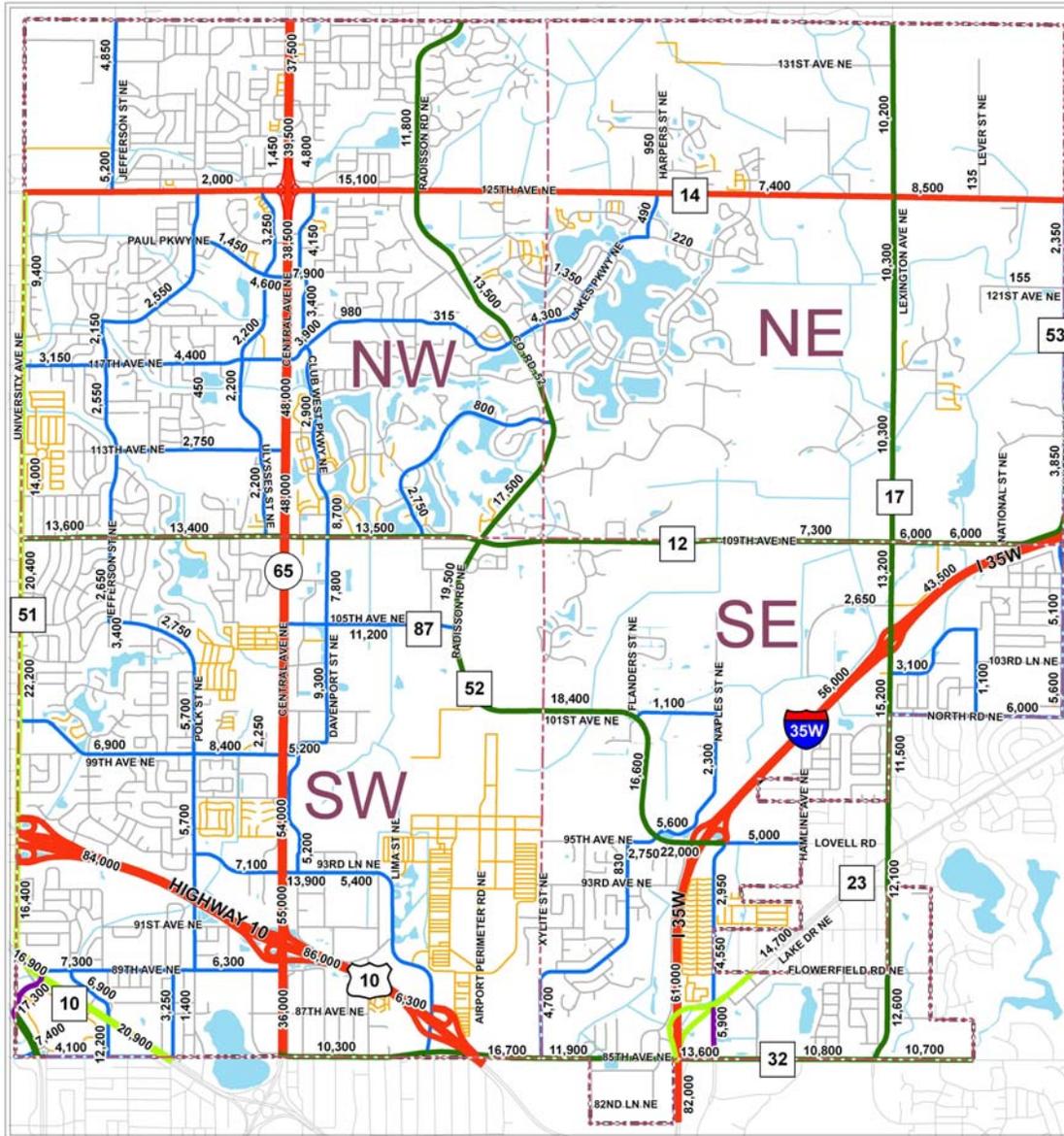
Minor Arterials

Minor arterial roadways connect the urban service area to cities and towns inside and outside the region and generally service medium to short trips. Minor arterials may also provide an alternate route for congested principal arterial roadways. Minor arterials connect principal arterials, minor arterials, and connectors. The spacing ranges from $\frac{1}{4}$ to $\frac{3}{4}$ of a mile in metro centers to 1-2 miles in a developing area. The desired minimum average speed during peak traffic periods is 20 mph in fully developed areas and 30 mph in developing areas. The emphasis for minor arterial roadways is on mobility rather than on land access. In urban areas, direct land access is generally restricted to concentrations of commercial/industrial land uses.

Collector Streets

Collector streets provide more land access than arterials and provide connections to arterials, although not in all cases. As is the case with any roadway system, there will always be exceptions to the planning guidelines that are used to classify a roadway system. Collectors serve a dual function of accommodating traffic and provision of more access to adjacent properties. Mobility and land access are equally important and direct land access should predominately be to development concentrations. Collector road spacing

FIGURE 7-4: EXISTING FUNCTIONAL ROADWAY CLASSIFICATIONS



Existing Functional Roadway Classification

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City of Blaine, Minnesota



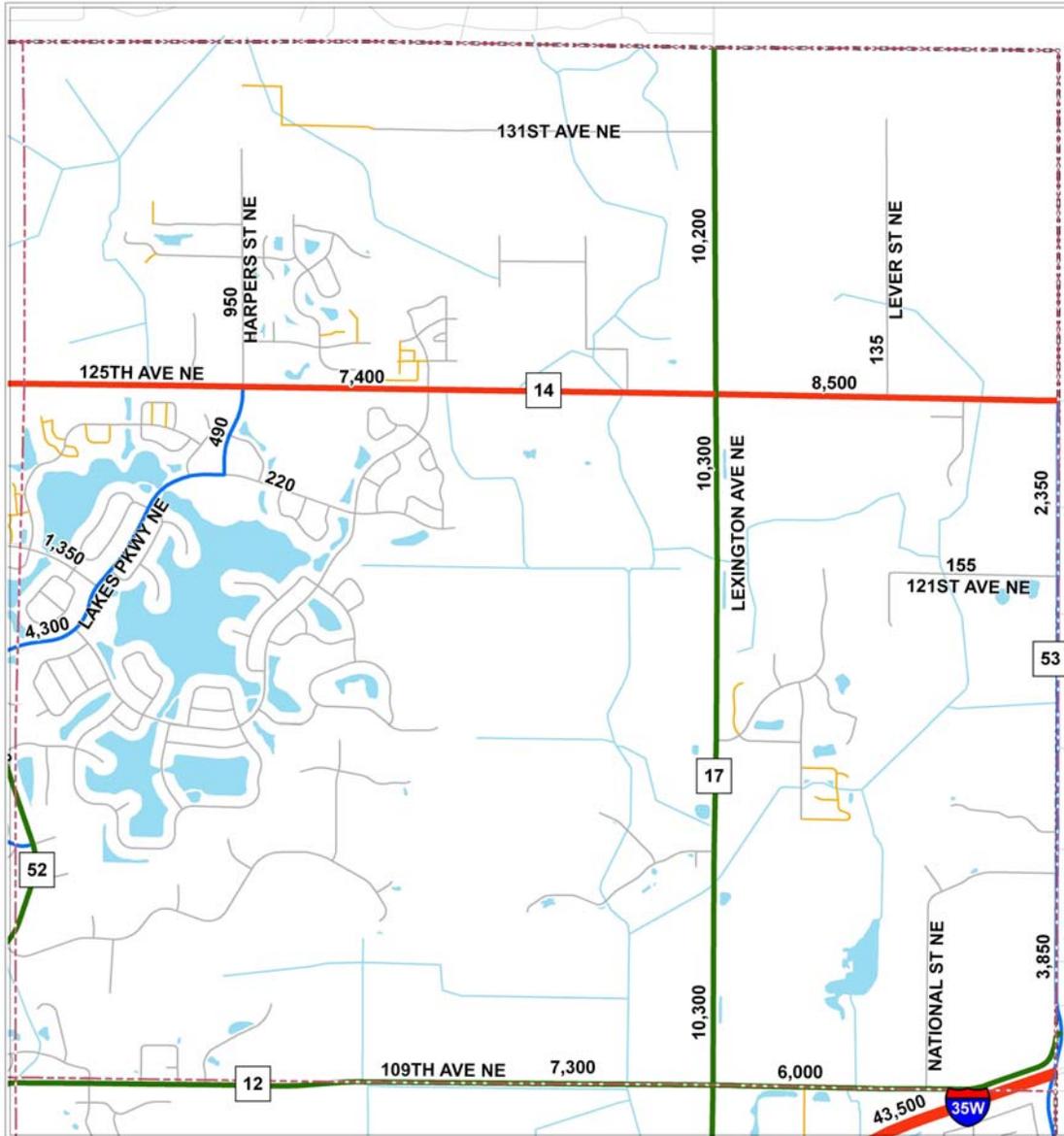
- Principal Arterial
- A-Minor Expander
- A-Minor Reliever
- B-Minor Arterial
- Major Collector
- Local Street-Public
- Local Street-Private
- 12,345 AADT Averaged to Segments
- City Boundary
- City Quadrant Section Boundary
- Open Water



December 16, 2008

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FIGURE 7-4A: EXISTING FUNCTIONAL ROADWAY CLASSIFICATIONS NORTHEAST QUADRANT



Existing Functional Roadway Classification - NE Quadrant

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City of Blaine, Minnesota



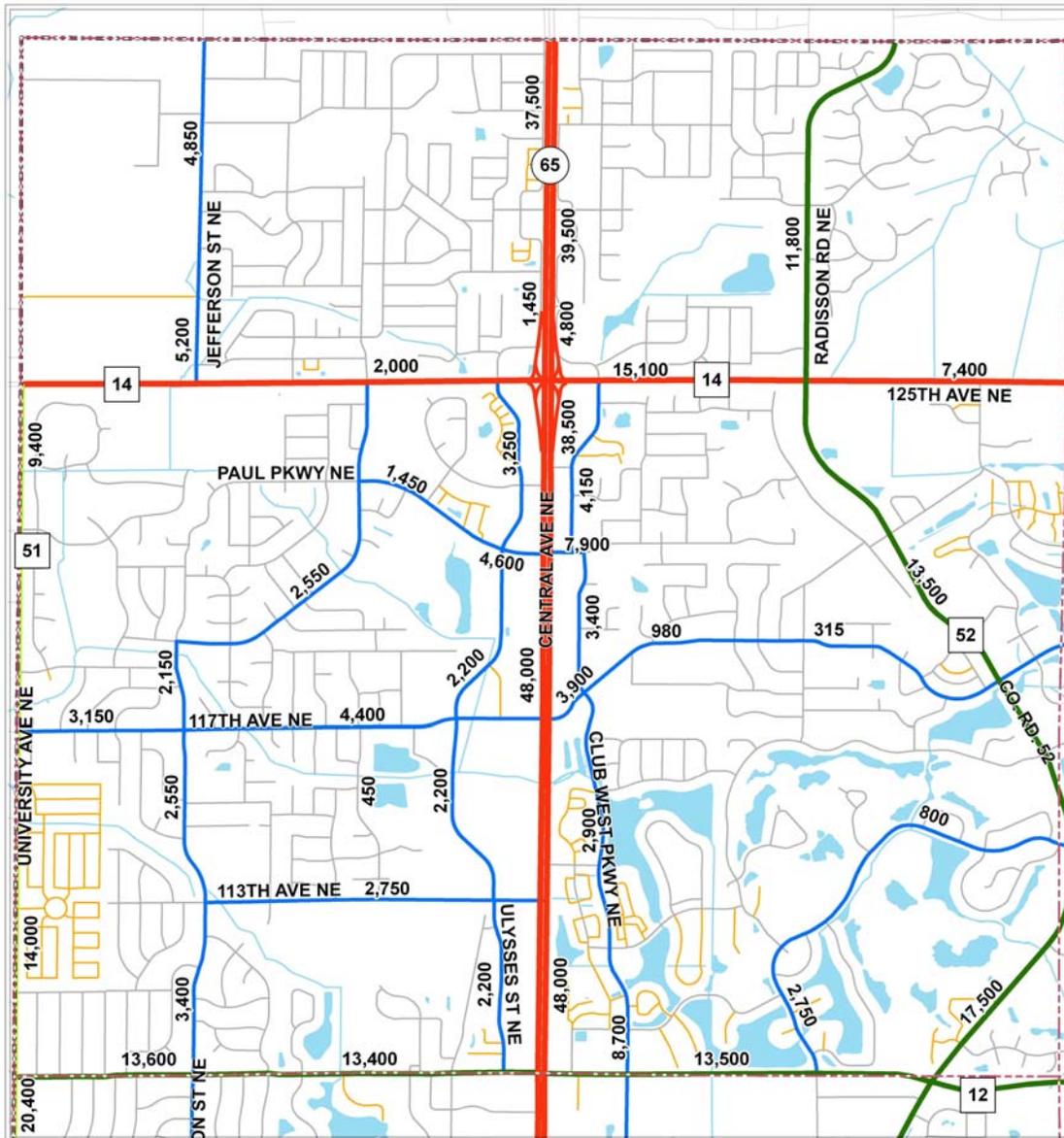
- Principal Arterial
 - A-Minor Expander
 - A-Minor Reliever
 - B-Minor Arterial
 - Major Collector
 - Local Street-Public
 - Local Street-Private
- 12,345 AADT Averaged to Segments
 - City Boundary
 - City Quadrant Section Boundary
 - Open Water



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FIGURE 7-4B: EXISTING FUNCTIONAL ROADWAY CLASSIFICATIONS NORTHWEST QUADRANT



Existing Functional Roadway Classification - NW Quadrant

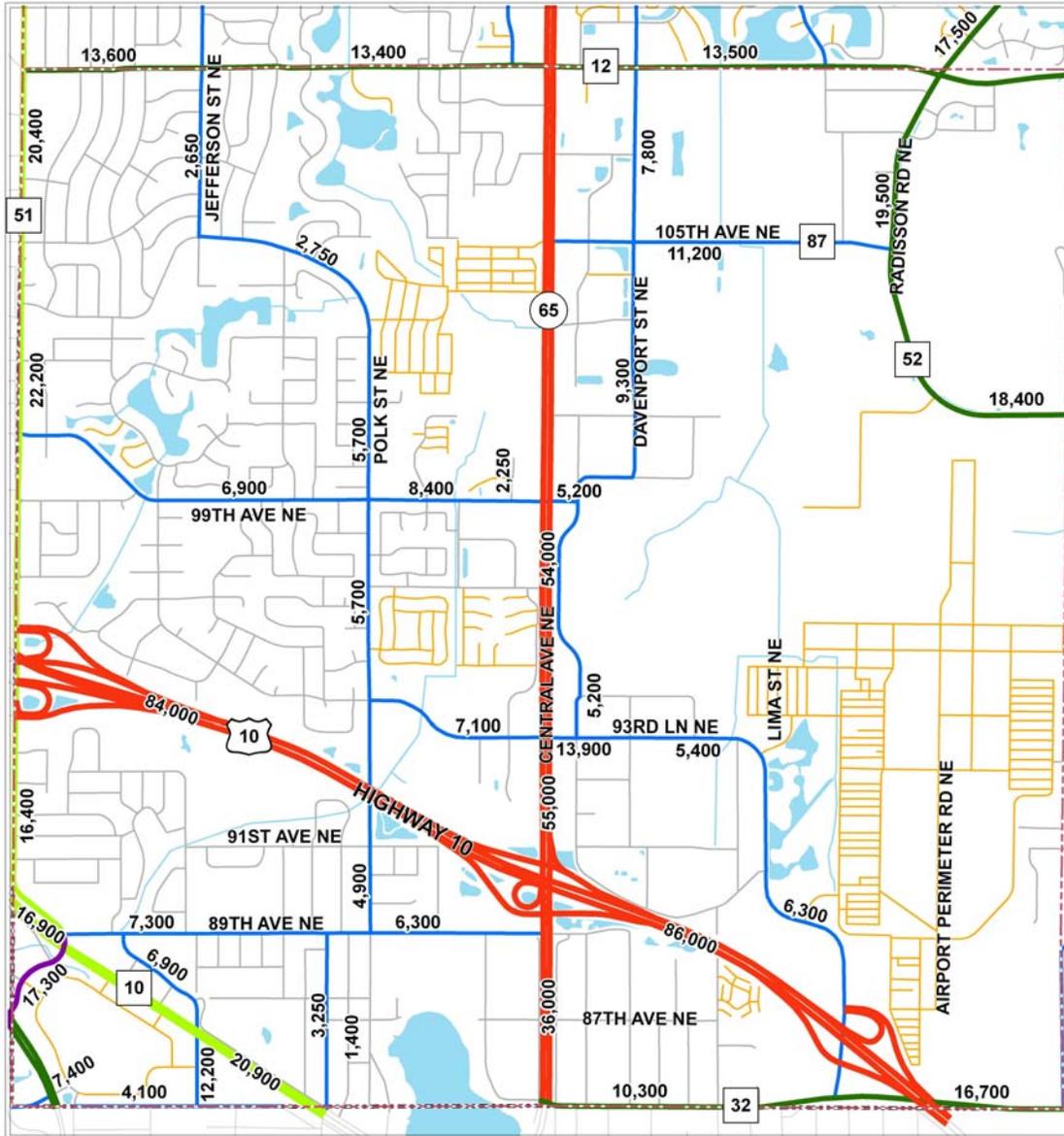
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City of Blaine, Minnesota



- Principal Arterial
 - A-Minor Expander
 - A-Minor Reliever
 - B-Minor Arterial
 - Major Collector
 - Local Street-Public
 - Local Street-Private
- 12,345 AADT Averaged to Segments
 - City Boundary
 - City Quadrant Section Boundary
 - Open Water

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FIGURE 7-4C: EXISTING FUNCTIONAL ROADWAY CLASSIFICATIONS SOUTHWEST QUADRANT



Existing Functional Roadway Classification - SW Quadrant

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City of Blaine, Minnesota



- Principal Arterial
 - A-Minor Expander
 - A-Minor Reliever
 - B-Minor Arterial
 - Major Collector
 - Local Street-Public
 - Local Street-Private
- 12,345 AADT Averaged to Segments
 - City Boundary
 - City Quadrant Section Boundary
 - Open Water



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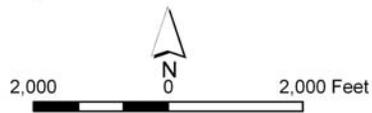
FIGURE 7-4D: EXISTING FUNCTIONAL ROADWAY CLASSIFICATIONS SOUTHEAST QUADRANT



Existing Functional Roadway Classification - SE Quadrant

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City of Blaine, Minnesota

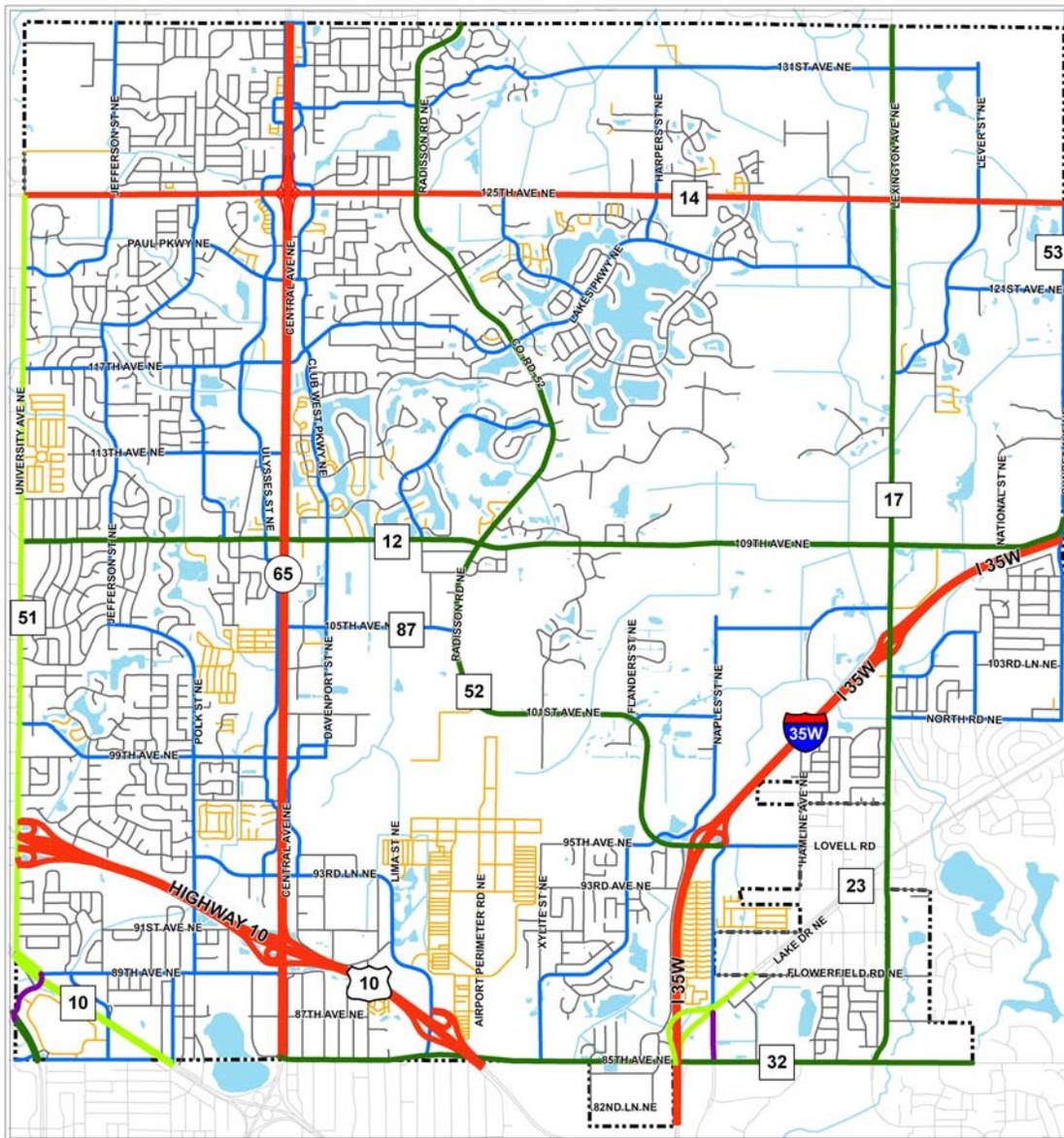
- Principal Arterial
- A-Minor Expander
- A-Minor Reliever
- B-Minor Arterial
- Major Collector
- Local Street-Public
- Local Street-Private
- 12,345 AADT Averaged to Segments
- City Boundary
- City Quadrant Section Boundary
- Open Water



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FIGURE 7-5: FUTURE FUNCTIONAL ROADWAY CLASSIFICATIONS



Future Functional Roadway Classification

2008 Comprehensive Plan Update
City of Blaine, Minnesota



- Principal Arterial
- A-Minor Expander
- A-Minor Reliever
- B-Minor Arterial
- Major Collector
- Local Street-Public
- Local Street-Private
- City Boundary
- Open Water



December 16, 2008

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ranges from $\frac{1}{4}$ to $\frac{3}{4}$ miles in a fully developed area to $\frac{1}{2}$ to 1 mile in a developing area. Collectors can be broken down further into major and minor collectors.

Major Collectors

Major collectors generally connect to minor arterials and serve shorter trips within the City. These roads supplement the arterial system in that mobility is slightly emphasized over access.

Minor Collectors

Minor collectors provide the connection between neighborhoods and commercial/industrial areas and the major collector/minor arterial system. Access is slightly emphasized over mobility in minor collectors.

Local Streets

The lowest mobility classification of roadways is the local roadway where access is provided with much less concern for control but land service is paramount. Spacing for local streets is as needed to access land uses. Local roadways generally have lower speed limits in urban areas and normally serve shorter trips. Local streets are typically publicly owned however, some private streets are also part of the local street system. Local streets will connect with some minor arterials but generally connect to collectors and other local streets. The development of local streets will be guided by the location of the existing and proposed minor arterials and collectors as well as by development and the expansion of local utilities.

TABLE 7-3: PRINCIPAL ARTERIALS (PART 1)

Functional Classification System Criteria for Principal Arterials

Criterion	Principal Arterial			
	Freeway		Other Principal Arterial	
	Urban	Rural	Urban	Rural
Place Connections	Interconnect the metro centers and regional business concentrations, important transportation terminals and large institutional facilities within the MUSA (see Figure F-1).	Connect the MUSA with urban areas and major cities in Minnesota and other states.	Interconnect the metro centers and regional business concentrations, important transportation terminals and large institutional facilities within the MUSA.	Connect the MUSA with major cities in Minnesota and other states.
Spacing	Fully developed area: 2-3 miles. Developing area: 3-6 miles.	Permanent Rural and Agricultural Areas: 6-12 miles (radial only).	Fully developed area: 2-3 miles. Developing area: 3-6 miles.	Permanent Rural and Agricultural Areas: 6-12 miles (radial only).
Management	Maintain at least 40-mph average speed during peak-traffic periods.	Retain ability to meet urban speed objective if and when area urbanizes.	Maintain at least 40-mph average speed during peak-traffic periods.	Retain ability to meet urban speed objective if and when area urbanizes.
System Connections and Access Spacing	To other Interstate freeways, other principal arterials and selected minor arterials. Connections between principal arterials should be of a design type that does not require vehicles to stop. Access at distances of 1-2 miles.	To other Interstate freeways, principal arterials, selected minor arterials and major collectors. Access at distances of 2-6 miles.	To Interstate freeways, other principal arterials, selected minor arterials and selected collectors. Connections between principal arterials should be of a design type that does not require vehicles to stop. Intersections should be limited to one-half mile with 1-2 miles desired.	To Interstate freeways, other principal arterials, selected minor arterials and selected major collectors. Intersections should be limited to several miles.
Trip-Making Service	Trips greater than 8 miles with at least 5 continuous miles on principal arterials. Express transit trips.		Trips greater than 8 miles with at least 5 continuous miles on principal arterials. Express transit trips.	
Mobility vs. Land Access	Emphasis is placed on mobility rather than land access. No direct land access should be allowed.	Emphasis is placed on mobility rather than land. No direct land access should be allowed.	Greater emphasis is placed on mobility than on land access. Little or no direct land access within the urban area.	Greater emphasis is placed on mobility than on land access. Little or no direct land access.

TABLE 7-4: PRINCIPAL ARTERIALS (PART 2)

Functional Classification System Characteristics for Principal Arterials

Characteristics	Principal Arterial			
	Freeway		Other Principal Arterial	
	Urban	Rural	Urban	Rural
System Mileage	Suggested limits for Interstate and other principal arterials at 5-10% of system.	Suggested limits for Interstate and other principal arterials at 2-4% of system.	See "Freeway."	See "Freeway."
Percent of Vehicle Miles Traveled	Suggested limits for Interstate and other principal arterials at 40-65% of system.	Suggested limits for Interstate and other principal arterials at 30-55% of system.	See "Freeway."	See "Freeway."
Intersections	Grade separated.	Grade separated.	Grade separated desirable. At a minimum, high-capacity controlled at-grade intersections.	Grade separated desirable. At a minimum, high-capacity controlled at-grade intersections.
Parking	None.	None.	None.	None.
Large Trucks	No restrictions.	No restrictions.	No restrictions.	No restrictions.
Management Tools	Ramp metering, preferential treatment for transit, interchange spacing.	Interchange spacing.	Ramp metering, preferential treatment for transit, access control, median barriers, traffic signal progression, staging of reconstruction, intersection spacing.	Interchange spacing, access control, intersection spacing.
Vehicles Carried	25,000-200,000	5,000-50,000	15,000-100,000	2,500 - 25,000
Posted Speed Limit	45-55 mph	55-65 mph	40-50 mph	Legal limit
Right-of-Way	300 feet	300 feet	100 - 300 feet	100 - 300 Feet
Transit Accommodations	Priority access and movement for transit in peak periods where needed.	None.	Priority access and movement for transit in peak periods where possible and needed.	None.

TABLE 7-5: MINOR ARTERIALS (PART 1)

Functional Classification System Criteria for Minor Arterials

Criterion	Minor Arterial (“A” or “B”)	
	Urban	Rural
Place Connections	Provide supplementary connections to metro centers and regional business concentrations within the MUSA. Provide interconnection of major traffic generators within the metro centers and regional business concentrations.	Connect the MUSA with cities and towns in Minnesota outside the Twin Cities region. Interconnect rural growth centers inside the Twin Cities region and comparable places near the Twin Cities region.
Spacing	Metro centers and regional business concentrations: 1/4-3/4 mile. Fully developed area: 1/2-1 mile. Developing area: 1-2 miles.	Permanent Rural and Agricultural Areas: As needed, in conjunction with the major collectors, provide adequate interconnection of places identified in “Place Connections” criterion.
System Connections	To most Interstate freeways and other principal arterials, other minor arterials and collectors and some local streets.	To most Interstate freeways and other principal arterials, other minor arterials and collectors, and some local streets.
Trip-Making Service	Medium-to-short trips (2-6 miles depending on development density) at moderate speeds. Longer trips accessing the principal arterial network. Local and limited-stop transit trips.	
Management	Maintain the following minimum average speed during peak-traffic periods: Metro centers and regional business concentrations - 15 mph. Fully developed area - 20 mph. Developing area - 30 mph.	Retain ability to meet urban speed objective if and when area urbanizes.
Mobility vs. Land Access	Emphasis on mobility rather than on land access. Direct land access within the MUSA restricted to concentrations of commercial/industrial land uses.	Emphasis on mobility rather than on land access.

TABLE 7-6: MINOR ARTERIALS (PART 2)

Functional Classification System Characteristics for Minor Arterials

Characteristics	Minor Arterial ("A" or "B")	
	Urban	Rural
System Mileage	Suggested limits for principal arterials and minor arterials at 15-25% of system.	Suggested limits for principal arterials and minor arterials at 6-12% of system
Percent of Vehicle Miles Traveled	Suggested limits for principal arterials and minor arterials at 65-80% of system.	Suggested limits for principal arterials and minor arterials at 45-75% of system.
Intersections	Traffic signals and cross-street stops.	Cross-street stops.
Parking	Restricted as necessary.	Restricted as necessary.
Large Trucks	Restricted as necessary.	Restricted as necessary.
Management Tools	Traffic signal progression and spacing, land-access management/control, preferential treatment for transit.	Land-access management/control.
Vehicles Carried Daily	5,000-30,000	1,000-10,000
Posted Speed Limit	35-45 mph	Legal limit
Right-of-Way	60-150 feet	60-150 feet
Transit Accommodations	Preferential treatment where needed.	None.

TABLE 7-7: COLLECTOR AND LOCAL STREETS (PART 1)

Functional Classification System Characteristics for Collectors and Local Streets

Criterion	Collector		Local	
	Urban	Rural	Urban	Rural
Place Connections	Interconnect neighborhoods and minor business concentrations within the MUSA. Provide supplementary interconnection of major generators within the metro centers and regional business concentrations.	Provide supplementary interconnection among rural growth centers inside the Twin Cities region and comparable places near the Twin Cities region.	Interconnect blocks within residential neighborhoods and land parcels within commercial/industrial developments.	
Spacing	Metro centers and regional business concentrations: 1/8 - 1/2 mile. Fully developed area: 1/4 - 3/4 mile. Developing area: 1/2 - 1 mile	Permanent Rural and Agricultural Areas: As needed in conjunction with minor arterials, to provide adequate interconnection of places identified in "Place Connections" criterion. In addition, minor collectors should be designated at an average spacing of not less than 4 miles.	As needed to access land uses.	As needed to access land uses.
System Connections	Sometimes to Interstate freeways and other principal arterials. To minor arterials, other collectors and local streets.	To minor arterials, other collectors and local streets.	To a few minor arterials. To collectors and other local streets.	To a few minor arterials. To collectors and local roads.
Trip-Making Service	Short trips (1-4 miles depending on development density) at low-to-moderate speeds. Longer trips accessing the arterial network. Local transit trips.		Short trips (under 2 miles) at low speeds. Longer trips accessing the collector or collector and arterial network.	
Mobility vs. Land Access	Equal emphasis on mobility and land access. Direct land access predominantly to development concentrations.		Emphasis on land access, not on mobility. Direct land access predominantly to residential land uses.	Emphasis on land access, not on mobility. Direct land access predominantly to agricultural land uses.

TABLE 7-8: COLLECTOR AND LOCAL STREETS (PART 2)

Functional Classification System Characteristics for Collectors and Local Streets

Criterion	Collector		Local	
	Urban	Rural	Urban	Rural
System Mileage	Suggested federal limitations: 5-10%.	Suggested federal limitations: 20-25%.	Suggested federal limitations: 65-80%.	Suggested federal limitations: 63-75%
Percent of Vehicle Miles Traveled	Suggested federal limitations: 5-10%.	Suggested federal limitations: 20-35%.	Suggested federal limitations: 10-30%.	Suggested federal limitations: 5-20%.
Intersections	Four-way stops and some traffic signals.	Local street traffic should be required to stop.	As required.	As required.
Parking	Restricted as necessary.	Unrestricted.	Permitted as necessary.	Permitted as necessary.
Large Trucks	Restricted as necessary.	Restricted as necessary.	Permitted as necessary.	Permitted as necessary.
Management Tools	Number of lanes, traffic signal timing, land-access management.	Land-access management.	Intersection control, cul-de-sacs, diverters.	
Vehicles Carried Daily	1,000-15,000	250-2,500	Less than 1,000	Less than 1,000
Posted Speed Limit	30-40 mph	35-45 mph	Maximum 30 mph	Maximum 30 mph
Right-of-Way	60-100 feet	60-100 feet	50-80 feet	50-80 feet
Transit Accommodations	Cross-sections and geometrics designed for use by regular-route buses.	None.	Normally used as bus routes only in nonresidential areas.	None.

LEVEL OF SERVICE

The year 2030 traffic projections are used as a planning tool to help test the ability of a roadway to accommodate future volumes. In addition to the number of lanes provided, the daily capacity of any individual roadway is based upon many factors. The number of access points per mile, number of signalized intersections per mile, percentage of truck traffic, and the physical grade of the roadway are examples of some of these factors. However, for planning purposes, a generalized ADT threshold for roadways is used. Table 7-9 shows the generalized ADT volume thresholds for a roadway type and number of lanes in terms of level of service. Level of service (LOS) is a qualitative measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. Six levels, LOS A to LOS F, are generally used for traffic analysis. LOS A is the best with free flow conditions and little to no delay. LOS F is the worst with congestion, long delays, and forced flow. Table 7-10 provides a brief description of Levels of Service. These values can be used for planning purposes.

TABLE 7-9: GENERALIZED AVERAGE DAILY TRAFFIC VOLUME THRESHOLDS

Facility Type	Maximum ADT Volume at Level of Service ¹				
	A	B	C	D ²	E
2-Lane Roadway –					
Without Turn Lanes	3,000	4,500	6,500	8,500	10,000
With R Turn Lanes	4,750	7,200	10,300	13,500	15,900
With L Turn Lanes ³	5,250	7,900	11,400	14,900	17,500
With L and R Turn Lanes ³	7,500	11,250	16,250	21,250	25,000
4-Lane Roadway –					
Without Turn Lanes	7,100	10,700	15,400	20,100	23,700
With R Turn Lanes	9,600	14,400	20,700	27,100	31,900
With L Turn Lanes ⁴	10,100	15,200	21,900	28,600	33,700
With L and R Turn Lanes ⁴	12,600	18,900	27,200	35,600	41,900

¹ ADT Volumes above the LOS E maximum threshold would be considered LOS F.

² LOS D is usually the lowest acceptable LOS allowed by most agencies within the metro area.

³ Also considered the planning capacity for a 3-lane roadway (one through lane in each direction with a center, two-way left turn lane) without or with a right turn lane.

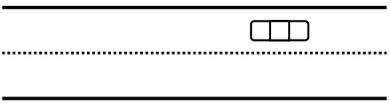
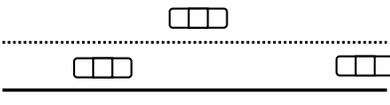
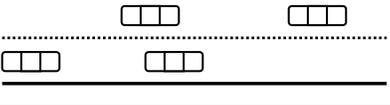
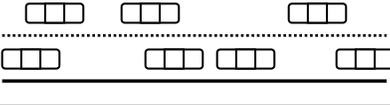
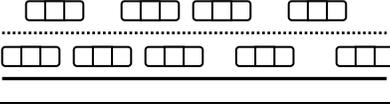
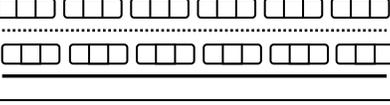
⁴ Also considered the planning capacity for a 5-lane roadway (two through lanes in each direction with a center, two-way left turn lane) without or with a right turn lane.

Sources: Highway Capacity Manual (FHWA, 2000); Bonestroo, Inc.

Note: Approximate values based upon several assumptions:

- Capacity assumptions per lane
- Directional orientation
- Peak hour percentages
- ¼ mile signal spacing

TABLE 7-10: LEVEL OF SERVICE DESCRIPTION

Level of Service	Description	
A	Lower volumes Little to no delay Unimpeded movement	
B	Minor delays Reasonably unimpeded operation Slightly restricted movement	
C	Stable conditions More restricted movements Speeds controlled by higher volumes	
D	Higher density traffic Volumes near capacity Some noticeable congestion	
E	At capacity Major delays are common Lower speeds	
F	Failing condition Significant delays Very low speeds with stop and go traffic	

ACCESS MANAGEMENT

The management of thoroughfare access along roadway systems, particularly arterial and collector roadways is a very important component of maximizing the capacity and decreasing the crash potential along those roadway facilities. Since arterial roadways have a function of accommodating larger volumes of traffic and often at higher speeds, access to such facilities must be limited in order to protect the integrity of the arterial function. Collector roadways provide a link from local streets to arterial roadways and are designed to provide more access to local land uses since the volumes and speeds are often lesser than arterial roadways.

MnDOT studies (including "Toward An Access Classification System and Spacing Guidelines", Technical Study No. 4, MnDOT, February 1999) have shown that as the density of access increases, whether public or private, the traffic carrying capacity of the roadway decreases and the vehicular crash rate increases. Businesses suffer financially on roadways with poorly designed access, while well-designed access to commercial properties supports long-term economic vitality.

As with many transportation related decisions, land use activity and planning is an integral part of creation of a safe and efficient roadway system. Land use decisions have a major impact on the access conditions along the roadway system. Every land use plan amendment, subdivision, rezoning, conditional use permit, or site plan involves access and creates potential impact to the efficiency of the transportation system. Properties have access rights and good design will minimize the deleterious effect upon the roadway system. Access management is a combination of good land use planning and effective design of access to property.

The granting of access in Blaine is shared by the State, the County and the City, with each having the permitting process responsibility over roadways under their control. The traveling public benefits from access spacing, whether using grade-separated crossings, frontage roads, right turn only entrances/exits, etc.

When reviewing access points there are several things that are important to consider including:

- Adequate spacing of access points
- Ensure adequate sight distances
- Avoid offset or dogleg intersections and entrances
- Encourage development of turn lanes
- Consider consolidating accesses or relocating accesses
- Encourage proper driveway design including width, radii, and sight angles

MnDOT has developed guidelines for access management based upon its goals of safety, mobility, and statewide economic growth (Tables 7-11 – 7-13). As a part of its guidelines, new categories were developed as an addition to the functional classification system including: High Priority Interregional Corridors (IRC), Medium Priority IRC, and High Priority Regional Corridors. Blaine follows the MnDOT guidelines for access management on State highways within the City. Anoka County also has access management guidelines for streets under its control. They are located in Table 7-14.

TABLE 7-11: MNDOT ACCESS CATEGORIES

Category	Land-Use or Facility Type	Typical Functional Classification	Typical Posted Speed
1 - High-Priority Interregional Corridors (IRCs)			
1F	Interstate Freeway	Interstate Highways	55 – 75 mph
1AF	Non-Interstate Freeway	Principal Arterials	55 – 65 mph
1A	Rural	Principal Arterials	55 – 65 mph
1B	Urban / Urbanizing	Principal Arterials	40 – 55 mph
1C	Urban Core	Principal Arterials	30 – 40 mph
2 - Medium-Priority Interregional Corridors			
2AF	Non-Interstate Freeway	Principal Arterials	55 – 65 mph
2A	Rural	Principal Arterials	55 – 65 mph
2B	Urban / Urbanizing	Principal Arterials	40 – 55 mph
2C	Urban Core	Principal Arterials	30 – 40 mph
3 - Regional Corridors			
3AF	Non-Interstate Freeway	Principal Arterials	55 – 65 mph
3A	Rural	Principal/Minor Arterials	45 – 65 mph
3B	Urban / Urbanizing	Principal /Minor Arterials	40 – 45 mph
3C	Urban Core	Principal/Minor Arterials	30 – 40 mph
4 - Principal Arterials in the Twin Cities Metropolitan Area and Primary Regional Trade Centers (Non-IRCs)			
4AF	Non-Interstate Freeway	Principal Arterials	55 – 65 mph
4A	Rural	Principal Arterials	45 – 55 mph
4B	Urban / Urbanizing	Principal Arterials	40 – 45 mph
4C	Urban Core	Principal Arterials	30 – 40 mph
5 - Minor Arterials			
5A	Rural	Minor Arterials	45 – 55 mph
5B	Urban / Urbanizing	Minor Arterials	40 – 45 mph
5C	Urban Core	Minor Arterials	30 – 40 mph
6 - Collectors			
6A	Rural	Collectors	45 – 55 mph
6B	Urban / Urbanizing	Collectors	40 – 45 mph
6C	Urban Core	Collectors	30 – 40 mph
7 - Specific Area Access Management Plans			
7	All	All	All

TABLE 7-12: MNDOT ACCESS SPACING GUIDELINES (IRCS)

Category	Area or Facility Type	Typical Functional Class	Public Street Spacing		Signal Spacing
			Primary Full-Movement Intersection	Secondary Intersection	
1 High-Priority Interregional Corridors & Interstate System (IRCs)					
1F	Interstate Freeway	Principal Arterials	Interchange Access Only		⊘
1AF	Non-Interstate Freeway		Interchange Access Only (see Section 3.2.7 for interim spacing)		See Section 3.2.5 for Signalization on Interregional Corridors
1A	Rural		1 mile	1/2 mile	
1B	Urban/Urbanizing		1/2 mile	1/4 mile	
1C	Urban Core		300-660 feet dependent upon block length		
2 Medium-Priority Interregional Corridors					
2AF	Non-Interstate Freeway	Principal Arterials	Interchange Access Only (see Section 3.2.7 for interim spacing)		See Section 3.2.5 for Signalization on Interregional Corridors
2A	Rural		1 mile	1/2 mile	
2B	Urban/Urbanizing		1/2 mile	1/4 mile	
2C	Urban Core		300-660 feet, dependent upon block length		1/4 mile
3 Regional Corridors					
3AF	Non-Interstate Freeway	Principal and Minor Arterials	Interchange Access Only (see Section 3.2.7 for interim spacing)		Interim
3A	Rural		1 mile	1/2 mile	See Section 3.2.5
3B	Urban/Urbanizing		1/2 mile	1/4 mile	1/2 mile
3C	Urban Core		300-660 feet, dependent upon block length		1/4 mile

TABLE 7-13: MNDOT ACCESS SPACING GUIDELINES (NON-IRCS)

Category	Area or Facility Type	Typical Functional Class	Public Street Spacing		Signal Spacing
			Primary Full-Movement Intersection	Secondary Intersection	
4 Principal Arterials in the Twin Cities Metropolitan Area and Primary Regional Trade Centers (Non-IRCS)					
4AF	Non-Interstate Freeway	Principal Arterials	Interchange Access Only (see Section 3.2.7 for interim spacing)		Interim
4A	Rural		1 mile	1/2 mile	See Section 3.2.5
4B	Urban/ Urbanizing		1/2 mile	1/4 mile	1/2 mile
4C	Urban Core		300-660 feet, dependent upon block length		1/4 mile
5 Minor Arterials					
5A	Rural	Minor Arterials	1/2 mile	1/4 mile	See Section 3.2.5
5B	Urban/ Urbanizing		1/4 mile	1/8 mile	1/4 mile
5C	Urban Core		300-660 feet, dependent upon block length		1/4 mile
6 Collectors					
6A	Rural	Collectors	1/2 mile	1/4 mile	See Section 3.2.5
6B	Urban/ Urbanizing		1/8 mile	Not Applicable	1/4 mile
6C	Urban Core		300-660 feet, dependent upon block length		1/8 mile
7 Specific Area Access Management Plans					
7	All	All	By adopted plan		

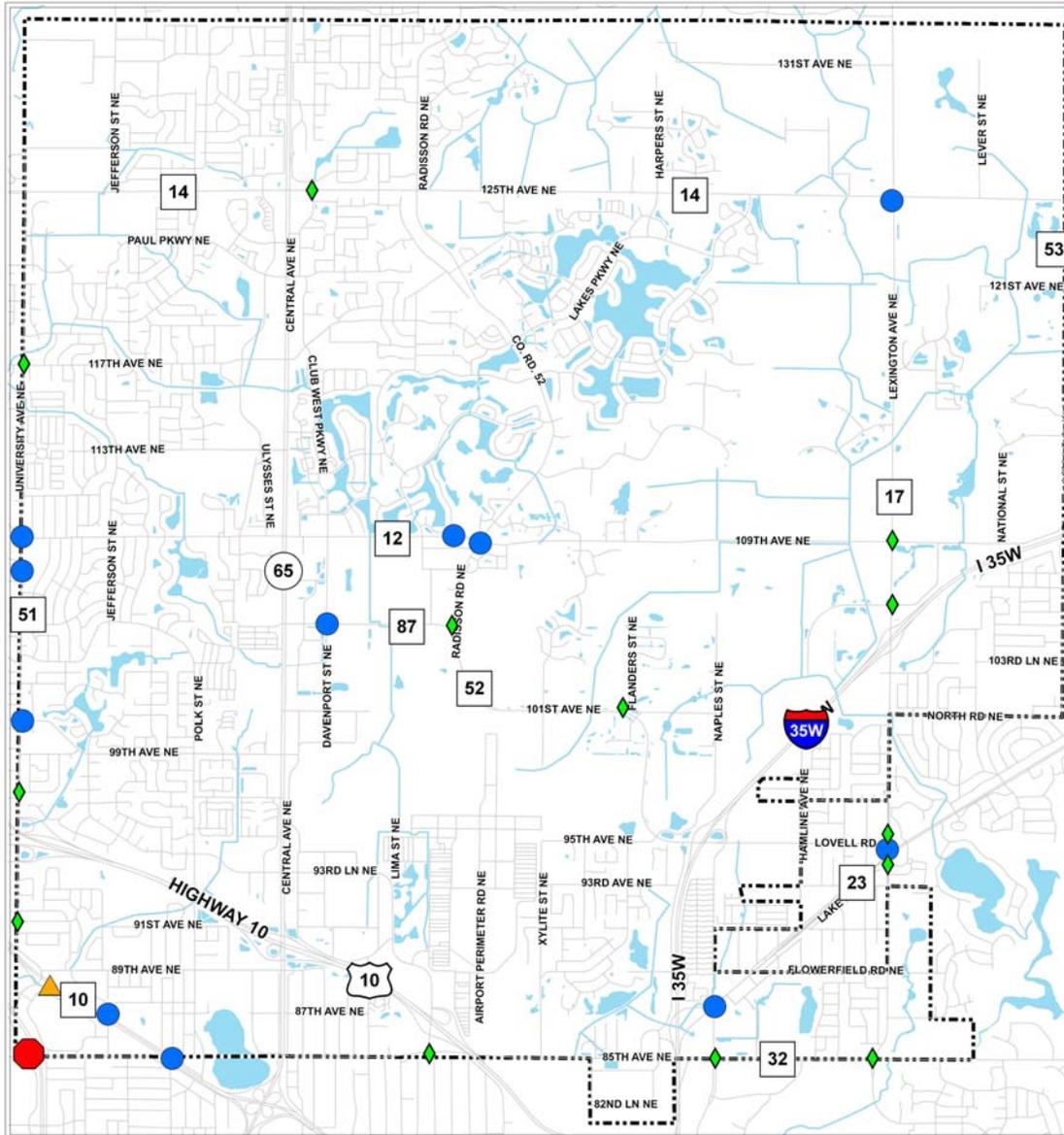
TABLE 7-14: ANOKA COUNTY ACCESS SPACING GUIDELINES

Functional Class	Route Speed (MPH)	Area or Facility Type	Intersection Spacing		Signal Spacing	Private Access
			Primary Full Movement Intersection	Conditional Secondary Intersection		
Principal Arterials	50 - 55	Rural	1 mi.	1/2 mi.	1 mi.	By Deviation Only
	40 - 45	Urbanizing	1/2 mi.	1/4 mi.	1/2 mi.	By Exception or Deviation
	< 40	Urban Core	1/8 mi.	300 - 660 feet*	1/4 mi.	Subject to Conditions
A Minor Arterials	50 - 55	Rural	1/2 mi.	1/4 mi.	1/2 mi.	Subject to Conditions
	40 - 45	Urbanizing	1/4 mi.	1/8 mi.	1/4 mi.	By Exception or Deviation
	<40	Urban Core	1/8 mi.	300 - 660 feet*	1/4 mi.	Subject to Conditions
B Minor Arterials	50 - 55	Rural	1/2 mi.	1/4 mi.	1/2 mi.	Subject to Conditions
	40 - 45	Urbanizing	1/4 mi.	1/8 mi.	1/4 mi.	By Exception or Deviation
	<40	Urban Core	1/8 mi.	300 - 660 feet*	1/4 mi.	Subject to Conditions
Collectors	50 - 55	Rural	1/2 mi.	1/4 mi.	1/2 mi.	Subject to Conditions
	40 - 45	Urbanizing	1/8 mi.	N/A	1/4 mi.	Subject to Conditions
	<40	Urban Core	1/8 mi.	300 - 660 feet*	1/8 mi.	Subject to Conditions
Local	50 - 55	Rural	1/2 mi.	1/4 mi.	1/2 mi.	Subject to Conditions
	40 - 45	Urbanizing	1/8 mi.	N/A	1/2 mi.	Subject to Conditions
	<40	Urban Core	1/8 mi.	300 - 660 feet*	1/8 mi.	Subject to Conditions
Specific Access Plan		All	By adopted plan/agreement/covenant on land			

ROADWAY SAFETY

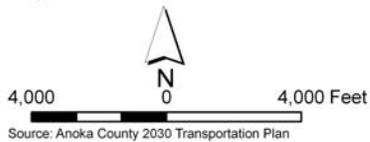
In addition to improvements in congestion, a well functioning roadway system will also improve safety. Anoka County has identified 10 Critical Emphasis Areas (CEA's) related to roadway safety. Although many of the CEA's relate to driving practices and enforcement activities, the one that has resulted in the most fatalities and serious injuries is the result of the physical system--*Improving Design and Operation of Highway Intersections*. Additional design related CEA's are: *Reducing Lane Departure Crashes* (#3 most serious) and *Improving Pedestrian and Bicycle Safety* (CEA #9). A map of high incident crash locations on the county system in Blaine can be found in Figure 7-6.

FIGURE 7-6: HIGH INCIDENT CRASH LOCATIONS



2002-2006 High Incident Crash Locations

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City of Blaine, Minnesota



High Incident Locations:

- ◆ 10 - 20
- 21 - 50
- ▲ 51 - 70
- 71 - 114
- City Boundary
- Open Water



December 16, 2008

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TRANSIT

The need for transit in the City of Blaine will likely increase with the expected increases in population, households, and employment in the future. Blaine is within the Metropolitan Transit Taxing District with some portions within Market Areas II and III.

Blaine also receives transit services from the Anoka County Transit Office’s Anoka Traveler program. Two of the Anoka Traveler fixed routes (805 and 831) run through portions of the City (Figure 7-7). In addition, the future bus routes identified in Figure 7-8 are initiatives of the City and Anoka County and may not be included in future Metropolitan Council transportation policy plans. The Anoka Traveler also provides Dial-a-Ride service to the County.

The primary emphasis for Market Area II is on big bus and regular route services, complemented by paratransit service. Any neighborhood circulators should tie in with the regular route service. Service options for Market Area II include regular-route locals, all-day expresses, small vehicle circulators, special needs paratransit (ADA, seniors), and ridesharing. Service in Market Area II is intended to be accessible (routes 0.5 – 1.0 miles apart with 6 – 10 stops per mile), frequent (15 – 30 minutes) and with a wide availability (up to 20 hours per day and 7 days per week).

Market Area III serves a similar purpose as Market Area II, however service levels are reduced due to the lower density population and employment characteristics found in this area. Market Area III has a mix of big and small bus service, complemented by paratransit service. Market III service options include peak-only express, small vehicle circulators, midday circulators, special needs paratransit (ADA, seniors) and ridesharing. Service in Market Area III is often spaced further apart (0.5 – 1.5 miles) but still has a similar stop spacing (6 – 10 stops per mile). Frequency of service is about half of what is experienced in Area II (30 – 60 minutes) and transit availability is reduced slightly (up to 18 hours per day and 7 days per week). A further explanation of the Transit Market Areas is contained in Table 7-15.

TABLE 7-15: METROPOLITAN TRANSIT MARKET AREAS

Market Area	Land Use Patterns	Transit Service Options	Service Characteristics
I	Established urban environment with highest concentrations of activity, housing and jobs	Regular-route locals, all-day expresses, special-needs paratransit (ADA, seniors), ridesharing	Frequencies: 5-15 minute local and circulator. Span of Service: 18-24 hours, 7 days per week. Access: Locals spaced 0.25-0.5 mile apart with 8 bus stops per mile.
II	Established urban environment with moderate concentrations of jobs, housing and activities	Regular-route locals, all-day expresses, small vehicle circulators, special-needs paratransit (ADA, seniors), ridesharing	Frequencies: 15-30 minute or 30-60 minute, depending on land use pattern. Span of Service: 12-20 hours per day, 7 days per week. Access: Locals spaced 0.5-1.0 mile apart with 6-8 bus stops per mile.
III	Some established and developing land use patterns. Generally lower concentrations with intermittent pockets of moderate concentrations (pockets would receive highest service levels)	Expresses during peak period only, small vehicle dial-a-ride, midday circulators, special-needs paratransit (ADA, seniors) ridesharing	Frequencies: Expresses during peak period only, 1-2 hour midday frequencies. Dial-a-ride advance registration. Span of Service: 10-14 hours per day, weekdays and limited weekends. Access: Services tied to park-and-ride lots and hubs
IV	Generally rural or small town centers. Lowest concentrations of housing and jobs.	Dial-a-ride, volunteer-driver programs, ridesharing	Frequencies: As needed Span of Service: 8-10 hours per day, weekdays Spacing: Services tied to park-and-ride and park-and-pool lots

PARK AND RIDE

Blaine has existing park and ride facilities at the following locations:

- Northtown Shopping Center Transit Hub (85th & Jefferson)
- 95th and I-35W

The lot at 95th Avenue NE & I35W was recently expanded and was so well received that the Met Council is constructing a three-level parking ramp at this location that is scheduled to open in Fall, 2009. The Metropolitan Council's *Park-and-Ride Facility Site Location Plan* also identified a need for future park and ride spaces at Highway 65 & County Road 14.

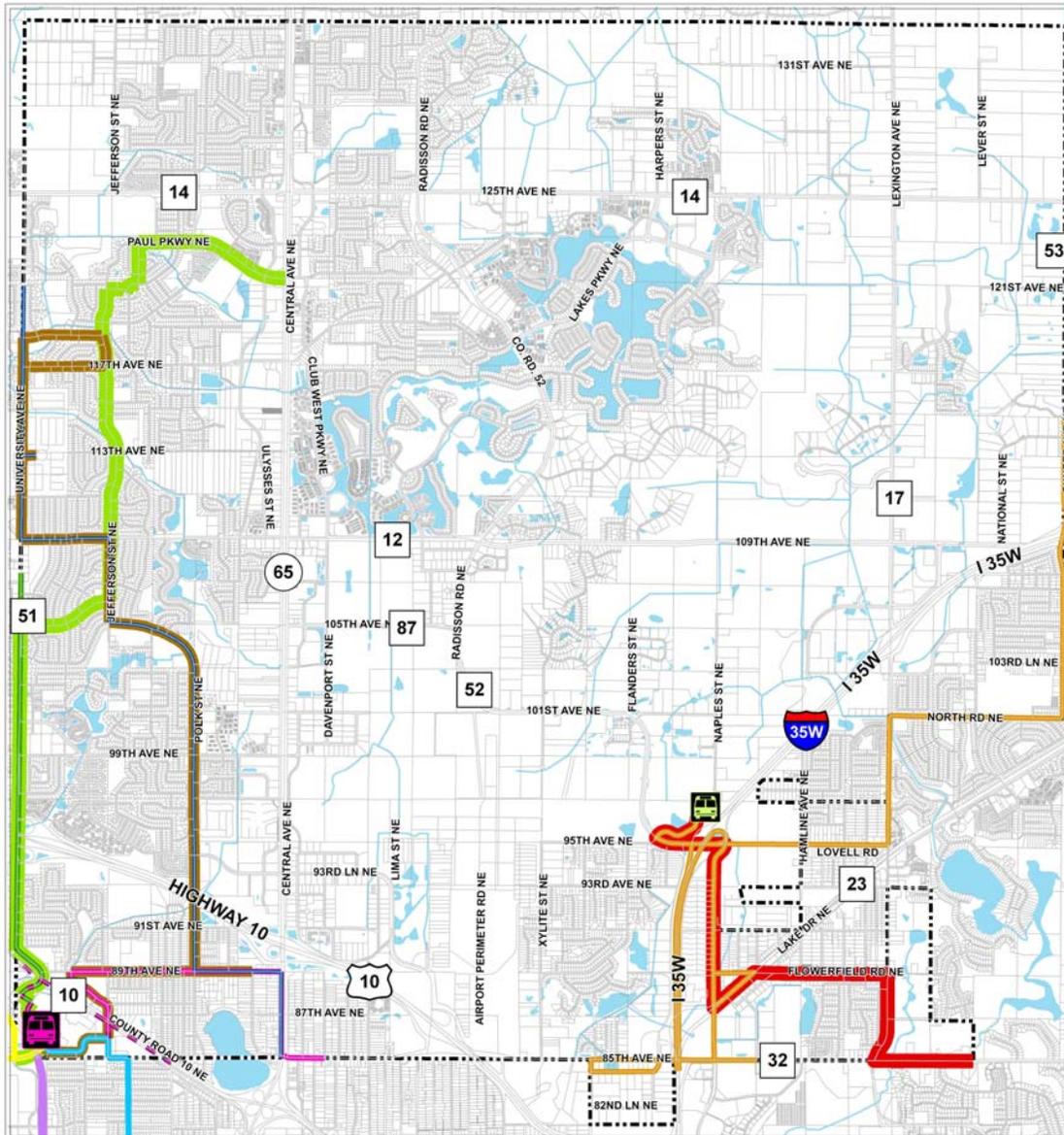
A more detailed discussion of Blaine's Transit system, including a description of all transit lines can be found in the Blaine Transportation Plan (prepared by Parsons in August, 2003).

TRANSIT SUPPORTIVE LAND USES

Transit service works best when properly matched to the surrounding density of population, employment and commercial development. As activity density increases, additional transit options become feasible. One way to enhance this natural development is to consider transit early on in land use decisions and apply Transit Oriented Development (TOD) principles. Some of the key TOD principles are as follows:

- Coordinate land use and transportation planning to ensure adequate multi-modal transportation facilities are provided
- Support land uses that reduce vehicular trip generation while enhancing opportunities for transit and non-motorized travel
- Promote higher densities and mixed uses near major transit centers and corridors

FIGURE 7-7: EXISTING TRANSIT SERVICE



Existing Transit System

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City of Blaine, Minnesota

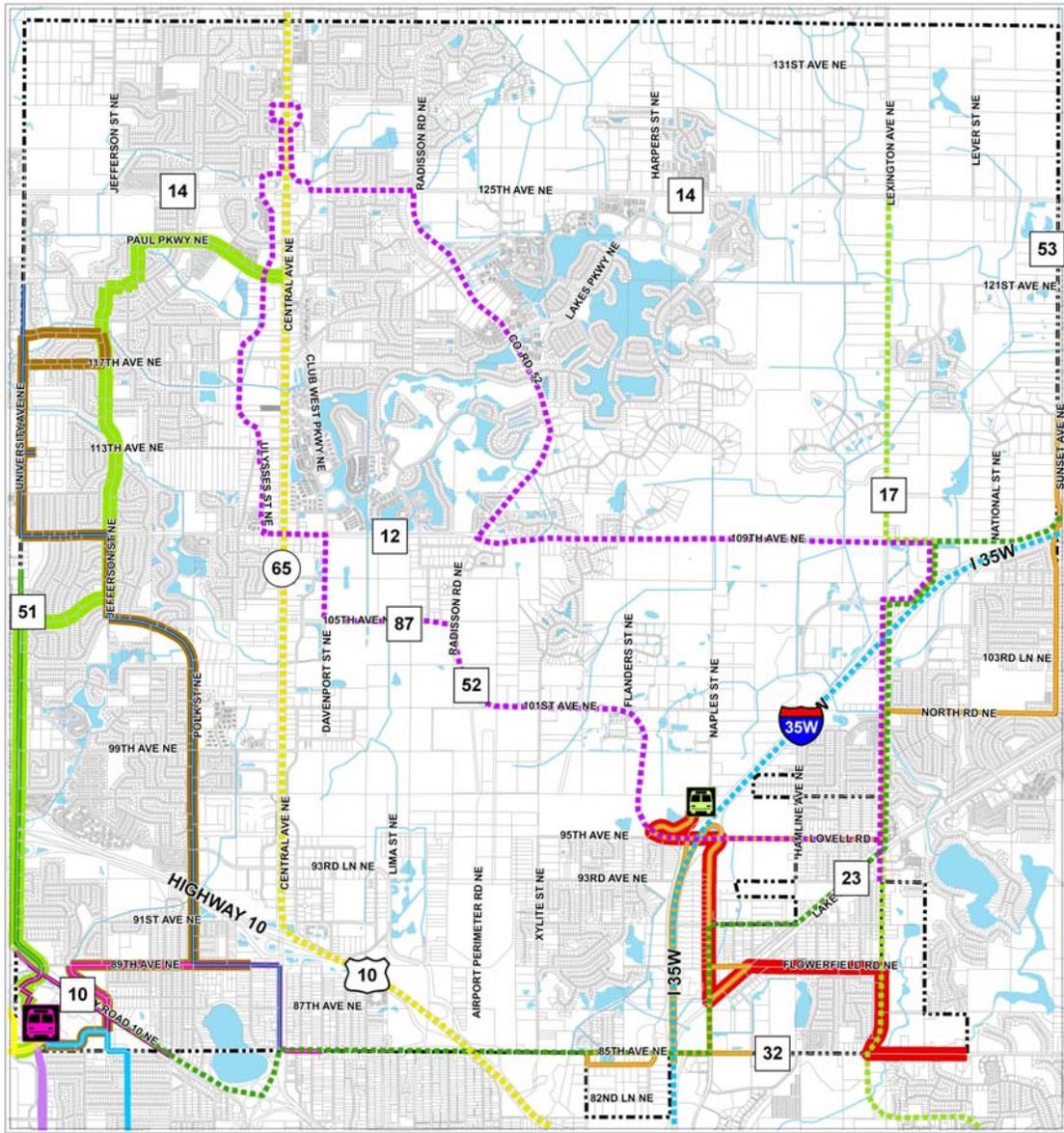
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|---------------|---------------|-------------------------|
| Bus Route 10 | Bus Route 829 | Regional Transit Center |
| Bus Route 25 | Bus Route 831 | Park and Ride Facility |
| Bus Route 250 | Bus Route 852 | City Boundary |
| Bus Route 262 | Bus Route 854 | Open Water |
| Bus Route 805 | Bus Route 860 | |
| Bus Route 824 | | |



April 6, 2009

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FIGURE 7-8: FUTURE TRANSIT SERVICE



Future Transit System

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City of Blaine, Minnesota



- Bus Route 10
- Bus Route 25
- Bus Route 250
- Bus Route 262
- Bus Route 805
- Bus Route 824
- Bus Route 829
- Bus Route 831
- Bus Route 852
- Bus Route 854
- Bus Route 860
- Future Bus Route 814
- Future Bus Route 817
- Future Bus Route 823
- Future Bus Route 835
- Future Bus Route 865
- Regional Transit Center
- Park and Ride Facility
- City Boundary
- Open Water



April 6, 2009

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BIKE AND PEDESTRIAN

The discussion of the bicycle and pedestrian system is in the Parks chapter (Chapter 6).

AVIATION

Blaine is served by the Anoka County-Blaine Airport. The airport is located entirely within the City of Blaine. The Airport is owned and operated by the Metropolitan Airports Commission (MAC). The City provides sanitary sewer service to the airport per agreement.

Airports are primarily classified by three different classification systems, each designed to respond to the different needs of the applicable regulatory authority.

Federal Aviation Administration

The Federal Aviation Administration (FAA) has four primary classifications for airports defined as follows:

- **Commercial Service Airport** - Publicly owned airports having at least 2,500 passenger boardings each calendar year and receive scheduled passenger service.
- **Cargo Service Airport** - Airports that are served by aircraft providing air transportation of only cargo with a total annual landed weight of more than 100 million pounds. An airport may be both a commercial service and a cargo service airport.
- **Reliever Airport** - Airports designated by the FAA to relieve congestion at Commercial Service Airports and to provide improved general aviation access to the overall community. Reliever airports may be publicly or privately-owned.
- **General Aviation Airport** - Airports that do not fall under any of the previous categories. Airports in this category can vary significantly from a small, rural airport to a privately owned, public use airport that enplanes 2,500 or more passengers annually and receives scheduled airline service.

The Anoka County-Blaine Airport is designated a Reliever Airport in the FAA system, reducing congestion at the Minneapolis-St. Paul International Airport. ***The City of Blaine agrees that this is the correct classification and does not support a status change.***

State Of Minnesota

The State of Minnesota has three classifications for airports that differentiate airports by infrastructure, rather than use. The classifications are defined as follows:

- **Key System** - Airports having a heavy paved and lighted runway over 5,000 feet in length that are capable of accommodating heavy, multi-engine aircraft as well as most corporate jets.
- **Intermediate** - Airports having a paved and lighted runway less than 5,000 feet in length that are capable of accommodating all single-engine, most twin-engine, and some light jet aircraft.
- **Landing Strip** - Airports with turf runways capable of accommodating single-engine and light twin-engine aircraft.

The Anoka County-Blaine Airport is designated as an Intermediate Airport in the State of Minnesota system. ***The City of Blaine agrees that this is the correct classification and does not support a status change.***

Metropolitan Council and Metropolitan Airports Commission

There are four primary classifications for airports that differentiate airports primarily by their role in the regional airport system, users, runway length and instrument capability. Figure 7-10 shows the Regional Airport System as described in the Metropolitan Council's 2030 Transportation Policy Plan. The classifications are defined as follows:

- **Major** - Airports that have scheduled air service. Major airports have primary runway lengths of 10,000 feet, precision instrument capability and support air carriers.
- **Intermediate** - Airports that are primary relievers to the Minneapolis-St. Paul Airport. Intermediate airports have primary runway lengths of 5,001 to 8,000 feet, precision instrument capability and support general aviation, including Regional/Commuter.
- **Minor** – Airports that are secondary relievers to the Minneapolis-St. Paul Airport. Minor airports have primary runway lengths between 2,500 and 5,000 feet, precision or non-precision instrument capability and support general aviation, not including Regional/Commuter.
- **Special Purpose** – Airports that do not fall into other categories.

The Anoka County-Blaine Airport is designated by the MAC and the Metropolitan Council as a Minor Airport. ***The City of Blaine agrees that this is the correct classification and does not support a status change.***

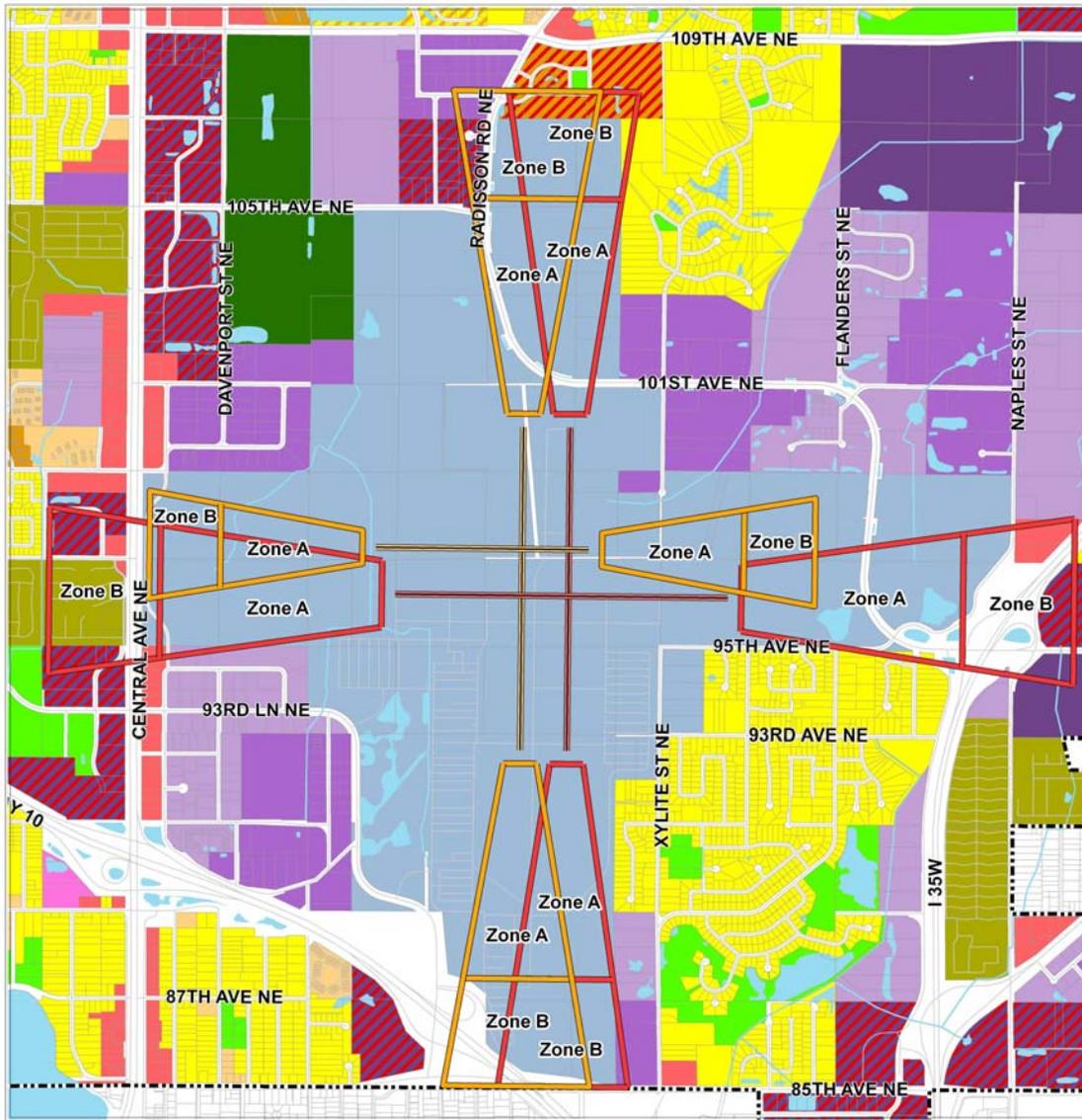
The volume of aircraft using the Anoka County-Blaine Airport has remained relatively constant over the last several years at approximately 200,000 annual operations. The number of based aircraft at the airport is 490 and is likely to rise due to the addition of hanger storage space at the airport.

The airport has a new air traffic control tower, a 4,855-foot long north-south runway, and a 5,000-foot east-west runway.

The Anoka County-Blaine Airport has a land envelope of approximately 1,900 acres. The airport is accessible via a network of roadways, primarily I-35W, U.S. 10, TH 65, and 85th Avenue NE. Direct access to the airport grounds is provided at three locations.

There are no existing traffic counts or estimates for vehicular traffic using the airport access locations. Observations indicate that traffic volumes at the various access locations are low. The airport grounds are served by a network of roadways. Airport Road is the primary roadway within the airport grounds. The airport roadways are private and are owned and maintained by the MAC. Parking at the airport is provided at each individual Flight Based Operation (FBO). Ample parking is available throughout the airport.

FIGURE 7-9: ANOKA COUNTY/BLAINE AIRPORT AND VICINITY



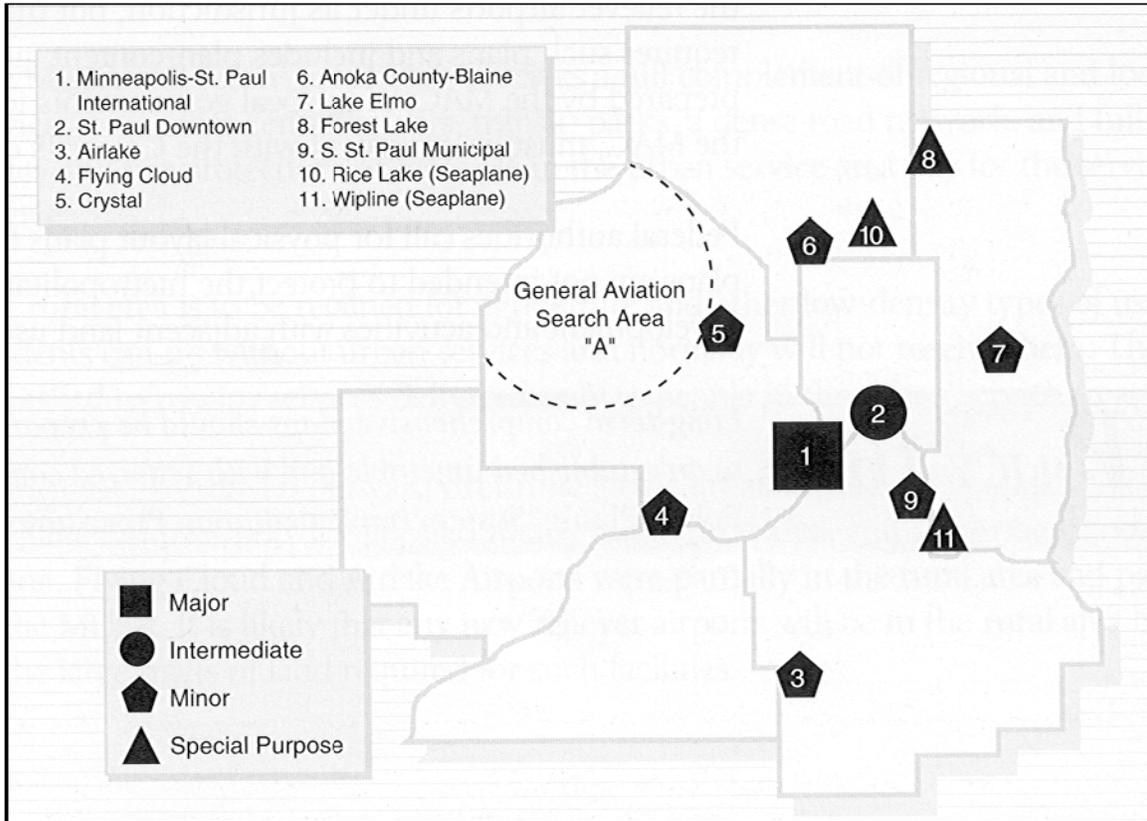
Anoka County/Blaine Airport Runway and Safety Zones

2008 Comprehensive Plan Update
City of Blaine, Minnesota

	Planned 2030 Future Land Use:	Heavy Industrial	
	Rural Residential	Planned Industrial	
	Low Density Residential	Airport	
	Medium Density Residential	Park/Open Space	
	High Density Residential	Regional Recreation	
	Mobile Home Residential	Low/Medium Density Residential	
	Neighborhood Commercial	Medium Density Residential/Planned Commercial	
	Community Commercial	High Density Residential/Planned Commercial	
	Planned Commercial	Planned Commercial/Planned Industrial	
	Office	High Density Residential/Planned Industrial	
Light Industrial	High Density Residential/Planned Commercial/Industrial		

Bonestroo
December 1, 2008
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FIGURE 7-10: REGIONAL AIRPORT SYSTEM



SOURCE: MET COUNCIL 2030 TRANSPORTATION POLICY PLAN

Airspace Protection

Under Federal rules, the City must protect airspace from potential electronic interference and physical obstructions to air navigation. Federal and State rules, therefore, require safety zones to be established around each runway, which limit certain land uses. The safety zones for the Anoka County/Blaine Airport are displayed in Figure 7-9. A recent extension of the existing east-west runway has increased the size its safety zone and thus now impacts properties outside MAC property that were previously not in any safety zone. These newly impacted areas are displayed as cross-hatchings in Figure 7-11. Therefore, any new development that occurs within these safety zones must follow rules for compatible land uses as outlined in Chapter 3 of the Airport Compatibility Manual prepared by the Minnesota Department of Transportation, Office of Aeronautics.

Furthermore, a comprehensive plan for the airport prepared by MAC indicates the possible addition of parallel runways to both the north-south and east-west runways. The safety zones associated with these new runways primarily impact only MAC property with the exception of small areas on the north and south ends of the future north-south runway. The safety zone on the south end of this runway will extend over US Highway 10. This is considered a compatible land use. The safety zone on the north end will extend over an industrial district that the City of Blaine has identified as an area (Redevelopment Area 13) appropriate

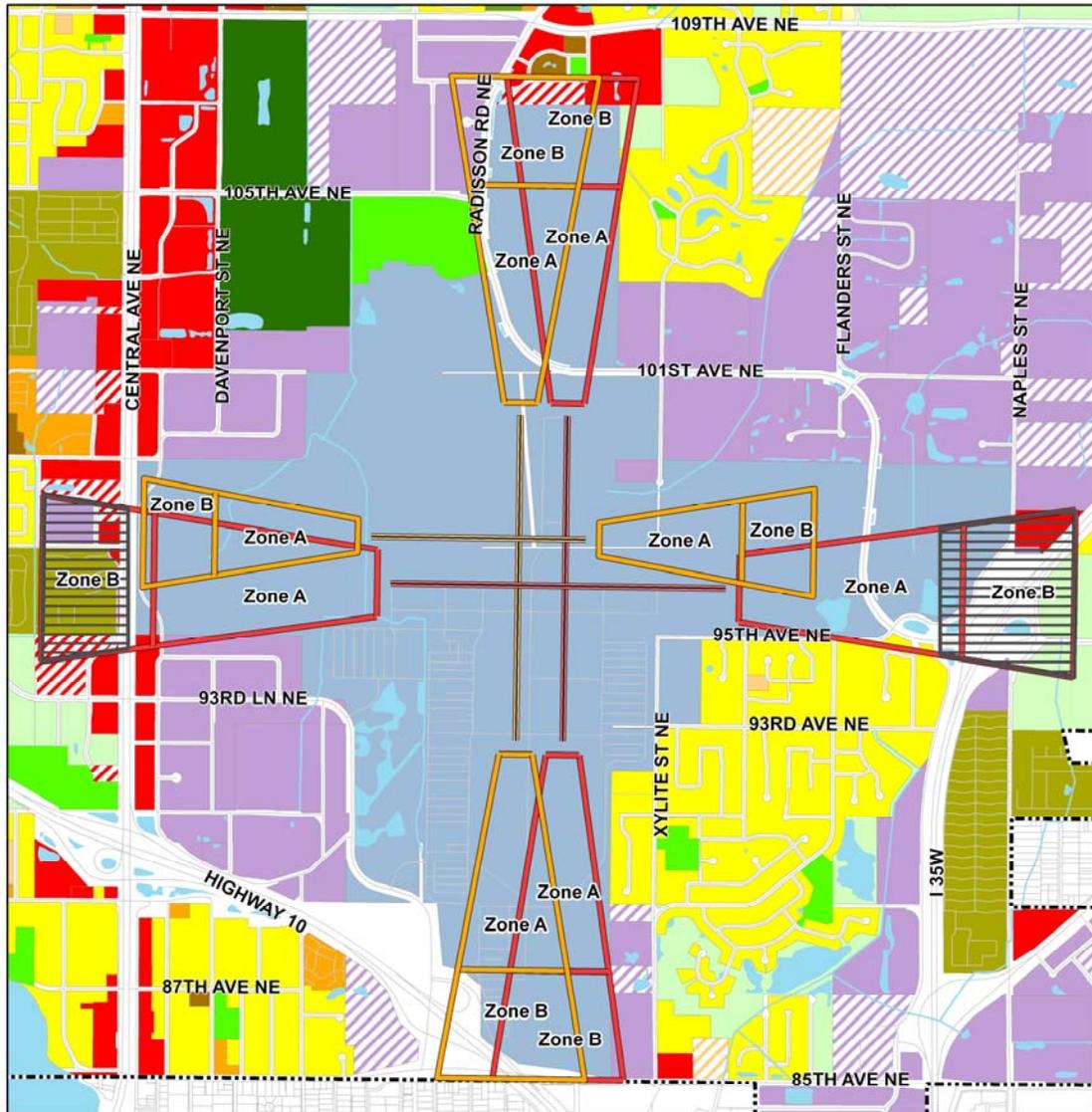
for redevelopment. Therefore, any redevelopment in this area must comply with any future airport safety zones that may impact it.

Generally, Federal and State rules addressing airport safety and zoning are clear that most regulation should be handled at the local level through appropriate zoning. To assist cities in making sure their land use controls are adequate, the State of Minnesota has made available a model airport safety zoning ordinance for possible adoption. If cities believe their existing zoning or other land use controls are adequate to meet Federal and State requirements, they may submit form 7460 to the Federal Aviation Administration to notify the Administrator of their local codes and ordinances affecting the safety zones. Blaine will submit form 7460 to the Federal Aviation Administration to notify the Administrator of their applicable codes and ordinances. For example, Blaine has height limits in Chapter 33 of the zoning ordinance as follows:

- Any structure over fifty (50) feet in height from ground level shall require a conditional use permit.
- Any structure over one hundred and fifty (150) feet in height from ground level shall not be permitted, unless specifically permitted in another section of the zoning ordinance.
- Communication antenna over fifty (50) feet in height are subject to additional standards as described in the code.

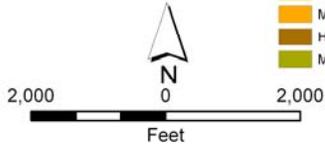
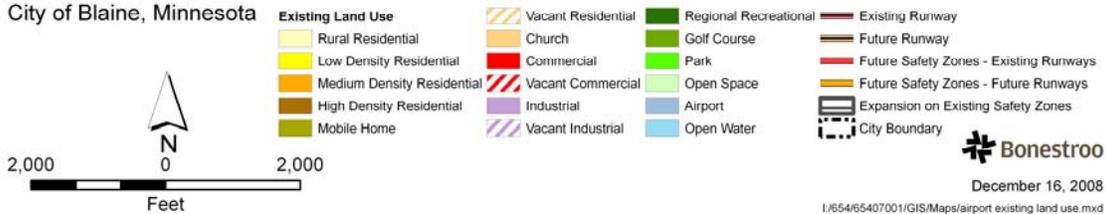
These tools will be used to protect navigation in and around the Anoka County-Blaine airport.

FIGURE 7-11: ANOKA COUNTY/BLAINE AIRPORT SAFETY ZONE EXPANSIONS



Anoka County/Blaine Airport Runway and Safety Zone Expansions

2008 Comprehensive Plan Update
City of Blaine, Minnesota



December 16, 2008

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Noise Abatement

Blaine's zoning code includes performance standards for noise abatement in the airport area. Homes constructed SE and NE of the Anoka County airport, and within 500 feet of any minor and principal arterial roadways as defined by the City of Blaine Transportation Plan must meet specific performance standards regarding construction materials, Sound Transmission Class (STC) values, and specific acoustical design features to minimize noise impacts. These standards are found in Chapter 33 of the zoning code.

The most recent noise contour map for the airport was prepared as part of the EA/EIS document for the proposed expansion of the runway to 5,000 feet (Figure 7-12). The MAC is in the process of updating its noise contour map for the airport, however, this update will not be completed until after the approval of the Comprehensive Plan.

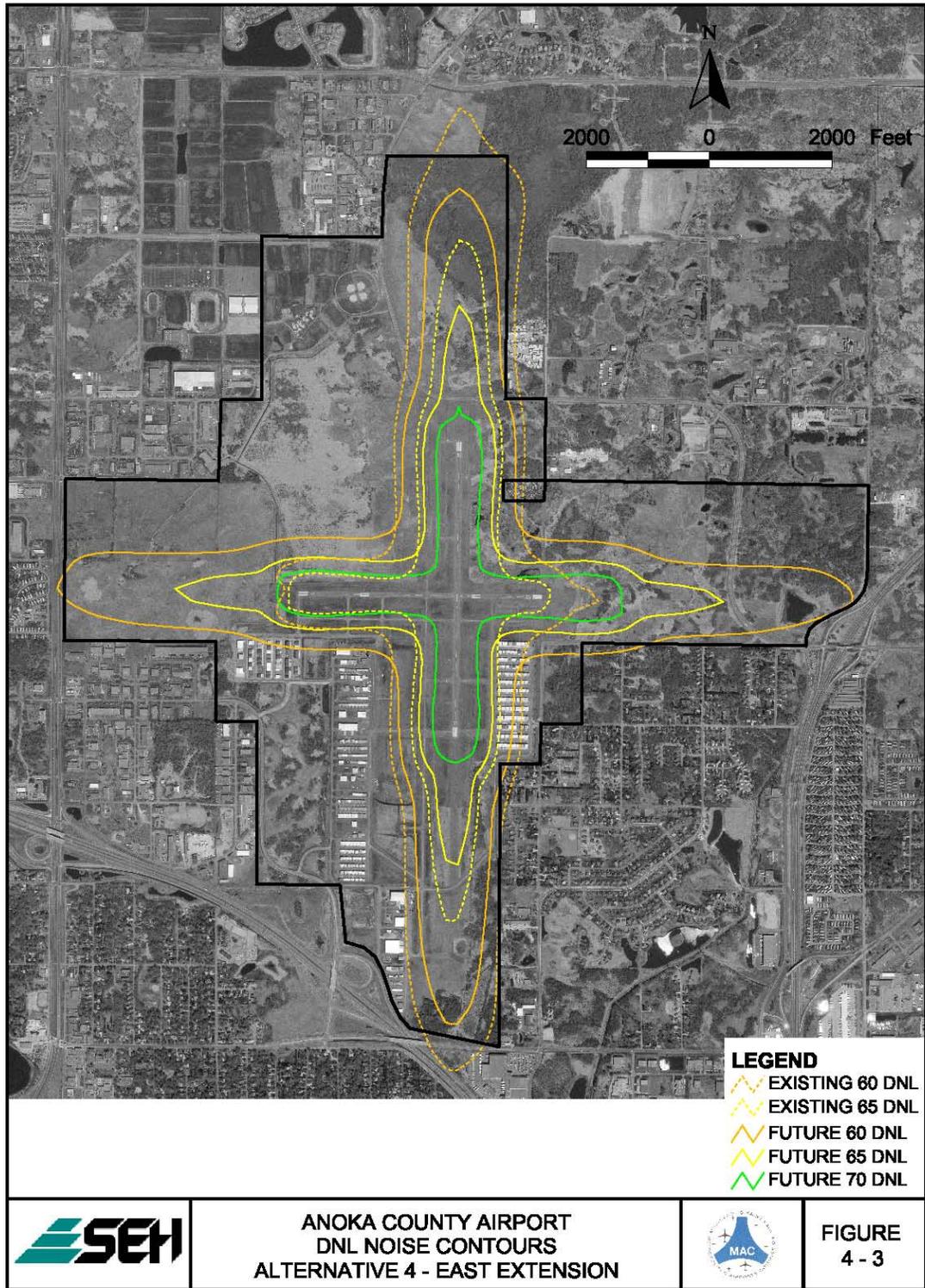
Planned and Proposed Improvements

Annual aircraft operations are expected to grow to approximately 272,000 by the year 2015. Hanger space is currently at capacity and additional hangers are being constructed. The MAC is currently constructing a new hanger area in the northwest section of the airport grounds. Plans anticipate construction of 60 to 100 additional hangers in this area. A new airport access location on Radisson Road will be added to serve this hanger area. The MAC is also considering the possibility of additional hanger space on the east side of the airport. This location would require the re-routing or abandonment of a portion of Xylite Street.

The MAC has extended the east-west runway to 5,000 feet and added an Instrument Landing System (ILS). Both of these improvements should increase the capacity at the Airport. The five-year comprehensive plan for the airport also includes the possible addition of parallel runways adjacent to the two existing runways. At this time, however, the MAC feels that there is no need for the parallel runways.

There are currently no plans to reclassify and upgrade the status of the Anoka-County Blaine Airport to the Intermediate level. To do so would require action by the Minnesota Legislature. The National Youth Golf Center has been developed on the northwestern part of the airport property.

FIGURE 7-12: ANOKA COUNTY/BLAINE AIRPORT NOISE CONTOURS



TRANSPORTATION IMPLEMENTATION

1. The City will work with Anoka County and surrounding communities to initiate a transportation study of the Lexington Area that is projected to experience significant capacity problems in the future.
2. Transportation investments and land development will be coordinated to create an environment conducive to alternative travel modes including transit, pedestrian and bicycle travel.
3. The City will continue to work with MnDOT to explore incremental improvements for TH 65.
4. The City will continue to work cooperatively with the I-35W Corridor Coalition.
5. Roadways in the Northeast Area will continue to be based on a hierarchy of roads and limit the use of cul-de-sacs. Right-of-way preservation is considered through mock platting of future development areas and designation of Municipal State Aid collector routes, and implementation is through dedication of right-of-way during the plat development process.
6. The City should work with Anoka County and the City of Lino Lakes to discuss improvements to the intersection of 109th Avenue and Sunset Avenue.
7. Preservation efforts should be made for an east-west collector corridor at the 131st Avenue alignment.
8. The City should continue to implement the TH 65 Frontage Road System.
9. All new residential and commercial developments should be reviewed to determine if sidewalks and/or trails should be included.
10. Inter-city connectivity with key activity nodes (parks, schools, libraries, shopping, etc.) for the pedestrian and bicycle system should be promoted.
11. Improved pedestrian and bicycle accommodations should be explored for the following corridors:
 - a. 109th Avenue
 - b. Radisson Road
 - c. Naples Street
 - d. TH 65 Easter Frontage Road
 - e. 105th Avenue
 - f. Northeast Area Collector
12. All new collector roadways should include provisions for pedestrian and bicycle facilities.
13. Connectivity should be promoted between the City pedestrian and bicycle systems and the regional trails and recreation facilities.
14. Appropriate amenities associated with the pedestrian and bicycle system should be included to enhance safety, convenience and promote non-motorized travel.
15. The City supports expanded bus transit service in the following areas:
 - a. TH 65 Corridor
 - b. Radisson Road/Northeast Area
 - c. Express Transit Service to Downtown St. Paul

- d. U.S. 10 Corridor
 - e. Service to support the Northstar Corridor commuter rail line
16. The City will explore opportunities to promote higher density initiatives along dedicated transit corridors and increase links between job centers and medium-high density residential developments to improve the jobs/housing connections, community vitality and efficiency of the transportation system.
 17. Transit stations and service should be catalysts for the development or growth of centers along transit corridors.
 18. The City will work with the Metropolitan Council to determine future transit services consistent with the transit market area and its associated service standards and strategies.
 19. The City supports the implementation of commuter rail service, including the Northstar Corridor and encourages MnDOT to consider acceleration of the timetable of the Bethel Corridor.
 20. The City supports the continued use of and improvement of the Anoka County – Blaine Airport as long as it does not upgrade the airport’s classification at the federal, state or local level.
 21. The City will continue to work with Anoka County to meet the transportation needs along the University Avenue Corridor.

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Chapter 8 – Surface and Stormwater Management

SURFACE AND STORMWATER MANAGEMENT GOALS

Goal 1

The City will continue to develop new methods and policies as well as promote innovative techniques for stormwater management to meet or exceed compliance with state and federal water quality laws and to meet non-degradation standards.

Goal 2

The City will continue to support the viability and economic health of the Northtown area commercial center, as it represents a significant economic and employment center. The City will collaborate with Northtown to develop a strategy for private reinvestment, as well as explore and be receptive to new ways for the Northtown area to remain successful, including use of innovative stormwater management techniques. (also an Economic Development goal)

Goal 3

The City will maintain and rehabilitate aging infrastructure (streets, sanitary sewer, water main, storm sewer, etc.) and will investigate alternative financing options to fund this work. (also a Transportation, Sanitary Sewer, and Water Supply goal)

Goal 4

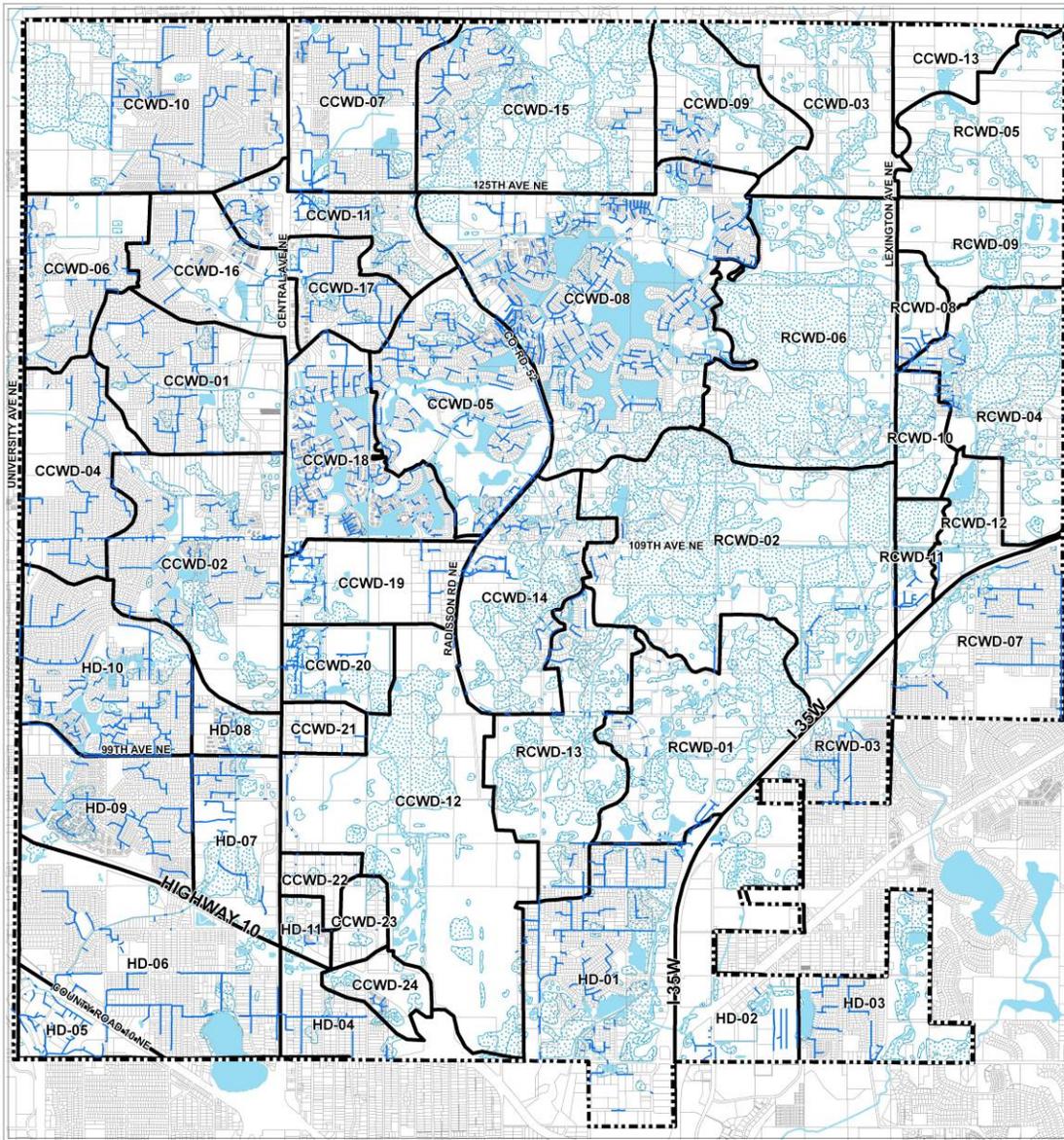
The City will develop and promote policies as well as Best Management Practices which address environmental concerns, including: recycling, conservation, water quality, flooding, wellhead protection, open space, pollution, toxic wastes, wildlife, wetlands, and woodlands and low impact development standards for new development and redevelopment where appropriate. (also a Water Supply and Natural Resources goal)

LOCAL SURFACE WATER MANAGEMENT PLAN

The City completed a provisional Local Surface Water Management Plan (LSWMP) in May 2008. The plan will serve as a comprehensive planning document to guide the City in conserving, protecting and managing its surface water resources. The plan has been developed to meet the requirements of Minnesota Statutes 103B and Minnesota Rules 8410, to be consistent with the goals and policies of the Metropolitan Council's Water Resources Management Policy Plan, and the goals and policies of the three watershed management organizations that have jurisdiction within the City: Coon Creek Watershed District, Rice Creek Watershed District, and Six Cities Watershed Management Organization. The LSWMP was adopted by the City Council in December 2008 and is incorporated by reference as an element of this Comprehensive Plan.

The LSWMP includes a detailed description of the City's natural resources, including water resources, past studies and inventories, and current surface water management. An assessment of the existing and potential water resource and stormwater related concerns within the City and associated corrective actions are provided. Figures 8-1 and 8-2 illustrate the City's existing stormwater and surface water systems. The LSWMP also includes goals and policies to address the long-term surface water management needs in the City, and outlines the regulations, standards, practices, projects and funding that will be needed to implement the goals and policies.

FIGURE 8-1 – EXISTING STORM SEWER SYSTEM



Existing Storm Sewer System

2008 Comprehensive plan Update
City of Blaine, Minnesota



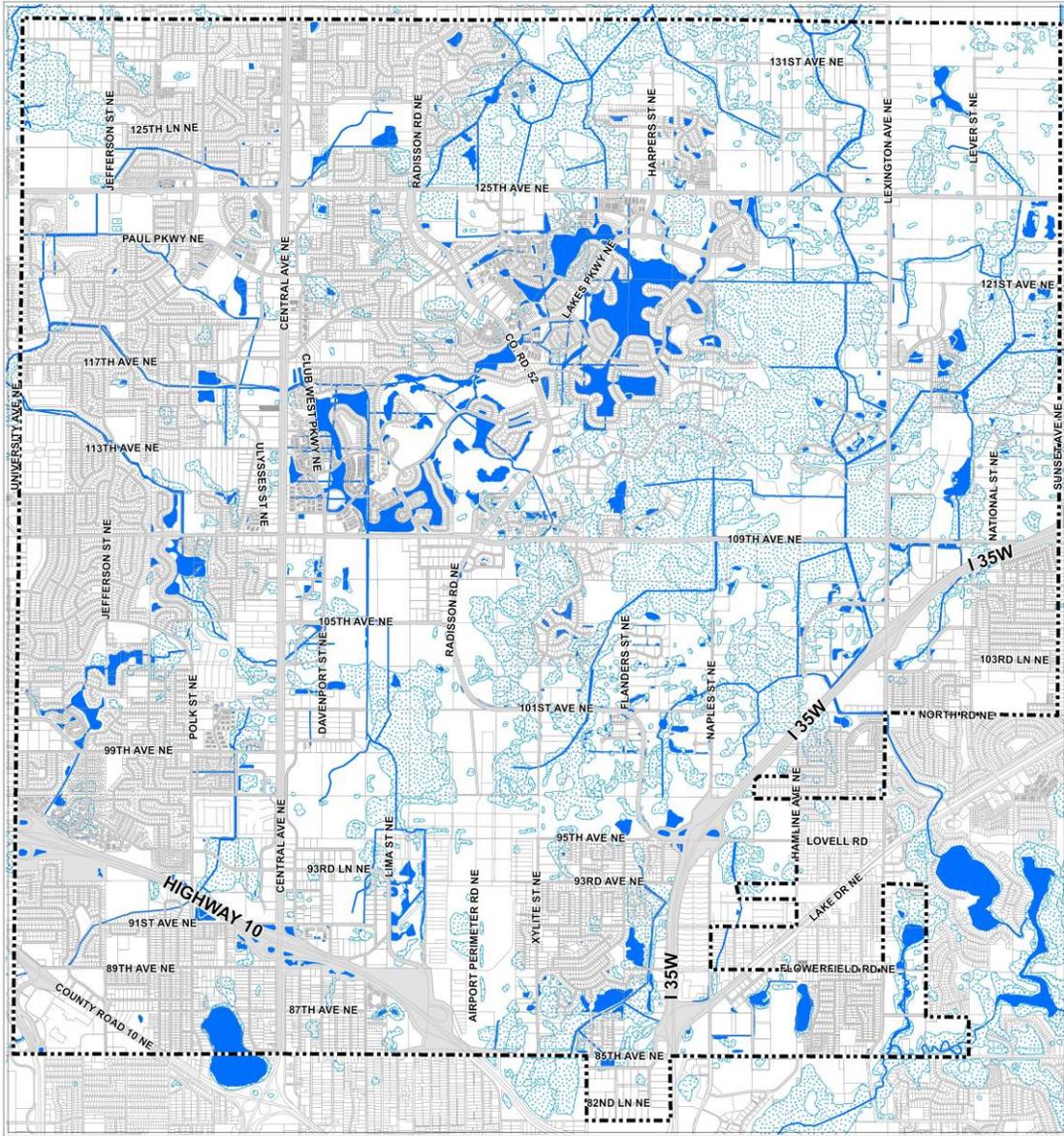
- Storm Sewer Line
- City Boundary
- Drainage Area Boundary
- Open Water
- NWI Wetland



October 5, 2007

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FIGURE 8-2 – SURFACE WATER



Surface Water

2008 Comprehensive plan Update
City of Blaine, Minnesota



- City Boundary
- Open Water
- NWI Wetland
- Right-of-Way
- Streams/Ditches



May 14, 2008

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LAND AND WATER RESOURCES INVENTORY

The LSWMP provides an inventory of land and water resources within the City including a description of the physical setting, available and pertinent water resources data, regulatory setting and past studies and agreements related to surface water resources.

The LSWMP summarized the City’s and other agencies’ respective regulatory controls related to surface water management and protection (Table 8-1).

TABLE 8-1: REGULATORY CONTROL

Regulation	City/SCWMO	RCWD	CCWD
Land Use (zoning, subdivision approval, etc)	X		
Grading	X	X	
Wetland Conservation Act	X	X	X
Stormwater rate and volume control, quality treatment	X	X	X
Erosion and sediment control	X	X	X
Shoreland management	X	X	X
Floodplain, stream crossing, wetland buffers & restoration, project maintenance	X	X	

The MPCA has designated the City of Blaine as an NPDES Phase II MS4 community (MN Rules 7090). The City has completed and submitted its NPDES Phase II Permit Application and Stormwater Pollution Prevention Plan. The LSWMP notes that implementation of the SWPPP has and will be a cornerstone of the City’s efforts to control pollution from surface water runoff, manage its stormwater system, and educate its residents and developers on these issues.

Blaine’s most recent application for NPDES coverage was submitted in 2007 and coverage has been extended through June, 2011. The permit application outlined Blaine’s Stormwater Pollution Prevention Plan (SWPPP) to address six minimum control measures:

1. Public education
2. Public involvement
3. Illicit discharge detection and elimination
4. Construction site runoff control
5. Post-construction runoff control
6. Pollution prevention in municipal operations

PROBLEMS AND POSSIBLE CORRECTIVE ACTIONS

The LSWMP provides an assessment of the existing and potential water resource and stormwater related concerns within the City and associated corrective actions. The identified problems and possible corrective actions are organized by Watershed District and relate to both water quality and quantity.

SURFACE WATER SYSTEM GOALS AND POLICIES

The LSWMP notes that the City has a strong interest in protecting and managing its valuable water and natural resources, recognizing the relationships between resource protection, land use management, development, redevelopment, and fiscal responsibility. The key, overall goals of the LSWMP include the following:

Goal 1: Volume and Rate Management

Goal 2: Water Quality

Goal 3: Nondegradation

Goal 4: Lake and Wetland Management

Goal 5: Shoreland Management

Goal 6: Erosion and Sediment Control

Goal 7: Education and Public Participation

Goal 8: Groundwater Protection

Goal 9: Recreation, Fish, and Wildlife

Goal 10: Maintenance

Goal 11: Public Ditch System

The plan identifies a variety of policies that the City will use to achieve its goals for surface water management. These include using existing provisions of the City Code, or updating some provisions to achieve goals for surface water management, protection of wetlands, shorelands and floodplains, and controlling erosion and sedimentation.

The plan also notes that the completion of several plans or efforts that are recently completed or currently in process that will influence future management of surface waters in the City. These include RCWD County Ditch 53-62 Resource Management Plan, RCWD updated Water Management Plan and Rules, CCWD updated Rules and Regulations, and MPCA efforts to complete TMDL studies. The City has and will continue to incorporate the results of these efforts in the SWMP and its goals and strategies as they are completed.

IMPLEMENTATION PLAN

The LSWMP provides a plan for expanding and management the City's stormwater system, and protecting key water resources in the City. The real measure of success of the LSWMP will be in its implementation. Implementation of the LSWMP covers a number of aspects, including:

1. Administering regulations and programs
2. Managing stormwater as redevelopment and new development occur
3. Implementing a public education program regarding stormwater management
4. Operating and maintaining the stormwater system
5. Constructing prioritized capital improvements
6. Financing projects and programs
7. Providing a process for future amendments to the LSWMP
8. Protecting and preserving the surface water resources.

Blaine's capital improvement planning involves projects for new development and projects within developed parts of the City. The City publicly finances these projects within developed areas through several mechanisms including stormwater utility, general fund, and special assessments.

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Chapter 9 – Sanitary Sewer

SANITARY SEWER GOALS

Goal 1

The City will maintain and rehabilitate aging infrastructure (streets, sanitary sewer, water main, storm sewer, etc.) and will investigate alternative financing options to fund this work. (also a Stormwater, Transportation, and Water Supply goal)

Based on the 1976 Metropolitan Land Planning Act, local governments are required to prepare a comprehensive plan that is submitted to the Metropolitan Council, which will determine if it is consistent with the metropolitan system plans. The City completed a Comprehensive Sanitary Sewer Plan (CSSP) in 2005 in compliance with Metropolitan Council Environmental Services (MCES). This plan is current enough to meet most of the 2030 Comprehensive Plan requirements, with the addition of 2030 population and flow projections. The CSSP is concerned with the trunk system (sanitary sewer pipes 10-inches and larger), lift stations, forcemains and other facilities which are a vital part of the trunk sewer system. It focuses on providing guidance on the ultimate development of the trunk sewer system. It also provides information on inflow and infiltration. The existing system consists of 7 sanitary sewer districts and 66 subdistricts. There are 19 lift stations, five of which will require upgrades or improvements as a result of future growth. The City connects into three Met Council Interceptors at four different locations along the western and southern borders. Figure 9-1 (prepared as Figure 27 in the CSSP) shows the trunk sanitary sewer system for the City of Blaine.

It should be noted that Figure 9-1 is a graphic from a 2005 report to illustrate the trunk sanitary sewer system and any information regarding MUSA areas should be ignored. For instance, the Blaine-Anoka County Airport has existing sanitary sewer service per agreement with the airport and the airport is within the MUSA area, even though this older document indicates otherwise. The correct MUSA information can be found on the updated MUSA maps which are contained in the Land Use chapter (Chapter 5).

In general, it was found with this CSSP that the existing system is adequate to convey existing flows, but when the ultimate system is developed there are two areas that have capacity constraints. The capacity constraints can be alleviated by constructing a relief pipe in one case and restrictions on future commercial/industrial flow rates and/or improvements to an existing lift station.

Individual Sewage Treatment Systems (ISTS)

The City has approximately 685 households that currently use individual sewage treatment systems (ISTS). ISTS's are regulated by Chapter 34, Article VII (Sections 34-241 through 34-246) of the City Code. This ordinance is consistent with MPCA Rules and Metropolitan Council policy requirements. The staging plan (below) outlines the long term strategy for gradually reducing the number of ISTS's in the City.

Staging

This plan assumes that Blaine will be fully developed between 2020 and 2030. This means that sanitary sewer will be extended to any areas that remain outside of the MUSA boundary as they develop. Upon full build out, only one small area of the City will be outside the MUSA - a farmstead placed into conservancy and unlikely to be served by sewer infrastructure. This area is shown on the 2030 Planned Future Land Use map in Chapter 5 of this Plan.

The plan also shows the addition of a rural residential area to the MUSA that is already fully developed. This development, known as the North Oaks Addition, is located east of County Road 52 and North of 109th Avenue NE. The homes in this development are at the early stages of their lifecycle, well maintained and therefore unlikely to redevelop in the near future. The inclusion of this area in the MUSA, however, allows the City to respond to failures of septic systems or wells that may occur in the future.

Forecasted Sewer Flow

The Metropolitan Council requires that Blaine forecast sewer flows based on planned land use in 5-year increments through 2030. Table 9-1 shows the forecasted sewer flows based on Blaine's planned land use and the following assumptions: Blaine assumes each person uses 75 gallons per day and each employee uses 25 gallons per day. These assumptions about gallons per person and employee are engineering standards from the Metropolitan Council's policy manual for estimating total flows on a macro scale.

TABLE 9-1: FORECASTED SEWER FLOWS FOR BLAINE

	2010	2015	2020	2025	2030
Total Sewered Population	57,200	65,400	75,700	78,200	78,000
Average Annual Wastewater Flow (mgd)	4.29	4.91	5.68	5.87	5.85
Total Sewered Employment	22,700	24,700	27,200	28,200	28,500
Average Annual Wastewater Flow (mgd)	0.57	0.62	0.68	0.71	0.71
Total Flow	4.86	5.52	6.36	6.57	6.56

Updated sewer flow forecasts by interceptor service area are in Table 9-2.

TABLE 9-2: ESTIMATED FUTURE FLOWS TO MCES INTERCEPTORS

MCES INTERCEPTOR	CITY SEWER DISTRICT(S)	MEASURED 2007 FLOWS	ESTIMATED ADDITIONAL AVERAGE DAILY FLOW (MGD)							TOTAL * 2030
			2008	2009	2010	2011-2015	2016-2020	2021-2025*	2025-2030	
4-NS-522	1 AND 2	2.67	0.1	0.1	0.1	0.1	0.1	0	0	3.17
8656	6	0.72	0.124	0.124	0.124	0.28	0.37	0.105	0	1.847
4-NS-523	3 AND 7	0.33	0.144	0.144	0.144	0.28	0.37	0.105	0	1.517
4-NS-523	4 AND 5	**	0.0126	0.0126	0.0126	0	0	0	0	**

* System build out assumed to occur by 2025

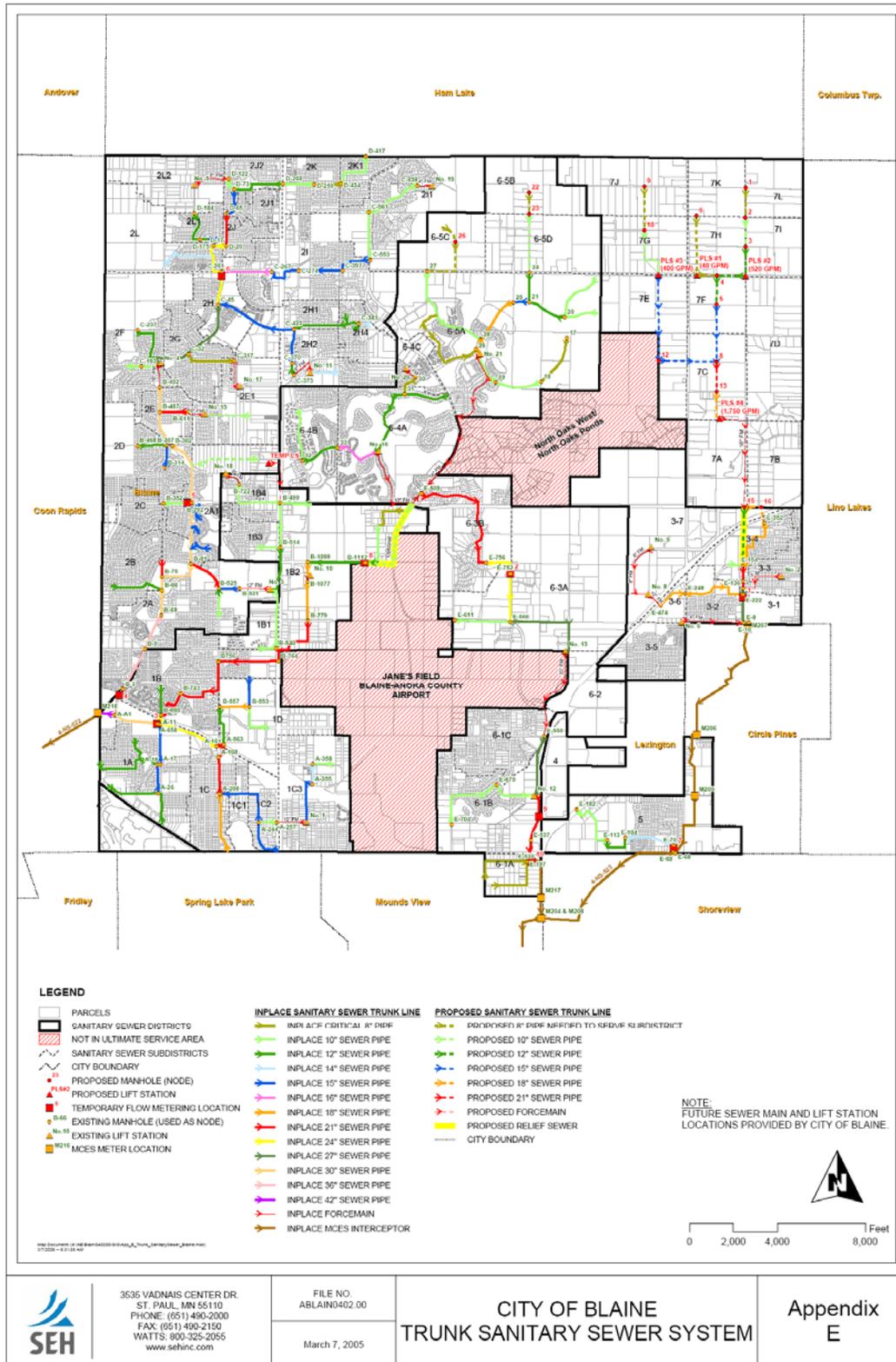
** No measured flows available

Inflow & Infiltration

The City is actively addressing infiltration and inflow issues as they have been discovered and has implemented a 10 year sewer lining program with a total cost of approximately \$10 million. This issue is addressed in detail in Chapter 4 of Blaine's existing Comprehensive Sanitary Sewer Plan.

In addition, the City enforces the rules of the MN State Plumbing Code that prohibit the connection of storm water to the sanitary sewer system. This enforcement is achieved through all new construction permitting as well as those permits on existing structures that allow the City to review or obtain access to basements or plumbing systems.

Figure 9-1 – Sanitary Sewer System



Chapter 10 – Water Supply

WATER SUPPLY GOALS

Goal 1

The City will maintain and rehabilitate aging infrastructure (streets, sanitary sewer, water main, storm sewer, etc.) and will investigate alternative financing options to fund this work. (also a Transportation, Stormwater, and Sanitary Sewer goal)

Goal 2

The City will develop and promote policies as well as Best Management Practices which address environmental concerns, including: recycling, conservation, water quality, flooding, wellhead protection, open space, pollution, toxic wastes, wildlife, wetlands, and woodlands and low impact development standards for new development and redevelopment where appropriate. (also a Natural Resources and Stormwater goal)

BACKGROUND

The Metropolitan Land Planning Act (amended 1995) requires local governments to prepare comprehensive plans and submit them to the Metropolitan Council to determine their consistency with metropolitan system plans. One element of these plans must address municipal water systems. Minnesota Statute 473.859 requires Water Supply Plans (also referred to as Water Emergency and Conservation Plans) to be completed for all local units of government in the seven-county Metropolitan Area as part of the local comprehensive planning process. Additionally, Minnesota Statute 103G.291 requires all public water suppliers that serve more than 1,000 people to have a Water Supply Plan approved by the Minnesota Department of Natural Resources (DNR). An approved Water Supply Plan is also a requirement to obtain a Water Appropriations Permit Amendment from the DNR.

Blaine's Water Supply Plan was approved by the DNR and Met Council in 2007. The Water Supply Plan consists of four parts:

- Part 1: Water supply system description and evaluation
- Part 2: Emergency response procedures
- Part 3: Conservation plan
- Part 4: Metropolitan Land Planning Act requirements.

The City of Blaine also regularly prepares a Water System Plan (WSP). This detailed and comprehensive engineering analysis of the existing and proposed trunk water system serves as a planning document to guide Blaine as it extends city water to urbanizing areas. The WSP performs a more exhaustive scientific, engineering and financial analysis of the water system than is required to meet the minimum Metropolitan Council and DNR requirements. The most recent WSP was prepared in 2002.

The purpose of this chapter of the comprehensive plan is to provide a summary of the Water Supply Plan and the more detailed WSP. For brevity and security reasons, the more detailed documents are not included in this 2030 Comprehensive Plan.

FORECASTS

Water usage in the City has increased steadily in the last 10 years with the influx of new businesses, residents, and employees. In 2005, the City pumped approximately 2.2 billion gallons of water into the system. Peak day demand in 2005 was 14.7 million gallons per day (MGD). Blaine’s Water Supply Plan contains detailed analysis of existing water usage, including historic water demand and high volume users. Water usage will continue to increase with added businesses and people. The projected water demand for 2030 is a daily average of 9.88 MGD with an estimated daily maximum of 25.18 MGD as shown in Table 10-1. The figures below use the Metropolitan Council’s population forecasts rather than the somewhat lower City estimates used elsewhere in this Comprehensive Plan. Water conservation is discussed later in this chapter.

TABLE 10-1: PROJECTED WATER DEMAND

Year	Total Population	Population Served	Avg. Day Demand (MGD)	Max. Day Demand (MGD)	Projected Demand (MG per Year)
2010	66,700	60,324	7.96	19.89	2,904
2020	76,100	71,534	9.44	24.06	3,444
2030	78,000	74,880	9.88	25.18	3,605

WATER SUPPLY SYSTEM

The existing water supply and distribution system has served Blaine’s needs well. Previous studies have provided cost-effective and timely improvements for the system. The existing distribution system is presented on the Existing City Water System (Figure 10-1). The system operates under one pressure zone, with a high water level elevation of 1053.7 ft. This approach provides satisfactory pressure to all customers, due to the relatively flat terrain in Blaine.

The City presently obtains its raw water supply from 17 wells in several well fields. Water is obtained from a combination of the Drift, Jordan and Franconia-Ironton-Galesville aquifers. The total existing capacity of the system is 23.6 MGD, with a firm capacity (defined as the largest well out of service) of 20.3 MGD. Water Treatment Plants 1, 2 and 3 currently treat Blaine’s water for a total treated capacity of 13.68 MGD. All plants remove iron and manganese. Also, 1,2 Dichloroethane is removed with air strippers at Water Plant 1. Water from the treatment plants and wells is pumped into the distribution system.

Several storage facilities stabilize pressures during peak water demands and also serve as a source of water during fires or power outages. There is a total existing storage volume of 8.0 million gallons.

The City adopted a Wellhead Protection Plan (WPP) in 2001, which was prepared in cooperation with Anoka County and the Minnesota Department of Health. That plan and its goals and findings are incorporated by reference to this Comprehensive Plan.

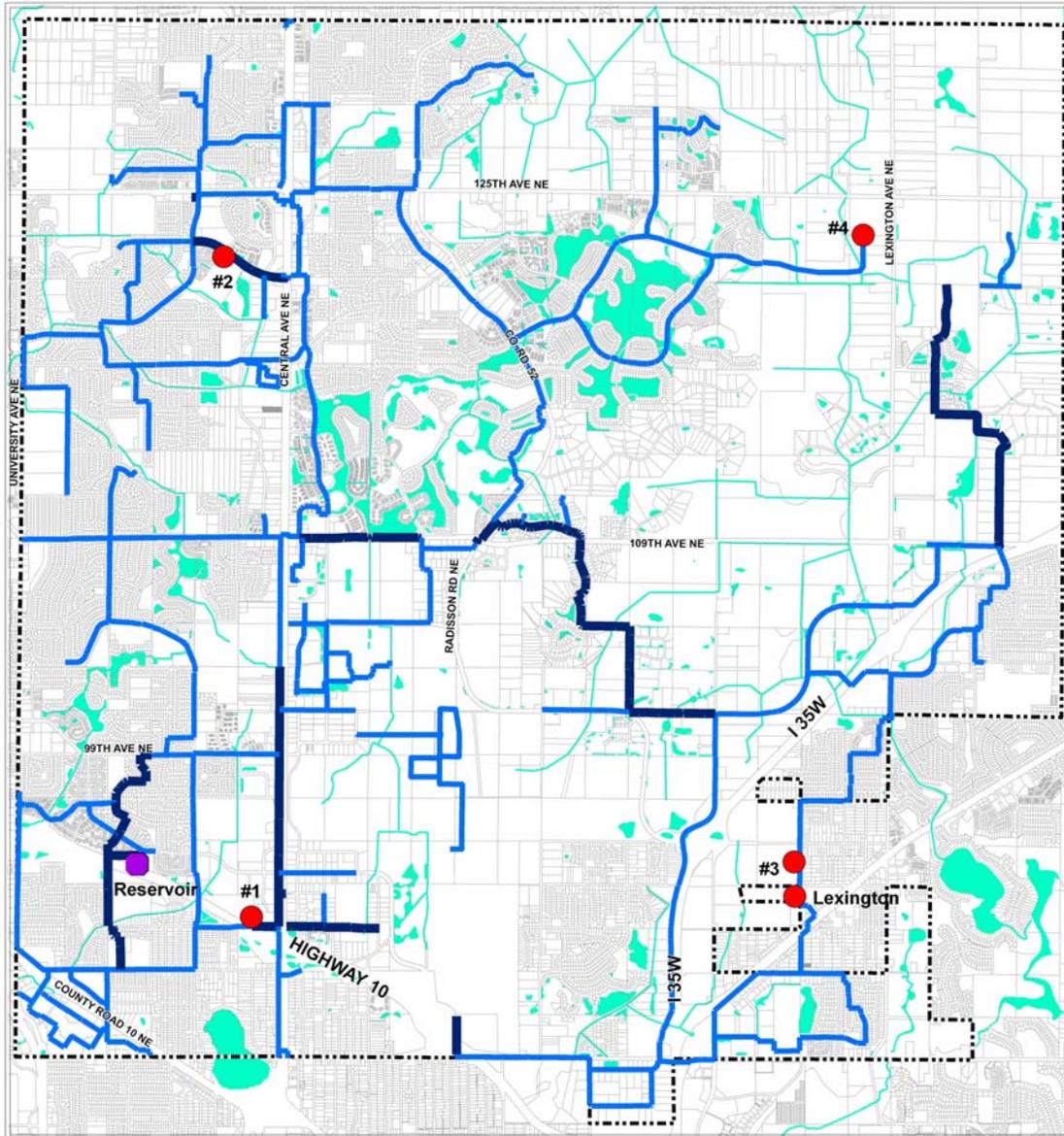
A 2007 Metropolitan Council study entitled *Water Supply Planning in the Twin Cities Metropolitan Area* ranked all metro area municipal water supply systems based on following criteria:

- Projected demands
- Availability and projected yield of aquifer resources
- Withdrawal limitations (impacts to natural resources or presence of contamination)

Each community was ranked based on these three criteria in order to identify communities with an excess of water resources, adequate water resources, or an uncertain supply of water resources. Blaine received an "uncertain" ranking based on the fact that the City had relatively high demand projections (compared to other nearby municipalities) and the fact there are possible withdrawal limitations that might restrict use of the aquifer in all parts of the City. While this "uncertain" ranking does not necessarily limit the growth of the water supply system, it indicates a need to consider issues of water adequacy in future planning efforts and plan for the best use of the available resources. To some extent, the City has already performed an analysis of potential aquifer yields and has worked to site future well locations based on areas thought to be most favorable. As the City expands its water supply system, future planning efforts may include coordinating growth of the water supply system with the DNR to ensure that impacts of pumping will not negatively impact any nearby natural resources or impact other water supply wells. To address these concerns, additional efforts may be required to monitor the impacts of the City's water supply system and collect data related to the sustainability of the groundwater resources.

While it appears the groundwater resources in the Blaine area are adequate for the near future, any additional efforts the City can undertake to ensure that growth of its water supply system is sustainable will help reduce uncertainty regarding the adequacy of groundwater resources in the future. Current efforts to address this uncertainty include the construction of 2 million gallons of additional water storage (to be completed in 2009) in northeast Blaine with the construction of Tower #4. This should be the final storage facility. In addition, interconnections are being created with the cities of Lexington, Coon Rapids, and Spring Lake Park.

FIGURE 10-1 – EXISTING WATER SYSTEM



Existing City Water System Map

2008 Comprehensive Plan Update
City of Blaine, Minnesota



- Reservoir
- Water Tower
- 1" to 8" Water Pipe
- 10" to 16" Water Pipe
- 18" to 24" Water Pipe
- Ditches or Streams
- City Boundary
- Open Water

Bonestroo

November 25, 2009

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EMERGENCY RESPONSE PROCEDURES

Blaine has prepared an Emergency Response Plan in accordance with the Safe Drinking Water Act, as modified by the Bioterrorism Preparedness and Response Act of 2002. These documents identify contacts for emergency situations, emergency response procedures, describe water sources and services areas, and provide procedures for augmenting water supplies in the event of an emergency.

The Water Supply Plan identifies triggers for implementing demand reduction procedures in the event of a water system emergency. Water use is rationed in accordance with water use priorities established by state statute. These triggers and water use priorities are regularly reviewed and adjusted as needed. Demand reduction measures are instituted by the City Manager.

WATER CONSERVATION PLAN

Water conservation programs are intended to reduce the demand for water, improve the efficiency in use and reduce loss and waste of water. Conserving water can be a cost-effective way to reduce the need to construct and operate additional water supply facilities.

Blaine's water conservation goals include the following:

- Reduce unaccounted for water use
- Reduce overall water use (residential and total per capita water use)
- Reduce peak day water usage

Blaine's Water Conservation Plan (contained in the Water Supply Plan) details each of the conservation goals and how Blaine compares to "benchmark" metrics for each of the goals. The conservation plan also details existing and proposed conservation programs. These programs include:

- Metering of water usage. All wells and customers in Blaine are metered, so that Blaine has an accurate account of water pumped and water sold.
- Water audits. Blaine compares water pumped to water sold, and estimates un-metered water use as needed (such as construction and hydrant flushing).
- Leak detection. Blaine conducts leak detection surveys.
- Conservation oriented water rates such as Blaine's increasing block rate.
- Regulation and enforcement of federal, state and local regulations such as: plumbing codes, rain sensors on irrigation systems, water efficient plumbing fixtures and watering restrictions. In addition to these programs, Blaine also requires new residential lawns to be constructed with at least 4 inches of topsoil to help reduce watering, and new lots to conform to overstory tree planting requirements.
- Education programs such as billing inserts, Consumer Confidence Reports, newspaper and community newsletter articles and information listed on the City website.

WATER IMPLEMENTATION

The 2030 design system consists of the following improvements:

- Additional water supply wells to meet future demands. The Water Supply Plan and the WSP contains a much more detailed analysis on the sustainability of the aquifer to sustain Blaine's current and projected demands.
- Tower #4 is being constructed and will become operational in 2009.
- Construction of an additional Treatment Plant. This will increase the percentage of treated water from the existing 70% to a higher value. This value will depend on future decisions by the City. This plant is currently proposed to be constructed at a smaller capacity, with the ability to be expanded in the future as more treatment becomes necessary.
- Additional trunk and lateral water distribution mains, added with development.

CAPITAL IMPROVEMENT PLAN

Blaine annually updates the trunk water system Capital Improvement Plan (CIP). The current CIP is included in Blaine's Water Supply Plan.

Costs for constructing, operating and maintaining Blaine's water system are recovered in a variety of ways. The charges are reviewed and updated regularly by the City. The following provides a brief overview of the various charge systems.

Developer Charges. Construction of the pipes within a development (the "lateral distribution system") is paid for by the developer. The cost of constructing the trunk water system (wells, storage, treatment and pipe oversizing) is split equitably between all of the developable properties. Blaine currently collects this trunk charge based on the area to be served (area charge) and by the number of connections (connection charge).

Water Rates. Operation and maintenance costs are recovered through the City's water user charge system.

PERFORMANCE MEASURES

The City regularly monitors its infrastructure systems to measure the effectiveness and efficiency of the services that are provided to its citizens. Some of the indicators used in monitoring and measuring Blaine's water supply, storage and distribution system are as follows:

- Water use (average and maximum day use for each service area)
- Water billing summaries (water use by customer type and top 10 users)
- Financial savings in trunk water system facilities that are attributed to the City's water conservation goals

Chapter 11 – Community Facilities

COMMUNITY FACILITIES GOALS

Goal 1

The City will continue to pursue the planning and development of a community center/senior center to provide adequate and fiscally responsible facility and program space. (also a Parks, Trails, and Recreation goal)

The City of Blaine offers a variety of public services to its residents, which are noted in Figure 11-1. The new City Hall was opened in 2002, providing a central location in the community for city services. The City Hall houses all city functions, except public works.

POLICE

The Blaine Police Department is part of City Hall and was constructed in 2002. Currently the police department consists of 54 licensed officers. The Police Department also employs two Crime Prevention Specialists, four Community Service Officers, and nine support staff.

FIRE

The City of Blaine is also served by three fire stations and shares its fire department with the cities of Mounds View and Spring Lake Park. A new Fire Station 3 on Ulysses Street was recently opened in 2006. The department responds to approximately 400 calls a year to attend to fire suppression, heavy rescue, water rescue, confined space, rapid intervention, hazardous material, disaster management, fire prevention, and any other events that may occur requiring their assistance.

PUBLIC SCHOOLS

The City of Blaine is part of three school districts. Northwest Blaine is located within the Anoka-Hennepin School District; south-central Blaine is located within the Spring Lake Park School District; and, southeast Blaine is located within the Centennial School District. Among the three districts, there are two senior high schools, two middle schools, and six elementary schools located within Blaine.

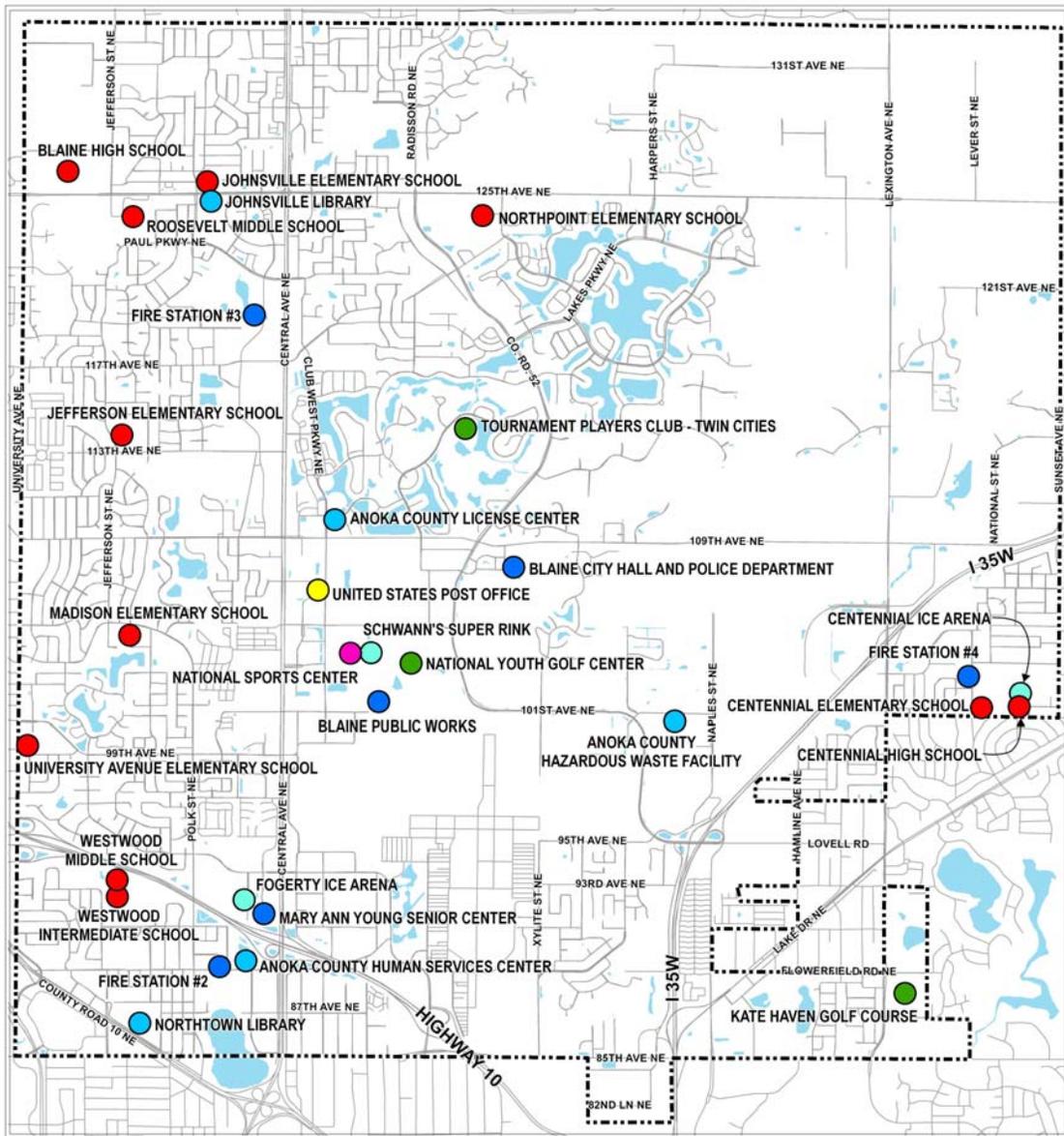
RECREATIONAL FACILITIES

The City of Blaine has several prominent recreational facilities that draw users from all over the metropolitan region, including three golf courses, in particular the TPC of the Twin Cities, three ice skating facilities with eleven sheets of ice, and the National Sports Center.

OTHER GOVERNMENT FACILITIES

Blaine includes a number of other government facilities that are an important resource to residents, such as two branches of the Anoka County Library, a county operated license center, a human services center, and a US Post Office.

FIGURE 11-1 – COMMUNITY FACILITIES



Community Facilities

2008 Comprehensive Plan Update
City of Blaine, Minnesota



- City Facility
- County Facility
- State Facility
- Golf Course
- Ice Arena
- School
- Post Office
- City Boundary
- Open Water



December 16, 2008

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Revised System Statement City of Blaine

Following the January 2004 adoption of the 2030 *Regional Development Framework*, and the more recent adoptions of the *Transportation Policy Plan*, the *Water Resources Management Policy Plan*, and the *Regional Parks Policy Plan*, the Metropolitan Council is issuing system statements pursuant to state statute.

Receipt of this system statement and the metropolitan system plans triggers communities' obligations to review and, as necessary, amend their comprehensive plans within the next three years. The complete text of the 2030 *Regional Development Framework* as well as complete copies of the recently adopted metropolitan system plans are available for viewing and downloading at <http://www.metrocouncil.org/planning/framework/timeline.htm>. Paper copies are available by calling the Council's Data Center at 651-602-1140.

Metropolitan system plans are long-range comprehensive plans for the regional systems-- transportation and airports, wastewater services, and parks and open space, along with the capital budgets for metropolitan wastewater service, transportation and regional recreation open space. System statements explain the implications of metropolitan system plans for each individual community in the metropolitan area. They are intended to help communities prepare or update their comprehensive plan, as required by the Metropolitan Land Planning Act:

Within three years following the receipt of the metropolitan system statement, every local governmental unit shall have prepared a comprehensive plan in accordance with sections 462.355, subdivision 4, 473.175, and 473.851 to 473.871 and the applicable planning statute and shall have submitted the plan to the Metropolitan Council for review pursuant to section 473.175.

Local comprehensive plans will be reviewed by the Council for conformance with metropolitan system plans, consistency with Council policies and compatibility with adjacent and affected governmental units.

The system statement includes forecasts at densities that assure regional growth is achieved consistent with adopted policies. These forecasted densities help ensure regional services and costly regional infrastructure can be provided as efficiently as possible, and that development and growth within the metropolitan area occur in a coordinated manner. The system statement also contains an overview of the transportation and aviation, transit, wastewater, and regional parks system plan updates, and system changes affecting each community.

Forecasts.

The following forecasts are part of the 2030 *Regional Development Framework* (adopted January 14, 2004 and updated on August 24, 2005). They are used by the Council to plan for its regional systems. Communities should base their planning work on these forecasts. However, given the nature of long-range forecasting, the Council will maintain an on-

going dialogue with communities to consider any changes in growth trends or community expectations about growth that may have an impact on regional systems.

Forecast of population, households and employment:

	1990	2000	Revised Development Framework		
			2010	2020	2030
Population	38,975	45,014	64,800	76,100	78,000
Households	12,825	15,926	24,000	29,300	31,200
Employment	11,751	16,962	20,870	22,440	23,950

The Council forecasts growth at appropriate densities for communities in order to protect the efficiency of wastewater, transportation and other regional system investments, and to help ensure the metropolitan area can accommodate its projected growth by the year 2030.

Growth management.

The Regional Development Framework sets an overall minimum residential density standard of 3 to 5 units per acre in developed and developing areas where urban service is located or planned. The average minimum standard of 3 units per is important to the efficient use of regional systems, including wastewater system investments. Communities that significantly over-utilize or under-utilize regional systems can cause inefficiencies in the use of regional resources. Additionally, achieving housing at these density levels may help communities meet their obligations under the Metropolitan Land Planning Act to plan for and address their housing needs.

Geographic planning area.

The city of Blaine is designated as a “developing community” geographic planning area in the *2030 Regional Development Framework*. Geographic planning areas are shown on the 2030 Planning Area map. The planning area sets overall densities that planned development patterns in your community can be expected to achieve. If there are discrepancies between the 2030 Framework Planning Area map, and the metropolitan systems plans because of adjustments that occurred subsequent to the adoption of the *2030 Regional Development Framework* document, communities should follow the specific guidance contained in the system statement.

As Blaine plans for current and future residents, it should focus on protecting natural resources, ensuring sufficient public infrastructure, and developing transition strategies to increase density and encourage infill development. Developing communities are also encouraged to preserve areas for post-2030 growth, where appropriate.

Specific strategies for developing communities are found on page 28 of the *2030 Regional Development Framework*.

System statement review process.

If your community disagrees with elements of this system statement, or has any questions about this system statement, we urge you to contact your sector representative, Ann Braden, 651 602-1705, to review and discuss potential issues or concerns.

The Council and local units and districts have historically resolved questions about forecasts and other components of the system statement through discussions.

Request for hearing.

If a local governmental unit or school district and the Council are unable to resolve disagreements over the content of a system statement, the unit or district may by resolution request that a hearing be conducted by the Council's Land Use Advisory Committee or by the state Office of Administrative Hearings for the purpose of considering amendments to the system statement. According to Minnesota Statutes section 473.857, the request shall be made by the local unit or district within 60 days after receipt of the system statement. If no request for a hearing is received by the Council within 60 days, the statement becomes final.

System statement issue date:

The official date of the issuance of this system statement is September 12, 2005.

Transportation System Statement-- Blaine

Key Changes in the Plan

The revised *Transportation Policy Plan* adopted by the Metropolitan Council in December 2004, is the metropolitan system plan for airports and transportation with which local comprehensive plans must conform. This system statement summarizes significant elements of the metropolitan system plan and highlights those elements that apply specifically to your community. In addition to reviewing this system statement, your community should consult the entire *Transportation Policy Plan*, the *2030 Regional Development Framework* and other pertinent regional planning and policy documents, including the *Aviation Policy Plan*, to ensure your community's local comprehensive plan and plan amendments conform to the metropolitan system plans. A PDF file of the entire revised *Transportation Policy Plan*, the *2030 Regional Development Framework*, the *Local Planning Handbook* and other regional planning and policy documents of the Metropolitan Council are available online at the Metropolitan Council's Web site: <http://www.metrocouncil.org/planning/framework/timeline.htm>. The *Aviation Policy Plan*, adopted in 1996, is not available electronically, but a copy can be obtained by contacting the Metropolitan Council's Data Center at 651-602-1140.

The revised *Transportation Policy Plan* incorporates the following changes:

- The planning period has been extended from 2025 to 2030
- No significant increase in the level of transportation funding was assumed.
- The expenditures shown in the *Transportation Policy Plan* must be constrained by the level of funding that is anticipated. However, the revised plan also examined two alternative scenarios – what could be built if highway revenues were increased by 30% over the next 25 years, and what it would cost to provide enough additional capacity to hold congestion to the 1998 levels.
- The highway expansion projects shown in the plan have changed little since the 2001 plan, due to this lack of additional resources. (See Fig 4-11 for highway expansion proposals.) Metropolitan Highway System Plan investment priorities no longer contain the “Improvements” category. Most improvement corridors are now designated “Management” corridors.
- The new investment timing provisions are contained in the Plan. Table 4-11 contains projects in Mn/DOT's Highway Work Plan (scheduled in 2009-2013) construction, reconstruction, and bridge replacement greater \$10 million. Table 4-12 contains Regional Priority Project to move into the 10-Year Highway Work Plan, if there are resources available in the 2005-2009 time period.
- Funds have also been allocated to obtain right of way for new crossings of the Mississippi River between NW Hennepin and Anoka Counties and of the Minnesota River in the vicinity of Chaska. Construction dollars for these projects are not foreseen before 2030.
- Chapter 5 contains new policies and procedures on managing the scope, cost and revenue sources of projects to insure that sufficient resources are available to implement the region's transportation priorities as shown in this plan. This includes procedures to manage the use of

Federal High Priority Project (HPP) funds and matching funds for these federal dollars. The Council and Mn/DOT will monitor scope and costs to ensure major projects continue to meet regional objectives in a cost effective manner.

- The plan envisions significant improvements in the bus system, including new express bus routes, arterial corridor enhancements, suburb-to-suburb service, transit stations, park-and-ride lots and other features. The goal is to increase transit ridership 50 percent by 2020 and double it by 2030.
- The plan proposes additional express commuter bus corridors as well as enhancement and expansion of existing bus service in freeway corridors. Within each corridor, express bus routes will be supported by park-and-ride facilities, circulator networks, and “transit advantages.”
- The plan includes construction of five new “transitways” on dedicated rights-of-way by 2020 to help slow the growth in traffic congestion and improve mobility, and three additional transitways by 2030. Unlike the 2001 plan, the technology for each corridor was not identified in the Plan; rather the most appropriate and cost-effective mode for any given corridor is best determined after extensive study of the individual corridor. Figure 4-2 (attached) shows the 2030 Transitway System and Express Commuter Bus System.
- The plan now includes detailed information on the facilities needed for transit passengers, such as stations and park and ride lots, as well as facilities needed to support the transit system, such as garages and bus layover sites (Figures 4-5 and 4-6). Communities should plan for development and redevelopment around stations and park-and-ride lots.
- Policy 18 (previously policy 17) on transportation and land use elements in local comprehensive plans was rewritten and more detail provided in some strategies as to what the Council expects in local comprehensive plans.
- The TPP now includes references to the regional aviation system as defined in the *Aviation Policy Plan*. The 1996 Aviation Policy Plan remains in effect with the exception of the *Land Use Compatibility Guidelines for Aircraft Noise*. These guidelines have been updated and included in the TPP as Appendix H.

System Plan Considerations Affecting Your Community

1. Metropolitan Highways

Metropolitan highways and regional highway investment priorities for 2030 are shown in Figure 4-11. The TPP does not show any expansion plans for the metropolitan highways located within the city of Blaine, between 2009-2030, but construction of an interchange at TH 242 & TH 65 is planned in the near term..

2. Transit Routes and Facilities

Blaine is within the Metropolitan Transit Taxing District. Portions of Blaine are within Market Areas II and III. Service options for Market Area II include regular-route locals, all-day expresses, small vehicle circulators, special needs paratransit (ADA, seniors), and ridesharing. Service options for Market Area III include peak-only express, small vehicle circulators, midday circulators, special needs paratransit (ADA, seniors), and ridesharing.

Blaine should identify existing transit service (available on the Council's website) and desired future transit service options consistent with the Transportation Policy Plan's transit system service areas (Table 4-1 and Appendix M). General public dial-a-ride service is provided by Anoka County Traveler and Anoka County Volunteer.

Blaine should list transit corridors (express commuter bus corridors and dedicated right-of-way corridors) and identify opportunities to promote higher density initiatives along dedicated transit corridors (see Figure 4-2).

Blaine should identify existing transit passenger and support facilities and future improvements to and expansion of these facilities. Passenger and support facilities include shelters, transit centers, stations, and park-and-ride lots. Existing park-and-ride lots are located at Northtown and 95th Avenue NE & I-35W. An expansion of the lot at 95th Avenue NE & I-35W is programmed. Demand for future park-and-ride spaces was identified in the *Park-and-Ride Facility Site Location Plan* (www.metrocouncil.org/parkridefacilitysitelocation/plan.htm) in the areas of 95th Avenue NE & I-35W and Highway 65 & Highway 242.

3. Aviation Plan and Facilities

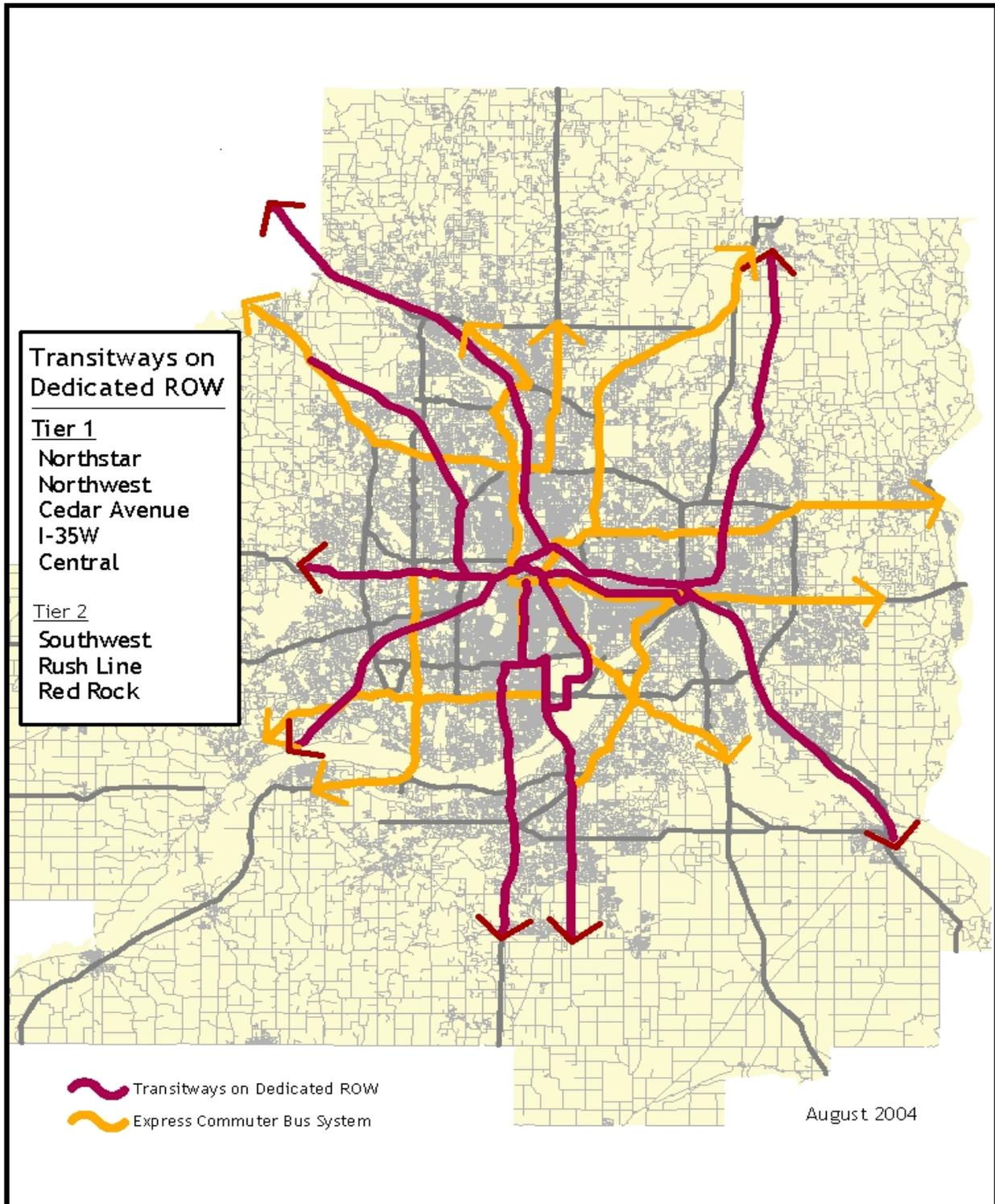
The TPP/APP includes policies and text on protection of the region's airspace resources. The airspace policy states that both Federal Aviation administration (FAA) and MnDOT Aeronautics safety standards must be a major consideration in the planning, design, maintenance and operation of air transportation facilities and services. Each community has a responsibility to include airspace protection in its comprehensive plan. The protection is for potential hazards to air navigation including electronic interference. Airspace protection should be included in local codes/ordinances to control height of structures, especially when conditional use permits would apply. The comprehensive plan should include policy/text on **notification to the FAA** as defined under code of federal regulations CFR - Part 77, using the FAA Form 7460-1 "Notice of Proposed Construction or Alteration". Instructions can be found at www.faa.gov/arp/ace/part77.cfm.

The City is within the Influence Area of the Anoka County-Blaine Airport. Therefore, it is affected by planning considerations potentially involving the following items: airport zoning, environmental mitigation, airport development and economic impacts, ground access needs, infrastructure requirements and general land use compatibility. The airport is owned and operated by the Metropolitan Airports Commission (MAC), in partnership with Anoka County, City of Blaine and a private developer. The MAC is responsible for preparing/maintaining a long-term comprehensive plan (LTCP) for the facility and development implementation. The Anoka County - Blaine Airport functions as a general aviation reliever for MSP International Airport, and will continue its regional system role as a "Minor" airport. MSP is defined as the region's "Major" airport and is expected to fulfill that role for many years to come. A proposed MSP 2020 development plan is being examined and the city should monitor that planning process for potential implications it may have on the Anoka County - Blaine airport communities.

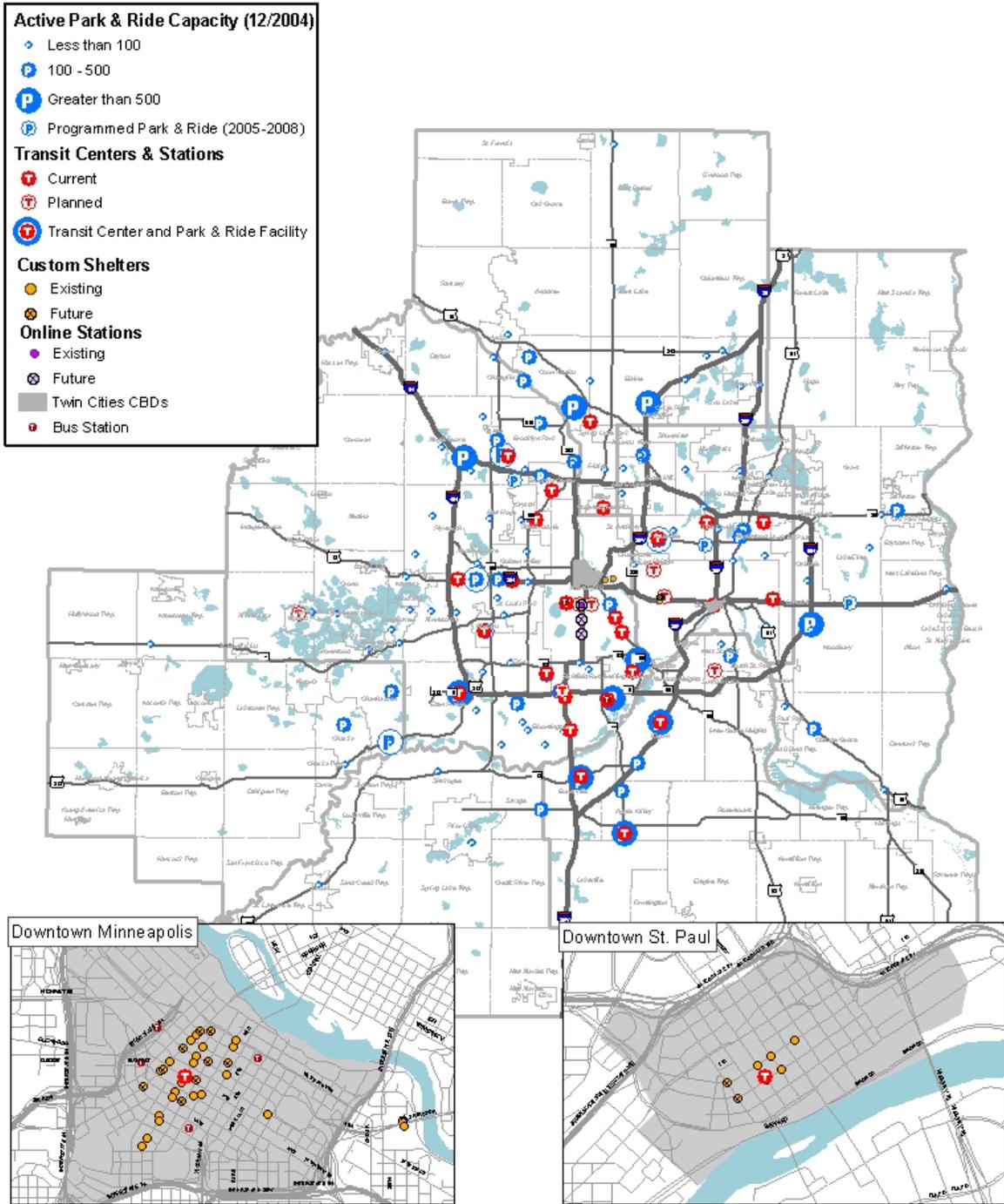
The TPP/APP identifies the region-wide need for additional runway and hangar area improvements for traditional general aviation users, and the new light sport aircraft and very light jets that will soon be joining the aircraft fleet. Some of that growth is expected to use the Anoka County - Blaine Airport; projects associated with this demand should be reflected in future capital improvement programs. The airport's airspace must be protected from potential obstructions and electronic interference to aircraft operations by meeting state requirements. These include formation of a joint airport/community zoning board, defining an airport zoning district, and implementing an airport zoning ordinance including land use safety zoning. This effort still needs to be put in place by Anoka Airport communities. In preparing an ordinance the city should review the recent changes to MnDOT Rules Chapter 8800.

The Council approved the Anoka Airport 2020 long-term comprehensive plan in 1998. The plan includes a proposed east/west runway extension, provision of a precision instrument landing system on the extended runway, and several new hangar building areas. The public/private partnership will fund the approved development program. The MAC is currently evaluating airport parcels for potential new [non-aeronautical] revenue opportunities. In addition, the MAC has a task force reviewing their reliever airports, examining such issues as a revenue funding plan, use of outside management, and ability to close and/or sell airports. The city should be involved in those discussions. Regional policy calls for all airports to be connected to central sewer service when it is available. Much of the airport is already connected and it is expected that water and sewer service will be extended to the new NW building area. It is also expected that, after most of the currently proposed development is in place, the MAC will update the overall airport comprehensive plan and ALP to a new 10 year planning horizon. The city should participate in that process to ensure local input to the aviation planning process.

Figure 4-2
2030 Transitway Corridors



**Figure 4-5
Transit Passenger Facilities**



**Figure 4-6
Transit Support Facilities**

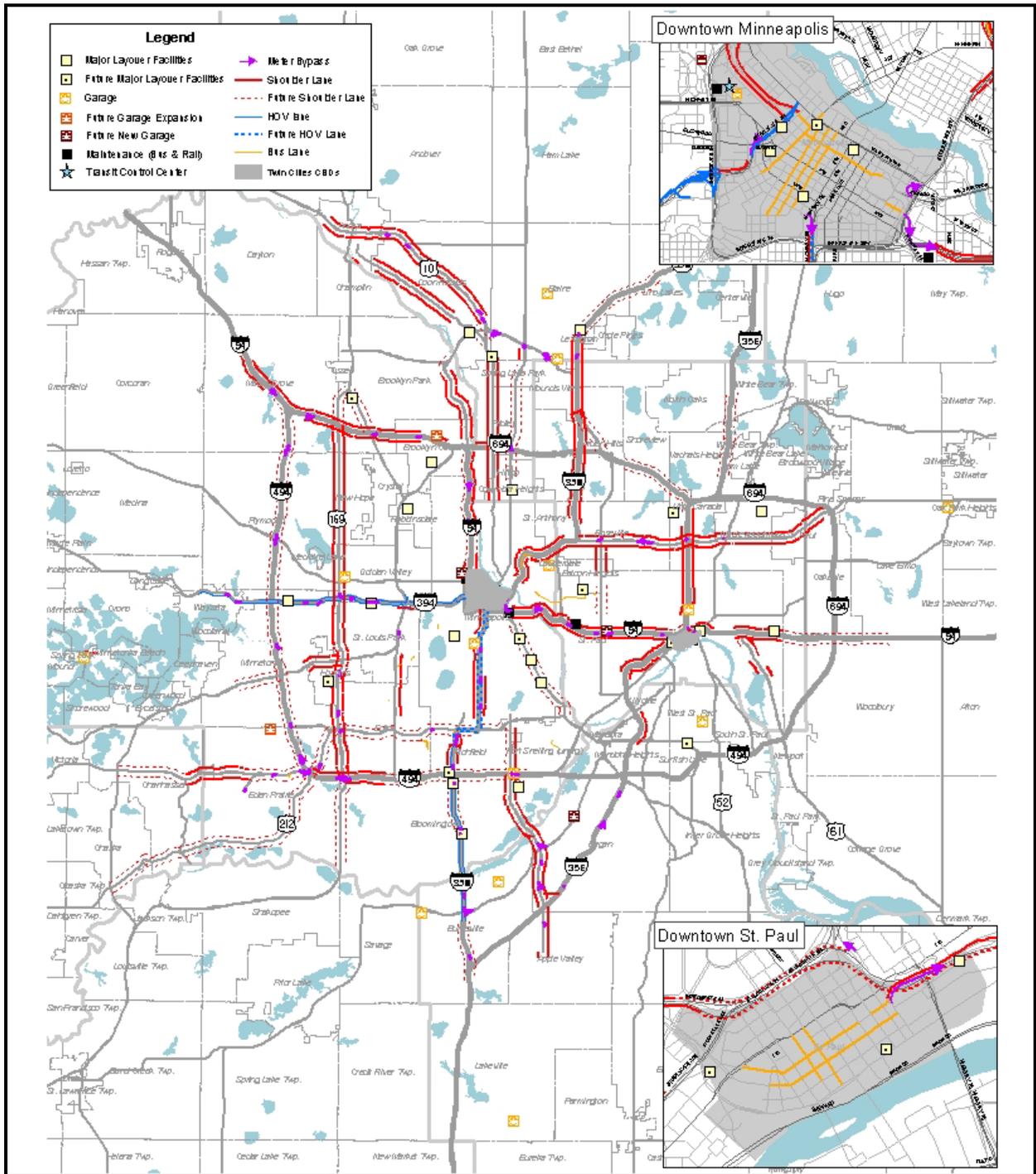


Figure 4-11
2030 Constrained Metropolitan Highway System Plan Investment Priorities



Appendix M. Regional Transit Standards

Transit Market Areas

While several factors influence the propensity to use transit, the primary predictors of transit productivity are density of origination and destination. There are four categories of transit markets in the metropolitan area. Transit markets in the Twin Cities are identified using four primary criteria: 1) population density, 2) employment concentration and job density, 3) trip volumes and patterns, and 4) transit dependent segments of the population. Different types and levels of transit services should be used for each transit market area.

The region has four distinct market areas. Transit Market Area I has the highest density of population and employment, and is able to effectively support frequent regular route transit service. Because this is the most productive transit service area in the region, it should also be the area that receives a prioritized investment of transit resources.

Transit Market Area	Area Characteristics
Area I	Population Density = 15 or more persons/acre (or) Job Density = 50 or more jobs/acre <u>and</u> 10,000 more contiguous jobs
Area II	Population Density = 9 to 14.9 persons/acre augmented by contiguous High Transit Dependency areas
Area III	Population Density = 5 to 8.9 persons/acre (excluding isolated pockets) augmented by: (a) Contiguous areas with Job Density = 10 to 49 jobs/acre <u>and</u> 3,000 or more contiguous jobs Or (b) Contiguous areas with Major Travel destinations: 50 or more non-home bound trips/acre
Area IV	Population Density less than 5 persons/acre
Pockets	Areas meeting at least one of the following: 1. Population Density = more than 5 persons/acre (isolated pockets only) 2. Job Density = 10 to 49 jobs/acre <u>and</u> 3,000 or more contiguous jobs (isolated pockets only) 3. Major Travel destinations: 50 or more non-home bound trips/acre (isolated pockets only) 4. High Transit Dependency areas (isolated pockets only)

Transit Market Area II has high to moderate population and employment densities yielding a market area that is conducive to regular route operations and also other forms of transit service delivery.

The lower population and employment densities of Transit Market Areas III, IV, and Pocket areas increase the complexity and challenge of matching transit service to transit need. Due to the lower concentrated demand, it becomes more difficult to provide efficient transit service at reasonable costs in these areas. In the longer term to meet transit needs in suburban and rural settings, we need to promote the right type of land use and development densities that can sustain transit operations.

Transit Markets/Service Options

The table below identifies transit strategies that appear to be most appropriate for the different transit markets that are in the metropolitan area. The service delivery strategies presented are only illustrative and not exhaustive. Detailed analysis of specific communities within the metropolitan area may generate other creative means of delivering effective transit services.

Transit Market Area	Suggested Service Type	Suggested Service Characteristics
Area I	Primary emphasis on big bus/regular route service complemented by paratransit service. Downtown area circulators possible.	<i>Orientation</i> – Focus on both CBD’s <i>Availability</i> – Up to 24 hours/day and 7 days/week <i>Access</i> – Route spacing (.25 – .50 miles) with 8-10 bus stops per mile <i>Frequency</i> – Generally 5 – 15 minutes
Area II	Primary emphasis on big bus/regular route service complemented by paratransit service. Neighborhood circulators should tie in with limited stop regular route service.	<i>Orientation</i> – Link CBD’s/suburban transit stations and centers <i>Availability</i> – Up to 20 hours/day and 7 days/week <i>Access</i> – Route spacing (0.5 – 1.0 miles) with 6-10 stops per mile <i>Frequency</i> – Generally 15 – 30 minutes
Area III	A mix of big and small bus/regular route and community circulator service complemented by paratransit service. Community circulators should tie into regular route regional service at a transfer point.	<i>Orientation</i> – Link CBD’s/suburban transit stations and centers <i>Availability</i> – Up to 18 hours/day and Up to 7 days/week <i>Access</i> – Route spacing (0.5 – 1.5 miles) with 6-10 stops per mile <i>Frequency</i> – Generally 30 – 60 minutes
Area IV	Primary emphasis on: 1) small bus/dial-a-ride service providing county or rural circulation, and 2) community bus service tied to major park-and-ride facilities to create travel volumes.	<i>Orientation</i> – Suburb to suburb and central cities <i>Availability</i> – Peak-period express and midday circulators; weekday only <i>Access</i> – Express routes tied to major park-and-rides/circulators link to transit stations and centers <i>Frequency</i> – Advance registration for dial-a-ride services
Pockets	Primary emphasis on 1) small bus service providing community local or dial-a-ride circulation, and 2) commuter bus service may have localized service in addition to linking with major park-and-ride facilities to create travel volumes.	<i>Orientation</i> – Localized <i>Availability</i> – Varies by pocket; primarily weekday service <i>Access</i> – Door-to-door or modified circulation; express routes primarily tied to park-and-ride facilities <i>Frequency</i> – Up to 2 hours for circulator services. Advance registration for dial-a-ride

Transit Service Design Standards

A consistent set of transit service design standards ensures regional coordination and consistency. Regional design standards are custom-tailored for each transit market area.

Area I	Area II	Area III	Area IV	Pockets
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Transit Service Options

Regular Route

Services Considered:

Express	Yes	Yes	Yes	Yes	Yes
Radial	Yes	Yes	Yes	No	No
Crosstown	Yes	Yes	Yes	No	No
Circulator	Downtown	Neighborhood	Community	Specific	Specific
Limited Stop	Yes	Yes	Yes	No	Specific

Paratransit

General Public	No	No	Specific	Yes	Yes
Metro Mobility	Yes	Yes	Yes	No	Specific

Service Span

Regular Route

*Days and Times of Service:**

General Availability	Up to 24 hours	Up to 20 hours	Up to 18 hours	Up to 14 hours	Up to 14 hours
Express	Pk/Day/Nt/Wkend	Peak/Specific	Peak/Specific	Peak Only	Peak Only
Radial	Pk/Day/Nt/Wkend	Pk/Day/Nt/Wkend	Pk/Day/Nt/Specific	N/A	N/A
Crosstown/Circulator	Pk/Day/Nt/Wkend	Pk/Day/Nt/Wkend	Pk/Day/Specific	Specific	Specific
Limited Stop	Peak/Specific	Peak/Specific	Peak/Specific	N/A	N/A

Paratransit

General Public	N/A	N/A	Specific	Pk/Day/Specific	Pk/Day/Specific
Metro Mobility	Pk/Day/Nt/Wkend	Pk/Day/Nt/Wkend	Pk/Day/Nt/Wkend	Specific	Specific

Service Levels

Regular Route

*(Minimum Frequency for New/Existing Routes: *+)*

Express	15" Peak/60" Day	3 Pk Trips/60" Day	3 Pk Trips/Specific	2 Peak Trips	2 Peak Trips
Radial	15" Day/30" Night	30" Day/60" Night	60" Day/Specific	N/A	N/A
Crosstown/Circulator	30" Day/60" Night	30" Day/60" Night	60" Day/Specific	60" Day/Specific	60" Day/Specific
Limited Stop	Specific	Specific	Specific	N/A	Specific

Paratransit

General Public	N/A	N/A	Specific	Specific	Specific
Metro Mobility	Specific	Specific	Specific	Specific	Specific

* Minimum service levels must be justified; with loading standards/connectivity dictating frequency above minimum.

+ In services with 15 minute or less frequency, clocked headways (or consistent departure times) shall be emphasized.

	Area I	Area II	Area III	Area IV	Pockets
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Route Spacing

Regular Route

Acceptable Range:

Express	Specific	Specific	Specific	Specific	Specific
Radial	.25-.50 Miles	.50-1.0 Miles	.50-1.5 Miles	N/A	N/A
Crosstown/Circulator	.50-1.0 Miles	1.0-2.0 Miles	Specific	N/A	Specific
Limited Stop	Specific	Specific	Specific	N/A	N/A

Paratransit

General Public	N/A	N/A	N/A	N/A	N/A
Metro Mobility	N/A	N/A	N/A	N/A	N/A

Bus Stop Spacing

Relates to local pick-up portion of the route

Regular Route

Maximum Allowable:*

Express	8 per Mile	8 per Mile	8 per Mile	P&R or 8 per Mile	P&R or 8 per Mile
Radial	8 per Mile	8 per Mile	8 per Mile	N/A	N/A
Crosstown/Circulator	8 per Mile	8 per Mile	8 per Mile	N/A	8 per Mile
Limited Stop	Specific	Specific	Specific	N/A	N/A

Paratransit

General Public	N/A	N/A	N/A	N/A	N/A
Metro Mobility	N/A	N/A	N/A	N/A	N/A

* An allowable exception to standards may be CBD's and major traffic generators.

Bus Stop Siting

<i>Regular Route</i>	Near side stops are preferred in most areas. In CBD's and other high commercial density areas, where traffic movements are major impediments to smooth bus operations, far-side/mid-block stops are generally preferred. Individual stop sites must be evaluated for: 1) traffic conditions in area (i.e., right turns, merging, etc.); 2) curb availability (see stop dimensions table below); and 3) general suitability for stop (i.e., curb cuts, ADA considerations, obstructions, etc.).
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Bus Stop Dimensions+

	Mixed Use Stop	Small Bus Only Stop
Near-side Stop	100 ft.	75 ft.
<i>Far-side Stop</i>	120 ft.	90 ft.
<i>Mid-Block Stop</i>	150 ft.	110 ft.

+ Bus stops which have multiple buses stopping at the same time require more space.

Passenger Waiting Shelter Warrant

	Central Cities	All Other Areas
Regular Route	≥40 peak hour boardings	≥25 peak hour boardings

	Area I	Area II	Area III	Area IV	Pockets
--	--------	---------	----------	---------	---------

Branch Warrant Route productivity measured as passengers per revenue hour for express and pass. Per revenue mile

Regular Route Minimum Requirement:

Express	Specific	15 PPRH & 30"	15 PPRH & 30"	15 PPRH & 30"	15 PPRH & 30"
Radial	1.5 rte. prod. & 30"	1.0 rte. prod. & 30"	0.5 rte. prod. & 60"	N/A	N/A
Crosstown/Circulator	1.5 rte. Prod. & 30"	1.0 rte. prod. & 30"	0.5 rte. prod. & 60"	N/A	N/A
Limited Stop	30" Peak Frequency	15 PPRH & 30"	15 PPRH & 30"	N/A	15 PPRH & 30"

Paratransit

General Public	N/A	N/A	N/A	N/A	N/A
Metro Mobility	N/A	N/A	N/A	N/A	N/A

Directness Express service is measured from beginning of route and compared with average auto travel time (including 10 min. remote parking time). Local service is measured using passenger boardings per mile operated.

Regular Route Minimum Requirement:

Express	1.35 Avg Auto Time*	1.35 Avg Auto Time*	1.35 Avg Auto Time*	1.25 Avg Auto Time*	1.35 Avg Auto Time*
Radial	1.0 route product. +	1.0 route product. +	0.5 route product. +	N/A	N/A
Crosstown/Circulator	1.0 route product. +	1.0 route product. +	0.5 route product. +	N/A	N/A
Limited Stop	1.0 route product. +	1.0 route product. +	0.5 route product. +	N/A	N/A

* Avg. auto time includes assumption of 10 minute remote parking related time.

+ Increase in trip rides must be greater than thru rides inconvenienced (i.e.: new rides > thru rides). If deviation is more than 3 minutes, new trip rides must exceed extra time for thru riders (i.e., new rides > (thru riders X extra time)).

Paratransit

General Public	N/A	N/A	N/A	N/A	N/A
Metro Mobility	N/A	N/A	N/A	N/A	N/A

Network Transfer Connectivity

Regular Route *New Route Design Consideration: (includes peak and midday service only)*

Express	3-15" w/ all others	Specific	Specific	3-10" at hubs & P&R	3-10" at hubs & P&R
Radial	3-15" w/ all others	3-10" at hubs	3-10" at hubs	N/A	N/A
Crosstown/Circulator	3-15" w/ all others	3-10" at hubs	3-10" at hubs	3-10" at hubs	3-10" at hubs & P&R
Limited Stop	Specific	Specific	3-10" at hubs & P&R	N/A	3-10" at hubs & P&R

Paratransit

General Public	N/A	N/A	3-10" at hubs	3-10" at hubs	3-10" at hubs
Metro Mobility	N/A	N/A	N/A	N/A	N/A

Area I	Area II	Area III	Area IV	Pockets
--------	---------	----------	---------	---------

Customer “Peak Period” Load Guidelines

Guidelines are based on maximum load point of route and would be somewhat more flexible on fringe of peak period.

Regular Route

Minimum and Maximum Targets on a Consistent Basis:*

Express	70-100% of Seat Cap.				
Radial	85-125% of Seat Cap.	85-125% of Seat Cap.	N/A	N/A	N/A
Crosstown/Circulator	75-115% of Seat Cap.	50-100% of Seat Cap.	N/A	N/A	N/A
Limited Stop	80-110% of Seat Cap.	80-110% of Seat Cap.	N/A	N/A	N/A

* Maximum customer load average over 15 minute period.

Paratransit

General Public	N/A	N/A	N/A	N/A	N/A
Metro Mobility	N/A	N/A	N/A	N/A	N/A

Customer “Off-Peak” Load Guidelines

Guidelines are based on maximum load point of route.

Regular Route

Minimum and Maximum Targets on a Consistent Basis:+

Express	65-100% of Seat Cap.	60-100% of Seat Cap.	50-100% of Seat Cap.	50-100% of Seat Cap.	50-100% of Seat Cap.
Radial	60-100% of Seat Cap.	60-100% of Seat Cap.	N/A	N/A	N/A
Crosstown/Circulator	50-100% of Seat Cap.	50-100% of Seat Cap.	N/A	N/A	N/A
Limited Stop	65-100% of Seat Cap.	60-100% of Seat Cap.	50-100% of Seat Cap.	50-100% of Seat Cap.	50-100% of Seat Cap.

+ Maximum customer load average over 30 minute period.

Paratransit

General Public	N/A	N/A	N/A	N/A	N/A
Metro Mobility	N/A	N/A	N/A	N/A	N/A

Transit Performance Standards

The primary performance standards to measure service are Subsidy per Passenger and Passengers per In-Service Hour. Performance standards are used to evaluate the relative productivity and efficiency of the services provided. To be responsible and dynamic, a transit system must consistently measure and adjust service in unproductive routes and address insufficient service in productive areas. The use of two regional performance standards provides better insight into the operational and financial performance of individual routes and services.

Subsidy per Passenger

Subsidy or net cost is the difference between the total cost of providing service offset by revenue from passenger fares. Subsidy per passenger represents the net cost divided by the number of passengers using the service. This standard identifies services that are not operating within efficiency ranges and focuses corrective actions for those services. Subsidy thresholds are determined by calculating the non-weighted subsidy per passenger average within each service classification plus fixed percentage deviations from that average.

Threshold No.	Level of Subsidy per Passenger Performance	Monitoring Goal	Possible Action
1	20 to 35% over peer average	For Quick Review	Minor Modifications
2	36 to 60% over peer average	For Intense Review	Major Changes
3	More than 60% over peer average	For Significant Change	Restructure/Eliminate

Passengers per In-Service Hour

The passenger per in-service hour standard establishes a minimum threshold of performance for light rail transit, big bus fixed route service, small bus fixed route service and paratransit operations. Passengers per in-service hour represents the total passengers carried divided by the in-service time. This measure is most often calculated at the route level, but can also be measured less rigidly at a trip level.

Type of Service	Average Passengers per In-Service Hour	Minimum Passengers per In-Service Hour
Light Rail Transit	≥ 70	≥ 50
Big Bus Fixed Route – All Day	≥ 20	≥ 15
Big Bus Fixed Route – Peak Only	≥ 20	N/A
Small Bus Fixed Route	≥ 9	≥ 5
Small Bus Non-Fixed Route	≥ 3	≥ 2
Other/Rideshare/Shared Ride Taxi	≤ 2	N/A

**Table 4-11
MnDOT Highway Work Plan, 2009-2013
Major Construction, Reconstruction and Bridge Replacement Greater Than \$10 Million**

Highway	Project Description	Program	Construction Fiscal Year	Project Cost Estimates				Total Project Cost (\$000)
				Design Estimate (\$000)	R/W Estimate (\$000)	Year-of-Construction Estimate (\$000)	Construction Engineering Estimate (\$000)	
35E	I-94 to Maryland Ave. in St. Paul, grading, surfacing, brs., etc., including Cayuga Br. and Phalen Blvd. connection	MC	2010	7,687	Limited	76,755	6,140	90,571
35W	At Lake St. in Minneapolis, reconstruct interchange (Ph. 1)	MC	2009	1,160	Continuous/ Major	11,600	928	13,688
35W	At Lake St. in Minneapolis, reconstruct interchange (Ph. 2)	MC	2010	1,785	Continuous/ Major	17,850	1,428	21,063
36	At Lexington Ave. in Roseville, replace Br. 5723 and reconstruct interchange	MC	2009	1,380	Limited	13,804	1,104	16,289
100	36 th St. to Cedar Lake Rd. in St. Louis Park, grading, surfacing, Brs., etc. for 6-lane freeway	MC	2011	6,150	Continuous/ Major	61,500	4,920	72,570
169	Near CSAH 6 in Belle Plaine, grading, surfacing, Br., etc. for new interchange	MC	2010	1,904	Limited	19,040	1,523	22,467
694	E of I35W in Arden Hills to E of Lexington Ave. in Shoreview, grading, surfacing, Brs., etc. to add third lane and correct weave at TH 10/51	MC	2012	6,960	Minimal/ Spot	69,596	5,568	82,123
TOTALS				27,015		270,145	21,611	318,771

Table 4-12
Regional Priority Projects to Move into
10-Year Highway Work Plan, 2005-2009

Highway	Project Description
I-35E	TH 110 to TH 5, add one through lane
I-494	TH 55 to I-94, add one through lane
TH 610	CSAH 81 to I-94, Complete four-lane freeway
Total: \$ 300 million	

Revised Wastewater System Statement -- *Blaine*

Key Changes in the Plan

The revised *Water Resources Management Policy Plan*, adopted by the Metropolitan Council in March 2005, is the metropolitan system plan for metropolitan wastewater services with which local comprehensive plans must conform. This system statement summarizes significant elements of the metropolitan system plan and highlights those elements that apply specifically to your community. In addition to reviewing this system statement, your community should consult the entire *Water Resources Management Policy Plan*, the *2030 Regional Development Framework* and other pertinent regional planning and policy documents to ensure your community's local comprehensive plan and plan amendments conform to the metropolitan system plans. A PDF file of the entire *Water Resources Management Policy Plan*, the *2030 Regional Development Framework*, the *Local Planning Handbook* and other regional planning and policy documents of the Metropolitan Council are available online at the Metropolitan Council's Web site: <http://www.metrocouncil.org/planning/framework/overview.htm>.

The revised *Water Resources Management Policy Plan* incorporates the following changes:

- A coordinated approach to water supply planning in the metropolitan area with the goal of providing for a sustainable, reliable and secure supply of high quality water to support orderly economic growth and maintain the region's high quality of life.
- An approach to surface water management that ties together the control of pollution from point and nonpoint sources. Local surface water management plans will be reviewed for impacts on the regional wastewater system.
- A policy under which the Council will consider acquiring and operating local wastewater treatment plants in rural growth centers upon request where enough growth is projected to make it economically feasible for the Council to become involved.
- A plan that provides for cities to reduce excessive inflow and infiltration (I/I) of clear water into the metropolitan sewer system. A financial assistance/surcharge program is included that will provide a funding mechanism to help solve the I/I problem.
- A policy that continues to require inspections of individual sewage treatment systems (ISTS) at least once every three years by trained individuals. In addition, the Council has added further clarification on what is needed in a community's local ISTS management program.

System Plan Considerations Affecting Your Community

1. Metropolitan Sewer Service

Forecasts:

The forecasts of population, households, employment, and wastewater flows for Blaine as contained in the adopted *Water Resources Management Policy Plan* are listed below. These forecasts are for sewered development. The sewered housing forecasts were estimated based on SAC data, annual city reports, current trends and other information relating to your community. The wastewater flows are based on historical wastewater flow data and the projected sewered housing and employment data.

Table 1

Year	2010	2020	2030
Sewered Population	64,800	76,100	78,000
Sewered Households	24,000	29,300	31,200
Sewered Employment	20,840	22,440	23,900
Average Annual Wastewater Flow (MGD)	5.06	5.82	5.87
Allowable Peak Hourly Flow (MGD)	12.1	13.34	13.46

The flow projections represent the Council's commitment to a level of service, assuming that the Council's underlying demographic forecasts are maintained. Adjustments may be required based on verified growth or lack of growth. The city should contact Council staff to discuss any proposed adjustments. Flow projections do not represent an allocation of interceptor capacity except in the event a temporary system constraint occurs. The community must strive to keep its wet weather flows within the allowable peak hourly rate.

At a minimum the Council will reevaluate flow projections every five years. Moreover, the Council will also continue to monitor each city's flow on a continuous basis and note any significant changes. The Council will use these growth and wastewater flow forecasts to plan all future interceptors and treatment work needed to serve your community. The Council will not design future interceptor improvements or treatment facilities to handle peak hourly flows in excess of the allowable rate for your city. Blaine, through its comprehensive planning process, must decide the location and staging of development, and then plan and design its local wastewater collection system to serve this development. If you plan a total wastewater flow from your community in excess of the Council's forecasts, your assumptions will be analyzed by the Council for their potential adverse effects on the capacity or operation of the metropolitan system.

You should also note that urban development at overall densities that are substantially lower than identified for your community in the Council's Growth Management Strategy Section of the Systems Information Statement will also be analyzed by the Council for their potential adverse effects on the cost of providing metropolitan sewer service.

Description of Metropolitan Disposal System Serving your Community:

The attached map shows the location of the Metropolitan Disposal System (MDS) serving your community. The following paragraphs contain information on the existing and planned metropolitan facilities serving your community.

The wastewater flow from the City of Blaine is treated at the Metropolitan WWTP located within St. Paul, MN. There are many projects scheduled for the Metropolitan WWTP through 2030. These projects will provide additional capacity at the plant as well as improve its ability to meet required permit standards.

As can be seen from the attached map, the City of Blaine is served by multiple interceptors. Interceptor 4-NS-523 has a limited capacity for the City of Blaine. The Council has scheduled a relief project to provide additional capacity to the city. The Council will initiate a preliminary engineering study in 2006 and will work with the City on better defining the area of service. This project is scheduled for construction between 2010 –2015. Interceptor 4-NS-522 has a capacity of 4.3 mgd for the City of Blaine. The Council has no planned improvements to this interceptor. Interceptor 8656 has a capacity of 3.2 mgd for the city. Again the Council has no plans to make future improvements to this interceptor. The city needs to verify its long-term needs as part of its comprehensive plan update. If necessary, detailed information regarding metropolitan facilities is available from the Council's Municipal Services Section by calling the staff at (651) 602-1005.

Increases in growth rates and resulting increases in flow beyond those shown in Table 1 may result in short-term capacity limitations within the MDS.

Inflow/Infiltration Reduction Goal

The Council's *Water Resources Management Policy Plan* states that the Council will establish I/I goals for all communities discharging wastewater to the MDS. Communities that have excessive I/I in their sanitary sewer systems will be required to eliminate the excessive I/I by 2012. The Council will begin the implementation of an I/I assistance/surcharge program in 2007. The money collected from the communities with excessive I/I may be used by those communities to remove I/I from their systems. The Council will limit increases in service within those communities that have not met their I/I goal(s) starting in 2013. The Council will meet with the community and discuss this alternative before it is implemented. This time period may be shorter if excessive I/I jeopardizes the Council's ability to convey wastewater without an overflow occurring. In

this case the Council may limit increases in service within those communities that have excessive I/I immediately upon notification to the community. The Council plans to implement a wastewater rate demand charge program, starting in 2013, for those communities that have not met their I/I goals. These revenues will be used to help defray the cost of providing attenuation within the MDS to recover the capacity lost to excessive I/I.

The I/I goal established for the City of Blaine is the allowable peak hourly flow rate as shown in Table 1 and varies based on annual average flow. The Council's metering program shows that the city's 2004 annual average flow at meter M207 was 0.34 mgd thus the current I/I goal for this connection point your community is an allowable peak hourly flow of 1.22 mgd. The current annual average flow at meter M216 is 2.78 mgd thus the current I/I goal for this connection point for your community is an allowable peak hourly flow of 7.5 mgd. The city is currently meeting its I/I goals.

Specific Requirements for the Sewer Element of the City's Comprehensive Plan

The Council has completed a review of the current information in the city's existing comprehensive plan and has determined that the following information is needed to update the sewer element of the city's comprehensive plan/local sewer policy plan:

- A sewer map showing the city's existing service area and proposed trunk sewer system through 2030 and ultimate sewer service area.
- A table showing the projected population, households, employment and flow forecasts by interceptor service area for the city for 2010, 2020 and 2030.
- A description of the city's I/I program. What efforts does the city make in the maintenance of its sanitary disposal system? Does the city prohibit the connection of sump pumps, rain leaders and passive drain tile from the sanitary sewer system?

2. Management of Individual Sewage Treatment Systems

The Metropolitan Land Planning Act requires the sewer element (local sewer policy plan) of the local comprehensive plan to describe the standards and conditions under which the installation of individual sewage treatment systems will be permitted and to the extent practicable, the areas not suitable for public or private systems.

The new *Water Resources Management Policy Plan* states that the appropriate density for development with individual sewage treatment systems depends on the suitability of the soils to treat wastewater and whether space is available for a primary and back up drainfield. It is the Council's position that all municipalities and counties allowing individual sewage treatment systems should incorporate current MPCA regulations (Minn. Rules Chapter 7080) as part of a program for managing individual sewage treatment systems in the sewer element of their local comprehensive plan and implement the standards in issuing permits. Blaine should adopt a management program consistent

with state rules. An overview of Blaine's management program must be included in the community's local comprehensive plan update. If adequate information on the management program is not included; the comprehensive plan will be found incomplete for review until the required information is provided to the Council.

3. Management of Private Wastewater Treatment Plants (Cluster Systems)

Small private treatment plants are located throughout the metropolitan area serving such developments as individual industries, mobile home parks, and other urban type uses. The Council will not provide financial support to assist communities if these systems fail.

Blaine should include in the sewer element (local sewer policy plan) of its local comprehensive plan the conditions under which private treatment plants would be allowed. The use of private wastewater treatment plants must be consistent and compatible with the long-term regional wastewater system plan.

4. Surface Water Management

In 1995, Minnesota Statutes section 473.859, subd. 2, was amended to make the local surface water management plan required by Minnesota Statutes section 103B.235 a part of the land use plan of the local comprehensive plan. Section 103B.235 provides that a local surface water management plan should be prepared once a watershed plan for the area has been approved. Section 103B.235 also generally identifies the content requirements for the plan. The local surface water management plan must be submitted to both the watershed management organization(s) within whose watershed the community is located and to the Metropolitan Council for its review. For guidelines on the contents of local surface water management plans, please refer to Appendix B2-b of the Council's *Water Resources Management Policy Plan*.

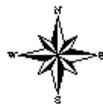
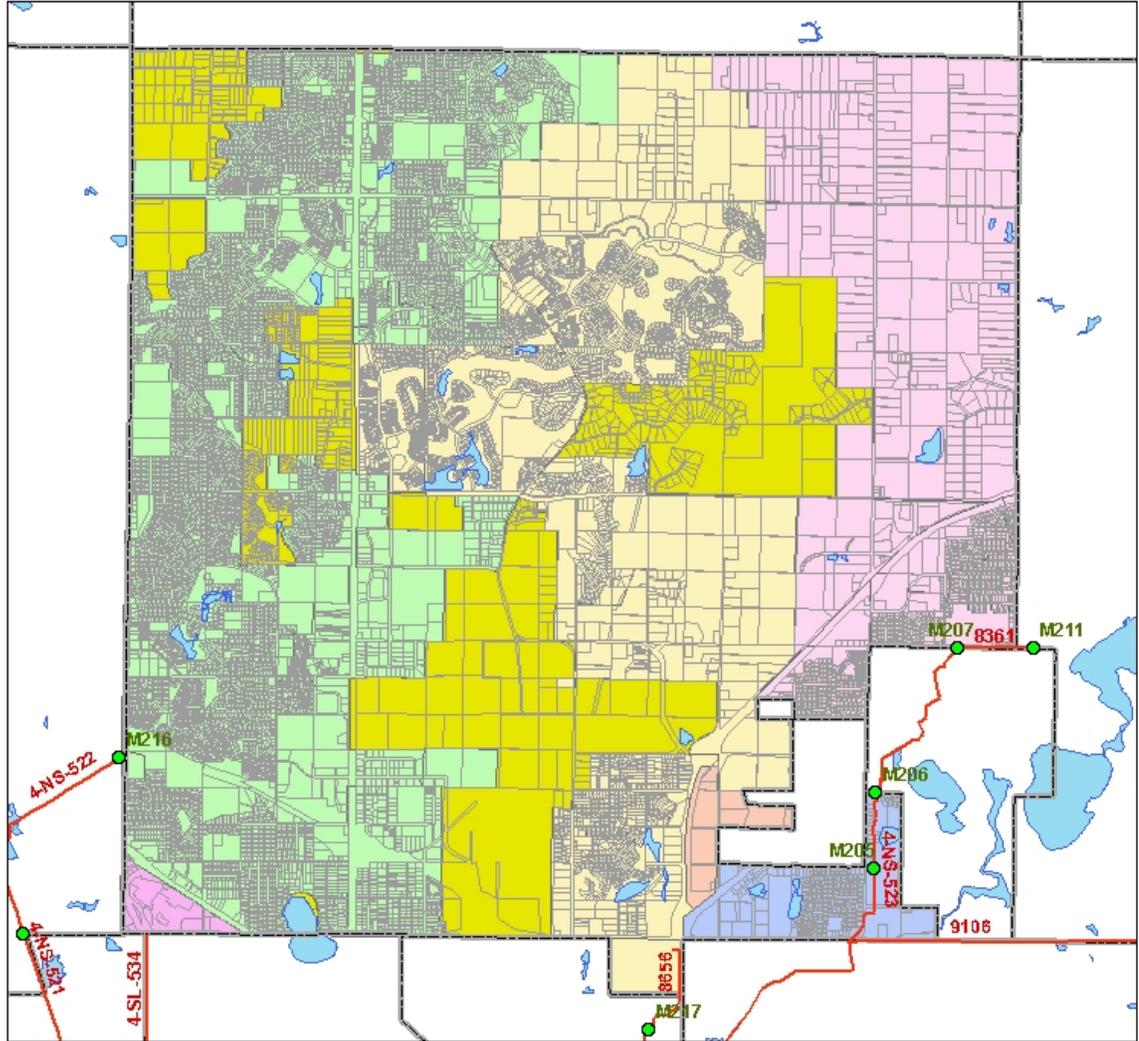
Council records indicate that Blaine is in the Coon Creek and Rice Creek Watershed Districts and the Six Cities Watershed Management Organization (see attached map). The Six Cities and Rice Creek watershed plans were approved by BWSR in 1997. The Coon Creek watershed plan was approved by BWSR in 2004. Therefore, Blaine is required to update its local surface water management plan by the end of 2006. The plan should be submitted to the Council for its review concurrent with the review by the watershed organizations. Failure to have an updated local surface water management plan consistent with the local surface water management plan content requirements found in Appendix B2-b of the *Water Resources Management Policy Plan* will result in a metropolitan system impact.

Advisories

1. Water Supply Planning

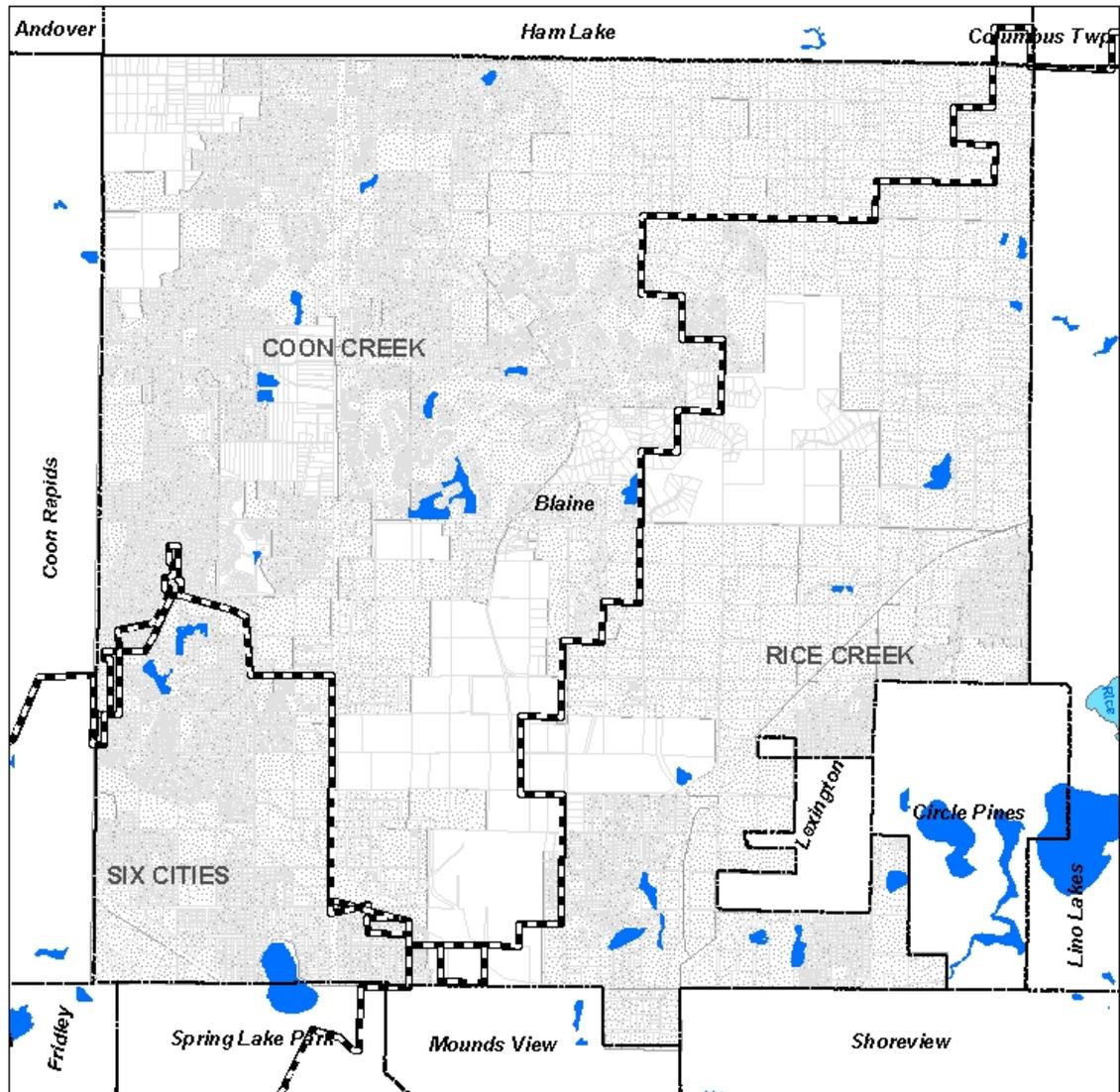
Minnesota Statutes section 473.859, subd.3 requires cities with a municipal water supply system to develop a water supply and conservation plan and submit it to the Council for its review. Communities serving more than 1,000 people are required by Minnesota Statutes section 103G.291 to submit the emergency and conservation plan to the Department of Natural Resources. The guidelines for water supply plan updates were released in 2005. Blaine needs to update its local water supply plan consistent with the new guidelines and submit the water supply plan to the Council for its review. For contents of local water supply plans, please refer to Appendix B2-c of the Council's *Water Resources Management Policy Plan*.

Blaine



- | | |
|-----------------------|--------------|
| ● MCES Meter | METER |
| — MCES Interceptor | M204 |
| Framework 2030 | M207 |
| Developed Area | M216 |
| Developing Area | M217 |
| Diversified Rural | U205 |
| | U214 |

Blaine



Regional Parks System Statement

City of Blaine

Key Changes in the Plan

The *2030 Regional Parks Policy Plan* adopted by the Metropolitan Council in June 2005 is the metropolitan system plan for regional recreation open space with which local comprehensive plans must conform. This system statement summarizes significant elements of the metropolitan system plan and highlights those elements that apply specifically to your community. In addition to reviewing this system statement, your community should consult the entire *2030 Regional Parks Policy Plan*, the *2030 Regional Development Framework* and other pertinent regional planning and policy documents to ensure your community's local comprehensive plan and plan amendments conform to the metropolitan system plans. A PDF file of the entire *2030 Regional Parks Policy Plan*, the *2030 Regional Development Framework*, the *Local Planning Handbook* and other regional planning and policy documents of the Metropolitan Council are available online at the Metropolitan Council's website:

<http://www.metrocouncil.org/planning/framework/timeline.htm>.

To meet the needs of the region in 2030, the *2030 Regional Parks Policy Plan* includes the following changes to the current regional parks system.

- ✓ **Designate two existing county parks and three trails as "regional."**
 - ◆ In Washington County, Pine Point Park
 - ◆ In Ramsey County, Tony Schmidt Park
 - ◆ In Ramsey County/St. Paul, three regional trails – Trout Brook, Summit Avenue, and Lexington Parkway
- ✓ **Acquire and develop three new parks. Search areas include:**
 - ◆ Northwestern Anoka County
 - ◆ Empire Township in Dakota County. Please note that the Metropolitan Council approved a park master plan and a boundary for the park has been established.
 - ◆ Blakeley Township in Scott County
- ✓ **Acquire and develop seven new trails. Search areas include:**
 - ◆ The Crow River, in Carver County and Three Rivers Park District
 - ◆ Both a north/south and an east/west trail traversing Dakota County
 - ◆ An east/west trail traversing Scott County
 - ◆ In Three Rivers Park District, a trail connecting parts of Baker Park Reserve; a trail connecting Baker and Crow-Hassan Park Reserves; and a trail connecting Crow-Hassan and Elm Creek Park Reserves
- ✓ **Acquire land within the current boundaries of 30 existing parks and four trails.**

- ✓ **Acquire natural-resource lands adjacent to six existing parks and six existing trails.**

To meet the needs of the region beyond 2030, the Council proposes four new regional parks or reserves and three new trails be acquired. These parks and trails would not be developed until after 2030, but the opportunity to acquire them will likely be lost if the lands aren't identified and purchased before 2030. The goal is to complete the acquisition of the regional park system and secure opportunities for future generations. Search areas include:

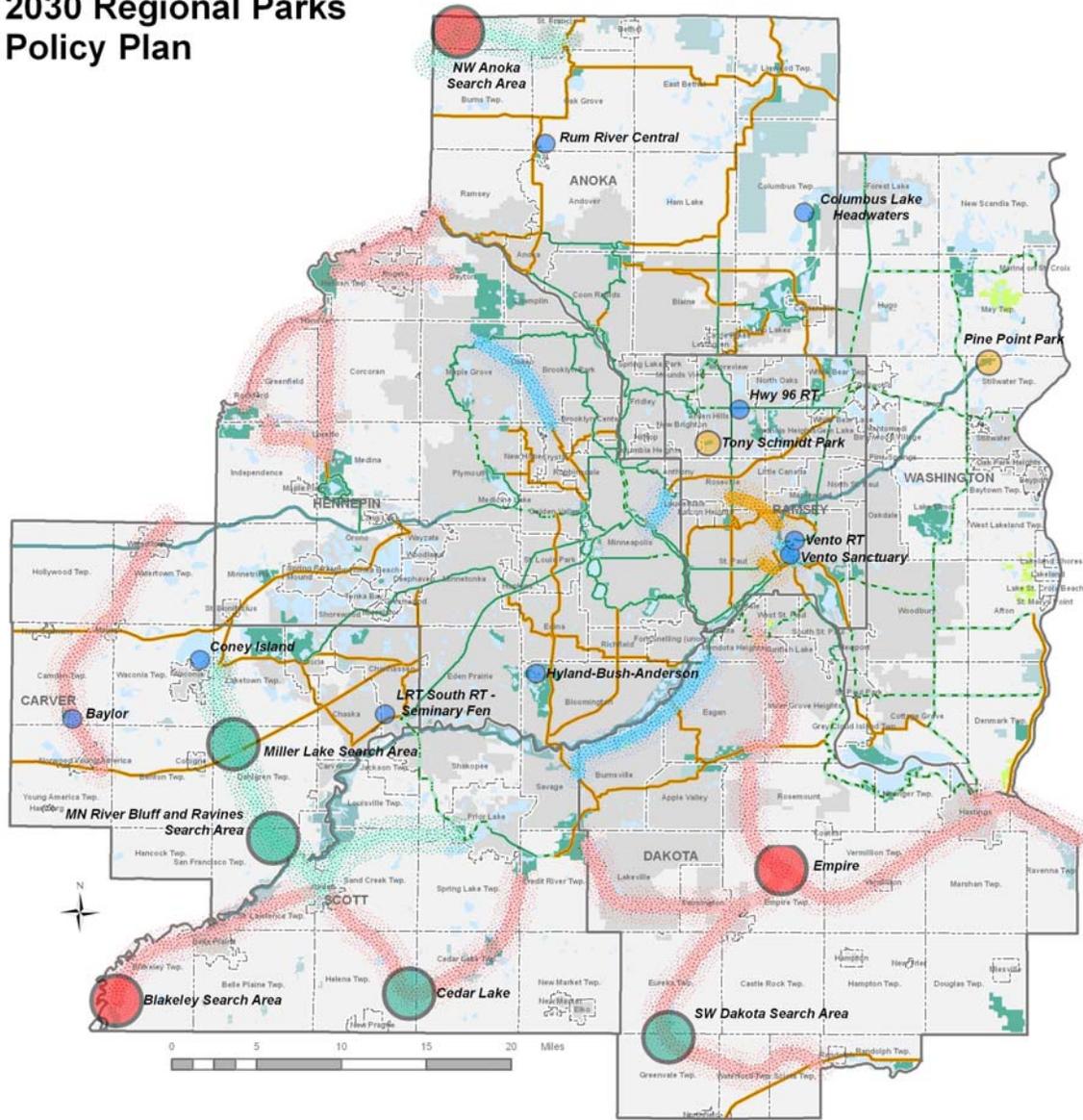
- ✓ **Parks – Miller Lake area and Minnesota River Bluff and Ravines in Carver County; southwestern Dakota County; and Cedar Lake area in Scott County.**
- ✓ **Trails – northwestern Anoka County; central to south Carver County; and Minnesota River to Spring Lake in Scott County.**

Figure 1: All additions and changes to Regional Park System Plan

Figure 1. Regional Parks System Statement

July 2005

2030 Regional Parks Policy Plan



Regional Park Search Areas *

- Boundary Adjustment
- Recognition of Regional Status
- New Unit
- Completing the System

Regional Trail Search Corridors *

- Boundary Adjustment
- Recognition of Regional Status
- New Unit
- Completing the System

Parks and Preserves

- Federal Land
- Private Non-Profit
- Regional
- State Land

Regional Trails

- Existing
- Planned
- Proposed
- State Existing

- Lakes and Major Rivers
- 2020 MUSA

* Search areas (parks) and corridors (trails) as shown are for planning purposes only and are not indicative of specific proposed park boundaries or trail alignments.



1. Regional Park System Plan Considerations Affecting Your Community

Regional parks and trails in your community

The following regional parks and trails within Blaine as contained in the adopted *2030 Regional Parks Policy Plan* are listed below.

Table 1: Regional Parks and Trails in Blaine

Regional Park or Trail Unit Name	Master plan boundary of unit is set. Comprehensive plan should acknowledge boundary	Master plan boundary is not set. Comprehensive plan should acknowledge general location with final boundary or alignment subject to park or trail master plan
Bunker Hills Regional Park	X	
Bunker Hills-Rice Creek Chain of Lakes Regional Trail		X
East Anoka County Regional Trail	X	
Central Anoka County Regional Trail		X

Bunker Hills Regional Park – This is an established regional park with an approved master plan. A small portion of the park is located in the northwest corner of Blaine. The park’s boundary as shown in Figure 2 should be acknowledged in the city’s comprehensive plan. John Von De Linde, Anoka County Parks Director, can be contacted for further information at 763-767-2860.

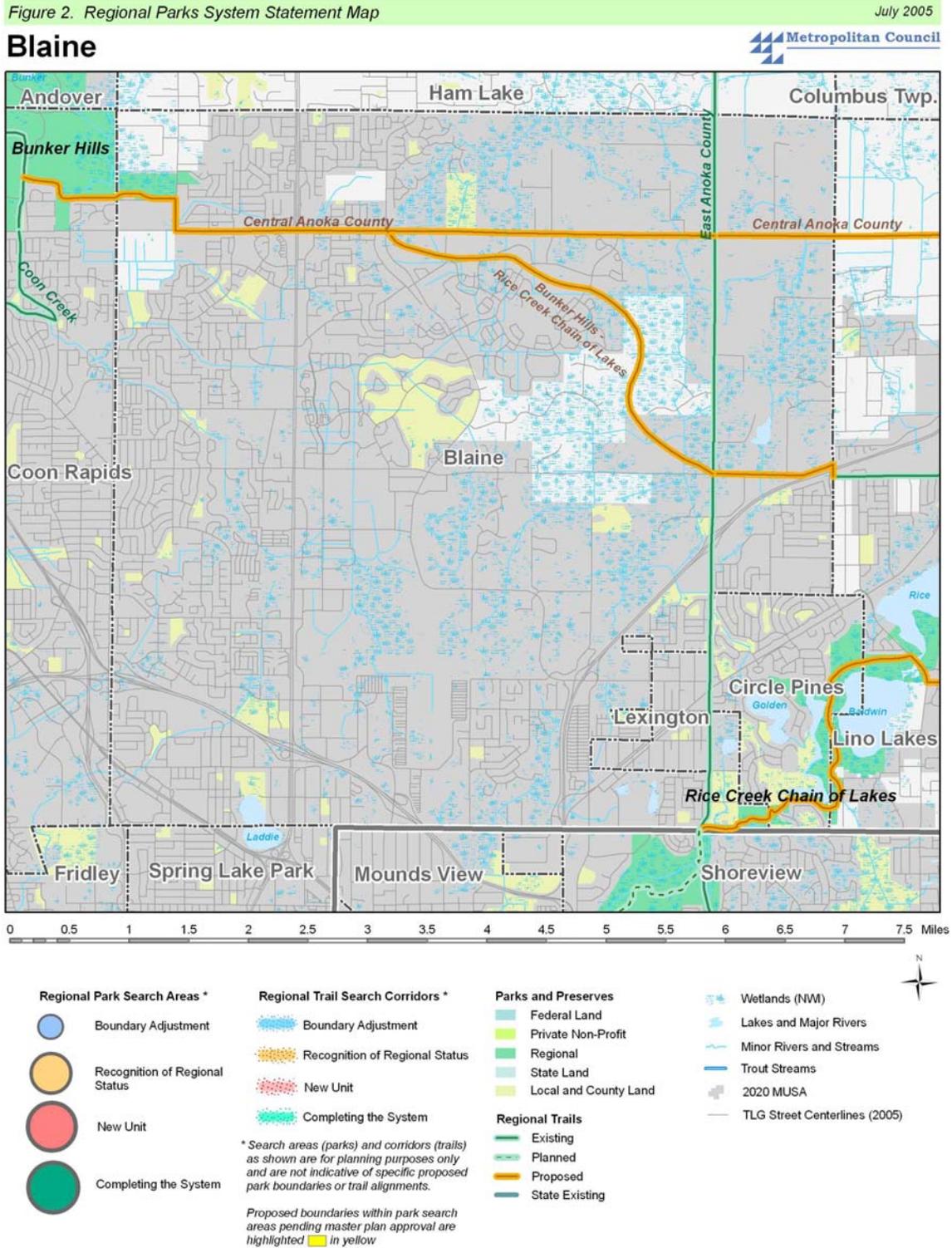
Bunker Hills-Rice Creek Chain of Lakes Regional Trail – The trail will connect Bunker Hills Regional Park with Rice Creek Chain of Lakes Regional Park Reserve. It is a proposed regional trail that is being partially implemented jointly by the city and Anoka County. There is not a complete master plan for the entire trail. A general alignment of the trail as shown in Figure 2 should be acknowledged in the city's comprehensive plan. John Von De Linde, Anoka County Parks Director, can be contacted for further information at 763-767-2860.

East Anoka County Regional Trail – This trail will connect Rice Creek Chain of Lakes Park Reserve with Martin Island-Linwood Lakes Regional Park. The trail generally parallels Lexington Avenue. The segment located in Blaine is complete and open to the public. The trail’s alignment in the city should be acknowledged in the city's comprehensive plan.

Central Anoka County Regional Trail – This is an east-west trail in Anoka County. There is not a master plan for the entire trail. A general alignment of the trail as shown in Figure 2 should be acknowledged in the city's comprehensive plan. John Von De Linde, Anoka County Parks Director, can be contacted for further information at 763-767-2860.

Figure 2 shows the location of all parks and trails listed above in Blaine, plus any parks and trails adjacent to the city's border.

Figure 2: Map of Blaine with regional parks and trails in and adjacent to the city



History/Architecture Inventory

PROPERTY NAME	ADDRESS	Twp	Range	Sec	Quarters	USGS	Report	NRHP	CEF	DOE	Inventory Number
COUNTY	Anoka										
CITY/TOWNSHIP:	Blaine										
Northland Foremost Barn	xxx Lexington Ave.	31	23	12	NE-SW-NW	Circle Pines					AN-BLC-001
	8797 Airport Rd.	31	23	33	SW-NW-SE						AN-BLC-002
Airport Hangar		31	23	33	SW-NW-SE						AN-BLC-003
Twin City and Lake Superior Railroad Grade		31	23	33	E						AN-BLC-004
Twin City and Lake Superior Railroad Grade		31	23	34	W						AN-BLC-004
	2525 191st Lane NE	31	23	33	NW-SE-NE-N E						AN-BLC-005
	2750 95th Ave. NW	31	23	33	NW-NE-SW-S W						AN-BLC-006
		31	23	33	NW-NE-SW-S W						AN-BLC-007
farmstead	12754 Radisson Rd. NE	31	23	4	NW-SW	Circle Pines	AN-2007-1H				AN-BLC-008

Archaeological Site Locations

Site Number	Site Name	Twp.	Range	Sec.	Quarter Sections	Acres	Phase	Site Description	Tradition	Context	Reports	NR	CEF	DOE
County: Anoka														
21AN0096	Horse Track	31	23	9	S-NW-SE-SE	0.5	1	LS			AN-99-01			
21AN0111		31	23	9	E-SE-SE-NW	0.5	1	LS			AN-99-01			
21AN0112		31	23	11	NW-SE-SW-NW	0.5	1	LS			AN-02-04			
21AN0151	Lovell Farmstead	31	23	27	SW-NE-SW	2.22	1	SR,AS		RA-1	AN-02-02			
21AN0152	Lyons Farmstead	31	23	29	SW-SW-NE	0.3	1	SR		RA-1	AN-02-02			
21AN0153	Monson	31	23	11	NE-SW-NW	0.1	1	SA						

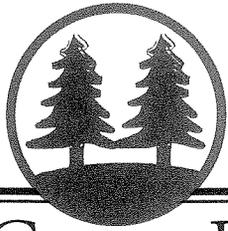
Appendix C

Blaine 2008 Comprehensive Plan Update

Adjacent Community and Jurisdictions Comments and Response (attached)

- City of Andover
- City of Circle Pines
- City of Coon Rapid
- City of Fridley
- City of Ham Lake
- City of Lino Lakes
- City of Mounds View
- City of Shoreview
- City of Spring Lake Park
- Anoka County Highway Department
- Ramsey County
- Minnesota Department of Transportation (MnDOT)
- MnDOT Aviation
- Rice Creek Watershed District

The City of Andover responded on August 28th, 2008 with no comments.



City of

CIRCLE PINES

200 Civic Heights Circle
Circle Pines, MN 55014
Office: (763) 784-5898
TDD: (763) 784-9724

Fax: (763) 785-2859
www.circle-pines.mn.us

October 28, 2008

City of Blaine
Bryan Schafer
10801 Town Square Drive NE
Blaine, MN 55449

Re: Blaine Comprehensive Plan Review

Dear Mr. Schafer:

Thank you for the opportunity for reviewing the City of Blaine's Comprehensive Plan.

The City of Circle Pines staff has reviewed the plan and has no comments on the Plan.

If you have any questions, feel free to contact me at 763-231-2611 or email cpeterson@ci.circle-pines.mn.us.

Sincerely,

Chandra Peterson
Assistant City Administrator for Public Services



11155 Robinson Drive
Coon Rapids, MN 55433
Fax 763-767-6573

August 27, 2008

Mr. Bryan Schafer
Community Development Director
City of Blaine
10801 1081 Town Square Drive N.E.
Blaine, MN 55449-8101

Dear Mr. Schafer,

Thank you for the opportunity to review the Blaine Comprehensive Plan Update. I have only two comments related to the plan.

First, the trail or sidewalk connections between Coon Rapids and Blaine look okay except for along County Hwy. 10 in the vicinity of the Northtown shopping center. Coon Rapids has plans for sidewalks or trails along the entire length of Coon Rapids Boulevard. Blaine might want to consider an extension to that trail system into Blaine.

Coon Rapids does not have any problem with the proposed land uses in the redevelopment watch areas designated in the plan along University Avenue. The rest of the land use designations in the vicinity of Coon Rapids are also acceptable.

Good luck in the continuing review of your plan. If you have any questions about Coon Rapids' concerns, please call me at 763-767-6451.

Yours truly,

Marc Nevinski
Community Development Director

From: Jones, Julie [JonesJ@ci.fridley.mn.us]
Sent: Tuesday, November 25, 2008 10:02 AM
To: Schafer, Bryan
Subject: RE: Comp Plan

I'm sorry, I keep waiting but have not gotten anything from our public works director despite constant prodding. So here is what I have related to other parts of Blaine's draft comprehensive plan:

Housing Chapter- The plan to meet Met Council's affordable housing unit numbers by guiding zoning of vacant land to higher density appears unrealistic since the areas designated for possible higher density housing are areas of high natural resource value (water), which seems contrary to the reality of lower sale values on housing units since there will be high development costs associated with construction in an area of high water tables and wetland mitigation.

Community Facilities – Is the blue dot for Fogerty Ice Arena in the correct location?

Parks – Table 5 p. 6-14 Indoor facilities numbers appear to be added in error.

Economic Development – I'm glad to see emphasis on storm water management for Northtown Mall.

Surface and Stormwater Management – Would like to see an action step about partnering with the City of Coon Rapids to ensure proper treatment of stormwater entering Springbrook Nature Center.

If I get anymore comments in the next few days, I will pass them along.

Julie Jones
Julie Jones
Planning Manager
City of Fridley, MN
763-572-3599
jonesj@ci.fridley.mn.us

From: Schafer, Bryan [mailto:BSchafer@ci.blaine.mn.us]
Sent: Tuesday, November 18, 2008 1:39 PM
To: Jones, Julie
Subject: RE: Comp Plan

Julie-

We'll be presenting at Planning Commission on December 9th. If we hear from you prior to that date we can address any comments, which would be helpful.

Thanks!

Bryan

From: Jones, Julie [mailto:JonesJ@ci.fridley.mn.us]
Sent: Tuesday, November 18, 2008 10:20 AM
To: Schafer, Bryan
Subject: Comp Plan

I wanted to let you know that I have not forgotten your request for comments on your draft comp plan. I have been awaiting comments from one of our dept heads for two weeks. I did not want to send you comments in different messages, but if I have to I will. What is the date you needed comments by to fit your council meeting schedule?

Julie Jones

Julie Jones
Planning Manager
City of Fridley, MN
763-572-3599
jonesj@ci.fridley.mn.us

From: Jones, Julie [JonesJ@ci.fridley.mn.us]
Sent: Tuesday, December 02, 2008 12:10 PM
To: Schafer, Bryan
Subject: FW: Blaine's Comp Plan

Bryan,

Here are some more comments on your draft Comp Plan from a Fridley staffer.

Julie Jones

Julie Jones
Planning Manager
City of Fridley, MN
763-572-3599
jonesj@ci.fridley.mn.us

From: Harris, Rachel
Sent: Tuesday, December 02, 2008 9:29 AM
To: Jones, Julie
Subject: RE: Blaine's Comp Plan

Julie,

Please find my comments below. Sorry for the delay.

I appreciate the City of Blaine's approach to integrating the community (residents, land owners, private developers, watershed districts, the Minnesota DNR, Anoka Conservation District, and other natural resource organizations) in implementing the Greenway Corridors Plan. It's smart to request that, "Residents and landowners along the corridor should maintain or improve the natural vegetation and habitat quality along the corridor. They may chose to complete plantings, remove exotic species, and undertake other activities to benefit corridor resources." (Natural Resources - Page 2-4)

I encourage consideration of trail connectivity with neighboring communities.

Natural Resources - Page 2-6, there is mention of the priority projects related to the open space areas identified, however, there is no map referenced for the list of Open Space Management Plan priority projects. Those are listed as: Increase stormwater infiltration throughout the city, Pioneer Park Fen, Site 7 Northern Wetland Complex, Pioneer Park Oak Forest Invasive Species Removal, Sites 8-9 Wet Meadows and prairies, Laddie Lake Park Oak Savanna and Oak Woodland, Expand fens and wetlands, Site 7 Buckthorn control, Site 5 from Open Space Management Plan, Lochness Lake, and Laddie Lake

I request a copy of the Greenway Corridors Plan, dated 2001.

Regards,

Rachel Harris

Environmental Planner
City of Fridley
6431 University Ave NE

Fridley, MN 55432
(763) 572-3594

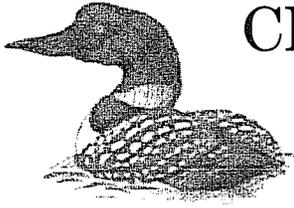


Please consider the environment before printing this e-mail

From: Jones, Julie
Sent: Tuesday, November 25, 2008 10:04 AM
To: Harris, Rachel
Subject: Blaine's Comp Plan

Did you have any comments for me on the City of Blaine's draft comp plan? It's online if you need to look at it again.

Julie Jones
Julie Jones
Planning Manager
City of Fridley, MN
763-572-3599
jonesj@ci.fridley.mn.us



CITY OF HAM LAKE

15544 Central Avenue NE
Ham Lake, Minnesota 55304
(763) 434-9555
Fax: (763) 434-9599

November 24, 2008

Bryan Schafer
Community Development Director
City of Blaine
10801 Town Square Drive NE
Blaine, MN

RE: Blaine 2030 Comprehensive Plan

Dear Bryan:

The City of Ham Lake staff and consulting engineer, Tom Collins, have reviewed the City of Blaine Comprehensive Plan and have the following comment:

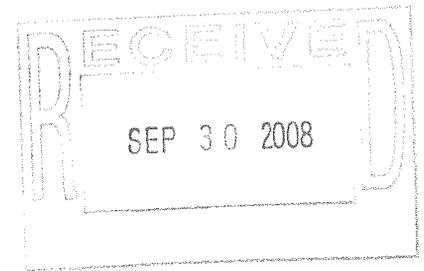
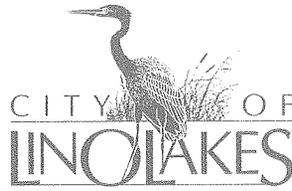
Figure 7-6: Future Functional Roadway Classifications – Lever Street north of CSAH 14 is identified as a future major collector located within low density housing, and is the likely parallel collector street alignment proposed east of Lexington Avenue that the City of Ham Lake has unsuccessfully requested. It is requested that the City of Blaine reconsider the possibility of the City of Ham Lake extending the Lever Street alignment to the south city limits, to be able to connect to the future MSA designated 131st Avenue east of Lexington Avenue. Perhaps 131st Avenue east of Lexington Avenue should be identified as a major collector on this Figure.

If you have any questions, please feel free to contact me at 763-434-9555.

Sincerely,

A handwritten signature in cursive script, appearing to read "Doris A. Nivala". The signature is written in dark ink and is positioned above the printed name.

Doris A. Nivala
Administrator



September 29, 2008

Bryan Schafer
Community Development Director
City of Blaine
10801 Town Square Drive NE
Blaine, MN 55449-8101

Re: Blaine 2030 Comprehensive Plan, July 2008 Draft

Dear Bryan:

Thank you for the opportunity to review the Blaine Comprehensive Plan. Blaine and Lino Lakes have many mutual interests. We look forward to cooperative planning for the betterment of both communities. We have the following comments:

Natural Resources: We support the attention to creating and protecting greenways. You have recognized that greenways serve multiple functions and that there are many tools that can be utilized to implement your greenways plan.

Land Use: Your land uses shown in Figure 5-4 are generally compatible with those in the draft Lino Lakes plan along our shared border (see enclosed). I note the area guided for High Density Residential Planned Industrial at the intersection of Sunset Road (CR 53) and 109th Ave. NE (CSAH 12). We would like to work together to avoid potential negative impacts that higher intensity development might create for the existing residential neighborhoods on the east side of Sunset Road. In addition, we hope the new development creates an opportunity to work with Anoka County to realign 109th on the west side of the intersection with Apollo Drive on the east.

Transportation: There are several roads that cross or follow jurisdictional borders. We support a multijurisdictional approach to planning these roads. I have enclosed the "Proposed Functional Classification System" map from the draft Lino Lakes plan, in order to compare it with your Figure 7-6. We should note the similarities and differences to ensure coordinated planning. For safety reasons, aligning CSAH 12 at Sunset should be pursued as noted above.

Thank you again for the opportunity to review the Blaine Comprehensive Plan. Please feel free to contact me at (651)982-2425 or jeff.smyser@ci.lino-lakes.mn.us.

Sincerely,

Jeff Smyser, AICP
City Planner

DATE: November 18, 2008

FROM: Kathy Nordine, City Planner, City of Shoreview

Pg. 5-28 - The Ind area north of the Rice Creek Corp area is designated as an opportunity area, and planned commercial development similar to the Rice Creek Corporate Park. The redevelopment of this area would enhance land uses in Shoreview, including the Rice Creek Corporate Park and residential neighborhood. The City requests that Blaine inform Shoreview when redevelopment studies or plans are being considered for this area.

Chap 6 Parks, Incl. Trails - The City of Shoreview supports the coordinate planning of trails between the communities to ensure connections exist; specifically those along the common boundary; County Road J, Lexington Avenue, Rice Creek Open Space, Rice Creek Corporate Park.

Chap 7 – Transportation

- Good discussion of the airport. The extension of the e/w runway to 6,000 feet has recently been raised as an issue. The City of Shoreview would like to remain informed of any proposed improvements to this airport through either the MAC or the City of Blaine.
- Do note the ‘future’ transit routes shown on Figure 7-9 – Rte 814 is shown running on Lexington in Shoreview.
- Explore the feasibility of linking commuter bike traffic to the park and arid facility.
- Pg 7-40 Implementation – The City noted reference to a Transportation study for Lexington Ave with Anoka Co. (north of 35W). Development within the eastern portion of Blaine does have an impact on that portion of Lexington Avenue and County Road J in the City of Shoreview. Anoka County, Ramsey County, Shoreview and Blaine should work together to address transportation issues and land use impacts on these corridors.

Schafer, Bryan

From: Schafer, Bryan
Sent: Monday, October 13, 2008 3:23 PM
To: 'Barb Nelson'
Subject: RE: Blaine's 2030 Comprehensive Plan

Barb... I think I just got it!

Thanks! Have a good week!

Bryan

From: Barb Nelson [mailto:bnelson@ci.spring-lake-park.mn.us]
Sent: Monday, October 13, 2008 2:59 PM
To: Schafer, Bryan
Subject: RE: Blaine's 2030 Comprehensive Plan

We will not have any comments – do you need anything in writing?

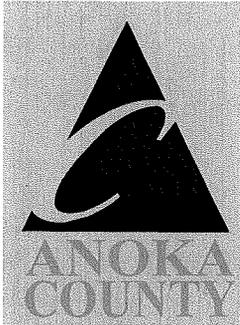
From: Schafer, Bryan [mailto:BSchafer@ci.blaine.mn.us]
Sent: Monday, October 13, 2008 2:24 PM
To: bnelson@ci.spring-lake-park.mn.us
Subject: RE: Blaine's 2030 Comprehensive Plan

Good afternoon Barb,

We're just wondering if you anticipate generating any comments for the Blaine 2030 Plan. We'd like to wrap things up and get it in front of the PC and CC in November and December.

Just let me know...thanks!

Bryan Schafer
Community Development
City of Blaine
763-785-6144



COUNTY OF ANOKA

Public Services Division

HIGHWAY DEPARTMENT

1440 BUNKER LAKE BLVD. NW, ANDOVER, MINNESOTA 55304
(763) 862-4200 FAX (763) 862-4201

October 27, 2008

Bryan Schafer
Blaine Community Development Director
10801 Town Square Drive NE
Blaine, MN 55449-8101

Re: Comments on the City of Blaine Comprehensive Plan:

Dear Mr. Schafer:

Thank you for providing us the opportunity to comment on the proposed 2030 Comprehensive Plan for the City of Blaine. The following comments have been gathered from various departments within the county and are summarized by topic area.

Resources Chapters:

The plan presents a complex discussion of broad goals that are listed in several chapters and subjects. For example, the Natural Resources Goal 3 (Chap. 2) is repeated as Surface and Storm Water Management Goal 4 (Chap. 8), and Water Supply Goal 2 (Chap. 10).

We recommend that the plan's goals and goal implementation be summarized in a section of the plan.

Water Supply:

- The plan (Chapter 10) acknowledges the emerging issue of groundwater sustainability. The Met Council has designated that water resources are "uncertain" to meet increasing demand of the city's water supply system. The Minnesota Department of Natural Resource and Coon Creek Watershed District have expressed concern that increasing groundwater withdrawal, by city wells, may affect surface features (e.g. lake and stream water levels, groundwater/water table levels, and protected wetlands). In fact, the DNR has stated that the city must initiate a project to monitor the impact of Blaine municipal well #17 on the water table level at the nearby Pioneer Park wetland before additional wells or volumes are

authorized.

The Anoka County Comprehensive Plan (1998-2020) indicates that there is a need for additional groundwater information to determine the extent of potential risks (including exceeding the safe yield of groundwater resources).

The city may address the emerging issue of sustainable water supply by establishing the natural (baseline) of available aquifer resources and routine monitoring to determine if municipal, and regional, withdrawal is negatively impacting supply. We believe that a comprehensive approach to inventory water resources and monitor groundwater levels will identify trends in sustainability and permit the city to play an active part in the management of its water resources. Cooperation and assistance is available to adequately manage and sustain the "waters of the State of Minnesota" through regulatory and consultative programs of the Minnesota Department of Natural Resources.

We recommend that the plan include the provision to establish "baseline" water resources information available to the City's water supply system and monitor trends in groundwater availability - possibly in cooperation with the Minnesota Department of Natural Resources Ground Water Level Monitoring Program.

Additionally, we recommend that the plan indicate the city's intention to update its Water Resources Management Plan (2000) and the Comprehensive Water Plan (2002) to address groundwater sustainability.

We also recommend that consideration be given to include a goal to sustain the city's water resources.

- The discussion of the water supply system (page 10-3) includes the statement that the city may coordinate growth with the DNR to ensure that pumping will not negatively impact any nearby natural resources and "additional efforts may be required to monitor the impacts of the city's water supply and collect data related to the sustainability of the groundwater resources."

In the Water Emergency and Conservation Plan (Revised March 27, 2007), the city has increased its monitoring of water levels in municipal wells and has committed to updating its automated water system (SCADA) to systematically monitor water levels in all wells. Also, the city has committed to cooperating with the DNR and the Coon Creek Watershed District to monitor the impact of well #17 on the water table level at the Prairie Park wetland.

We recommend that the plan indicate the specific issues addressed in the city's Water Emergency and Conservation Plan to include increased well monitoring and assessment of well impacts on the Prairie Park protected wetland.

Community Facilities: (page 11-1)

- The city contracts with Waste Management to provide weekly trash removal, single sort recycling, and yard waste pickup and management services. The city cooperates with Anoka County Integrated Waste unit and the Extension Service to provide residents with material and information for backyard composting to reduce waste. Also, Anoka County has located its Household Hazardous Waste Facility (3230 101st Ave. NE) in Blaine. The plan's goals regarding promoting Best Management Practices in recycling, conservation, pollution, and toxic wastes are addressed, in part, through the operation of these facilities.

We recommend that the plan include discussion of the city's waste management and recycling programs (facilities) to encourage Best Management Practices to conserve, recycle, and reduce, the impact of solid and toxic wastes.

We recommend that Figure 11-1 (Community Facilities) be revised to include the location of the Anoka County Hazardous Waste Facility.

We also recommend that the plan include the city's initiative to encourage residents to utilize the waste management services and facilities of other government agencies including: the Anoka County Household Hazardous Waste facility; and the Bunker Hills and Rice Creek Chain of Lakes Compost Sites.

Parks and Trails:

- Chapter 6 – Parks, Trails Sub-section clarification:
 - Central Anoka County Regional Trail is proposed to run east/west along Bunker Lake Blvd. to Lexington Avenue, not 125th Avenue.
 - The Bunker /Chain of Lakes Regional Trail is proposed to run along 125th Avenue to the Lakes Development. From there it travels south east through the development to Lexington Avenue and onto Rice Creek Chain of Lakes Park Reserve.
- On the Trails and Sidewalk map, the maps should be revised to show that the East Anoka County Regional Trail is complete from 125th Ave south to 85th Ave along Lexington Avenue.
- As regional and local trails are constructed that access or cross county roadway facilities, the city and county parks and highway departments should coordinate activities to ensure safe crossings for pedestrians and bicyclists.

Transportation:

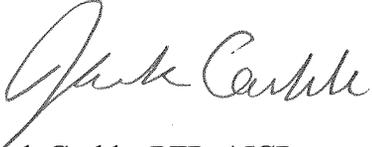
- The goals identified for the transportation system are clear and are a strong starting point for the transportation section.
- Figure 7-1, Roadway Jurisdiction: this map really shows more of the functional classification of roadways within the county. A different map that better delineates roadway jurisdiction may be more appropriate – or maybe just showing the roadways in the City of Blaine would make it easier for the readers to identify roadways that are operated by the state or the county.
- Figure 7-2 is difficult to read when printed.
- The county will send over an electronic copy of future traffic volumes to the City of Blaine. The traffic volumes are for 2030 and they were generated during the county’s traffic model update.
- Figure 7-5, Existing Functional Roadway Classification: Both of the “A” minor arterial roadway subcategories are shown in green. It is difficult to tell the difference between the two colors. Changing the color of one of the roadways may make it easier for readers to distinguish between the categories. Additionally, the state roadway symbol for 242 should be changed to a county symbol and the number should be changed to 14.
- Figure 7-6, Future Functional Roadway Classification: See notes for Figure 7-5, they apply here as well. Additionally, it may be useful to dash in the changes between the existing and the future conditions. It is difficult to identify where the new routes are located, dashing the additions to the collector system may highlight the changes.
- Tables 7-3 and 7-5 (functional classification): Both of these tables have sections with an *, but there are no notes nor any text clarifying what the * is calling out.
- Table 7-9 Generalized Average Daily Traffic Volume Thresholds: The numbers in the table are high – generally there are operational issues on a two-lane roadway by the time volumes approach 12,000. A two-lane roadway really cannot carry the amount of traffic identified in the table. The table also does not indicate if the roadways are divided. Generally speaking, you are not going to be able to get 1/4 mile spacing on a two-lane roadway – there are still likely to be driveways, the roadway is unlikely to be divided and congestion is going to be worse than LOS D when volumes are over 21,000. Threshold numbers in the table should be reevaluated. If there is a source for the data in the table, it should be cited.
- Page 7-28: The crash discussion is good. It would be helpful to have the strategies for addressing the safety problems in this section. We did not really see any implementation items specifically related to safety at the end of the chapter.
- Page 7-30, Transit: This section should note if there are any changes to the Transit Market

Areas in the future. The Met Council should have a map depicting both the existing and future market areas.

- Figure 7-8, Existing Transit Service: The state roadway symbol for 242 should be changed to a county symbol and the number should be changed to 14.
- Figure 7-9, Future Transit Service: See note on Figure 7-8 and add a symbol for the future park and ride lot at TH 65 and CSAH 14.
- Figure 7-11, Future Aviation System: This figure is difficult to read when printed out.
- Page 7-40, Implementation #1: The county, the city and adjacent communities will need to sit down to determine the level of effort that is needed to study future traffic issues near Lexington Ave (CSAH 17). The county may have a difficult time justifying the need for a six-lane facility for the project on Lexington Avenue from CSAH 14 (125th) to the northern city limits in Blaine.
- A map showing the existing number of lanes for arterial roadways both now and in the future will need to be incorporated [Met Council requirement]. We realize that the city needs future traffic volumes to complete this effort. The county will provide a map showing 2030 volumes to the city so that maps can be prepared.
- A map showing future traffic volumes will need to be incorporated. The county will provide volumes to the city to use.
- The plan should discuss potential turnback routes as well as potential new routes through the community. The county has identified a number of potential changes in the roadway network within the City of Blaine as part of its transportation plan update. At the very least, the city and the county should get together to discuss:
 - Turnback of CR 105 to the city
 - Turnback of CR 87 to the city
 - Potential extension of University Avenue (CSAH 51) from 125th (CSAH 14) to Ham Lake
 - Potential new north-south route following Naples Street north of Radisson Road (CSAH 52) through the city
 - Potential extension of Sunset (CR 53) to the north through the city.
- The plan should include a discussion of right of way preservation strategies, including official mapping [Met Council requirement].
- The plan should identify congested locations and identify needed improvements for arterial roadways [Met Council requirement]. The city needs the future traffic volume data from the county in order to complete this task.

Thank you again for allowing us the opportunity to comment on the City of Blaine Comprehensive Plan. If you have any questions on our comments please feel free to contact me at 763-862-4219.

Sincerely,

A handwritten signature in cursive script, appearing to read "Jack Corkle".

Jack Corkle, PTP, AICP
Senior Multimodal Transportation Planner

cc: Jon Olson, Public Services Division Manager
Doug Fischer, County Engineer
John VonDeLinde, Director of Parks and Recreation
Bart Biernat, Environmental Health Specialist
David Minke, Deputy County Administrator
Karen Skepper, Community Development Manager
Tim Kirchoff, Supervisor of Transit Operations and Planning
Kate Garwood, Multimodal Transportation Manager



Working with You To Enhance
Our Quality of Life

Office of the County Manager
Pat O'Connor, Interim County Manager

250 Court House
15 West Kellogg Boulevard
St. Paul, MN 55102

Tel: 651-266-8000
Fax: 651-266-8039
e-mail: pat.oconnor@co.ramsey.mn.us

Memorandum

Date: October 20, 2008

To: Bryan Schafer, Community Development Director, City of Blaine

From: Janet Guthrie, Senior Policy Analyst

Re: Draft 2008 Comprehensive Plan for City of Blaine

Thank you for the opportunity to review and comment on Blaine's 2030 Comprehensive Plan. The following are comments from Ramsey County staff in its review of Blaine's Comprehensive Plan.

Water Supply:

Chapter 10, Page 5 – Ramsey Conservation District supports Blaine's conservation-oriented water rate structure as a water conservation measure of this shared resource.

Chapter 10, Page 6 – No mention is made of whether or not Blaine has completed its Wellhead Protection Plan. If it has not, we encourage the completion of this important plan.

If you have any questions about these comments, please feel free to contact me at (651) 266-8021 or at janet.guthrie@co.ramsey.mn.us.



Minnesota Department of Transportation

Metropolitan District

Waters Edge
1500 West County Road B-2
Roseville, MN 55113-3174

September 10, 2008

Bryan Schafer, Community Development Director
City of Blaine
10801 Town Square Drive
Blaine, MN 55449

Subject: **City of Blaine 2030 Comprehensive Plan, Mn/DOT Review #CA08-015**
City Wide
Blaine/Anoka County
Control Section 0208

Dear Mr. Schafer:

Thank you for the opportunity to review the draft City of Blaine's 2030 Comprehensive Plan.

Traffic:

There are no traffic projections outlined in the report at this time, but, the report mentions two future sources for this information. On page 7-7, under "Year 2030 Traffic Volume Projections", the first paragraph refers to eventually using Anoka County projections for this report, and the second paragraph refers to eventually using the Met Council's forecasts. Please determine which one it will be.

The report also states that the city want to "continue incremental improvements to TH 65" and "continue the TH 65 frontage road program". Mn/DOT supports these concepts, however, funding has not been allocated for these improvements.

For questions on these comments, please contact Gayle Gedstad, Mn/DOT Traffic Section, at (651) 234-7815.

Aviation:

Mn/DOT's Aeronautics has reviewed the draft Comprehensive Plan and has found errors and omissions with the draft plan. It is strongly recommended that the City contact Mn/DOT Aeronautics Section to go over specific areas and issues of concern with the draft plan.

For questions concerning these comments, please contact Debra Sorenson, Mn/DOT Aeronautics Section, at (651) 234-7191

As a reminder, please address all initial future correspondence for development activity such as plats and site plans to:

Development Review Coordinator
Mn/DOT - Metro Division
Waters Edge
1500 West County Road B-2
Roseville, Minnesota 55113

Mn/DOT document submittal guidelines require either:

1. One (1) electronic pdf. version of the plans (the electronic version of the plan needs to be developed for 11" x 17" printable format with sufficient detail so that all features are legible);
2. Seven (7) sets of full size plans.

If submitting the plans electronically, please use the pdf. format. Mn/DOT can accept the plans via e-mail at metrodevreviews@dot.state.mn.us provided that each separate e-mail is less than 20 megabytes. Otherwise, the plans can be submitted on a compact disk.

If you have any questions concerning this review, please feel free to contact me at (651) 234-7797.

Sincerely,



William Goff
Senior Planner

Copies sent via Groupwise:

Ann Braden, Metropolitan Council
Gayle Gedstad, Mn/DOT Metro District - Traffic
Debra Sorenson, Mn/DOT Metro District - Aeronautics
Mark Lindeberg, Mn/DOT Metro District - Area Engineer
Tod Sherman, Mn/DOT Metro District - Program Management

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

From: Debra Sorenson [mailto:Deb.Sorenson@dot.state.mn.us]

Sent: Monday, September 15, 2008 7:39 AM

To: Schafer, Bryan

Subject: Re: Blaine 2030 Plan

This is a copy of the comments I sent to William Goff on August 20, 2008.

I reviewed the Comp Plan with particular interest in the airport. I would suggest someone contacting this office, Met Council, or MAC to get more information. There are so many errors, corrections, and omissions that I don't know where to begin. Here are a few that gives an example.

Page 7-35

Mention is made of the based aircraft but doesn't state how many there are. There are 490 based aircraft. Correction - The east-west runway is 5,000 feet in length, not 4,001 feet.

Page 7-36

States an existing condition of the airport but the diagram is actually of the future layout.

Put the name of the airport on the page.

The title for Figure 7-10 is Existing Aviation System. One airport is not an aviation system. I would rename it Anoka County-Blaine Airport Existing Airport Runways.

Safety is misspelled.

Safety zones are overlying the runways even though there is currently no zoning. There should be a section in the text on the process of zoning and how it will affect property owners - primarily in zone B if or when the airport zoning ordinance becomes enacted.

Figure 11 should be retitled Future Airport. There is nothing visually to see where the growth is going.

I'm sure there is more but I don't want to do the work for the consultant.

Call if you have questions.

Debra Sorenson
Principal Planner
222 East Plato Blvd
St Paul MN 55107-1618
651-234-7191 - Office Phone
651-234-7261 Fax
www.mndot.gov
then click on the plane

>>> "Schafer, Bryan" <BSchafer@ci.blaine.mn.us> 9/11/2008 4:14 PM >>>

Hello Deb,

I've understood for a while that your review of our 2030 Plan has created a list of comments. Please forward the substantive issues so we can review our Airport section more carefully.

Thank you!

Bryan Schafer
CD Director
City of Blaine



RICE CREEK WATERSHED DISTRICT

4325 Pheasant Ridge Dr. NE #611 • Blaine, MN 55449-4539
Phone: 763-398-3070 • Fax: 763-398-3088
www.ricecreek.org

January 29, 2009

Mr. Bryan Schafer
City of Blaine
10801 Town Square Dr. NE
Blaine, MN 55449

RE: City of Blaine 2030 Comprehensive Plan

Dear Mr. Schafer,

The Rice Creek Watershed District (RCWD) has reviewed the City of Blaine 2030 Comprehensive Plan, received August 5, 2008. The RCWD Board of Managers approved the City's Local Surface Water Management Plan (LSWMP) on January 14, 2009. Through the incorporation of this updated LSWMP as a major component of the City's 2030 Comprehensive Plan, it becomes consistent with the goals and policies of the RCWD. We have no further comments on the 2030 Comprehensive Plan at this time.

The RCWD appreciates the opportunity to comment on the City's 2030 Comprehensive Plan. We look forward to future collaboration to ensure the preservation and enhancement of water resources within the Rice Creek Watershed and the City of Blaine. If you have any further questions please contact me at (763) 398-3072 or kaxtell@ricecreek.org.

Sincerely,

Doug Thomas
RCWD Administrator

CC: RCWD File – Blaine 2030 Comprehensive Plan

BOARD OF
MANAGERS >

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**UNAPPROVED
CITY OF BLAINE
PLANNING COMMISSION MEETING MINUTES
December 9, 2008**

The Blaine Planning Commission met in the City Hall Chambers on Tuesday, December 9, 2008. Chair Ouellette called the meeting to order at 7:01 p.m.

Members Present: Commissioners: Collins, Goracke, Karnick, Lahti, McLane, Wilson and Chair Ouellette.

Members Absent: None.

Staff Present: Shawn Kaye, Associate Planner
Josh Aul, Planning Intern
Tom Scott, Project Coordinator
Bryan Schafer, Planning Director
Dan Schluender, Senior Civil Engineer

ROLL CALL – 2008-2009 PLANNING COMMISSION

APPROVAL OF MINUTES

Motion by Commissioner Collins to approve the minutes of November 12, 2008 as presented. Motion seconded by Commissioner Wilson. The motion passed 7-0.

OLD BUSINESS

None.

NEW BUSINESS

Item 4.6 - Case File No. 07-00 – Public Hearing – The City is requesting a public hearing
for review of the Blaine 2030 Comprehensive Plan.
CITY OF BLAINE

The report to the Planning Commission was presented by the Planning Director.

Chair Ouellette noted that staff received letters from landowners both for and against the land use. He stated that they will be part of the public record.

The public hearing for Case File 07-00 was opened at 7:26 p.m.

Bob Ross, 240 135th Avenue NE, stated that he and his wife have been residents of Blaine since 1971 and own a total of 11.5 acres north of Blaine High School. He explained that he and his wife love living there and bought the land for its open space which they would like to see preserved. He explained that he has spent a lot of time talking with Planner III and he does not know exactly what a mock plat is but there are houses everywhere. He stated that 228 houses in that area would make it hard for him to find his way home at night. He stated that the landowners in the area probably have the most to gain by having it developed but they would like to preserve it. He explained that they do not mind not having water and sewer. He stated that he is not sure if the City of Blaine does not like the landowners but he wonders if they can become the next piece of Ham Lake. He stated that he and his wife love living in Blaine and they are in one of the few areas of the city where you can drive through and not see a for sale sign.

Cory Lange, 713 131st Avenue NE, asked that if this request moves forward, what would be the City's guidelines for the landowners to connect to water and sewer being that they are currently on septic systems. He stated that he heard from an unknown source that his frontage area would be assessed between \$20,000 and \$30,000 to cover the expenses of installing water and sewer.

The Planning Director stated that usually the extension of city utilities in an area of this nature occurs when a majority of property owners decide they would like the city to extend those services. He clarified that property owners can either be current landowners or future landowners. He stated that generally the City Council would like to see a strong majority petition for improvements and depending on the type of project he has seen a slim majority of petitions denied. City Council likes to see people work together and to not have a lot of acrimony around the petitions. He explained that the other way water and sewer could be brought in is if someone, typically a developer, acquires enough land and decides they would like to put those services in. He stated that in either event, if in an area where sewer and water is run by and the landowner has an existing and operable well and septic system, they are not required to hook up to the water and sewer system. He stated that the City has not been in the practice of forcing residents to hook up to water and sewer.

Mr. Lange stated that he understands that this is not a zoning change and asked if tax rates would change if the zoning does end up changing.

The Planning Director stated that if the area were to be rezoned it would be at the time of some development and at that time all property would be evaluated.

Mr. Lange asked for clarification that the tax rate would be based on the property value at the time of development.

The Planning Director confirmed that statement.

Mr. Lange asked if that goes for people who were not a part of the development but were just on the outskirts of it.

The Planning Director stated that it would depend if the sewer and water were at that property or not. He stated that there are a thousand questions for things that could happen in the future. He explained that the City's normal process would take place and there will be a long series of meetings to deal with just those issues alone if something happens in the future. Generally, changes such as those only happen if there is a petition or a developer driven improvement.

Mr. Lange stated that on the map his area falls under Rural zoning but on the report it states it as being a Rural Estate zone. He asked if there is a difference between the two.

The Planning Director explained that the zoning is Residential Estate and that is not changing.

Paul Sorenson, 13169 Terrace Road, stated that he and his wife concur with Mr. Ross. He stated that the far northwestern corner of this region is mostly encapsulated by flood plain and wetland. The roads do abide by the wetland so access to the area is very limited. An example of this is a road sign on one of the roads reading "No Outlet". He explained that in the future if the City wants to handle the density shown in the mock plat, they would have to build roads and violate the wetlands. He stated that he and his wife built their home 34 years ago on two 5-acre parcels and they did not move there with the idea that they would ever develop the land beyond building their house. He stated that they have no interest in maximizing capital gains by subdivision. The mock plat suggests a very dense urban area when you consider the nature and legacy of the area. He stated that in the 34 years he has lived in Blaine, the citizens have been able to come to the City and work out a reasonable approach to improvements and changes. He stated that he hopes the Commission will reconsider the mock plat and if and when water and sewer is a mandate, he asks that they please consider a different zoning which creates a minimum parcel of one acre. He stated that he hopes that the Commissioner will listen to these ideas instead of imposing a massive development for the sake of development.

Stephanie Schroeder, 13080 Terrace Road NE, stated that she has lived in Blaine for 17 years. She asked if she is correct that this plan is a guide, and not goals, for the City to plan for fire and police.

Chair Ouellette answered yes.

Ms. Schroeder asked what the significance of the date 2030 is as to what would actually happen if this passed. She asked if people could start developing right away if this application is approved.

Chair Ouellette stated that he was on the 2010 Committee and some of those recommendations are still only recommendations. He explained that some of the land uses do change and some of them are still being used in the same manner as they were 15 to 20 years ago.

The Planning Director stated that the year 2030 is a legislative mandate to look into the future. He explained that it is hard to imagine what will happen in the year 2010 much less in 2030 but the plan is a guide to help City Council make decisions. Should a decision on zoning occur in this area, this plan is a guide to determine if future applications are consistent with the plan.

Ms. Schroeder asked if she is correct in saying that if the application does not go through then there could be no development in the area because any development would require the MUSA to change.

The Planning Director stated that Ms. Schroeder is correct.

Chair Ouellette elaborated that it would also require all current landowners to sell their properties or else become their own developers.

Ms. Schroeder asked what would trigger a zoning change besides a request for subdivision from an individual landowner.

The Planning Director explained that the most common way a property is rezoned is when a property owner or owners, which could be a current resident or a developer who has acquired property, comes together and makes a proposal for a zoning change. He stated that City Council can initiate rezoning but it is not the Council's practice to do so. There are properties just like this on 113th Avenue west of Highway 65 that have been zoned for low density residential, have had the MUSA designation and have had water and sewer close by and have remained in their current 2.5 to 5 acre parcel size. In that area it was in the MUSA and the City planned for it. He explained that as the land develops around it there is capacity for sewer and water so that if at some point in the future they decide they want to develop it they can.

Ms. Schroeder asked if it is accurate to say the City Council seldom initiates a rezoning change on their own.

The Planning Director answered yes.

Doug Moody, 231 132nd Avenue NE, stated that he moved to Blaine in 1975 and lived eight blocks from where he presently lives now. After 17 years he moved to his current location. He stated that he was not interested in buying five acres of land to have it developed. His only request from the City is to put down asphalt on the road to keep maintenance costs down. He asked why Blaine would be interested in subdividing this rural area when they spend thousands of dollars to create and preserve parks and wetlands. He stated that this land is very pristine and to develop it would seem to go against all of the money the City already spends to preserve land. He explained that he does not think it is in anybody's best interest to subdivide this area into smaller lots as there are so many already in town. He stated that there has to be some nice areas in town.

Commissioner Karnick stated that he is hearing that many people are dissatisfied. He stated that when having to decide what recommendation to make to City Council he would appreciate if the public could be more explicit in what they are actually looking for.

Chair Ouellette stated that he is assuming most of the comments will be from the same area.

Regina Woolson, 125 132nd Avenue NE, stated that she and her family are newer to the neighborhood. She explained that through many discussions with neighbors, she knows that

nobody wants the current land use to change. She stated that they are very concerned about the mock plat version. There was a developer who came through last year and was proposing to do a subdivision. She explained that the current landowners do not want to lose what they have now and the hesitancy is that if the City approves the proposed land use it will open possibilities to for development that they do not want to see.

Commissioner Collins asked if the Commission was given a copy of the mock plat everyone is referring to.

The Planning Director explained that the mock plat was not in the Comprehensive Plan because it is not a plan. He stated that City Council asked staff 2-3 years ago to look at this area for the purpose of planning for utilities and to determine how many homes could be developed using a set standard. He explained that this is not a plan for development but rather an analysis of the area to see what kind of sewer and water capacity needs to be preserved.

Commissioner Collins clarified that this is just a plan to see what can be done if people decide to sell which they are not being forced to do.

Chair Ouellette stated that if everyone in the area wanted to sell and did sell then this would be the maximum capacity allowable.

The Planning Director clarified that the City wants to plan for the eventuality and this is not a plan for development.

Jerry Decker, 99 132nd Avenue NE, stated that he sat on the 2030 Committee for a while and he knows that the City is headed towards high density areas but he wonders if the City cannot have some larger areas for people to move into. He stated that he moved to Blaine because of the excellent location and large spaces. He stated that if he wanted houses all around him he would have moved to Fridley. There is a variety of wildlife in the area and at least six high quality terrestrial sites comprised of 15 acres which is why the landowners like the area. He stated that it seems counterintuitive to disturb those to put houses on them. He explained that there is no mass movement out of the area and he has seen only about a half dozen people move out during the time he has been there. He frequently has visitors come out and they are amazed at the property. He asked that the City leave the high quality open areas for future generations to enjoy as it is.

Dale Blomberg, 4301 85th Avenue, stated that his property is near the County park on 85th Avenue. He explained that there are only three families in his area that will be affected by this so they do not get the same representation and backing that the people to the north get. He stated that staff is talking about changing it from rural to low density and the background statement says that these parcels can be served by sewer and water. He explained that there is no sewer or water near him and asked if that got snuck in.

Chair Ouellette asked if Mr. Blomberg currently has sewer and water.

Mr. Blomberg answered that he has septic and well. He explained that there is no stub near him for sewer and water and he cannot see where the City would put it in since it would have to run under Rice Creek.

Chair Ouellette asked if Mr. Blomberg would like the rezoning.

Mr. Blomberg answered that he would like to stay with the existing rural zoning.

The Senior Civil Engineer stated that Mr. Blomberg is correct that the City of Blaine would not be able to serve those parcels with the current sewer and water system. He explained that there would need to be a petition to Shoreview to extend services that parcel.

The Planning Director explained that currently the property is inside MUSA so physically it can be served by Shoreview and that is why the land use change from Rural to Low Density Residential is consistent with the fact that it is intended to be served at some point. However, the City would need to work with the adjacent city to the south.

Mr. Blomberg stated that there were a lot of things that were proposed and told to him when they restructured and realigned the creek and redid the road. He stated that those things never happened and he ended up taking the brunt end of the deal.

Mr. Moody stated that when Jefferson Street north of 125th Avenue was improved 25 years ago there was a question on if they were hooking people up to the utilities along Jefferson Street and he does not know what the outcome to that was. He stated that there was a capacity issue and asked if anyone has spoken on that or if they will have to tear up Jefferson Street to put in sewer and water. He stated that a lot of those people stayed on well and septic.

Chair Ouellette asked if that service was updated.

The Planning Director stated that he does not have the background.

Mr. Moody stated that the issue was going to affect the total cost of the whole project.

Chair Ouellette asked if most of the service on the east side is coming off of Highway 65.

The Senior Civil Engineer explained that since Jefferson Street was installed, development has occurred to the east and sewer was installed to provide service to that area. Service would have to be extended across Jefferson Street to those parcels.

Mr. Moody stated that he is trying to figure out who is the Devil in this whole process and stated that of course it is not the Commission. He asked what are pros and cons that Blaine will be faced with if they do nothing with this area. He asked if the Met Council and MUSA hold a carrot in front of Blaine if they get this area converted or if it is something they will hold against Blaine if it does not happen. He stated that he knows the Met Council is like a big ameba trying to control everything. He asked what the plusses and minuses are and who is driving this.

Chair Ouellette asked if he is correct that this is just for future capacity set aside and that if everyone in there decided to sell, the City would still have to plan for capacity for that area in the future.

Mr. Moody stated that he knows that the Met Council wants to get everyone under their sewer and water system.

Chair Ouellette stated that this is just planning for capacity and that is all.

Mr. Moody explained that he is highly suspect of the Met Council and their powers which are a bit below the surface in most circumstances.

The Planning Director stated that if the City does submit a plan to the Met Council that excludes this area then he expects that there will be some conversation like there was ten years ago. He explained that the City would tell the Met Council that they have already planned for it regardless of what designation it has. The City has to make sure that if septic systems and wells go bad or if laws change that the City cannot control, they have to have a plan that will accomplish those changes. He stated that he does not know what the Met Council would do if the City did not include this area.

Leanne Thiele, 11658 Meadow Lane, stated that she lives in Area 16. She explained that she understands what staff is saying about it only being a plan but her opinion is that the area not be considered for inclusion for capacity for city sewer and water. She stated that she thinks the area can handle septic and wells and she thinks that people who bought land and continue to buy land know that is the case. She concluded that she hopes it not be included in the plan to reserve capacity for Area 16.

Tim Nolan, Attorney for McGranche Law Firm, stated that he represents Sears and K-Mart in Area 9. He stated that he understands the differences staff is talking about but is concerned about roadway and access points as well as the background statement that possible redevelopment of the K-Mart store is likely within the next several years depending on what K-Mart and Sears decides to do with the store. He stated that K-Mart has a favorable lease with extensions running to 2050 or 2060. He explained that they have no plans to leave the site but are concerned about changes around the site with access as far as limiting access. He asked what the City's plans are for the site because they would like to stay and continue to be a good neighbor.

Dawn Isackson, Messerli & Kramer, P.A., stated that she represents the land owner that the K-Mart property sits on and she concurs with Mr. Nolan regarding the concerns with the City's plans for the property. She explained that the repercussions for K-Mart come back to her client as far as what the City and County want to do with this property.

Jody Fischbach, 34 91st Avenue NE, stated that she is against the rerouting of 89th Avenue down 91st Avenue as there are lot of young families with young children on that street and traffic is getting high. She asked what will happen with the gas station on University Avenue.

The Planning Director stated that the gas station is closed and the property is for sale. There have been preliminary discussions with the City about purchasing the land and he is not sure what will happen but is doubtful that it will reopen as a gas station.

Mr. Lange (713 113th Avenue NE) asked if there are windows of opportunity with MUSA to request a change in the middle of the cycle.

The Planning Director explained that unless the Met Council changes their administrative rules, the only way to request a change in the middle of a cycle is to go through the application process which the City has done in the past.

Mr. Lange stated that it sounds like the City would not be locked in if they were to present the Met Council with the decision to keep the zoning as is and if things change in the future there is an opportunity for the City to request a change.

The Planning Director stated that it is a possibility but he is not sure how it would go over with Met Council to present the plan and not include this area.

Mr. Lange stated that in a sense, even if the City submitted the plan with the change, they would be covered as far as capacity but it does not say that the City is going to actually push for those changes. He asked if he is correct that what the Commission is doing tonight is fulfilling legalities from the State and saying that some time down the road the City may want this capacity but they are not requesting the actual changes.

The Planning Director stated that he is not sure the Met Council would give the City that latitude. He explained that the Met Council would want the plan either in or out and if it is out, he is not sure how they will deal with that.

Karen Fitch, 11031 Flanders Court NE, asked if the City will have the right to start charging her for water and sewer access if her land is in the approved area.

The Planning Director explained that there is sewer and water access provided around the developments but there are still 160-170 homes currently on private well and septic systems. He stated that the City has provided for the capacity so that it can be introduced into these areas if there are septic or well problems, changes in future environmental laws or if the landowners request it. The City is responsible for providing sewer and water for the citizens and has already adopted resolutions that say they will plan for every property to have access to city sewer and water. He confirmed that it is not a plan for development or mandatory access. He stated that if there is a zoning change there will be no charges applied to properties.

Bill Schuester, 47 132nd Avenue, stated that he concurs with his neighbors and would like to keep the zoning the way it is. He stated that he has lived in Blaine since 1971 and on his current property for the last 12 years where he has raised his family. He feels that he was very fortunate to find the land as it provides the room his family needs and he would like to keep it that way.

Marry Lein, 2895 230th Street E, Prior Lake, MN, stated that she is commenting on Area 7 which is the industrial use section. She stated that there is an article that states that a developer asked the City for their support in condemning five industrial sites and asked if staff knows which sites they are referring to.

The Planning Director stated that the area to the west is the area that SportsTown was considering for a large retail project. He explained that the developer did approach the City to ask for help in acquiring properties. This City responded that they would not do so at this time and the developer would need to manage that on their own.

Ms. Lein asked if staff knows which properties were considered by the developer.

The Planning Director stated that the properties were all west of Nassau Street.

Ms. Lein asked if they are south of 107th and west of Nassau Street.

The Planning Director answered yes.

Ms. Lein stated that the area includes one of her parcels and that is why she is concerned. She stated that she can understand why the section has been slated for redevelopment and asked if SportsTown USA is moving forward. She explained that she knows they purchased a parcel just north of this one and asked if any new permits have been given to them.

The Planning Director stated that SportsTown did have some applications in front of City Council in 2008 and an environment review was done but no other applications have come in. He explained that SportsTown does not own all of the land that they need for their project. It is now in a holding pattern and the City is waiting over the winter to see where it goes. He concluded that there is currently nothing in front of the City Council from SportsTown.

Ms. Lein asked how long the City will wait before using eminent domain financial arrangements in the event that SportsTown wishes to move forward but has issues. She stated that she is concerned that she could be in eminent domain just for road use.

The Planning Director stated that is not something that the City is considering at this point. He is not able to predict what a future City Council will do but it has not been the City's practice to use eminent domain.

Ms. Lein asked if the City has used eminent domain on parcels for roads.

The Planning Director answered that they have used it in the West Central Service Road Project along Highway 65.

Ms. Lein asked if it was used to improve development.

The Planning Director answered no and explained that it was used for the West Central Service Road that was constructed from 109th Avenue to Paul Parkway.

Ms. Lein asked then if the City should not intervene.

The Planning Director stated that he cannot predict what a future Council might do.

Mike Meyer, 10604 Radisson Road NE, stated that he is currently utilizing two pieces of property in Area 7. He stated that the plan is proposed for 2030 but the zoning would have to change to accommodate what the sports center or park would do. He asked if the City will create this zoning in another area in the City if Area 7 is rezoned.

The Planning Director explained that opportunities for replacement of industrial land have been a constant conversation between Council and staff and is something they are looking at doing. He stated that there are different kinds of industrial areas and the secret is to try to find out what can be blended into new developing areas.

Mr. Meyer asked if there are any other areas in the city currently that the City is looking at rezoning to replace what would be removed from Area 7.

The Planning Director stated that there are other areas that are zoned industrial or that could allow industrial businesses but there are not many areas that can accommodate businesses that require a lot of outside storage. He confirmed that there are other areas in the Comprehensive Plan for industrial development.

Mr. Meyer asked if the City is looking at eliminating businesses that require outside storage.

The Planning Director answered no.

Mr. Meyer stated that the City would be taking away these kinds of areas in the future plan but have no plan for retaining business that need that particular zoning.

The Planning Director explained that there are some existing areas that are zoned to accommodate outside storage but there are currently no areas where the zoning will change to allow for outside storage.

Mr. Meyer noted that the City will be eliminating some of those zoned areas in the future.

The Planning Director stated that Mr. Meyer is correct.

Mr. Meyer stated that there is nothing in the plan to accommodate the businesses that are in that area currently.

The Planning Director stated that other than what exists today, Mr. Meyer is correct.

Steve Schindler, 50 90th Lane NE, stated that he is a homeowner that would be bought out by future development. He stated that the County states that 89th Avenue is a problem area and asked staff to elaborate on the reasoning.

The Planning Director stated that conversations from the County have been ongoing for years regarding the problems with the connection of 89th Avenue to University Avenue and its close proximity to County Road 10. He explained that in a perfect world the County would like to have that connection severed and has shown the City different ways that 89th Avenue could be rerouted up to the light on University Avenue just north of K-Mart. He stated that another issue is the proximity to Northtown as well as the large parcels in the area where changes could be made in the upcoming years. He explained that from a land use standpoint the City has to look at what future land use might be with the possibility of road relocation as well as development.

Mr. Schindler asked if he would be able to see the alternate possibilities the County provided the City.

The Planning Director stated that he has some very preliminary drawings the County gave the City many years ago but the City does not have a plan and that gets to the K-Mart conversation. He explained that what Mr. Schindler is looking at is not a plan for the road but a map of the boundary.

Mr. Schindler asked if the road would not necessarily be on the boundary.

The Planning Director stated that Mr. Schindler is correct and confirmed that the red boundary is an area boundary and is not meant to be a location for a potential road.

Mr. Schindler asked if the City is prepared for the cost of buying 15 houses. He stated that he estimates the empty lots will be \$200,000 and the houses are all worth more than that totaling between \$3,000,000 and \$5,000,000.

The Planning Director stated that the City is not prepared to do so and that is why there is not a project at this time.

Mr. Schindler stated that this is an expensive outgoing and he cannot see how the City could afford this project.

The Planning Director stated that staff is not necessarily suggesting that it is the City that would buy out the landowners.

Mr. Schindler asked if staff could send him the alternative route maps the County provided.

The Planning Director stated that he would rather sit down with Mr. Schindler and explain everything. He stated that there is no pending project for a road or redevelopment. He explained that staff has to throw a dart at a land use for the year 2030 which gets a lot of people thinking that homes are going to be bought out and everything is going to happen tomorrow. He assured the public that is not the case.

Mr. Schindler stated that the City took down the DC Music building which provided a sound barrier between University Avenue and County Road 10 for the neighborhood and the since then

the noise level has increased tremendously. He asked if staff has any temporary plans to reduce the noise.

The Planning Director stated that another resident also asked that question but at this time there are no plans. He assured that the issue is being looked at.

Mr. Schindler recommended a dirt mound of some type be put in as a buffer until future development is put in place. He asked if the County indicated what kinds of accidents have created problems along 89th Avenue because he has lived there 30 years and has never had a problem.

The Planning Director stated that staff can get that information as the County made that a strong point in the future planning of the area.

Mr. Schindler thanked the K-Mart representative and stated that he hopes K-Mart stays where they are as he has never had a problem with them.

Cindy Beck, 11 132nd Avenue, stated that she had a new septic system put in 3-4 years ago and their lot size is large enough to put in another ten of them. She stated that her neighborhood is more like North Oaks Addition which is being left as a rural area. She asked why Area 1 is being put into MUSA when their neighborhood is more similar to North Oaks Addition minus the paved roads.

The Planning Director stated that the North Oaks Addition is part of Area 16 which is included in the MUSA discussion so both are being treated the same.

Ms. Beck stated that she concurs with most of her neighbors and is against the mock plat. She stated that it is ironic that the mock plat came out two years ago and the public is finding out about it now. She stated that it seems like somebody is wasting money for 22 years from now. She explained that she prefers to maintain the current zoning which means no new roads, water or sewer and suggests tabling this item until the next MUSA meeting. She stated that in the letter that was mailed out, everything is articulated about MUSA but the last sentence in the second paragraph of the second page which reads, "The current RE residential estate zoning would remain the same or would remain until such a time as rezoning is requested by the area or is part of a development process." She asked who "the area" is.

Chair Ouellette stated that it is referring to the residents.

Ms. Beck asked for confirmation that it is the residents and not the Metropolitan Urban Service Area.

The Planning Director confirmed that "the area" refers to the residents.

Ms. Beck stated that she is glad to see a lot of her neighbors at the meeting and asked that they all meet her after the meeting to give her their contact information so that if this goes to City Council they can all band together as a tighter neighborhood.

John Schroeder, 13080 Terrace Road NE, stated that he and his wife moved to their property in 1991. Theirs is one of the most densely populated with trees and at the time they moved they were advised by the City to select a site for their home that would have the smallest possible impact on existing trees. He explained that for the last 20 years they have been struggling with Oak Wilt but are currently in a stalemate situation and have a lot of nice trees remaining. He stated that he estimates that $\frac{1}{2}$ to $\frac{3}{4}$ of an acre would be torn up for the proposed street installation and estimates that 90% of the trees would need to be cut down with all of the houses that would be built. He stated that for that reason and it being a great place to live, he concurs with his neighbors and would like to see the site left the way it is with gravel roads and private septic systems. He asked if this plan takes into account that the Aztec people think the world is going to end in 2012.

Gary Carlson, 10720 Mankato Street, stated that Area 7 is an important piece of property in the City of Blaine. He stated that he owns 10621 Nassau Street and rents 10720 Mankato Street which is just north of the project area. He stated that in 2008 he paid just over \$53,000 in property taxes to Anoka County for those combined 4.3 acres. He stated that three years ago was the proposed arrival of the Vikings and many developers wanted to jump on the bandwagon including Frauenshuh with SportsTown USA who would at that time receive government handouts of \$12,000,000. At that time, the City said they did not want to spend \$12,000,000 but would spend between \$3,000,000 and \$4,000,000. It was said it would bring more low paying retail jobs to the area. He stated that that was three years ago and today SportsTown USA is dead. He explained that his building on Nassau Street was built nine years ago by the Shamrock Disposal Family and he moved into the building in 2002. By the time he moved into the building the Shamrock Disposal Family had over 50 highly paid full time employees. He stated that he started his business in July 2003 with just a few employees making an excellent wage with healthcare and benefits. By 2005 he was renting several other places in the neighborhood. He now has eight well paid employees with healthcare and benefits and in 2009 he expects to have 12-15 employees. He stated that the City needs to incubate jobs that pay well and are not low paying retail positions. He stated that the Planning Department does not like the industrial area and has not for some time. He stated that there have been secret meetings about the industrial area as well as pictures being taken. He stated that there are some areas on the site that need to be cleaned up such as the drug storage trailers, but nobody is going to spend the money to clean them up when they will be torn down in a few years. He stated that it took him more than two years to find the property on Nassau Street where he could have outside storage and start a business. He stated that he does not want to see it gone and thinks that his neighbors would concur.

Jim Determan, 107 118th Avenue, stated that he has a property on Nassau Street that he bought in 1995 and has spent a lot of money to get up to city code. He stated that he employs 100 highly paid people and they are involved in all kinds of transportation. He explained that 90% of their money is from out of the region and out of the state. He stated that they can move anywhere at any time and do the same business. He asked the City not to move the heavy industrial area. He stated that he has met with many companies wishing to buy his property and he has said no to all of them. He stated that he thinks Mr. Carlson is 100% right.

Greg Cary, 3650 Pheasant Run NE, stated that he is confused about the motivation for changing Area 16 as most of the lots have septic systems that are working fine. He stated that to have a plan for 2030 the City must have engineering data that shows that there will be enough houses in 12 years that will need city sewer. He stated that Blaine serves most of the water so the concentration must mostly be on the septic system. He asked if the City would be able to serve water without sewer.

The Planning Director answered yes.

Mr. Cary asked what the motivation is for the change.

The Planning Director stated that the motivation is looking at a back up plan to provide sewer and water which is the City's responsibility should it be needed. He explained that Mr. Cary may be able to stay on septic for more than 50 years but nobody knows what laws will change. He stated that one woman stated that she could put many more septic systems on her parcel and that may be true for her but some landowners have mostly wetland and the pad that their house sits on uses most of their developable area. He explained that those are the folks the City is trying to protect. He stated that future buyers ask when the septic systems were put in and find out what the life of the systems are to know if they would need to make a major investment in the next 20 years if they even could.

Mr. Cary stated that the investment of a new septic system would probably cost less than the assessments for sewer and water.

The Planning Director stated that in some cases that is correct.

Mr. Cary stated that his father lives in Alexandria and does not need city sewer and water but was forced to pay for it. He stated that he is afraid that he will be forced to pay for city sewer and water so that somebody else can have access.

David Martinson, 70 90th Lane NE, suggested that the City put up a sign on 89th Avenue by the Rainbow development directing traffic to get onto County Road 10 as a remedy for the current problem. He stated that it may help people who are not familiar with the area and people who are familiar with the area have been using that route for years. He explained that people have not been able to get safely onto County Road 10 for years and the City creates one mess with another. He stated that a sign may solve the County's issue with access onto County Road 10.

Mr. Cary stated that he is curious as to how the City can make changes based on potential problems that may not actually happen.

Chair Ouellette stated that the City is not making any changes.

Mr. Cary asked why the City is making a designation change for a potential issue.

Chair Ouellette stated that this is planning for the future. He explained that Blaine and the surrounding cities have been growing and the City needs to plan for that growth. He stated that it does not mean it will happen tomorrow but it has to be planned for.

Mr. Cary stated that he also does not trust the Met Council and does not want them to have any more leverage over his property than they already do. He explained that he does not understand the reason for changing the designation and thinks it means that the City expects there to be a likelihood of having to accept water and sewer in 2030.

The Planning Director stated that there is not any engineering data that says the City expects the likelihood of having to accept sewer and water at any particular time. He explained that it would be irresponsible for the City to say to residents that they cannot have city sewer and water ever and the City will not plan for it. He stated that he understands the mistrust of the Met Council and the City of Blaine government but there is no hidden agenda. He stated that they are providing for eventualities just like they do with the fire and police departments.

Mr. Cary stated that he does not see the likelihood of it happening in the next 12 years and does not understand why it has to happen during this go round.

The Planning Director stated that the City will see where it ends up after it goes through the process and to the Council.

Anna Day, 61 90th Lane NE, stated that she lives in the K-Mart development area and has sunk a lot of money into her house. She stated that they plan on making more improvements but only want to do so if they will be able to stay for another 20 or so years. She asked if that is possible.

Chair Ouellette stated that Ms. Day is asking a question that cannot be answered.

The public hearing was closed at 8:50 p.m.

Commissioner Karnick asked if the Commission should make a general recommendation or if specific recommendations should be made for the different areas.

The Planning Director stated that the Commission received verbal comments from Area 1, Area 19, Area 16, Area 9 and Area 7.

Commissioner Lahti asked if this request would need to go through the Planning Commission, City Council and then to the Met Council and then what would happen after that.

The Planning Director explained that the City would submit the plan to the Met Council per their requirements and ask for a meeting approximately 30 days later to discuss problem areas. He stated that staff would like to get the process moving and keep it moving because the plan can take on a life of its own and they need to meet a legislative deadline. He stated that if there are issues that need more public comment or Council action then those would be brought back.

Commissioner Lahti asked for more clarification on the questions the Met Council had regarding Area 16 the last time the plan was presented.

The Planning Director explained that in the last plan the entire northeast area was not part of the original comprehensive plan and the Met Council questioned if that was really what the City thought would happen. The City answered no and the Met Council asked the City to do an amendment for just the northeast area. He stated that at that same time, the Met Council questioned the northwest corner of Area 16 and the City asked to deal with that in the next plan. He explained that even if the Council decides to not include that area in the plan, staff would still include language explaining that they have planned for the area even though they are not changing the designation.

Commissioner Goracke stated that 12-13 people spoke on Area 1 alone and he feels for those people as well as Ms. Day who would like to improve her home. He stated that he appreciates everyone speaking on the matter and hopes that City Council will not just vote on this and push it through. He noted that there are a lot of concerned citizens.

Commissioner Collins stated that Area 7 is changing from Heavy Industrial to Commercial Planned Industrial and asked if the only difference is that businesses would no longer be allowed to have outdoor storage. He asked if the City would be forcing people out or just requiring them to do business a different way.

The Planning Director explained that when the land use change is accepted it is saying that there is an expectation that the use will be different than what is there today. He stated that the zoning would not change until there are enough properties that have been acquired or some kind of development trigger to cause a change. He stated that in the mean time those properties can continue to expand, sell or make improvements as they are heavily industrial zoned properties. He explained that the City expects that those buildings would eventually reach a value that would change from needing large outside storage area to a larger building with heavier employment numbers.

Commissioner Collins stated that one man brought up the point that the City is not adding any heavy industrial areas but asked if it is true that there are currently non-developed areas where those companies could move to.

The Planning Director answered yes and explained that those areas are somewhat limited. He stated that Blaine is not unique in that regard.

Commissioner Karnick asked what the impact is to the City if they do not plan for those areas. He also asked if there could be a petition in the future to add sewer and water if the designation is kept as is today.

The Planning Director explained that if an area is outside of MUSA then sewer cannot be extended into that area. He stated that if there is an urgency to extend services the City would have to go to the Met Council and make an amendment which can be done but takes time.

Commissioner Karnick asked if by passing the document these areas would be included in the MUSA.

The Planning Director answered yes.

Commissioner Karnick asked if there is some development of sewer and water in the future that would be impacted by not planning for these areas.

The Senior Civil Engineer explained that the main reason the Met Council asks for cities in the metro area to provide these 10 year plans is that they are providing a regional waste water system. He stated that they have capacity issues and also need to plan for their upgrades so they ask each community what sewer needs they will have over the next 10 years. He stated that as for water, the City has to develop well sites and infrastructures to support more people and has to allocate more water which goes through a legislative process which is lengthy and needs to be planned out over several years.

Commissioner Wilson stated that it sounds like this is a great area of Blaine and he hopes it stays that way for a long time. He stated that this sounds like it is about prudence and planning and asked if it is a fair statement that it is very unlikely the residents will get sewer and water unless the majority of the 40 landowners request it.

The Planning Director confirmed that as a fair statement.

Commissioner Wilson asked for an example of a situation in which sewer and water would be forced on the residents.

The Planning Director stated that it is very unlikely that it would be forced and that the most common source for change is a petition by residents or a developer. He explained that this plan is different than the adoption of the northeast area plan which was a development guide for future development. He stated that this is simply trying to fill holes in the system where a plan is needed in case residents need to be service by city sewer and water. He explained that if City Council wants to leave this area out of the plan the staff will have to finesse some language to make it work but that does not mean there will be no planning done. He again stated that it is the City's responsibility to provide a city sewer and water framework for every property if needed.

Commissioner Karnick stated that the language in the plan alludes to the fact that there will be development with K-Mart. He asked if it is necessary to have language referring to a specific business.

The Planning Director explained that they are identified because they are the largest in the area and any redevelopment would be triggered by what K-Mart decides to do. He stated that they could change the language but it is important to identify what the trigger mechanism might be.

Commissioner Karnick suggested that it be reworded as it is a concern to the K-Mart representatives.

Chair Ouellette stated that from what he understands, unless the current landowners or a developer request a change, nothing is going to happen. He explained that this is just a land use opinion for the future and not a zoning change.

The Planning Director stated that that is how he has represented the item and how he views it. He explained that Area 1 is the area in the northwest corner north of Blaine High School. Area 16 consists of several neighborhoods including North Oaks West, North Oaks Ponds, North Oaks Ponds East and South Oaks.

Chair Ouellette asked if there are any areas in which the City has initiated the concerns the public is speaking to.

The Planning Director stated that there have been City initiated projects in the past. There was a large sewer project southeast of the airport in 1995 which was partly in response to development and also because that sewer and water led to the development of the sanctuary to the east, to the TPC and then to The Lakes. He explained that the difference with these areas is that there is no development anticipated as there was with the previous projects. This is just a maintenance issue. He stated that he anticipates that most of the citizens will not ask for sewer and water but the City cannot not plan.

Chair Ouellette stated that he is sure there are a fair amount of people in town who will not use the fire or police departments but the City also has to plan for those to be available to the residents of the City as well.

Commissioner Karnick stated that development has slowed down and if the City agonizes over this now they will be doing it again in another 10 years.

Chair Ouellette again stated that any changes would need to be initiated by landowners. He noted that it sounds like K-Mart will not be doing anything either.

Commissioner Karnick asked if there may be road changes near the K-Mart area in the future.

The Planning Director stated that they may be tied to development.

Commissioner Collins stated that he is glad the one gentleman said that the Commission is not the Devil.

Chair Ouellette stated that none of this is an issue if it is not followed up on. He stated that things do change and the City has to plan for those changes.

Motion by Commissioner Karnick to recommend approval of Planning Case 07-00 with recommendation to staff to work on the wording that is something acceptable to K-Mart. Motion seconded by Commissioner Collins. The motion passed 7-0.

Chair Ouellette stated that City Council can review the case file and minutes to hear the public's responses. He stated that this is only a guide plan and the City has to be responsible for

providing the public with city sewer and water if needed. He noted that this plan will allow landowners that do want to initiate these requests for sewer and water the ability to do so.

Commissioner Collins thanked everyone for coming out and expressing their opinions. He stated that input from the citizens helps the Commission and City Council in their decision making.

Chair Ouellette stated that the Commission learns through this process as well.

Chair Ouellette noted that this item will be on the agenda of the January 8, 2009 City Council meeting.

ADJOURNMENT

Motion by Commissioner Collins to adjourn the Regular Planning Commission meeting. Motion seconded by Commissioner Karnick. The motion passed 7-0. Adjournment time was 9:42 p.m.

Respectfully submitted,

Amanda Wylie
TimeSaver Off Site Secretarial, Inc.

Appendix E

Summary of Blaine 2030 Citizens Advisory Committee

The Blaine City Council, seeking to incorporate the ideas and interests of a broad group of residents, formed a 2030 Citizens Advisory Committee to help draft and review the City's 2030 Comprehensive Plan. The 2030 Committee, created from a list of applicants, was approved by the City Council on August 2, 2007. Members of the 2030 Committee were appointed from each City Council District.

<u>District 1</u>	<u>District 2</u>	<u>District 3</u>
Jeffrey Oftos	Virginia Schnabel	Richard Klaers
Ryan Fanberg	Jerry Petron	Crystal Rundle
Catherine Weldon	Sharon L. Johnson	E. Glenn Gilbert
Jennifer Folstad	William Lewis	Vicky L. Anderson
	John Doan	Gerald Decker

Highlights of the Committee's Activities Included:

- September 5, 2007- The 2030 Committee held their 1st Kick-off meeting on to review background materials on comprehensive plan requirements and process as well as historical and current information about the City of Blaine including population and household data, issues past and current and existing future projections.
- October 10, 2007 - The 2030 Committee held a second meeting to review market analysis and trends and how those trends might impact future housing development and potentially land use decisions. The Committee also looked at commercial and industrial development numbers and land consumption projections all in preparation for discussing 2030 land use issues.
- February 6, 2008- The 2030 Committee met to review and comment on the "Draft 2030 Goals" that had been prepared and preliminarily reviewed by the City Council at a January workshop. A joint Planning Commission, Park Board and Natural Resource Conservation Board also had reviewed the goals. All of the City Council and board comments were shared with the 2030 Committee in preparation for their review. The 2030 Goals have been incorporated into the various comprehensive plan chapters.
- April 23, 2008- The 2030 Committee met to review the City's Current Land Use Map with 22 areas highlighted for Committee discussion and recommendation. The group spent several hours reviewing the 13 "**Opportunity**" sites with the Committee making a land use recommendation on each area. The remaining (9) nine "**Housekeeping**" sites were covered very briefly at the end of the meeting.
- May 21, 2008- The 2030 Committee met to review and comment on the 1st Draft 2030 Plan (Chapters dealing with Land Use, Housing and Parks). Following discussion and questions several suggestions were made for consideration.
- June 11, 2008- The 2030 Committee met to review and comment on the 2nd half of the 2030 Draft Plan dealing with Natural Resources, Transportation, Sanitary Sewer, City Water, Surface Water Management and Community facilities.

Appendix F: Description of Official Controls

The Comprehensive Plan is primarily a policy document. The general nature of the plan is such that additional studies, funding mechanisms and regulations are required to provide specific details and techniques for plan implementation. Many of these official controls are ongoing, amended, or expanded as necessary to keep the Comprehensive Plan current and useful. Examples of these official controls include:

- Zoning map and ordinance
- Capital Improvements Plan (CIP)
- Building permits
- Affordable housing funding programs and coordination with other agencies
- Fee Schedule
- Assessment policies
- Utility billing rates
- Natural Resources Inventory
- Park master plans
- Sanitary sewer trunk system plans
- Municipal water trunk system plans
- Water treatment and storage plans
- Drainage district and wetland management plans
- Surface water management plans
- Local and collector street plans
- Highway corridor studies
- Area-wide environmental assessment
- Infrastructure improvement and assessment plans
- Lifecycle housing and affordability plans
- Business corridor development plans
- Community image and beautification plans

The individual chapters of the Comprehensive Plan contain implementation sections that contain additional guidance and are collected in this appendix for ease of reference by policymakers. The appendix is not intended to include all planning and policy efforts that the City will undertake to fulfill the goals of the Comprehensive Plan. It is intended to identify major initiatives needing time and resources devoted to them.

CHAPTER 2 - NATURAL RESOURCES IMPLEMENTATION

The Open Space Management Plan identified a list of priority projects for the City in relation to the open space areas identified. These include:

1. Increase stormwater infiltration throughout the city
2. Pioneer Park Fen
3. Site 7 Northern Wetland Complex
4. Pioneer Park Oak Forest Invasive Species Removal

5. Sites 8-9 Wet Meadows and prairies
6. Laddie Lake Park Oak Savanna and Oak Woodland
7. Expand fens and wetlands
8. Site 7 Buckthorn control
9. Site 5 from Open Space Management Plan
10. Lochness Lake
11. Laddie Lake

CHAPTER 3 - HOUSING IMPLEMENTATION

1. A sufficient proportion of the remaining vacant land in the city will be guided and zoned at densities that will provide an opportunity for accommodating the community's share of the region's low- and moderate-income housing.
2. The City will encourage increased density through appropriately designed townhouses and apartments, a variety of single family detached-style homes with clustering, varying lot sizes and shared open space (Housing Goal #1).
3. The City will support the development of multi-family housing projects, which are appropriately located and well designed (Housing Goal #6).
4. Redevelopment will be considered for residential areas that have been identified as obsolete or blighted (Housing Goal #7).
5. All rental units are required to be licensed on an annual basis including a scheduled inspection.
6. Existing neighborhoods will be supported through housing code enforcement; adequate public facilities and services; and other alternative methods.
7. The City contracts with the Center for Energy and Environment (CEE) to manage its housing hotline and administer its housing rehabilitation loan program including the following:
 - a. 5% Home Loan Fund – income qualifying residents may borrow up to \$25,000 to make home improvements
 - b. Discount Loan Fund – income qualifying residents may borrow up to \$25,000 to fix-up rambler or Cape Cod style homes built prior to 1970.
 - c. Manufactured Loan Fund – income qualifying residents may borrow up to \$7,500 to fix-up manufactured homes
 - d. CEE Home Energy Loan – any homeowner may borrow up to \$10,000 for energy related improvements to their home
8. The City has landlords participating in the Metro Housing and Redevelopment Authority (MHRA) rental subsidy program.
9. The City participates in the Anoka County Affordable Housing Coalition, a United Way sponsored organization that meets monthly to discuss affordable housing issues.

10. The City supports and promotes the Anoka County Community Action Program efforts including the following:
 - a. Housing Rehabilitation Program – income qualifying residents may receive funding for building code and/or health and safety repairs
 - b. First-Time Home Buyer Workshops – Monthly educational workshops are held that are designed to help low- to moderate-income households
11. The City, in cooperation with Fridley, Mounds View and New Brighton holds a free North Metro Home and Garden Show to provide resident education on home improvement projects and an opportunity to discuss home improvement projects with design professionals.
12. The City promotes the Minnesota Housing Finance Agency's (MHFA) First Time Home Buyer Program which offers funds for low-interest fixed rate mortgage loans to qualified first time homebuyers
13. The City will continue to work with the private sector, non-profits and public agencies to facilitate appropriate, quality, affordable housing development in the city.
14. The City will support an effort to preserve existing affordable housing units including manufactured home parks and subsidized apartments and townhome complexes.

CHAPTER 4 - ECONOMIC DEVELOPMENT IMPLEMENTATION

1. The City will provide for enough industrial and commercial land expansion in the Comprehensive Plan to allow for the development of the projected job growth until 2030.
2. The City's EDA (Economic Development Authority) will focus on creating access to sustainable jobs for the residents of Blaine with a focus on development of corporate offices, professional and financial services, research, medical manufacturing and medical services, education and emerging industrial technology.
3. The City will continue to support the Blaine Area Development Company, a non-profit corporation to promote economic development. BADC provides long-term, fixed asset financing for small and medium sized businesses utilizing the HUD Community Development Block Grant Program.
4. The City will continue to support the activities of the Metro North Chamber of Commerce, the Twin Cities North Chamber of Commerce and the Visit Minneapolis North Convention and Visitors Bureau.
5. The City will continue to support the viability and economic health of the Northtown area commercial center, as it represents a significant economic and employment center. The City will collaborate with Northtown to develop a strategy for private reinvestment, as well as explore and be receptive to new ways for the Northtown area to remain successful, including use of innovative stormwater management techniques (Economic Development Goal #3).
6. The City will dedicate staff resources to monitoring the economic health of the city and assisting businesses in relocation or expansion within the City.
7. The City will work with the Metropolitan Airports Commission (MAC) to support improvement and additions to the airport and its facilities that will enhance economic development activities in the community provided they do not change the airport status from reliever to intermediate.
8. The City will continue to seek effective ways to promote the benefits of Blaine to the business community.
9. The City will continue to provide information on economic development and the business community (such as BlaineBiz.com) on its website.
10. The City will periodically review its procedures, ordinances and fee structures to ensure they are up-to-date and that they protect and promote the quality of life in the City.

11. The City will promote environmentally sensitive and sustainable business practices.
12. The Comprehensive Plan will identify obsolete or blighted areas that should be targeted redevelopment.
13. The City will develop and implement plans for targeted redevelopment areas, as appropriate.
14. The City will periodically review existing land development requirements and economic incentives to ensure they are conducive to redevelopment and infill projects.

CHAPTER 5 – LAND USE IMPLEMENTATION

Chapter 5 contains a lengthy discussion of implementation strategies at the neighborhood/sub-area level of detail. Please refer to this chapter for additional information.

CHAPTER 6 – PARKS, TRAILS AND RECREATION IMPLEMENTATION

1. Conduct a feasibility study for the development of a new or expanded senior center.
2. Conduct a feasibility study for the development of a new family center.
3. Update park dedication fees.
4. Create a palette of funding methods to sustain and continually improve the park and trail system in the future.
5. Collaboratively work with other City departments to create a vision for the 500 acre City owned wetland/natural area lying north of 109th Avenue.
6. Adequately provide quality programming and facilities for community members.
7. Prioritize park and trail development projects.
8. Create goals for sustainable design and maintenance practices.
9. Yearly identify and apply for state and federal park and trail grants.

CHAPTER 7 - TRANSPORTATION IMPLEMENTATION

1. The City will work with Anoka County and surrounding communities to initiate a transportation study of the Lexington Area that is projected to experience significant capacity problems in the future.
2. Transportation investments and land development will be coordinated to create an environment conducive to alternative travel modes including transit, pedestrian and bicycle travel.
3. The City will continue to work with MnDOT to explore incremental improvements for TH 65.
4. The City will continue to work cooperatively with the I-35W Corridor Coalition.
5. Roadways in the Northeast Area will continue to be based on a hierarchy of roads and limit the use of cul-de-sacs. Right-of-way preservation is considered through mock platting of future development areas and designation of Municipal State Aid collector routes, and implementation is through dedication of right-of-way during the plat development process.
6. The City should work with Anoka County and the City of Lino Lakes to discuss improvements to the intersection of 109th Avenue and Sunset Avenue.
7. Preservation efforts should be made for an east-west collector corridor at the 131st Avenue alignment.
8. The City should continue to implement the TH 65 Frontage Road System.
9. All new residential and commercial developments should be reviewed to determine if sidewalks and/or trails should be included.
10. Inter-city connectivity with key activity nodes (parks, schools, libraries, shopping, etc.) for the pedestrian and bicycle system should be promoted.

11. Improved pedestrian and bicycle accommodations should be explored for the following corridors:
 - a. 109th Avenue
 - b. Radisson Road
 - c. Naples Street
 - d. TH 65 Easter Frontage Road
 - e. 105th Avenue
 - f. Northeast Area Collector
12. All new collector roadways should include provisions for pedestrian and bicycle facilities.
13. Connectivity should be promoted between the City pedestrian and bicycle systems and the regional trails and recreation facilities.
14. Appropriate amenities associated with the pedestrian and bicycle system should be included to enhance safety, convenience and promote non-motorized travel.
15. The City supports expanded bus transit service in the following areas:
 - a. TH 65 Corridor
 - b. Radisson Road/Northeast Area
 - c. Express Transit Service to Downtown St. Paul
 - d. U.S. 10 Corridor
 - e. Service to support the Northstar Corridor commuter rail line
16. The City will explore opportunities to promote higher density initiatives along dedicated transit corridors and increase links between job centers and medium-high density residential developments to improve the jobs/housing connections, community vitality and efficiency of the transportation system.
17. Transit stations and service should be catalysts for the development or growth of centers along transit corridors.
18. The City will work with the Metropolitan Council to determine future transit services consistent with the transit market area and its associated service standards and strategies.
19. The City supports the implementation of commuter rail service, including the Northstar Corridor and encourages MnDOT to consider acceleration of the timetable of the Bethel Corridor.
20. The City supports the continued use of and improvement of the Anoka County – Blaine Airport as long as it does not upgrade the airport’s classification at the federal, state or local level.
21. The City will continue to work with Anoka County to meet the transportation needs along the University Avenue Corridor.

CHAPTER 8 – STORMWATER IMPLEMENTATION

The LSWMP provides a plan for expanding and management the City’s stormwater system, and protecting key water resources in the City. The real measure of success of the LSWMP will be in its implementation. Implementation of the LSWMP covers a number of aspects, including:

1. Administering regulations and programs
2. Managing stormwater as redevelopment and new development occur
3. Implementing a public education program regarding stormwater management
4. Operating and maintaining the stormwater system
5. Constructing prioritized capital improvements
6. Financing projects and programs
7. Providing a process for future amendments to the LSWMP
8. Protecting and preserving the surface water resources.

Blaine's capital improvement planning involves projects for new development and projects within developed parts of the City. The City publicly finances these projects within developed areas through several mechanisms including stormwater utility, general fund, and special assessments.

CHAPTER 9 – SANITARY SEWER IMPLEMENTATION

1. The City is actively addressing infiltration and inflow issues as they have been discovered and has implemented a 10 year sewer lining program with a total cost of approximately \$10 million.
2. The City enforces the rules of the MN State Plumbing Code that prohibit the connection of gray water to the sanitary sewer system. This enforcement is achieved through all new construction permitting as well as those permits on existing structures that allow the City to review or obtain access to basements or plumbing systems.
3. The City will continue to perform infrastructure studies and program capital improvements as needed.
4. The City will continue to enforce its regulations regarding ISTS's.

CHAPTER 10 – WATER SUPPLY

1. The City will continue to perform infrastructure studies and program capital improvements as needed including the improvements identified in the Water Supply Plan.
2. The City adopted a Wellhead Protection Plan in 2001.
3. Complete additional water storage programmed for 2009 and interconnections with surrounding communities.
4. The City has prepared an Emergency Response Plan in accordance with the Safe Drinking Water Act.
5. Continue to regularly review and adjust the water use priorities and triggers for implementing demand reduction procedures in the event of a water system emergency.
6. The City has a water conservation plan that has several programs for reducing water use including metering of water usage at the well and customer level to identify any areas of concern, water audits, leak detection surveys, conservation oriented water rates, regulation and enforcement of federal state and local regulations, and public education.
7. The City will construct an additional treatment plant as needed in the future.