

## Chapter 14

### Implementation Plan:

### *Plans for an Improved Fridley*

#### 14.0 Focus of the Plan

Completion of the Comprehensive Plan update process has been enlightening for those involved on staff and in the community. The process has resulted in a realization that the City of Fridley is in an important point in its history. Some members of the community feel that increased density and population will be harmful to the community. Some people feel that any growth or change in the City will bring increased crime and a lowering of the economic stability of the community.

The reality is, however, that growth is coming to the region. As a first ring suburb to Minneapolis, Fridley is projected to be part of that growth since it is a very desirable location in the Metropolitan Area to live and work. Fridley is home to many more jobs than our workforce population. Many of those jobs are high-technology jobs, because Fridley is home to many advanced technology businesses, like Medtronic, BAE Systems, and Minco. There is much industry in Fridley, because industry thrives in cities like Fridley with quick access to rail, major highways, and interstates. High gasoline prices are only accentuating this desire to be close to transportation options.

Another factor making Fridley a desired place to call home is that Fridley has a hospital and many other medical facilities, which will be increasingly important to its aging population. Fridley also contains some amazing natural amenities, including the Mississippi River, Rice Creek, and Moore Lake. All of these amenities offer opportunities for beautiful home sites and recreation in the many park areas providing access to these amenities.

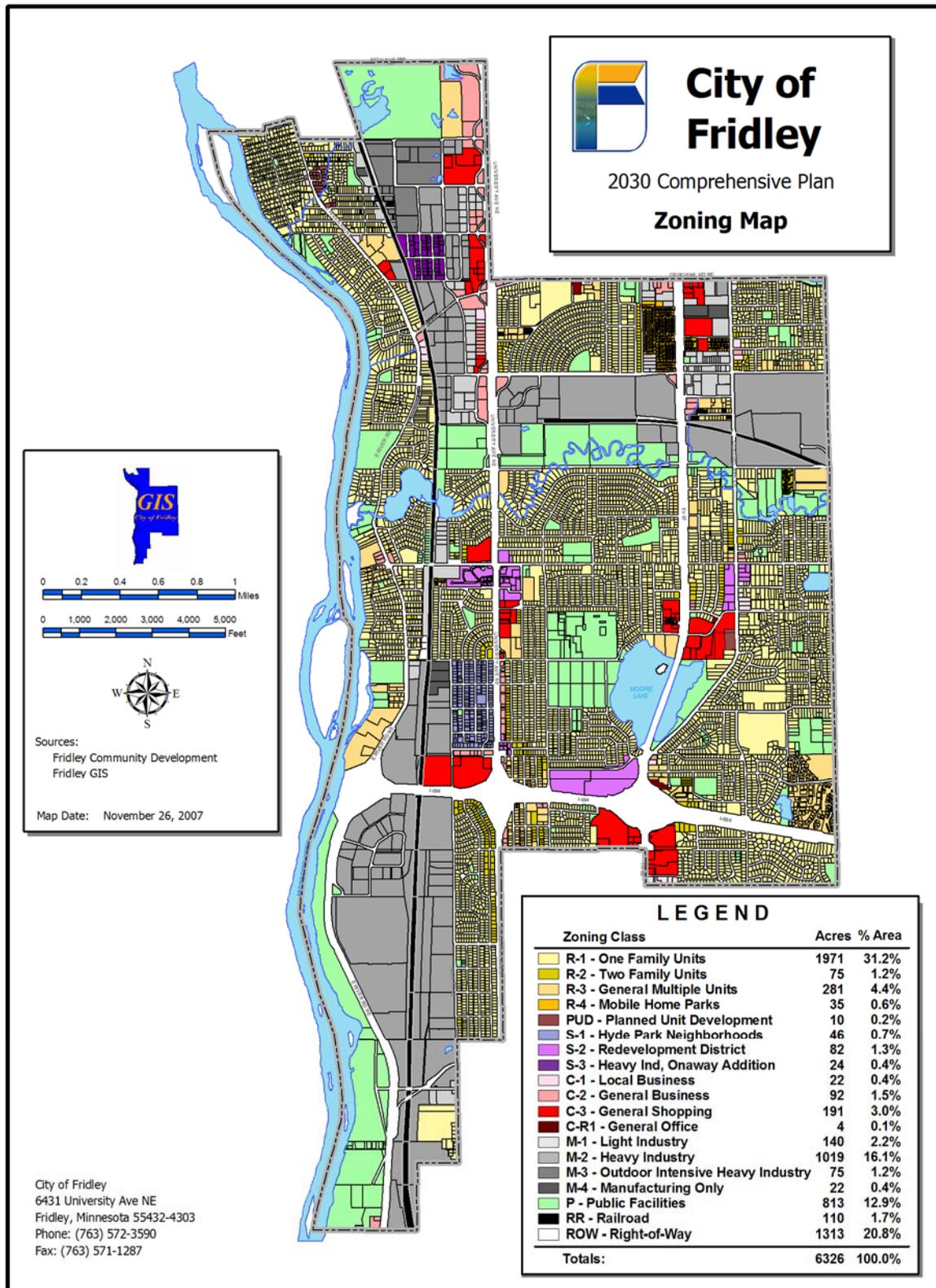
Once again, Fridley's ability to thrive economically is linked directly to regional transportation opportunities. Commuter rail is that current opportunity. Once a key form of Fridley's transportation (in the early 1900's), commuter rail is once again identified as a valued element to sustaining Fridley's future. This comprehensive plan demonstrates the advantages of having the Northstar Rail Service in Fridley. Currently, traffic congestion is a problem the city is experiencing. The city's future funding does not have provisions for the widening of highways in our community. Therefore, the establishment of the Northstar Commuter Rail Station in Fridley, combined with an improved city-wide pedestrian and cycling network, will provide more transportation options to the community; especially the large segment of the population that does not drive a car. Commuter rail and the expansion of alternative transportation are vital to our community and we seek to employ these opportunities for the citizens of Fridley.

This plan embraces the reality that Fridley is a first ring suburb of Minneapolis and takes advantage of the economic opportunities that come with proximity to the central city.

#### 14.1 Official Controls

State law requires *official controls* be amended to conform to the Comprehensive Plan. *Official controls* mean ordinances or established policies of record. The Zoning Code and Subdivision Ordinance are the two most common examples of *official controls*. Only three of the action steps in this plan will require an amendment to the City's Zoning Code, Chapter 205 of Fridley City Code. One action item refers to adopting stricter housing maintenance standards. Another item refers to loosening zoning restrictions in the Hyde Park Overlay District (area shown as S-1 on **Figure 14.1**) to allow rebuilding of existing multi-family housing. Another refers to establishing wetland buffers. No changes are being suggested for Chapter 211 of Fridley City Code, the City's Subdivision Ordinance.

Figure 14.1 Current Zoning Map



**Existing Zoning District Definitions****R-1 District**

Allowed principal use includes: One-family dwellings or single family attached development.

**R-2 District**

Allowed principal use includes: Two-family and one-family dwellings, and single family attached development.

**R-3 District**

Allowed principal use includes: Multiple dwellings and multiple dwelling complexes, including rental and condominium apartments, single family attached development, two-family, and one-family dwellings.

**R-4 District**

Allowed principal use includes: Mobile Home Park Districts.

**PUD Planned Unit Development**

Allowable principal use includes: Single-family attached development in developments over five acres in size.

**S-1 - Hyde Park Neighborhood District**

Allowed principal use includes one-family dwellings.

**S-2 - Redevelopment District**

Allows for mixed use development, according to a master plan submitted and approved by the City.

**S-3 – Heavy Industrial, Onaway Addition District**

Allowed principal uses include: Wholesaling, warehousing, manufacturing, construction or service uses (which will not be dangerous or otherwise detrimental to persons residing or working in the vicinity and will not impair the use, or value of any property but not including any uses excluded hereinafter), equipment assembly plants, dry cleaning plants and laundries, railroad lines, spurs, passenger and freight depots, heavy-duty repair garages, transformers, pumping stations and substations, repair garages, or automobile service stations.

**C-1 District - Local Business District**

Allowed principal uses include: Art Shops, professional studios, convenience stores, grocery stores and services, including laundry, dry cleaning, barber shops, beauty shops, shoe repair, tailoring, locksmith, and other small repair shops related to retail service and catering to neighborhood patronage, retail services, including jewelry, hardware, sporting goods, records and music, variety and notions, drug, appliance and clothing shops and flower shops, professional office facilities including real estate, lawyer, architectural, engineering, financial insurance and other similar office uses, health care services including medical, dental, optometrist, chiropractic and counseling clinics, and Class I Restaurants (any restaurant or cafeteria, where food is served to, or selected by, a customer for consumption primarily on the premises, and which do not sell or serve liquor).

**C-2 District - General Business District**

Allowed principal uses include: All uses allowed in the C-1 and CR-1 districts, office facilities, including general business offices, corporate headquarter facilities and major employment offices, theaters, lodges and assembly facilities not including drive-in theaters, commercial recreation, pool halls, bowling alleys and health & fitness centers not including massage parlors, Class I, II and III Restaurants, vocational trade schools, business schools, colleges or universities, mortuaries, day care centers, hotels and motels,

museums and art galleries, department stores and variety stores, other retail, wholesale or service activities, hospitals, clinics, nursing homes, convalescent homes, independent living facilities, assisted living facilities, liquor stores, banks or other financial institutions, sexually oriented businesses, and pawn shops.

#### C-3 District - General Shopping Center District

Allowed principal uses include: All uses allowed under C-1 and C-2 zoning, and commercial laundry and dry cleaning establishments.

#### CR-1 District - General Office District

Allowed principal uses include: professional office facilities including real estate, lawyer, architectural, engineering, financial, insurance and other similar office uses; health care services including medical, dental, optometrist, chiropractic and counseling clinics.

#### M-1 District - Light Industrial District

Allowed principal uses include: Wholesaling, warehousing, manufacturing, construction or service uses which will not be dangerous or otherwise detrimental to persons residing or working in the vicinity.

#### M-2 Districts - Heavy Industrial District

Allowed principal uses include: Wholesaling, warehousing, manufacturing, construction or service uses, equipment assembly plants, dry cleaning plants and laundries, railroad lines, spurs, passenger and freight depots, heavy duty repair garages, transformers, pumping stations and substations, repair garages, and automobile service stations.

#### M-3 District - Heavy Industrial, Outdoor Intensive District

Allowed principal uses include: All uses allowed under M-1 and M-2 Principal Uses, trucking terminals, uses whose principal use requires the outdoor storage of materials, motor vehicles, or equipment, including the outdoor manipulation of said materials, motor vehicles, or equipment.

#### M-4 District - Manufacturing Only District

Allowed principal uses include: Manufacturing uses which will not be dangerous or otherwise detrimental to persons residing or working in the vicinity.

#### P Districts – Public Facilities

Allowed principal uses include: Public buildings and uses, public parks, playgrounds, athletic fields, golf courses, airports and parking areas, public drains, sewers, water lines, water storage, treatment and pumping facilities and other public utility and service facilities, temporary public housing required and designed to relieve a critical housing shortage, other public or nonprofit uses as are necessary or incidental to a public use, and telecommunications towers and wireless telecommunications facilities.

#### Railroad

These areas include railroad tracks and right of ways.

#### Right of Way

These areas include public streets, alleys, easements and other public ways, highways and thoroughfares.

Many action steps in this plan, however, require funding from the City or other sources. The 2030 Comprehensive Plan will serve as a guide in the City's annual budgeting process and the development of its annual Capital Improvements Plan. As the availability of funding changes, the City Council will likely need to annually re-prioritize the action steps stated within this plan.

## 14.2 Action Steps

Several chapters of this plan include a conclusion and action step section at the end of presentation of data related to that topic. Following is a recap of those action steps by topic:

**Table 14.1 Economic and Redevelopment Action Steps**

Action Steps	Timeline
City staff should continue to use the weekly Development Review Committee meetings as a welcoming forum to help our existing businesses examine their possibilities for growth and expansion on their current sites or on suitable parcels within the community.	Ongoing
The City should continue to pursue passage of special legislation that will create a <i>transit</i> TIF district for part of the Northstar TOD area (Main Street to River and 61 <sup>st</sup> Avenue to I-694) and also for authorization to capture funding from expiring TIF districts that would otherwise go unused. While this funding cannot be used to build the station itself, it can be used for other redevelopment around the station site. The City should also pursue Federal and State funding sources for redevelopment around the station site and for development of the station site itself.	2008
City staff needs to meet with private developers and owners of the multi-tenant shopping areas highlighted in the <i>Potential Redevelopment Areas</i> map to encourage redevelopment of these sites. Any redevelopment plans for the CUB Foods site need to be orientated toward transit/pedestrian/bike access.	2008-2020
The most sensible creation of a walkable downtown area in Fridley is an area that is connected to the Northstar Station Site and located in the <i>Northstar TOD</i> redevelopment area shown on <b>Figure 4.2</b> . Since the site at 5601 East River Road, owned by the JLT Group, is currently vacant, it presents a great opportunity for planning for a future bridge over the railroad tracks, connecting 57 <sup>th</sup> Avenue west to East River Road. The City needs to require dedication of needed right-of-way for the proposed bridge design if the JLT Group property is re-platted.	2008 or when plat is submitted
Since the creation of Medtronic Parkway from Highway 65 to 7 <sup>th</sup> Street, an awkward disconnect to 57 <sup>th</sup> Avenue to the west has existed. The City View plan would make Medtronic Parkway a continuous roadway from East River Road to Highway 65. In order to accomplish this, 12 properties would need to be acquired. The City should approach the owners of any of these properties that voluntarily come up for sale over the next few years about purchasing their property.	2009-2030
Before proceeding with the City View redevelopment concept, the City should consider conducting a market study to analyze the demand for this type of mixed-use (housing and commercial) development in this particular location.	2010
The City should initiate discussions with Anoka County to see if they would be willing to turn back part of a park along the river to the City for the purpose of constructing a fine dining restaurant on the Mississippi River.	2012

**Table 14.2 Housing Action Steps**

Action Steps	Timeline
To ensure that most homes continue to remain in good condition in Fridley, a housing	

maintenance code should be adopted and enforced.	2008
The HRA should continue to offer home improvement loans, the Remodeling Advisor Service, annual multi-city home remodeling fair, and other services that encourage home improvement. In addition, the HRA should target the home improvement loan program to those homes that scored poorly in the housing condition survey through a direct mailing effort.	2009
Through the Fridley Senior Center, help income-qualifying seniors who have accessibility issues connect to non-profit agencies and service clubs who help with the design and construction of access ramps.	2009 and ongoing
The Fire Department will continue to investigate the ownership status of properties that have a different address for the owner than the property address to determine code compliance for rental licensing. The City will continue to work towards development of a uniform property data base, which allows the sharing of all public data related to a property across departments.	2009-2012
The benefits of the Livable Communities program needs to be evaluated on an annual basis by the City Council and the HRA against the costs for the City to remain a Livable Community.	2009-2030
Develop a simplified home owner's manual specific to Fridley to help first time home owner's transition into their new homeownership role. This publication could explain common code requirements, neighborhood crime watch, City staff resources, and other area resources. This publication could be printed on the back of something useful like a City trail map and ideally should be hand-delivered to every new homeowner in the City.	2010 (Trail map needs to be created also)
The City needs to consider amending the S-1 Hyde Park zoning district to allow the redevelopment of property that is currently zoned multifamily into new multifamily housing.	2010
Work with the Fridley Historical Society to develop metal signs, describing the history of how this housing type became so dominant in Fridley and how it related to the post World War II development of the City. These signs could be posted in the public right of ways in the neighborhoods where this housing type is prevalent.	2011

### 14.3 Transportation Action Steps

Action Steps	Timeline
The City will work with MNDOT and Anoka County to establish and maintain access control to maintain capacity of its roadways. This includes review and incorporation of access spacing guidelines into development and zoning ordinances.	2008 and ongoing
The City will assist in developing plans with the Metropolitan Council, MNDOT, and Anoka County to establish future right-of-way needs for transportation and coordinate with these agencies to secure and preserve future right-of-way needs.	2008 and ongoing
The City will work with the Metropolitan Council, MNDOT, and Anoka County to fund safety improvements and upgrades where such work is feasible. Consideration should be given to older drivers in design and implementation.	2008 and ongoing
The City of Fridley should partner with the community's school districts to pursue Federal, State, or Regional grant funds to allow for the expansion of trails, bike lanes, or sidewalks near schools. In addition, the City will initiate a discussion with the school districts and Anoka County to get reduced speed school zones installed at all of Fridley's school sites as other communities throughout the metropolitan area have.	2008-2010
The City should require dedication of necessary easements on any associated plats that are submitted for approval in the proposed 57 <sup>th</sup> Avenue bridge area. In addition, City staff should communicate the City's interest in connecting 57 <sup>th</sup> Avenue to East River Road to property owners in the area. When reviewing redevelopment proposals on any property in this area, staff should give special attention to pedestrian and cycling connections.	2008 or submission of plat for approval
The City of Fridley needs to discontinue maintenance of County and State roadways without compensation. The City needs to reach maintenance agreements with MnDOT and Anoka County.	2009
The City will initiate a discussion with Metropolitan Council, Anoka County, and MnDOT about pedestrian and cycling route accesses to Commuter Rail and Fridley's bus stops. The intent will be to improve the accessibility and safety of the bus stop sites notated with red symbols on major highways on <b>Figure 6.6</b> by pursuing appropriate funding for feasible improvements.	2009
A multi-modal traffic impact study of the 61st/University Avenue intersection and the East River Road/61 <sup>st</sup> Way intersection should be completed. The study should consider the impacts the Northstar Commuter Rail Station Site will have on these intersections and what appropriate modifications are needed to maintain automobile traffic flow and at the same time provide safe pedestrians and cyclist crossing.	2009
City staff needs to meet with the Metropolitan Council transit facility staff to discuss park and ride locations in Fridley that focus on relieving rush hour congestion.	2009
The City needs to conduct a multi-modal traffic impact study of the 57 <sup>th</sup> /University Avenue intersection in order to determine the impacts of the City View plan on the intersection and what appropriate safety modifications are needed to protect pedestrians and cyclists. In addition, the City needs to evaluate the traffic impacts of the proposed 57 <sup>th</sup> Avenue connection to the intersections on 57 <sup>th</sup> Avenue at Main Street and 7 <sup>th</sup> Street.	2011 or as required
Besides multi-modal studies of certain intersections stated previously, an analysis of all bike/pedestrian connection needs in the City should be completed. This study should rank needs, giving priority for providing safe routes to schools, public facilities, and mass transit. The ranking of need could then be compared to the feasibility of a particular solution, the cost to implement the solution, and the availability of funding to correct the problem.	2012
The City needs to work with MnDOT to consider revisions to the eastbound University	

Avenue freeway exit. City staff believes a solution is to eliminate the bypass right turn lane that currently exists on the eastbound University exit. The exit could be redesigned with a third lane added to the northbound lanes for a right turn lane that is regulated at the existing stop light. This will result in a need to reposition the stop lights also, but it would allow for a longer distance for drivers to merge into the east turn lane at the 53 <sup>rd</sup> Avenue intersection.	2013
The City needs to continue to support State funding of the Hwy. 65 causeway expansion over Moore Lake	Ongoing until built

**Table 14.4 Parks and Recreation Action Steps**

Action Steps	Timeline
Funding for the Springbrook Nature Center entrance area project (SPRING—Sanctuary Protection and Renewal into the Next Generation) will be re-applied for through State and private sources by the Springbrook Foundation.	2008
The City should continue to maintain and implement park maintenance and upgrade programs in accordance with the capital improvements program. Many of the park facilities are old and in need of upgrades in order to meet accessibility requirements and ensure safety of park users. Other programmed improvements include replacement of park identification signs.	2008-2012
A consistent signing policy shall be developed for all park and recreation areas and buildings, to include directional and informational signs.	2009
The City should develop and distribute to its residents, employers, and visitors a promotional map that highlights park and trails throughout the City. This map could also be made available for viewing on the city's web page.	2009
Clear the underbrush in Riverfront, Manomin, and Islands of Peace parks to create vistas of the Mississippi River.	2009-2020
The City should seek creative ways to fund and implement the trail segments listed in the Parks, Trails and Open Space chapter.	2009-2030

**Table 14.5 Natural Resources Management Action Steps**

Action Steps	Timeline
Designate a staff member to coordinate natural resources management.	2010
Develop a tree preservation ordinance.	2011
Develop a removal plan for invasive plant species, such as buckthorn, on public lands.	2013
Develop a natural resources management plan.	2013-2015

**Table 14.6 Sanitary Sewer Action Steps**

Action Steps	Timeline
A system-wide needs assessment needs to be created for the sanitary sewer system and a long-range plan developed for funding a sustainable system	2008
Immediately make any repairs necessary to eliminate obvious I &I sources from the sanitary collection system as encountered, and take measures to remove and prevent any I & I into the sanitary sewer system, including additional analysis and subsequent evaluation as necessary.	2008 and ongoing

**Table 14.7 Public Water Supply Action Steps**

<b>Action Steps</b>	<b>Timetable</b>
A rate study needs to be completed to establish the revenue necessary, to sustain the long term needs of the water supply system.	2008
The City will complete and submit its Wellhead Protection Plan.	2008
The City needs to develop a plan for systematically replacing water mains over time as a means to distribute costs over time.	2008-2010
Update the emergency management plan, at minimum every 5 years, to incorporate the most recent technological advances.	2008-2013 2018..
Staff needs to monitor summer hourly peak demands and consider educational and legislative options to address these as needed.	2009-2030
The City needs to develop guidelines and anticipate actions if and when an unacceptable percentage of unmetered water usage is observed.	2010

**Table 14.8 Surface Water Management Action Steps**

<b>Action Steps</b>	<b>Timetable</b>
The City will continue to work with Anoka Conservation District and Rice Creek Watershed District to install more shoreland stabilization projects	Ongoing
Accumulate the water quality data from multiple reporting agencies to establish current trends in water quality	2009
The City should assess the effectiveness of rain gardens installed previously along Memory Lane and consider the construction of more rain gardens	2009 and ongoing
Review wetland buffer standards in neighboring communities and revise existing code	2010
Reconstruct the Jay Park rain garden as time and funding permit	2015

**Table 14.9 Public Facilities**

<b>Action Steps</b>	<b>Timetable</b>
Budget for the replacement or repair of one entry monument sign each year in a seven year cycle.	2008-2030
The City needs to install a larger mechanics bay at the Public Works Garage. Incorporating truck washing equipment into this bay retrofit should also be considered.	2010
The City needs to evaluate the costs of maintaining the current Municipal Center building versus building a new facility to ensure provision of adequate facilities in the future for meeting public service demands and current technology capital improvements.	2011
The cost of building additional space for lockers and evidence storage needs to be evaluated along with the cost of replacing the Municipal Center building.	2011
The City needs to evaluate the cost of alternative private off-site records storage options versus the cost of expanding the Municipal Center.	2011
The City has developed informal plans to add space to Fire Station 1 that will address many of the space, security, access and safety issues. The City will need to architecturally develop formal plans and provide a cost analysis that will provide a financial plan for the future. The City will need to budget for emergency power needs at Fire Stations 2 & 3 or find alternative funding sources. Technology improvements are a City wide issue as are	2011

heating ventilation and energy savings in each facility. The City will develop a master plan for addressing these issues in each of the Fire Stations as well as other municipal facilities.	
Within the next five years, the City will partner with all four school districts and the youth-serving sports associations to analyze the need for gymnasium space in Fridley.	2012
The City needs to consider the costs of bringing the Public Works Garage area into compliance with City Code and State law within the next ten years. In addition, the City needs to analyze the storage costs versus the potential sale benefits on forfeited vehicles before budgeting improvements.	2018

### 14.3 Capital Improvements Program

It is the intent of this 2030 Comprehensive Plan to serve as a basis for the City's five-year Capital Improvements Plan, which is updated annually. The current Capital Improvements Plan can be viewed in **Attachment F**.

### 14.4 Plan Amendments

Plan amendments may occur through petitions to the City, by the recommendation from the Planning Commission, or by order of the City Council. In any situation, amendments must be carefully considered to ensure that the proposal does not adversely impact neighborhoods, community character, or set an undesirable precedent. When amendments are proposed by a petitioner, it is the petitioner's responsibility to prove that the proposal is within the best interests of the community and within the spirit of the Plan. Similarly, the City will be responsible for demonstrating the impacts of any change and the impact to the goals and policies of the Plan.

### 14.5 Conclusion

This 2030 Comprehensive Plan for the City of Fridley is one that embraces the urbanized potential of this City. It is a plan that builds upon the benefits the Northstar Commuter Rail Service will bring to Fridley residents and businesses. It is a plan that lays forth the idea of an extension of Medtronic Parkway west to East River Road, opening the door for redevelopment that creates a walkable downtown and strengthens one of Fridley's retail corridors. It is a plan that seeks to support the aging of this community by providing more transportation options and more diverse housing options that will enable more Fridley residents to stay within the community as their elder care needs change. It is a plan that supports safe recreation and access to schools and key medical facilities in the community. It is a plan that strives to improve the aesthetics of our major corridors. It is a plan for protected natural resources, including the water supply and the many natural water features in the City. It is a plan for the future of a vibrant Fridley that will continue to be a great place to live, work, and do business.