

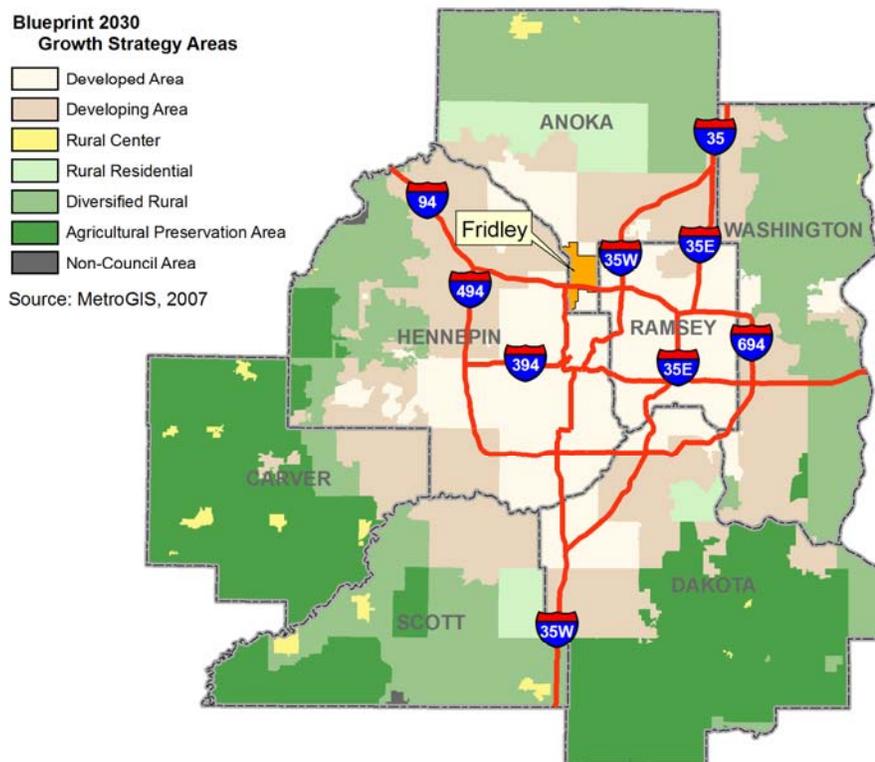
Chapter 3

Land Use

3.0 Part of a Greater Region

As part of the Twin Cities Metropolitan Region, Fridley's land use patterns reflect those of many similar communities. The Twin Cities regional land use pattern resulted from market trends over the past 50 years. Today, the policies and programs of the Metropolitan Council continually influence this pattern. The Metropolitan Council is the government agency responsible for regional planning. The "2030 Regional Development Framework" was adopted in January of 2004 as a guide that was established by the Metropolitan Council to help communities' plan locally, but within the context of the region. The city of Fridley is designated as a "developed community" in the geographic planning area in the 2030 Regional Development Framework. (See **Figure 3.1**)

Figure 3.1: Blueprint 2030 Growth Strategy Areas. Metropolitan Council.



The City of Fridley is located on the fringe of the City of Minneapolis. As such, Fridley is commonly referred to as a suburban, inner ring community. As the region continues to grow both in terms of jobs and housing, inner ring suburban communities such as Fridley, Columbia Heights, St. Anthony, Roseville, St. Louis Park, Edina, Richfield and others are beginning to take on more of an urban character. As this occurs, buildings grow taller, parking becomes structured and the density of residential development increases. Like the other first ring suburbs, Fridley is experiencing these trends as evidenced by the Medtronic headquarters with its intense structured parking and taller buildings. The City has also approved two different rezonings to allow two three-story senior condominium buildings with underground parking. As the trend continues, Fridley will wrestle with the interface of the old with the new and should be prepared to accommodate change in a planned and orderly manner.

The Metropolitan Council expects Fridley and other inner ring suburbs to carefully plan for redevelopment, job retention and creation, development of affordable housing for all age groups and accommodation of transportation systems that are less dependent on the automobile. Below is an abbreviated list of likely roles that Fridley will play as it shares responsibility for managed regional growth.

- Fridley is expected to encourage “compact”, “mixed-use” redevelopment projects that will be linked to mass transportation systems and that will not adversely affect traffic on any of Fridley’s major transportation corridors.
- Fridley is expected to encourage the development of affordable housing for all age groups.
- As roadways become more congested, Fridley is expected to cooperate in the construction of commuter rail and bus transit systems.
- Fridley is expected to manage development around the transit stops and the park and ride sites that are created for mass transit systems.
- Fridley is expected to cooperate in protecting the quality of the Mississippi River and preserving the River’s availability to the public.
- Fridley is also expected to do its share to protect and preserve regional parks and trail systems that provide metropolitan wide recreational opportunities.

3.1 Generalized Land Use

Figure 3.2 shows a map of land use throughout the City when generalized in three types of uses. Those uses are residential, commercial, and industrial. It is quite a telling map as in it highlights the large pockets of residential properties throughout the City as well as the commercial strips along the major corridors. The City’s industrial properties also appear to be located in specific areas within the City, most centrally located in the southwest corner of the City and then along the railroad tracks between Osborne Road and 83rd Avenue and along 73rd Avenue.

3.2 Existing Land Use Definitions

In the process of analyzing existing conditions in Fridley, current land use was categorized using land use definitions. These definitions were provided by the Metropolitan Council in an attempt to create a uniform land use system for all local government jurisdictions in the metropolitan area. A uniform system will enable the Metropolitan Council to assess regional needs based on regional land use patterns. This information is intended to inventory what exists today and assess its impact on regional systems. The following definitions were used:

Single-family Residential - Lots or parcels containing single-family detached housing, including manufactured homes.

Multi-family Residential - Lots or parcels containing multiple dwelling units such as duplexes, twin homes, townhouses, quad homes and apartment complexes.

Commercial - Lots or parcels containing retail sales, services (including professional), hotel/motels and all recreational services that are predominately privately owned and operated for profit (for example, theaters, bowling alleys, and riding stables). Included are private institutional uses (convalescent homes and rest homes in which medical or surgical services are not a main function of the institution), but not hospitals.

Industrial - Lots or parcels containing the buildings and the associated and adjacent landscaping, recreation facilities and parking for uses that include the following: horticultural specialties (e.g., greenhouse), general contractors (building construction and all non-building construction), manufacturing of all kinds, goods movement facilities, communications, utilities and wholesale trade.

Public, Semipublic - Buildings and lands owned by schools (public and private), hospitals, churches, cemeteries, ice arenas and all facilities of local, state and federal governments including the entire boundaries of existing schools and Unity Hospital.

Parks and Recreation - The entire boundaries of parks (local, regional or state), playgrounds (not including school yards) and similar areas.

Open Water - Any public waters of the state as defined by Minn. Stat. 103G.005, Subd. 15 (the state's county-by-county inventory of lakes, rivers and other public waterways in the public domain) including the Mississippi River, Rice Creek, Farr Lake, Moore Lake, Harris Pond, Spring Lake, Locke Lake and Springbrook.

Roadways - Includes all rights-of-way for existing highways, streets and alleys.

3.3 Existing Land Use Inventory

Table 3.1 includes a detailed breakdown of land area by specific land use in the City of Fridley as of 2007. **Figure 3.3** is a map of existing land use coverage as of the same time period.

Table 3.1 Existing Land Use Calculations – 2007

Land Use Category	Acres	Percent of Area
Total Land Area	6,603	100
Single-family Residential	1,953	29.6
Multi-family Residential	307	4.7
Commercial	362	5.5
Industrial	1,194	18.1
Public/Semi-public	450	6.8
Parks	506	7.7
Roadways (right-of-way)	864	13
Water Features	712	10.8
Railroad	128	1.9
Vacant Land	100	1.5
Vacated Right of Way	27	0.4
Total Land Area	6,603	100

Source: 2007 GIS Data from GIS Rangers LLC

Residential Land Use (Single family and Multi-family)

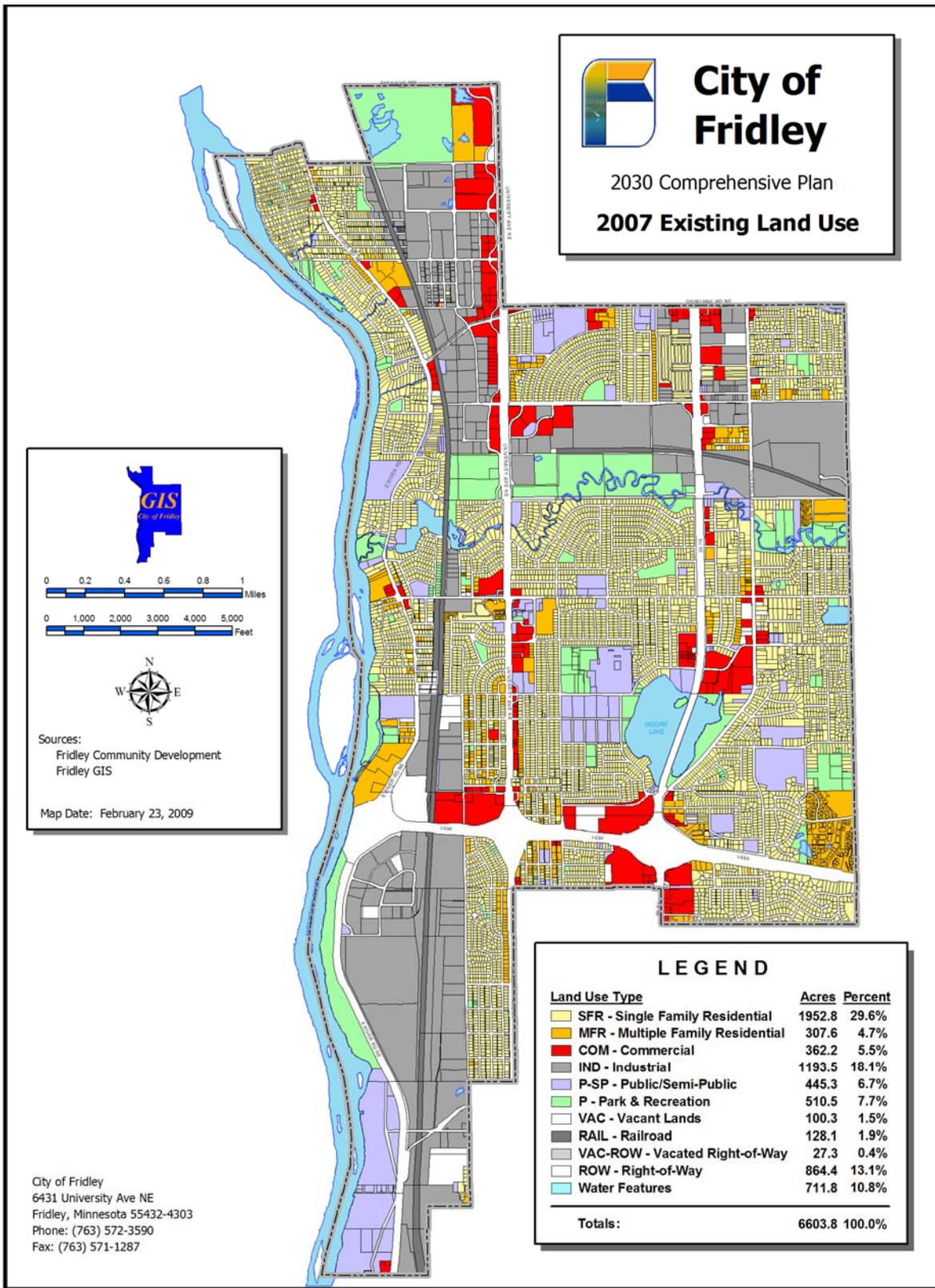
Residential land use comprises approximately 34% of the city's total land area. Residential uses include single-family detached housing, mobile homes, multi-family apartment complexes, individual apartment buildings, townhomes, twinhomes and condominiums. The majority of the residential land use pattern reflects a 1960s and 1970s development style of 30 to 34 foot wide residential streets with average lot sizes between 9,000 and 10,000 square feet.

Early residential development in Fridley occurred on the west and east sides of the City, west of the railroad tracks (close to the river) and east of Moore Lake and Old Central Avenue. This development consisted almost entirely of single-family detached housing. Later housing developments in the 1960s and 1970s filled in the central portions of the City and included more multi-family housing types. Recent residential developments have occurred on infill lots, such as the Theilmann plat, where the City saw a large single family lot subdivided into eight single family lots. Other residential development has occurred through redevelopment projects such as Gateway East and Gateway West and has included townhomes and detached single-family housing types.

Single-family Residential

From a land area standpoint, the dominating land use in the community is single-family residential, comprising 29.6% of the total land area including single-family detached and mobile home residences. The majority of single-family residential development occurred in the 1960s and 1970s. Existing residential densities within single-family detached neighborhoods generally range between 3 and 4 units per net acre. Future opportunities for new single-family residential development will only be achieved through redevelopment and infill development initiatives.

Figure 3.3: Existing Land Use Map



Multi-family Residential

Multi-family residential land use comprises 4.7% of the total land area of the community. This housing type consists of a few large apartment complexes (generally over 300 units) including the Georgetown, Springbrook and River Point Apartments and many smaller complexes (less than 150 units) like Moore Lake, River Road East and Highland Park Apartments. A large number of scattered apartment buildings exist with generally 24 to 35 units in neighborhoods like Hyde Park, Oak Hills, Summit Manor, Bonny and Brookview. There are also a number of condominium/town home projects that are scattered throughout the City including the Innsbruck Townhomes, the Black Forest Condominiums, the Rice Creek Townhomes and the Timber Ridge Townhomes. Finally, two-family units are scattered throughout the community and generally abut major roadways such as University Avenue, Central Avenue and East River Road. The existing density within multi-family housing developments is as high or higher than 20 units per acre in some places. Future opportunities for new multi-family residential are also limited due to little available land but are more likely to occur as part of redevelopment initiatives.

The following table breaks down the various residential average densities in the community.

Table 3.2: Residential Average Densities

Land Use Types	Average Density (# units/acre)
Single Family	3.5
Multi-Family	14.0

The following table represents the total inventory of developable vacant land according to its current zoning classification.

Table 3.3: Developable Vacant Land Inventory

Zoning Classification	Vacant Developable Acres	% of Total Vacant Lands
Single-Family Residential	25.3	42.8
Multi-Family Residential	0.9	1.5
Commercial	1.6	2.7
Industrial	31.3	53
Total	59.1	100

There is currently approximately 25 acres of vacant land zoned for Single-Family residential in the City. Of those 25 acres, 22.5 acres is owned by Burlington Northern Santa Fe and is located along the railroad tracks on Main Street. The following is a list of the Locations of Vacant Developable, Single-Family Residential Lots (some of the lots listed below aren't actively listed for sale or may have topography issues that may prevent full build out):

- 22.5 acres of vacant land owned by Burlington Northern Santa Fe (BNSF) located south of 43rd Ave. on Main St.
- Vacant lot at 1538 Rice Creek Rd.
- Vacant lot between 1400 and 1420 Rice Creek Rd.
- 2 vacant lots on St. Imier Dr., south of Trollhagen Dr.
- Vacant lot on the corner of Matterhorn Dr. and East Danube Rd.

- Vacant lot on East Danube Rd.
- Vacant lot north of 6000 Stinson Blvd.
- Vacant lot north of 6640 Lucia Ln.
- Vacant lots on 3rd Street and 57th Place - yet to be built upon in the HRA's Gateway West project area

Commercial

Commercial development is primarily located along University Avenue (TH 47) and Central Avenue (TH 65), the major north-south arterials of the community. Concentrations of commercial activity occur at intersections with major east-west roadways such as I-694, Mississippi Street, Osborne Road and 57th Avenue. At the time that Fridley saw its greatest growth, the popular type of commercial development was the "strip mall." This accounts for many areas of commercial land use in Fridley particularly along University Avenue and TH 65. This strip mall type of development is tailored to the needs of commuters as well as those living in adjacent neighborhoods. Recent commercial development has been more regionally oriented and has tended to locate near major highway intersections. Existing commercial development can be classified in the following manner:

Neighborhood Commercial

This is the smallest scale form of commercial land use. It includes small-scale shopping and service uses such as bakeries, hair salons, independent offices, and convenience retail and gas sales. It is intended to serve primarily the surrounding neighborhood (either residential or business uses). There are very few neighborhood commercial land use patterns in Fridley. Many of the areas that serve the neighborhood level are the strip centers along major roadways.

Community

Community commercial development is the next larger scale commercial land use pattern. It includes services that are more oriented to the entire community. These typically include grocery stores, recreation centers, restaurants, medical facilities (such as the Unity Hospital and surrounding services), and larger scale retail needs. Examples of these land use patterns include Moore Lake Shopping Center, the Holly Center and Moon Plaza. Community centers are more of an automobile oriented destination rather than a pedestrian oriented neighborhood center.

Regional

Regional centers are those that are more focused on the regional roadway network, for instance I-694 and University Avenue or TH 65. These centers provide for the larger scale retail uses, restaurants, theaters, etc. They are intended to draw customers from the region in addition to Fridley residents and workers. Fridley is located in close proximity to other regional retail draws such as Northtown Shopping Mall and Brookdale Shopping Mall. Regional roadways make Fridley an attractive market for larger commercial users despite competition from nearby regional centers such as Brookdale and Northtown Shopping Centers.

Office or Business Park (Corporate Campus)

Fridley is also known as the home of several corporate headquarters and prominent business enterprises. Several commercial areas in the community are comprised of office buildings in a business park setting. These areas include the East River Road Business Center on the southeast quadrant of East River Road and I-694, the Medtronic offices off of Central Avenue, the Cummins (Onan) campus, Unity Hospital and the Medtronic World Headquarters at TH 65 and I-694.

Center City

The Center City area, at University Avenue and Mississippi Street, provides a central area of the community where government services are combined with residential and commercial uses. It is also a unique public space. Holly Center, Walgreen's and the Columbia Park Medical facilities provide needed services for the City and the surrounding neighborhood. Residential developments like the Village Green complex and Christensen Crossing are higher density developments, which are well placed at this major intersection.

Minimal vacant land is available for future commercial or retail development. In fact, there are currently less than two acres of vacant land zoned for commercial use based on the existing zoning map. Future commercial development must occur through redevelopment initiatives.

Industrial

The City of Fridley has a significant portion of land area devoted to industrial use. A prominent piece of Fridley history is the industrial development known today as BAE Systems. This was the first major industry to bring many residents and businesses to the Fridley area. During World War II, this industry employed as many as 11,000 people. Today, BAE Systems employs 3,400 employees. Several other manufacturing and distribution companies have since located in the community.

Today's industrial land uses fall mainly in three locations: (1) along the railroad tracks from the south border of Fridley to 61st Avenue, (2) in the northern part of the community between the railroad tracks and University Avenue north of 79th Way and (3) along Central Avenue around the Onan and Medtronic campuses. In contrast to the abrupt development of most of Fridley's residential areas, the industrial areas have developed gradually. In many instances, land use conflicts exist between industrial uses and adjacent residential uses. There are locations in the City where industrially zoned land is located across a public right-of-way from residentially zoned land (Main Street area, for example, south of 61st Avenue).

Public, semi-public

Approximately 6.8% of the community's land area is developed as public or semi-public for uses such as schools, religious institutions, government facilities or other non-profit agencies. In addition to local government facilities, the City of Fridley also has a county library. Four school districts share boundaries within the City of Fridley. There are four public elementary schools and one public high school within the City. In addition, there are several private schools, including Totino Grace High School, the Al-Amal school, and Woodcrest Baptist church school. There are also many religious organizations located within the community.

Park and Recreation

The City has approximately 506 acres of land dedicated to park, open space and recreational uses. These lands are managed and owned by either the City of Fridley or Anoka County. Many of these park facilities are connected to one another by on or off road trails and bike paths. The park system is comprised of community and neighborhood parks that offer different levels of recreational opportunities as well a regional park along the Mississippi River that offers a combination of active and passive land uses. There currently exists an adequate amount of parkland to serve the Fridley community. More analysis on the park and open space system is provided in the *Parks, Trails, and Open Space* chapter.

Right-of-way

Road right-of-way and railroad right-of-way make up almost 15% of the community's land area. The predominant right-of-way is the local roadway system that services the various individual neighborhoods. Altogether, there are 125.3 miles of city streets in Fridley and 23.6 miles are part of the state aid system.

Other owners of rights-of-way include the state and county highway departments and the Burlington Northern Santa Fe (BNSF) or Minnesota Commercial Railway (MNNR) railroad.

Open Water

Major bodies of open water in the City of Fridley include the Mississippi River and Rice Creek, Farr Lake, Moore Lake, Harris Pond, Spring Lake, Locke Lake and the Springbrook wetland. These bodies of water are subject to supervision by several federal, state, and regional agencies including the Six Cities Watershed District, the Rice Creek Watershed District, the Minnesota Department of Natural Resources (DNR) and the US Army Corp of Engineers.

Table 3.4 Open Water Bodies

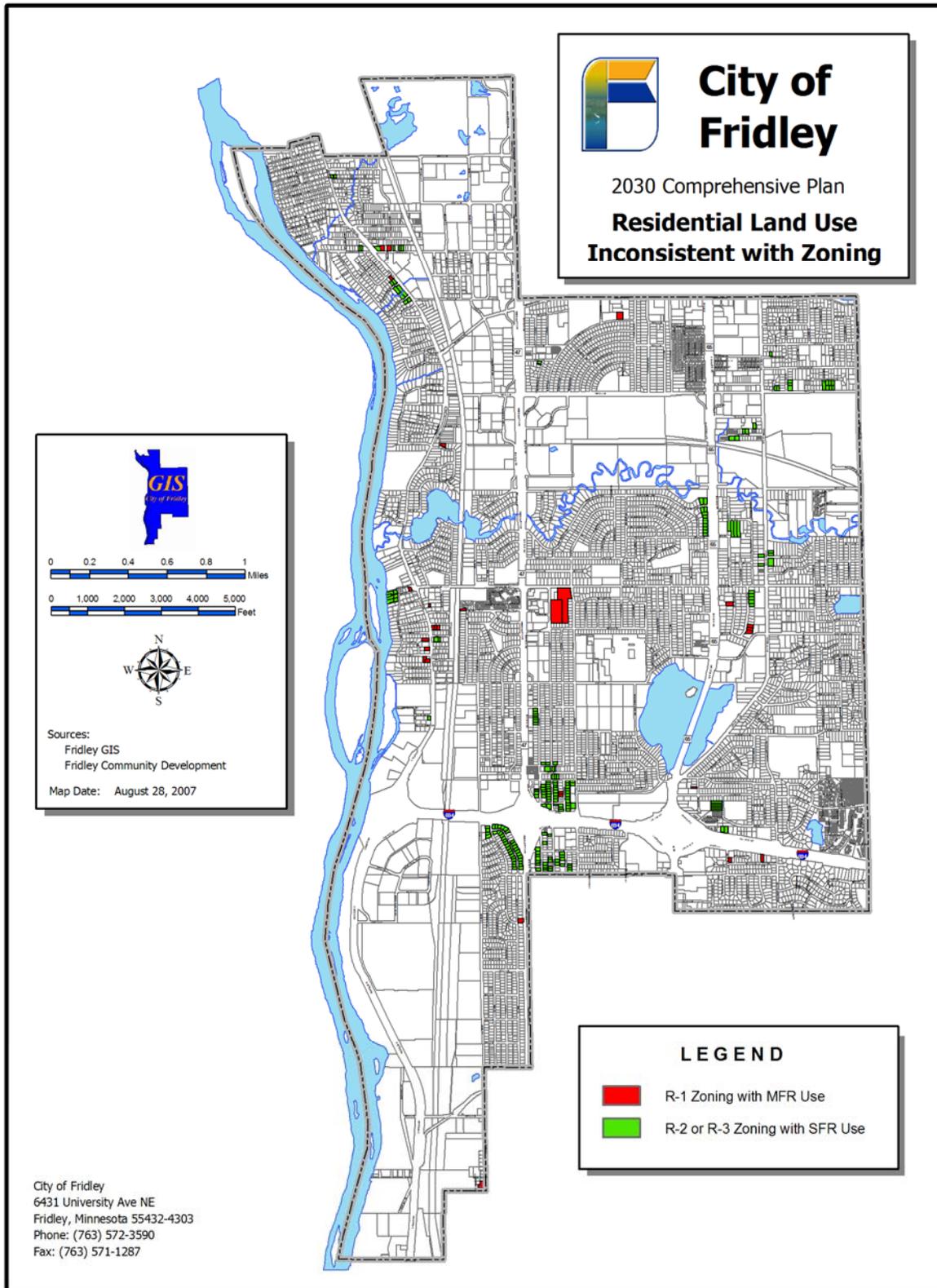
Water Body Name	DNR ID Number	NWI Wetland Type	Acres
Mississippi River	NA	River	N/A
Rice Creek	NA	Creek	N/A
Farr Lake	2-78P	4—Deep Marsh	5
Moore Lake	2-75P	Lake	98
Harris Pond	2-685W	4—Deep Marsh	8
Spring Lake	2-71P	Lake	55
Locke Lake	2-77P	Lake	24
Springbrook	2-688P	4—Deep Marsh	37

“City of Fridley Wetland Inventory” Westwood Professional Service, Inc. Peterson Environmental Consulting, Inc. February 1994.

3.4 Residential Land Use Inconsistent with Zoning

While the majority of the City’s residential parcels current land use matches the existing zoning of the property, there are instances within the City where the current zoning doesn’t match the use of the land. For example, a property may be zoned R-2, Two Family Units and a 30-unit apartment building exists on the site. In this instance, the property should be zoned R-3, Multi-Family, which would allow the 30-unit apartment building. While staff has identified where these situations exist within the City as seen on **Figure 5.3**, it has been determined that they will be handled on a case by case basis.

Figure 3.4: Residential Land use Inconsistent with Zoning



3.5 Future Land Use

The definitions related to the future land use remain the same as what is found in the existing land use section, with the addition of “Redevelopment.” In the future, there may be redevelopment projects that are initiated either by the private sector or by the Fridley Housing and Redevelopment Authority. If a project should require a rezoning for a redevelopment project, the City’s zoning code has a special zoning district entitled, “S-2, Redevelopment District”, which often is the most appropriate zoning district to implement for a redevelopment project. The intent of the district is to provide the City with site plan review authority to determine if the proposed project meets the goals and objectives of the City’s Comprehensive and Redevelopment Plans. It also provides flexibility to allow a development that fits the site and the developed surroundings better than straight zoning can sometimes provide.

Fridley’s future land use is dependent upon potential redevelopment areas that were highlighted and discussed in Chapter 4, Economic and Redevelopment Plan. Those areas signify the locations of the City where residents expressed a need for reinvestment and revitalization. Those specific potential redevelopment areas are depicted on **Figure 3.5**, in blue.

The following table summarizes future land use acreage by land use category and compares it to the existing land use.

Table 3.5 Existing and Future Land Use Comparisons

Land Use Category	2007		2030 Plan	
	Acres	Percent of Area	Acres	Percent of Area
Single-family residential	1,953	29.6	1,899	28.8
Multi-family residential	307	4.7	247	3.7
Commercial	362	5.5	227	3.4
Industrial	1,194	18.1	713	10.8
Public/Semi-public	450	6.8	439	6.6
Parks	506	7.7	498	7.5
Roadways (right-of-way)	864	13	801	12.1
Water Features	712	10.8	711	10.8
Railroad	128	1.9	76	1.2
Vacant Land	100	1.5	23	0.4
Vacated Right-of-Way	27	0.4	26	0.4
Redevelopment	N/A	N/A	942	14.3
Total Land Area	6,603	100%	6,603	100%

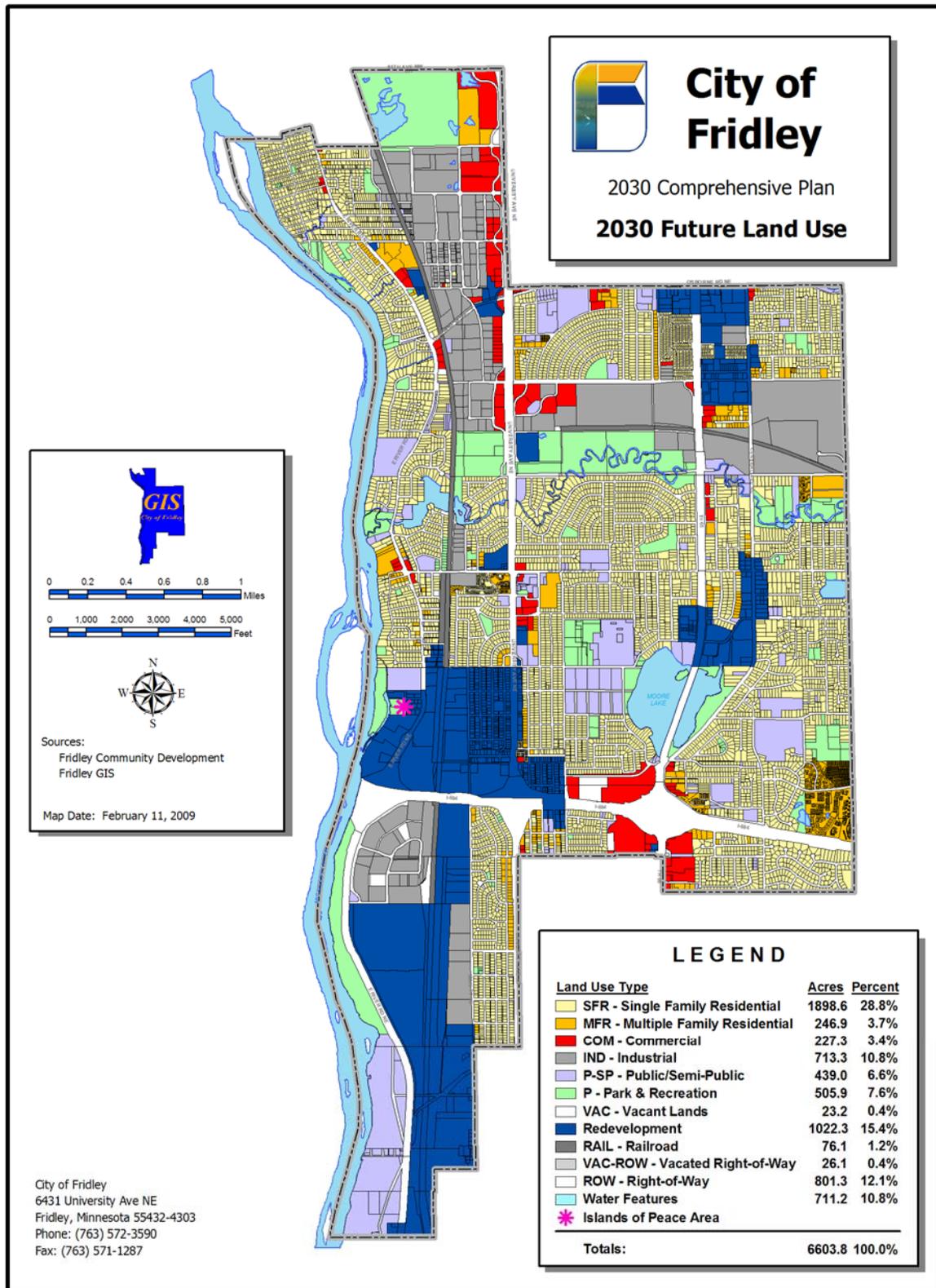
Source: 2007 GIS Data from GIS Rangers LLC

Table 3.6 Redevelopment Area Potential Land Use Changes

Redevelopment Area	Location	Present Use by Acres*	Potential Future Use by Acres*	Net Change in Land Use*
Riverboat Strip Mall	79th Wy & E River Rd	.9 Commercial	.9 Commercial	no change
77 th Wy Industrial site	99-77 th Wy	4.4 Industrial .7 Residential	4.4 Industrial .7 Residential	no change
Osborne/University Ave	Osborne/University Ave	9.2 Commercial	9.2 Commercial	no change
Auto Use	Osborne Rd to 72 nd between Central & Baker	25.7 Commercial 59.7 Industrial 1.5 Residential	25.7 Commercial 59.7 Industrial 1.5 Residential	no change
Columbia Arena	7011 University Ave	11.0 Industrial	11.0 Residential	-11 Industrial +11 Residential
Holly Center	Mississippi & University	8.0 Commercial .3 Residential	8.0 Commercial .3 Residential	no change
Moon Plaza	6257 University Ave	3.3 Commercial	3.3 Commercial	no change
Moore Lk Shopping Area	Area around Mississippi St & Central south to Moore Lk	50.8 Commercial 12.6 Residential	50.8 Commercial 12.6 Residential	no change
Northstar TOD	Northstar Station south to Freeway	44.7 Commercial 91.4 Industrial 61.9 Residential	70.7 Commercial 53.9 Industrial 59.2 Residential 14.2 Public	+26Commercial -37.5 Industrial -2.7 Residential +14.2 Public
Hwy. 65/53 rd Ave	Hwy. 65/53 rd Ave	1.3 Commercial	1.3 Commercial	no change
South Industrial area	Industrial/Residential parcels along Main St south of freeway	2.3 Commercial 358.9 Industrial 28.3 Residential	2.3 Commercial 358.9 Industrial 28.3 Residential	no change
Net Change				+26Commercial -48.5 Industrial +8.3 Residential +14.2 Public

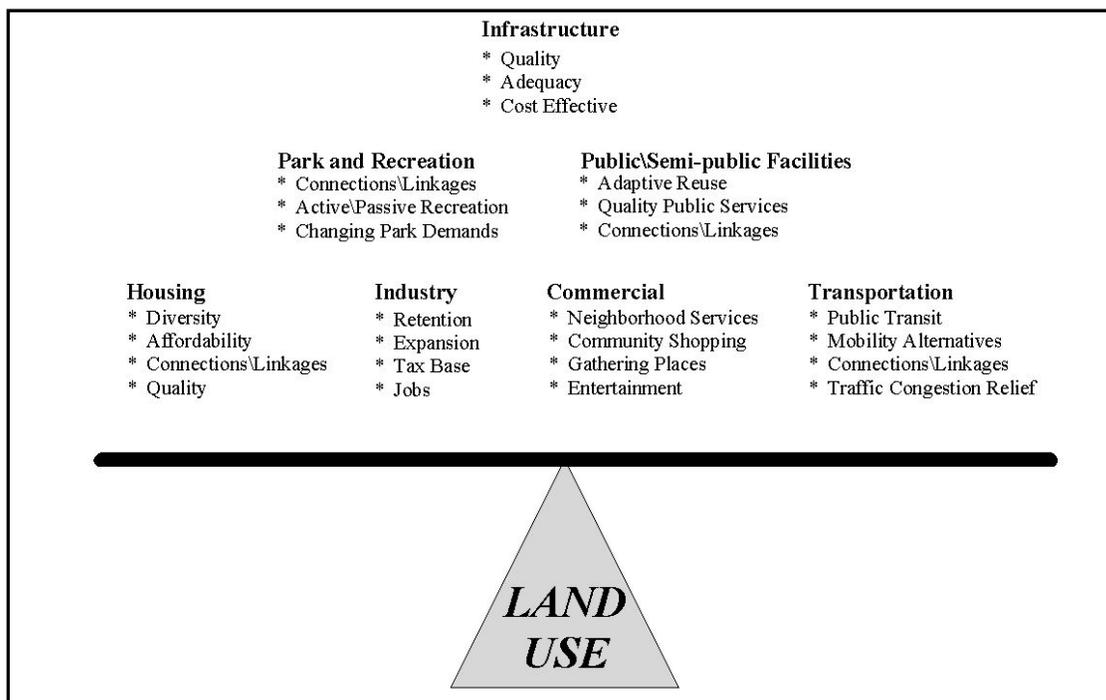
*Note that the acreage totals do not equal 942.8 acres, because they do not include right of way

Figure 3.5: Future Land Use Map



The intent of the future land use plan is to guide future growth in a way that best achieves the community collective vision and provides a balanced land use pattern. The following figure illustrates the various components of Fridley's future land use plan in a very general sense. These components contain issues unique to Fridley that were identified through the community vision sessions held in 1998 and staff feels that these components were heard again in our recent 2007 community meetings.

Figure 3.6 Land Use Components of Fridley Plan



As planning is done for various land use components, it is important to recognize the connections among components. What is proposed for the transportation component will impact land use. Proposed land uses can be counted on to impact transportation. Attention to housing redevelopment will have an impact on the ability to attract and retain industry. The quality of public services, including educational services, will also be reflected in the willingness of industry and commerce to locate in Fridley. There is virtually nothing that currently exists or that is proposed for any component of the comprehensive planning process that will not have ramifications for other planning components.

3.6 Historic Preservation

Currently, Anoka County is the purveyor of the only historical preservation within the City of Fridley. The properties owned and maintained by Anoka County are Banfill-Locke Center, Riedel Farm Estate, and the Fridley Historical Society building. These properties are prominent features for the community of Fridley.

With Fridley's property's coming of age in respect to historical preservation qualifications; it would be prudent to take actions towards evaluating existing properties and their influence in Fridley's character and culture. It is the character and history of a city to which citizens attach a commitment to their neighborhood and their civic pride. It is also the character of a city that appeals to future investments of developers due to marketability. The City of Fridley's planned land-use is what determines how and why the preservation will be undertaken.

Future considerations for the City of Fridley could be:

- To capitalize on the Minnesota's Great River Road with support to the Mississippi River Parkway Commission of Minnesota to encourage tourism and develop awareness for Fridley's section of the Mississippi River.
- To work in conjunction with Fridley's Historical Society to educate and to build awareness towards its history.
- The use of commissioned art to bring historical & cultural awareness to Fridley's residents, businesses, and commuters.
- To research and identify significant neighborhoods who wish to preserve their historical identity.

Banfill-Locke Center for the Arts

Banfill Tavern, 6666 E. River Road

The Banfill Tavern is listed on the National Register of Historical Places for its Greek Revival Architecture and its historical function as a domestic and hotel structure. The Tavern emulates the significant time period of 1825-1849 when sawmills, lumber camps and Red River carts dominated the area. It is one of the oldest structures in Minnesota.

Built in 1847, this Greek revival style house was known as the John Banfill Wayside Inn, which was a stop for soldiers and fur traders who traveled the Red River Trail. This trail system enabled ox carts to travel up and down Western Minnesota and Canada. After the construction of the first Territorial Road, the Tavern/Inn was a popular stop for visitors especially from St. Paul. The building was expanded to include a general store and post office as it prospered as a community center during its early years.

The building is currently owned by Anoka County and occupied by the Banfill-Locke Center for the Arts (BLCA). It still resonates as a community center even today as it houses art classes, exhibitions, art studios, and a writing center.

Riedel Farm Estate in Riverfront Regional Park

Riedel Farm, 5100 East River Road NE

Built in the 1880's, this former home of dairy farmer Albin E. Riedel now serves as a special event facility. Anoka County acquired the property in the 1980's and has recently renovated the interior finishes, re-landscaped the grounds, and renewed all furnishings. The 140 acre Riverfront Regional Park features biking and walking trails, picnicking, a boat launch, and plenty of open play areas.

Fridley Historical Center Museum

Fridley Historical Society, 611 Mississippi St NE

Built in 1931 at the existing location, this former school now houses the Fridley Historical Museum. The City of Fridley donated the parcel to the Anoka County Historical Society, who manages the local organization.

Minnesota's Great River Road National Scenic Byway

Cross the Mississippi River on I-694 and take East River Road (Anoka Co. Rd. 1) to the Anoka-Hennepin County line.

The Great River Road that runs along East River Road in Fridley is part of a nation-wide scenic byway that runs 575 miles beside the legendary Mississippi River. It is a network of roadways

that connects travelers to a myriad of river experiences. It is one of America's prestigious National Scenic Byways, and is part of the 10-state National Great River Road, which was developed in the 1930's as the byway of the mighty Mississippi River.

The Minnesota Mississippi River Parkway Commission (MN-MPRC) was legislatively recognized in Minnesota in 1963. The MN-MPRC is part of the larger 10-state National MRPC, which was organized in 1938 to develop the Great River Road Scenic Byway in all of the Mississippi River's Border States.

3.7 Solar Access Protection

The City permits and allows the integration of solar energy devices in current City Code.

3.8 Summary

All of the chapters within the Comprehensive Plan are affected by land use. The way we use “our land” affects business, housing, transportation, and the environment. As a result, there is further detail in the chapters that follow on how Fridley is planning for the future when related to economic development, redevelopment, housing, transportation, and the environment.