

AGENDA

CITIZEN PARTICIPATION

The City Council is meeting as a legislative body to conduct the business of the City according to the RULES OF PROCEDURE AND DECORUM OF THE CITY COUNCIL. Unless so ordered by the Mayor, citizen participation is limited to the following times and always within the prescribed rules of conduct for public input at meetings.

A. **PUBLIC HEARINGS**: Public hearings are conducted so that the public affected by a proposal may have input into the decision. During hearings, all affected residents will be given an opportunity to speak pursuant to the RULES OF PROCEDURE AND DECORUM OF THE CITY COUNCIL.

B. **OPPORTUNITY FOR THE PUBLIC TO ADDRESS THE CITY COUNCIL ON MATTERS NOT ON THE AGENDA**

Any member of the public may speak at this time on any item NOT on the agenda. In consideration for the public attending the meeting for specific items on the agenda, this portion of the meeting will be limited to fifteen (15) minutes. Individuals are requested to limit their comments to four (4) minutes or less. If the majority of the Council determines that additional time on a specific issue is warranted, then discussion on that issue shall be continued under Other Business at the end of the agenda. Before addressing the City Council, members of the public are asked to step up to the microphone, give their name, address and state the subject to be discussed. All remarks shall be addressed to the Council as a whole and not to any member thereof. No person other than members of the Council and the person having the floor shall be permitted to enter into any discussion without permission of the presiding officer.

Your participation, as prescribed by the Council's RULES, is welcomed and your cooperation is greatly appreciated.

1. CITY COUNCIL MEETING CALLED TO ORDER
2. ROLL CALL: Greenberg, Parisian, Wagner, Murphy, Mayor Blonigan
3. MICROPHONE CHECK: Greenberg, Parisian, Wagner, Murphy, Mayor Blonigan
4. OPPORTUNITY FOR THE PUBLIC TO ADDRESS THE CITY COUNCIL ON MATTERS NOT ON THE AGENDA
5. APPROVAL OF THE NOVEMBER 19, 2024 MEETING AGENDA
6. **CONSENT AGENDA**: Pursuant to Council rules, one motion, non- debatable, will approve the recommendation noted. Any member of the Council may ask for an item to be taken from the Consent Agenda for discussion and separate action. Such items removed from the Consent Agenda shall be considered immediately following approval of the balance of the Consent Agenda:

-
- A. Approve Canvassing Board Meeting minutes from August 16, 2024
 - B. Approve City Council Meeting Minutes from August 20, 2024
 - C. Accept Quote for Pickup and Equipment - City Project 8101
 - D. Accept Quote for Pickup and Equipment - City Project 8162
 - E. Accept Quote for Recreation Department Hybrid Vehicle - Project 8218
 - F. Approval of Licenses
 - G. Approve Quotes for Forestry Work
 - H. Limited Use Agreement - 3501 France Avenue North
7. PRESENTATIONS
- A. Special Thanks - Terrance O'Brien
8. PUBLIC HEARINGS
- A. None
9. OLD BUSINESS
- A. None
10. NEW BUSINESS
- A. 4227 40th Ave N Sign Violation Appeal
 - B. 3505 Bottineau Blvd Prelim Plat Lot Subdivision
 - C. 2025 Levy and General Fund Budget
11. OTHER BUSINESS
- A. Voucher Requests Pending Approval for Disbursement
12. ADMINISTRATIVE REPORTS
13. COUNCIL GENERAL COMMUNICATIONS
14. ADJOURNMENT

MINUTES

CALL MEETING TO ORDER

Mayor Blonigan called the meeting to order at Noon.

ROLL CALL

Present: Parisian, Wagner, Blonigan
Absent: Murphy
Staff: Chase Peterson-Etem, City Clerk

NEW BUSINESS

A. Results of the August 13, 2024, State Primary Election

Peterson-Etem noted the City held a State Primary Election on August 13, 2024, which included local races for Wards 1 and 2. He stated the City Council serves as the Canvassing Board and is convened today to review and certify the results of the August 13 Primary Election.

Board members reviewed the results.

Member Wagner MOVED, seconded by Parisian to approve the results of the August 13, 2024, Primary Election. The vote was unanimous and the motion passed.

ADJOURNMENT

Member Parisian MOVED, seconded by Wagner to adjourn the meeting at 12:04 p.m.. The vote was unanimous and the motion passed.

Chase Peterson-Etem, City Clerk

William A. Blonigan, Mayor

MINUTES

CITY COUNCIL MEETING CALLED TO ORDER

Mayor Blonigan called the meeting to order at 7:00 p.m.

ROLL CALL

Present: Parisian, Wagner, Murphy, Mayor Blonigan

Absent:

Staff: Tim Sandvik, City Manager; Chase Peterson-Etem, City Clerk

OPPORTUNITY FOR THE PUBLIC TO ADDRESS THE CITY COUNCIL ON MATTERS NOT ON THE AGENDA

Jerry Blem, 2605 Parkview Blvd., questioned the amount of public transportation that is being used, and stated buses could be used as an alternative to light rail. He also noted light rail tracks are permanent.

Karen Shull, 3939 Crystal Lake Blvd., noted a document from the Minneapolis Park Board to the Met Council stating they are concerned about a potential light rail station stop at the ground round area. The Document from the Minneapolis Park Board will be included as Attachment 1 for these minutes.

Jonathan Hansen, 3927 Noble Ave. N., noted he was pleased to see solar panels would be added to the water treatment plant. He stated his support for light rail and noted economic development and redevelopment happen around mass transit areas and increased transportation options are needed. He stated the potential benefits of light rail, including the opportunity for more affordable housing options and reduced environmental impacts. He stated he strongly supports the light rail project.

Jerry Blem, 2605 Parkview Blvd., noted his concern about crime with the light rail and stated he believes more officers would be needed.

Nancy Johnson, 4230 Abbott Ave. N., noted she believes the route of the blue line extension is wrong and was concerned that people would have to give up the extra lanes that support North Memorial's emergency vehicles. She noted she wouldn't use the light rail, and she is unsure if the ridership would meet the projected numbers. She also noted her concern for folks in North Minneapolis and the displacement that would happen with this route.

Mayor Blonigan opened a letter from Jerome Johnson and wanted to incorporate the letter into this portion of this meeting. This letter will be included as Attachment 2 for these minutes.

OATH OF OFFICE ADMINISTERED BY THE CITY CLERK TO WARD 2 COUNCIL MEMBER

A. Oath of Office for Jason Greenberg, Ward 2 Council Member

Mayor Blonigan invited Jason Greenberg to the Dais.

Mayor Blonigan administered the Oath.

APPROVAL OF THE AUGUST 20, 2024 MEETING AGENDA

Peterson-Etem noted two updates to the agenda for tonight, including the voucher disbursement report for Other Business Item A as well as the addition of the memo and resolution for Consent Item F.

Member Parisian MOVED, seconded by Murphy to approve the August 20, 2024, meeting agenda. The vote was unanimous and the motion passed.

CONSENT AGENDA

Member Murphy MOVED, seconded by Parisian to approve the consent agenda.

A roll call was taken.

Ayes: Parisian, Wagner, Murphy, Greenberg, Blonigan.

Nays: None.

The vote was unanimous and the motion passed.

- A. Approve City Council meeting minutes from June 18, 2024.
- B. Approval of Credit Card Charges and Payment
- C. Hennepin County Play Area Grant Application
- D. Approval of Licenses
- E. An Ordinance amending Section 310 of the Robbinsdale City Code related to the City Manager's Purchasing Authority
- F. Award Bid for City Hall Audio Visual Equipment and Broadcast Systems - City Project 100422
- G. Hy-Vee Event

PRESENTATIONS

- A. None

PUBLIC HEARINGS

- A. Second reading of an ordinance amending the City Charter

Peterson-Etem provided a brief overview of this item and noted the Council previously approved the first reading of this ordinance on July 16, 2024. He stated this ordinance will amend various sections of the City Charter to include Sections, 2.07, 3.06, 5.13, and 5.15. He further noted changes have been made to Section 5.13 Recall after the first reading and that both the Charter Commission and City Council have had the opportunity to discuss these changes at prior meetings. Peterson-Etem asked the Council to hold the public hearing and approve the second reading of the ordinance.

Mayor Blonigan summarized the letter from City Attorney Tietjen, specifically the section related to malfeasance.

Mayor Blonigan opened the public hearing.

Jonathan Hansen, 3927 Noble Ave. N., stated he supports these amendments and is hopeful the Charter can be revised to be easier to read for most people.

Member Parisian MOVED, seconded by Greenberg to close the public hearing.

Member Wagner thanked the Charter Commission and staff for their time making these amendments.

Member Wagner MOVED, seconded by Parisian to Approve Ordinance No. 24-08, Charter Amendment No. 42 "AN ORDINANCE AMENDING VARIOUS SECTIONS FO THE ROBBINSDALE CITY CHARTER TO INCLUDE SECTIONS 2.07, 3.06, 5.13, AND 5.15.

A roll call was taken.

Ayes: Parisian, Wagner, Murphy, Greenberg, Blonigan.

Nays: None.

The vote was unanimous and the motion passed.

OLD BUSINESS

A. None

NEW BUSINESS

A. Authorize Contract for City Hall Solar Array

Sandvik provided an overview and noted sustainability is a priority and goal of the Council. He noted this is the second project related to solar arrays that the city is sending out for bid this year, per direction of the Council. He noted a committee of employees reviewed the 12 submissions that were received, and it was the consensus of the committee to choose TruNorth Solar, LLC of Arden Hills, MN. Sandvik stated 60% of the project costs will be covered by grant funding, 30% will be reimbursed by the Inflation Reduction Act (IRA), and 10% of the project cost would be the obligation of the city. He noted the expected breakeven point is 1.8 years.

Member Parisian thanked the review committee and noted she is happy to support the project.

Mayor Blonigan highlighted that 90% of the project would be covered from sources other than city funds and is pleased with the quick payback period. He thanked the staff for their work and is grateful for the Inflation Reduction Act.

Member Greenberg asked if the 1.8 years on return is for the whole project or only the city's contribution. Sandvik confirmed it would only be for the city's portion.

Member Wagner MOVED, seconded by Parisian to Authorize the City Manger to enter into a professional Services Contract with TruNorth Solar, LLC. The vote was unanimous and the motion passed.

B. Consider Consumption and Display Permit for 4124-4130 Lakeland

Sandvik provided an overview of the item and noted the city has not had a request for a Consumption and Display (CD) permit for some time. He stated this falls under the umbrella of liquor licensing and this license could essentially allow patrons to "bring their own beverage" into the establishment. He stated staff and the City Attorney feel the establishment does not fall within the parameters of state statute to qualify for a CD

permit. However, the MN Department of Public Safety's Alcohol and Gambling Enforcement (AGE) division interpreted the statute differently and would allow this applicant a permit, if all other qualifications are met. Sandvik noted the city would need to approve their application, so the Council does have authority.

Member Murphy asked what types of events would be happening in the space. Sandvik stated they would be open to smaller wedding receptions, birthday, or graduation-type events. He noted there is not a full-service kitchen in the space, which does limit catering options.

Member Murphy asked about liability and who would be responsible. Sandvik noted many liquor licenses require a separate policy for liquor liability. However, the state noted they do not require it for this permit.

Member Greenberg asked about underage consumption and liability. Sandvik noted that coverage is normally included in a liquor liability policy required by other license types and without liquor coverage there would be no reassurances.

Mayor Blonigan reiterated the Council can deny the license, but legal action would most likely be pursued by the applicant.

Member Wagner asked if this permit allows off-sale. Sandvik stated this explicitly prohibits the establishment from selling or providing alcohol. Member Wagner asked if a caterer could provide alcohol services. Sandvik noted yes, but they would need to have proper licensing to do so.

Sandvik shared that communication between the lessor and the city has improved since the previous tenant. He also shared that the City Code for this permit type mostly references state statute, but updates to the City Code could be looked at in the long term. Sandvik further explained there is no city fee associated with this type of permit, and that could also be looked at in the fee schedule.

Mayor Blonigan noted that staff worked with the City Attorney, the League of MN Cities, and neighboring communities, all of which interpreted the statute the same way. He noted he is inclined to agree with the city and mentioned staff should continue to work with the applicant.

Member Greenberg asked if the state could override the decision of the Council. Sandvik noted AGE would only allow approval if the City provided approval.

Member Greenberg asked about enforcement and what mechanisms are in place to ensure they are not selling. Sandvik stated if they were selling that would be a violation of a number of statute provisions and City Code, and they wouldn't have a proper license to do that. In terms of enforcement around safety and consumption, there would be limited enforcement options, especially if they are not required to hold liquor liability insurance.

Member Parisian asked about occupancy and what limitations exist. Sandvik noted occupancy use will need to be updated, as well as additional items, such as things like sprinkler systems.

Member Parisian mentioned Dakota County Parks allow folks to come in for an event and bring their own beverages, with limitations, and she is wondering if there are provisions that could allow them to do something like this. Sandvik noted Robbinsdale offers something similar for park rentals. He noted there is the potential to move forward with something if certain assurances can be made by the applicant.

Mayor Blonigan noted if the Council is leaning towards denial, he would prefer a resolution to be drafted outlining the reasoning.

Member Murphy stated he is apprehensive to approve at this point, given the lack of liability, and supports a denial resolution.

Sandvik stated the Council could table the item and direct staff to discuss it with the City Attorney, potentially draft a resolution, and/or reach out to the applicant to provide assurances.

Member Parisian asked about providing directions to update legislative priorities regarding this issue. Sandvik noted it could be added to the motion, but more discussion on legislative priorities would be coming up and could be added at that point too.

Member Wagner noted he was more inclined to deny the request rather than table it, but could go either way.

Mayor Blonigan MOVED, seconded by Murphy to table the item and directed staff to work with the City Attorney to create a resolution denying the license, incorporate needed changes into legislative priorities, and work with the applicant to see if they can provide assurances to the City Council.

A roll call was taken.

Ayes: Parisian, Wagner, Murphy, Greenberg, Blonigan.

Nays: None.

The vote was unanimous and the motion passed.

OTHER BUSINESS

A. Voucher Requests Pending Approval for Disbursement

Member Murphy MOVED, seconded by Greenberg to Approve Voucher Requests Pending Approval For Disbursement. The vote was unanimous and the motion passed.

ADMINISTRATIVE REPORTS

Peterson-Emm thanked everyone who voted in the August Primary Election. He also thanked all the staff and election judges that make elections a smooth process in Robbinsdale.

Sandvik noted work on 41st Ave. will start in the next couple of weeks. He stated the Lakeview Terrance Park Farmers Market is winding down, so people should enjoy it while it's still in season. He mentioned the Light Rail Open House happening at Elim Church tomorrow night from 6 to 8 p.m. and encouraged folks to attend. He also noted an online survey is available for people to provide input on the light rail.

COUNCIL GENERAL COMMUNICATIONS

Member Parisian congratulated Member Greenberg and welcomed him to the Council. She also encouraged folks to attend the Open House at Elim Church tomorrow night.

Member Wagner congratulated Member Greenberg and welcomed people to attend the Open House tomorrow.

Member Murphy congratulated and welcomed Member Greenberg.

Member Greenberg thanked the staff for their work on the election and getting him prepared to be a Council member. He thanked those who voted for him and stated he is excited to represent Ward 2.

Mayor Blonigan congratulated the other candidates who participated in the primary. He stated he received a

letter from the League of MN Cities recommending our Legislators be recognized for their work and everything they do for us, and asked staff to include that in the next Council meeting. He also encouraged folks to visit the Robbinsdale Farmers Market and noted they have other items along with fresh produce.

ADJOURNMENT

Member Parisian MOVED, seconded by Greenberg to adjourn the meeting at 8:14 p.m. The vote was unanimous and the motion passed.

Chase Peterson-Etem, City Clerk

William A. Blonigan, Mayor



Minneapolis
Park & Recreation Board

Administrative Offices
2117 West River Road North
Minneapolis, MN 55411-2227

Northside Operations Center
4022 1/2 North Washington Avenue
Minneapolis, MN 55412-1742

Southside Operations Center
3800 Bryant Avenue South
Minneapolis, MN 55409-1000

Phone
612-230-6400

Fax
612-230-6500

www.minneapolisparcs.org

President
Meg Forney

Vice President
Cathy Abene, P.E.

Commissioners
Becky Alper
Billy Menz
Steffanie Musich
Tom Olsen
Charles Rucker
Elizabeth Shaffer
Becka Thompson

Superintendent
Al Bangoura

Secretary to the Board
Jennifer B. Ringold

August 12, 2024

METRO Blue Line Extension
Blue Line Extension Project Office
Park Place West Building, Suite 600
6465 Wayzata Boulevard
St. Louis Park, MN 55426

**RE: Minneapolis Park and Recreation Board Comments on the Blue Line Extension
Supplemental Draft Environmental Impact Statement**

Project sponsor Metro Transit and lead federal agency The Federal Transit Administration (FTA) have issued a Supplemental Draft Environmental Impact Statement (SDEIS) for the METRO Blue Line Light Rail Extension Project (Project). The project has been considered for some decades, with consistent and ongoing consultation and collaboration from local governments including the Minneapolis Park and Recreation Board (MPRB). The Project is currently envisioned to link downtown Minneapolis with northwestern suburbs via Washington Avenue and Broadway Avenue in north Minneapolis. This route passes near and through several park sites owned and operated by MPRB, and as such MPRB has a public responsibility to comment on the SDEIS. Such commentary is not the only opportunity for MPRB to formally affect the project, but it represents a key milestone in project planning and an important moment in park advocacy.

The purpose of the SDEIS, according to the document itself, is to “evaluate impacts from the modified alignment, in contrast to the 2016 Alignment and identify the potential for impacts to arise....” MPRB did comment on the previous alignment and also concurred with FTA’s finding under Section 4(f) of the Transportation Act of 1966 that there would be a *de minimis* impact on parkland, once mitigation efforts were taken into account. Though portions of the overall current alignment, approved by the Corridor Management Committee in 2022, are similar to that described in the 2016 environmental documents, the Minneapolis portion is fundamentally different. Therefore, MPRB must view this SDEIS as completely new and must comment accordingly.

Above all, MPRB strongly stresses that it wants to continue collaborating with the Project to ensure A) that Minneapolis residents, workers, and visitors are able to easily connect to parks via transit; and B) that transit improvements do not adversely impact the very park resources people have enjoyed for generations and which will be enjoyed for generations to come. MPRB’s mission strongly states that MPRB permanently preserves, protects, maintains, improves, and enhances its natural resources, parkland, and recreational opportunities for current and future generations of our region, including people, plants, and wildlife. This is the primary guidance MPRB will follow throughout this comment letter and the overall Project process.

Several strategies in Parks for All, the Minneapolis Park and Recreation Board Comprehensive plan 2021-2036, recognize the importance of park-transit interconnections, including:

- Goal 4, Strategy 8: Create system-wide connections to and through parks for pedestrians, cyclists, and transit riders based on park plans and in collaboration with agency partners
- Goal 5, Strategy 3: Support year-round, multi-modal, vehicular, non-motorized, and shared mobility options that create safe recreation and commuter access to and through parks and the Grand Rounds, through infrastructure, filling trail gaps, traffic calming, maintenance, promotion, crash reduction, and education on trail protocols.

Several Parks for All strategies prioritize benefit to the recreating public and natural resources:

- Goal 2, Strategy 1: Prioritize preservation of historic, cultural, and scenic resources with protection of natural resources and contemporary recreational needs in park management, design, implementation, interpretation, and development decisions.
- Goal 3, Strategy 2: Care for existing historic and cultural resources, public art, and the memorial collection through planning, staffing, inventory, management, and conservation.

Guided by this policy direction, MPRB wishes to comment on the Project's SDEIS, with specific focus on the project's potential impact on parks, recreation, natural resources, and connections between these things and the people of the region. MPRB's comments are tabulated in three ways:

- This "**main letter**" offers a narrative response to the SDEIS, organized around four main THEMES:
 - A. FTA's Section 4(f) determination
 - B. Design of the Lowry Station area, which is planned to exist within MPRB parkland
 - C. Land ownership and jurisdiction
 - D. Pedestrian/bicycle access to parks around Broadway Avenue
- An attached "**comment tabulation**," which is a page-by-page list of comments on document topics of interest to MPRB. Some comments therein are linked to theme areas in the main letter, while others are not specifically discussed in the main letter but should nevertheless be considered important concerns to MPRB.
- **Board Resolution 2024-138**, approved on August 7, 2024, which takes a strong position on the at-grade crossing of light rail over the Minneapolis Grand Rounds.

Together, these three items are MPRB's official response to the Project's SDEIS.

Before discussing the four main themes, MPRB would like to briefly provide comment and/or context on several other overarching topics:

- The 4(f) park resource near the Lowry Station area is consistently misnamed in project documentation. Though there are two different parkway "segments" of the Grand Rounds Historic District in this area, the parkland itself is one single park called Wirth/Victory Memorial Parkway Regional Trail. This is the nomenclature MPRB uses, and it follows the Metropolitan Council's naming of this part of the regional system.
- It appears there may be some inadvertent references to an elevated light rail bridge and/or station at the Lowry Station Area. MPRB's understanding is that the "flyover" option is no longer being considered, so these references should be removed from descriptions of the Build Option.
- There is little to no narrative about impacts to the urban forest. As steward of Minneapolis's public forest, MPRB would like to see more detailed information on street tree impacts and potential mitigations as the project progresses.

THEME A: FTA's Section 4(f) determination

With regard to Wirth/Victory Memorial Parkway Regional Trail and the Grand Rounds Historic District, two 4(f) resources under MPRB's jurisdiction, the meaning of the 4(f) determination throughout the document is unclear, misleading, and includes multiple discrepancies. The Executive Summary, the entirety of Chapter 8, and portions of Appendix 8 say that a preliminary determination has been made. Table 8-1 notes that 4(f) "mitigation not required; impacts are *de minimis*." However, in Section 8.9 of Appendix 8 (not to be confused with Chapter 8), regarding both park resources it is said that "at this time FTA cannot make a preliminary determination...; additional coordination with the Official with Jurisdiction [MPRB] is necessary." These statements are in direct contradiction and should have been corrected prior to or immediately subsequent to the release of the SDEIS.

To get clarification, MPRB staff met with Project staff and were told that in fact NO determination has yet been made. FTA would like to stay on the pathway toward *de minimis*, but expects to work with MPRB further before that determination is made. MPRB staff shared that the SDEIS is confusing and at times inaccurate on this issue and requested that a clarification or addendum be immediately issued. Project staff have reported that FTA refuses to clarify the language in the SDEIS around 4(f). Project staff attempted to clarify this discrepancy when presenting before the Board of Commissioners on July 10, 2024. However, the fact remains that the SDEIS itself—on which this letter specifically comments—is contradictory and unclear.

MPRB is frustrated that this policy direction cannot be consistently explained in plain language, and would formally request again that FTA's and the Project's position on 4(f) be clarified as expediently as possible.

That said, if the language in Appendix 8, Section 8.9 is in fact correct, MPRB believes this is the appropriate approach. MPRB will need to better understand specific park impacts and proposed mitigations prior to considering concurrence with any 4(f) pathway. It is far too early to make a 4(f) determination now, with regard to effects on recreational, scenic, environmental, and historic aspects of the MPRB owned resources. We agree that a final determination can only happen through "additional coordination," which may also include design revisions (see THEME B), provision of additional and more detailed impact data, and comprehensive land ownership discussions (see THEME C).

THEME B: Design of the Lowry Station Area

The most significant impacts to parkland will take place within Wirth/Victory Memorial Parkway Regional Trail, which is part of the National Register-eligible Grand Rounds and the Victory Memorial Parkway State Historic District. The interaction between the Lowry Station area and this critical park resource has been the subject of extensive design exploration and is admittedly a complicated, multi-level parkland and transportation amalgam. An early design for the station and track routing through this area featured a major flyover of the entire park area and an elevated station. This would have had significant impacts on park vegetation, would have added a major piece of transportation infrastructure to the park, and would have created a likely unsafe and undesirable elevated transit connection to the Grand Rounds. MPRB staff worked with Project staff to develop and review alternative designs, which led to the current Build Alternative.

MPRB appreciates the elimination of the flyover alternative from consideration, and acknowledges the work that Project and MPRB staff have expended on creating new designs for this complicated area. There are some significant positive attributes of the proposed design, many of which are described in the SDEIS:

- The location of the station at grade creates direct connections between light rail transit and the park system, something that is rare in Minneapolis but generally welcomed.
- The addition of the “slip ramp” from southbound Bottineau Blvd (County Road 81) to Lowry Avenue will likely reduce vehicle (and especially truck) traffic on Wirth Parkway, part of which is currently used as a county highway interchange.
- The design moves the intersection of Lowry Avenue and the Parkways out from under the Broadway bridges, increasing sight lines and safety for all park travel modes.
- The design preserves and potentially opens up the vista northward onto Victory Memorial Parkway, though additional analysis is requested on this topic (see comment #30 requesting an additional Key Viewpoint be examined).
- Because the current design proposes significant changes in the vicinity, this could be an opportunity to “right-size” roadways and other pavements, potentially eliminating unnecessary lanes, narrowing roadways, and returning more space to pervious surfaces such as green space and habitat areas.

However, one primary potential park impact that is not adequately documented in the SDEIS is the at-grade crossing of light rail over the Parkway and associated pedestrian and bicycle trails. According to Resolution 2024-138 (attached) MPRB believes this at-grade crossing to be “inimical to the recreational, parkland, park use, and historical and landscape value of MPRB’s property...” MPRB opposes the current plan and requests that the project office develop additional design alternatives to separate the light rail and parkway routes, along with further examination of impacts of all design options.

In order to better understand the impact on parks and the recreating public, MPRB requests the following, relative to the current data provided in the SDEIS:

- 1) More detailed information on the location of rail crossing gates and operation of intersections;
- 2) A detailed analysis of the frequency and duration of train crossings, taking into account the slowing of trains near the station, during all times of day, along with resultant traffic and access impacts to the Parkway, surrounding streets, and North Memorial Hospital;
- 3) A physical model of the station area, to facilitate understanding of the three-dimensional nature of the area and the interrelationships between modes;
- 4) Experiential digital fly-through videos for the vehicular and pedestrian/bicycle modes showing real-time impacts of waiting for trains at light rail crossings;
- 5) The amounts of impervious surfacing of each of the explored and analyzed design options, relative to existing conditions within the station area, with such analysis including all existing and proposed roadways, Parkways, trails, platforms, trackage, and light rail support infrastructure;
- 6) Historical safety and incident data from Minneapolis and other comparable cities addressing pedestrian and bicycle interaction at light rail crossings;
- 7) Additional design alternatives that seek to eliminate the at-grade crossing of the Parkway and associated trails, potentially including a light rail tunnel, a light rail trench, light rail tracks and station at the elevation of the Broadway Bridges, and Parkway and/or trail underpasses;
- 8) Full examination of items 1-5 as they relate to additional design options explored in item 7;
- 9) A clear description of maintenance responsibilities for and in the vicinity of the station, tracks, and other project elements that could exist on parkland, so that MPRB has a clearer picture of potential maintenance and operational impacts of the proposed designs; and

In essence, while MPRB appreciates the design advancement made to date, it feels that not enough data nor exploration is included in the SDEIS to accurately reflect potential park impacts, examine alternatives, and determine appropriate mitigation.

THEME C: Land Ownership and Jurisdiction

MPRB is a legacy land steward charged with acquiring, protecting, improving, and maintaining parkland for Minneapolis residents, workers, visitors, plants, and wildlife. The Project has affirmed that MPRB is the owner of lands and the Official with Jurisdiction (OWJ) over lands called Wirth/Victory Memorial Parkway Regional Trail, through which the trails and parkway of the historic Grand Rounds travel. The Grand Rounds makes Minneapolis unique among American cities. Originally envisioned in the 1880s by landscape architect Horace W.S. Cleveland, the Grand Rounds has been largely implemented. The remaining gaps, on the upper Mississippi River and in northeast and southeast Minneapolis, are critical improvement areas for MPRB, with multiple projects underway. For the vast majority of its length, the Grand Rounds parkway and trail system exists on land owned and operated by MPRB, including in the area of greatest project impact: near the Lowry Station area.

Wirth/Victory Memorial Parkway is subject to an easement “for highway purposes” conveyed by MPRB to the State of Minnesota in 1962, and later re-conveyed by the Minnesota Department of Transportation to Hennepin County. The easement encompasses not just portions of County Roads 81 (Broadway Avenue) and 153 (Lowry Avenue), but also a portion of Wirth Parkway necessary for vehicular interconnection between CR 81 and 153.

Two primary land ownership and jurisdiction issues exist in the Lowry Station area, neither of which are adequately addressed in the SDEIS.

First, according to the Memorandum dated July 4, 2024, and prepared by Patrick B. Steinhoff of Malkerson Gunn Martin, LLP, MPRB opposes the idea that the presence of an “easement for trunk highway purposes” allows the Project a fundamental right to build a light rail line across parkland. MPRB asserts that transit use of this corridor will require, per the Memorandum, “an amendment of the existing easement or condemnation of additional easement rights....” In light of these facts, MPRB requests:

- Any proposed project elements within the existing easement be considered transportation improvements on parkland, rather than a perspective like that on Page 48 of Appendix 8, which seems to suggest that improvements constructed within the easement will have no park impacts, which is incorrect because the underlying land is still parkland, whether encumbered or not.
- A commitment from the Project, potentially as mitigation, to reduce the size of the easement at the conclusion of the project, in recognition of different needs for the Country roadway system, thereby returning useable parkland to the public.

Second, MPRB is strongly opposed to relocating a portion of the Grand Rounds parkway off of MPRB-owned lands. Admittedly, as new park connections are being made elsewhere to fill historic gaps in the Grand Rounds system, MPRB is working with partners to both acquire land and make agreements to operate recreational facilities on the lands of other jurisdictions. MPRB also acknowledges that outside-the-box thinking here is important to arrive at the best possible design for the public, regardless of current land ownership. However, in this case, the parkway currently exists on MPRB fee title land and must continue to do so. MPRB therefore requests:

- The SDEIS should consistently discuss the impact of removing the Grand Rounds parkway from MPRB fee title lands, which can then open the doorway for specific mitigation efforts, should the current concept advance. This reality is mentioned on Page 69 of Appendix 8, but nowhere else in the document. The SDEIS needs to address Grand Rounds property jurisdiction as a project impact.
- A commitment from the Project to ensure any future Parkway corridor—consisting of pedestrian and bicycle trails, a vehicular parkway, and ample associated open space—can exist on MPRB fee title owned lands, whether or not encumbered by other easements. As is currently the case with Wirth/Victory,

MPRB is the underlying and primary fee title land owner, with other easements conferring rights atop that MPRB ownership. This must be the outcome of any new parkway corridor.

- A commitment from the project office that it will bear all costs and perform all due diligence to acquire base fee title property ownership to all new Parkway corridor parcels, and that it will transfer fee title ownership to MPRB as mitigation for any relocation of the Parkway off MPRB lands. MPRB understands that transportation easements of various types may still be necessary to allow county roads and the light rail corridor to exist, but the underlying fee title ownership should be MPRB's.

THEME D: Pedestrian/bicycle access to parks around West Broadway Avenue

MPRB appreciates the inclusion of parks along Broadway Avenue in the SDEIS, even though these parks will not be directly affected by the Project. MPRB does agree that “no use” is the correct determination for North Commons Park and Cottage Park (Table A8-1). Under the Project as currently described, Hall Park, located along the previously considered Lyndale Avenue routing, would also be determined as “no use.” Connections between these parks and the neighborhoods both north and south of Broadway Avenue are, however, critical. MPRB strongly supports efforts by the Project and City of Minneapolis to ensure multiple pedestrian and bicycle crossings of the corridor and Broadway Avenue, specifically between the Penn and James Stations. MPRB also appreciates incorporation of MPRB's and the City's recommendations for implementation of a portion of the Northside Greenway alongside the James Avenue Station and extending toward North Commons Park.

These crossings and trail connections, however, are not adequately described nor supported in the SDEIS. Without them, several assertions about the enhancement and preservation of community connectivity are no longer accurate. Many residents living north of Broadway Avenue cross that street to access larger parks like North Commons and Willard and to utilize the YMCA, another important though private recreational amenity. North High School likewise lies south of Broadway Avenue and hosts a student body that walks and bikes from locations including neighborhoods to the north.

Currently, the Trust for Public Land's ParkScore metric for Minneapolis identifies a disparity between high- and low-wealth and between high- and low-BIPOC census tracts in the available acreage of park land in close proximity. According to these national metrics, north Minneapolis residents are just as likely to live within a 10-minute walk of a park, but within that 10-minute walk they have fewer acres on which to recreate. If the Project limits crossings of Broadway Avenue, thereby increasing walk times to the large park space at North Commons, this disparity will increase.

The location and number of light rail crossings are therefore specifically an Environmental Justice consideration. None of this information is included in the SDEIS. To acknowledge this reality, MPRB requests:

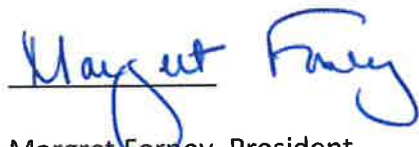
- A more robust narrative, possibly in Chapter 7: Environmental Justice, about the park acreage disparity identified by Trust for Public Land, with reference to the potential impacts of the Project if connections are not retained and improved.
- Specific verbal recognition of the multiple planned crossings of the corridor, appearing throughout the narrative, such as on Page 3-13 or in Table 3-8.
- Extension of the project limits along James and Knox Avenues southward to and including crossings of Golden Valley Road, to ensure direct connection to North Commons Park from the James Avenue Station and the proposed Knox crossing. MPRB is requesting inclusion of the Golden Valley Road intersections because Hennepin County is a light rail project partner, Golden Valley Road is a Hennepin County road, and discussion/negotiation now will be easier in the midst of this major project than a potentially three-agency agreement after the fact.

SUMMARY

MPRB appreciates the opportunity to comment on the Blue Line Extension SDEIS. We also appreciate the consistent and ongoing involvement of staff and commissioners in the project process. In this letter, MPRB is expressing some major concerns related to park impacts. Though not insurmountable, these issues—particularly the confusion and contradictions around 4(f)—create challenges in the project that go beyond technical decision-making and touch on the level of trust that is possible between MPRB and the Project.

Our most critical requests, therefore, relate to the project's impact on Wirth/Victory Memorial Parkway Regional Trail. The first is for a commitment to explore alternative design options to the proposed at-grade crossing of the Parkway, and to evaluate these options with clear and consistent data. The second is for immediate and broad communication that a "preliminary 4(f) determination" of *de minimis* for MPRB park resources is NOT in fact what is being proposed at this time. With its entrenchment in certain barely intelligible policy language, FTA is creating extreme difficulty among Project and agency staff and elected officials. The discrepancies in the SDEIS leave us either confused or believing the worst—namely that FTA has already made its determination and this vagueness is a tactic to suppress comment. In confusion, we must protect ourselves against the worst. A clear and public statement of FTA's true 4(f) determination (or lack thereof) will be an important step forward in maintaining the trust needed to build this line.

Respectfully Submitted,
on behalf of the Minneapolis Park and Recreation Board Commissioners



Margret Forney, President
Minneapolis Park and Recreation Board

#	Page	Section	Comment	Topic	Major Theme
1	ES-6	"What Alternatives..."	Include MPRB in the list of CMC members.	MPRB Inclusion	n/a
2	ES-10	Robbinsdale	Reference Wirth/Victory Memorial Parkway in description of CR82/Lowry intersection.	MPRB Inclusion	n/a
3	ES-11	Map	Why is there a label referencing "elevated LRT"?	Clarification/Error/Omission	n/a
4	ES-13	Section 4(f)....	The meaning of the 4(f) determination throughout the document is unclear, misleading, and includes multiple discrepancies. The Executive Summary, the entirety of Chapter 8, and portions of Appendix 8 say that a preliminary determination has been made. Other statements in Appendix 8 say that no determination can yet be made because further coordination is necessary. These statements are in direct contradiction and should have been corrected prior to or immediately subsequent to the release of the SDEIS, as requested by MPRB staff. This frustrating and avoidable issue is discussed at length in the main letter.	4(f) Determination	A
5	ES-20	Section 4(f)/6(f)	The 4(f) issue is discussed further in the main letter.	4(f) Determination	A
6	ES-21	"How would adverse...."	Recommend including 4(f) mitigation as a general topic under the bulleted list.	Clarification/Error/Omission	n/a
7	1-4	1.2.2	Reference to "Victory Memorial Park" is incorrect. The official park name is "Wirth/Victory Memorial Parkway Regional Trail. Could also be appropriate to reference the Grand Rounds here.	Park names	n/a
8	2-10	3rd paragraph	MPRB does not believe that the "interchange would remain functionally similar to existing conditions." The addition of the "slip ramp" could reduce traffic on Parkways, and this should be recognized as a benefit. The at-grade light rail crossing of the parkway and associated trails, however, could have negative impacts, which are not discussed here. The main letter discusses the Lowry station design in greater detail.	Lowry Station Area design	B
9	2-14	Table 2-3 Robbinsdale	Add elevated/flyover station to the list of alternatives not carried forward.	Clarification/Error/Omission	n/a
10	2-17	2.4.2.3	The build option for the Lowry station is not included here nor in the Minneapolis section, and should be.	Clarification/Error/Omission	n/a
11	2-18	Table 2-5	The list of "Build Alternative" bridges is confusing and may not be correct. Where does the modification/expansion of the Broadway Bridges appear?	Clarification/Error/Omission	n/a
12	2-19	Map	Why is there a label referencing "BLRT bridge and vertical circulation"?	Clarification/Error/Omission	n/a
13	2-20	Traction Power Substations	Some preliminary thinking suggests that a TPSS may be placed in the vicinity of the Grand Rounds at the Lowry Station. MPRB would strongly oppose placement of TPSS on park-owned property.	Utilities/Infrastructure	B
14	3-13	City of Minneapolis	The narrative here about the multi-use trails only suggests improvements in pedestrian comfort. However, the introduction of an at-grade light rail crossing will create an additional barrier than what exists today. This paragraph should recognize this potential impact alongside potential benefits. See main letter for additional information.	Lowry Station Area design	B
15	3-13	City of Minneapolis	The narrative does not reference any pedestrian crossings of light rail between Penn and James. These must be documented here, or the overall pedestrian environment and critical access to parks will be lessened from what it is today. See main letter for additional information.	Access to parks	D
16	3-14	Table 3-8	No reference to at-grade crossing creating a potential barrier. See main letter for additional information.	Lowry Station Area design	B
17	3-14	Table 3-8	No reference to north side greenway, nor of ped/bike crossings between Penn and James. See main letter for additional information.	Ped/Bike access	D
18	3-14	3.2.4	Without a better understanding of the impacts of a new at-grade light rail crossing, MPRB would not agree with the statements in this section. See main letter for additional information.	Lowry Station Area design	B
19	3-19	City of Minneapolis	Comments here echo those made for the pedestrian section. See main letter for additional information.	Lowry Station Area design	B
20	3-19	Table 3-10	No reference to at-grade crossing creating a potential barrier. See main letter for additional information.	Lowry Station Area design	B
21	3-19	Table 3-10	No reference to north side greenway, nor of ped/bike crossings between Penn and James. See main letter for additional information.	Ped/Bike access	D

#	Page	Section	Comment	Topic	Major Theme
22	3-19	3.3.4	Without a better understanding of the impacts of a new at-grade light rail crossing, MPRB would not agree with the statements in this section. See main letter for additional information.	Lowry Station Area design	B
23	3-24	City of Robbinsdale	This narrative should include more about the "slip ramp" and how that changes traffic movements in the station area, and potentially reduces traffic on MPRB Parkways. It should also discuss the at-grade light rail crossing and its impact on vehicular travel on the Parkway. See main letter for additional information.	Lowry Station Area design	B
24	4-1	Table 4-1	Would like to see the phrase "displacement and/or disconnection" included in line 2 column 3.	Clarification/Error/Omission	n/a
25	4-4	Table 4-3	MPRB's Parks for All Comprehensive Plan, though not strictly a land use plan, should be included here as a jurisdictional guiding document. There are several areas of guidance and alignment in Parks for All, which warrant a broader narrative included in Section 4.1.2.	MPRB Inclusion	n/a
26	4-7	4.2.1	Include MPRB's Parks for All, because we believe it was consulted. (If it was not consulted, please do so.)	MPRB Inclusion	n/a
27	4-17, 18	City of Robbinsdale, City of Minneapolis	These sections do not include any reference to the addition of a new at-grade crossing of the Parkway and Grand Rounds trails being a potential impact on community cohesion. See main letter for additional information.	Lowry Station Area design	B
28	4-22	Table 4-13	The suggestion that there are no Park and Recreational parcel impacts is functionally incorrect. Even if the highway easement can be used for transit purposes, a park agency is still the underlying land owner and that land would be impacted. Furthermore, additional acquisition may be necessary to create NEW parkland on which the Parkway will exist. We believe this chart needs to be modified to show some park and recreation data. See main letter for additional information.	Land ownership	C
29	4-31	4.4.4	It is critical, somewhere, to have a discussion about the implications of a Grand Rounds Parkway and trails existing off of MPRB land. Mitigation measures may need to include additional land acquisition to ensure the Grand Rounds continues to exist on land owned by MPRB. See main letter for additional information.	Land ownership	C
30	4-38	Table 4-17	MPRB would request analysis of visual impact associated with one additional KVP, facing north FROM the project area to Victory Memorial Parkway. Though not a view of the trackway and station themselves, this view is one that could be impacted by project activities, namely the re-routing of the Parkway. The southern entrance to Victory Memorial Parkway, part of the Grand Rounds and a designated State Historic District, is inarguably a key viewpoint in the region and should be examined for potential visual impact.	Lowry Station Area design	B
31	4-40	4.5.4.2	MPRB recommends inclusion of "construction sequencing and scheduling" as a potential mitigation option.	Clarification/Error/Omission	n/a
32	5-8, 9	Maps	The maps do not show the Wirth/Victory Memorial Parkway Regional Trail area, where major utilities may exist	Clarification/Error/Omission	n/a
33	5-43	5.6 Noise	MPRB requests clarification on how parks are examined for noise impacts under FTA guidance. The Wirth/Victory Memorial Parkway Regional Trail area is designed as a passive space for traveling and rest, unlike more active parks in the corridor.	Noise	n/a
34	5-59	Table 5-17	The rusty patched bumblebee (<i>Bombus affinis</i>) is a Federally endangered species that should have been considered within the study area. Interactive maps on the US Fish and Wildlife website show the bee's range overlapping the project area, especially within and near Wirth/Victory Memorial Parkway Regional Trail. If there is some reason the bee has been excluded from analysis, that should be shared in the document.	Endangered species	n/a
35	5-66	Wildlife Habitat	Under several policy documents, MPRB is interested in increasing wildlife habitat within Minneapolis parks. If there are opportunities even beyond the Project's limits of disturbance to increase forest habitat for bats and/or prairie/grassland habitat for butterflies and bees, MPRB would be a willing partner in that effort.	Endangered species	n/a
36	6-22	2nd paragraph	MPRB agrees wholeheartedly with this statement. However, MPRB should be mentioned here, or at the very least the phrasing should be "...funding for acquisitions, Minneapolis and other communities...."	MPRB Inclusion	n/a

#	Page	Section	Comment	Topic	Major Theme
37	6-27	Parklands row, mitigation column	MPRB mostly agrees with this statement, but mitigation for parkland acreage impacts may be necessary under certain project design factors, such as a severing of connections to parks. In addition, assistance with acquisition of additional parkland would be an appropriate mitigation for past harms from the transportation system, especially in north Minneapolis and around the Lowry Station area, where land rights were taken for transportation purposes. The Project should strongly consider revising existing transportation easements as part of the project, and ensuring that the Parkway road itself can exist on MPRB owned land.	Land ownership	C
38	7-18	Figure 7-8	Many of the communities in north Minneapolis are disadvantaged in terms of park acreage available within a short walking distance. This should be recognized as an historic harm in some way on the map or in the narrative, even if this isn't specifically referenced in Justice40. See the main letter, topic D, for a discussion on park acreage disparity.	Park Acreage	n/a
39	7-41	7.4.2	Existing disparity in park acreage accessible to north side residents could be exacerbated if connections to parks near the project are severed by the light rail line. This is an environmental justice issue. See the main letter for further information.	Ped/Bike access	D
40	7-43	7.4.2.2	This section is another opportunity to discuss acreage disparity and critical connections to parks. See the main letter for further information.	Ped/Bike access	D
41	7-45	City of Minneapolis	Nowhere is there a discussion of the potential impact of an at-grade crossing of the Grand Rounds by a light rail line. No railroad crossings of the Grand Rounds exist today, and to propose the first within an EJ community must be examined for its potential impacts on community cohesion. See the main letter for further discussion.	Lowry Station Area design	B
42	7-45	City of Minneapolis	Because the proposed ped/bike crossings of Broadway Avenue between Penn and James are not listed nor discussed, there can be no assurance that the project will improve overall cohesion. See the main letter for further discussion.	Ped/Bike access	D
43	8-1	Table 8-1	MPRB requests further clarification on 4(f) determinations. To suggest here that mitigation is not required and that impacts are de minimis at this stage of project design is fundamentally inaccurate. See the main letter for further discussion.	4(f) Determination	A
44	8-2	Table 8-2	The official name for the park resource to be impacted by the Project is Wirth/Victory Memorial Parkway Regional Trail. MPRB and the Metropolitan Council see parkland on both sides of Lowry Avenue as the same single park unit with this name. Though the segment south of Lowry (Wirth Parkway) and the segment north of Lowry (Victory Memorial Parkway) have very different characters and purposes, they should be collectively described with the accurate name.	Park names	n/a
45	8-2	Table 8-2	MPRB understands from discussion with project office staff that the FTA has not in fact yet made a de minimis determination for Wirth/Victory Memorial Parkway Regional Trail and Grand Rounds Historic District. If true, an additional column should be added to this table. See main letter for further discussion.	4(f) Determination	A
46	8-4	Map	Change park name to Wirth/Victory Memorial Parkway Regional Trail.	Park names	n/a
47	8-7	8.3	MPRB believes it is too early to assume there will be no direct use, versus de minimis use. See main letter for further discussion.	4(f) Determination	A
48	8-8, 9	Tables 8-3 and 8-4	Change park name to Wirth/Victory Memorial Parkway Regional Trail.	Park names	n/a
49	9-18	Table 9-8	Regardless of determinations of use under 4(f) and Section 106, and regardless of existing easement rights, an MPRB construction permit will be required for work within parkland areas.	Clarification/Error/Omission	n/a
50	11-3	Pedestrian, Bicycle, and Vehicle Traffic	The description of the Build Alternative for these three factors does not accurately reflect the potential impacts of an at-grade light rail crossing of trails and the Grand Rounds Parkway near the Lowry station area. This analysis must be incorporated into the understanding of effects and benefits. See main letter for further discussion.	Lowry Station Area design	B

#	Page	Section	Comment	Topic	Major Theme
51	11-3	Pedestrian and Bicycle	The description of improvements with the Build Alternative is only true between Penn and James if adequate rail crossings are provided. This should be noted and affirmed in the narrative. See main letter for further discussion.	Ped/Bike access	D
52	App.8-1	8.1	This section references two properties where a "preliminary determination cannot be made without further coordination...." This is referring to Wirth/Victory and Grand Rounds Historic District, which creates extreme confusion because the entirety of Chapter 8 and portions of Appendix 8 say that a preliminary determination has been made. These statements are in direct contradiction and should have been corrected prior to or immediately subsequent to the release of the SDEIS. This frustrating and avoidable issue is discussed at length in the main letter.	4(f) Determination	A
53	App.8-2	Table A8-1	Change park name to Wirth/Victory Memorial Parkway Regional Trail.	Park names	n/a
54	App.8-2,3	Table A8-1	Both Wirth/Victory Parkway and the Grand Rounds Historic District are noted as de minimis use, in contradiction to statements elsewhere in this document. Furthermore, MPRB strongly believes there has not yet been enough coordination to make a de minimis determination. See main letter for further discussion.	4(f) Determination	A
55	App.8-5	Map	Change park name to Wirth/Victory Memorial Parkway Regional Trail.	Park names	n/a
56	App.8-20	Table row 3	Change park name to Wirth/Victory Memorial Parkway Regional Trail. Under the location column, the description of the Wirth Parkway portion is not correct. The southern terminus of Wirth/Victory Memorial Parkway is at Golden Valley Road. South of there, the park resource is called Theodore Wirth Regional Park and the parkway within in that area is not a separate park unit but a park road within Theodore Wirth Park.	Park names	n/a
57	App.8-48	8.7.1.10	Change park name to Wirth/Victory Memorial Parkway Regional Trail. Park areas on either side of Lowry Avenue are not considered separate parks neither by MPRB not by the Metropolitan Council under the Regional Parks Policy Plan. Portions of the property description will need to be rewritten to accurately describe these park resources and their boundaries.	Park names	n/a
58	App.8-48	"Potential Property Impacts"	MPRB is currently researching whether it believes Hennepin County and/or Metro Transit have the existing right to build light rail transit within a highway easement across a parkway. Until that question is resolved, the project office should consider park impacts within the entirety of MPRB-owned lands, regardless of the presence of the easement. See main letter for further discussion.	Land ownership	C
59	App.8-49	Map	The easement over parkland was taken as an easement for "trunk highway purposes." It may not actually be a general transportation easement. This map should refer to it by its established legal name and not use shorthand that could suggest an inaccuracy in land rights. See main letter for further discussion.	Land ownership	C
60	App.8-50	3rd paragraph	The statement that "parkways would generally be accessible to the public during construction" feels somewhat disingenuous. It is unlikely that modification and extension of highway bridges over the parkway, rail crossings of the parkway and trails, and construction of a station, with all the attendant equipment moving in the area, will allow passage through this construction site while active. MPRB would like a more honest understanding of park impacts during construction.	Clarification/Error/Omission	n/a
61	App.8-50	Coordination	It is important here to distinguish between ongoing staff coordination (and the design opinions and guidance of staff) and the elected MPRB Commissioners. The second sentence should be revised to read: "...has been discussed with MPRB staff and appears to be, in staff's perspective, a viable concept in comparison to other design options discussed. Further coordination with staff and review by the Board of Commissioners is necessary." See main letter for further discussion.	Lowry Station Area design	B
62	App.8-50	Coordination	This paragraph furthers confusion about the 4(f) determination by offering yet another description of the current reality. See main letter for further discussion.	4(f) Determination	A

Blue Line Extension

SDEIS Comment Tabulation

Approved by Board of Commissioners on XXXXX

#	Page	Section	Comment	Topic	Major Theme
63	App.8-67, 68	8.7.2.6	MPRB appreciates the acknowledgement that a property transaction may be required to maintain MPRB ownership of parkways. In MPRB's perspective, this would be a functional requirement.	Land ownership	C
64	App.8-67, 68	8.7.2.6	This section does not discuss the impacts of the new at-grade light rail crossing of the Grand Rounds and its potential to sever that historic route for peds, bikes, and vehicles. The Grand Rounds Historic District is NRHP eligible because of its connectivity and completeness. Currently, no at-grade rail crossings exist. Further study is necessary to determine the level of impact, mitigation, or avoidance. See the main letter for further discussion.	Lowry Station Area design	B
65	App.8-78,79	8.9	The 2nd large bullet on page 78 and the 2nd large bullet on page 79 state that FTA cannot make a preliminary determination on two considered MPRB properties. This is a significant and confusing discrepancy within the document. See main letter for further discussion.	4(f) Determination	A

Offered by:
Seconded by:

Resolution 2024-138

RESOLUTION APPROVING A COMMENT LETTER ON THE SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT (SDEIS) FOR THE BLUE LINE EXTENSION LIGHT RAIL TRANSIT PROJECT, WHICH MAY IMPACT PARKLAND IN NORTH MINNEAPOLIS, INCLUDING WIRTH/VICTORY MEMORIAL PARKWAY REGIONAL TRAIL AND NORTH COMMONS PARK

Whereas, The Minneapolis Park and Recreation Board (MPRB) was created by the Minnesota Legislature in April 1883 and has the authority to manage and operate park facilities;

Whereas, The Metropolitan Council Blue Line Light Rail Extension Project (Project) was originally envisioned to travel on Olson Memorial Highway, then along railroad right-of-way through and adjacent to Theodore Wirth Regional Park intending to link downtown Minneapolis to the northwestern suburbs;

Whereas, Between 2020 and 2022, Metro Transit modified the Project route to travel through north Minneapolis on or near Broadway Avenue;

Whereas, MPRB operates and has jurisdiction over several park properties in north Minneapolis that are in close proximity to the currently proposed Project, including but not limited to Victory Memorial Parkway;

Whereas, Metro Transit has released a Supplemental Draft Environmental Impact Statement (SDEIS) for public comment, with the comment period closing on August 5, 2024;

Whereas, Minneapolis Park and Recreation Board has been given an extension on that comment period to September 12, 2021;

Whereas, The SDEIS outlines a wide variety of Project impacts of interest to MPRB, including impacts on walkways, park connectivity, green spaces and community connection;

Whereas the Metropolitan Council has proposed a Blue Line Extension along County Road 81 (West Broadway/ Bottineau Boulevard) that would bring light rail to an at grade crossing at the intersection of Lowry Avenue and Theodore Wirth Parkway and Victory Memorial Drive;

Whereas, The Minneapolis Park and Recreation Board (MPRB) for over 140 years has worked to create, maintain, acquire, develop, protect, fund and preserve the 55 mile Grand Round system of parks and parkways which encircles the city of Minneapolis by allowing a relatively unimpeded route throughout the system to the benefit of all of citizens, visitors and our environment;

Whereas, the introduction of at grade light rail crossing of a light rail system is unprecedented in the history of the Grand Rounds system and the MPRB has fought transportation projects which have sought to interpret the Grand Rounds system at Highway 55 (Hiawatha Avenue) and Minnehaha Parkway, Cedar Lake Parkway and 27th Avenue, East River Road and Lake Street, and has always endeavored to preserve the integrity of the century old Grand Rounds system;

Whereas, requiring that the Grand Rounds system cross grade at the same level as Blue Line railroad tracks would interrupt the flow of the Grand Rounds in North Minneapolis, necessitate the placement of railroad crossing gates on the Grand Rounds at a point between two elevated highway bridge abutments, and require an additional traffic signal at Lowry avenue, and would reroute the current parkways in a significant way by creating an “S” curve rather than a gentle curve, and relocate the parkways off of MPRB property;

Whereas, the proposed BLE would also change the alignment of Victory Memorial Drive, a place designated as an historic district under the laws of Minnesota;

Whereas, the SDEIS did not study the traffic impacts and pedestrian safety impacts and

Whereas Victory Memorial Drive is on the state registry of historic places and commemorates the service of 468 members of Hennepin County who died in the service of their country during World War I is the largest geographic monument to world war in the country;

Whereas, The SDEIS also includes preliminary determination of impacts on park properties under Section 4(f) of the Transportation Act of 1966, and MPRB is the Official with Jurisdiction (OWJ) over some of the park properties identified in the SDEIS;

Whereas, the MPRB vehemently disagrees with the SDEIS’s preliminary determinations on the impacts of park properties under Section 4(f) of the Transportation Act of 1966, the MPRB views the SDEIS to actually have extremely negative impacts on park properties and the opinion the MPRB legal counsel rebuts any legal conclusions that the Project Office has received regarding existing easements on this property and its ability to diminish the use of park property for transit use;

Whereas Section 4(f) aims to preserve the natural beauty of these properties and prevent their conversion to transportation use and the law states that the DOT cannot approve the use of Section 4(f) land unless there is no other practical alternative and all possible steps have been taken to minimize harm to the property

Whereas, A comment letter issued by MPRB through official Board action will serve both as guidance for Project staff regarding MPRB’s position, and also as guidance for MPRB staff in advancing ongoing design and planning discussions; and

Whereas, This resolution is supported in Parks for All, the MPRB Comprehensive Plan 2021-2036, under Goal 2: “Steward a continuum of recreation and nature,” Goal 3: “Provide core services with care,” Goal 4: “Work from our strengths and determine our role in partnerships,” and Goal 5: “Expand focus on health equity;”

Whereas the current BLE plan directly contradicts the priorities of MPRB’s comprehensive plan under Goal 1, strategy’s 8 and 13; Goal 2, Strategy 1; Goal 4, strategy 13 and Goal 5, strategy 1; especially concerning ‘prioritizing youth and seniors’ (G1, S8) and ‘prioritizing preservation of historic resources’ (G2, S1) and;

Whereas, A legal memorandum dated July 4, 2024, prepared by Patrick B. Steinhoff of Malkerson Gunn Martin, LLP, also referred to as The ‘Malkerson Letter’, confirms that MPRB has complete autonomy over its parkland and park uses;

Now Therefore be it RESOLVED, that the MPRB finds that any at grade crossing of light rail on the Grand Rounds and particularly at Victory Memorial Drive and Theodore Wirth Parkway to be inimical to the Resolution No. 2024-138

recreational, parkland, park use, and historical and landscape value of the MPRB's property; and that MPRB opposes the proposed plan of the Blue Line Extension by the Metropolitan Council for the reasons stated above;

RESOLVED, that the MPRB requests that the BLE Project Office develop plans to separate the Blue Line to be at a different grade than the parkways so as to avoid negative impacts on parks and parkways;

RESOLVED that this resolution further serves as a communication to the City of Minneapolis the needs and direction of the Minneapolis Park and Recreation Board as they consider Municipal Consent for the citizens of Minneapolis;

RESOLVED, That the Board of Commissioners directs the President working with staff and legal counsel to revise the draft comment letter on the Supplemental Draft Environmental Impact Statement (SDEIS) for the Blue Line Extension Light Rail Transit Project consistent with this resolution, which would directly impact parkland in north Minneapolis, including Wirth/Victory Memorial Parkway Regional Trail and North Commons Park; and

RESOLVED, That the President of the Board and Secretary to the Board are authorized to take all necessary administrative actions to implement this resolution.

Adopted by the Minneapolis Park and Recreation Board
In formal meeting assembled on August 7, 2024

Commissioner	Aye	Nay	Abstain	Absent
Forney				
Abene				
Alper				
Menz				
Musich				
Olsen				
Rucker				
Shaffer				
Thompson				

Margret Forney, President

Jennifer B. Ringold, Secretary

Mayor Action:

☐ APPROVED

☐ VETOED

Jacob Frey, Mayor

Date

Resolution No. 2024-138

Page 3 of 3

From: Jerome Johnson [REDACTED]
Subject: Re: SLR81 - Establish next steps - Muni Consent Draft
Date: August 17, 2024 at 8:20 AM
To: Kersten, Deb [REDACTED]
Cc: Karen Shull [REDACTED] Nancy Johnson [REDACTED] Eric Hillman [REDACTED]

Hi Everyone. Please circulate as needed. The following is basically a rewrite and clean-up of the muni concentration suggestions that appeared in the op-ed that ran in the Strib. It's offered up here to basically drive the outcome SLR-81 is seeking from all this - no rails on Broadway while offering a realistic and effective alternative - while working within the strict muni consent process and leaving the door open for acceptable compromise outcomes that, in turn, can win fence-sitting city council votes.

Item 1 below solves the immediate problem by eliminating a system that has no mobility upside but comes with all the social and physically disruptive downsides one can conjure up. Item 2 provides for alternatives that offer various degrees of disruption and peril but with considerable mobility upside for all users. It also buys time. Item 3 provides for a low-cost, immediate transit solution that also, down the line, will establish a solid, realistic, effective benchmark against which to evaluate items 2a, 2b and 2c.

Put another way, the community, come 2032, could be more than satisfied with the real-world Broadway BRT to the point where consideration of the high cost Item 2 options are dropped. Unless demographics and ridership estimates change dramatically, this is the outcome I would bet on. Others may see it differently, to where a higher capacity, higher speed option like 2 a thru c is justified. If that is the case, I would bet on 2a first - it should be much cheaper and far less disruptive as time erodes the emotional issues with the freight railroad - then 2c as a riverside development gamble, and finally 2b, which would wreak construction havoc on West Broadway and dredge up all the bad memories of the SWLRT shallow tunnel fiasco.

(One "compromise" outcome I would be leery of would be if Minneapolis grants muni consent while Robbinsdale and/or Crystal do not. That could, if pushed forward, result in the BLE stub-ended somewhere in Minneapolis, say, at James and 21st, while future extensions from that point are studied, but with Items 2b and 2c taking precedence over 2a. The "interim" Broadway BRT between Brooklyn Park and downtown Minneapolis would still move forward. Should something like this happen, I suspect SLR-81 would prefer 2c, in which light rail would bypass downtown Robbinsdale by running along the I-94 ROW, but where arterial BRT over West Broadway would remain in place. Moreover, it probably wouldn't happen until well in to the 2030's.)

Anyway, a draft text of what a set of muni consent demands might be is as follows in italics:

1. *A permanent ban on the planning, engineering and implementation of all new on-street light rail projects through Crystal, Robbinsdale and Minneapolis, to include the proposed Blue Line Extension Locally Preferred Alternative (LPA).*

Seattle did this following numerous fatalities and crashes on its on-street light rail line serving the diverse South Seattle community. St. Paul's Green Line is also struggling with this issue after two recent fatalities. Does Met Council have to learn this the hard way too?

2. *A five to ten-year moratorium on progressing beyond the 30% planning/engineering level for new and existing light rail projects. This will allow for the preliminary scoping evaluation of candidate off-street alternatives to the BLE LPA, to include:*
 - a. *Revisiting the BNSF corridor alignment,*
 - b. *Tunneling under or bridging over the entire length pf West Broadway between I-94 and Bass Lake Road*
 - c. *A new alignment along the I-94 right of way to 44th Street/Camden and then over the CP Rail and BNSF rights-of-way to Crystal and Brooklyn Park.*
3. *A faster, safer, sooner and cheaper \$100 to \$150 million "interim" Bus Rapid Transit system over the same on-street route as the LPA to be ready before 2027.*

This puts into place an efficient transit alternative several years sooner than the LPA that will continue to serve the community as effectively as the current C and D BRT lines should the options evaluated in Item 2 prove infeasible. And if 2a or 2c are implemented, a key portion of the Broadway BRT would remain intact to connect with and complement the higher speed, off-street LRT.

Regards - Jerry

From: Nancy Johnson [REDACTED]
Subject: Fwd: About the Blue Line extension...
Date: August 20, 2024 at 4:54 PM
To: Nancy Johnson [REDACTED]



Begin forwarded message:

From: Jerome Johnson [REDACTED]
Subject: Fwd: About the Blue Line extension...
Date: August 20, 2024 at 4:48:38 PM CDT

Hi Everyone from 105 degree Texas.

This today in MNPost, a piece on the details of Municipal Consent; what it can and cannot do in terms of impacting or even stopping projects. It is supposed to be restricted to engineering considerations and not, for example, on sweeping alternative technologies or even route changes that would include, say, BRT substituted for LRT or moving the route to a completely different right of way.

That's fine. But it still can be applied to the engineering shortcomings of, for example, operating over street medians that are inherently unsafe, which we can prove, and to operating conditions that would slow the performance of the system at hand to unacceptable levels that render it cost-ineffective. The safety argument fits how the route was moved off Lyndale and on to Washington Avenue, for example, making it fair game to insist that the tracks be moved off the street and street median through Robbinsdale and other areas of the Northside..

Met Council might insist that its only alternative, then, would be to study elevating the tracks over West Broadway or putting it below the street in a shallow tunnel. That is better than nothing because it would take years to get to 30% engineering and the cost would balloon to well over the \$3 billion contingency that was recently built into the project, making that project configuration a non-starter and calling back into play alternative routes that would include (a) the I-94 corridor and (b) back to the BNSF corridor.

And while it is not part of the formal process to substitute BRT for LRT over the entire same route, the ultra-low cost of BRT as an interim mobility solution while the more significant rail-based alternatives were studied to death puts it in the contingency envelope of the project, especially since much of that "interim" BRT infrastructure would survive whatever emerged down the line as the off-street light rail alternative.

As a tactical matter, I suspect the municipalities would prefer not to be told by an advocacy group like SLR-81 exactly how to make municipal consent denial pay off. But SLR-81 is well advised to stress the hard and damning performance and safety shortcomings of the on-street rail, followed by the many detailed issues of the sort Dave has highlighted in his analysis of the DEIS.

Again, insisting the BLE LPA be taken off the street median over its entire route thru Minneapolis, Robbinsdale and Crystal is as valid as insisting it be taken out of the Lyn-Park neighborhood. It is slow, crash-prone and disruptive. Plugging in an "interim" BRT solution is something one would think Met Council would offer up while timeout is called as the alternatives are vetted. No harm at all with SLR-81 suggesting that sort of thing can't figure that out for itself.

Anyway, hope this transmits. The BLE muni-consent piece just ran, so if this does not transmit, you should be able to google it up. Regards - Jerry

Begin forwarded message:

From: MinnPost <members@minnpost.com>
Subject: About the Blue Line extension...
Date: August 20, 2024 at 11:09:06 AM CDT

MINNPOST
DAILY NEWSLETTER

Donate

[Home](#) | [News](#) | [Arts & Culture](#) | [Health](#) | [Opinion](#)

08/20/2024

This fall the Met Council will ask cities whether they consent to the Blue Line Extension project and they need to give a solid 'yes' or 'no' answer as no answer means approval. H. Jiahong Pan reports on what municipal consent is, the Blue Line extension process and what cities can expect in the coming months.

You can read their story [here](#).

Also in today's newsletter:

■ With Walz on the campaign trail, who's running Minnesota? Peter Callaghan looks into how the governor's office is functioning with Walz's position now elevated to the national stage. ([read more](#))

TO: Mayor and City Council
PREPARED BY: Richard McCoy, City Engineer/Public Works Director
APPROVED BY: Tim Sandvik, City Manager
DATE: November 19, 2024
RE: Accept Quote for Pickup and Equipment - City Project 8101

Background:

As previously reported to City Council, the purchasing of mobile equipment, especially under a State Government contract, often requires the vehicle to be ordered well in advance of its proposed delivery date. Staff is seeking City Council approval for the purchase of a new Chevrolet Silverado 2500HD Double Cab Pickup which is budgeted in 2025 but is being ordered now.

This vehicle is an addition to the fleet and is proposed to have a 6.6L V8 gasoline engine with an expected economy of 14 mpg. An alternate fuel/ electric vehicle is not suited for the expected workload. This vehicle will be used for daily activities including towing the Whiz Bang Days float.

The vehicle is available through State Contract # 169667-T-642(5) and is proposed to be purchased through Karl Automotive Group of Ankeny, Iowa. The contract price is \$43,837.93.

Additional equipment will also be required for the new vehicle. The equipment includes a front plow, back rack, running boards and flashing safety strobes / lights. The additional equipment is included in Government Contracts 229754 and 230110 with pricing obtained through Aspen Equipment of Bloomington, MN. The cost of the additional equipment is \$15,938.00. The total estimated expenditure for this vehicle is \$59,775.93 which would not be paid until 2025.

Tax and license on the vehicles is additional. The proposed 2025 Capital Equipment budget includes an allocation of \$60,000.00 for project #8101.

Staff recommends the purchase of the vehicle and equipment as outlined in the report with payment to be made in 2025. The vehicle will be licensed at the Robbinsdale Deputy Registrar.

Analysis:

None.

Recommendation:

By motion, authorize the City Manager and Finance Director to issue a Purchase Order to Karl Automotive Group of Ankeny, Iowa for the purchase of a Chevrolet Silverado 2500HD Double Cab Pick up for the amount of \$43,837.93 + tax and license. The license shall be obtained from the Robbinsdale Deputy Registrar.

Further, the City Manager and Finance Director be authorized to issue a Purchase Order to Aspen Equipment of Bloomington, Minnesota for equipment for this pickup for the amount of

\$15,938.00.

Attachments:

None

TO: Mayor and City Council
PREPARED BY: Richard McCoy, City Engineer/Public Works Director
APPROVED BY: Tim Sandvik, City Manager
DATE: November 19, 2024
RE: Accept Quote for Pickup and Equipment - City Project 8162

Background:

Staff is seeking City Council approval for the purchase of a new Chevrolet Silverado 2500HD Double Cab Pickup which is budgeted in 2025 but is being ordered now.

This vehicle will replace existing Unit 207 which is a 2018 GMC with 23,000 miles. The new vehicle is proposed to have a 6.6L V8 gasoline engine with an expected economy of 14 mpg. An alternate fuel/ electric vehicle is not suited for the expected workload. This vehicle will be used for daily Public Works activities including plowing of snow during winter.

The vehicle is available through State Contract # 169667-T-642(5) and is proposed to be purchased through Karl Automotive Group of Ankeny, Iowa. The contract price is \$43,837.93.

Additional equipment will also be required for the new vehicle. The equipment includes a front plow, back rack, running boards and flashing safety strobes / lights. The additional equipment is included in Government Contracts 229754 and 230110 with pricing obtained through Aspen Equipment of Bloomington, MN. The cost of the additional equipment is \$14,149.00. The total estimated expenditure for this vehicle is \$57,986.93 which would not be paid until 2025.

Tax and license on the vehicles is additional. The proposed 2025 Capital Equipment budget includes an allocation of \$65,000.00 for project #8162. The existing unit is to be re-purposed for use with the Police Department.

Staff recommends the purchase of the vehicle and equipment as outlined in the report with payment to be made in 2025. The vehicle will be licensed at the Robbinsdale Deputy Registrar.

Analysis:

None.

Recommendation:

By motion, authorize the City Manager and Finance Director to issue a Purchase Order to Karl Automotive Group of Ankeny, Iowa for the purchase of a Chevrolet Silverado 2500HD Double Cab Pick up for the amount of \$43,837.93 + tax and license. The license shall be obtained from the Robbinsdale Deputy Registrar.

Further, the City Manager and Finance Director be authorized to issue a Purchase Order to Aspen Equipment of Bloomington, Minnesota for equipment for this pickup for the amount of \$14,149.00.

Attachments:

None



TO: Mayor and City Council
PREPARED BY: Richard McCoy, City Engineer/Public Works Director
APPROVED BY: Tim Sandvik, City Manager
DATE: November 19, 2024
RE: Accept Quote for Recreation Department Hybrid Vehicle - Project 8218

Background:

A few months ago, the Recreation Department vehicle was rear ended on Highway 100. The impact was so great, that the Insurance Assessor has declared the vehicle a total loss. Luckily, the staff member driving at the time was not injured.

Staff is therefore seeking to purchase a replacement vehicle for the needs of the Recreation Department. Staff reviewed what vehicle type suits the needed functionality and then explored what options exist in that vehicle type for alternate fuels given the strong desire of City Council to consider such vehicles.

As a result of the investigations and reviews, staff is seeking to purchase a 2025 Chrysler Pacifica Hybrid Passenger Van. The proposed vehicle has a 3.6L V6 plug-in hybrid engine with an expected equivalent economy of 84 MPGe. The vehicle can travel 33 miles on a full electric charge before switching to the gasoline engine. This vehicle will be used for the regular operational activities of the Recreation Department.

The vehicle is available through State Contract # 256523 A-175(5) and is proposed to be purchased through Saxon Fleet Services of Oakdale, MN. The contract price is \$51,800.00. Given the lead time for this vehicle, payment would not be made until 2025.

Tax and license on the vehicles is additional. The proposed 2025 Capital Equipment budget has added \$55,000.00 for project #8218 with approximately \$20,000 of this total being obtained through insurance.

Staff recommends the purchase of the vehicle as outlined in the report with payment to be made in 2025. The vehicle will be licensed at the Robbinsdale Deputy Registrar.

Analysis:

None.

Recommendation:

By motion, authorize the City Manager and Finance Director to issue a Purchase Order to Saxon Fleet Services of Oakdale, Minnesota for the purchase of a Chrysler Pacifica Hybrid Passenger Van for the amount of \$51,800.00 + tax and license. The license shall be obtained from the Robbinsdale Deputy Registrar.

Attachments:

None



TO: Mayor and City Council
PREPARED BY: Chase Peterson-Etem, City Clerk/Assistant to City Manager
APPROVED BY: Tim Sandvik, City Manager
DATE: November 19, 2024
RE: Approval of Licenses

Background:

As required by City Code, contractor and business licenses issued in the City of Robbinsdale must be approved by the City Council. Attached is a list of applicants requesting a license or license renewal to operate within the City. All appropriate fees have been paid and certificates of insurance and bonds, if required, have been filed with the City Clerk.

Analysis:

Not applicable.

Recommendation:

By motion, approve issuance of licenses dated 11/19/2024.

Attachments:

1. Licenses

BUSINESS LICENSES FOR COUNCIL APPROVAL

11/19/2024

License Type	Applicant	License Fee
Tobacco Sales	DOLLAR GENERAL STORE #19170	325.00
Restaurant/Café	EMPLOYEE CAFETERIA-NORTH MEMORIAL	200.00 50.00
Convenience Foods	ESPRESSO COFFEE SHOP-NORTH MEMORIAL	50.00
Convenience Foods	GRAND ST. PAUL CVS, LLC	50.00
Restaurant/Café	MAI THAI RESTAURANT	50.00
Convenience Foods	MCDONALD'S	50.00
Convenience Foods	STARBUCKS COFFEE	50.00
Convenience Foods	SUBWAY	50.00
Convenience Foods	WALGREENS STORE #13607	50.00
Tobacco Sales	WALGREENS STORE #13607	325.00

Contractor Licenses for Council Approval

<u>Name</u>	<u>Licensee Type</u>	<u>Fee Amount</u>
ACCURATE PLUMBING INC	Plumbing Contractor	\$50.00
AQUARIUS WATER COND & PLMBG	Plumbing Contractor	\$50.00
AQUARIUS WATER COND & PLMBG	Mechanical Contractor	\$50.00
CMS/NEXTECH LLC	Mechanical Contractor	\$50.00
ED BROWN PLUMBING LLC	Plumbing Contractor	\$50.00
GRUBER'S HEATING & COOLING	Mechanical Contractor	\$50.00
HORWITZ LLC	Mechanical Contractor	\$50.00
HORWITZ LLC	Plumbing Contractor	\$50.00
JOE'S SEWER SERVICE INC	Sewer / Water Contractor	\$50.00
JOE'S SEWER SERVICE INC	Excavation Contractor	\$50.00
KB SERVICES COMPANY INC	Mechanical Contractor	\$50.00
MASTER PLUMBING SERVICES	Plumbing Contractor	\$50.00
MIDLAND HVAC LLC	Mechanical Contractor	\$50.00
TRISTRUX LLC	Commercial Contractor	\$50.00
URBAN PINE PLUMBING & MECHANICAL INC	Plumbing Contractor	\$50.00

Number of Licenses Requesting Council Approval:

15

BUSINESS LICENSES FOR COUNCIL APPROVAL

11/14/2024

License Type	Applicant	License Fee
Solid Waste Haulers	ASPEN WASTE SYSTEMS OF MINNESOTA, INC	150.00
Solid Waste Haulers	ALLIED WASTE SERVICES OF NA LLC dba REPU	300.00

TO: Mayor and City Council
PREPARED BY: Richard McCoy, City Engineer/Public Works Director
APPROVED BY: Tim Sandvik, City Manager
DATE: November 19, 2024
RE: Approve Quotes for Forestry Work

Background:

The current contract for Tree Pruning and Tree Removal services within the City is set to expire on December 31st, 2024. The current contracts have been in place for a number of years and have been subject to extensions during this time.

In accordance with proposer practice, pricing was sought from appropriately qualified Contractors for Tree Pruning and Public and Private Tree Removal services. In addition, the Tree Removal Contractor is who the City relies on for prompt response in an emergency situation. Prices were sought on the basis of two-year contracts with the ability to extend for an additional two years on a year by year basis subject to mutual agreement and satisfactory performance.

At 1:00pm on Thursday, November 8th, 2024, quotes were received and opened. Two submissions were received for the two elements of work (Pruning and Removals) and are discussed below.

Analysis:

Tree Pruning

The low price for Tree Pruning was received from Bratt Tree Company of Crystal, MN and are essentially \$140.00 per man hour for 2025, and \$147.00 per man hour for 2026. This compares with the current rate (2024) of \$98.00 per man hour.

Tree Removal

The low price received is based on the size and number, prior history of tree removals for both Public Trees and Private Trees and the calculated aggregated totals for these expected tree numbers. The low price was received from Precision Landscape and Tree of Little Canada, MN. The anticipated aggregated amount for 2025 is \$83,343.00 and \$92,341.00 for 2026. This compares to an aggregated amount of \$31,017.00 under the current contract for 2024. The Contractor performing tree removal work also performs the Emergency Callout work, stump and root grinding and Brush Pile Removal (from the PW compound). Emergency response is required within 6 hours of notification. The proposed rate for emergency callout is \$194.00 per hour compared with \$600.00 per hour currently, and Stump/Root Grinding is \$10.00 per diameter inch compared to \$4.50 per diameter inch. The proposed rate for Brush Pile Removal is \$19.50 per yd³. There is no component in the current contract and prices were obtained on an as needs basis.

Abstracts of prices received for both services have been included as an attachment for Council Member's information.

As part of the contract documentation, references are required to allow staff to verify previous experience and satisfactory performance.

The low price Tree Pruning contractor is the current contractor for this work. Staff has been satisfied with the performance of this contractor and deems them as responsible with respect to our rating system.

The low price Tree Removal contractor is new to City work in Robbinsdale. Staff contacted references to verify past work. The Contractor has performed similar work for the City of Brooklyn Park and Hennepin County. Staff members from these Cities reported that work was satisfactory. Consequently, this contractor is deemed to be responsible with respect to our rating system.

Based on the current contract rates, it was reasonably anticipated by staff that the expected value of the removal contract was going to be below the \$175,000 threshold for formal bids. As it turns out, the total value of this contract has slightly exceeded that amount (by \$684.00), however, staff feel that re-advertising is not necessary given the reasonable anticipation as initially described.

Extension of these contracts beyond the two years is permissible for an additional two years on a year by year basis in accordance with the contract and will be subject to mutual agreement and satisfactory performance.

Staff acknowledge the increase in rates for each of the components, but note these prices are more realistic than what we have received in the past and typical of the current contracting climate for this type of work. Funding for these services have been in the 2025 Forestry budget and will be included in the 2026 budget at the appropriate time.

Staff recommend awarding the work for the 2025 – 2026 Forestry work as follows –

Tree Pruning to Bratt Tree Company of Crystal, MN

Tree Removal (including Emergency Response, Stump Grinding and Brush Pile Removal) to Precision Landscape and Tree of Little Canada, MN.

Recommendation:

Authorize the Mayor and City Manager to enter into a contract with Bratt Tree Company of Crystal, MN for Tree Pruning for the period January 1st, 2025 through December 31st, 2026 in accordance with the quote received. Extension of the contract beyond this date is permissible in accordance with the contract and will be subject to mutual agreement and satisfactory performance.

Authorize the Mayor and City Manager to enter into a contract with Precision Landscape and Tree of Little Canada, MN for Tree Removal (including Emergency Response, Stump Grinding and Brush Pile Removal) for the period January 1st, 2025 through December 31st, 2026 in accordance with the quote received. Extension of the contract beyond this date is permissible in accordance with the contract and will be subject to mutual agreement and satisfactory performance.

Attachments:

1. bid abstract 2024
2. Bid Abstract Removals - 2024

Abstract of Quotes - Received on November 8, 2024 before 1 pm
City of Robbinsdale
Tree Pruning Contract 2025-2026

	<u>Bratt Tree Company</u>	<u>Precision Landscape & Tree Inc.</u>
2025 Total Bid per Hour		
2 person crew	\$280.00	\$299.00
3 person crew	\$420.00	\$447.00
2026 Total Bid per Hour		
2 person crew	\$294.00	\$319.00
3 person crew	\$441.00	\$475.00

Abstract of Quotes - Received November 8, 2024 before 1:00 pm
City of Robbinsdale
2025- 2026 Tree Removal

Part 1

Year	Diameter Class	Median Diameter	Estimated Quantity	Precision Landscape & Tree		Bratt Tree	
				Unit Cost	Total Cost	Unit Cost	Total Cost
2025	0-9.9"	6	9	13.00	\$702.00	55.00	\$2,970.00
2025	10-19.9"	15	26	30.00	\$11,700.00	85.00	\$33,150.00
2025	20-24.9"	22	8	38.00	\$6,688.00	100.00	\$17,600.00
2025	25-29.9"	27	7	55.00	\$10,395.00	105.00	\$19,845.00
2025	30-34.9"	32	2	90.00	\$5,760.00	115.00	\$7,360.00
2025	35-39.9"	38	1	125.00	\$4,750.00	130.00	\$4,940.00
2025	40" +	46	1	175.00	\$8,050.00	150.00	\$6,900.00
			Subtotal		\$48,045.00		\$92,765.00
2026	0-9.9"	6	9	14.00	\$756.00	57.75	\$3,118.50
2026	10-19.9"	15	26	33.00	\$12,870.00	89.25	\$34,807.50
2026	20-24.9"	22	8	40.00	\$7,040.00	105.00	\$18,480.00
2026	25-29.9"	27	7	65.00	\$12,285.00	110.25	\$20,837.25
2026	30-34.9"	32	2	100.00	\$6,400.00	120.75	\$7,728.00
2026	35-39.9"	38	1	150.00	\$5,700.00	136.50	\$5,187.00
2026	40" +	46	1	180.00	\$8,280.00	157.50	\$7,245.00
			Subtotal		\$53,331.00		\$97,403.25
Total Part 1					\$101,376.00		\$190,168.25

Part 2

2025	0-9.5"	5	1	26.00	\$130.00	70.00	\$350.00
2025	10-19.5"	15	1	60.00	\$900.00	100.00	\$1,500.00
2025	20-24.5"	23	1	76.00	\$1,748.00	140.00	\$3,220.00
2025	25-29.5"	28	1	110.00	\$3,080.00	160.00	\$4,480.00
2025	30-34.5"	33	1	180.00	\$5,940.00	200.00	\$6,600.00
2025	35-39.5"	38	1	250.00	\$9,500.00	260.00	\$9,880.00
2025	40" +	40	1	350.00	\$14,000.00	300.00	\$12,000.00
			Subtotal		\$35,298.00		\$38,030.00
2026	0-9.5"	5	1	28.00	\$140.00	73.50	\$367.50
2026	10-19.5"	15	1	66.00	\$990.00	105.00	\$1,575.00
2026	20-24.5"	23	1	80.00	\$1,840.00	147.00	\$3,381.00
2026	25-29.5"	28	1	130.00	\$3,640.00	168.00	\$4,704.00
2026	30-34.5"	33	1	200.00	\$6,600.00	210.00	\$6,930.00
2026	35-39.5"	38	1	300.00	\$11,400.00	273.00	\$10,374.00
2026	40" +	40	1	360.00	\$14,400.00	315.00	\$12,600.00
			Subtotal		\$39,010.00		\$39,931.50
Total Part 2					\$74,308.00		\$77,961.50
					\$175,684.00		\$268,129.75

Part 3

Emergency Callout	Per Hour	\$194.00	\$250.00
-------------------	----------	----------	----------

Part 4

Stump & Root Grinding	Per Diameter Inch	\$10.00	\$12.00
-----------------------	-------------------	---------	---------

Part 5

Brush Pile Removal	Per Cubic Yard	\$19.50	\$16.00
--------------------	----------------	---------	---------

TO: Mayor and City Council
PREPARED BY: Richard McCoy, City Engineer/Public Works Director
APPROVED BY: Tim Sandvik, City Manager
DATE: November 19, 2024
RE: Limited Use Agreement - 3501 France Avenue North

Background:

While performing inspections through the City, planning staff discovered that construction of a new block retaining wall substantially within the Right-of-Way (ROW) has begun at 3501 France Avenue. The wall is located on the 35th Avenue side of the property.

City staff has subsequently been corresponding with the Contractor about the requirements to stay clear of the ROW or that the property owner will be required to seek formal approval to allow for the wall encroachment.

The Contractor has now submitted a request to allow the retaining wall to be completed in its current position (encroaching in the ROW). The Contractor claims that he was told by City staff that permits are not required for retaining walls of 3' height and that there were no limitations with regard to placement of wall and property lines.

The proposed wall is approximately 70' long, including 5' for a set of steps. The wall extends 6' beyond the property line into the ROW and is set back 8 ½' from the curb line of 35th Avenue. The height above grade is proposed to be 30".

Usage of the ROW for this type of purpose requires approval of a Limited Use Agreement by City Council.

The Contractor has submitted a plan noting the proposed wall location relative to the street and residence on the property. A photo of the current conditions as found by staff has been included as an Attachment along with a copy of the submitted plan.

Analysis:

Given the relatively low volume of traffic using this street, the absence of impact to any underground utilities presently in the boulevard (there are none), and no anticipated adverse impact to sight distances to either the alley or the intersection of 35th and France Avenue, staff would be willing to support the application subject to the regular conditions that accompany a Limited Use Agreement along with some specific conditions relative to this site.

Consequently staff recommends that City Council authorize execution of a Limited Use Agreement by the Mayor and City Manager to allow the provision of the proposed wall and steps within the 35th Avenue ROW subject to standard and specific conditions. A copy of the proposed Limited Use Agreement is also attached for Council Members information.

Recommendation:

By motion, authorize the Mayor and City Manager to execute a Limited Use Agreement in favor of the property owner of 3501 France Avenue North for the provision of a block retaining wall, 30" above grade and steps within the 35th Avenue ROW subject to standard conditions along with some specific conditions relative to this site.

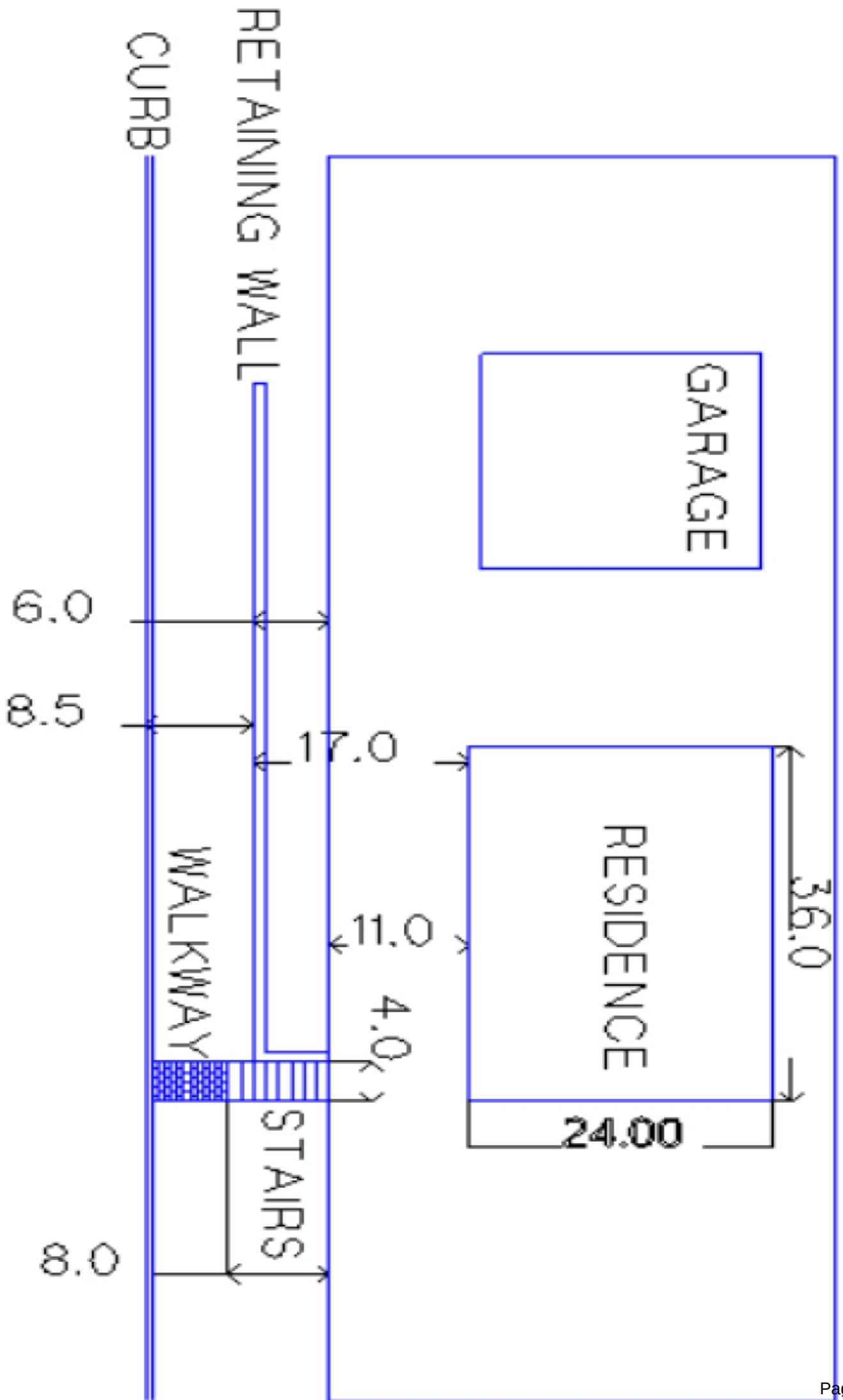
Attachments:

1. 20241101_155657
2. Plan of Dinh Retaining Wall - 3501 France Avenue N
3. Limited Use Agreement - 3501 France Avenue - 19Nov24



Galaxy S20 FE 5G

November 1, 2024 3:56 PM



LIMITED USE AGREEMENT

THIS AGREEMENT made and entered into as of the _____ day of _____, 2022, by and between the CITY OF ROBBINSDALE, a Minnesota municipal corporation (**"the City"**) and Dinh Cao Nguyen (**"the Owner"**).

WITNESSETH:

WHEREAS, the **Owner** is the owner of land having a street address of 3501 France Avenue North, Robbinsdale and legally described as follows:

Lot 15, Block 14 Crystal Lake Heights. (**"The Property"**); and

WHEREAS, on November 19, 2024 the City Council of the City approved the provision of a block retaining wall and steps (**"Encroachment"**), by the **Owner** on land owned by the City and contiguous with the **Owners** property; and

WHEREAS, the City required as a condition of approval that the **Owners** enter into an agreement regarding such **encroachment**;

NOW, THEREFORE, it is stipulated and agreed by and between the parties hereto as follows:

1. **Term.** The **Owner** may install and maintain the **Encroachment** on City property in conformance with the attached **Exhibit 1**, attached and incorporated hereto; and maintain the same until removal is directed by the City as hereinafter provided. All matters relating to location, materials and design are subject to review and approval by the City.

2. **Position of Certain Infrastructure.** The **Owner** shall be required to construct the steps in such a manner that they do not extend beyond the general 6.0' encroachment into the City ROW on 35th Avenue North. In addition, all efforts shall be made to connect the wall drain pipe to the existing draitile system in 35th Avenue North adjacent to the property.

3. **Maintenance.** The **Owner** shall at all times keep and maintain the **Encroachment** (block retaining wall and steps) shown in the attached **Exhibit 1** in a good state of repair and agrees to indemnify and save harmless the City, its officers, agents and employees from any claim for personal injury, property damage or death occasioned by the location or maintenance of the (items approved) on the City property. The **Owner** also waives and releases the City from any claims, which the **Owner** may have against the City for damage to the **Encroachment** resulting from activities conducted by the City on the City property. Those activities include, without limitation, installation and maintenance of public utilities.

4. **Termination.** The City may terminate this agreement at any time, for good cause as determined by the City Council, by giving the **Owner** a 30 calendar day written notice of termination. Unless the **Encroachment** is removed from the City property during that period, the **Encroachment**, which is located on City property, shall become the exclusive property of the City. The **Owner** hereby release and waive any claim which they may have for damages resulting from the termination of this agreement.

5. **Successors and Assigns.** This agreement is intended to run with the land and to be binding upon and renew to the benefit of the parties hereto and the successors and assigns.

6. **Recording.** The **Owner** shall properly record this agreement among the land records for the property described above. This agreement shall not be effective until the **Owner** has provided the City with evidence of such recording.

7. **Counterparts.** This Agreement may be executed in any number of counterparts, each of which shall constitute one and the same instrument.

IN TESTIMONY WHEREOF, the parties hereto have caused this agreement to be executed as of the day and year first above written.

CITY OF ROBBINSDALE

By _____
Its Mayor

By _____
Its City Manager

STATE OF MINNESOTA)
) ss
COUNTY OF HENNEPIN)

The foregoing instrument was acknowledged before me this _____ day of _____, 2024, by William A. Blonigan and Tim Sandvik, the Mayor and City Manager, respectively, of the City of Robbinsdale, a Minnesota municipal corporation on behalf of the City.

Notary Public

OWNER

By _____

STATE OF MINNESOTA)
) ss
COUNTY OF HENNEPIN)

The foregoing instrument was acknowledged before me this _____ day
of _____, 2024, by _____

Notary Public

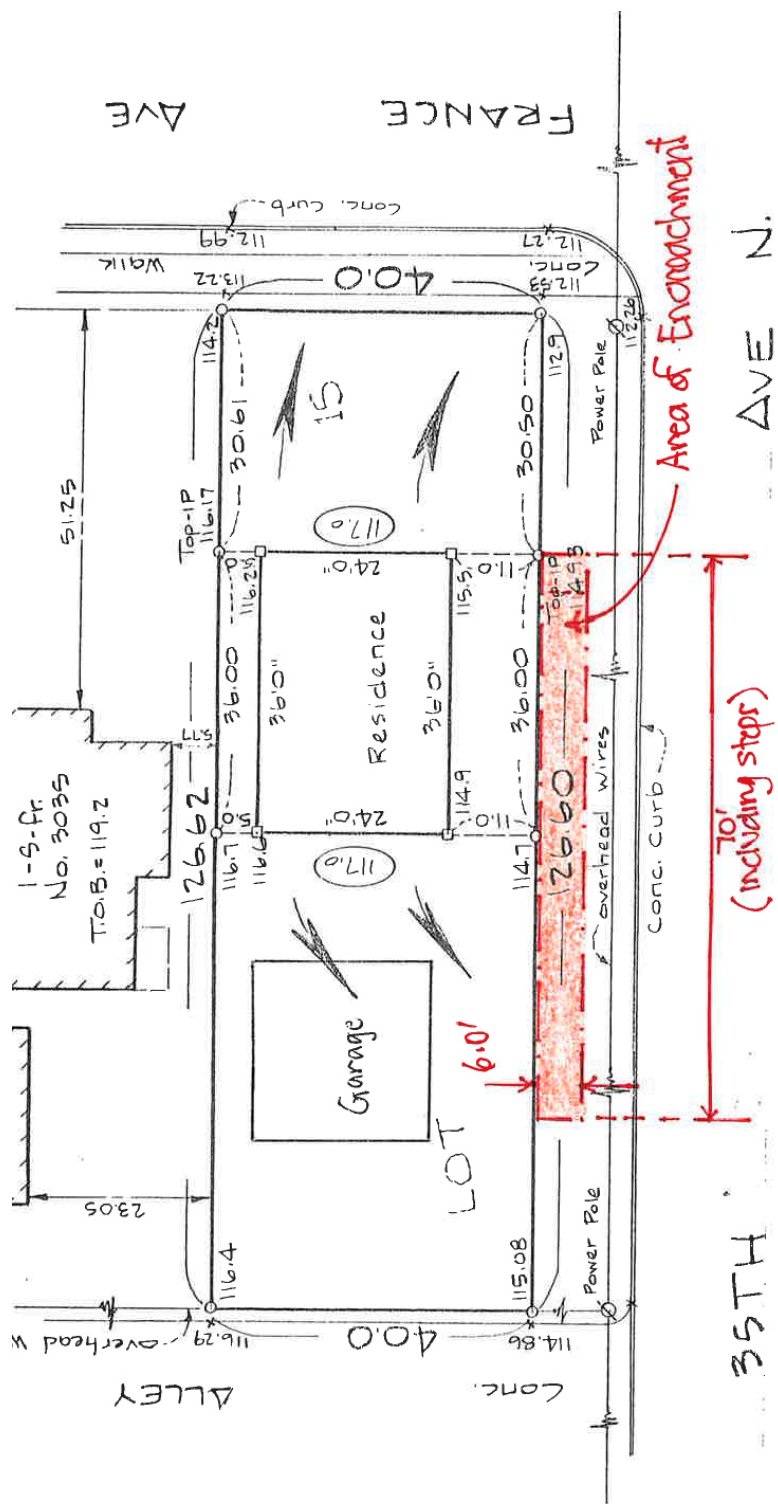
STATE OF MINNESOTA)
) ss
COUNTY OF HENNEPIN)

The foregoing instrument was acknowledged before me this _____ day
of _____, 2024, by _____

Notary Public

This Instrument was drafted by:
City of Robbinsdale
4100 Lakeview Ave N
Robbinsdale, MN 55422
763-537-4534

Exhibit 1 to Limited Use Agreement



Lot 15, Block 14, CRYSTAL LAKE HEIGHTS



TO: Mayor and City Council
PREPARED BY: Tim Sandvik, City Manager
APPROVED BY: Tim Sandvik, City Manager
DATE: November 19, 2024
RE: Special Thanks - Terrance O'Brien

Background:

Analysis:

Recommendation:

Attachments:

None

TO: Mayor and City Council
PREPARED BY: Heather Rand, Community Development Director
APPROVED BY: Tim Sandvik, City Manager
DATE: November 19, 2024
RE: 4227 40th Ave N Sign Violation Appeal

Background:

An application to the city appealing a sign ordinance code violation notice was filed by Mr. Aaron McMenamy, owner of 4227 40th Ave N, a residential property in Robbinsdale. The code violation he is appealing relates to a banner sign the applicant had installed, hanging from a wooden fence on his property line. His appeal from citation is based on his belief that the city code pertaining to signs is vague and does not outright ban the use of banner signs in residential neighborhoods.

Analysis:

In July of 2024 when on a routine code violation field inspection, city code enforcement staff noticed a large banner sign hanging from a residential fence at 4227 40th Avenue. The property is zoned R-1 Residential (see attachments A & B).

Robbinsdale City code does not allow for banner signs in residential zoning districts per city code 410.09, Zoning District Provisions, which states:

Subdivision 1. Residential Districts.

Except as provided for in subsection 410.11 special provisions, signs may not be erected in R-1, R-2, or R-3 residential zoning districts.

And city code in subsection 410.11, that has many special provisions for sign regulations further states:

410.11. Special provisions.

Subdivision 12. Banners

Banners may be displayed in B, R-B and DD district or public right of way subject so the following conditions,

and staff note this banner language allowance does not include R-1, R-2, or R-3 and the conditions listed that require an administrative permit be applied for if the banner is to be displayed 30 days or less, and if more than 30 days, approval must be secured from the city council.

As no mention of allowing residential districts to have banner signs is in city code is denoted, staff sent a code violation letter to Mr. McMenamy requesting the banner sign be removed (see letter attached as Attachment C and the city code chapter that incorporates all sign ordinance regulations for the city as Attachment D).

On August 14, 2024 Mr. McMenamy filed an appeal of the code violation citation letter he received for the banner sign in a residential zoning district on the grounds that the city code language is vague as it pertains to residential zoning districts and that administrative permits are

only required in commercial/business districts.

On September 19th, 2024, a Planning Commission meeting was held discussing the appeal made by the applicant, Aaron McMenemy. A public hearing was held on the item and members of the audience came forward to discuss their concerns with the violation citation letter that Mr. McMenemy received expressing concern that this citation was a violation of his freedom of speech. After closing the public hearing and further discussion, the Planning Commission voted to table the item to the next Planning Commission meeting scheduled on October 24th, 2024. The Planning Commissioners chose to table the item with a request that staff provide the complete chapter of Robbinsdale sign ordinance provisions for them to review, and for staff to check in with city legal council to ensure that the citation is not a freedom of speech issue.

Staff checked with city legal counsel who advised that they did not view staff's enforcement of city code prohibiting banner signs in residential neighborhoods as violating freedom of speech, and concurred with staff code interpretation. Legal council did express that if updates are desired by the city council to sign ordinance language in the future for the purpose of providing more clarity, that type of action should not be taken up until after the conclusion of the appeal.

On October 24, the Planning Commission removed the tabled citation appeal item from the table and discussed it further. Draft minutes from such meeting are attached as background for the city council. The three commissioners present decided there was some vagueness in the sign ordinance language and did not recommend city council deny the appeal.

Recommendation:

Staff recommend that the City Council disapprove the appeal request to City Zoning Code Section 410.11 Subd. 12 and to allow the code enforcement violation to continue against the property owner of 4227 40th Ave N, so that the banner sign may be removed from a residential zoning district.

Attachments:

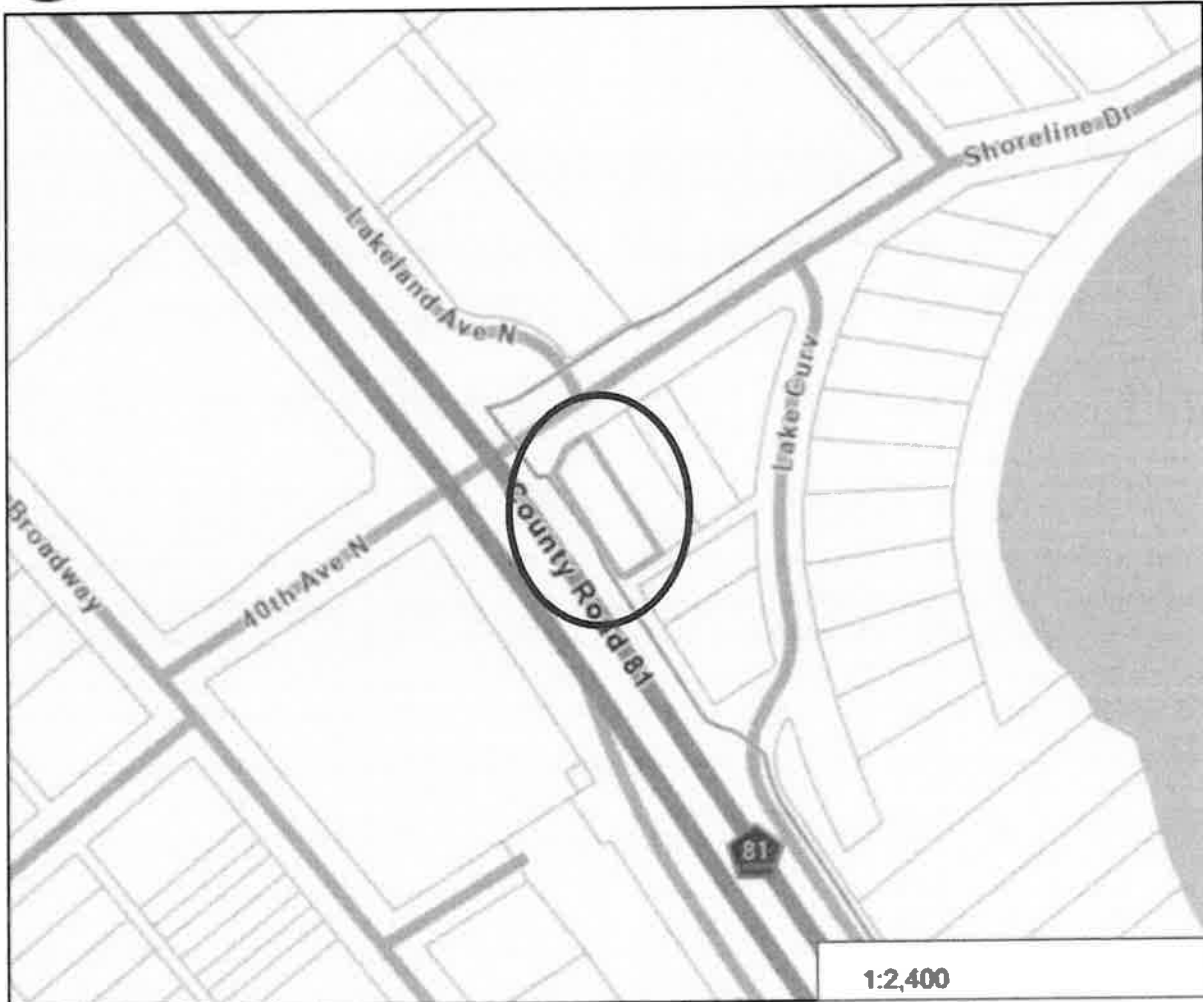
1. Attachment A
2. Attachment B
3. Attachment C
4. Attachment D
5. DRAFT October 24 2024 PC Minutes

Attachment A



Hennepin County Property Map

Date: 9/10/2024



PARCEL ID: 0602924140096

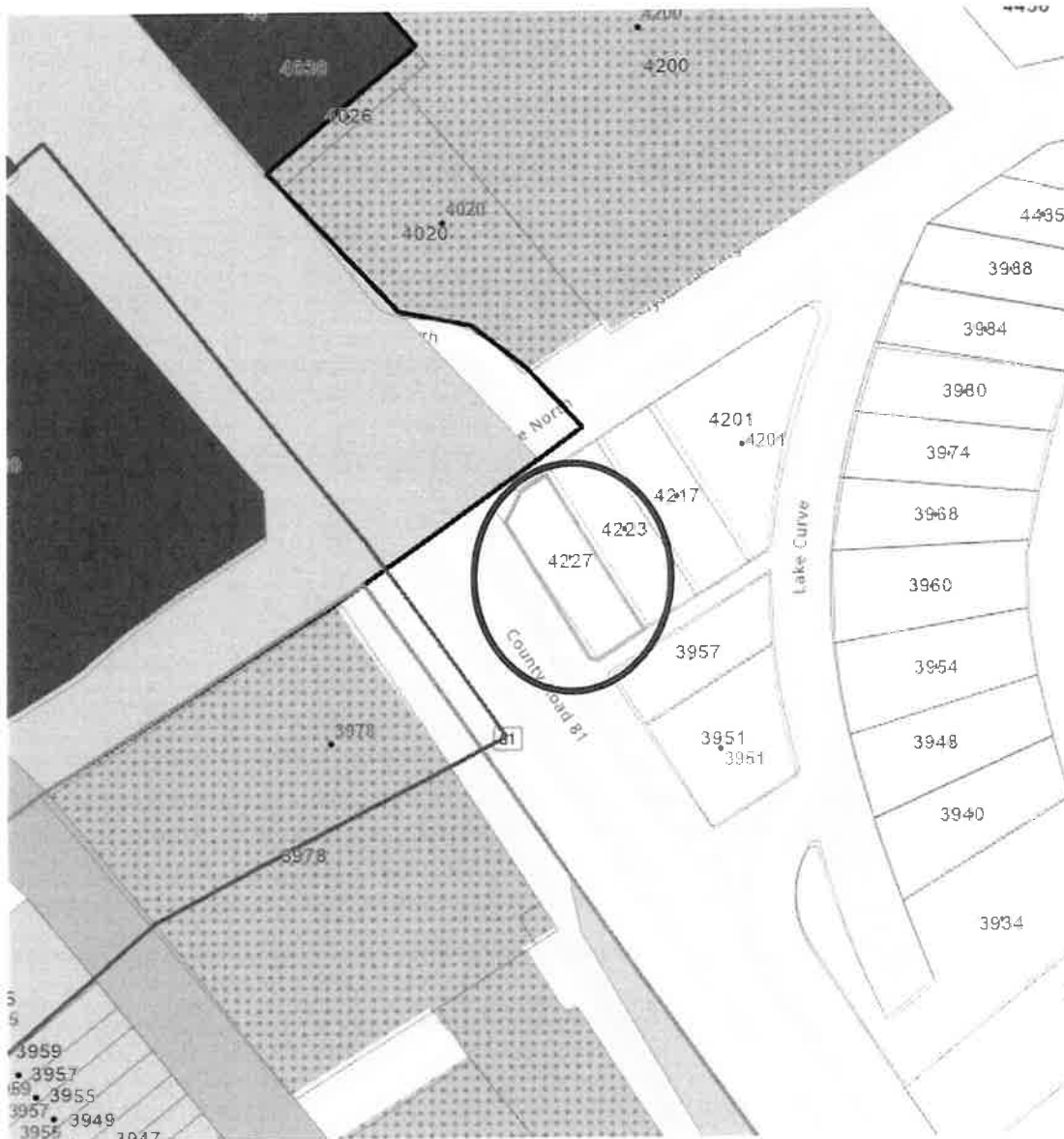
OWNER NAME: Aaron Mcmenamy

PARCEL ADDRESS: 4227 40th Ave N, Robbinsdale MN 55422

PARCEL AREA: 0.17 acres, 7,304 sq ft

Comments:

Attachment B



-  R1 - Single Family Residential
-  R2 - Single and Two Family Residential
-  R3 - Medium Density Residential
-  R5 - Residential/Business
-  PF - Public Facilities
-  B1 - Neighborhood Business
-  B2 - Limited Community Business
-  B3 - Highway Commercial
-  B4 - Community Business
-  BW - Business Warehousing
-  DD1 - Downtown District
-  DD2 - Downtown District

Attachment C

City of Robbinsdale



Complaint # EN24-0395

Community Development Department – Code Enforcement Division

4100 Lakeview Ave N, Robbinsdale, MN 55422 ♦ Phone 763-531-1269 ♦ Fax 763-531-1200 ♦ roce@ci.robbinsdale.mn.us

FIRST NOTICE OF CITY CODE VIOLATION

Date: August 02, 2024

Premises in Violation: 4227 40TH AVE N

Responsible Party: AARON MCMENAMY

Name(s): AARON MCMENAMY

Address: 4227 40TH AVE N

ROBBINSDALE, MN 55422

**An inspection of the above premises revealed violation(s) of the following Robbinsdale City Code:
See attached photo (if applicable)**

Uncorrected

410.11 SPECIAL PROVISIONS SUBD. 12. BANNERS MAY BE DISPLAYED IN ANY B, R-B OR DD DISTRICT OR PUBLIC RIGHT-OF-WAY SUBJECT TO THE FOLLOWING CONDITIONS: (ADDED, ORD. NO. 09-10)

Comment: You have a banner displayed on your fence toward the highway. Banners are not allowed within R-1 Zoning Districts which your property is a part of. Banners are only allowed within Business, Residential-Business or Downtown Zoning Districts. Please remove the banner from your fence to be code compliant.

The above violation(s) must be correct no later than: 8/16/2024

Failure to correct the violation or to make arrangements satisfactory to the city to achieve compliance with the ordinance *may result* in a Citation Level I-V ranging from \$50 - \$400 and doubling with each citation.

If you have questions concerning these violations, or you believe there is an error regarding this violation, contact the Housing/Code Enforcement Inspector at 763-531-1269 or at ROCE@CI.ROBBINSDALE.MN.US.

Robbinsdale City Code 425.35. Appeals. Subdivision 1. Right of appeal: Any person aggrieved by a compliance order may appeal the compliance order to the City Council. Such appeals must be in writing, must specify the grounds for the appeal, must be accompanied by a filing fee in cash or cashier's check, and must be filed with the City Clerk within ten (10) business days after service of the compliance order.

City of Robbinsdale
Housing/Code Enforcement
ROCE@CI.ROBBINSDALE.MN.US



Attachment D

Section 410 - Signs

410.01. Title.

This section may be referred to as the Robbinsdale sign ordinance.

410.03. Purpose.

This section is adopted to protect and promote the public health, safety, and general welfare. It is the intent of this section to protect and preserve the integrity of residential areas, to reduce traffic and safety hazards, to promote an aesthetically pleasing environment, to promote equity in sign communication, and to otherwise implement the goals, objectives, and policies of the comprehensive municipal plan by the application of uniform regulations and exterior signage. It is not the intent of this section to impose content-based restrictions on signs within the city. (Amended, Ord. No. 20-12)

410.05. Definitions.

Subdivision 1. For the purposes of this section the terms defined in this subsection have the meanings given to them. Where a question arises regarding the definition of a term not defined herein, the definition of the term has the meaning given by the zoning code. (Appendix A)

Subd. 2. "Advertising sign" means a sign that is used to advertise business, professions, uses, products, goods, or services (including entertainment) not related to the premises at which the sign is located.

Subd. 3. "District" means a zoning district established and defined by the zoning code. (Amended, Ord. No. 20-12)

Subd. 4. "Enforcement officer" means an individual appointed by the city manager responsible for administering and enforcing this section.

Subd. 5. "Establishment" means any of the following:

- (a) A distinct business entity situated as the sole occupant of a single structure.
- (b) A distinct business entity, with a separate exterior entrance, located in a separate structure attached to other structures by common walls or facade, or attached by means of an enclosed arcade.
- (c) A distinct business entity contained within a multiple tenant structure, possessing a single, common entrance for all establishments, or
- (d) A distinct business entity contained within a single structure, not separated by walls or other physical barriers, where the business entity is made distinct by its existence as a separate leasehold, by its operation by separate entrepreneurs, or by its singularity of purpose.

Subd. 6. "Exempt sign" means a sign that is designated as being exempt from requirements of 410.09 and described in 410.11. (Added, Ord. No. 20-12)

Subd. 7. "Flashing sign" means a sign illuminated by lights that are varied in intensity or color and that is capable of rapidly changing copy or images in intervals of less than one hour; the term does not include time and temperature or electronic message center signs governed by subsection 410.07. (Amended, Ord. No. 07-07)

Subd. 8. "Exterior sign" means a sign which is erected exterior to a structure. The term does not include signs erected interior to a structure in such a manner as to be visible from the exterior.

Subd. 9. "Free-standing sign" means a stationary or portable self-supporting sign.

Subd. 10. "Ground elevation" means the average curb elevation along the street frontage upon which a free-standing sign is to be erected, or a roof or wall sign is to face.

Subd. 11. Non-conforming sign means any of the following:

- (a) Legal - means a sign lawfully in existence that does not conform with the provisions of this section; and
- (b) Illegal - means a sign that does not conform to the provisions of this section.

Subd. 12. "Message center sign" means a sign that is remotely programmable to change copy or messages, and which is equal to less than one-half of the available wall or ground sign in which it is included, and which, in no case, is larger than 25 square feet. The sign may include letters or numbers, but it cannot create the effect of movement, or change messages in intervals of less than one hour except that public transit message center signs may change messages more frequently. Examples of message center signs include signs which display scheduled worship services, events in churches, gasoline prices or movie marquees information. A message center sign's light intensity shall be limited to one-foot-candle as measured anywhere on any abutting parcel or right-of-way. (Added, Ord. No. 07-07) (Amended, Ord. 14-08)

Subd. 13. "Off-site directional sign" means a sign directing visitors to a specific property but not located on the said property. (Added, Ord. No. 01-06)

Subd. 14. "Roof sign" means a sign mounted on a building roof. A sign mounted on a roof in such a manner that it extends more than one foot below eave height or the top of a parapet wall is both a roof sign and a wall sign for the purposes of applying the provisions of subsection 410.09. (Amended, Ord. No. 07-07)

Subd. 15. "Shingle sign" means a three-dimensional sign that projects from the front of a building façade over a sidewalk, but not over a street or alley. Generally, the sign is perpendicular to the plane of the building façade. (Added, Ord. No. 07-07)

Subd. 16. "Sign" means letters, words, symbols, poster, billboard, picture, device, reading matter, or representation in the nature of an advertisement, announcement, message, or visual communication whether painted, printed, posted, affixed, digital, video, constructed, or displayed for purposes of information or communication: the term includes structural supports, uprights, bracing, and framework and architectural or graphic features that are intrinsically associated with a particular product, good, service, business, firm, corporation, or profession. (Amended, Ord. No. 07-07)

Subd. 17. "Sign area" means the physical area of a sign constituted of the face upon which the advertisement is borne. In the case of signs constituted of individual figures, symbols, or components attached directly to a building wall or other integral construction feature of a building, sign area is that area included in the smallest square or rectangular geometric figure that can be drawn to circumscribe the entire message or communication. The permitted sign area for a sign applies to the area of each individual face when a sign displays no more than two faces. When a sign displays more than two faces, the maximum area of each sign face may not exceed the amount determined by multiplying the stipulated sign area by two and dividing by the total number of sign faces proposed. (Amended, Ord. No. 07-07)

Subd. 18. "Sign face" means a separate planar or curved surface created by a sign upon which an advertisement is borne: when a sign is constituted of more than one planar surface bearing advertising, separate planar surfaces intersecting at greater than 160 degrees interior angle constitute a single face. (Amended, Ord. No. 07-07)

Subd. 19. "Teardrop banner" means a free-standing fabric banner attached to a ground mounted frame or pole that causes the banner to remain taut in the absence of wind. (Added, Ord. No. 16-11; Amended, Ord. No. 20-12)

Subd. 20. "Wall sign" means a sign that is affixed to the wall of a building, including signs attached to windows, doors, marquees, canopies, or parapet walls: a sign affixed to a wall in such a manner that it extends more than one foot above eave height or the top of a parapet wall is both a wall sign and a roof sign for the purposes of applying the provisions of section 410.09 of this section. (Amended, Ord. No. 07-07)

410.07. General provisions.

Subdivision 1. Permit required.

Except as provided in subsection 410.11 and 410.29, all exterior signs proposed to be erected in the city require a permit. The permit number and date of the permitted sign's erection must be prominently displayed on the sign structure. (Amended, Ord. No. 20-12)

Subd. 2. Construction.

A sign may not be attached to or supported by rocks, fences, trees, or utility poles. A sign may not be erected so as to interfere with utility wires or supports thereof. Signs must be constructed in conformance with the 1997 edition of the Uniform Sign Code promulgated by the International Conference of Building Officials which is adopted by reference. Electric signs must conform with the electrical code and require an electrical permit. (Amended, Ord. No. 07-07; Amended Ord. No. 20-12)

Subd. 3. Motion.

A sign may not display any moving parts. Signs, except barber poles, may not rotate. A sign may not be subject to visible movement from normal wind pressure.

Subd. 4. Illumination.

A sign may not be illuminated by flashing or intermittent lights. Electronically or electrically-controlled time and temperature signs and message centers that display changing copy by means of a lamp bank of relatively constant light intensity are exempt from this subdivision, however, such message center signs may not flash, blink, flicker or exhibit rapidly changing information, or create the effect of movement. Light from illuminated signs must be shielded to prevent direct reflection onto adjacent private property or a public right-of-way. A sign may not be illuminated in such a manner as to imitate an official traffic control device, nor may the intensity of illumination of a sign obstruct the visibility of an official traffic control device. Incandescent light bulbs utilized for illumination of signs are limited to a maximum of 20 watts per bulb when mounted on the exterior of a sign. Signs located on property abutting residential property, except time and temperature signs and public transit message center signs, may not be illuminated between the hours of 11 o'clock p.m. and six o'clock a.m. The provisions of this subdivision apply to an interior sign visible from the exterior, the provisions of subsection 410.05, subdivision 8 notwithstanding. (Amended, Ord. No. 07-01, Ord. No. 14-08)

Subd. 5. Projection.

A wall sign may not project more than 18 inches from the surface to which it is affixed. A sign, except for wall signs possessing a maximum projection of 18 inches or affixed to a canopy or marquee, may not project over public right-of-way or a public or private access route (sidewalk, etc.). A sign that projects over public right-of-way or public or private access routes must be located a minimum of eight feet above surface grade. Shingle signs are exempt from this section. (Amended, Ord. No. 07-07)

Subd. 6. Height.

A wall sign may not exceed the building eave in height. A roof sign may not be erected the top of which measures more than 30 feet in height when measured from ground elevation. A free-standing sign may not exceed 30 feet in height when measured from ground elevation.

Subd. 7. Setback and placement.

Except for traffic control or traffic directional signs, signs in the B- 1, B-2, B-3, B-4, and B-W zoning districts must be located behind the required front building setback in the district in which the premises are located. **Except for traffic control or traffic directional signs, signs in the R- 1, R-2, R-3, and R-B zoning districts must be located not closer than five feet from a property line.** A wall sign possessing a maximum projection of 18 inches will not be considered as encroachment on any required setback. A free-standing sign may not be erected within 15 feet of a street intersection, as measured from the street surfaces. No sign, except that of a governmental agency, may be erected or placed in a public right-of- way without the approval of the city council. Signs may not be placed in such a manner as to create a hazard to public health or safety, nor may a sign by reason of its placement obstruct the visibility of any traffic control device. A sign may not be placed so as to prevent free egress from or access to any door, window, or fire escape. A sign may not be affixed to any stand pipe or fire escape or be placed so as to obscure emergency equipment or information (e.g. fire extinguishers, fire hoses, first aid kits, alarms, emergency procedures, etc.), or to obstruct a fire lane. (Amended, Ord. No. 20-12)

Subd. 8. Number of faces and sign area.

A single sign may display any number of faces. The permitted sign area applies to the area of each individual face when a sign displays no more than two faces. When a sign displays more than two faces, the maximum area of each sign face may not exceed the amount determined by multiplying the stipulated sign area by two and dividing by the total number of sign faces proposed; i.e., $a = 2x \div y$ where "a" represents the maximum area of an individual sign face, "x" represents the maximum permitted area of the sign, and "y" represents the total number of faces proposed for a given sign.

Subd. 9. Obscene material.

A sign may not display material determined to be obscene, as defined by law.

Subd. 10. Maintenance and repair.

Signs must be properly maintained and kept in a safe state of repair. Signs must be maintained free of peeling or chipping paint or rust. A sign structure that is determined to be rotted, deteriorated, defaced, or otherwise hazardous must be repaired or replaced by the owner of the sign upon written notification by the enforcement officer.

410.09. Zoning district provisions.

Subdivision 1. Residential districts.

Except as provided for in subsection 410.11 special provisions, signs may not be erected in the R-1, R-2, or R-3 residential zoning districts. (Amended, Ord. No. 07-07)

Subd. 2. Residential-business district.

Except as provided for in subsection 410.11 signs erected in the R-B residential district must comply with the following:

(a) Type.

An establishment may erect wall signs or freestanding signs, or combinations thereof as regulated by clauses (b) and (c). (Amended, Ord. No. 07-07)

(b) Number.

An establishment may erect any number of wall signs provided that the total area of all wall signs erected along any one building wall may not exceed the total permitted area established by clause (c). An establishment may also erect a maximum of one free-standing sign along each building wall. For the purposes of this section building walls lying upon the same planar surface or parallel planar surfaces facing the same direction are considered one wall; and building walls lying upon separate planar surfaces but intersecting at greater than 160 degrees interior angle are considered one wall. (Amended, Ord. No. 07-07)

(c) Size.

(1) The cumulative area of wall signs erected on one building wall may not exceed 25 square feet plus one square foot of area for each additional one foot that the required sign setback is exceeded, up to a maximum of 50 square feet of sign area.

(2) The maximum size of a free-standing sign is 25 square feet of sign area plus one square foot of sign area for each additional one foot that the building wall, or street frontage, if greater, along which the sign is erected exceeds 50 feet in length, up to a maximum of 50 square feet of sign area. (Amended, Ord. No. 07-07)

(3) The total area of all signs erected upon and along an individual building wall may not exceed 75 square feet. (Amended, Ord. No. 07-07)

Subd. 3. Business districts.

Except as provided for in subsection 410.11 signs erected in the B-1, B- 2, B-3, B-4, and B-W zoning districts must comply

with the following:

(a) Type.

An establishment may erect wall signs or free-standing signs, or combinations thereof as regulated by clauses (b) and (c). (Amended, Ord. No. 07-07)

(b) Number.

An establishment may erect any number of wall signs provided that the total area of all wall signs does not exceed the total permitted area established by clause (c). An establishment may erect a maximum of one free-standing sign along each building wall. Building walls lying upon the same planar surface or parallel planar surfaces facing the same direction are considered one wall; and building walls lying upon separate planar surfaces but intersecting at greater than 160 degrees interior angle are considered one wall. (Amended, Ord. No. 07-07)

(c) Size.

(1) The cumulative area of all wall signs erected on one building wall may not exceed 50 square feet plus one square foot of area for each additional one foot that the required sign set back is exceeded, up to a maximum of 100 square feet of sign area.

(2) The maximum size of a shingle sign is six square feet and there shall be a minimum of ten feet clearance between the sign and the sidewalk. (Amended, Ord. No. 07-07)

(3) The maximum size of a free-standing sign is 50 square feet of sign area plus one square foot of sign area for each additional one foot that the building wall, or street frontage if greater, along which the sign is erected exceeds 50 feet in length, up to a maximum of 100 square feet of sign area.

(4) The total area of all signs erected upon and along an individual building wall may not exceed 150 square feet.

410.11. Special provisions.

Subdivision 1. The signs described in this subsection are permitted in all zoning districts and are exempt from the provisions of Section 410.09. These signs remain subject to the specified restrictions noted in each subsection. (Amended, Ord. No. 20-12)

Subd. 2. Safety, warning, and hazard signs.

Signs required by the Minnesota Occupational Safety and Health Administration (OSHA), or its federal counterpart, are exempt signs. Such signs must conform to the size and placement standards established by OSHA, or if no standards have been adopted, then the sign shall conform to size and placement specifications of the enforcement officer. Such signs are not included in the maximum number of signs allowed under subsection 410.09. (Amended, Ord. No. 20-12)

Subd. 3. Signs of ten square feet or less in area provided that placement of such signs is limited to one such sign for each street frontage from which either a principal or service entrance to the building is provided. Such signs are not included in the maximum number of signs allowed under subsection 410.09. (Amended, Ord. No. 20-12)

Subd. 4. Signs located within buildings or interior common space within multiple tenant structures, except for window signs regulated elsewhere in this code. (Amended, Ord. No. 20-12)

Subd. 5. Signs which are integrally attached to or part of: (Amended, Ord. No. 20-12)

(1) Waste roll-offs, dumpsters, garbage cans, portable storage units or other similar equipment owned and maintained by a commercial business for the purpose of waste collection or temporary storage; and (Added, Ord. No. 20-12)

(2) Personal property or motor vehicles such as, but not limited to, passenger vehicles, snowmobiles, all-terrain vehicles, trucks, semi-tractors and trailers, recreational vehicles, fish houses, boats, boat lifts, and trailers; and (Added, Ord. No. 20-12)

(3) Construction materials or equipment; and (Added, Ord. No. 20-12)

(4) Provided that none of these signs include off-site advertising. (Added, Ord. No. 20-12)

Subd. 6. Signs which are affixed on city owned property, which have been approved by the city council or the city manager. Such sign may include signs affixed to ballpark fences by a sponsoring entity. (Amended, Ord. 05-01; Ord. 05-09; Ord. 10-14; Ord. No. 20-12)

Subd. 7. Signs which are affixed on property owned by a county, state or federal governmental body, or a public school district, unless specifically prohibited by this section. (Amended, Ord. No. 20-12)

Subd. 8. Signs required by law. (Amended, Ord. No. 20-12)

Subd. 9. Signs erected within a public right-of-way that are approved by the appropriate governmental agency with authority over the right-of-way. (Amended, Ord. No. 20-12)

Subd. 10. Historic plaques.

Historic plaques, building names or dates, placed by recognized historical agencies, provided such signs shall not be

placed or maintained in the public right-of-way without City Council approval, shall not be illuminated, and shall not exceed ten (10) square feet in area. Such signs are exempt from the maximum number of signs allowed under subsection 410.09. (Amended, Ord. No. 20- 12)

Subd. 11. Portable signs, pennants; temporary permits.

A sign of a portable nature, pennant, teardrop banner or similar sign may not be erected in any zoning district, except by temporary permit issued by the building department as outlined in subsection 410.29. temporary permits are valid for a period not to exceed ten days. A temporary permit for a sign may not be renewed more than twice. Temporary permits for a portable sign, pennant, teardrop banner, etc. may not be issued to the same premises for the same type of sign more than three times in any 12 month period. For the purpose of this subsection a renewal constitutes a separate permit and each separate sign represents a separate permit request. Teardrop banners are not allowed in the DD-1, DD-2 or other properties within the downtown architectural design guidelines overlay district. The signs are not included in the maximum number or maximum permitted sign area allowed under subsection 410.09, but such signs are otherwise subject to all restrictions applied under that subsection. A temporary permit application must include a site plan showing the proposed location of the sign and its proximity to property lines, sidewalks, driveways and other features as needed for review by staff. A temporary sign permit request may be denied by city staff if: (Amended, Ord. Nos. 90-18, Sec. 2; 09-10; 16- 11; 20-12)

- (a) The proposed location interferes with a visibility triangle as described in Section 510.25; (Amended, Ord. No. 16-11)
- (b) The proposed sign occupies required parking or a fire lane; (Amended, Ord. No. 16-11)
- (c) The proposed sign is located in public right-of-way; or (Amended, Ord. No. 16-11)
- (d) Strong winds or other forces could bend the sign into an adjacent right-of-way. (Amended, Ord. No. 16-11)

Exceptions: A temporary sign of five square feet or less approved by the City Council for a period not exceeding ten days. Such signs may be placed on an off-site private or public location with the permission of the property owner or agency. This exemption does not apply to off-site advertising signs. (Added, Ord. No. 09-10; Amended, Ord. No. 20-12)

Subd. 12. Banners.

Banners may be displayed in any B, R-B or DD district or public right-of-way subject to the following conditions: (Added, Ord. No. 09-10)

(a) A banner(s) may be displayed on up to 30 different days annually by administrative permit provided the banner is maintained in good repair, not faded or torn. The permit and permit application must include banner locations. Permitted banners shall be attached to building walls, canopies or parapets. In no case may banners extend above a roof line. Permitted banners shall be no larger than 50 square feet. (Added, Ord. No. 09-10; Amended Ord. No. 20-12)

(b) Banners may be authorized by the City Council for a time period exceeding 30 days. (Added, Ord. No. 09-10)

(c) A banner may be displayed at an off-site location or right-of-way with approval by the City Council for a period not exceeding ten days provided: (Added, Ord. No. 09-10; Amended Ord. No. 20-12)

(1) The banners must be securely fastened to buildings, structures or fences in conformance with subdivision 13(a) of this code; (Added, Ord. No. 09-10)

(2) The banners must be individually approved for specific locations; (Added, Ord. No. 09-10)

(3) There may be no more than one banner per location; (Added, Ord. No. 09-10)

(4) Banners shall be no larger than 50 square feet; and (Added, Ord. No. 09-10)

(5) Off-premises advertising signs are not permitted. (Added, Ord. No. 20-12)

Subd. 13. Street spanning community event banners.

Community event banners may be displayed spanning the West Broadway public right-of-way between the south edge of 41st Avenue North and the north edge of 42nd Avenue North subject to the following conditions: (Added, Ord. No. 11-09)

(a) A banner promoting a noncommercial, community-wide event open to the general public may be displayed on a City-owned banner wire spanning West Broadway with approval by the City Council; and (Added, Ord. No. 11-09)

(b) Banners may only be authorized for City special events, City partnership events and "not for profit organizations" that are promoting a public event of substantial community-wide interest; and (Added, Ord. No. 11-09)

(c) All banners must conform to administrative guidelines prepared by the City Manager and adopted and amended by Council resolution including, but not limited to the following: (Added, Ord. No. 11-09)

- (1) Application process;
- (2) Banner material and size specifications;
- (3) Design and content approval process;
- (4) Scheduling and conflict resolution;

(5) Exceptions; and

(Added, Ord. No. 11-09)

(d) Cost/fees/procedures: (Added, Ord. No. 11-09)

(1) A banner application and banner policy and procedure form must be obtained from the City Clerk's office and completed by the party making the request and returned to the City Clerk's office no less than 30 days prior to the date requested to hang the banner; (Added, Ord. No. 11-09)

(2) A diagram showing the exact text and artwork for the banner must be included with the application; (Added, Ord. No. 11-09)

(3) The fee for the banner installation and any insurance requirement shall be set by Appendix B; (Added, Ord. No. 11-09)

(4) All approved banners must be delivered to the police/fire building by noon the Friday prior to the Monday hang date. Late fees shall be set by Appendix B. (Added, Ord. No. 11-09)

(5) Banners must be picked up from the police/fire building within seven days after the display week(s). The City assumes no responsibility for banners and any banners left more than one week may be discarded; and (Added, Ord. No. 11-09)

(e) City staff has the authority to refuse the placement of cross-street banners which, because of previous use, are in poor condition; and (Added, Ord. No. 11-09)

(f) City staff may remove any banner in the event that it becomes a danger to public safety, due to banner deterioration, storms, high winds, etc. (Added, Ord. No. 11-09)

(Deleted, Ord. No. 20-12)

410.13. Multiple tenant structures.

Subdivision 1. General rule.

Structures containing multiple tenants or establishments or structures connected to other structures must conform to the provisions of this subsection, in addition to the applicable district provisions contained in subsection 410.09.

Subd. 2. Structures with common entrance.

Establishments contained within a multiple tenant structure, for which a common exterior entrance for all tenants is provided, are collectively limited to the same types, numbers, and sizes of signs permitted for an establishment contained in a single tenant structure.

Subd. 3. Structures connected by common walls or facade.

Establishments contained within structures connected to other structures by means of common walls or a common facade but each possessing a separate exterior entrance, may display the same number, sizes, and types of signs that would be permitted for establishments contained within separate structures. In the case of establishments contained in shopping centers, each establishment may erect only wall signs and roof signs in conformance with the applicable district provisions. However, one free-standing sign to serve the entire center may be erected along each building wall of the shopping center. The maximum size of such free-standing sign is 50 square feet of sign area plus one square foot of sign area for each additional one foot that the building wall, or street frontage if greater, along which the sign is to be erected exceeds 50 feet in length, up to a maximum of 200 square feet of sign area. Establishments located in structures connected by common walls or a common facade shall only be permitted to have individual wall signs when all of the wall signs on the structure are consistent in design, materials and character. Individual wall signs may be placed on a sign raceway comprised of individual block letters or script, and may include a logo, located on a plane parallel to the sign raceway. Said letters and logo may be interior illuminated. Signs that do not conform to the above, must be compliant with a sign policy adopted for the shopping center that is approved by the City Council. In the case where proposed signs do not conform with the aforementioned requirements, and if the shopping center does not have an integrated sign policy that has been approved by the City Council, then each establishment's sign must be approved by the City Council. For the purpose of this section a "shopping center" means a commercial area (i) planned and developed as an integrated whole with an undivided or unsegregated parking area serving the entire center, or (ii) advertised or promoted as a shopping center. (Amended, Ord. No. 12-06)

410.15. Public service facility signs.

Signs provided in conjunction with a public service facility are exempt from the requirements of section 410.09. Public service facilities include, but are not limited to, the provision of benches and trash receptacles for public use on public or private property. The provision of signs in conjunction with such public service facility requires the approval of the city council. The city council, in approving such signs, may stipulate conditions it deems necessary to insure consistency with the purpose and intent of this section. The city council may revoke the approval of such signs for cause. The total sign area of signs placed in conjunction with any individual public service facility may not exceed a total of 12 square feet. The signs are not included in the maximum number of signs allowed under subsection 410.09. (Amended, Ord. No. 07-07)

410.17. Off-site directional signs.

Off-site directional signs surrounded predominately by R-1 and R-2 zoned property may be permitted within the city. A maximum of two sites for the installation of such an off-site sign shall be permitted provided that the site is located in the public right-of-way, or on private property immediately adjacent to a collector, arterial, or minor arterial road. Each site may contain a single or double-faced sign. Double-faced signs means two signs placed back to back on a single pole. Approval of the proposed sign(s) and its/their location(s) must be obtained from the governing transportation jurisdiction or property owner and the city. Such sign(s) shall be designed and maintained per section 841.07. No sign permit shall be required. However, a fee will be charged for installation, review and approval. City approval shall include approval of a license pursuant to section 841 of the city code. No more than two off-site directional signs are allowed for any property. (Added, Ord. No. 01-06; Amended, Ord. No. 02-11; Ord. No. 07-07; Ord. No. 20-12)

410.19. Non-conforming uses.

A legal non-conforming use may display signs in conformance with the provisions for the most restrictive district in which the use may be permitted by the zoning code.

410.21. Discontinuance of uses.

Signs must be removed by the property owner within seven days of the discontinuance of the use, establishment, produce, or service. (Amended, Ord. No. 20-12)

410.23. Non-conforming signs.

Any premises determined to be non-conforming regarding the maximum number of signs permitted to be displayed, may erect no additional signs requiring a permit under subsection 410.07 unless it first reduces the existing total number of signs on the premises by an amount equal to the number of new signs proposed for erection. (Ed. note: All non-conforming signs were to have been made conforming by December 31, 1983 or the subject of a variance after that date.) (Amended, Ord. No. 20-12)

410.25. Expansion of non-conforming signs - special permit. (Added, Ord. No. 90-18, Sec. 1)

Subdivision 1. Permit.

Notwithstanding the provisions of subsections 410.15 and 410.23, the city council may issue a special permit to permit the expansion of a non-conforming sign if it finds any of the following requirements have been satisfied: (Amended, Ord. No. 07-07)

(a) The sign for which the special permit is requested is non-conforming by reason of subsection 410.15. (Amended, Ord. No. 07-07)

(b) At the time the sign was made non-conforming it was located upon property which was then zoned community business district B-4. (Amended, Ord. No. 07-07)

(c) The proposed expansion involves only the addition of one additional sign face to the back of the existing sign. (Amended, Ord. No. 07-07)

(d) The additional sign structure shall be no larger in any dimension than the existing sign structure, and shall not extend beyond the rectangular sign face of either sign. (Amended, Ord. No. 07-07)

(e) The additional sign shall be located parallel to the existing sign and each sign shall substantially shield the back of the other from public view; or

(f) The additional sign will not be detrimental to the public health, safety or welfare, nor will it detract from the general aesthetic appearance of the area.

Subd. 2. Permit fee.

Fees are set by Appendix B.

Subd. 3. Conditions.

The city council may place conditions upon the permit which it deems to be appropriate under the circumstances.

Subd. 4. Effect of special permit on non-conformity.

The special permit is intended only to permit the expansion of a legal non-conforming sign. Following issuance of the special permit, the existing sign and its expansion will be deemed lawful. (Amended Ord. No. 20-12)

Subd. 5. Other permits and licenses.

The special permit is in addition to all other permits, licenses and approvals required under this code for the erection of signs. (Amended Ord. No. 20-12)

410.27. Building addresses.

Structures fronting upon a public or private right-of-way must at all times conspicuously display the address number of the subject premises. If the structure also abuts an alley, building numbers must also be attached in a conspicuous location to the alley side of the structure. If a garage or similar accessory building obstructs the view of the main structure from the alley, the building numbers for the structure must be placed in a conspicuous location on the garage or accessory building.

Address numbers are issued by the enforcement officer or upon the request of the owner of the subject premises. No address number may be changed except upon the order or approval of the enforcement officer. Upon notification of a change in address number for a structure, the owner thereof must immediately replace the posted address number with the correct new number. The enforcement officer must maintain a permanent, public record of all issued address numbers. Address numbers must measure a minimum of four inches in height and may not exceed one foot in height. When address numbers are proposed to exceed one foot in height, the address numbers are considered as an exterior sign subject to applicable regulations of this section. For address numbers measuring less than one foot in height no sign permit is required. (Amended Ord. No. 20-12)

410.29. Sign permits.

Subdivision 1. Portable signs, pennants, and banners require a temporary permit as provided in subsection 410.11, subdivision 12. (Amended, Ord. No. 90-18, Sec. 3; Deleted, Ord. No. 20-12)

The owner of a sign may change the display surface or sign face on a previously approved and erected sign or complete replacement of a sign when such change or replacement would be consistent with a previously issued sign permit or a sign considered to be a legal nonconformity and would not require compliance with applicable building codes, unless such sign has been deemed abandoned. (Added, Ord. No. 20-12)

Subd. 2. Application.

Application for a regular sign permit, special sign permit, or temporary sign permit is made to the enforcement officer upon an approved application form, accompanied by required supporting information and fees. (Amended, Ord. No. 90-18, Sec. 3)

Subd. 3. Fees.

Fees are set by Appendix B.

410.31. Sign hanger license.

Subdivision 1. License required.

A person engaged in the business or occupation of sign hanging or repair may not install, reconstruct, alter, repair, or remove an exterior sign requiring a permit without first having obtained a license.

Subd. 2. License application.

Application for a sign hanger's license is filed with the city clerk upon an approved application form, accompanied by required supporting information and fees.

Subd. 3. License validity.

Sign hanger licenses expire annually on December 31. Licenses will not be issued to a minor. Licenses are not transferable.

Subd. 4. License fee.

The annual fee for a sign hanger's license is fixed by Appendix B. A license application will not be accepted nor a license issued unless the fee is paid. The license fee may not be prorated.

Subd. 5. Insurance required.

The applicant must provide a certificate of insurance with the city with public liability insurance of not less than \$1,000,000 combined single limit issued by an insurance company authorized to do business in the state of Minnesota. Application for the license is made to the city council and the license will be granted upon proof of the applicant's qualifications conditioned upon compliance with this chapter. The annual license fee is fixed by Appendix B. Licenses expire annually on December 31. Licenses are issued by the city clerk. Licenses are not transferable. The annual license fee is paid to the city clerk at the time of filing the application. License fees may not be prorated. (Amended, Ord. No. 03-22)

410.33. Variances, amendments, appeals.

Variances from the literal provisions of this section and appeals from administrative decisions made under this section are made pursuant to the provisions of section 535 of the zoning code (Appendix A to this code) except that amendments are approved by a majority vote of the city council.

410.35. Miscellaneous provisions.

Subdivision 1. Substitution Clause.

The owner of any sign which is otherwise allowed by this section may substitute noncommercial copy in lieu of any other noncommercial or commercial copy. This substitution of copy may be made without any additional approval or permitting. The purpose of this provision is to prevent any inadvertent favoring of commercial speech over noncommercial speech, or favoring of any particular noncommercial message over any other noncommercial message. This provision prevails over any more specific provision to the contrary. (Added, Ord. No. 20-12)

Subd. 2. Process and enforcement.

(a) Administration: Provisions of this section shall be administered and enforced by the city manager. Their duties shall

include: (Added, Ord. No. 20-12)

(1) Determining whether all sign permit applications comply with the terms of this section. (Added, Ord. No. 20-12)

(2) Conducting site inspections to determine compliance with the terms of this inspection. (Added, Ord. No. 20-12)

(b) Unlawful signs.

Signs placed upon public property, or within the public right-of-way, or in violation of the terms of this section, shall be immediately determined to be abandoned under this section. Abandoned signs shall be subject to removal by the city. Upon removal, the city manager, or their designee, shall mark the date of removal of the sign and hold it for 30 days at the city's offices. The owner of the sign may collect the sign from the city's offices at any point during that time. If the sign is not retrieved within 30 days, the city may destroy the sign. (Added, Ord. No. 20-12)

(c) Violations.

(1) Violations; separate offence.

Each day that the violation continues shall constitute a separate offense. Violations of this ordinance shall be deemed a misdemeanor and subject to legal action including, but not limited to, Administrative Penalties as described in Section 117 of the city code. (Added, Ord. No. 20-12)

410.37. Severability.

The provisions of this section are severable from one another. If any section, subsection, sentence, clause, or phrase of this section is for any reason held to be invalid, such decision shall not affect the validity of the remaining portions of this section. The city council hereby declares that it would have adopted each section, subsection, sentence, or phrase hereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, or phrases were to be declared invalid. (Added, Ord. No. 20-12)

410.39. Elections.

All non-commercial signs of any size may be posted in any number from 46 days before the state primary in a state general election year until ten days following general election, and 13 weeks prior to any special election until ten days following the special election, consistent with Minnesota Statutes, section 211B.045. Sign installation shall comply with the Fair Campaign Practices Act contained in Minnesota Statutes, chapter 211B. (Added, Ord. No. 20-12)

DRAFTMINUTESDRAFT

ROLL CALL

Present: Allen, Weinberg, Chair Harris

Absent: Aoki, Montemayor

Staff: Heather Rand, Community Development Director; Will Bucheger, Assistant Planner

CONSIDERATION OF MINUTES

A. September 19, 2024 Planning Commission Minutes

Commissioner Weinberg MOVED, seconded by Commissioner Allen to approve the September 19, 2024, Planning Commission meeting minutes. The vote was unanimous and the motion carried.

NEW BUSINESS

A. 3505 Bottineau Boulevard Preliminary Plat Lot Subdivision and Public Hearing

Assistant Planner Bucheger made a staff presentation on a Preliminary Plat Subdivision application for the property of 3505 Bottineau Boulevard. The application is proposed by the applicant, Westwood, on behalf of the property owner Hy-Vee Inc. He shared background information on the property and noted that the reasoning for the lot split was to allow Hy-Vee the ability to sell the convenience store/gas station in the future. He said that Hy-Vee has no immediate plans to sell the property, but they would like to give themselves the ability to. He stated the concerns brought forth by the Engineering Department and how the applicant was able to meet every demand by incorporating into their updated prelim plat plan submittal. He said that since the applicant made their city requested alterations, city staff are not supportive of the prelim plat and lot split.

Jay Malenke with Westwood came forward and thanked staff for the presentation and stated that they feel that this lot split will help clean up the plats within 3505 Bottineau Boulevard.

Commissioner Weinberg MOVED, seconded by Commissioner Allen, to open the public hearing at 7:07 PM. The vote was unanimous and the motion carried.

No one came forward.

Commissioner Weinberg MOVED, seconded by Commissioner Allen to close the public hearing at 7:08PM. The vote was unanimous and the motion carried.

Weinberg asked if the parking standards for both stores would be affected by the lot split.

Bucheger said that parking standards will not be affected since the property owner will acquire a parking easement agreement between the two parcels that will allow for shared parking access between the proposed lots.

Commissioner Weinberg MOVED, seconded by Commissioner Allen to recommend approval of the preliminary plat lot split subdivision for 3505 Bottineau Boulevard. The vote was unanimous and the motion carried.

OLD BUSINESS

A. 4227 40th Ave N Violation Appeal

Bucheger gave a staff presentation on the tabled City Code violation appeal for the address at 4227 40th Ave N. He spoke on the background of the original banner sign in a residential zoned neighborhood violation and the appeal that the homeowner, Aaron McMenamy, took to contest. This appeal was originally discussed at the September 19th, 2024 Planning Commission meeting but was tabled on Commissioner's recommendation that additional information on sign ordinances be gathered by staff and disseminated to Commissioners. He explained that staff still interpret the sign ordinance as at the last Planning Commission meeting and recommended that the Planning Commission vote against the appeal.

Commissioner Allen MOVED, seconded by Commissioner Weinberg to remove this item off the table. The vote was unanimous and the motion carried.

Weinberg asked if there was information pertaining to real estate signs in residential neighborhoods.

Bucheger stated that while the Robbinsdale sign ordinance does not specifically reference real estate signs, staff did discuss the matter with the city attorney, and they concurred with staff's interpretation that banner signs are not permitted in residential neighborhoods in Robbinsdale. They further advised that upon conclusion by city council on the appeal, city staff could work with them to draft updates to the city's sign ordinance for planning commission and city council consideration.

Weinberg asked if the banner is being displayed currently and if the violation is still continuing at this moment as well.

Bucheger said that since the applicant went through the proper channels to appeal the violation, staff felt that pausing the violation and citation fines was the correct action to take until the City Council determines their final decision on the citation appeal.

Harris said that he would agree with the staff's interpretation of the code regarding banner signs within a residential district not being permitted.

Allen said that the code feels contradictory with regard to the verbiage in the banner sign ordinance concerning the public right of way and did lack clarity. Additional discussion was held by commissioners on the need for code updates and clarity.

Commissioner Allen MOVED, seconded by Commissioner Weinberg to recommend approval of the appeal with the condition of receiving an administrative permit for a banner sign allowed within the right of way like what is required for banner signs in commercial districts. They further recommended that the banner sign be removed until it has been fully approved through the administrative permit process. The vote was unanimous and the motion carried.

OTHER BUSINESS

ADJOURNMENT

Commissioner Weinberg MOVED, seconded by Commissioner Allen, to adjourn the meeting at 7:32 PM. The vote was unanimous and the motion carried.

TO: Mayor and City Council
PREPARED BY: Heather Rand, Community Development Director
APPROVED BY: Tim Sandvik, City Manager
DATE: November 19, 2024
RE: 3505 Bottineau Blvd Prelim Plat Lot Subdivision

Background:

Hy-Vee Inc, the property owner of 3505 Bottineau Boulevard is desiring to split their 9.57 acre parcel into two lots. One lot would contain the convenience store/gas station and related parking. The other lot would contain the HyVee Grocery Store retail building and its parking. To accomplish this lot split, per city ordinance, they must apply to the city for a Preliminary Plat Lot Subdivision approval. That application process includes review by city staff, a public hearing with public notice to be held at a planning commission meeting to provide opportunity for public input, and then they city council must provide consideration of the application for potential approval. If approved by the city council, then the applicant would apply for Final Plat approval that will also require city council approval at later date.

Analysis:

The applicant is property owner HyVee and their representative is Westwood Engineering. They are seeking to lot split at 3505 Bottineu Boulevard into two lots so that, in the future, they may sell as a stand-alone parcel the convenience store/gas station from their HyVee grocery store retail building. The property is zoned B-4, Community Business. The location is shown on Attachment A. Currently 3505 Bottineau Boulevard has two plats within it, Robbinsdale Mall Second Addition and Robbinsdale Mall Third Addition. This lot split would also replat the property into one plat, Robbinsdale Mall Fourth Addition.

A survey showing the property with “Parcel A” as the current grocery store and the proposed new property “Parcel B” with the gas station/convenience store is included in Attachment B. The survey shows:

- The property “Parcel B” located Southeast of “Parcel A”. “Parcel B” is located on the corner of County Road 81 and 35th Ave N.
- “Parcel A” is 362,412 square feet and “Parcel B” is 65,230 square feet.
- The subject property appears to lie within Zone “X” according to FEMA Flood Insurance Rate Map Community.
- The B-4 Community Business District has no minimum lot area or lot width.

Engineering has reviewed this application and requires:

- The new plat should designate a 10’ drainage & utility easement around the entire, except for a portion of the east side.
- An easement should encompass all of Lot 1 from Robbinsdale Mall 3rd Addition plus more to the north. This will be a drainage & utility easement.

- Remove the notation on the south end of the plat that says 35th Ave. This is not a City street, it is an access road to the businesses.
- They may want to consider having an agreement between the two lots regarding the storm water storage system along with all the other utility crossings.

The applicant has made all the alterations requested by by city engineering department in their plat plan.

The proposed lot split divides the parcels, separating the HyVee grocery store and the gas station/convenience store from each other. The lot split will create two new property lines with a horizontal property line North of the proposed “Lot 2” at a distance of 211 feet and then a second vertical property line West of “Lot 2” at a distance of 257 feet connecting with the proposed Northern property line. This new lot will not extend beyond Lot 1, Block 1, ROBBINSDALE THIRD ADDITION. No new construction or alterations to the physical properties are being proposed. Both properties will be platted as Robbinsdale Fourth Addition Block 1 with two lots. Lot 1 will be composed of the grocery store and lot 2 will be the property containing the gas station.

Notice of a public hearing that was held at the Robbinsdale Planning Commission Meeting of October 24th, 2024 on this preliminary plat application, was mailed to addresses 350 feet adjacent to the property and published in advance in the newspaper. A public hearing notice was also posted in the lobby at city hall as required in advance of the hearing. No members of the public showed up to comment on the preliminary plat nor were there comments received from the public via email, letter or phone call prior to the public hearing. The Robbinsdale Planning Commission unanimously recommended approval of the preliminary plat application to the city council. Draft minutes of such meeting are attached.

Recommendation:

The Robbinsdale planning commission recommended city council approve the preliminary plat application for 3505 Bottineau Boulevard to lot split the HyVee Grocery building from the convenience store/gas station.

As such, staff recommends that the Robbinsdale city council:

Motion to recommend that the City Council approve the Preliminary Plat lot split of Lot 1, Block 1, ROBBINSDALE MALL SECOND ADDITION, according to the recorded plat thereof, Hennepin County, Minnesota and Lot 1, Block 1, ROBBINSDALE THIRD ADDITION, according to the recorded plat thereof, Hennepin County, Minnesota creating ROBBINSDALE FOURTH ADDITION Lot 1 and 2, Block 1.

Attachments:

1. HvVee Aerial from Henn Co Prop Records
2. HyVee Prelim Plat
3. DRAFT October 24 2024 PC Minutes

Attachment A



Hennepin County Property Map

Date: 10/16/2024



PARCEL ID: 0802924220030

OWNER NAME: Hy-Vee Inc

PARCEL ADDRESS: 3505 Bottineau Blvd,
Robbinsdale MN 55422

PARCEL AREA: 9.57 acres, 416,810 sq ft

A-T-B: Both

SALE PRICE: \$3,811,746

SALE DATE: 11/2016

SALE CODE: Vacant Land

ASSESSED 2023, PAYABLE 2024

PROPERTY TYPE: Commercial-Preferred

HOMESTEAD: Non-Homestead

MARKET VALUE: \$12,065,000

TAX TOTAL: \$385,678.48

ASSESSED 2024, PAYABLE 2025

PROPERTY TYPE: Commercial

HOMESTEAD: Non-Homestead

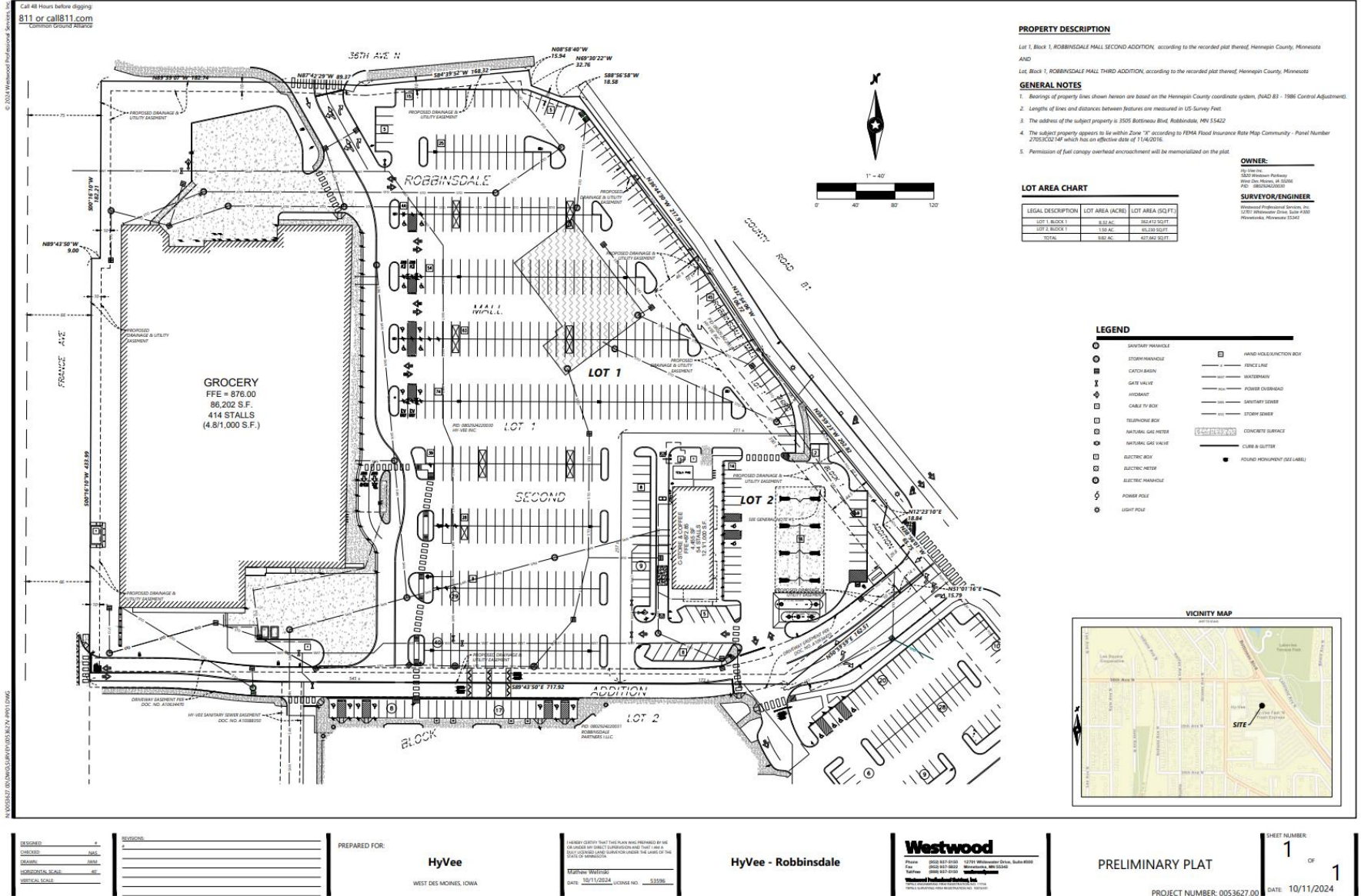
MARKET VALUE: \$12,065,000

Comments:

This data (i) is furnished 'AS IS' with no representation as to completeness or accuracy; (ii) is furnished with no warranty of any kind; and (iii) is not suitable for legal, engineering or surveying purposes. Hennepin County shall not be liable for any damage, injury or loss resulting from this data.

COPYRIGHT © HENNEPIN
COUNTY 2024

Attachment B



DRAFTMINUTESDRAFT

ROLL CALL

Present: Allen, Weinberg, Chair Harris
Absent: Aoki, Montemayor
Staff: Heather Rand, Community Development Director; Will Bucheger, Assistant Planner

CONSIDERATION OF MINUTES**A. September 19, 2024 Planning Commission Minutes**

Commissioner Weinberg MOVED, seconded by Commissioner Allen to approve the September 19, 2024, Planning Commission meeting minutes. The vote was unanimous and the motion carried.

NEW BUSINESS**A. 3505 Bottineau Boulevard Preliminary Plat Lot Subdivision and Public Hearing**

Assistant Planner Bucheger made a staff presentation on a Preliminary Plat Subdivision application for the property of 3505 Bottineau Boulevard. The application is proposed by the applicant, Westwood, on behalf of the property owner Hy-Vee Inc. He shared background information on the property and noted that the reasoning for the lot split was to allow Hy-Vee the ability to sell the convenience store/gas station in the future. He said that Hy-Vee has no immediate plans to sell the property, but they would like to give themselves the ability to. He stated the concerns brought forth by the Engineering Department and how the applicant was able to meet every demand by incorporating into their updated prelim plat plan submittal. He said that since the applicant made their city requested alterations, city staff are not supportive of the prelim plat and lot split.

Jay Malenke with Westwood came forward and thanked staff for the presentation and stated that they feel that this lot split will help clean up the plats within 3505 Bottineau Boulevard.

Commissioner Weinberg MOVED, seconded by Commissioner Allen, to open the public hearing at 7:07 PM. The vote was unanimous and the motion carried.

No one came forward.

Commissioner Weinberg MOVED, seconded by Commissioner Allen to close the public hearing at 7:08PM. The vote was unanimous and the motion carried.

Weinberg asked if the parking standards for both stores would be affected by the lot split.

Bucheger said that parking standards will not be affected since the property owner will acquire a parking easement agreement between the two parcels that will allow for shared parking access between the proposed lots.

Commissioner Weinberg MOVED, seconded by Commissioner Allen to recommend approval of the preliminary plat lot split subdivision for 3505 Bottineau Boulevard. The vote was unanimous and the motion carried.

OLD BUSINESS

A. 4227 40th Ave N Violation Appeal

Bucheger gave a staff presentation on the tabled City Code violation appeal for the address at 4227 40th Ave N. He spoke on the background of the original banner sign in a residential zoned neighborhood violation and the appeal that the homeowner, Aaron McMenamy, took to contest. This appeal was originally discussed at the September 19th, 2024 Planning Commission meeting but was tabled on Commissioner's recommendation that additional information on sign ordinances be gathered by staff and disseminated to Commissioners. He explained that staff still interpret the sign ordinance as at the last Planning Commission meeting and recommended that the Planning Commission vote against the appeal.

Commissioner Allen MOVED, seconded by Commissioner Weinberg to remove this item off the table. The vote was unanimous and the motion carried.

Weinberg asked if there was information pertaining to real estate signs in residential neighborhoods.

Bucheger stated that while the Robbinsdale sign ordinance does not specifically reference real estate signs, staff did discuss the matter with the city attorney, and they concurred with staff's interpretation that banner signs are not permitted in residential neighborhoods in Robbinsdale. They further advised that upon conclusion by city council on the appeal, city staff could work with them to draft updates to the city's sign ordinance for planning commission and city council consideration.

Weinberg asked if the banner is being displayed currently and if the violation is still continuing at this moment as well.

Bucheger said that since the applicant went through the proper channels to appeal the violation, staff felt that pausing the violation and citation fines was the correct action to take until the City Council determines their final decision on the citation appeal.

Harris said that he would agree with the staff's interpretation of the code regarding banner signs within a residential district not being permitted.

Allen said that the code feels contradictory with regard to the verbiage in the banner sign ordinance concerning the public right of way and did lack clarity. Additional discussion was held by commissioners on the need for code updates and clarity.

Commissioner Allen MOVED, seconded by Commissioner Weinberg to recommend approval of the appeal with the condition of receiving an administrative permit for a banner sign allowed within the right of way like what is required for banner signs in commercial districts. They further recommended that the banner sign be removed until it has been fully approved through the administrative permit process. The vote was unanimous and the motion carried.

OTHER BUSINESS

ADJOURNMENT

Commissioner Weinberg MOVED, seconded by Commissioner Allen, to adjourn the meeting at 7:32 PM. The vote was unanimous and the motion carried.

TO: Mayor and City Council
PREPARED BY: Tim Sandvik, City Manager
APPROVED BY: Tim Sandvik, City Manager
DATE: November 19, 2024
RE: 2025 Levy and General Fund Budget

Background:

The City Council and City staff have been discussing the 2025 General Fund and levy for the past several months. Most recently, at the November 12, 2024 City Council Work Session, Council discussed priorities for 2025, while desiring a limited levy increase. In September, the Council approved a preliminary, not-to-exceed budget increase of 10%. at the November 12, 2024 Work Session, Council directed staff to reduce the increase to 8%.

Analysis:

Attached to this item is the budget information presented at the work session. Specific items include:

- Preliminary COLAs and Tax Increase percentages for neighboring communities
- Comparison Tax Capacity Rates and other Levy ratios
- Actuarial Report of a requested increase for the Robbinsdale Firemen's Relief Association City Contribution
- Property Types (used for Tax Capacity calculation)
- Top Goals and Priorities of the Council and Staff, as observed through budgeting
- Enterprise and Capital Project Fund Budgets and CIP for 2025-2034
- Budget Details
- 10 year (2024 - 2033) Capital Improvement Plan - By Funding Source

After direction was given to lower the levy increase from 10% to 8%, staff used November 13th and 14th to suggest recommendations for cost savings. The two biggest cost savings include the recommendation of utilizing Enterprise Funds for the new Graphic Information System (GIS) position in the Engineering Department, and delaying the hiring of the new FTE in Parks Maintenance. Staff is confident in finding ways to trim additional operation funding, including the usage of deficit budgeting, while maintaining City policy and goals.

Staff also wants to address the concern(s) raised by Council when it comes to investing of funds. The City typically maintains a balance near \$2 million to cover regular expenditures. These funds may be kept in money markets, sweep accounts, or similar, as they are nearly fluid and limit costs to make available. 2024 was a good example where additional cash on hand was needed, as the initial ordering of construction work delayed the pursuit of bond funds (which included previously budgeted items). Without going too far into historical data, in the last few years, the City has moved funds from a Sweep Account earning (as of October 2024) 5.01% compared to the prior account used at 4.509%. Similarly, the prior investment portfolio held \$36.4 million which has increased \$13.4 million in the last few years - Council will recall this

was highlighted in the latest bond rating. Finally, we would like to thank Mayor Blonigan on his tremendous work at the legislature to offer cities like Robbinsdale the opportunity to invest with the State Board of Investments (SBI). Staff is typically risk-adverse when it comes to investing, and encouraged Council to update the Investment Policy with the new opportunity through SBI. Following approval of the updated Policy, staff invested \$100,000, despite some concerns. Most recently, that account has yielded:

11/11/2024		568.69			\$115,253.49
11/12/2024			(326.48)		\$114,927.01
11/13/2024		32.20			\$114,959.21
11/14/2024			(681.83)		\$114,277.38

Recommendation:

Provide feedback for staff on next steps, which may include setting a Special Work Session.

Attachments:

1. City Council Work Session - November 12, 2024 - BUDGET



TO: Mayor and City Council
PREPARED BY: Tim Sandvik, City Manager
APPROVED BY: Tim Sandvik, City Manager
DATE: November 12, 2024
RE: 2025 Budget Items

Background:

As required by the City Charter, each year the City Manager must present a proposed budget (and correlating levy) to the City Council for consideration. Since the summer, staff and Council have discussed a number of items to be considered before setting the 2025 budget and levy. At the September 17, 2024, City Council meeting, the Council set a preliminary (not to exceed) levy increase of 10%. The Council has adopted a budget calendar that will formally adopt the 2025 budget and levy on December 3, 2024.

Analysis:

Staff is hopeful to walk away from the Work Session to better understand any final questions, comments, or concerns that the Council might have, and ultimately take direction on what a final levy increase would include. If Council does not feel comfortable giving direction at the November 12 Work Session, staff would recommend setting an additional Special Work Session prior to the December 3 City Council Meeting.

For the Work Session discussion, staff would like to highlight a few areas, including:

Compensation and Classification Study

At a recent City Council meeting, the City Council adopted the Classification and Compensation study that resulted in months-long work. This included studying and updating all Job Descriptions, scoring every position, ensuring that position scoring adheres to MN Pay Equity law, and correlating positions/scores with market rates. Across the board, operational funds for a City are primarily driven by labor; thus, in order to accommodate implementation for 2024, 2025, and 2026, the City Manager recommends maintaining a 10% levy increase.

Robbinsdale Fire Relief Association

This fall, representatives from the Robbinsdale Fire Relief Association presented to the City Council, requesting that the City contribution reflect the newly updated max (per state statute) of a lump sum benefit at \$15,000 per year (up from \$11,500). The City Manager did not support this increase - not only did the request come in after a preliminary budget was set, such an increase would be incredibly cumbersome. Rather, the City Manager requested an updated actuarial report be completed (which is attached). Based on this, the City Manager would support an increase to \$12,500 per year, and consider additional increases in subsequent years. However, the City Manager supports this with the caveat that any reduction in the proposed 10% levy increase would require operational reductions, that may include equipment, wage increases, and capital investments.

2025 Cost of Living Adjustment (COLA) and (proposed) Property Tax Increase

As seen in the chart below, Hennepin County cities that responded to a recent survey show a variety of increases. It is sometimes asked - 'what are our neighbors doing?', but this highlights that it is not always apples to apples.

HENNEPIN COUNTY		
City	2025 COLA %	2025 Property Tax Increase %
Champlin	4.00% for non-union, two labor groups have not begun negotiations	8.55%
Chanhassen	3.00%	6.90%
Corcoran	5.00%	12.74%
Crystal	3.00%	16.08%
Dayton	4.00%	16.50%
Eden Prairie	3.00%	5.80%
Edina	4.50%	13.14%
Golden Valley	3.00%	4.90%
Greenfield	4.64%	5.7% (overall 4.8% tax capacity and levy change from PY)
Hanover	5.00% (preliminary)	8.00% (projected)
Independence	3.0%	6.80%
Long Lake	3.00%	The tax rate will remain at 33.4% resulting in a 10.65% Total Net Levy increase
Loretto	3.00%	9.00%
Maple Plain	4.00%	7.54%
Medina	3.00%	9.50%
Minnetonka Beach	3.00%	4.00%
Minnetrista	3.00%	9.40%
Mound	6.09%	6.00%
New Hope	3.00%	6.75%
Orono	3.00%	2.29%
Osseo	3.50%	8.00%
Plymouth	3% (4.00% total COLA including market rate adjustments)	5.20%
Robbinsdale	3.50% - 4.50% depending on bargaining unit, etc.	10.00%
Rogers	4.00%	13.00%
Shorewood	4.00%	6.72%
St. Anthony Village	3% (preliminary)	6% (preliminary)

And, while levy increases tell another part of the story, it may be helpful to compare things like Tax Capacity Rate, Levy/Population, Levy/Sq mi, and density. As a reminder, Tax Capacity is measured by a jurisdiction's taxable market value by the relevant class rate(s) (as set by the state) - you can find a chart of property types attached to this memo. While illustrating many nuances between each, the communities below are used as they are either geographically near Robbinsdale, or they have a total levy similar to Robbinsdale. Ultimately, staff believes this shows Robbinsdale remains very competitive in this area. *Note, data includes proposed (2025) figures for the levy, and population estimates from the American Community Survey (2023).

			(Levy - FD)					
Taxing District	PROPOSED 2025 Levy	Fiscal Disparity	Local Levy	Tax Capacity Rate	Levy / Population	Levy / Sq mi	Density	
Brooklyn Center	\$26,625,814.00	\$6,264,250.00	\$20,361,564.00	61.48%	\$642.56	\$2,395,478.12	3728	
Brooklyn Park	\$70,495,400.00	\$9,245,032.00	\$61,250,368.00	52.64%	\$746.80	\$2,307,068.74	3089.3	
Crystal	\$18,981,674.00	\$2,799,350.00	\$16,182,324.00	58.06%	\$738.72	\$2,756,784.33	3731.9	
Dayton	\$9,200,700.00	\$521,381.00	\$8,679,319.00	37.27%	\$854.52	\$344,663.61	403.3	
Golden Valley	\$34,745,830.00	\$1,546,490.00	\$33,199,340.00	56.37%	\$1,565.19	\$3,161,841.90	2020.1	
Hopkins	\$20,783,555.00	\$2,208,926.00	\$18,574,629.00	61.97%	\$999.23	\$4,643,657.25	4647.3	
New Hope	\$20,988,746.00	\$3,004,473.00	\$17,984,273.00	62.98%	\$868.60	\$3,526,328.04	4059.8	
Orono	\$9,631,000.00	\$68,962.00	\$9,562,038.00	16.35%	\$1,177.74	\$380,200.32	322.8	
Robbinsdale	\$10,998,143.00	\$1,759,546.00	\$9,238,597.00	57.13%	\$661.41	\$3,299,498.93	4988.6	
Saint Anthony	\$9,532,825.00	\$1,257,590.00	\$8,275,235.00	66.08%	\$830.01	\$3,521,376.60	4242.6	

Top Goals and Priorities

As staff presented earlier this year, budgeting was done in a way to accomplish Top Goals and Priorities as established by Council early in 2024. Staff will walk through the memo, and respond to questions, comments, or concerns.

Recommendation:

Provide direction to staff on next steps.

Attachments:

1. Fire Relief Funding Report for Additional Benefit Study_Robbinsdale Fire_10.18 (003)
2. 2025-proposed-values-properties-types
3. 2025 Preliminary Budget Memo

ROBBINSDALE FIREMEN'S RELIEF ASSOCIATION

REVISED Addendum to January 1, 2024 Actuarial Valuation

Projected Cost of Benefit Increases

Monthly benefit multiplier for active members:	\$12.50	\$12.50	\$12.50
Lump sum benefit multiplier for active members:	\$11,500	\$11,500	\$12,500
Vesting schedule:	75% at 10 years, 100% at 15 years	75% at 10 years, 100% at 15 years	75% at 10 years, 100% at 15 years
Benefit effective January 1:	2025		
Liability measurement date: ¹	1/1/2024	9/1/2024	9/1/2024

A. Actuarial accrued liability (AAL)

1. Active members	\$ 3,281,909	\$ 3,505,000	\$ 3,723,000
2. Vested terminated members	159,099	164,000	164,000
3. Retired members	0	0	0
4. Spouses receiving benefits	26,264	22,000	22,000
5. Disabled members receiving benefits	0	0	0
6. Total actuarial accrued liability	3,467,272	3,691,000	3,909,000

7. AAL change from current benefit rate	218,000		
---	---------	--	--

B. Special fund assets ¹	3,329,170	3,663,020	3,663,020
-------------------------------------	-----------	-----------	-----------

C. Unfunded actuarial accrued liability (A.6. - B.)	138,102	27,980	245,980
---	---------	--------	---------

D. Credit for surplus	0	0	0
-----------------------	---	---	---

E. Amortization payment

1. Amortization period	20	20	20
2. Payment	10,554	2,138	18,798

F. Normal cost	162,117	162,117	175,343
----------------	---------	---------	---------

G. Annual contribution payable:	<u>2025, 2026</u>	<u>2025, 2026</u>	<u>2025, 2026</u>
1. Preliminary contribution (D.+E.+F.)	172,671	164,255	194,141
2. Admin expense (prior year x 1.035)	<u>17,702</u>	<u>17,702</u>	<u>17,702</u>
3. Annual contribution (1.+2., not less than \$0)	190,373	181,957	211,843
4. Estimated State Aid	<u>(105,745)</u>	<u>(105,745)</u>	<u>(105,745)</u>
5. Estimated City contribution (3.+4., not less than \$0)	84,628	76,212	106,098

H. Funded ratio	96.02%	99.24%	93.71%
-----------------	--------	--------	--------

¹ Assets used to measure the contribution after the benefit increase are unaudited cash amounts as of 9/1/2024 plus SBI account at 8/1/2024. Liabilities were rolled forward from 1/1/2024 using standard actuarial techniques.

Other than the potential benefit increases shown above, all results in this exhibit are based on the census data, assets, assumptions, methods, plan provisions and additional risk assessment disclosed in the revised 1/1/2024 actuarial valuation report dated 9/9/2024. All liability results and estimated contributions are presented as of 1/1/2024. Please note that results calculated using updated assets and liabilities may be substantially different. Additional pension risk information is included in the 2024 actuarial funding report.

ROBBINSDALE FIREMEN'S RELIEF ASSOCIATION

REVISED Addendum to January 1, 2024 Actuarial Valuation

Projected Cost of Benefit Increases

Monthly benefit multiplier for active members:	\$12.50	\$12.50	\$12.50
Lump sum benefit multiplier for active members:	\$11,500	\$11,500	\$13,000
Vesting schedule:	75% at 10 years, 100% at 15 years	75% at 10 years, 100% at 15 years	75% at 10 years, 100% at 15 years
Benefit effective January 1:	2025		
Liability measurement date: ¹	1/1/2024	9/1/2024	9/1/2024

A. Actuarial accrued liability (AAL)

1. Active members	\$ 3,281,909	\$ 3,505,000	\$ 3,832,000
2. Vested terminated members	159,099	164,000	164,000
3. Retired members	0	0	0
4. Spouses receiving benefits	26,264	22,000	22,000
5. Disabled members receiving benefits	<u>0</u>	<u>0</u>	<u>0</u>
6. Total actuarial accrued liability	3,467,272	3,691,000	4,018,000

7. AAL change from current benefit rate	327,000		
---	---------	--	--

B. Special fund assets ¹	3,329,170	3,663,020	3,663,020
-------------------------------------	-----------	-----------	-----------

C. Unfunded actuarial accrued liability (A.6. - B.)	138,102	27,980	354,980
---	---------	--------	---------

D. Credit for surplus	0	0	0
-----------------------	---	---	---

E. Amortization payment

1. Amortization period	20	20	20
2. Payment	10,554	2,138	27,128

F. Normal cost	162,117	162,117	181,955
----------------	---------	---------	---------

G. Annual contribution payable:	<u>2025, 2026</u>	<u>2025, 2026</u>	<u>2025, 2026</u>
1. Preliminary contribution (D.+E.+F.)	172,671	164,255	209,083
2. Admin expense (prior year x 1.035)	<u>17,702</u>	<u>17,702</u>	<u>17,702</u>
3. Annual contribution (1.+2., not less than \$0)	190,373	181,957	226,785
4. Estimated State Aid	<u>(105,745)</u>	<u>(105,745)</u>	<u>(105,745)</u>
5. Estimated City contribution (3.+4., not less than \$0)	84,628	76,212	121,040

H. Funded ratio	96.02%	99.24%	91.17%
-----------------	--------	--------	--------

¹ Assets used to measure the contribution after the benefit increase are unaudited cash amounts as of 9/1/2024 plus SBI account at 8/1/2024. Liabilities were rolled forward from 1/1/2024 using standard actuarial techniques.

Other than the potential benefit increases shown above, all results in this exhibit are based on the census data, assets, assumptions, methods, plan provisions and additional risk assessment disclosed in the revised 1/1/2024 actuarial valuation report dated 9/9/2024. All liability results and estimated contributions are presented as of 1/1/2024. Please note that results calculated using updated assets and liabilities may be substantially different. Additional pension risk information is included in the 2024 actuarial funding report.

Hennepin County Property Types, State Class Codes, Prism Codes & Rates																
Report No. T99SS01						2024 Assessment - Taxes Payable 2025						07/26/24				
**** Class ****		**** PRISM ****		(1) Subject To State General Tax	Subject To Fiscal Disparities	EXCLUDED From Referendum Market Value Tax	Description	Property Type	HOMESTEAD			NON-HOMESTEAD			*****LIMITS*****	
Hmstd	N/Hmstd	Hmstd	N/Hmstd						B/D/P Base	Base 1	Over Base	Rate	Over Base	Mach	B/D/P Base	Base 1
1a	4a	D10	D33				Apartment	A		1.00	1.25	1.25			500,000	
1a	4a	D10	D33				Apartment Condominium	AX		1.00	1.25	1.25			500,000	
1b		D20	(D40)			55% of 1st 50,000	Blind	B	0.45	1.00	1.25	1.00	1.25		50,000 450,000	
1b		A21	D20			55% of 1st 50,000	Blind/Farm-Homestead	BF	0.45	1.00	1.25	1.00	1.25		50,000 450,000	
1b		D20	D31			55% of 1st 25,000	Blind Joint Tenancy	BJ	0.45	1.00	1.25	1.00	1.25		25,000 475,000	
	3a		J10	Y (5)	Y		Commercial	(7) C				1.50	2.00		150,000	
	3a		L00	Y (6)	Y		Railroad	CR				2.00				
1b		D20	(D40)			55% of 1st 50,000	Disabled	D	0.45	1.00	1.25	1.00	1.25		50,000 450,000	
1a	4b(1)	D10	D32				Double Bungalow	DB		1.00	1.25	1.25			500,000	
1b		A21	D20			55% of 1st 50,000	Disabled/Farm-Homestead	DF	0.45	1.00	1.25	1.00	1.25		50,000 450,000	
1b		D20	D31			55% of 1st 25,000	Disabled Joint Tenancy	DJ	0.45	1.00	1.25	1.00	1.25		25,000 475,000	
2a/2b	2a/2b	A12	A43			Y	Farm	F		0.50	1.00	1.00			3,500,000	
2a		A11	(D40)				Farm - Hmstd (House & 1 Acre)	FF		1.00	1.25	1.00	1.25		500,000	
	1d		A42				Farm - Migrant Housing	FH				1.00	1.25		500,000	
	4b(3)		D38				Farm - Non Hmstd Multi Unit	FM				1.25				
2a		A12	A43			Y	Farm - Agricultural Preserve	FP		0.50	1.00	1.00			3,500,000	
	4c(2)		I10		Y		Golf Course - Reduced Rate	GC				1.25				
	4c(7)		M20				Hangar Airport (Personal Property)	HA				1.50				
	4c(4)		D34			Y	Sorority/Fraternity Housing	HF				1.00				
	4d(1)		D43			75%	Housing - Low Income > 3 Units	HL				0.25				
	4d(1)		D43			75%	Housing - Low Income < 4 Units	HR				0.25				
4d(2)	4d(2)	D44				25%	Housing - Community Land Trust	HT		0.75						
	3a		J20	Y (5)	Y		Industrial	(7) I				1.50	2.00		150,000	
	4b(1)		D32				Common Area (No Value)	K				----				
	4a		D33				Vacant Land - Apartment	LA				1.25				
	3a		J10	Y (5)	Y		Vacant Land - Commercial	(7) LC				1.50	2.00		150,000	
2b	2b	B10	B50			Y	Vacant Land - Rural Farm	(8) LF		0.50	1.00	1.00			3,500,000	
	3a		J20	Y (5)	Y		Vacant Land - Industrial	(7) LI				1.50	2.00		150,000	
1a	4b(4)	D10	D32				Vacant Land - Lakeshore	LL		1.00	1.25	1.25			500,000	
	2c		B40			Y	Vacant Land - Managed Forrest	LM				0.65				
1a	4b(4)	D10	D37				Vacant Land - Residential	LR		1.00	1.25	1.25			500,000	
	2b	(D10)	B50			Y	Vacant Land - Rural Residential	LV				1.00				
	4c(5)(iii)		E40				Manufactured Home Park - EDU Cert	ME				1.00				
	4c(5)(i)		E30				Manufactured Home Park	MH				1.25				
	4c(3)(ii)		I45	Y (4)	Y		Chartered Veteran's Org (Donation)	NC				1.00				
	4c(3)(ii)		I40	Y (4)	Y		Community Org (Donation)	ND				1.50				
	4a		D33				Med/Care Facility	NH				1.25			500,000	
	4c(3)(i)		I35		Y		Chartered Veteran's Org (Non Revenue)	NI				1.00				
	4c(3)(i)		I30		Y		Community Org (Non Revenue)	NP				1.50				
1a	4bb	D10	D40				Residential	R		1.00	1.25	1.00	1.25		500,000	
1a	4bb	D10	D40				Residential - Lake Shore	RL		1.00	1.25	1.00	1.25		500,000	
1a	4b/4c(9)	D10	D32/I70				Residential - Misc/ B&B / Multiple	RM		1.00	1.25	1.25			500,000	
1a	4bb	D10	D40				Residential-Zero Lot Line-DB	RZ		1.00	1.25	1.00	1.25		500,000	
	4c(12)		H20	Y (2)		Y	Seasonal Residential Rec.	S				1.00	1.25		500,000	
	4c(1)		I20				Social Club (Mpls only)	SC				1.25				
	4c(10)		I50		Y		Seasonal Lakeshore Restaurant	SL				1.25				
	4c(11)		I60		Y		Seasonal Marina	(7) SM				1.00	1.25		500,000	
	4b(1)	(D10)	D32				Non 4BB Compliant (Mpls only)	SR				1.25				
1a	4b(1)	D10	D32				Triplex	TP		1.00	1.25	1.25			500,000	
	3a		K	Y (3)(5)(6)	Y		Utility	(7) U				1.50	2.00	2.00	150,000	
1a	4bb	D10	D40				Condominium (also Market Rate Cooperative)	X		1.00	1.25	1.00	1.25		500,000	
1a	4b(1)	D10	D32				Cooperative (Limited Equity)	XC		1.00	1.25	1.25			500,000	
1a	4bb	D10	D32				Condo - Garage/Miscellaneous	XM		1.00	1.25	1.00	1.25		500,000	
1a	4bb	D10	D40				Townhouse	Y		1.00	1.25	1.00	1.25		500,000	

STATE GENERAL TAX

(1) State General Tax not applicable on Met Airport (Munic 43) real or personal property

(2) Property Type "S" - State General Tax Tax Capacity is calculated on .40% of 1st 76,000 TMV instead of net Tax Capacity rate 1.00%, and uses the Seasonal State General Tax Rate

(3) Property Type "U" - State General Tax not applicable on *public utility* electric generating machinery.

REAL ESTATE public utility electric generating machinery can be identified as those subrecords that have MACHINERY VALUE ONLY (no land or building value)

PERSONAL PROPERTY public utility electric generating machinery can be identified as those records with ITEM NO coded as "56"

(4) Property Types "NC" or "ND" - State General Tax computed using Seasonal State General Tax Rate, no exclusions

(5) Property Types C/LC//LI/U - If no Contiguous Indicator, the first 150,000 in non-machinery value is excluded from SGT computation (unless Item 31)

(6) Property Type "CR" and Personal Property Property Type "U" with ITEM NO 31 represent high rate tax capacity types; compute with no exclusions regardless of contiguous indicator

COMMERCIAL/INDUSTRIAL/UTILITIES/MARINA

(7) If CONTIGUOUS INDICATOR on, entire Tax Capacity is calculated using Overbase % rate

RURAL VACANT LAND

(8) Prop Type's F, LF, and FP Tax Capacity Base 1 Limit is a maximum of 3,500,000 across all Sub's on PID and any linked PID(s). P/S Chains will correctly compute; internal chains will be manually fixed at fr

Note: Some 2A & 2B Tax Capacity Calc's are handled manually at current assessment yr cut-off (December), overriding automated calc's that do not incorporate the appropriate groupings or rates

TO: Mayor and City Council
PREPARED BY: Tim Sandvik, City Manager
APPROVED BY: Tim Sandvik, City Manager
DATE: September 10, 2024
RE: 2025 Preliminary Budget

Background:

Early in the year, the City Council and leadership-staff establish “Top Priorities and Goals”. While some are explicit actionable-items, some are philosophies of how to accomplish everything from day-to-day actives to long-term planning. In the spring and summer, City staff prepare materials for the following year’s budget – as mandated by the City Charter, the City Manager is required to present a budget to the City Council for their consideration. Under state statute, cities are then required to set a Preliminary, or not-to-exceed budget by the end of September – note a Public Hearing for the preliminary budget is set for September 17th. This fall, Council can reduce that proposed budget, but formally needs to adopt and budget and correlating levy by December.

Analysis:

At the August 14, 2024 City Council Work Session, staff presented considerations for Council, including what an 8%, 10% and 12% levy increase might look like. At that time, Council shared the desired to reduce the max increase to 10%, and asked that staff correlate increases to the Top Priority Goals (attached). Specifically:

1. Address Staffing security and maintain a strong performance
 - The City is nearing completion of a Class and Compensation study. It is the intention to make recommendations for appropriate adjustments for some members of the five bargaining units and non-union members as soon as this fall.
 - A number of departments have increased training funds to both grow the team, but also as a retention tool
2. Complete Facilities Study
 - Staff are nearing the completion of a Public Works Facilities study, and in tandem, a Parks Master Plan. Results have shed light that the increasing number of facilities and amenities requires additional maintenance and upkeep - staff have recommended an additional Parks employee to be added to the roster.
3. Develop program to create incentives for property re-investments
 - Staff is recommending we continue to work with CE&E, and use REDA funds for those efforts in 2025
4. Continue to promote Diversity, Equity, and Inclusion
 - Staff have maintained that these efforts are most successful if all persons participating in decision making and execution of City services maintains a mindful approach, or develops a philosophy. That said, an upcoming opportunity that will be offered to staff will be working with Dr. Shawn Moore - a very exciting opportunity for training, but will come in just under \$10,000. To continue

these efforts in 2025, staff have increased the training budget specific to these areas.

5. Recruit, hire, and maintain a fully staff Police Department
 - Included in proposed funding is a potential housing stipend for new officers
 - The proposed budget includes funding for a variety of training and networking in 2025
 - The proposed budget includes the funding of a K9 unit (does not include a new officer)
 - The proposed budget includes funding for continued enhancements of the Public Safety Building
6. Develop Housing Plan around Light Rail Transit
 - To right size our staff to accomplish these, and similar goals, 2024 saw the adjustments of 3 positions and the 2025 budget will not see the same year to year increase (2023 vs 2024)
7. Continue City-wide sustainability efforts
 - In order for the newly created Sustainability Coordinator to be successful, we have been able to spend time training and staying in tune with special revenue funding opportunities. As these things continue to evolve, we will need to continue to dedicate (increased) funding for training and memberships
 - The City continues to budget for items like EV Charging stations, EV fleet, and solar apparatus (some through operations, some through the CIP).

Recommendation:

Staff will present an updated version of the proposed levy, and take feedback from Council to prepare for the September 17 levy approval.

Attachments:

1. Tax Rate Example 2025 vs 2024 9.17.24
2. 2024 Goals



TO: Mayor and City Council
PREPARED BY: Diaa Tahoun, Finance Director
APPROVED BY: Tim Sandvik, City Manager
DATE: November 12, 2024
RE: Enterprise and Capital Project Fund Budgets and CIP for 2025-2034

Background:

The City held discussions on the Enterprise and Capital Project Fund Budgets, as well as the 10-Year Capital Improvement Plan (CIP) plans, to provide staff with guidance on any necessary changes prior to presenting them for approval in December.

Analysis:

The attached documents present the proposed rate increase for the utility funds, the 2025 Enterprise Funds budget, and the 10-Year Capital Improvement Plan (CIP) with identified funding sources.

Recommendation:

Approve the proposed 2025 utility rate and the 10-year Capital Improvement Plan (CIP).

Attachments:

1. 2025 Work Session Memo
2. 2025 budget reports
3. 2024-2033 Projects bySource 10 years
4. 2025-2034 Plan-It Report by Department



City of Robbinsdale Work Session November 12, 2024

Enterprise and Capital Project Fund Budgets and CIP for 2025-2034

Enterprise Fund Budgets

- Proposed Rate Adjustments for 2025 – based on rate studies (dollar change based on 2024 estimated)
- Water:
 - Rates – 7%, (\$303,469)
 - Water Tower II – Water Infrastructure Projects
 - Future Water Rates
- Sanitary Sewer:
 - Rates – 2.0% (\$64,106)
- Storm Sewer
 - Rates – 2.0% (\$40,098)
 - Significant projects upcoming
- Solid Waste
 - Rates – 4.0%, (\$186,187)
 - Waste Management/Curbside 2025 Rates and projected new organized hauling contract.
- How do those rate increases affect the average home?
 - \$8.02 increase on the average home using 4 units of water each month
 - 7 units average usage per residential home
- Liquor:
 - Steadying sales – will factor a 2.50% sales increase
- License Center:
 - Motor vehicle fees – based on September 2024 activity (represents “normal” activity)
 - Passports – estimated normal revenue prior to pandemic
 - Consistent staffing

Capital Improvement Funds

- Park Improvement Fund
 - Projected Fund balance 12/31/2024: \$1,278,175
 - Projected Fund balance 12/31/2025: \$964,625
 - Future Projects
 - Lakeview Terrace Park Reconstruction
 - Lee Park Reconstruction
 - Sanborn Park
 - Playground Equipment and Grants
- Street Reconstruction Fund and long-term options
 - Projected Fund balance 12/31/2024: \$8,077,789
 - Projected Fund balance 12/31/2025: \$7,367,839
 - Significant projects upcoming 2025-2026 Water Tower II
 -
- 10-year Capital Improvement Plan (2025-2034)

BUDGET REPORT FOR ROBBINSDALE
Fund: 5010 PARK CAPITAL IMPROVEMENTS

ACCOUNT CLASSIFICATION	DESCRIPTION	2022 ACTIVITY	2023 ACTIVITY	2024 AMENDED BUDGET	2024 PROJECTED ACTIVITY	2025 DEPT REQUESTED BUDGET	2026 DEPT REQUESTED BUDGET
Dept 5010 - PARK CAPITAL IMPROVEMENTS							
4400 INTERGOVERNMENTAL		2,500	4,912	50,000		50,000	
4500 CHARGES FOR SERVICES		32,976	31,853	30,677	30,677	29,450	28,170
4852 INVESTMENT INCOME		(43,071)	51,643	10,000	10,000	10,000	10,000
4850 DONATIONS & GIFTS		500				30,000	
4900 TRANSFER IN/PROCEEDS FOR DEBT ISS		550,000	200,000	1,065,000	200,000	1,485,000	2,550,000
6200 SUPPLIES		35,491	21,057	7,100	15,000	15,500	16,500
6300 OTHER CHARGES & SERVICES		3,518	39,829	10,000	10,500	11,000	11,500
6900 CAPITAL OUTLAY		303,001	131,522	1,404,500	283,000	1,891,500	3,102,500
7200 TRANSFERS OUT		4,021	160				
NET OF REVENUES/APPROPRIATIONS - 5010 - PARK CAPITAL		196,874	95,840	(265,923)	(67,823)	(313,550)	(542,330)
ESTIMATED REVENUES - FUND 5010		542,905	288,408	1,155,677	240,677	1,604,450	2,588,170
APPROPRIATIONS - FUND 5010		346,031	192,568	1,421,600	308,500	1,918,000	3,130,500
NET OF REVENUES/APPROPRIATIONS - FUND 5010		196,874	95,840	(265,923)	(67,823)	(313,550)	(542,330)
BEGINNING FUND BALANCE		1,053,285	1,250,158	1,345,998	1,345,998	1,278,175	964,625
ENDING FUND BALANCE		1,250,159	1,345,998	1,080,075	1,278,175	964,625	422,295

BUDGET REPORT FOR ROBBINSDALE
Fund: 5410 TRAFFIC/TRANSPORT IMPROVEMENTS

ACCOUNT CLASSIFICATION	DESCRIPTION	2022 ACTIVITY	2023 ACTIVITY	2024 AMENDED BUDGET	2024 PROJECTED ACTIVITY	2025 DEPT REQUESTED BUDGET	2026 DEPT REQUESTED BUDGET
Dept 5410 - TRAFFIC/TRANSPORT IMPROVEMENTS							
4400	INTERGOVERNMENTAL	209,808	2,097,865	1,220,000	181,885	175,000	2,530,250
4500	CHARGES FOR SERVICES	27,681	20,213	12,519	12,519	4,600	
4852	INVESTMENT INCOME	(202,231)	230,630	50,000	50,000	50,000	50,000
4850	DONATIONS & GIFTS	3,932	27,029	4,150			
4900	TRANSFER IN/PROCEEDS FOR DEBT ISS	150,000	2,653,185	3,040,000	1,703,027	4,477,990	4,502,000
6200	SUPPLIES		915		47,877		
6300	OTHER CHARGES & SERVICES	87,864	232,742	615,550	208,911	614,480	616,035
6900	CAPITAL OUTLAY	1,288,652	2,952,559	5,067,300	1,305,600	5,418,490	9,227,620
7200	TRANSFERS OUT	85,692	122,378	119,000	119,000	119,000	119,000
4100	SPECIAL ASSESSMENTS	181,359	119,533	110,544	126,042	161,630	150,000
4300	NON BUSINESS LICENSES & PERMITS	3,375	825	5,000	900	5,000	5,000
4830	FRANCHISE FEES	515,987	513,921	551,300	480,000	567,800	584,835
	NET OF REVENUES/APPROPRIATIONS - 5410 - TRAFFIC/TRAN	(572,297)	2,354,607	(808,337)	872,985	(709,950)	(2,140,570)
ESTIMATED REVENUES - FUND 5410							
	APPROPRIATIONS - FUND 5410	889,911	5,663,201	4,993,513	2,554,373	5,442,020	7,822,085
	NET OF REVENUES/APPROPRIATIONS - FUND 5410	1,462,208	3,308,594	5,801,850	1,681,388	6,151,970	9,962,655
		(572,297)	2,354,607	(808,337)	872,985	(709,950)	(2,140,570)
BEGINNING FUND BALANCE							
	FUND BALANCE ADJUSTMENTS	5,422,697	4,850,400	7,204,804	7,204,804	8,077,789	7,367,839
	ENDING FUND BALANCE	4,850,400	7,204,806	6,396,467	8,077,789	7,367,839	5,227,269

ACCOUNT CLASSIFICATION	DESCRIPTION	2022 ACTIVITY	2023 ACTIVITY	2024 AMENDED BUDGET	2024 PROJECTED ACTIVITY	2025 DEPT REQUESTED BUDGET	2026 DEPT REQUESTED BUDGET
Dept 6001 - WATER REVENUE							
4400 INTERGOVERNMENTAL		2,287	3,629		2,475	2,500	2,575
4852 INVESTMENT INCOME		(233,666)	227,306	110,000	125,000	135,000	139,050
4850 DONATIONS & GIFTS		76,238	6,404	4,500	2,500	4,500	4,635
4900 TRANSFER IN/PROCEEDS FOR DEBT ISS			1,500,000	2,150,000	345,000	3,904,610	3,936,000
4100 SPECIAL ASSESSMENTS		31,176	35,597	25,750	25,000	30,000	30,900
4700 WATER UTILITY CHARGES		3,791,591	4,349,335	4,422,265	4,236,000	4,748,934	4,891,402
NET OF REVENUES/APPROPRIATIONS - 6001 - WATER REVENUE		3,667,626	6,122,271	6,712,515	4,735,975	8,825,544	9,004,562
Dept 6005 - WATER UTILITY ADMINISTRATION							
6200 SUPPLIES		5,470	(31,455)	4,140	4,730	4,260	4,417
6300 OTHER CHARGES & SERVICES		364,576	400,868	274,498	279,412	512,252	546,737
6100 PERSONAL SERVICES		215,101	235,664	224,522	250,427	178,816	184,180
6700 OTHER CHARGES		16,929	89,733		38		
NET OF REVENUES/APPROPRIATIONS - 6005 - WATER UTILIT		(602,076)	(694,810)	(503,160)	(534,607)	(695,328)	(735,334)
Dept 6010 - WATER UTILITY DISTRIBUTION SYS							
6200 SUPPLIES		20,081	29,481	54,702	61,525	62,987	64,877
6300 OTHER CHARGES & SERVICES		120,302	165,751	195,144	322,877	240,814	248,385
6100 PERSONAL SERVICES		102,342	82,635	160,901	121,370	153,890	158,507
NET OF REVENUES/APPROPRIATIONS - 6010 - WATER UTILIT		(242,725)	(277,867)	(410,747)	(505,772)	(457,691)	(471,769)
Dept 6020 - WATER UTILITY WELL & PLANT MAI							
6200 SUPPLIES		125,786	428,267	461,500	361,707	495,400	510,050
6300 OTHER CHARGES & SERVICES		165,408	248,027	320,976	332,864	329,960	331,380
6100 PERSONAL SERVICES		97,475	175,452	147,860	175,660	102,938	106,028
NET OF REVENUES/APPROPRIATIONS - 6020 - WATER UTILIT		(388,669)	(851,746)	(930,336)	(870,231)	(928,298)	(947,458)
Dept 6025 - WATER UTILITY CAPITAL IMPROVE							
6300 OTHER CHARGES & SERVICES		10,274	39,726		16,977		
6800 DEPRECIATION EXPENSE		269,897	817,593	1,200,000	1,200,000	1,236,000	1,273,000
6900 CAPITAL OUTLAY		(87,883)	(58,515)	8,222,740	933,306	7,873,210	2,482,470
7200 TRANSFERS OUT		88,988	58,861	65,000	65,000	65,000	
7000 DEBT SERVICE		36,968	112,068	2,622,728	2,598,436	2,346,056	2,658,400
NET OF REVENUES/APPROPRIATIONS - 6025 - WATER UTILIT		(318,244)	(969,733)	(12,110,468)	(4,813,719)	(11,520,266)	(6,413,870)
Dept 6030 - WATER INFRASTRUCTURE - PFA							
4400 INTERGOVERNMENTAL				6,000,000		6,000,000	
6200 SUPPLIES		1,540	19,090		5,500		
6300 OTHER CHARGES & SERVICES				680	12,003		
6900 CAPITAL OUTLAY				300,000		2,300,000	2,360,000
7000 DEBT SERVICE		338,325	432,954	432,970	436,423	671,146	410,500
NET OF REVENUES/APPROPRIATIONS - 6030 - WATER INFRAS		(339,865)	(452,044)	5,266,350	(453,926)	3,028,854	(2,770,500)
ESTIMATED REVENUES - FUND 6000							
APPROPRIATIONS - FUND 6000							
NET OF REVENUES/APPROPRIATIONS - FUND 6000							
BEGINNING FUND BALANCE		14,964,234	16,740,283	19,616,357	19,616,357	17,174,077	15,426,892
ENDING FUND BALANCE		16,740,281	19,616,354	17,640,511	17,174,077	15,426,892	13,092,523

BUDGET REPORT FOR ROBBINSDALE

Fund: 6100 SANITARY SEWER

ACCOUNT CLASSIFICATION	DESCRIPTION	2022 ACTIVITY	2023 ACTIVITY	2024 AMENDED BUDGET	2024 PROJECTED ACTIVITY	2025 DEPT REQUESTED BUDGET	2026 DEPT REQUESTED BUDGET
Dept 6100 - SANITARY SEWER BALANCE SHEET							
4852	INVESTMENT INCOME	(6,081)	(6,517)				
NET OF REVENUES/APPROPRIATIONS - 6100 - SANITARY SEW		(6,081)	(6,517)				
Dept 6101 - SANITARY SEWER REVENUE							
4400	INTERGOVERNMENTAL	633	11				
4500	CHARGES FOR SERVICES	2,907,824	3,121,328	3,244,297	3,147,000	3,315,403	3,414,865
4852	INVESTMENT INCOME	(48,212)	85,012	33,000	40,600	57,500	59,225
4850	DONATIONS & GIFTS	7,145	6,394	5,000		5,000	5,150
4900	TRANSFER IN/PROCEEDS FOR DEBT ISS			543,000	140,000	743,800	903,000
NET OF REVENUES/APPROPRIATIONS - 6101 - SANITARY SEW		2,867,390	3,212,745	3,825,297	3,327,600	4,121,703	4,382,240
Dept 6105 - SANITARY SEWER ADMINISTRATION							
6200	SUPPLIES	1,879	2,039	2,536	1,980	2,604	2,805
6300	OTHER CHARGES & SERVICES	366,745	393,876	509,682	508,864	439,676	453,153
6100	PERSONAL SERVICES	94,740	92,524	144,283	120,008	161,806	166,660
6700	OTHER CHARGES	18,319	(17,151)				
NET OF REVENUES/APPROPRIATIONS - 6105 - SANITARY SEW		(481,683)	(471,288)	(656,501)	(630,852)	(604,086)	(622,618)
Dept 6110 - SAN SEWER LIFT STATION MA							
6200	SUPPLIES	27,442	29,081	33,730	20,685	34,900	35,960
6300	OTHER CHARGES & SERVICES	39,425	53,840	52,367	48,958	52,880	54,479
6100	PERSONAL SERVICES	10,842	10,375	24,191	16,533	25,680	26,451
NET OF REVENUES/APPROPRIATIONS - 6110 - SAN SEWER LI		(77,709)	(93,296)	(110,288)	(86,176)	(113,460)	(116,890)
Dept 6115 - SAN SEWER MAINTENANCE							
6200	SUPPLIES	2,509	6,481	11,569	7,000	12,160	11,395
6300	OTHER CHARGES & SERVICES	971,541	990,267	1,070,759	1,049,368	1,105,279	1,138,435
6100	PERSONAL SERVICES	29,744	20,749	52,715	37,395	48,120	49,563
NET OF REVENUES/APPROPRIATIONS - 6115 - SAN SEWER MA		(1,003,794)	(1,017,497)	(1,135,043)	(1,093,763)	(1,165,559)	(1,196,393)
Dept 6120 - SAN SEWER CAPITAL IMPROVEMENTS							
6800	DEPRECIATION EXPENSE	246,604	282,234	257,500	257,500	265,225	273,182
6900	CAPITAL OUTLAY	(14,680)	(19,480)	783,990	263,322	1,020,800	1,509,060
7200	TRANSFERS CUT	14,697	19,595	16,000	16,000	16,000	16,000
7000	DEBT SERVICE	30,130	46,690	455,225	485,211	264,818	327,825
6700	OTHER CHARGES	8,397	7,233	16,000	6,043		
NET OF REVENUES/APPROPRIATIONS - 6120 - SAN SEWER CA		(285,148)	(336,272)	(1,528,715)	(1,028,076)	(1,566,843)	(2,126,067)
ESTIMATED REVENUES - FUND 6100							
APPROPRIATIONS - FUND 6100							
NET OF REVENUES/APPROPRIATIONS - FUND 6100							
BEGINNING FUND BALANCE							
ENDING FUND BALANCE							

BUDGET REPORT FOR ROBBINSDALE
Fund: 6200 STORM SEWER

ACCOUNT CLASSIFICATION	DESCRIPTION	2022 ACTIVITY	2023 ACTIVITY	2024 AMENDED BUDGET	2024 PROJECTED ACTIVITY	2025 DEPT REQUESTED BUDGET	2026 DEPT REQUESTED BUDGET
Dept 6201 - STORM SEWER REVENUE							
4400	INTERGOVERNMENTAL	59,611	374,734				
4500	CHARGES FOR SERVICES	1,741,361	2,070,739	2,030,393	2,100,500	2,071,001	2,133,131
4852	INVESTMENT INCOME	(15,210)	92,736	8,000	23,000	60,000	61,800
4850	DONATIONS & GIFTS	467			3,932		
4900	TRANSFER IN/PROCEEDS FOR DEBT ISS			1,195,000		4,352,100	1,529,000
NET OF REVENUES/APPROPRIATIONS - 6201 - STORM SEWER		1,786,229	2,538,209	3,233,393	2,127,432	6,483,101	3,723,931
Dept 6205 - STORM SEWER ADMINISTRATION							
6200	SUPPLIES	152	207	315	315	331	350
6300	OTHER CHARGES & SERVICES	229,809	265,700	372,592	374,392	321,705	331,038
6100	PERSONAL SERVICES	60,955	76,727	91,932	89,063	86,511	89,107
6700	OTHER CHARGES	(6,466)	(4,433)				
NET OF REVENUES/APPROPRIATIONS - 6205 - STORM SEWER		(284,450)	(338,201)	(464,839)	(463,770)	(408,547)	(420,495)
Dept 6210 - STORM SEWER MAINTENANCE							
6200	SUPPLIES	918	18,148	25,320	25,320	30,815	31,200
6300	OTHER CHARGES & SERVICES	118,757	70,079	88,302	88,302	101,637	105,590
6100	PERSONAL SERVICES	16,051	22,085	40,131	15,468	40,880	42,107
NET OF REVENUES/APPROPRIATIONS - 6210 - STORM SEWER		(135,726)	(110,312)	(153,753)	(129,090)	(173,332)	(178,897)
Dept 6212 - STORM SEWER FLOCCULATION PLANT							
6200	SUPPLIES	87,270	77,112	119,250	119,250	131,510	144,621
6300	OTHER CHARGES & SERVICES	11,935	15,677	30,265	30,265	36,214	38,319
6100	PERSONAL SERVICES	12,621	7,803	15,720	5,898	15,125	15,579
NET OF REVENUES/APPROPRIATIONS - 6212 - STORM SEWER		(111,826)	(100,592)	(165,235)	(155,413)	(182,849)	(198,519)
Dept 6215 - STORM SEWER STREET SWEEP							
6300	OTHER CHARGES & SERVICES	76,809	81,714	83,546	83,546	96,885	100,550
6100	PERSONAL SERVICES	41,733	37,230	51,039	34,625	52,626	54,206
NET OF REVENUES/APPROPRIATIONS - 6215 - STORM SEWER		(118,542)	(118,944)	(134,585)	(118,171)	(149,511)	(154,756)
Dept 6220 - STORM SEWER CAP IMPROVEMENTS							
6200	SUPPLIES	61	1,081		22		
6300	OTHER CHARGES & SERVICES	34,410	3,469		2,149		
6800	DEPRECIATION EXPENSE	195,915	225,783	400,000	400,000	400,000	412,000
6900	CAPITAL OUTLAY	(13,861)	(21,077)	1,533,270	502,628	4,579,600	2,118,350
7200	TRANSFERS OUT	13,893	21,102	25,000	25,000	25,000	25,000
7000	DEBT SERVICE	45,118	70,373	520,703	522,895	512,147	497,725
NET OF REVENUES/APPROPRIATIONS - 6220 - STORM SEWER		(275,536)	(300,731)	(2,478,973)	(1,452,694)	(5,516,747)	(3,053,075)
ESTIMATED REVENUES - FUND 6200		1,786,229	2,538,209	3,233,393	2,127,432	6,483,101	3,723,931
APPROPRIATIONS - FUND 6200		926,080	968,780	3,397,385	2,319,138	6,430,986	4,005,742
NET OF REVENUES/APPROPRIATIONS - FUND 6200		860,149	1,569,429	(163,992)	(191,706)	52,115	(281,811)
BEGINNING FUND BALANCE		8,862,783	9,722,931	11,292,361	11,292,361	11,100,655	11,152,770
ENDING FUND BALANCE		9,722,932	11,292,360	11,128,369	11,100,655	11,152,770	10,870,959

BUDGET REPORT FOR ROBBINSDALE

Fund: 6300 SOLID WASTE

ACCOUNT CLASSIFICATION	DESCRIPTION	2022 ACTIVITY	2023 ACTIVITY	2024 AMENDED BUDGET	2024 PROJECTED ACTIVITY	2025 DEPT REQUESTED BUDGET	2026 DEPT REQUESTED BUDGET
Dept 6301 - SOLID WASTE REVENUE							
4400 INTERGOVERNMENTAL		66,718	63,689	68,000	64,910	66,000	67,980
4500 CHARGES FOR SERVICES		1,990,267	2,233,264	2,293,556	2,480,784	2,446,860	2,524,636
4852 INVESTMENT INCOME		(155,073)	144,943	10,000	69,500	79,000	81,370
4850 DONATIONS & GIFTS		1,920	2,280	1,790	2,500	1,000	1,000
4800 FINES AND & FORFEITURES		26,591	4,750	27,000	5,000	2,000	2,000
NET OF REVENUES/APPROPRIATIONS - 6301 - SOLID WASTE		1,930,423	2,448,926	2,400,346	2,622,694	2,594,860	2,676,986
Dept 6305 - SOLID WASTE OPERATIONS							
6200 SUPPLIES		1,968	24		600		
6300 OTHER CHARGES & SERVICES		1,557,625	1,941,822	2,021,541	2,083,701	2,206,989	2,303,604
7200 TRANSFERS OUT		200,000	200,000	200,000	200,000	200,000	200,000
NET OF REVENUES/APPROPRIATIONS - 6305 - SOLID WASTE		(1,759,593)	(2,141,846)	(2,221,541)	(2,284,301)	(2,406,989)	(2,503,604)
ESTIMATED REVENUES - FUND 6300		1,930,423	2,448,926	2,400,346	2,622,694	2,594,860	2,676,986
APPROPRIATIONS - FUND 6300		1,759,593	2,141,846	2,221,541	2,284,301	2,406,989	2,503,604
NET OF REVENUES/APPROPRIATIONS - FUND 6300		170,830	307,080	178,805	338,393	187,871	173,382
BEGINNING FUND BALANCE		3,704,470	3,875,300	4,182,378	4,182,378	4,520,771	4,708,642
ENDING FUND BALANCE		3,875,300	4,182,380	4,361,183	4,520,771	4,708,642	4,882,024

BUDGET REPORT FOR ROBBINSDALE
Fund: 6400 LIQUOR OPERATIONS

ACCOUNT CLASSIFICATION	DESCRIPTION	2022 ACTIVITY	2023 ACTIVITY	2024 AMENDED BUDGET	2024 PROJECTED ACTIVITY	2025 DEPT REQUESTED BUDGET	2026 DEPT REQUESTED BUDGET
Dept 6401 - LIQUOR OPERATIONS REVENUE							
4400 INTERGOVERNMENTAL		2,053	42				
4500 CHARGES FOR SERVICES		4,271,661	4,290,871	4,612,568	4,340,685	4,680,000	4,820,400
4852 INVESTMENT INCOME		(65,920)	7,911	35,000	5,000	5,000	5,150
4850 DONATIONS & GIFTS		383	(87)	1,750		1,768	1,821
NET OF REVENUES/APPROPRIATIONS - 6401 - LIQUOR OPERA		4,208,177	4,298,737	4,649,318	4,345,685	4,686,768	4,827,371
Dept 6405 - LIQUOR OPERATIONS							
6200 SUPPLIES		20,570	31,010	21,262	21,400	23,212	23,920
6300 OTHER CHARGES & SERVICES		290,061	295,645	263,234	312,831	282,324	290,779
6800 DEPRECIATION EXPENSE		133,176	132,676	135,000	135,000	135,000	139,050
7200 TRANSFERS OUT		200,000	200,000	200,000	200,000	200,000	
6100 PERSONAL SERVICES		603,660	688,285	786,298	716,509	813,559	837,965
6700 OTHER CHARGES		120,003	100,136		60,240	61,000	62,830
7100 COST OF GOODS SOLD		3,092,802	3,090,434	3,264,445	3,133,620	3,179,513	3,274,898
NET OF REVENUES/APPROPRIATIONS - 6405 - LIQUOR OPERA		(4,460,272)	(4,538,186)	(4,670,239)	(4,579,600)	(4,694,608)	(4,629,442)
ESTIMATED REVENUES - FUND 6400		4,208,177	4,298,737	4,649,318	4,345,685	4,686,768	4,827,371
APPROPRIATIONS - FUND 6400		4,460,272	4,538,186	4,670,239	4,579,600	4,694,608	4,629,442
NET OF REVENUES/APPROPRIATIONS - FUND 6400		(252,095)	(239,449)	(20,921)	(233,915)	(7,840)	197,929
BEGINNING FUND BALANCE		668,906	416,812	177,361	177,361	(56,554)	(64,394)
ENDING FUND BALANCE		416,811	177,363	156,440	(56,554)	(64,394)	133,535

BUDGET REPORT FOR ROBBINSDALE

Fund: 6700 DEPUTY REGISTRAR

ACCOUNT CLASSIFICATION	DESCRIPTION	2022 ACTIVITY	2023 ACTIVITY	2024 AMENDED BUDGET	2024 PROJECTED ACTIVITY	2025 DEPT REQUESTED BUDGET	2026 DEPT REQUESTED BUDGET
Dept 6701 - DEPUTY REGISTRAR REVENUE							
4400 INTERGOVERNMENTAL		1,311	46,528				
4500 CHARGES FOR SERVICES		510,675	554,544	644,202	611,590	642,640	661,919
4852 INVESTMENT INCOME		(46,723)	11,765	14,500	5,000	7,500	7,725
4850 DONATIONS & GIFTS		1,435	(1,945)	1,000	(350)	1,030	1,061
NET OF REVENUES/APPROPRIATIONS - 6701 - DEPUTY REGIS		466,698	610,892	659,702	616,240	651,170	670,705
Dept 6705 - LICENSE CENTER OPERATIONS							
6200 SUPPLIES		4,443	14,481	7,550	5,800	7,777	8,005
6300 OTHER CHARGES & SERVICES		99,008	103,783	109,127	105,029	116,151	116,549
7200 TRANSFERS OUT		50,000	50,000	50,000	50,000	50,000	
6100 PERSONAL SERVICES		405,779	412,383	489,851	462,376	463,482	477,387
6700 OTHER CHARGES		23,825	24,899				
NET OF REVENUES/APPROPRIATIONS - 6705 - LICENSE CENT		(583,055)	(605,546)	(656,528)	(623,205)	(637,410)	(601,941)
ESTIMATED REVENUES - FUND 6700		466,698	610,892	659,702	616,240	651,170	670,705
APPROPRIATIONS - FUND 6700		583,055	605,546	656,528	623,205	637,410	601,941
NET OF REVENUES/APPROPRIATIONS - FUND 6700		(116,357)	5,346	3,174	(6,965)	13,760	68,764
BEGINNING FUND BALANCE		267,773	151,414	156,758	156,758	149,793	163,553
ENDING FUND BALANCE		151,416	156,760	159,932	149,793	163,553	232,317
ESTIMATED REVENUES - ALL FUNDS		16,353,278	25,176,872	33,629,761	20,570,676	40,409,616	35,696,050
APPROPRIATIONS - ALL FUNDS		13,277,152	16,920,073	36,288,051	21,813,254	42,262,640	40,237,783
NET OF REVENUES/APPROPRIATIONS - ALL FUNDS		3,076,126	8,256,799	(2,658,290)	(1,242,578)	(1,853,024)	(4,541,733)
BEGINNING FUND BALANCE - ALL FUNDS		45,090,880	48,167,006	56,423,600	56,423,600	55,181,022	53,327,998
FUND BALANCE ADJUSTMENTS - ALL FUNDS			(201)				
ENDING FUND BALANCE - ALL FUNDS		48,167,006	56,423,604	53,765,310	55,181,022	53,327,998	48,786,265

City of Robbinsdale, MN
10 Year Capital Improvement Plan
 2024 thru 2033

PROJECTS BY FUNDING SOURCE

Source	#	Priority	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total
Central Garage Fund - Building													
PW Building	1000	3	20,000	100,000		30,000							150,000
Salt Shed Painting	1001	3						30,000					30,000
PW Garage - Stormwater Treatment Area	149	2	40,000										40,000
PW Garage - Repairs	181	1	40,000	40,000									80,000
Central Garage Fund - Building Total			100,000	140,000		30,000		30,000					300,000
Central Garage Fund - Equipment Re													
Pickup Trucks - F150 4x4 supecrew cab	8002	3					30,000						30,000
Fire Command Vehicle	8014	3						55,000					55,000
Public Works Pickup Trucks - F250 4x4	8027	2				40,000							40,000
Parks Mower	8030	3			80,000	40,000							120,000
Police Chief Vehicle	8033	2					35,000						35,000
Fire Dept Pickup Truck - F250	8038	3				75,000							75,000
Toolcat	8107	2	7,500	7,500	7,500	7,500	7,500	7,500	7,500				52,500
Skid Steer Loader	8113	2	7,500	7,500	7,500	7,500	7,500	7,500	7,500				52,500
Band Trailer	8145	4	8,000										8,000
Ball Field Drag	8146	3				32,000							32,000
Core Aerator	8147	3	20,000										20,000
Hydro Seeder	8148	3								20,000			20,000
Recreation Vehicle	8150	3				32,000							32,000
Engineering Trucks	8151	3			84,000								84,000
Compressor Truck	8155	3			82,000								82,000
Public Works F350 - dump & plow	8164	3			80,000								80,000
Utilities - F350 Supercab	8166	3						88,000					88,000
E8 Roll Up Door Replacement	8171	3		15,000									15,000

Source	#	Priority	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total
Small Park Mowers (2)	8179	2		65,000									65,000
T300 Floor Scrubber	8180	2										13,000	13,000
Mini Loader Snow Pusher Attachment	8191	2	5,500										5,500
Electric Vehicles	8194	1	35,000	35,000	35,000								105,000
Rear squad cargo boxes	8196	n/a	9,200										9,200
Noptic spotlight FLIR scanners	8197	n/a	7,500										7,500
Pressure Washer for PD	8203	3	5,000										5,000
Trade-in Allowance	9999	3	-30,000	-30,000	-30,000	-30,000	-30,000	-30,000					-180,000
Large Fund - Equipment Replacement Total			75,200	100,000	346,000	204,000	50,000	128,000	15,000	20,000		13,000	951,200

Central Services Fund

Solar Power Implementation	1008	2	25,000	25,000	25,000	25,000	25,000	30,000	30,000	30,000	30,000	30,000	275,000
Public Safety - Repair / Seal Garage Floors	1014	2	60,000										60,000
Historic Library - Repair / Replace Storm Windows	1015	2	25,000										25,000
Historic Library - Tuck Point Front Steps	1016	2	7,000										7,000
Civic Campus on Hubbard Avenue	1017	3						700,000					700,000
City Hall - Solar Panels	1019	2	315,000										315,000
Various Locations - EV Charging Stations	1020	1		250,000	250,000	250,000	250,000	250,000	250,000				1,500,000
City Hall - Storage Facility	108	2	20,000	150,000									170,000
Library - Downstairs Accessibility	184	3			20,000								20,000
Buildings Small Works	197	2	14,000	14,000	14,000	14,000	14,000	14,000	15,000	15,000	15,000	15,000	144,000
Microsoft 365	8184	3	33,346	33,346	33,346	33,346	33,346						166,730
Network Equipment	8198	2	30,000	30,000	30,000	30,000	30,000	30,000					180,000
Upgrade / Replace City Phone System	8199	2						20,000					20,000
Mobile Data Computers for Fire	8204	2	40,000										40,000
Budget software	8205	n/a	30,000										30,000
Training room & AV	8819	5	167,000										167,000
Central Services Fund Total			766,346	502,346	372,346	352,346	352,346	1,044,000	295,000	45,000	45,000	45,000	3,819,730

CIF Cable Grant

City Hall - Council Chambers / Deps Renovations	1004	2	300,000										300,000
Various Locations - EV Charging Stations	1020	1	275,000										275,000

Source	#	Priority	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total
CIF Cable Grant Total			575,000										575,000
CIF Park Improvements													
Norma Kelly Park - Multi Purpose Court	2001	2	45,000										45,000
Community Garden	2002	2	10,000										10,000
Hollingsworth Park - Replace Retaining Wall	2004	3				40,000							40,000
City Parks - Trail Lighting	2005	2	60,000	60,000	60,000	60,000	60,000	60,000	60,000				420,000
Sanborn Park - Replace Picnic Shelter	2008	3			40,000								40,000
Lee Park - Replace Picnic Shelter	2009	3			40,000								40,000
Spanjers Park - Replace Fencing	2010	3	30,000			40,000							70,000
Triangle Park - Replace Chain Link Fencing	2012	2	18,000										18,000
Replacement of Park Signs	2017	3				40,000							40,000
So. Halifax Park Improvements	203	3			35,000					110,000			145,000
Graeser Park Improvements	211	4	50,000										50,000
Manor Park - Reshingle Building Roof	222	3			40,000								40,000
Triangle Park - Reconstruction	231	2	20,000	220,000									240,000
Lakeview Terrace Park Concession Stand Improvement	240	4	25,000	45,000									70,000
Manor Park Playground Equipment	241	4		400,000									400,000
Fitness Center Equipment Replacement	248	4	5,000			25,000		5,000					35,000
Lakeview Terrace Park - Reconstruction	249	2	50,000	50,000	50,000	25,000	25,000						200,000
Sanborn Park - Replacement of Retaining Walls	283	2	33,000										33,000
Lee Park - North End Enhancements	287	3	25,000	150,000									175,000
Lee Park - Reroof Shelter Building	291	3	30,000										30,000
Hollingsworth Park - Shoreline Stabilization	295	2	12,500	12,500	12,500								37,500
Park Furniture Replacement Program	296	2	16,000	16,000	16,000	18,000	18,000	18,000	20,000	20,000	20,000	22,000	184,000
Parks Small Works	297	2	10,000	10,000	12,500	12,500	12,500	12,500	15,000	15,000	15,000	15,000	130,000
Sanborn Park Roof Repair	298	2	25,000										25,000
Lee Park - Trail Lighting	299	3	50,000										50,000
CIF Park Improvements Total			514,500	963,500	306,000	260,500	115,500	95,500	95,000	145,000	35,000	37,000	2,567,500

Source	#	Priority	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total
County Aid													
West Broadway (CR8) - Reconstruct 42nd - 47th	339	4							540,000				540,000
County Aid Total									540,000				540,000
Donations													
Library - Downstairs Accessibility	184	3			30,000								30,000
Donations Total					30,000								30,000
Equipment Replacement Fund													
Replacement Soccer Goals	2016	1	10,000										10,000
Lexipol Electronic Policy Library	8176	3	13,783	13,783	13,783	13,783							55,132
LifeLoc PBT	8200	3	5,400										5,400
Training room & AV	8819	5	45,000										45,000
Equipment Replacement Fund Total			74,183	13,783	13,783	13,783							115,532
GO Abatement													
Lakeview Terrace Park - Sports Court	2011	2	60,000										60,000
Sanborn and Manor Park Backstops and Fencing	242	4	75,000										75,000
Sanborn Park - Replace Hockey Rink	281	2	230,000										230,000
Sanborn Park - New Concession / Community Building	288	3	200,000	2,000,000									2,200,000
GO Abatement Total			565,000	2,000,000									2,565,000
GO Capital Equipment Notes													
Sanborn Park Playground Equipment	236	3	300,000										300,000
Squad Car Purchases	8000	2	87,000	88,000	88,000	89,000	90,000	90,000					532,000
Sewer Vac Truck	8001	3							500,000				500,000
Fire Dept - Light Rescue Truck	8003	3			325,000								325,000
Backhoe	8041	4										210,000	210,000
Investigator/Captain Car Purchases	8056	2	36,000			37,000							73,000
Pick Up Trucks (3)	8101	3	42,000	60,000									102,000
Water Truck	8116	4	210,000										210,000
Dump Truck	8119	4	200,000	242,000									442,000
Fire Truck- Aerial	8144	3						2,500,000					2,500,000

Source	#	Priority	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total
Forestry Vehicle	8153	3	45,000										45,000
Mechanics Vehicle	8154	3	45,000										45,000
Parks Truck - 5 way plow	8156	3	62,000										62,000
PW Truck - straight plow	8157	3	62,000										62,000
Parks F150	8159	3	62,000										62,000
Public Works Truck F350	8161	3	67,000										67,000
Public Works Pickup	8162	3		65,000									65,000
Public Works Pickup	8163	3		65,000									65,000
Public Works Single Aexle - plow & wing	8165	3				525,000							525,000
Hurst Tool Replacement	8172	3		80,000									80,000
Fire Dept Apparatus/Station Radio	8173	3		100,000									100,000
Engine Driven Loader Mounted Snow Blower	8189	1	220,000										220,000
Squad car equipment	8202	3	23,000										23,000
GO Capital Equipment Notes Total			1,461,000	700,000	413,000	651,000	90,000	2,590,000	500,000			210,000	6,615,000

GO CIP Bonds

PW Building	1000	3			10,500,000								10,500,000
Public Safety Gates	1007	3	160,000										160,000
Public Safety - Parking on Old Plant 1 Site	1013	3	350,000										350,000
Civic Campus on Hubbard Avenue	1017	3							7,000,000	6,000,000			13,000,000
Lee Park - Replace Synthetic Turf	290	3						1,000,000					1,000,000
GO CIP Bonds Total			510,000		10,500,000			1,000,000	7,000,000	6,000,000			25,010,000

GO Special Assessment Bonds

France Avenue - Reconstruction 27th to 31st Ave	311	3										160,560	160,560
West Broadway (CR8) - Reconstruct 42nd - 47th	339	4						250,000					250,000
France - Reconstruct 31st to 33rd	344	3						220,000			760,000		980,000
Grimes / Halifax / Islemount / 42nd / 43rd	372	4								810,000			810,000
Shoreline/Chowen - CR81 to 43rd - Reconstruction	379	3		150,000	350,000								500,000
County Road 9 - Reconstruct Regent to W B'dway	406	3				200,000							200,000
Oakdale Avenue - Reconstruct W Broadway to Abbott	430	2		200,000									200,000

Source	#	Priority	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total
41st Ave - Reconstruct from Railroad to Regent Ave	441	1	50,000										50,000
West Broadway - Reconstruction 40th to CR9	445	2					120,000	260,000					380,000
41st Ave - Reconstruct RR to CR81	446	2						40,000					40,000
W Broadway - Reconstruct 37th to 39th	448	3					270,000						270,000
Lowry + Abbott - Reconstruct Oakdale to York	451	2	100,000										100,000
36th Avenue - Reconstruct between June and Regent	452	2		120,000									120,000
GO Special Assessment Bonds Total			150,000	470,000	350,000	200,000	390,000	300,000	470,000	810,000	760,000	160,560	4,060,560

GO Street Reconstruction Bonds

West Broadway (CR8) - Reconstruct 42nd - 47th	339	4							700,000				700,000
Halifax / Grimes / 46th Reconstruction	369	3								120,000		450,000	570,000
Yates / Zane / 41st Reconstruction	371	4										260,000	260,000
Grimes / Halifax / Islemount / 42nd / 43rd	372	4						300,000		720,000			1,020,000
Shoreline/Chowen - CR81 to 43rd - Reconstruction	379	3		810,000	1,890,000								2,700,000
County Road 9 - Reconstruct Regent to W B'dway	406	3		300,000		1,500,000							1,800,000
Oakdale Avenue - Reconstruct W Broadway to Abbott	430	2	180,000	1,200,000									1,380,000
Hubbard Avenue - Reconstruct 41 1/2 to CR 9	432	2						290,000					290,000
Regent Avenue - Reconstruct 38th to 41st Avenue	440	1	212,000										212,000
41st Ave - Reconstruct from Railroad to Regent Ave	441	1	848,000										848,000
West Broadway - Reconstruction 40th to CR9	445	2					160,000						160,000
41st Ave - Reconstruct RR to CR81	446	2						270,000					270,000
W Broadway - Reconstruct 37th to 39th	448	3					220,000						220,000
Lowry + Abbott - Reconstruct Oakdale to York	451	2	1,300,000										1,300,000
36th Avenue - Reconstruct between June and Regent	452	2	200,000	250,000									450,000
GO Street Reconstruction Bonds Total			2,740,000	2,560,000	1,890,000	1,500,000	380,000	860,000	700,000	720,000	120,000	710,000	12,180,000

Source	#	Priority	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total
GO Utility Rev Bonds - Sanitary													
Halifax / Grimes / 46th Reconstruction	369	3										300,000	300,000
Grimes / Halifax / Islemount / 42nd / 43rd	372	4								810,000			810,000
Shoreline/Chowen - CR81 to 43rd - Reconstruction	379	3		240,000	560,000								800,000
Regent Avenue - Reconstruct 38th to 41st Avenue	440	1	343,000										343,000
Lowry + Abbott - Reconstruct Oakdale to York	451	2	200,000										200,000
GO Utility Rev Bonds - Sanitary Total			543,000	240,000	560,000					810,000		300,000	2,453,000

GO Utility Rev Bonds - Storm													
West Broadway (CR8) - Reconstruct 42nd - 47th	339	4							450,000				450,000
France - Reconstruct 31st to 33rd	344	3									180,000		180,000
Halifax / Grimes / 46th Reconstruction	369	3										330,000	330,000
Grimes / Halifax / Islemount / 42nd / 43rd	372	4								470,000			470,000
Shoreline/Chowen - CR81 to 43rd - Reconstruction	379	3		186,000	434,000								620,000
Oakdale Avenue - Reconstruct W Broadway to Abbott	430	2		380,000									380,000
Regent Avenue - Reconstruct 38th to 41st Avenue	440	1	165,000										165,000
41st Ave - Reconstruct from Railroad to Regent Ave	441	1	140,000										140,000
Lowry + Abbott - Reconstruct Oakdale to York	451	2	500,000										500,000
36th Avenue - Reconstruct between June and Regent	452	2		420,000									420,000
France Avenue - GPT on Mainline Storm Sewer	718	3	390,000										390,000
38th Ave / Abbott Ave - Improvements	721	2			130,000								130,000
GO Utility Rev Bonds - Storm Total			1,195,000	986,000	564,000				450,000	470,000	180,000	330,000	4,175,000

GO Utility Rev Bonds - Water													
West Broadway (CR8) - Reconstruct 42nd - 47th	339	4							280,000				280,000

Source	#	Priority	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total
France - Reconstruct 31st to 33rd	344	3									200,000		200,000
Halifax / Grimes / 46th Reconstruction	369	3										350,000	350,000
Grimes / Halifax / Islemount / 42nd / 43rd	372	4								620,000			620,000
Shoreline/Chowen - CR81 to 43rd - Reconstruction	379	3		114,000	266,000								380,000
Oakdale Avenue - Reconstruct W Broadway to Abbott	430	2		200,000									200,000
Regent Avenue - Reconstruct 38th to 41st Avenue	440	1	430,000										430,000
West Broadway - Reconstruction 40th to CR9	445	2					100,000						100,000
Lowry + Abbott - Reconstruct Oakdale to York	451	2	300,000										300,000
36th Avenue - Reconstruct between June and Regent	452	2		430,000									430,000
Tower 2 - Replacement Tower	548	2	300,000	2,300,000	2,360,000								4,960,000
Installation of Fiber Routes	550	2	200,000	200,000	200,000	200,000							800,000
Water Treatment Plant - Provision of Solar Panels	552	1	320,000										320,000
PFAS Reduction Projects	553	1	600,000										600,000
GO Utility Rev Bonds - Water Total			2,150,000	3,244,000	2,826,000	200,000	100,000		280,000	620,000	200,000	350,000	9,970,000

Grants

Library - Downstairs Accessibility	184	3			200,000								200,000
Lakeview Terrace Park - Sports Court	2011	2	50,000										50,000
Fitness Center Equipment Replacement	248	4				75,000							75,000
PFAS Reduction Projects	553	1	6,000,000										6,000,000
Grants Total			6,050,000		200,000	75,000							6,325,000

PIR Alley Reconstruction

Alley Reconstruction Program	301	1	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	1,500,000
PIR Alley Reconstruction Total			150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	1,500,000

PIR Other Infrastructure

City Hall - Entry Monument Sign Replacement	188	1		50,000									50,000
Tree Removal - West Broadway 40th - 42nd	333	1	40,000	40,000	40,000								120,000

Source	#	Priority	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total
Boulevard Native Plantings	391	2	12,000	12,000	12,000	12,000	12,000	12,000	12,000	14,000	14,000	15,000	127,000
CR81 Light Knockdown Inventory	394	2	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	200,000
Alternate Street Light Trial & Implementation	396	2	50,000	50,000	50,000	50,000	50,000	50,000	50,000	60,000	60,000	60,000	530,000
Small Works Program	397	2	30,000	30,000	35,000	35,000	35,000	35,000	35,000	36,000	36,000	36,000	343,000
Bridge Maintenance Program	402	2	10,000	10,000	10,000	12,000	12,000	12,000	15,000	15,000	15,000	15,000	126,000
ROW Retaining Wall Replacements / Repairs	449	3	50,000	50,000	50,000	50,000	50,000	50,000	50,000	60,000	60,000	60,000	530,000
PIR Other Infrastructure Total			212,000	262,000	217,000	179,000	179,000	179,000	182,000	205,000	205,000	206,000	2,026,000

PIR Pedestrian / Bicycle Facilities

Sanborn Park Trail Reconstruction	213	3		2,500	200,000								202,500
Manor Park - Reconstruct Trails	293	3				120,000							120,000
Sidewalk Replacement Program	399	2	100,000	100,000	100,000	100,000	100,000	100,000	120,000	120,000	120,000	120,000	1,080,000
41 1/2 Avenue - Pedestrian Promenade	433	3				30,000		220,000					250,000
Downtown sidewalk/crosswalk replacement	437	2	30,000	30,000	30,000	30,000	30,000						150,000
35th Avenue - Sidewalk Construction Beard to York	442	2	60,000										60,000
PIR Pedestrian / Bicycle Facilities Total			190,000	132,500	330,000	280,000	130,000	320,000	120,000	120,000	120,000	120,000	1,862,500

PIR Street Overlay and Resurface

Road Resheeting Program	398	2	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	160,000	1,510,000
PIR Street Overlay and Resurface Total			150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	160,000	1,510,000

PIR Street Reconstruction

Engineering Equipment Replacement	302	2	40,000	45,000	40,000	40,000		40,000	55,000	40,000	50,000	50,000	400,000
France Avenue - Reconstruct CR9 to nth City limits	320	5								60,000			60,000
West Broadway (CR8) - Reconstruct 42nd - 47th	339	4					30,000		60,000				90,000
Zenith Avenue - Reconstruct Parkview Blvd to Lowry	343	4										87,438	87,438
39th Avenue - Reconstruct Scott to Noble Ave	363	4								46,000		185,000	231,000
Halifax / Grimes / 46th Reconstruction	369	3									10,000	110,000	120,000
Yates / Zane / 41st Reconstruction	371	4										40,000	40,000

Source	#	Priority	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total
Grimes / Halifax / Islemount / 42nd / 43rd	372	4								70,000			70,000
Drew / McNair - 27th to Lowry Reconstruction	378	3									95,000		95,000
Shoreline/Chowen - CR81 to 43rd - Reconstruction	379	3	60,000	30,000	70,000								160,000
36th Ave/Regent Ave - Traffic Control Improvements	385	2		75,000									75,000
County Road 9 - Reconstruct Regent to W B'dway	406	3				60,000							60,000
Hubbard Avenue - Reconstruct 41 1/2 to CR 9	432	2				70,000							70,000
Regent Avenue - Reconstruct 38th to 41st Avenue	440	1	25,000										25,000
West Broadway - Reconstruction 40th to CR9	445	2		80,000									80,000
41st Ave - Reconstruct RR to CR81	446	2				20,000							20,000
Hubbard Ave - Reconstruct 41st to 41 1/2	447	2				50,000		210,000					260,000
W Broadway - Reconstruct 37th to 39th	448	3			100,000								100,000
39 1/2 Ave - City Share of RR Crossing Recon	453	2	60,000										60,000
York Avenue - Reconstruction from 33rd to 36th	454	2	240,300	712,990									953,290
Lakeland / 42 1/2 / 43rd - Reconstruction	456	3					176,300		745,890				922,190
Halifax/Hubbard/W Broadway/39th/39 1/2/Robbins	457	3		300,000		2,929,500	377,375						3,606,875
39th Avenue - Upgrade Water Crossing of TH100	544	2						90,000					90,000
PIR Street Reconstruction Total			425,300	1,242,990	210,000	3,169,500	583,675	340,000	860,890	216,000	155,000	472,438	7,675,793

Sanitary Sewer Utility Fund

France Avenue - Reconstruct CR9 to nth City limits	320	5										60,000	60,000
West Broadway (CR8) - Reconstruct 42nd - 47th	339	4							220,000				220,000
France - Reconstruct 31st to 33rd	344	3									260,000		260,000
39th Avenue - Reconstruct Scott to Noble Ave	363	4										193,000	193,000
Halifax / Grimes / 46th Reconstruction	369	3									40,000		40,000

Source	#	Priority	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total
County Road 9 - Reconstruct Regent to W B'dway	406	3				310,000							310,000
Hubbard Avenue - Reconstruct 41 1/2 to CR 9	432	2						50,000					50,000
41st Ave - Reconstruct from Railroad to Regent Ave	441	1	32,000										32,000
West Broadway - Reconstruction 40th to CR9	445	2					80,000	100,000					180,000
41st Ave - Reconstruct RR to CR81	446	2						35,000					35,000
Hubbard Ave - Reconstruct 41st to 41 1/2	447	2						55,000					55,000
W Broadway - Reconstruct 37th to 39th	448	3					220,000						220,000
36th Avenue - Reconstruct between June and Regent	452	2		5,000									5,000
York Avenue - Reconstruction from 33rd to 36th	454	2		303,800									303,800
Lakeland / 42 1/2 / 43rd - Reconstruction	456	3							205,200				205,200
Halifax/Hubbard/W Broadway/39th/39 1/2/Robbins	457	3				620,500	620,445						1,240,945
Well # 4 Backup Generator	527	3	25,000										25,000
Sanitary Sewer Manhole Rehabilitation	607	2	20,000	20,000	25,000	25,000	25,000	30,000	30,000	30,000	30,000	30,000	265,000
SCADA System Controls Modernization Project	620	2	148,990	80,000	89,520	95,630							414,140
Sanitary Lift Station 1 (Zimmer) - Replace Panel	621	2		31,500									31,500
Sanitary Lift Station13 (Lakeland) - Replace Panel	622	2		33,500									33,500
Equipment to Reduce FOG at Wards Lift Station	8195	1	15,000										15,000
Sanitary Sewer Utility Fund Total			240,990	473,800	114,520	1,051,130	945,445	270,000	455,200	30,000	330,000	283,000	4,194,085

Special Assessments

France Avenue - Reconstruct CR9 to nth City limits	320	5										220,000	220,000
Halifax / Grimes / 46th Reconstruction	369	3										460,000	460,000
West Broadway - Reconstruction 40th to CR9	445	2						120,000					120,000
Hubbard Ave - Reconstruct 41st to 41 1/2	447	2						110,000					110,000

Source	#	Priority	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total
York Avenue - Reconstruction from 33rd to 36th	454	2		210,000									210,000
Lakeland / 42 1/2 / 43rd - Reconstruction	456	3							95,000				95,000
Halifax/Hubbard/W Broadway/39th/39 1/2/Robbins	457	3					1,075,000						1,075,000
Special Assessments Total				210,000			1,075,000	230,000	95,000			680,000	2,290,000

State Aids

France Avenue - Reconstruct CR9 to nth City limits	320	5										300,000	300,000
West Broadway (CR8) - Reconstruct 42nd - 47th	339	4							900,000				900,000
France - Reconstruct 31st to 33rd	344	3							200,000		600,000		800,000
36th Ave/Regent Ave - Traffic Control Improvements	385	2		75,000									75,000
County Road 9 - Reconstruct Regent to W B'dway	406	3				300,000							300,000
Oakdale Avenue - Reconstruct W Broadway to Abbott	430	2		200,000									200,000
Regent Avenue - Reconstruct 38th to 41st Avenue	440	1	1,050,000										1,050,000
W Broadway - Reconstruct 37th to 39th	448	3					280,000						280,000
36th Avenue - Reconstruct between June and Regent	452	2		1,025,000									1,025,000
Halifax/Hubbard/W Broadway/39th/39 1/2/Robbins	457	3				1,250,000	1,250,000						2,500,000
State Aids Total			1,050,000	1,300,000		1,550,000	1,530,000		1,100,000		600,000	300,000	7,430,000

Storm Sewer Utility Fund

Hollingsworth Park - Shoreline Stabilization	295	2	12,500	12,500	12,500								37,500
France Avenue - Reconstruct CR9 to nth City limits	320	5										16,000	16,000
39th Avenue - Reconstruct Scott to Noble Ave	363	4										93,000	93,000
Halifax / Grimes / 46th Reconstruction	369	3									40,000		40,000
County Road 9 - Reconstruct Regent to W B'dway	406	3				160,000							160,000
Hubbard Avenue - Reconstruct 41 1/2 to CR 9	432	2						40,000					40,000

Source	#	Priority	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total
West Broadway - Reconstruction 40th to CR9	445	2					30,000	30,000					60,000
41st Ave - Reconstruct RR to CR81	446	2						20,000					20,000
Hubbard Ave - Reconstruct 41st to 41 1/2	447	2						35,000					35,000
W Broadway - Reconstruct 37th to 39th	448	3					180,000						180,000
York Avenue - Reconstruction from 33rd to 36th	454	2		275,300									275,300
Lakeland / 42 1/2 / 43rd - Reconstruction	456	3							205,200				205,200
Halifax/Hubbard/W Broadway/39th/39 1/2/Robbins	457	3				500,000	468,750						968,750
39th Avenue - Upgrade Water Crossing of TH100	544	2						20,000					20,000
SCADA System Controls Modernization Project	620	2	98,270		59,680	42,970							200,920
Installation of Grit Chambers / GPT's	700	2	20,000	20,000	25,000	25,000	25,000	25,000	25,000	30,000	30,000	30,000	255,000
Catch Basin Replacement Program	702	2	20,000	20,000	25,000	25,000	25,000	25,000	25,000	30,000	30,000	30,000	255,000
Abbott Avenue - Underground Storage at Manor Park	717	4					220,000						220,000
Crystal Lake - Weed / AIS Treatment	719	1	10,000	10,000	10,000	10,000	10,000	10,000	10,000	12,000	12,000	12,000	106,000
Sediment Delta Removal	720	1	40,000		30,000		30,000		30,000		30,000		160,000
38th Ave / Abbott Ave - Improvements	721	2		15,000									15,000
Implementation of TMDL Projects	722	2	20,000	20,000	20,000	20,000	20,000	20,000	30,000	30,000	30,000	30,000	240,000
Twin / Ryan Lake - Weed / AIS Treatment	723	1	10,000	10,000	10,000	10,000	10,000	10,000	10,000	12,000	12,000	12,000	106,000
Ryan Lake - High Capacity Overflow	724	3			20,000	100,000							120,000
Ryan Creek - Debris Removal	729	1			50,000					50,000			100,000
Lift Station 11 (Crystal Lake) - Replace Panel	731	1	31,500										31,500
Pond Dredging	796	2	50,000		40,000	30,000			30,000	30,000			180,000
Storm Sewer Small Works	797	2	15,000	15,000	20,000	20,000	20,000	20,000	30,000	30,000	30,000	30,000	230,000
Street Sweeper	8004	3			265,000								265,000
Spill Response Trailer	8190	1	11,000										11,000
Storm Sewer Utility Fund Total			338,270	397,800	587,180	942,970	1,038,750	255,000	395,200	224,000	214,000	253,000	4,646,170

Water Utility Fund

France Avenue - Reconstruct CR9 to nth City limits	320	5										65,000	65,000
--	-----	---	--	--	--	--	--	--	--	--	--	--------	--------

Source	#	Priority	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total
39th Avenue - Reconstruct Scott to Noble Ave	363	4										231,000	231,000
Halifax / Grimes / 46th Reconstruction	369	3									40,000		40,000
County Road 9 - Reconstruct Regent to W B'dway	406	3				230,000							230,000
Hubbard Avenue - Reconstruct 41 1/2 to CR 9	432	2						70,000					70,000
41st Ave - Reconstruct from Railroad to Regent Ave	441	1	80,000										80,000
West Broadway - Reconstruction 40th to CR9	445	2						100,000					100,000
41st Ave - Reconstruct RR to CR81	446	2						35,000					35,000
Hubbard Ave - Reconstruct 41st to 41 1/2	447	2						90,000					90,000
W Broadway - Reconstruct 37th to 39th	448	3					130,000						130,000
York Avenue - Reconstruction from 33rd to 36th	454	2		340,610									340,610
Lakeland / 42 1/2 / 43rd - Reconstruction	456	3							100,410				100,410
Halifax/Hubbard/W Broadway/39th/39 1/2/Robbins	457	3				700,000	685,430						1,385,430
Valve Replacement Program	504	2	20,000	20,000	25,000	25,000	25,000	25,000	25,000	30,000	30,000	30,000	255,000
Well No. 5 - Upgrade	508	3	30,000										30,000
Well No. 4 - Upgrade	512	2	35,000										35,000
Well # 4 Backup Generator	527	3	65,000										65,000
39th Avenue - Upgrade Water Crossing of TH100	544	2					14,000	120,000					134,000
Old Tower #1 - Rehabilitation as Landmark Only	547	2		100,000									100,000
Tower 2 - Replacement Tower	548	2		60,000									60,000
Water Efficiency Grants Match	549	2	3,000										3,000
Installation of Fiber Routes	550	2					200,000						200,000
Demolition of Old Tower 2	554	2			150,000								150,000
Water Plant Equipment	599	2	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	200,000
SCADA System Controls Modernization Project	620	2	69,740										69,740
RTK vLoc3 Pro Rx Locator	8181	2	12,500	600	600	600							14,300
Mini Loader 84" Snow Blower Attachment	8192	1	13,500										13,500
Electric Scissor Lift	8193	2	24,000										24,000
Water Utility Fund Total			372,740	541,210	195,600	975,600	1,074,430	460,000	145,410	50,000	90,000	346,000	4,250,990

Source	#	Priority	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total
GRAND TOTAL			20,598,529	16,779,929	20,325,429	11,934,829	8,334,146	8,401,500	13,998,700	10,785,000	3,354,000	5,125,998	119,638,060

City of Robbinsdale, MN
 10 Year Capital Improvement Plan
 2025 thru 2034

PROJECTS BY FUNDING SOURCE AND DEPARTMENT

Source	#	Priority	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
Central Garage Fund - Building													
<u>1 - Government Buildings</u>													
PW Garage - Repairs	181	1	40,000										40,000
1 - Government Buildings Total			40,000										40,000
Central Garage Fund - Building Total			40,000										40,000
Central Garage Fund - Equipment Replacement													
<u>5 - Capital Equipment</u>													
Pickup Trucks - F150 4x4 supecrew cab	8002	3				30,000							30,000
Public Works Pickup Trucks - F250 4x4	8027	2			40,000								40,000
Parks Mower	8030	3			45,000								45,000
Police Chief Vehicle	8033	2				35,000							35,000
Ball Field Drag	8146	3	34,000										34,000
Hydro Seeder	8148	3							20,000				20,000
Recreation Vehicle	8150	3								45,000			45,000
Engineering Trucks	8151	3		84,000									84,000
Utilities - F350 Supercab	8166	3					88,000						88,000
E8 Roll Up Door Replacement	8171	3	15,000										15,000
T300 Floor Scrubber	8180	2									13,000		13,000
Electric Vehicles	8194	1	35,000	35,000									70,000
Rear squad cargo boxes	8196	2	40,000	30,000	30,000	48,000	36,000	36,000	48,000	36,000	36,000	48,000	388,000
Rifle Rated Patrol Shield	8213	2	10,500										10,500
Humvee Upgrades	8214	2	30,000										30,000
Planning Vehicle	8215	2	35,000										35,000
Trade-in Allowance	9999	3	-30,000	-30,000	-30,000	-30,000	-30,000						-150,000
5 - Capital Equipment Total			169,500	119,000	85,000	83,000	94,000	36,000	68,000	81,000	49,000	48,000	832,500
Central Garage Fund - Equipment Replacement Total			169,500	119,000	85,000	83,000	94,000	36,000	68,000	81,000	49,000	48,000	832,500

Source	#	Priority	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
Central Services Fund													
<u>1 - Government Buildings</u>													
Solar Power Implementation	1008	2	25,000	25,000	25,000	25,000	30,000	30,000	30,000	30,000	30,000		250,000
Historic Library - Repair / Replace Storm Windows	1015	2	50,000										50,000
Various Locations - EV Charging Stations	1020	1	120,000	120,000	120,000	120,000	120,000	120,000					720,000
Library - Downstairs Accessibility	184	3		20,000									20,000
Buildings Small Works	197	2	20,000	21,000	22,000	23,000	24,000	25,000	26,000	27,000	28,000	29,000	245,000
1 - Government Buildings Total			215,000	186,000	167,000	168,000	174,000	175,000	56,000	57,000	58,000	29,000	1,285,000
<u>5 - Capital Equipment</u>													
Microsoft 365	8184	3	33,346	33,346	33,346	33,346							133,384
Network Equipment	8198	2	30,000	30,000	30,000	30,000	30,000						150,000
Upgrade / Replace City Phone System	8199	2					20,000						20,000
Bucket Truck	8206	2				150,000							150,000
BS&A (CLOUD)	8217	n/a	125,000										125,000
5 - Capital Equipment Total			188,346	63,346	63,346	213,346	50,000						578,384
Central Services Fund Total			403,346	249,346	230,346	381,346	224,000	175,000	56,000	57,000	58,000	29,000	1,863,384
CIF Government Buildings													
<u>1 - Government Buildings</u>													
City Hall - Replace Railings at Northern Entrance	1023	2	20,000										20,000
1 - Government Buildings Total			20,000										20,000
<u>5 - Capital Equipment</u>													
Replace HVAC Units at Historic Library	8207	3				50,000							50,000
City Hall - Replace Vestibule Heaters	8209	2	30,000										30,000
5 - Capital Equipment Total			30,000			50,000							80,000
CIF Government Buildings Total			50,000			50,000							100,000
CIF Park Improvements													
<u>2 - Park System</u>													
Community Garden	2002	2	40,000										40,000
City Parks - Trail Lighting	2005	2		60,000	60,000	60,000	60,000	60,000					300,000
Sanborn Park - Replace Picnic Shelter	2008	3		95,000									95,000
Lee Park - Replace Picnic Shelter	2009	3		95,000									95,000
Spanjers Park - Replace Fencing	2010	3			60,000								60,000

Source	#	Priority	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
Lakeview Terrace Park - Sports Court	2011	2	60,000										60,000
Replacement of Park Signs	2017	3	40,000	40,000									80,000
Lee Park - Topdress Synthetic Field	2019	1	16,000										16,000
Manor Park - Splash Pad Equipment Replacement	2020	2	30,000		35,000		40,000						105,000
Spanjers Park - Ballfield Renovation	2021	3	8,000										8,000
So. Halifax Park Improvements	203	3		35,000									35,000
Manor Park - Reshingle Building Roof	222	3		60,000									60,000
Triangle Park - Reconstruction	231	2	20,000	220,000									240,000
Lakeview Terrace Park Concession Stand Improvement	240	4	45,000										45,000
Fitness Center Equipment Replacement	248	4			25,000		5,000						30,000
Lakeview Terrace Park - Reconstruction	249	2	65,000	73,000	40,000	25,000	30,000		30,000		40,000		303,000
Sanborn Park - Replacement of Retaining Walls	283	2	33,000										33,000
Lee Park - North End Enhancements	287	3	25,000										25,000
Lee Park - Reroof Shelter Building	291	3	50,000										50,000
Hollingsworth Park - Shoreline Stabilization	295	2	12,500	12,500									25,000
Park Furniture Replacement Program	296	2	16,000	16,000	18,000	18,000	18,000	20,000	20,000	20,000	22,000		168,000
Parks Small Works	297	2	20,000	21,000	22,000	23,000	24,000	25,000	26,000	27,000	28,000	29,000	245,000
Sanborn Park Roof Repair	298	2	40,000										40,000
2 - Park System Total			520,500	727,500	260,000	126,000	177,000	105,000	76,000	47,000	90,000	29,000	2,158,000
5 - Capital Equipment													
Bleachers	8096	2		25,000		28,000							53,000
Lee Park - Replace Portable Pitching Mounds	8210	2	6,000										6,000
5 - Capital Equipment Total			6,000	25,000		28,000							59,000
CIF Park Improvements Total			526,500	752,500	260,000	154,000	177,000	105,000	76,000	47,000	90,000	29,000	2,217,000
County Aid													
3 - Traffic & Transport													
West Broadway (CR8) - Reconstruct 42nd - 47th	339	4								540,000			540,000
3 - Traffic & Transport Total										540,000			540,000
County Aid Total										540,000			540,000

Source	#	Priority	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
Donations													
<u>1 - Government Buildings</u>													
Library - Downstairs Accessibility	184	3		30,000									30,000
1 - Government Buildings Total				30,000									30,000
<u>2 - Park System</u>													
Hollingsworth Park - Phase 2	2018	1	30,000										30,000
2 - Park System Total			30,000										30,000
Donations Total			30,000	30,000									60,000
Equipment Replacement Fund													
<u>2 - Park System</u>													
Replacement Soccer Goals	2016	1						10,000					10,000
2 - Park System Total								10,000					10,000
<u>5 - Capital Equipment</u>													
Ball Field Drag	8073	3			60,000								60,000
Lexipol Electronic Policy Library	8176	3	13,783	13,783	13,783								41,349
Evidence Lockers and Storage	8216	2	55,000										55,000
5 - Capital Equipment Total			68,783	13,783	73,783								156,349
Equipment Replacement Fund Total			68,783	13,783	73,783			10,000					166,349
GO Abatement													
<u>1 - Government Buildings</u>													
Public Safety - Office Modifications	1021	2	50,000										50,000
Public Safety - Kitchen Facilities in Basement	1022	2	49,000										49,000
1 - Government Buildings Total			99,000										99,000
<u>2 - Park System</u>													
City Parks - Trail Lighting	2005	2	60,000										60,000
So. Halifax Park Improvements	203	3							110,000				110,000
Sanborn Park Trail Reconstruction	213	3		200,000									200,000
Sanborn and Manor Park Backstops and Fencing	242	4	75,000										75,000
Sanborn Park - Replace Hockey Rink	281	2	250,000										250,000
Sanborn Park - New Concession / Community Building	288	3	200,000	2,000,000									2,200,000
Manor Park - Reconstruct Trails	293	3			120,000								120,000
2 - Park System Total			585,000	2,200,000	120,000				110,000				3,015,000
<u>3 - Traffic & Transport</u>													

Source	#	Priority	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
Sidewalk Replacement Program	399	2	125,000	130,000	140,000	150,000	160,000	170,000	180,000	190,000	200,000	200,000	1,645,000
41 1/2 Avenue - Pedestrian Promenade	433	3					220,000						220,000
3 - Traffic & Transport Total			125,000	130,000	140,000	150,000	380,000	170,000	180,000	190,000	200,000	200,000	1,865,000
5 - Capital Equipment													
Public Safety Building - Elevator Upgrade	8208	2	110,000										110,000
5 - Capital Equipment Total			110,000										110,000
GO Abatement Total			919,000	2,330,000	260,000	150,000	380,000	170,000	290,000	190,000	200,000	200,000	5,089,000

GO Capital Equipment Notes

2 - Park System

Sanborn Park Playground Equipment	236	3	300,000										300,000
Manor Park Playground Equipment	241	4	400,000										400,000
Lee Park - North End Enhancements	287	3		150,000									150,000
2 - Park System Total			700,000	150,000									850,000

5 - Capital Equipment

Marked Squad Car Purchases	8000	2	240,000	240,000	160,000	270,000	270,000	300,000	300,000	300,000	200,000	300,000	2,580,000
Sewer Vac Truck	8001	3						500,000					500,000
Fire Dept - Light Rescue Truck	8003	3		325,000									325,000
Fire Command Vehicle	8014	3					55,000						55,000
Parks Mower	8030	3		95,000									95,000
Unmarked Squad	8037	2	80,000		80,000	90,000		100,000	100,000		100,000	100,000	650,000
Fire Dept Pickup Truck - F250	8038	3			75,000								75,000
Backhoe	8041	4									210,000		210,000
Investigator \ Captain Car Purchases	8056	2			37,000								37,000
Pick Up Trucks (3)	8101	3	60,000										60,000
Toolcat	8107	2		80,000					90,000				170,000
Skid Steer Loader	8113	2		80,000					90,000				170,000
Dump Truck	8119	4		250,000									250,000
Fire Truck- Aerial	8144	3					2,500,000						2,500,000
Compressor Truck	8155	3		82,000									82,000
Public Works Pickup	8162	3	65,000										65,000
Public Works Pickup	8163	3	65,000										65,000
Public Works F350 - dump & plow	8164	3		80,000									80,000
Public Works Single Axle - plow & wing	8165	3			525,000								525,000
Hurst Tool Replacement	8172	3	80,000										80,000
Fire Dept Apparatus/Station Radio	8173	3	100,000										100,000
Small Park Mowers (2)	8179	2	65,000										65,000

Source	#	Priority	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
Squad car equipment (Marked and unmarked)	8202	3	100,000	75,000	75,000	120,000	90,000	90,000	120,000	90,000	90,000	120,000	970,000
Separating / Screening Bucket for Loader	8211	2	75,000										75,000
5 - Capital Equipment Total			930,000	1,307,000	952,000	480,000	2,915,000	990,000	700,000	390,000	600,000	520,000	9,784,000
GO Capital Equipment Notes Total			1,630,000	1,457,000	952,000	480,000	2,915,000	990,000	700,000	390,000	600,000	520,000	10,634,000

GO CIP Bonds

1 - Government Buildings

PW Building	1000	3	2,000,000	30,500,000	8,500,000								41,000,000
Civic Campus on Hubbard Avenue	1017	3					700,000	9,000,000	8,000,000				17,700,000
1 - Government Buildings Total			2,000,000	30,500,000	8,500,000		700,000	9,000,000	8,000,000				58,700,000

2 - Park System

Lee Park - Replace Synthetic Turf	290	3					1,000,000						1,000,000
2 - Park System Total							1,000,000						1,000,000

5 - Capital Equipment

Public Safety Building - Electronic Message Board	8212	2	41,000										41,000
5 - Capital Equipment Total			41,000										41,000
GO CIP Bonds Total			2,041,000	30,500,000	8,500,000		1,700,000	9,000,000	8,000,000				59,741,000

GO Special Assessment Bonds

3 - Traffic & Transport

France Avenue - Reconstruction 27th to 31st Ave	311	3									160,560		160,560
France Avenue - Reconstruct CR9 to nth City limits	320	5									220,000		220,000
West Broadway (CR8) - Reconstruct 42nd - 47th	339	4								250,000			250,000
France - Reconstruct 31st to 33rd	344	3					220,000			760,000			980,000
Halifax / Grimes / 46th Reconstruction	369	3									460,000		460,000
Grimes / Halifax / Islemount / 42nd / 43rd	372	4						810,000					810,000
Drew / McNair - 27th to Lowry Reconstruction	378	3										300,000	300,000
Shoreline/Chowen - CR81 to 43rd - Reconstruction	379	3	150,000	350,000									500,000
County Road 9 - Reconstruct Regent to W B'dway	406	3					200,000						200,000
Oakdale Avenue - Reconstruct W Broadway to Abbott	430	2		200,000									200,000

Source	#	Priority	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
West Broadway - Reconstruction 40th to CR9	445	2				120,000	260,000						380,000
41st Ave - Reconstruct RR to CR81	446	2					40,000						40,000
W Broadway - Reconstruct 37th to 39th	448	3				270,000							270,000
Lowry + Abbott - Reconstruct Oakdale to York	451	2	100,000										100,000
36th Avenue - Reconstruct between June and Regent	452	2		120,000									120,000
York Avenue - Reconstruction from 33rd to 36th	454	2	210,000										210,000
Halifax/Hubbard/W Broadway/39th/39 1/2/Robbins	457	3				1,075,000							1,075,000
3 - Traffic & Transport Total			460,000	670,000		1,465,000	500,000	220,000	810,000	1,010,000	840,560	300,000	6,275,560
GO Special Assessment Bonds Total			460,000	670,000		1,465,000	500,000	220,000	810,000	1,010,000	840,560	300,000	6,275,560

GO Street Reconstruction Bonds

3 - Traffic & Transport

West Broadway (CR8) - Reconstruct 42nd - 47th	339	4								700,000			700,000
39th Avenue - Reconstruct Scott to Noble Ave	363	4									185,000		185,000
Halifax / Grimes / 46th Reconstruction	369	3								120,000	560,000		680,000
Xenia / Welcome / 41st Reconstruction	370	3										140,000	140,000
Yates / Zane / 41st Reconstruction	371	4									260,000		260,000
Grimes / Halifax / Islemount / 42nd / 43rd	372	4					300,000		720,000				1,020,000
Drew / McNair - 27th to Lowry Reconstruction	378	3										850,000	850,000
Shoreline/Chowen - CR81 to 43rd - Reconstruction	379	3	810,000	1,890,000									2,700,000
County Road 9 - Reconstruct Regent to W B'dway	406	3			300,000		1,500,000						1,800,000
Oakdale Avenue - Reconstruct W Broadway to Abbott	430	2	180,000	1,200,000									1,380,000
Hubbard Avenue - Reconstruct 41 1/2 to CR 9	432	2					290,000						290,000
Regent Avenue - Reconstruct 38th to 41st Avenue	440	1		212,000									212,000
West Broadway - Reconstruction 40th to CR9	445	2				160,000							160,000
41st Ave - Reconstruct RR to CR81	446	2					270,000						270,000
Hubbard Ave - Reconstruct 41st to 41 1/2	447	2					210,000						210,000

Source	#	Priority	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
W Broadway - Reconstruct 37th to 39th	448	3				220,000							220,000
Lowry + Abbott - Reconstruct Oakdale to York	451	2	1,300,000										1,300,000
36th Avenue - Reconstruct between June and Regent	452	2	200,000	250,000									450,000
York Avenue - Reconstruction from 33rd to 36th	454	2	712,990										712,990
Lakeland / 42 1/2 / 43rd - Reconstruction	456	3				176,300		745,890					922,190
Halifax/Hubbard/W Broadway/39th/39 1/2/Robbins	457	3	300,000		2,929,500	377,375							3,606,875
Major Avenue - Reconstruct between 36th and 39 1/2	458	2	240,000										240,000
3 - Traffic & Transport Total			3,742,990	3,552,000	3,229,500	933,675	2,570,000	745,890	720,000	820,000	1,005,000	990,000	18,309,055
GO Street Reconstruction Bonds Total			3,742,990	3,552,000	3,229,500	933,675	2,570,000	745,890	720,000	820,000	1,005,000	990,000	18,309,055

GO Utility Rev Bonds - Sanitary

3 - Traffic & Transport

West Broadway (CR8) - Reconstruct 42nd - 47th	339	4								220,000			220,000
France - Reconstruct 31st to 33rd	344	3								260,000			260,000
39th Avenue - Reconstruct Scott to Noble Ave	363	4									193,000		193,000
Halifax / Grimes / 46th Reconstruction	369	3									300,000		300,000
Grimes / Halifax / Islemount / 42nd / 43rd	372	4						810,000					810,000
Drew / McNair - 27th to Lowry Reconstruction	378	3										220,000	220,000
Shoreline/Chowen - CR81 to 43rd - Reconstruction	379	3	240,000	560,000									800,000
County Road 9 - Reconstruct Regent to W B'dway	406	3					310,000						310,000
Regent Avenue - Reconstruct 38th to 41st Avenue	440	1		343,000									343,000
W Broadway - Reconstruct 37th to 39th	448	3				220,000							220,000
Lowry + Abbott - Reconstruct Oakdale to York	451	2	200,000										200,000
York Avenue - Reconstruction from 33rd to 36th	454	2	303,800										303,800
Lakeland / 42 1/2 / 43rd - Reconstruction	456	3						205,200					205,200
Halifax/Hubbard/W Broadway/39th/39 1/2/Robbins	457	3			620,500	620,445							1,240,945

Source	#	Priority	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
3 - Traffic & Transport Total			743,800	903,000	620,500	840,445	310,000	205,200	810,000	480,000	493,000	220,000	5,625,945
GO Utility Rev Bonds - Sanitary Total			743,800	903,000	620,500	840,445	310,000	205,200	810,000	480,000	493,000	220,000	5,625,945
GO Utility Rev Bonds - Storm													
3 - Traffic & Transport													
West Broadway (CR8) - Reconstruct 42nd - 47th	339	4								450,000			450,000
France - Reconstruct 31st to 33rd	344	3								180,000			180,000
Halifax / Grimes / 46th Reconstruction	369	3									330,000		330,000
Grimes / Halifax / Islemount / 42nd / 43rd	372	4						470,000					470,000
Drew / McNair - 27th to Lowry Reconstruction	378	3										310,000	310,000
Shoreline/Chowen - CR81 to 43rd - Reconstruction	379	3	186,000	434,000									620,000
County Road 9 - Reconstruct Regent to W B'dway	406	3					160,000						160,000
Oakdale Avenue - Reconstruct W Broadway to Abbott	430	2		380,000									380,000
Regent Avenue - Reconstruct 38th to 41st Avenue	440	1		165,000									165,000
W Broadway - Reconstruct 37th to 39th	448	3				180,000							180,000
Lowry + Abbott - Reconstruct Oakdale to York	451	2	500,000										500,000
36th Avenue - Reconstruct between June and Regent	452	2		420,000									420,000
York Avenue - Reconstruction from 33rd to 36th	454	2	275,300										275,300
Lakeland / 42 1/2 / 43rd - Reconstruction	456	3						205,200					205,200
Halifax/Hubbard/W Broadway/39th/39 1/2/Robbins	457	3			500,000	468,750							968,750
3 - Traffic & Transport Total			961,300	1,399,000	500,000	648,750	160,000	205,200	470,000	630,000	330,000	310,000	5,614,250
4 - Utilities													
SCADA System Controls Modernization Project	620	2	151,800										151,800
France Avenue - GPT on Mainline Storm Sewer	718	3	390,000										390,000
38th Ave / Abbott Ave - Improvements	721	2		130,000									130,000
Chowen Ave to Crystal L - Storm Trunk Replacement	732	1	2,849,000										2,849,000
4 - Utilities Total			3,390,800	130,000									3,520,800

Source	#	Priority	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
GO Utility Rev Bonds - Storm Total			4,352,100	1,529,000	500,000	648,750	160,000	205,200	470,000	630,000	330,000	310,000	9,135,050
GO Utility Rev Bonds - Water													
<u>3 - Traffic & Transport</u>													
West Broadway (CR8) - Reconstruct 42nd - 47th	339	4								280,000			280,000
France - Reconstruct 31st to 33rd	344	3								200,000			200,000
39th Avenue - Reconstruct Scott to Noble Ave	363	4									231,000		231,000
Halifax / Grimes / 46th Reconstruction	369	3									350,000		350,000
Grimes / Halifax / Islemount / 42nd / 43rd	372	4						620,000					620,000
Drew / McNair - 27th to Lowry Reconstruction	378	3										250,000	250,000
Shoreline/Chowen - CR81 to 43rd - Reconstruction	379	3	114,000	266,000									380,000
County Road 9 - Reconstruct Regent to W B'dway	406	3					230,000						230,000
Oakdale Avenue - Reconstruct W Broadway to Abbott	430	2		200,000									200,000
Regent Avenue - Reconstruct 38th to 41st Avenue	440	1		430,000									430,000
West Broadway - Reconstruction 40th to CR9	445	2				100,000							100,000
W Broadway - Reconstruct 37th to 39th	448	3				130,000							130,000
Lowry + Abbott - Reconstruct Oakdale to York	451	2	300,000										300,000
36th Avenue - Reconstruct between June and Regent	452	2		430,000									430,000
York Avenue - Reconstruction from 33rd to 36th	454	2	340,610										340,610
Halifax/Hubbard/W Broadway/39th/39 1/2/Robbins	457	3			700,000	685,430							1,385,430
3 - Traffic & Transport Total			754,610	1,326,000	700,000	915,430	230,000		620,000	480,000	581,000	250,000	5,857,040
<u>4 - Utilities</u>													
Tower 2 - Replacement Tower	548	2	2,300,000	2,360,000									4,660,000
Installation of Fiber Routes	550	2	250,000	250,000	200,000								700,000
PFAS Reduction Projects	553	1	600,000										600,000
Demolition of Old Tower 2	554	2			150,000								150,000
4 - Utilities Total			3,150,000	2,610,000	350,000								6,110,000
GO Utility Rev Bonds - Water Total			3,904,610	3,936,000	1,050,000	915,430	230,000		620,000	480,000	581,000	250,000	11,967,040

Source	#	Priority	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
Grants													
<u>1 - Government Buildings</u>													
Library - Downstairs Accessibility	184	3		200,000									200,000
1 - Government Buildings Total				200,000									200,000
<u>2 - Park System</u>													
Lakeview Terrace Park - Sports Court	2011	2	50,000										50,000
Fitness Center Equipment Replacement	248	4			75,000								75,000
2 - Park System Total			50,000		75,000								125,000
<u>4 - Utilities</u>													
PFAS Reduction Projects	553	1	6,000,000										6,000,000
4 - Utilities Total			6,000,000										6,000,000
Grants Total			6,050,000	200,000	75,000								6,325,000
PIR Alley Reconstruction													
<u>3 - Traffic & Transport</u>													
Alley Reconstruction Program	301	1	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	1,350,000
3 - Traffic & Transport Total			150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	1,350,000
PIR Alley Reconstruction Total			150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	1,350,000
PIR Other Infrastructure													
<u>1 - Government Buildings</u>													
City Hall - Entry Monument Sign Replacement	188	1		50,000									50,000
1 - Government Buildings Total				50,000									50,000
<u>3 - Traffic & Transport</u>													
Tree Removal - West Broadway 40th - 42nd	333	1	40,000	40,000									80,000
Boulevard Native Plantings	391	2	12,000	12,000	12,000	12,000	12,000	12,000	14,000	14,000	15,000	15,000	130,000
CR81 Light Knockdown Inventory	394	2	40,000	41,000	42,000	43,000	44,000	45,000	46,000	47,000	48,000	49,000	445,000
Alternate Street Light Trial & Implementation	396	2	50,000	50,000	50,000	50,000	50,000	50,000	60,000	60,000	60,000	60,000	540,000
Small Works Program	397	2	30,000	35,000	35,000	35,000	35,000	35,000	36,000	36,000	36,000	36,000	349,000
Bridge Maintenance Program	402	2	10,000	10,000	12,000	12,000	12,000	15,000	15,000	15,000	15,000	15,000	131,000
ROW Retaining Wall Replacements / Repairs	449	3	50,000	50,000	50,000	50,000	50,000	50,000	60,000	60,000	60,000	70,000	550,000
3 - Traffic & Transport Total			232,000	238,000	201,000	202,000	203,000	207,000	231,000	232,000	234,000	245,000	2,225,000
PIR Other Infrastructure Total			232,000	288,000	201,000	202,000	203,000	207,000	231,000	232,000	234,000	245,000	2,275,000

Source	#	Priority	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
PIR Pedestrian / Bicycle Facilities													
<u>2 - Park System</u>													
Sanborn Park Trail Reconstruction	213	3	2,500										2,500
2 - Park System Total			2,500										2,500
<u>3 - Traffic & Transport</u>													
41 1/2 Avenue - Pedestrian Promenade	433	3			30,000								30,000
Downtown sidewalk/crosswalk replacement	437	2	90,000	40,000	40,000	40,000							210,000
35th Avenue - Sidewalk Construction Beard to York	442	2					60,000						60,000
Pedestrian Ramp ADA Compliance	459	1	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	500,000
Flashing STOP Sign Replacements	460	1	20,000	20,000									40,000
3 - Traffic & Transport Total			160,000	110,000	120,000	90,000	110,000	50,000	50,000	50,000	50,000	50,000	840,000
PIR Pedestrian / Bicycle Facilities Total			162,500	110,000	120,000	90,000	110,000	50,000	50,000	50,000	50,000	50,000	842,500
PIR Street Overlay and Resurface													
<u>3 - Traffic & Transport</u>													
Road Resheeting Program	398	2	250,000	210,000	220,000	230,000	240,000	250,000	260,000	270,000	280,000	290,000	2,500,000
3 - Traffic & Transport Total			250,000	210,000	220,000	230,000	240,000	250,000	260,000	270,000	280,000	290,000	2,500,000
PIR Street Overlay and Resurface Total			250,000	210,000	220,000	230,000	240,000	250,000	260,000	270,000	280,000	290,000	2,500,000
PIR Street Reconstruction													
<u>3 - Traffic & Transport</u>													
Engineering Equipment Replacement	302	2	45,000	40,000	40,000		40,000	55,000	40,000	50,000	50,000		360,000
France Avenue - Reconstruct CR9 to nth City limits	320	5							60,000				60,000
West Broadway (CR8) - Reconstruct 42nd - 47th	339	4					30,000			60,000			90,000
Zenith Avenue - Reconstruct Parkview Blvd to Lowry	343	4									87,438		87,438
39th Avenue - Reconstruct Scott to Noble Ave	363	4							46,000				46,000
Halifax / Grimes / 46th Reconstruction	369	3								10,000			10,000
Xenia / Welcome / 41st Reconstruction	370	3										20,000	20,000
Yates / Zane / 41st Reconstruction	371	4									40,000		40,000
Grimes / Halifax / Islemount / 42nd / 43rd	372	4							70,000				70,000
Drew / McNair - 27th to Lowry Reconstruction	378	3								95,000		70,000	165,000

Source	#	Priority	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
Shoreline/Chowen - CR81 to 43rd - Reconstruction	379	3	30,000	70,000									100,000
36th Ave/Regent Ave - Traffic Control Improvements	385	2		75,000									75,000
County Road 9 - Reconstruct Regent to W B'dway	406	3					60,000						60,000
Hubbard Avenue - Reconstruct 41 1/2 to CR 9	432	2			70,000								70,000
Regent Avenue - Reconstruct 38th to 41st Avenue	440	1	25,000										25,000
West Broadway - Reconstruction 40th to CR9	445	2	80,000										80,000
41st Ave - Reconstruct RR to CR81	446	2			20,000								20,000
Hubbard Ave - Reconstruct 41st to 41 1/2	447	2			50,000								50,000
W Broadway - Reconstruct 37th to 39th	448	3		100,000									100,000
Major Avenue - Reconstruct between 36th and 39 1/2	458	2		1,228,820									1,228,820
June Avenue - Modification to Parking Area	461	2	115,000										115,000
3 - Traffic & Transport Total			295,000	1,513,820	180,000		130,000	55,000	216,000	215,000	177,438	90,000	2,872,258
<u>4 - Utilities</u>													
39th Avenue - Upgrade Water Crossing of TH100	544	2					90,000						90,000
Chowen Ave to Crystal L - Storm Trunk Replacement	732	1	1,000										1,000
4 - Utilities Total			1,000				90,000						91,000
PIR Street Reconstruction Total			296,000	1,513,820	180,000		220,000	55,000	216,000	215,000	177,438	90,000	2,963,258

Sanitary Sewer Utility Fund

3 - Traffic & Transport

France Avenue - Reconstruct CR9 to nth City limits	320	5									60,000		60,000
Halifax / Grimes / 46th Reconstruction	369	3								40,000			40,000
Xenia / Welcome / 41st Reconstruction	370	3										50,000	50,000
Hubbard Avenue - Reconstruct 41 1/2 to CR 9	432	2					50,000						50,000
West Broadway - Reconstruction 40th to CR9	445	2				80,000	100,000						180,000
41st Ave - Reconstruct RR to CR81	446	2					35,000						35,000
Hubbard Ave - Reconstruct 41st to 41 1/2	447	2					55,000						55,000

Source	#	Priority	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
36th Avenue - Reconstruct between June and Regent	452	2		5,000									5,000
Major Avenue - Reconstruct between 36th and 39 1/2	458	2		464,660									464,660
3 - Traffic & Transport Total				469,660		80,000	240,000			40,000	60,000	50,000	939,660
4 - Utilities													
Well # 4 Backup Generator	527	3	30,000										30,000
Sanitary Sewer Manhole Rehabilitation	607	2	30,000	30,000	30,000	30,000	35,000	35,000	35,000	40,000	40,000	40,000	345,000
Portable Flow Meters	612	1	15,000										15,000
SCADA System Controls Modernization Project	620	2	88,500	106,400	52,400								247,300
Sanitary Lift Station 1 (Zimmer) - Replace Panel	621	2	33,500										33,500
Sanitary Lift Station13 (Lakeland) - Replace Panel	622	2	40,000										40,000
Halglo Lift (Lift Station 7) - Wet Well Lining	623	1	40,000										40,000
4 - Utilities Total			277,000	136,400	82,400	30,000	35,000	35,000	35,000	40,000	40,000	40,000	750,800
Sanitary Sewer Utility Fund Total			277,000	606,060	82,400	110,000	275,000	35,000	35,000	80,000	100,000	90,000	1,690,460

Special Assessments

3 - Traffic & Transport

West Broadway - Reconstruction 40th to CR9	445	2					120,000						120,000
Hubbard Ave - Reconstruct 41st to 41 1/2	447	2					110,000						110,000
Lakeland / 42 1/2 / 43rd - Reconstruction	456	3						95,000					95,000
Major Avenue - Reconstruct between 36th and 39 1/2	458	2		253,800									253,800
3 - Traffic & Transport Total				253,800			230,000	95,000					578,800
Special Assessments Total				253,800			230,000	95,000					578,800

State Aids

3 - Traffic & Transport

France Avenue - Reconstruct CR9 to nth City limits	320	5								300,000			300,000
West Broadway (CR8) - Reconstruct 42nd - 47th	339	4								900,000			900,000
France - Reconstruct 31st to 33rd	344	3					200,000			600,000			800,000
36th Ave/Regent Ave - Traffic Control Improvements	385	2		75,000									75,000

Source	#	Priority	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
County Road 9 - Reconstruct Regent to W B'dway	406	3					300,000						300,000
Oakdale Avenue - Reconstruct W Broadway to Abbott	430	2		200,000									200,000
Regent Avenue - Reconstruct 38th to 41st Avenue	440	1		1,050,000									1,050,000
W Broadway - Reconstruct 37th to 39th	448	3				280,000							280,000
36th Avenue - Reconstruct between June and Regent	452	2		1,025,000									1,025,000
Halifax/Hubbard/W Broadway/39th/39 1/2/Robbins	457	3			1,250,000	1,250,000							2,500,000
3 - Traffic & Transport Total				2,350,000	1,250,000	1,530,000	300,000	200,000		1,500,000	300,000		7,430,000
State Aids Total				2,350,000	1,250,000	1,530,000	300,000	200,000		1,500,000	300,000		7,430,000

Storm Sewer Utility Fund

2 - Park System

Hollingsworth Park - Shoreline Stabilization	295	2	12,500	12,500									25,000
2 - Park System Total			12,500	12,500									25,000

3 - Traffic & Transport

France Avenue - Reconstruct CR9 to nth City limits	320	5									16,000		16,000
39th Avenue - Reconstruct Scott to Noble Ave	363	4									93,000		93,000
Halifax / Grimes / 46th Reconstruction	369	3								40,000			40,000
Xenia / Welcome / 41st Reconstruction	370	3										10,000	10,000
Hubbard Avenue - Reconstruct 41 1/2 to CR 9	432	2					40,000						40,000
West Broadway - Reconstruction 40th to CR9	445	2				30,000	30,000						60,000
41st Ave - Reconstruct RR to CR81	446	2					20,000						20,000
Hubbard Ave - Reconstruct 41st to 41 1/2	447	2					35,000						35,000
Major Avenue - Reconstruct between 36th and 39 1/2	458	2		81,850									81,850
3 - Traffic & Transport Total				81,850		30,000	125,000			40,000	109,000	10,000	395,850

4 - Utilities

39th Avenue - Upgrade Water Crossing of TH100	544	2					20,000						20,000
SCADA System Controls Modernization Project	620	2			48,400								48,400

Source	#	Priority	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
Installation of Grit Chambers / GPT's	700	2	20,000	25,000	25,000	25,000	25,000	25,000	30,000	30,000	30,000	30,000	265,000
Catch Basin Replacement Program	702	2	25,000	25,000	25,000	25,000	25,000	25,000	30,000	30,000	30,000	30,000	270,000
Abbott Avenue - Underground Storage at Manor Park	717	4				220,000							220,000
Crystal Lake - Weed / AIS Treatment	719	1	15,000	10,000	10,000	10,000	10,000	10,000	12,000	12,000	12,000	12,000	113,000
Sediment Delta Removal	720	1	40,000	30,000		30,000		30,000		30,000		40,000	200,000
38th Ave / Abbott Ave - Improvements	721	2	15,000										15,000
Implementation of TMDL Projects	722	2	20,000	20,000	20,000	20,000	20,000	30,000	30,000	30,000	30,000	30,000	250,000
Twin / Ryan Lake - Weed / AIS Treatment	723	1	10,000	10,000	10,000	10,000	10,000	10,000	12,000	12,000	12,000	12,000	108,000
Ryan Lake - High Capacity Overflow	724	3			20,000	100,000							120,000
Ryan Creek - Debris Removal	729	1		50,000					50,000				100,000
Pond Dredging	796	2	50,000	40,000	30,000			30,000	30,000		30,000		210,000
Storm Sewer Small Works	797	2	20,000	20,000	20,000	20,000	20,000	30,000	30,000	30,000	30,000	30,000	250,000
4 - Utilities Total			215,000	230,000	208,400	460,000	130,000	190,000	224,000	174,000	174,000	184,000	2,189,400

5 - Capital Equipment

Street Sweeper	8004	3		265,000									265,000
5 - Capital Equipment Total				265,000									265,000

Storm Sewer Utility Fund Total

227,500	589,350	208,400	490,000	255,000	190,000	224,000	214,000	283,000	194,000	2,875,250
----------------	----------------	----------------	----------------	----------------	----------------	----------------	----------------	----------------	----------------	------------------

Water Utility Fund

3 - Traffic & Transport

France Avenue - Reconstruct CR9 to nth City limits	320	5									65,000		65,000
Halifax / Grimes / 46th Reconstruction	369	3								40,000			40,000
Xenia / Welcome / 41st Reconstruction	370	3										60,000	60,000
Hubbard Avenue - Reconstruct 41 1/2 to CR 9	432	2					70,000						70,000
West Broadway - Reconstruction 40th to CR9	445	2					100,000						100,000
41st Ave - Reconstruct RR to CR81	446	2					35,000						35,000
Hubbard Ave - Reconstruct 41st to 41 1/2	447	2					90,000						90,000
Lakeland / 42 1/2 / 43rd - Reconstruction	456	3						100,410					100,410
Major Avenue - Reconstruct between 36th and 39 1/2	458	2		630,870									630,870
3 - Traffic & Transport Total				630,870			295,000	100,410		40,000	65,000	60,000	1,191,280

4 - Utilities

Source	#	Priority	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
Valve Replacement Program	504	2	25,000	30,000	35,000	40,000	45,000	50,000	50,000	50,000	50,000	50,000	425,000
Well No. 5 - Upgrade	508	3	50,000							50,000			100,000
Well No. 4 - Upgrade	512	2							50,000				50,000
Well # 4 Backup Generator	527	3	70,000										70,000
39th Avenue - Upgrade Water Crossing of TH100	544	2				14,000	120,000						134,000
Old Tower #1 - Rehabilitation as Landmark Only	547	2		100,000									100,000
Tower 2 - Replacement Tower	548	2	60,000										60,000
Water Efficiency Grants Match	549	2	10,000	10,000									20,000
Installation of Fiber Routes	550	2				200,000							200,000
WTP - Replace Panelview Screens for RDP System	555	1	13,000	15,000									28,000
WTP - Exhaust Removal System in Chemical Garage	556	2		80,000									80,000
Water Plant Equipment	599	2	40,000	40,000	30,000	30,000	30,000	40,000	40,000	40,000	40,000	30,000	360,000
4 - Utilities Total			268,000	275,000	65,000	284,000	195,000	90,000	140,000	140,000	90,000	80,000	1,627,000
5 - Capital Equipment													
RTK vLoc3 Pro Rx Locator	8181	2	600	600	600								1,800
5 - Capital Equipment Total			600	600	600								1,800
Water Utility Fund Total			268,600	906,470	65,600	284,000	490,000	190,410	140,000	180,000	155,000	140,000	2,820,080
GRAND TOTAL			26,995,229	53,219,129	18,313,529	9,187,646	11,733,000	13,284,700	13,926,000	7,616,000	5,975,998	3,995,000	164,246,231



TO: Mayor and City Council
PREPARED BY: Chase Peterson-Etem, City Clerk/Assistant to City Manager
APPROVED BY: Tim Sandvik, City Manager
DATE: November 19, 2024
RE: Voucher Requests Pending Approval for Disbursement

Background:

The check register dated 11/19/24 reflects the voucher requests pending approval for disbursement.

The check register dated 11/7/24 through 11/19/24 is a list of vouchers requiring payment for city funds, Deputy Registrar, liquor, and miscellaneous purchases. The payments are required prior to the next Council meeting.

Analysis:

None

Recommendation:

By motion, approve disbursement requests for the period ending 11/19/2024.

Attachments:

None