

Chapter 2

History, Current Demographics, and Projections

2.0 History

Early housing development in the City of Fridley was impacted by the creation of the Red River Ox Cart Trail, which ran along the east bank of the Mississippi River. This trail was a fur trading route to the Red River Valley that eventually became what is now East River Road. John Banfill, one of Fridley's earliest settlers, opened the first tavern in 1847 in the area, which is now the Banfill Center for the Arts, near the mouth of Rice Creek into the Mississippi River. This was also the site of a lumber mill as logs were felled up north and transported down the River to this area to be milled into lumber.

Anoka County's lines were just beginning to form at this time, and it was organized as a county in 1857. However, Fridley was not part of Anoka County originally. Fridley, along with areas now known as Spring Lake Park, Columbia Heights, and Hilltop were a separate area named Manomin County. Abram Fridley was a commissioner for Manomin County when it was established in 1857 and was a colorful leader in the community. He was an agent of the Hudson Bay Company and traded furs with the Indians. Mr. Fridley envisioned Manomin County as including parts of Mound View, New Brighton, and St. Anthony along with what is now Fridley, Spring Lake Park, Columbia Heights, and Hilltop. But, according to Mr. Fridley, there had been some mistake and the eastern portion of Manomin was omitted from the request for Manomin County to be recognized by the state. Since the area only had 150 inhabitants and was too small in acreage to remain its own separate county by Minnesota rules, the State legislature would not allow Manomin to remain an independent county. The Fridley area could have been annexed as part of either Ramsey or Hennepin County, but they decided to petition in 1869 to be annexed to Anoka County because Anoka was more rural than the other counties and they saw Fridley as being less urbanized. The annexation was approved in 1870.

The Fridley area was primarily agricultural in nature at this time with major commodities including: wheat, oats, barley, rye, corn, potatoes, beans, hay, wool, and butter. Some of the other early pioneer families were the Sullivans (part of their farm ended up being the Hilltop Drive-In), Gallaghers, Riedels (owned a dairy farm along the Mississippi River), Nelsons (partnered in the dairy business with the Reidels), Gottwaldts (John Gottwaldt started one of the first milk deliveries in NE Minneapolis on his 150 acre farm that was located SW of Central/Mississippi past Baker; Sandee's Restaurant, started by Sandee Hook, was built in 1907 on this farm at Mississippi and Central), Isaac Kimball (purchased Banfill Tavern), Henry Rice (purchased a vacation spot on the Creek, which he called "Cold Spring", and was later named Rice Creek after him) and C.J. Swanson (started a brick factory near Coon Creek where a vein of clay was discovered).

In the 1870's, the Fridley area was booming. The railroad had come through in 1862, during the Civil War, and led as far north as the City of Anoka. The Red River Ox Cart Trail became a military road, leading from Fort Snelling to Fort Ripley. The military road was built because there was a fear of an Indian uprising, so the government was preparing by connecting all of its military bases. Fridley was predicted to be one of Minnesota's predominant cities - the "great city of the future" because of its many transportation options.

Early businesses included the Rice Creek Dairy, Hughes Mill (a flour mill at the mouth of Rice Creek, where water was dammed to create power), a potato starch factory, the Manomin Hotel, a pump works, and a plow works. Beside two railroad depots (one where the existing BNSF switching yard is today and one near Mississippi Street and East River Road), there was also a steamboat line that ran from St. Anthony Falls to St. Cloud. There was also a post office near Mississippi Street and East River Road.

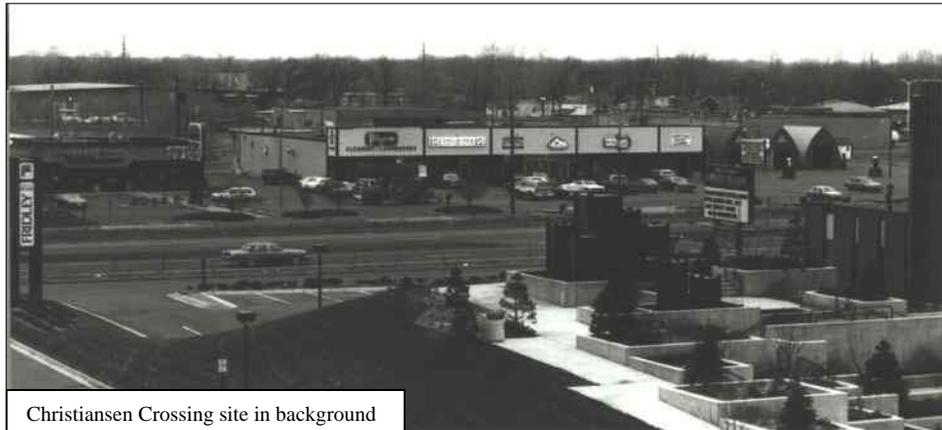
A financial crisis hit in the 1880's. The potato starch factory closed due to competition with other starch factories and a limited supply of potatoes. It was converted to a soda factory, but eventually went out of business. The plow works and hotel closed, and by the 1890's, the community reverted back to being more of a farm community.

By 1930, Fridley had only 330 people. District 23 (now district 14) was the first school district in the area. It was located in the southeast corner of Mississippi Street and University Avenue. The school burned down in 1929 and was rebuilt a block east in 1931 at 611 Mississippi Street. The building is now being used as the Fridley Historical Center Museum.

One neighborhood served by the school was called *Peaceful Valley* in the 1940's. It is the neighborhood now known as Hyde Park. This area was known as an area of lower valued homes – all of which had dirt floors. This area is thought to be an early railroad settlement as it is a very old plat and the lot sizes are small. At that same time, there were larger, nicer homes on the east side of Moore Lake.

Growth started in Fridley in the 1940's, but slowed down during World War II. There were three roads going to downtown Minneapolis from Fridley at this time, so Fridley became a popular place to settle to get away from the noise and pollution of the city. There were two street car lines through Fridley at this time. One was the Lowry Line, which came up Central Avenue from downtown. The other ran alongside

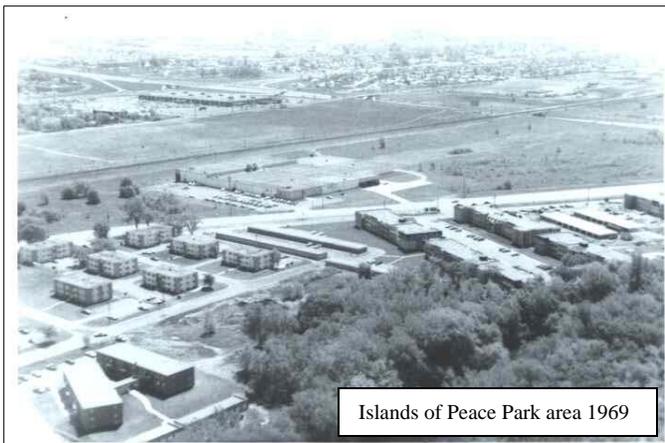
of the existing BNSF railroad tracks, which ran up to Anoka. In 1953, Highway 65 was built on both ends of Moore Lake, but attempts to build the road across the lake were unsuccessful until later. A 1964 aerial map shows Highway 65 completed across the lake. The street car line tracks were taken



Christiansen Crossing site in background

out during the war to help meet scrap metal demands for the war effort.

The main drive for Fridley to become a village in 1949 was to get fire protection. There were only two major businesses in Fridley at the time – Northern Pump (later known as FMC) and a pole treating facility. Ironically, both of these sites were later determined to be Superfund Clean-Up Sites. There were many small businesses, however. Most people commuted to jobs in Minneapolis. From 1949 to 1963,



Islands of Peace Park area 1969

there was explosive growth in Fridley and the population grew rapidly. In 1961, the booster club became a chamber of commerce. A Fridley Industrial Development Commission was also created around 1962, recruiting new businesses to Fridley, including Medtronic. A piece of land was purchased for the first Medtronic building near Rice Creek and Old Central Avenue because it was a boyhood home of the company's founder. By 1963, Highway 65 was completed across Moore Lake and Highway 100 became Interstate 694. There was a battle to get

clover leafs at East River Road, University Avenue, and Highway 65 to provide more exposure to the community. The City got the clover leaf at Highway 65 in exchange for the conversion of University to four lanes. There was great housing construction demand in the 1950's and 1960's.

Hayes School was built in 1950, but was blown down by the 1965 tornado and rebuilt in 1966. Many other elementary schools were also built in Fridley to accommodate the growth, but many were later closed down. As Fridley's population has remained unchanged since the 1970's, there has been little remarkable change in the housing stock as well. Fridley has become and still remains one of the Twin Cities metropolitan areas top ranked industrialized cities due to close access to downtown Minneapolis, two major highways, and Interstate 694.

Special thanks to Vicki Wendell from the Anoka County Historical Society and Robert Christenson of the Fridley Historical Society for the historical information in this section.

2.1 Current Demographics and Socioeconomic Profile

The demographic and socioeconomic information presented in this section uses the most current information made available by local, state and federal agencies including the City of Fridley, Anoka County, the Metropolitan Council, the State of Minnesota and the US Census Bureau. Since the 2000 census data is already outdated, the City contracted with Excensus, LLC, to obtain more current data, which is drawn from various sources. Those sources include: current school district enrollment data, Minnesota Department of Motor Vehicle records, Department of Revenue records, and traffic data from the Minnesota Department of Transportation.

Population Characteristics

Historical Population Growth

Fridley Village started out as a small farming village with a population of 257 in 1880. The population stayed relatively low for many years, taking nearly 50 years to grow by 436 people to a population of 693 in 1930. The biggest population boom occurred shortly after Fridley became a City in the 1950s and continued into the 1970s. Since the 1970's, the population growth has slowed dramatically, only increasing by 1,000 or even decreasing by 1,000 in the 1990's.

Table 2.1 Historical Population Growth, City of Fridley

1880	1900	1930	1940	1950	1960	1970	1980	1990	2000	Est. 2006	Projected 2010
257	483	693	1,392	3,798	15,182	29,233	30,228	28,335	27,449	26,603	27,000

Source: Information for historical population growth was extracted from an article titled "Fridley from the Beginning" printed in a 1974 Fridley Silver Anniversary newspaper. Author unknown. Data for recent years taken from the US Census data and the Metropolitan Council.

Current demographic trends reveal a slight decrease in population since 2000. The Metropolitan Council's most current population estimate for Fridley is 26,603, a 4% decrease since 2000. The Metropolitan Council projects that Fridley's population will decrease slightly by the year 2020, but by the year 2030, the Council projects the population should increase again to 27,500, which was the population in 2000.

Age of Population

Birth rates are declining and the overall population is aging as evident by an increasing average age. It is a well-known fact that the biggest population cohort in history was the baby boom

generation born sometime between the late 1930s and early 1960s. Some of the earliest baby boomers are now in their 70's; as a result, a greater emphasis will need to be placed on meeting the needs of an aging population.

An analysis of the age trends from the 2000 Census between 1990 to 2000 show the number of persons 65 years or older increasing substantially in Fridley while persons age 64 and under are declining.

Table 2.2 Age Trends, City of Fridley

	2000		1990 to 2000
	Number	Percent	Percent Change
Under 5	1,828	6.66	-3.23
5-9	1,754	6.39	
10-14	1,625	5.92	-16.22
15-19	1,652	6.02	
20-24	2,118	7.72	
25-34	4,217	15.36	-6.95
35-44	4,289	15.63	
45-54	3,674	13.38	
55-59	1,632	5.95	-1.88
60-64	1,379	5.02	
65 years and older	3,281	11.95	48.46
Total Population	27,449		-3.13

Source: U.S. Census Bureau 2000

Ethnic Diversity and Race

Like most of Minnesota, the first Fridley settlers were persons of European origin who first settled in the New England states. Although still dominated by its European ethnic and racial origins, today's population is much more diverse than it was several decades ago. When the 1990 census data is compared to the 2000 census data, it becomes apparent that Fridley has seen an upward trend in both ethnic and racial diversity. We saw the biggest increase in three populations, which are Black or African American, Hispanic or Latino, and some other race populations. Though the percentage increases may appear to be large, it simply is a change of 1,350 people. Fridley should expect that the future census numbers will show a continued increase in both ethnic and racial populations.

Table 2.3 Race, City of Fridley—1990 Census and 2000 Census

	1990		2000		1990 to 2000
	Number	Percent	Number	Percent	Percent Change
White	27,115	95.69	24,334	88.65	-10.26
Black or African American	227	0.98	939	3.42	238.99
American Indian / Native American	199	0.70	224	.82	12.56
Asian	636	2.24	812	2.96	27.67
Some other race	108	0.38	337	1.23	212.04
Two or more races			803	2.93	0.00
Hispanic or Latino (of any race)	295	1.04	704	2.56	138.64
Total Population	28,335		27,449		-3.13

Source: U.S. Census Bureau, 1990 - 2000

Per Capita Income/Poverty Level

The 2000 Census data indicates that the City of Fridley had a per capita income of \$23,022. This figure is slightly less than that of the Twin Cities Metropolitan Statistical area of \$26,219. It is also slightly less than the Anoka County's 1999 per capita income, which was \$23,297. According to the 1999 Total Per Capita income levels, Anoka County maintains the lowest per capita income levels of the 7 County Metropolitan Area.

Table 2.4 Total Per Capita Incomes - 1999

Region	Per Capita Income
Anoka County	\$23,297
Carver County	\$28,486
Dakota County	\$27,008
Hennepin County	\$28,789
Ramsey County	\$23,536
Scott County	\$26,418
Washington County	\$28,148
State of Minnesota	\$23,198
United States	\$21,587

Source: US Census Bureau, www.quickfacts.census.gov

Based on 1999 poverty thresholds established by the Census, 7.3% of Fridley's population, for whom poverty status is determined, was living below the poverty level. This can be compared to 6.8% for the metropolitan statistical area (MSA). There are 2004 numbers available for Anoka County and the State of Minnesota for persons living below poverty; they are 5.5% for Anoka County and 8.1% for the entire state.

Education

The 2000 Census surveyed the level of education of Fridley citizens. Of the sample of persons aged 25 and older, 33% (25.1% in the metro area) are High School Graduates, 25% (24.3% in the metro area) have attended some college, 17.7% (23.3% in the metro area) have a bachelor's degree and 6.7% (10.2% in the metro area) have a graduate degree.

When comparing the 1990 Census data to the 2000 Census data, Fridley saw a slight decrease in the amount of the population that are High School Graduates. However, there was an increase in population related to people who've attended some college or obtained either a bachelor's degree or graduate degree.
Source: U.S. Bureau of the Census, Census 2000.

Household Characteristics

Household Types

Family households are defined by the US Census as consisting of a householder and one or more other persons living in the same household who are related to the householder by birth, marriage, or adoption. The 2000 Census reveals that 65% of Fridley households conform to this definition. The ratio of persons per household in Fridley in 2000 was approximately 2.4.

Table 2.5 Percent of Household Types - 2000 Census

	City of Fridley	Minneapolis/ St. Paul Metropolitan Statistical Area
Family households (families)	64.6%	65.3%
Married-couple families	48.6%	51.9%
Other family, female householder	11.6%	9.8%
Non-family households	35.4%	34.7%
Householder living alone	26.8%	26.8%
Total households	11,328	1,100,190

Source: U.S. Census Bureau, 2000

Household Composition

Fridley's number of households did grow from the 1990 Census by 419 households. The greatest growth was seen in female householder, non-family households, and householder living alone. Persons per household have declined in Fridley, due largely to an aging community resulting in senior households without children. The baby "bust" generation, which follows the baby boom generation has generally waited longer to marry and have children; and, when they do have children, they are having fewer children per household. The number of households in Fridley is expected to increase only slightly (less than 1,000) and household size is predicted to continue to decline over the next 25 years. These statistics are related to the growth of our aging population and our seniors desire to stay in their homes, therefore reducing the household size.

Household Income/Poverty Level

Unlike per capita income, household income usually includes two or more persons earning an income. The median household income in Fridley was \$49,372 in 1999 while in the Metropolitan area the median household income was \$54,370. Approximately 5.3% of Fridley families were below the poverty threshold according to the 2000 Census. This compares to a figure of 2.9% for families living in Anoka County. Source: U.S. Census Bureau, 2000.

2.2 Projections

The Metropolitan Council provides population household and employment projections for all of the communities in the seven county metropolitan area. These projections are based on a trend analysis of household growth and economic development in the metropolitan area.

Table 2.6 Population, Households, and Employment Projections

		2000	2010	2020	2030
City of Fridley					
	Population	27,449	27,000	26,900	27,500
	Households	11,328	11,600	11,900	12,300
	Employment	25,957	24,500	26,000	26,600
Anoka County					
	Population	298,084	360,270	407,710	425,260
	Households	106,428	135,670	157,760	168,690
	Employment	100,050	126,680	139,930	151,910
Metropolitan Area					
	Population	2,642,062	3,067,500	3,445,600	3,713,900
	Households	1,021,456	1,217,400	1,391,000	1,519,500
	Employment	1,606,263	1,817,800	1,999,800	2,144,400

Source: Metropolitan Council

Despite Fridley's population staying fairly unchanged over the next 25 years, the number of households is expected to increase. This will be possible due to shrinking household size, and the expected increase of more people living alone, which is a result of aging households primarily.

After additional consideration, the Metropolitan Council agreed with City officials that earlier projections for employment growth in Fridley were too aggressive. Fridley's employment projections are based upon the fact that there is only 61.45 acres of undeveloped commercial/industrial land left undeveloped in Fridley at this time. Metropolitan Council officials use the calculation that each undeveloped acre has the potential of creating 15 new jobs, which totals 922 jobs for Fridley. In addition, a small percentage of existing Fridley businesses can be expected to expand, which may create another 2,000 new jobs, when taking into account the job losses resulting from continued manufacturing automation. Since Fridley had experienced a significant loss of jobs since 2000, the 2010 forecast total actually ends up being less than the actual total number of jobs posted in 2000, when it is adjusted to the 2006 job total reported by DEED of 23,635.

Fridley's proximity to I-694, two major highways, and the BNSF rail line couple with its proximity to the central business districts of Minneapolis and St. Paul will continue to make Fridley an attractive location for business.

2.3 Conclusions and Summary

The City of Fridley has seen growth in our aging population and will continue to see more growth in the future. The number of person over 65 increased 48% from 1990 to 2000, and 12% of Fridley's population was over 65 in 2000. The Census Bureau projects that almost 20% of the total U.S. population will be 65 or older by 2030 with the aging of the Baby Boomer generation. As a result, the City needs to prepare for this change in population by enhancing the services we currently have for seniors and implement additional services for this population in the years to come. There will be a need for different housing styles for senior housing as well as additional transportation needs and medical services. Providing these services will help to keep our seniors in Fridley and it will also provide housing opportunities for young families to move into the City. The City's household numbers are also showing that the size of Fridley's households are decreasing, which correlates to our aging community and therefore will require additional senior housing choices and services.

The City of Fridley should also expect to see an increase in ethnic and racial populations. Minority populations are growing metro-wide, so this trend is not unique to Fridley. The City should plan for these changes and help to assimilate these populations into our culture either through language services or home maintenance classes.