

Chapter 11. Implementation Plan



Implementation

11.0 Fiscal Plan

This Plan serves as a guide for the five-year Capital Investment Plan, which is updated and prepared annually. The 2018-2022 Capital Investment Plan can be found in Appendix B.

11.1 Zoning Controls

State law requires that official controls be amended to conform to the Comprehensive Plan. Official controls are ordinances or established policies of record. The Zoning Code and Subdivision Ordinance are examples of official controls. The action steps within this Plan that involve a zoning text amendment have been bolded in the following table.

Comprehensive Plan Amendments

Amendments to the City’s Comprehensive Plan must follow the process specified in State Statute. When a Comprehensive Plan Amendment is requested, the first step in the process is to notify surrounding jurisdictions and give them 60 days to comment. Then, a public hearing is advertised and set to be heard by the Fridley Planning Commission. Affected properties within 350 feet of the subject property are notified of the hearing by direct mail. Following the public hearing, the City Council hears the petition and adopts it by resolution if approved. The Amendment is not final until it is also approved by the Metropolitan Council.

11.2 Implementation Action Steps and Timeline

The action steps listed in each chapter of Fridley’s 2040 Comprehensive Plan are repeated here by category with an estimated completion date noted. Some action steps repeat as they are mentioned in more than one topic area.

Table 11.1 *Action Steps and Timeline*

Action Step	Timeline
Land Use	
The City should consider amending commercial and industrial parking requirements in the Zoning Code, following further study of current parking demands.	2019
As part of the effort to master plan each designated BRT station stop along University Avenue and 53rd Avenue, the City should partner with MnDOT, Metro Transit, Anoka County, and the City of Spring Lake Park to conduct a corridor study of University Avenue from 53rd Avenue to 85th Avenue.	2019
Amend the R-1 Zoning Code to require the planting of a minimum of two trees per parcel in new home construction.	2018
The City will partner with Anoka County and Fridley Historical Society volunteers to create an annual Historic Home Tour in Fridley, where we can showcase Fridley’s history.	Annually
In order to have economically competitive commercial areas along the I-694 corridor through Fridley, the City should encourage existing retailers along the corridor to install (Electric Vehicle) EV charging stations, and evaluate the potential need to amend the Zoning Code to permit EV charging stations in various zoning districts.	Ongoing
Consider Zoning Code text amendment that requires new, large commercial and multi-family housing developments to include EV charging stations	2019

Adopt and implement the City’s Energy Action Plan.	Ongoing
Amend the text in the M-3, Outdoor Intensive Heavy Industrial, Zoning District to allow solar gardens as an accessory use.	2019
Support financing programs for energy efficiency and integrate green building best practices information and assistance into the building permit process.	Ongoing
Utilize public art as a creative means of communicating environmental messages and inspiring community engagement.	2019
Analyze City Code to determine if any changes need to be made to allow more community gardens or community orchards.	2020 or sooner if requested
Monitor the land use impacts of AVs closely and amend the Zoning Code as appropriate.	Ongoing
Housing	
Continue to conduct systematic code enforcement inspections throughout the City.	Ongoing
Continue to inspect all rental housing units in a three-year rotation to ensure rental housing is meeting minimum safety standards.	Ongoing
City staff will license and inspect group homes without food services as rental units when they become aware of them. Staff will also partner with the City Assessors and other agencies to identify such units in the City.	Ongoing
Guide the zoning of the Girl Scout Camp for mostly single-family housing and some owner-occupied multi-family housing.	Triggered upon redevelopment
The Police Department and Community Development Department will continue to work together on a Crime-Free Rental Housing initiative, enforcing the requirements of Chapter 220 of City Code.	2018
Transportation	
City staff needs to meet with BNSF again to pursue at-grade crossing options or pedestrian crossing options at a minimum at 57th Avenue. The City needs to acquire the 50’ wide section of land Home Depot owns north of the Goodwill Store site for future rail crossing use.	2019
As part of the effort to master plan each designated BRT station stop along University Avenue and 53rd Avenue, the City should partner with MnDOT, Metro Transit, Anoka County, and the City of Spring Lake Park to conduct a corridor study of University Avenue from 53rd Avenue to 85th Avenue before 2021. This study should also analyze speed limits in combination with increased traffic projections.	2019
While there currently is no MnDOT funding for such improvements, the City should consider conducting further study of the intersection of Medtronic Parkway and Highway 65 – especially since the Medtronic campus is only halfway constructed to its approved master plan. In addition, the City, County, and MnDOT need to initiate discussions about the need to consider an east-west route through Fridley that can better serve local traffic needs and provide a safer route for pedestrians and cyclists.	2020
The City will continue to rate conditions of City streets every three years and repave approximately two miles of street per year to address maintenance needs to meet minimum road condition standards for the City.	Ongoing
To ensure that seniors and disabled individuals can safely remain in their home, the City will continue, through our Senior Center and website, to connect senior residents to available County and Metro Transit home pick-up transportation services.	Ongoing
The Police Department will be monitoring pedestrian crossing violations at University Avenue and Mississippi Street, and warning or citing violators.	2018

Work with Anoka County to analyze redesign options for Mississippi Street in a similar planning process that was completed for the redesign of Osborne Road. Redesign options should include modification to the BNSF railroad bridge drainage system which causes the south sidewalk to ice up in the winter. The County and City should also involve MnDOT in this planning process to investigate options for making the University Avenue and Mississippi Street intersection more pedestrian friendly, like considering no right turn on red.	2019
Once City offices move to the new Civic Campus, the University Avenue frontage road access at Mississippi Street should be closed off. The vacated street could be added to adjoining property for future redevelopment purposes. Removing the frontage road will also allow for design of a safer at-grade pedestrian crossing and offers an opportunity to continue the multi-use trail on the east side of University Avenue south to 61 st Avenue.	2019
Work with Metro Transit to install a bus shelter that is ADA compliant at 81 st Avenue and University Avenue.	2021
In order to get more transit ridership, bus stop locations need to be accessible. The City could initiate a bus bench permitting process, and the installer of the bench would be required to make access to the bench accessible in exchange for no temporary sign permit fees as long as the bench location is maintained.	2020
Update the Active Transportation Plan at least once every five years to update and prioritize current needs for sidewalk and trail connections, and incorporate newly adopted Fridley and Columbia Heights Safe Routes to Schools Plans.	2018
The city staff should meet with the appropriate staff of Al-Amal school and Totino Grace to determine safety needs for kids walking, biking, and taking transit to these private schools, and then incorporate those needs into the next Active Transportation Plan update.	2019
Monitor development of Autonomous Vehicles and their impacts on land use and road design.	Ongoing
Explore means for a train-passing alert system for emergency dispatch use when instructing first responders to a call, so that they can take alternative routes when a train is blocking their normal response route.	2019
Organized garbage collection would offer a more affordable opportunity for organics recycling, so the City should consider studying the option of organized garbage collection again. The City should also immediately amend Chapter 113 to limit the number of garbage hauler licenses allowed in the City.	2019
The City should collect bicycling and pedestrian data on key intersections on University Avenue and other locations with unmet trail connection needs. This data would then be used in the Active Transportation Plan to guide planned improvements.	Annually in September
The streetscape conditions on 57th Avenue, University Avenue and Mississippi Street should be analyzed and a plan developed to finance maintenance needs with an emphasis on replacing outdated streetlights with more energy efficient options.	2018
Advocate for standard transit service to the Northern Stacks Development and other large employers in the area, such as BNSF and General Mills.	Ongoing
Pursue establishment of a car sharing service like Car2Go and a bike sharing system like Nice Rides at the Fridley Northstar Station.	2023
Being in an alternative transportation node affords Fridley the eligibility for certain federal funding sources that can help pay for easements, so the City should pursue such funds when they become available to obtain the easements needed along the River to expand Islands of Peace Park Trails north to River Edge Way Park, which could lead to bringing the MRT closer to the River.	2019

Pursue funding options for the infrastructure planned in the East River Road Corridor Study.	2019
Now that the Main Street off-road multi-use trail is complete to 44th Avenue, the City needs to work with Anoka County to complete the needed connection to the MRT.	2020
The City needs to begin obtaining easements where needed to complete the future sidewalk and trail additions as specified in the East River Road Corridor Study and the Northstar TOD Master Plan.	2018
Incorporate Living Streets design elements into street redevelopments based on unique street needs and characteristics.	2019
Incorporate the adopted auto-oriented corridor design goals into the future University Avenue corridor study. Also use the design goals as a guideline when pursuing landscaping grant funds for University Avenue.	2019
Partner with the City of Columbia Heights and Metro Transit to develop a street design that supports multi-modal and future BRT needs on 53rd Avenue when the street is rebuilt.	2019
Parks and Trails	
<p>The City should continue to maintain and implement park maintenance and upgrade plans in accordance with the capital improvements program. A Parks Master Plan will be developed in 2019 to address parks, trails and recreation amenities system wide.</p> <p>Parks recommended for play equipment replacement in the next 2 to 5 years are as follows: Commons Park, Locke Park, Moore Lake Park</p> <ul style="list-style-type: none"> • Parks recommended for play equipment replacement within the next 10 to 12 year time span are as follows: Springbrook Park, Ruth Circle Park, Craig Park, Flanery Park, Logan Park, Plaza Park, Community Park, Creekview Park, Edgewater Gardens Park, Jay Park, Terrace Park, Meadowlands Park, Creekridge Park, Ed Wilmes Park, Sylvan Hills Park, Harris Lake Park, Briardale Park, Hackmann Park, Jubilee Park, Summit Square Park and Plymouth Square Park. • All hard surface basketball and tennis court areas in the parks should be placed on a regular resurfacing program. 	2018-2023
A consistent signing policy shall be developed for all park and recreation areas and buildings, to include directional and informational signs.	Ongoing
Implement the park redesign and trail improvements and expansions identified in the Northstar TOD Master Plan and the Islands of Peace Park Plan as redevelopment of the area occurs.	Depends on when development occurs
Evaluate opportunities to add more lighting and benches to the neighborhood parks in response to these amenities being given a high priority in the 2017 Citizen Survey.	2019
The City should update a promotional map that highlights park and trails throughout the City. This map should be made available for viewing on the City's web page and printed copy available at City Hall.	2019
Work with the Springbrook Nature Center Foundation to replace the old picnic shelter with a new picnic pavilion/outdoor classroom structure with a spring 2019 target date for completion.	2019
Work with the Springbrook Nature Center Foundation to complete the green roof installation on the new Springbrook Interpretive Center addition.	2020
Improve the entrance gate and trail system at the SNC park entrance area adjacent to the Springbrook Apartments.	2021

Improve the entrance gate and trail system at the SNC park entrance area adjacent to the pedestrian entrance in the southwest corner of the park.	2021
The City should continue to expand the existing trail network to service all neighborhoods and areas of the city.	Ongoing
Publicize the local trail system through updated maps and appropriate trail signage; include identifying the Mississippi River Trail, which runs through four of the local parks located adjacent to the Mississippi River.	2019
Continue to cooperate with other governmental and non-governmental agencies in the development of trails that complement the local system.	Ongoing
Construct an off street bikeway/walkway connection linking the existing trail on Medtronic parkway, through the proposed City View area, to the University Avenue corridor when the future road development occurs.	2021
Pursue infrastructure funding for the 2017 Safe Routes to School (District 14) Plan for 7th Street and Commons Park between Mississippi Street on the north and 53rd Avenue on the south.	2018
Evaluate expanded opportunities for walking and biking along the south side of 61st Avenue from Main Street to the Fridley High School/Middle School 4-way intersection at West Moore Lake Drive.	2020
Pursue Safe Routes to School (District 13) infrastructure funding to provide walking and biking opportunities on Matterhorn Drive, south of Interstate 694 – to North Park Elementary School and Park facilities located north of the freeway.	2022
Pursue funding for the East River Road Corridor Plan of 2013 to expand trail and sidewalk connections along East River Road.	2020
Survey and rate trail conditions regularly and use the information to budget for needed improvements in the Capital Investment Program allocations.	2018 and ongoing
Move the sand volleyball court area to the south end of the Moore Lake beach area.	2018 - 2020
Reconfigure and install a new parking lot next to the existing Moore Lake beach house building.	2018 - 2020
Work with the Rice Creek Watershed District to provide shoreline restoration, infiltration basins and iron-enhanced sand filters to improve water quality at Moore Lake.	2022
Install a new 75 person picnic shelter in the former location of the Moore Lake sand volleyball courts.	2019
Replace the outdated Moore Lake Park playground equipment with new and modern play structures.	2020
Remove the Moore Lake Park tennis courts and basketball court in keeping with the park master plan developed in 2016.	2020
Remove the softball infield area and backstop, and replace with a flexible open-space multi-use field as per the master plan.	2020
Relocate the newer fishing pier at Moore Lake in the location of the original fishing pier to provide better fishing opportunities.	2021
Search for a community sponsor or sponsors to help fund the splash pad amenity identified in the Moore Lake Master Plan.	2023
Work with local watershed districts and engineering professionals to determine cost effective solutions to the water issues in Craig Park, Madsen Park and Springbrook Nature Center.	2019
Work with volunteer groups to provide annual buckthorn removal programs at Innsbruck Park, Springbrook Nature Center and West Moore Lake Sand Dunes Park.	Ongoing

Work with the USDA Department of Wildlife to provide management of the deer herd at Springbrook Nature Center.	Ongoing
Work with Canada Goose Management to control the number of Canadian Geese at Moore Lake Beach and Park.	Annually
Continue to pursue funding action opportunities to plant more trees in City parks and ensure that a wide diversity of tree species are planted to protect against massive loss due to disease.	Ongoing
Analyze the suitability of the City parks for planting alternative grass species, native perennial plantings, low maintenance grasses, and plants that provide habitat for pollinators and migrating birds. Consider planting these options in appropriate areas and including signage and other public education regarding the change.	2019
Water Supply	
Revise city ordinances/codes to encourage or require water efficient landscaping	2020
Revise city ordinance/codes to permit water reuse options, especially for non-potable purposes like irrigation, groundwater recharge, and industrial use	2022
Make water system infrastructure improvements	Ongoing
Offer free or reduced cost water use audits for residential customers	Ongoing
Provide rebates or incentives for installing water efficient appliances and/or fixtures indoors	Ongoing
Provide rebates or incentives to reduce outdoor water use	2020
Conduct audience-appropriate water conservation education and outreach	Ongoing
Conduct a facility water use audit for both indoor and outdoor use, including system components	Ongoing
Install enhanced meters capable of automated readings to detect spikes in consumption	2025
Install water conservation fixtures and appliances or change processes to conserve water	2018
Repair leaking system components	Ongoing
Investigate the reuse of reclaimed water	2018
Reduce outdoor water use (e.g., turf replacement/reduction, rain gardens, rain barrels, smart irrigation, outdoor water use meters, etc.)	Ongoing
Train employees how to conserve water	Ongoing
Implement at least one in 20 GreenStep Cities BMPs for water	Ongoing
Implement stormwater management projects from local water project priority list	2019
Adopt non-zoning wetlands ordinance	2019
Implement a water conservation outreach program	2019
Implement a rebate program for water efficient appliances, fixtures, or outdoor water management	Ongoing when funds available
Local Water	
Implement Appendix E: Implementation Plan of the Local Water Plan	2019 - 2029
Wastewater	
Install new water meters with updated automatic reading capabilities in commercial/ industrial properties	2018
The City should conduct a water/sewer rate study every five years to review rate structure and provide rates that incorporate sustainable capital planning and promotion of conservation.	2022
Review and meet City's reserve funding policy annually using the best cost projections available	Ongoing

Replace or rehabilitate 50% of the sanitary sewer system by the year 2050	2050
Maintain and regularly update City's inflow/infiltration mitigation program to mitigate excess system flows and reduce long-term costs to ratepayers	Ongoing
Investigate feasibility of point of sale inspections on private sewer connections, including providing financing options in case property owners cannot afford to make necessary improvements.	2021
Partner with Met Council to ensure that the interceptors and trunk lines serving the City are capable of handling peak flows to avoid bypass event	Ongoing
Economic Competitiveness	
Development Review Committee (DRC) meetings will continue to offer residents and businesses the opportunity to meet with staff and discuss plans before proceeding to Commission and Council review. This will help identify potential issues and create a more streamlined process.	Ongoing
Development Review Committee (DRC) will continue to review and advance recommendations on ordinance amendments to assure City regulations are current and in step with industrial and commercial owner desires, needs, and technology advances.	Ongoing
The City of Fridley will investigate gaps in public transportation. Currently 99% of residents have public transportation access within a ½ mile of their home, but businesses in Fridley face larger public transportation gaps. Commercial and industrial areas including the northern and southern edge of the City should be included in this analysis.	2018
The City of Fridley will continue Business Retention and Expansion (BR&E) efforts to create a more business friendly environment.	Ongoing
The City of Fridley will inform schools about programs for students considering a job in manufacturing and share their willingness to partner with outside companies to match students with jobs.	Ongoing
Manufacturing Week will continue to be an opportunity to renew and continue efforts to connect local schools with local businesses.	Ongoing
The City of Fridley will demonstrate the importance of public art through placement on the Civic Campus and throughout the City.	2018 and ongoing
Critical Areas	
Update Chapter 205.28 Critical Area overlay district, Chapter 205.32 Shoreland overlay district, and Chapter 205.27 Flood Plain Management overlay district for compliance with the goals and policies of the MRCCA plan and with Minnesota Rules, part 6106.0070, Subp.5 - Content of Ordinances.	2018
Update zoning map with new MRCCA districts.	2018
Update Chapter 205.28 Critical Area and Chapter 205.32 Shoreland Overlay District to establish procedures and criteria for processing applications with potential impacts to Primary Conservation Areas for compliance with the MRCCA plan and with Minnesota Rules, part 6106.0070, Subp.5 - Content of Ordinances.	2018
Develop administrative procedure for integrating DNR and local permitting of riprap, walls, and other hard armoring.	2019
Establish a vegetation permitting process that includes permit review procedures to ensure consideration of restoration priorities identified in this plan in permit issuance, as well as standard conditions requiring vegetation restoration.	2019
Ensure that information on the location of Primary Conservation Areas is readily available to property owners as well as permitting standards for land alteration activities.	

Establish process for evaluating priorities for natural vegetation restoration, erosion prevention and bank and slope stabilization, or other restoration priorities identified in this plan in Conditional Use Permits, variances and subdivision processes.	
Establish procedures for prioritizing protection of PCAs when necessary.	
Install and utilize low-impact design, energy conservation, low maintenance turf grass, pollinator plants and other GreenStep Cities best practices during the redevelopment of riverfront parks.	Ongoing
Update Active Transportation Plan to include connections to all Parks within the Critical Area.	2018
Coordinate with the BNSF railroad to establish methods to safely cross the railway to access the Critical Area.	Ongoing
Coordinate with partners to promote the River and riverfront parks as destinations and install infrastructure to support multi-modal transportation.	Ongoing
Evaluate the feasibility of developing a visitor interpretation center at Islands of Peace Park as part of the redevelopment of the Northstar Transit Overlay District.	Ongoing
Implement the Transit Overlay District to bring restaurants and other commercial amenities closer to the Islands of Peace Park.	Ongoing
Public Facilities	
Study the feasibility of constructing a trail overpass at 69 th and University Ave	2022
Evaluate & design band shell at Civic Campus amphitheater	2019
Abandon & redesign University Ave frontage road at existing City Hall/Police /Fire Complex, incorporating connection to multi-use trail to the north	2020
Continue to study need for fire stations 2 & 3 and make recommendation for re-use of site if/when a station is deemed non-essential.	Ongoing
The City continues to identify new initiatives designed to retain and expand its customer base and educate the community on the importance of a municipally owned liquor operations	Ongoing
The City will work to determine what public land needs to be maintained and what needs to be placed back on the tax rolls by virtue of vacation or land sale	Ongoing
The City will update its Emergency Preparedness Plan, coordinating with Anoka County's plan.	2020
The City will explore options for new fleet vehicles, as they are scheduled for replacement, with models which could reduce the City's contribution to greenhouse gas emissions.	Ongoing

Current Zoning

The allowed principal uses in each zoning district in the City of Fridley are currently as follows:

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: Manufactured home park developments.

P Districts - Public Facilities

- Allowed principal uses include: Public buildings and uses, public parks, playgrounds, athletic fields, golf courses, airports and parking areas, public streets, alleys, easements, highways, and thoroughfares, 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.

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).

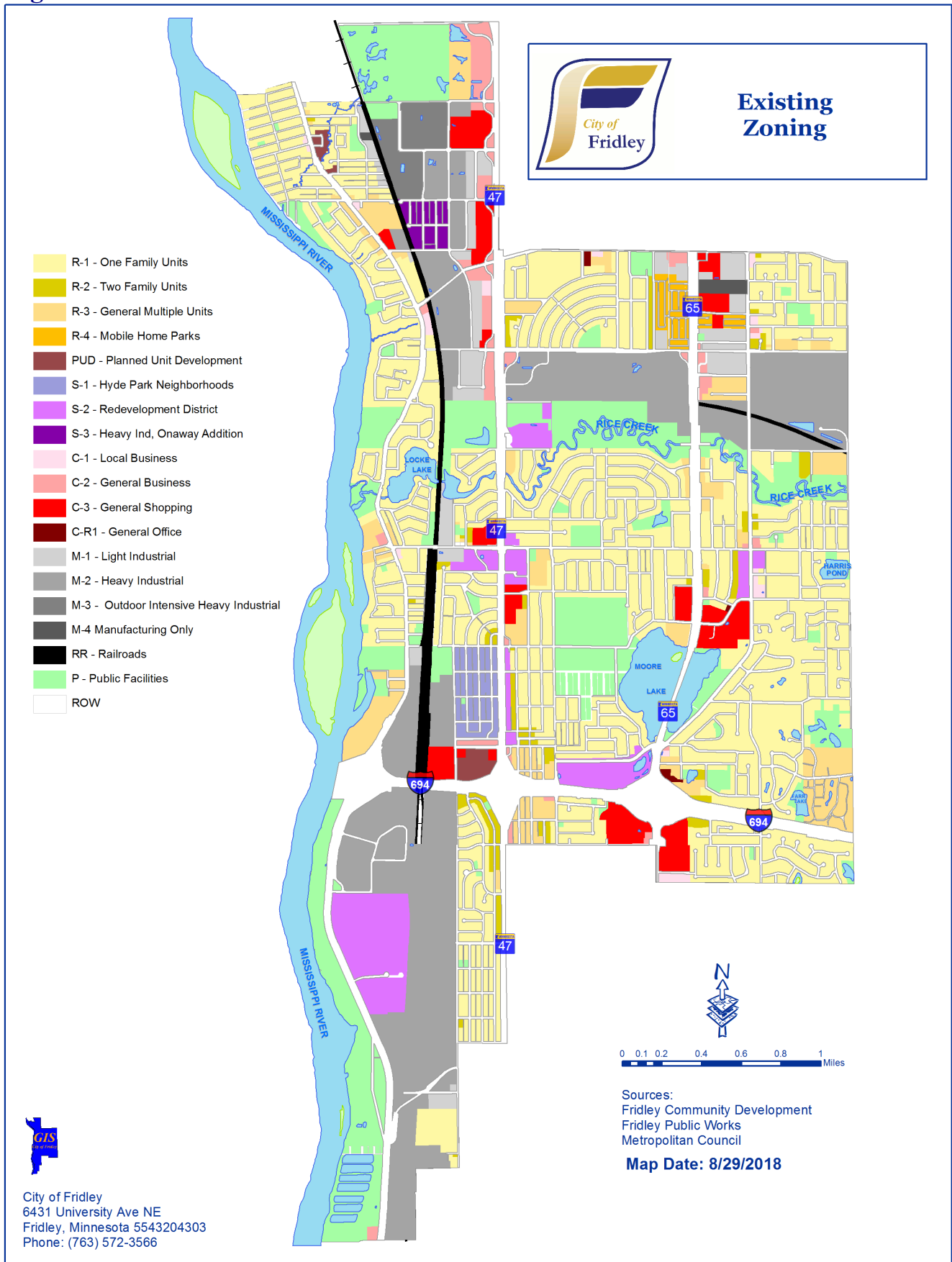
C-2 District - General Business District

- 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, fraternal organizations, assembly facilities and theaters, commercial recreation, pool halls, bowling alleys and health & fitness centers not including massage parlors, Class 1, 11 and III Restaurants, vocational trade schools, business schools, colleges or universities, mortuaries, offices, 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, provided they are located in a shopping center or require a minimum of 50 parking stalls, or are a sexually oriented business.

Figure 11.2



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.

PUD Planned Unit Development

- Allowable principal uses include: Those uses specified in the approved General Development Plan for the PUD.

S-1 - Hyde Park Neighborhood District

- Allowed principal use includes one-family dwellings and existing uses present on site.

S-2 - Redevelopment District

- Allows for uses specified in a master plan submitted and approved for the site by the City.

S-3 - Heavy Industrial, Onaway Addition 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, or automobile service stations.

11.3 Conclusion

Fridley's 2040 Comprehensive Plan focuses on the anticipated impacts of significant household growth and increased traffic. It is the overriding goal of this plan to improve residential livability and commercial growth in Fridley. Realizing that increased traffic is going to increase interest in living near transit, dense development is planned for areas of the community redeveloping near commuter rail and proposed bus rapid transit service. The interest in providing equitable options for people traveling by a non-motorized means is driving a focus on trail connections and accessibility improvements, especially related to transit services. Climate change is having an effect on our weather and has affected City policies specified in this Plan. This is demonstrated with a new focus on solar infrastructure, better storm water management, and an emphasis on more environmentally-sound landscaping options. This Plan builds on the strengths of Fridley's park system and the strength of Fridley businesses due to Fridley's proximity to the Metropolitan core. This is a Plan that strives to keep Fridley a *safe, vibrant, friendly, and stable* home for families and businesses in the decades ahead.