

# Chapter 1. Land Use

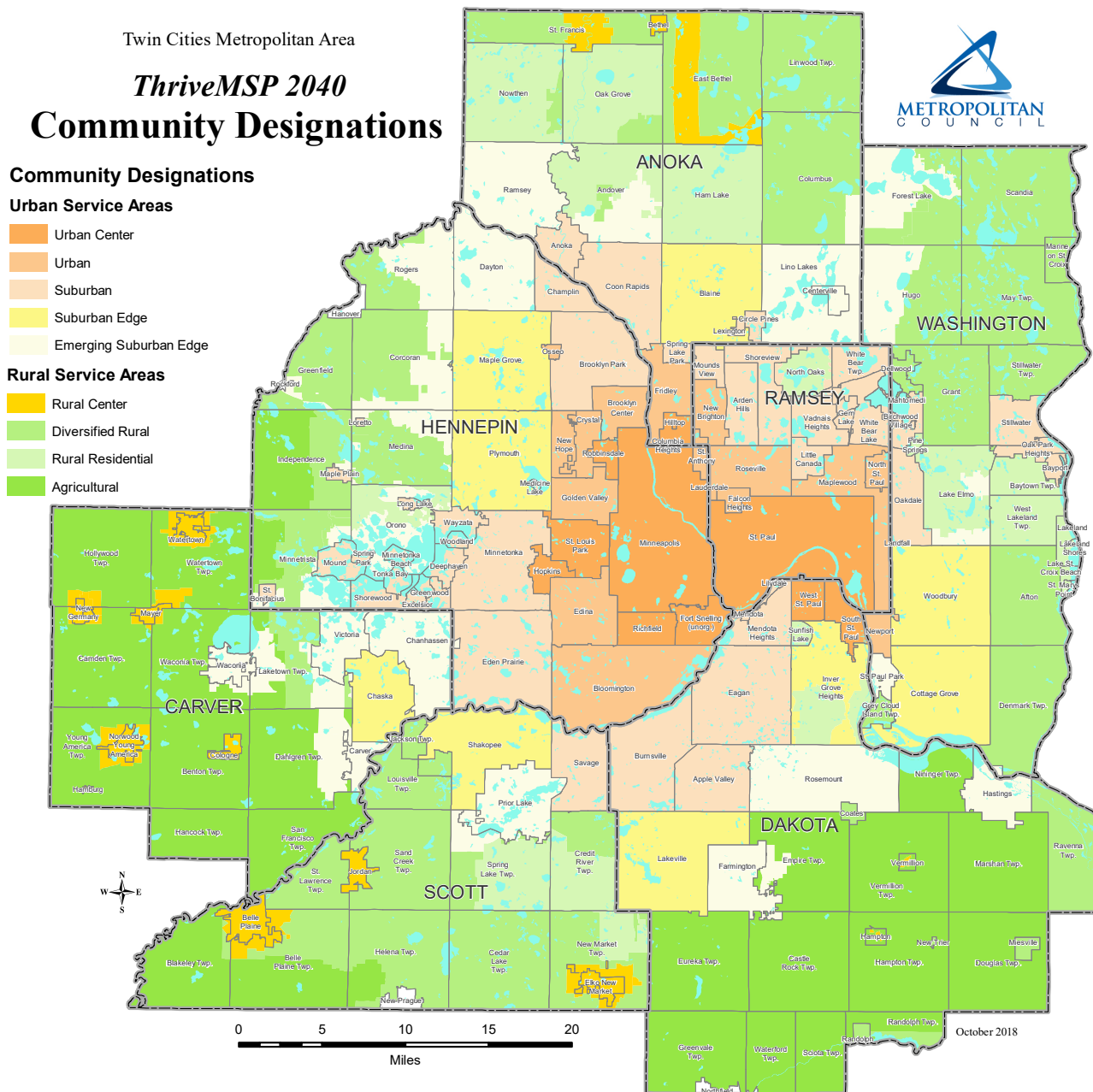


# Land Use

## 1.0 Urban Designation

Fridley is designated by the Metropolitan Council as an Urban community. Many Urban communities developed during the economic prosperity between the end of World War II and the economic recession of 1973-1975. This description fits Fridley which, like many urban communities, experienced rapid development to house the growing families of the Baby Boom era. Urban communities also experienced considerable growth and development along highways with development dominated by the influence of the automobile.

Figure 1.1 Land Use Community Designation Map

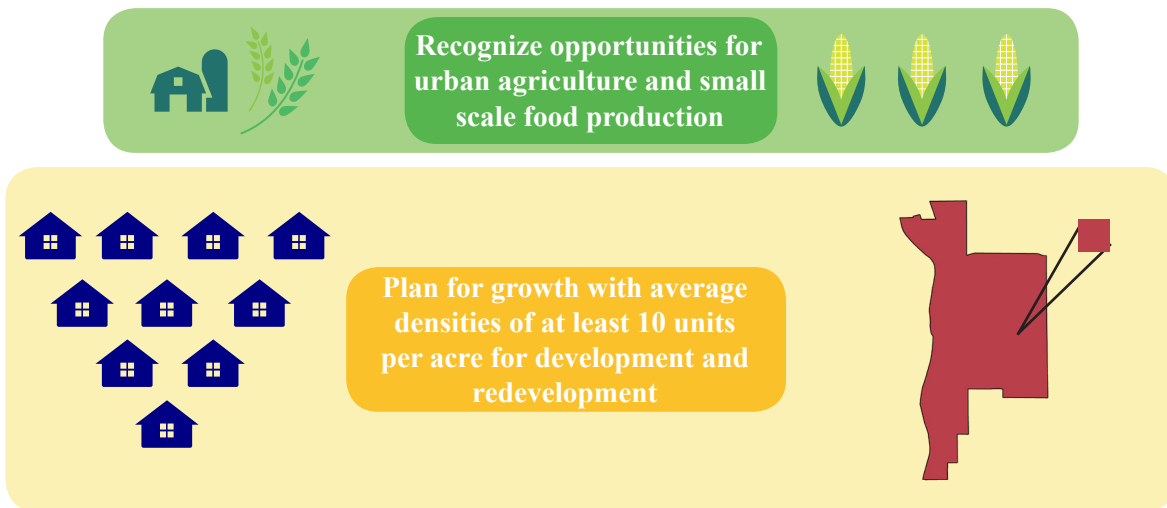


The Metropolitan Council’s role in planning for orderly and efficient land use in Urban communities is to:

- Maintain and improve regional infrastructure to support adaptive reuse, infill development, and redevelopment.
- Support local planning and implementation efforts to target growth in and around regional transit, as articulated in the *2040 Transportation Policy Plan*.
- Coordinate regional infrastructure and program funding with other efforts designed to mitigate Areas of Concentrated Poverty and Racially Concentrated Areas of Poverty, and better connect the residents of these areas with opportunity. Provide technical assistance to communities undertaking planning efforts around regional transit stations and other regional investments.
- Partner with local communities to improve land use patterns to reduce the generation of carbon emissions.

The City’s role in planning for orderly and efficient land use in our Urban community is to:

- Plan for forecasted population and household growth at average densities of at least 10 units per acre for new development and redevelopment. Target opportunities for more intensive development near regional transit investments at densities and in a manner articulated in the *2040 Transportation Policy Plan*.
- Identify areas for redevelopment, particularly areas that are well-served by transit and are in proximity of jobs and housing.
- In collaboration with other regional partners, lead major redevelopment efforts.
- Lead detailed land use planning efforts around regional transit stations and other regional investments.
- Plan for and program local infrastructure needs, including those needed for future growth and to implement the City’s Comprehensive Plan.
- Recognize opportunities for urban agriculture and small-scale food production.





## 1.1 Transit and Land Use

A key influence in future growth in Fridley is around regional investments in transit facilities. The City already features a station of the NorthStar Commuter Rail. The area around the NorthStar station has seen redevelopment over the last ten years and is anticipated to continue to be an area of growth. The possibility of future transit investments in the City also influence land use decisions in those areas.



*Existing BRT Stop Snelling and University in St. Paul, Photo provided by Metropolitan Council*

### Bus Rapid Transit

The primary potential regional transportation project affecting Fridley from the Metropolitan Council's 2040 Transportation Policy Plan is the proposed Central Bus Rapid Transit (BRT) line. The Central Line is bus route 10 which runs along University Avenue and 53rd Avenue. At this time, the Central BRT line is not funded. However, in order to prepare for the future line, the City needs to begin planning for the impacts of this new transit service. A map was created of the proposed BRT stops, which are the key stop locations on the 10 bus route running between downtown Minneapolis and Northtown Mall.

There are ten proposed BRT stops in Fridley along the Central Line. The map was created to show ¼ mile distances from the center of each stop. Before these stops are created, the Metropolitan Council wants cities to master plan the areas around the stations, anticipating any land use or code changes. Staff is considering creating an overlay zoning district for the highlighted areas with allowances for higher density as the City has done in the Transit Oriented Development Overlay Zoning District.

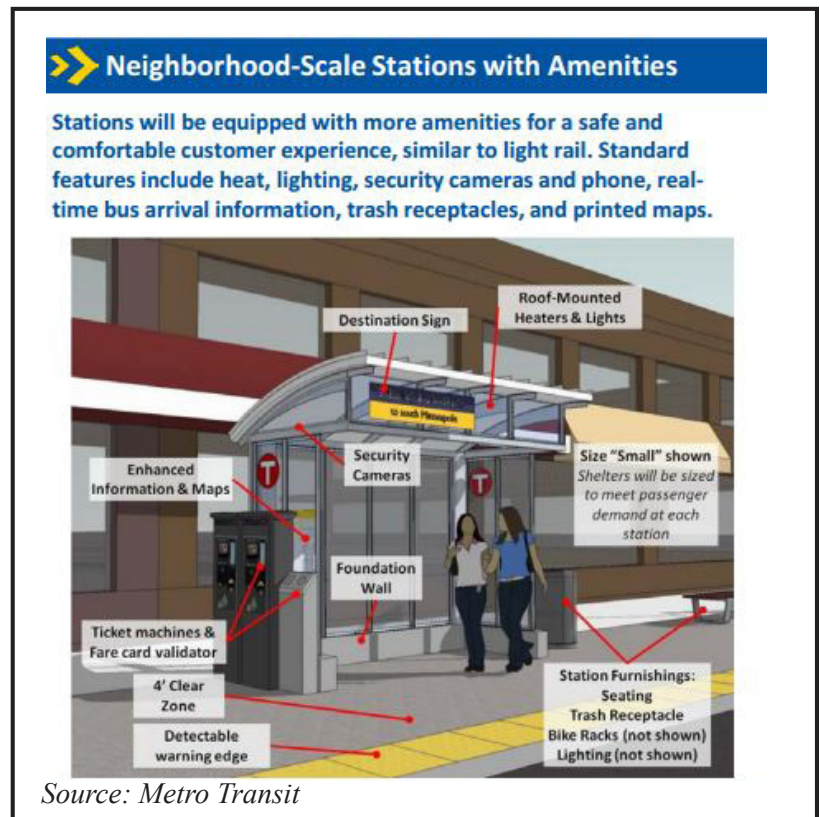
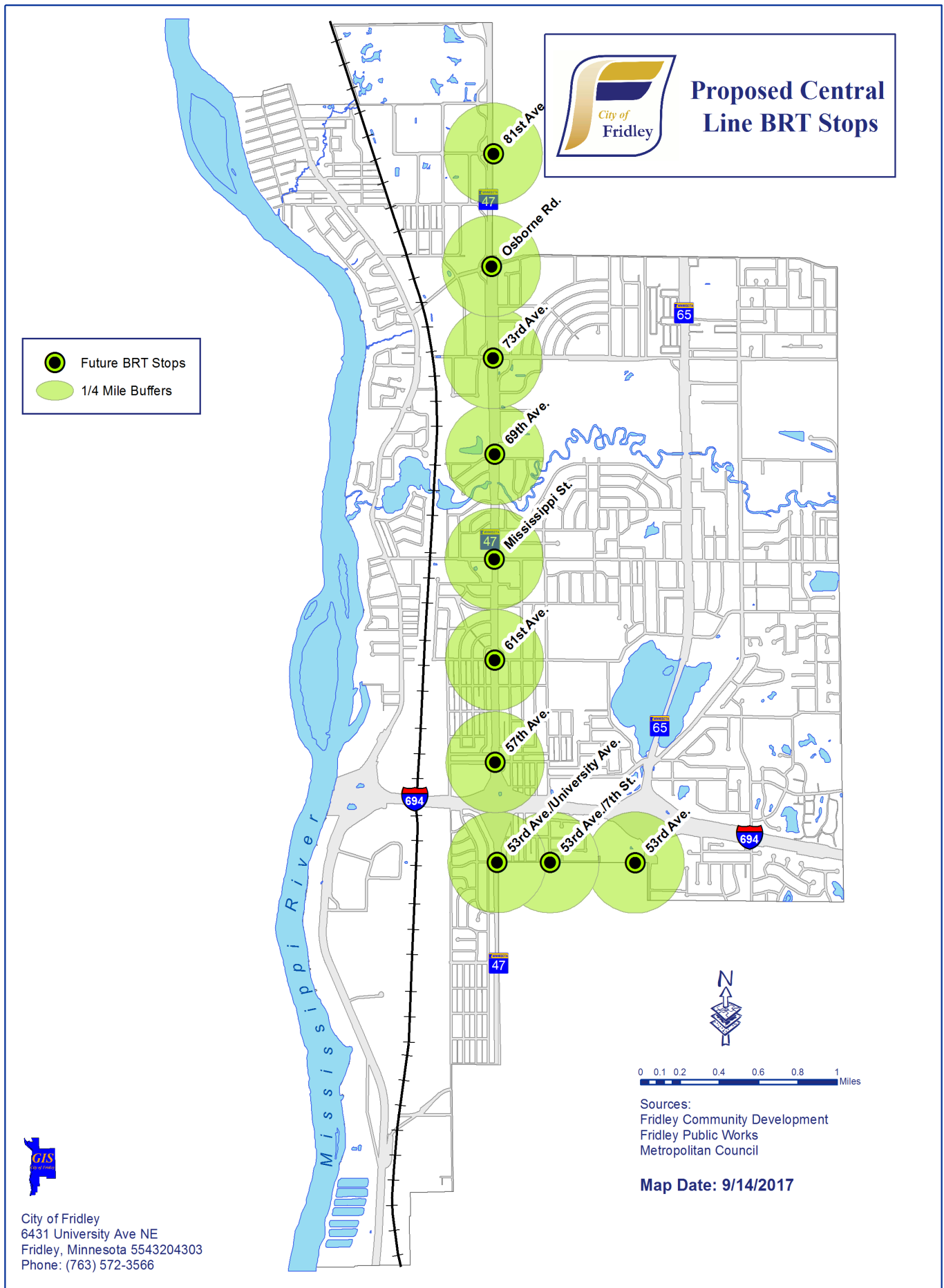




Figure 1.2 Proposed Central Line BRT Stops



## 1.2 Existing Land Use

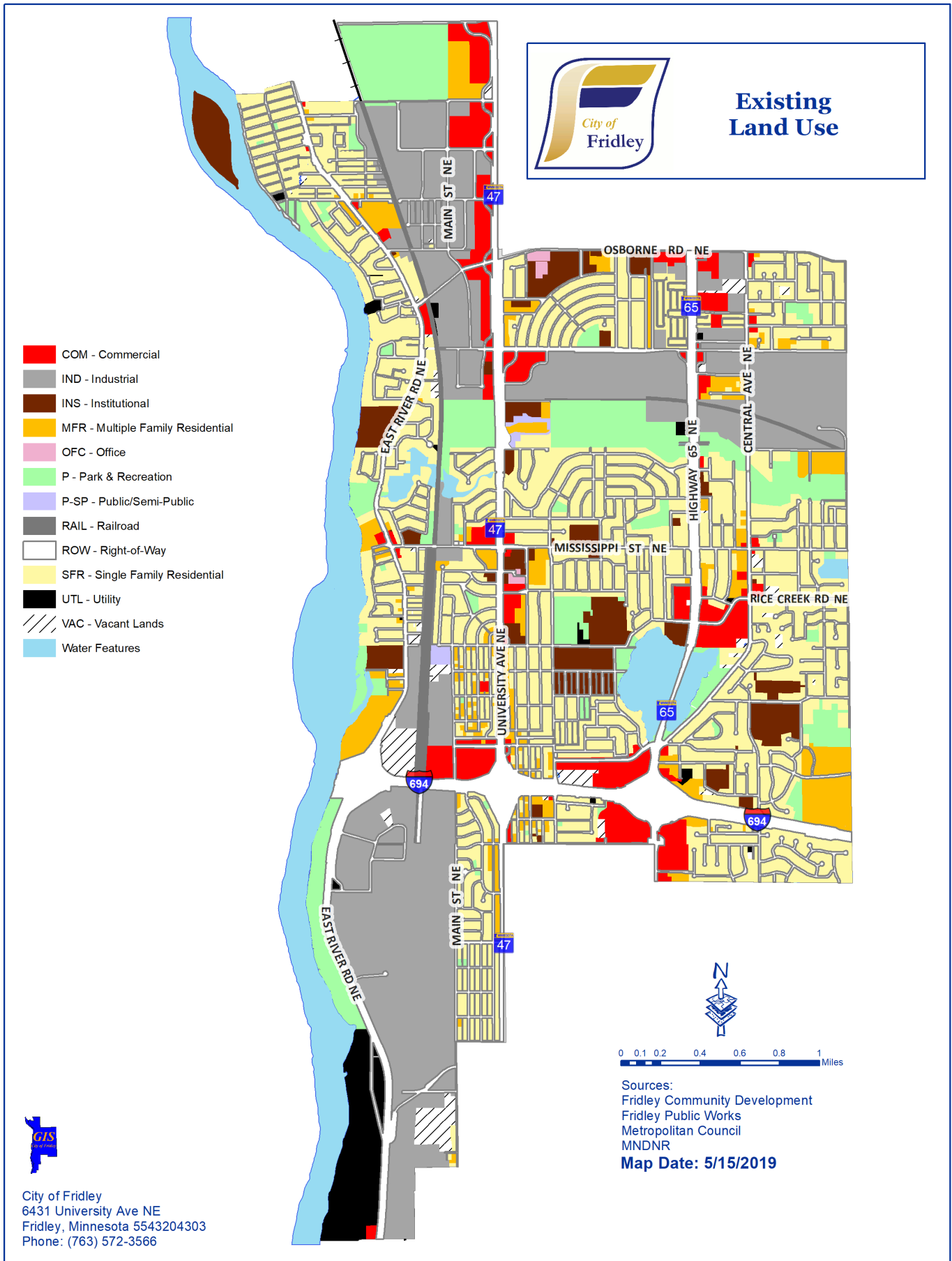
The existing land use categories have been updated to separate *public*, *institutional*, and *utility* uses, which were all previously classified as *public* on the City’s Existing Land Use map. It also should be noted that the large island in the Mississippi River, just north of I-694, while owned by Anoka County Parks, is not included in Fridley’s park acreage calculations, because the island is not located in Anoka County or the City of Fridley’s borders.

**Table 1.1 Existing Land Use**

Existing Land Use	Acres	Percentage
Single Family Residential	1988.8	30.0%
Right of Way	1295.9	19.6%
Industrial	1256.0	19.0%
Parks	570.3	8.6%
Commercial	357.2	5.4%
Multi-family Residential	342.3	5.2%
Institutional	305.9	4.6%
Water Features	130.7	2.0%
Utilities	150.8	2.3%
Vacant Land	108.6	1.6%
Railroad	92.8	1.4%
Public/Semi-public	14.1	0.2%
Office	9.7	0.1%
<b>Total</b>	<b>6623</b>	<b>100.0%</b>

Source: City of Fridley

Figure 1.3 Existing Land Use Map





### 1.3 Future Land Use

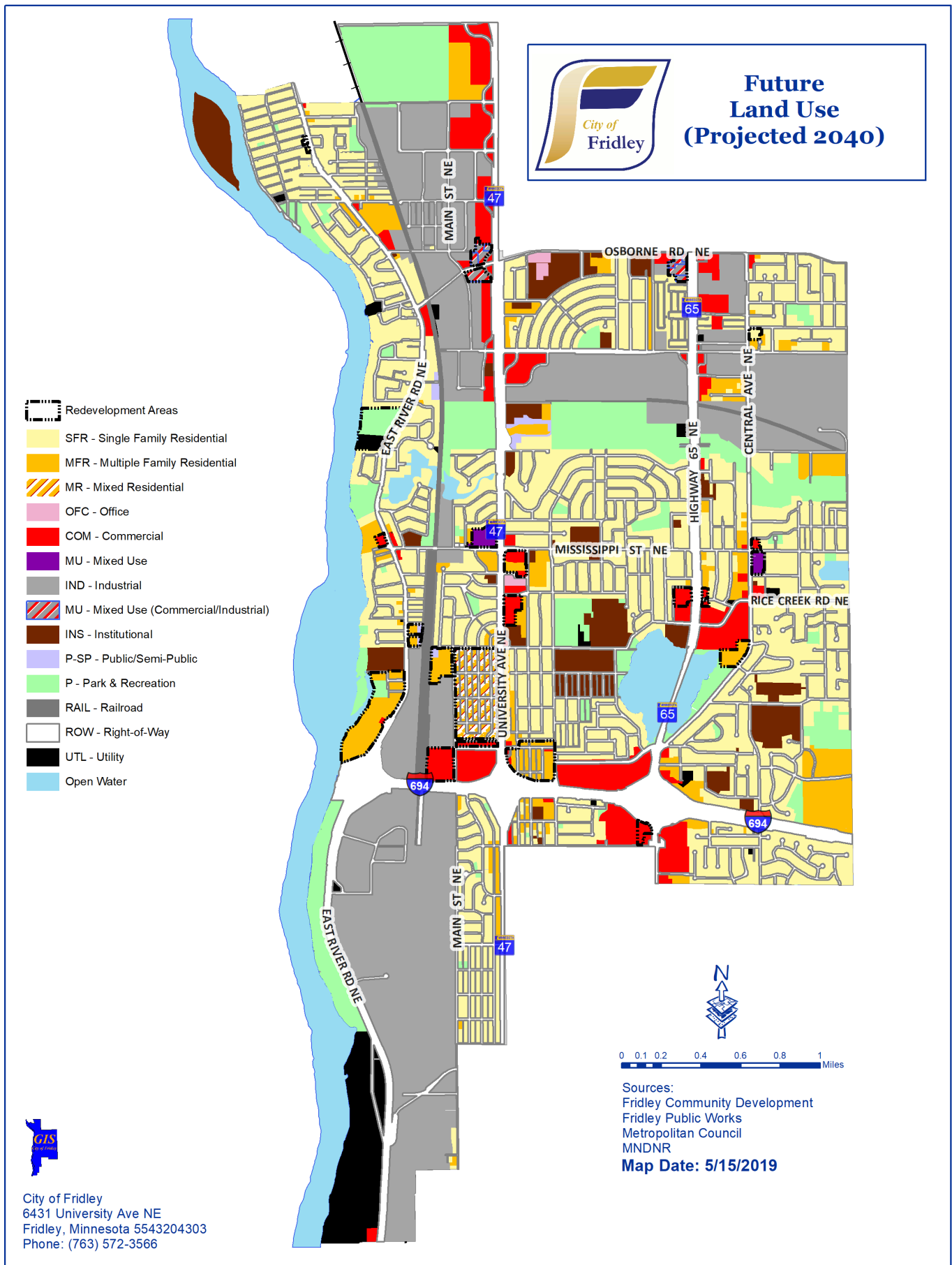
The intent of the future land use map is to help guide future growth in a way that best achieves the community’s collective vision.

**Table 1.2 Future Land Use Definitions**

Designation	Definition
Single Family Residential	Lots or parcels containing single family detached housing, including manufactured homes, 1-4 units/acre.
Multi-Family Residential	Lots or parcels containing multiple dwelling units, such as duplexes, twin homes, townhomes, quad homes, and apartment complexes, from 9-40 units/acre. Some specific redevelopment areas have higher density minimums; see the redevelopment area descriptions on pages 25-35 for more information.
Mixed Residential	An area or neighborhood with two or more housing types, from 8-35 units/acre.
Office	Professional offices, including administrative and medical clinics.
Commercial	Lots or parcels containing retail sales, services, offices, restaurants, and uses that are generally privately owned and operated for profit.
Industrial	Lots or parcels that contain manufacturing or processing of products, warehousing or storage of material and equipment.
Mixed Use (Commercial/Industrial)	An area or neighborhood with a combination of commercial and industrial type uses, with 12-22 jobs/acre. Throughout these areas, it is anticipated that uses will generally be 50% commercial and 50% industrial, however, individual parcels may develop as one use.
Mixed Use	An area or parcel of land where there is integration of a variety of uses, including residential, office, commercial, institutional, from 20-60 housing units/acre and 22 jobs/acre. Throughout Mixed Use areas, residential uses are expected to be around 80% of development, however, individual developments may have different ratios of uses.
Institutional	Lots or parcels for primarily public uses such as religious, government and healthcare facilities and schools with associated playfields and playgrounds.
Public/Semi-Public	Lots owned by a government entity for a public purpose.
Park and Recreation	Land that is primarily for public active or passive recreation
Railway	Land uses for public or private freight or passenger rail activities.
Right-of-Way	Public or private vehicular or transit right-of-ways.
Utility	Public or private land used for public or private utilities
Open Water	Any public waters of the State as defined by State Statute, including lakes, rivers, or other public waters.

Source: City of Fridley

Figure 1.4 Future Land Use Map



**Table 1.3 Future Land Use Acreage**

Future Land Use	Acres	Percentage
Single Family Residential	1949.6	29.4%
Industrial	1311.7	19.8%
Right of Way	1295.9	19.6%
Park and Recreation	586.5	8.9%
Multi-Family Residential	368.3	5.6%
Commercial	350.0	5.3%
Institutional	276.9	4.2%
Open Water	130.7	2.0%
Utility	159.2	2.4%
Railway	92.8	1.4%
Mixed Residential	47.1	0.7%
Mixed Use	13.2	0.2%
Mixed Use (Commercial/Industrial)	17.2	0.3%
Public/Semi-Public	13.0	0.2%
Office	10.1	0.2%
<b>Total</b>	<b>6623</b>	<b>100.0%</b>

Source: City of Fridley

## 1.4 Growth and Redevelopment

### Forecasted Growth

Thrive MSP 2040, established by the Metropolitan Council, includes forecasts for households, population and employment for the years 2020, 2030, and 2040. These forecasts were developed with input from the City of Fridley and are updated periodically. Forecasts are based on historic trends, 2010 Census data, current demographic data, annual monitoring of building permits, employment data and comprehensive plans. The ability of the City to accommodate the forecasts for population, households, and employment is explored below.

**Table 1.4 City of Fridley Forecasts**

	2010	2020	2030	2040
Population	27,208	29,300	31,600	32,500
Households	11,110	12,200	13,300	13,600
Employment	21,333	23,700	24,900	26,100

Source: Metropolitan Council 2020

As a developed community, Fridley will most likely experience only a limited amount of growth through the year 2040. Most of the growth will occur through redevelopment as there are very few vacant, developable properties remaining in in the city.



## Redevelopment Areas

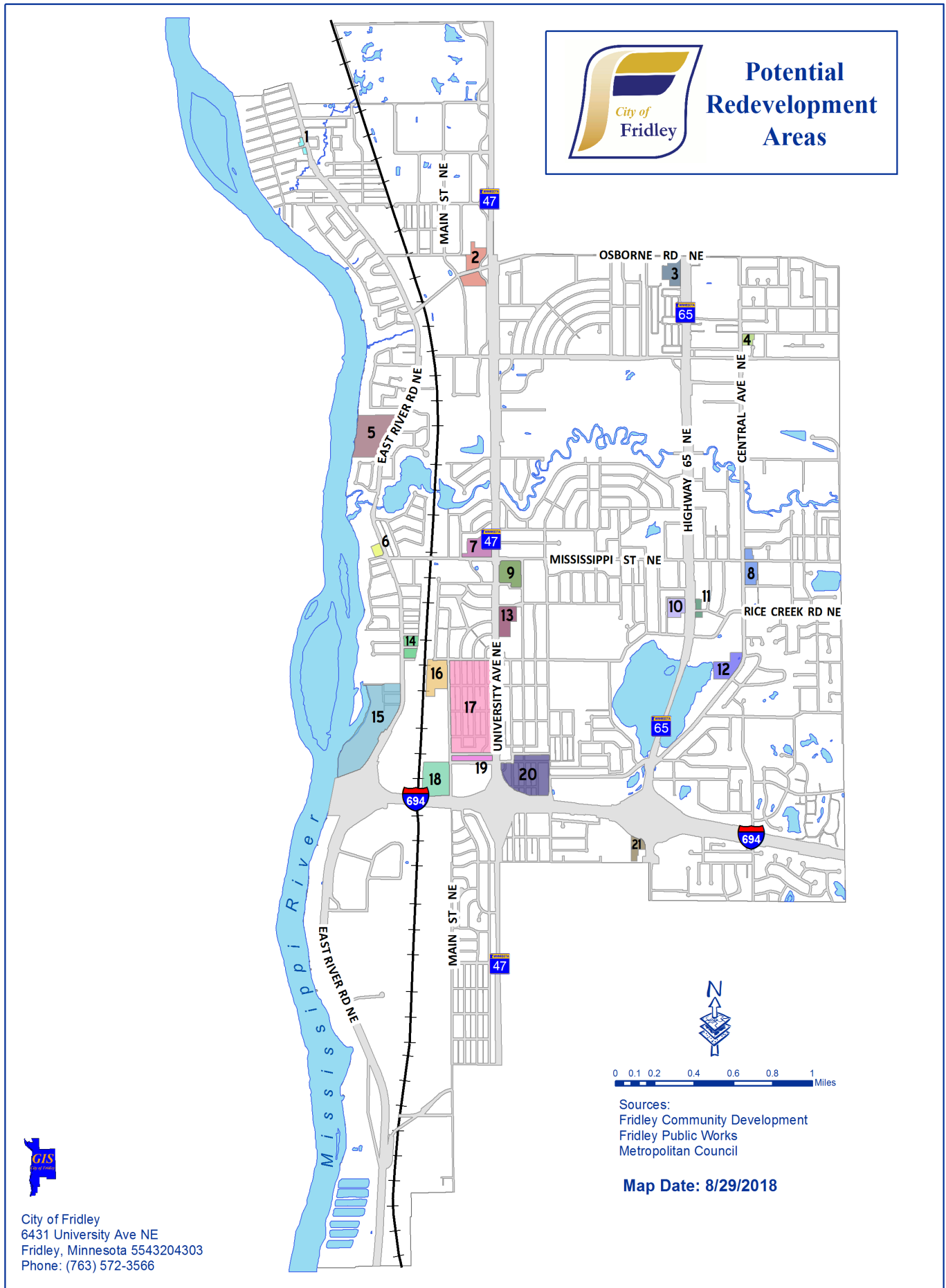
Redevelopment is a form of community revitalization that transforms undesirable elements of a site into desirable elements that reflect the community's vision. Taking into consideration the redevelopment that has occurred since the adoption of the 2030 Comprehensive Plan, existing land use patterns, feedback received through a community survey, and staff recommendations; staff identified 21 potential redevelopment areas within Fridley.

1. West Intersection of East River Road and Fairmont Street
2. Osborne Road and University Avenue Intersection
3. Southwest Intersection of Osborne Road and Hwy 65
4. 7345 and 7365 Central Avenue and 1360 Onondaga Street
5. Girl Scout Camp on East River Road
6. West Corner of Mississippi Way and East River Road
7. Holly Center and (2) Properties to the West
8. East Intersection of Mississippi Street and Central Avenue
9. Existing City Hall Campus Area
10. Banquets of Minnesota, Vacant Lot (Sinclair) and Daycare
11. City Liquor Store and (3) Commercial Properties to the North
12. Residential Lots East of Moore Lake along Central
13. Moon Plaza and Commercial Lots to the North
14. West Train Station
15. Georgetown Apartments and Apartments to the North
16. East Train Site
17. Hyde Park Neighborhood
18. Home Depot/Goodwill
19. Commercial Strip Between 57th Place and 57th Avenue
20. Neighborhood South of 57th Avenue and East of University Avenue
21. Pawn America and Two Lots South

The description of each potential redevelopment area are summarized on the following pages and enumerated to match the numbers on the map shown as Figure 1.5.

As requested by the Metropolitan Council after the adoption of the City's 2030 Comprehensive Plan, the 2040 Comprehensive Plan provides more detail about the anticipated land uses within each individual Redevelopment Area. The anticipated mix of uses and specific acreage amounts devoted to individual uses may be subject to fluctuation depending on the individual development projects proposed. This ability to make adjustments within individual redevelopment areas is important in supporting redevelopment and responding to property owners and the private marketplace.

Figure 1.5 Potential Redevelopment Areas



## 1. West Intersection of East River Road and Fairmont Street

This location is comprised of three small commercial lots north of Fairmont Street, and a vacant commercially zoned lot, south of Fairmont Street. In 2012, Fridley, Coon Rapids and Anoka County completed a study of East River Road to identify concepts for improving safety and mobility. This study also considered improvements to enhance the corridors appearance and economic vitality.

East River Road has many access points throughout the corridor and the study evaluated each street that could end in a cul-de-sac to reduce access points to East River Road. This study identified that the south end of Fairmont Circle and Fairmont Street are too closely spaced, resulting in multiple entry points in a short distance. This poses potential conflicts and safety concerns. One solution is to realign Fairmont Street to the south to align with the south end of Fairmont Circle in order to create a four-way intersection. This street realignment would require approximately 9,000-12,000 sq. ft. of commercial lot, which would leave a piece of land south of Fairmont, that could be redeveloped with a single family home. The northern lots could continue to be used for local commercial uses because this neighborhood is in need of access to food, so it is important to preserve commercial zoning on this corner to allow for potential future redevelopment.



## 2. Osborne Road and University Avenue Intersection

This intersection was identified as a potential redevelopment area in the 2030 Comprehensive Plan. It has been selected by the City's Police Department as one of the most accident prone intersections in Fridley. It is located in the midst of a busy retail area and the Service Road access is too close to the Highway 47 intersection. In addition to the traffic safety issues, some of the structures in this 11 acre site need to be redeveloped. These buildings include the old Kennedy Transmission building at 7700 University Avenue, the former Lyndale Garden Center site at 7616 Osborne Road, which is now part of Bob's Produce, and the Mike's Discount Food/Tried and True Tool building at 7550 University Avenue. These buildings look outdated, have too much parking and are inadequately landscaped. There are many industrial uses west and south of 7550 University Avenue, so staff envision this area being a mix of both industrial and commercial users.





### 3. Southwest Intersection of Osborne Road and Hwy 65

This potential redevelopment area is a simplified version of what was in the 2030 Comprehensive Plan. Many of the properties that were in the redevelopment area last time have since redeveloped or have become thriving businesses that no longer need to be considered for redevelopment. The properties that remain in the potential redevelopment area are in the southwest intersection of Osborne Road and Highway 65, which is the entrance into Fridley from the north. The buildings included in this area are the VFW at 1040 Osborne Road, the Fridley Minnoco Service Station at 7680 Hwy 65, the property owned by BDA Associates at 7600 Highway 65, which when built was a Lambert Lumber Yard, and Sam’s Auto World at 7570 Hwy 65. Considering this location is the gateway to Fridley from the north, a more modern mix of commercial and industrial buildings and uses could bring life back to the existing buildings and properties. Building conditions and overall site conditions are a problem in this area. Lack of stormwater management, landscaping, curb appeal, and difficult access could all be addressed with redevelopment of these properties.



### 4. 7345 and 7365 Central Avenue and 1360 Onondaga Street

This potential redevelopment area consists of three lots with a mixed zoning of C-1, Local Business and C-2, General Business. It is approximately two acres and is currently being used for the American Legion, and a single family home. The 7345 Central property is an underutilized, large, old farmstead lot. Both lots could be subdivided into additional single family homes. This would blend with surrounding duplexes and single family homes.



### 5. Girl Scout Camp on East River Road

The property at 6900 East River Road has been owned and operated by the Girl Scouts Council of Minneapolis since the 1960’s. In April of 2016, they sold the 22 acre property to the Metropolitan Council, so the Council can construct a new sanitary lift station. It is anticipated that this use will occupy approximately 7 acres of the site. The 2013 National Wetland Inventory shows that approximately half of the northern 2/3 of the site is wetland. After discussions with the Met Council and their Consultant it seems unlikely that any type of residential development will be able to happen on site. Instead it is the City’s hope to use the river front property and wetland area as an amenity to the City, through a trail system with connections and potential access to the Mississippi River, either for viewing or recreation.



## 6. West Corner of Mississippi Way and East River Road

This potential redevelopment area includes three small commercial lots currently occupied by Perfect 10 Carwash, a 2-3 tenant strip mall, and a small mini-golf area that has been abandoned. It is 1.75 acres and is currently zoned C-1, Local Business. The existing zoning is aligned with a potential new user. The best re-use of these parcels would be to take these underutilized parcels and combine them for a single user that could provide a convenience and possibly a fresh food opportunity considering the largely populated residential area surrounding these parcels.



## 7. Holly Center and (2) Properties to the West

Holly Center, located at 6530 University Avenue, was originally constructed in 1957 and has approximately 9 acres of land. This property was also included as a potential redevelopment area in the last Comprehensive Plan update. Staff continue to hear from Fridley Citizens that something needs to be done with this property. Updates are needed to the structure and façade. There is also an overabundance of parking, which is now informally being used as a park and ride site. Two additional parcels addressed as 201 and 203 Mississippi Street have been added to the redevelopment area because they are small commercial buildings located on parcels zoned R-3, Multi-Family. Both lots are non-conforming to lot size, so in the event that redevelopment of the Holly Center occurs, these two lots should also be considered. In 2016, University of Minnesota students completed a Transportation Study for the City and identified this area as having a high potential for redevelopment into a mixed-use development with upper level housing and first floor retail.





## 8. East Intersection of Mississippi Street and Central Avenue

The Future Land Use map continues to guide the northern portion of this intersection for commercial type uses. Focus should be given to similar type uses, like gas, convenience, barber, and dog groomer, but other convenience uses could be added to provide fresh food, a coffee shop, or fast food. The southern portion of the intersection is zoned S-2, Redevelopment District and has received approval to have a mixed use building constructed on it with small elements of commercial on the ground floor and residential above. That concept would align with the vision in the Future Land Use map.



## 9. Existing City Hall Campus Area

The new Civic Campus building is complete at what was the former Columbia Arena, therefore leaving the City Hall building and property at 6431 University Avenue vacant and ready for redevelopment. This redevelopment area is approximately 9 acres in size and includes not only the previous City Hall property but also the former Cummin's property at 6499 University Avenue and the medical building at 6341 University Avenue. It is anticipated that these areas will remain as commercial/medical uses. The former City Hall property has received City Council approval to redevelop the property to construct a 135-unit "with services" senior building that will be operated by Ebenezer Homes.

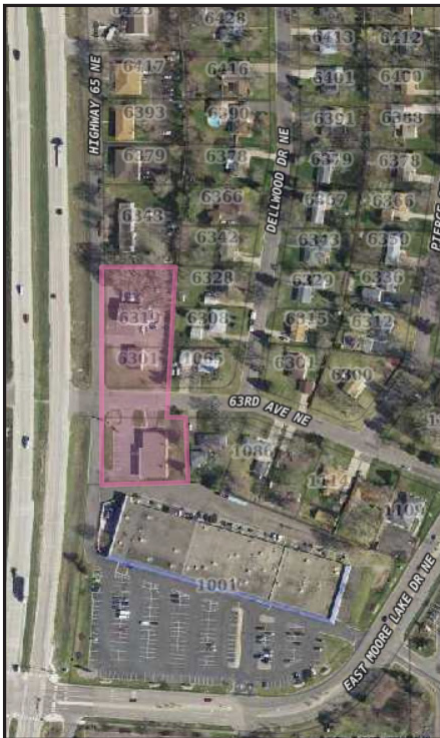


## 10. Banquets of Minnesota, Vacant Lot (Sinclair) and Daycare

This area is approximately 5.3 acres and includes the Banquets of Minnesota building (originally a bowling alley), a building that is currently a daycare, and two vacant lots, one of which had a Sinclair Service station on it years ago. The Future Land Use map continues to designate this area as commercial.



Banquets of Minnesota did a major exterior and interior remodel of the building when they purchased the property, which has improved the image of this property. However, the overall area could use some new landscaping and stormwater treatment amenities. There are also improvements that could be made to the daycare building, and construction of a new commercial building could also improve this area.



## 11. City Liquor Store and (3) Commercial Properties to the North

This redevelopment area is occupied by a City Liquor Store and three other underutilized commercial businesses to the north. This Liquor Store location hasn't been as profitable for the City, so the City is exploring obtaining another location to operate a City Liquor Store. It is anticipated that the Liquor Store parcel should be guided commercial; however, the lots to the north may function better as multi-family housing.

## 12. Residential Lots East of Moore Lake along Central

There are six large single family lots along the northeast edge of Moore Lake. The City owns three of the lots and the other three are privately owned. The total lot area is approximately 7.5 acres. Considering the City owns a portion of this land, if the area is considered for redevelopment in the future, a multi-family complex overlooking the lake should be considered. This area should be accessible to all the commercial retail and restaurants along East Moore Lake Drive.





### 13. Moon Plaza and Commercial Lots to the North

The Moon Plaza strip mall was constructed in the 1960s and was guided for commercial redevelopment in the last Comprehensive Plan update. The strip mall building is outdated and could use a face lift. The property is over-parked for the type of retail businesses that occupy the building. It also struggles with poor access issues, making it difficult for retail businesses to survive.



Also included in this redevelopment area are three parcels to the north. One is occupied by the Alano Society, and the other is a small single story office building. The lot to the east is primarily vacant with a ¼ of the lot used for utility purposes. Office/commercial uses should be considered in the redevelopment of this area.



### 14. West Train Station

The Northstar Commuter Rail Line makes a stop in Fridley. The station provides public parking for riders on both the west and the east side of the tracks. A Transit Oriented Development (TOD), Tax Increment Financing (TIF) Master Plan was approved by the City Council in December 2014. Within this plan, the west side of the location is being guided for multi-

family residential, with a townhome style development. The north side is being utilized for stormwater ponds and the east side, closest to the tracks will be designated for parking for the commuter rail users.

### 15. Georgetown Apartments and Apartments to the North

This redevelopment area will continue to be guided as multi-family. The Georgetown Apartments are generally in good condition; however the apartments to the north are in poor shape and need to be updated. This area has been on the City's radar for years to consider for redevelopment, which is one of the reasons that the HRA purchased the property at 6000 East River Road when it was for sale. Islands of Peace Park, along the river, is situated behind the apartment buildings. Increased visibility of the Park from East River Road is a component of the NorthStar TOD Master Plan.



*Georgetown Existing street view*



Georgetown Potential street view

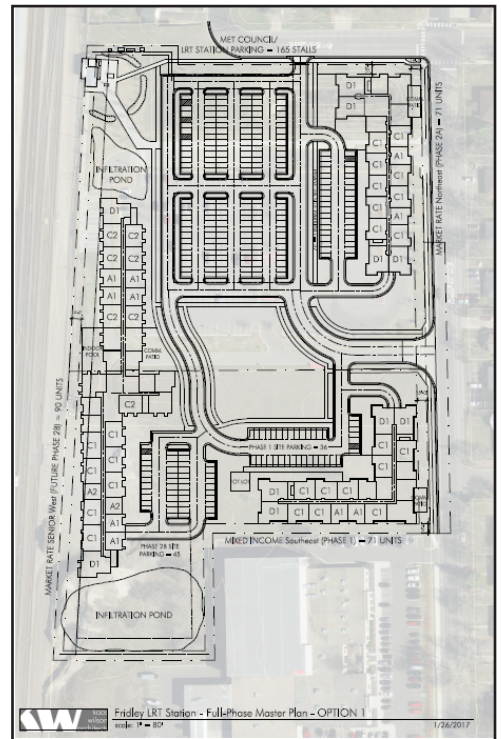
This would encourage more use of this hidden park. Multi-family housing will be situated around the park, along with the construction of new parkways. .

### Adjusted Density Range

Due to the unique circumstances of this area, the density range of the MFR land use have been increased to 15.0 u/a - 40 u/ac

## 16. East Train Station

The East Northstar Train Station redevelopment area is owned by the City's HRA and has a lease with Metro Transit to provide 337 parking stalls for Northstar train riders. The site is 11 acres and is currently over-parked and underutilized. The HRA staff have been in contact with Metro Transit to consider reducing the amount of parking stalls required for this transit stop. The HRA is working with a local developer to construct approximately 232 units of multi-family housing on the site in a phased development. Each building will provide for underground parking and surface parking to meet the demands of the tenants. A portion of the property will remain as parking for transit users, but staff believe that the required number can be decreased based on current demand needs and the ability to share parking areas with the new development. Shared parking would allow the Northstar riders to park during the day and visitors of the apartments to park during the evening and weekend.





## 17. Hyde Park Neighborhood

The Hyde Park Neighborhood has its own unique, overlay zoning district and consists of a mixture of single family housing and multi-family housing along with one commercial user. The City continues to guide this neighborhood for redevelopment or Mixed Residential. Mixed Residential can consist of a variety of residential types, including single family, medium density residential and high density residential. With its close proximity to both train and bus transit and the commercial retail users to the south, including a grocery store, this neighborhood offers the feasibility to live without a car. This neighborhood also provides a mixture of affordable housing types. However, due to the age of many of the buildings within this neighborhood, there is an opportunity for re-investment and redevelopment.



## 18. Home Depot/Goodwill

The property at 5650 and 5660 Main Street is occupied by a Home Depot and a Goodwill store. Both are successful businesses and contribute to the retail hub of this area. However, the overall property is underutilized and over-parked. City code standards have changed related to retail parking requirements, so the parking area could be reconfigured and reduced. The Northstar TOD Master Plan, approved in 2014, shows the addition of two commercial outlots along Main Street. The community continues to ask for more restaurant options, so these outlots could provide that amenity.

## 19. Commercial Strip Between 57th Place and 57th Avenue

This single block provides a buffer between the residential development to the north and the commercial area to the south. Redevelopment of this area should stay commercial; however, better pedestrian access and connections could be made between the Hyde Park neighborhood and the retail businesses. This area should be guided for commercial use.



## 20. Neighborhood South of 57th Avenue and East of University Avenue

The City is still interested in pursuing the City View Corridor Master Plan that was highlighted in the previous Comprehensive Plan update. This plan would make Medtronic Parkway a continuous roadway from Hwy 65 to Main Street and potentially East River Road. It would provide another much needed east-west connection in the City and connect 4,000 employees to what is the City's largest retail area.

The residential area that would need to be redeveloped to accommodate the new parkway is currently zoned single and multi-family housing. While this area could support some mixed use, it would support less commercial than previously thought ten years ago due to new commercial development along 57th Avenue, west of University Avenue.



## 21. Pawn America and Two Lots South

This redevelopment area was highlighted in the last Comprehensive Plan update; however, one of the properties highlighted ten years ago has been redeveloped. What was an old and outdated gas station site, at 5300 Central Avenue, is now a new multi-tenant commercial/retail building that is home to a Starbucks, an AT&T store and a restaurant. The parcels that continue to be in the redevelopment area consist of a restaurant, a vacant parcel (former car wash), and a multi-tenant building, with Pawn America as its main anchor. The properties were at one time part of the Target property and as a result, remain in a C-3, General Shopping Zoning District, which makes it difficult to allow for redevelopment, as they do not meet minimum lot requirements. These properties also have poor access. Future redevelopment should involve a rezoning to C-2, General Business, which will provide performance standards that will make redevelopment feasible. The retaining wall design and stormwater drainage issues need to be resolved, as well. This will be easier to do once the vacant site (former car wash) is redeveloped.

Redevelopment areas #5 and #15, which are on the Mississippi River, could provide natural habitat for wildlife, including rare species, according to DNR mapping. The City will look to the corresponding watershed districts and the DNR for guidance when reviewing development proposals for these two areas.

In addition to the 21 redevelopment areas listed in this chapter, other locations will develop. The sites listed above are areas where the City anticipates land use changes. For example, approximately 13 acres of the Medtronic Corporate Center is yet to be developed. As it is master planned, the City anticipates the employment to double on that site, adding another 1,758 jobs. That is the only large piece of vacant land left in the City to be developed. Additional employment opportunities will come as land use intensifies at existing businesses, which will be possible if the City reduces parking requirements for commercial and industrial zoning districts as anticipated.



## Staging of Development and Redevelopment

In analyzing these areas of redevelopment, staff have estimated the phasing of these redevelopment sites, as seen in Table 1.5. The amount of redevelopment is difficult to predict as it is hard to know the timing of the private sector, so these tables should be used as an indication on what is possible, and phasing when it is likely to occur, not required to occur. Most of the new housing units will be constructed in redevelopment projects as there are a limited number of low and medium density undeveloped parcels.

**Table 1.5 Anticipated Acres of Redevelopment by Decade**

#	Redevelopment Area	2011-2020	2021-2030	2031-2040	Total
1.	West Intersection of East River Road and Fairmont Street	-	-	0.48	0.48
2.	Osborne Road and University Avenue Intersection	-	10.10	-	10.10
3.	Southwest Intersection of Osborne Road and Hwy 65	-	-	7.06	7.06
4.	7345 and 7365 Central Avenue and 1360 Onondaga Street	-	-	2.11	2.11
5.	Girl Scout Camp on East River Road	-	22.04	-	22.04
6.	West Corner of Mississippi Way and East River Road	-	1.76	-	1.76
7.	Holly Center and (2) Properties to the Wes	8.71	-	-	8.71
8.	East Intersection of Mississippi Street and Central Avenue	4.51	-	-	4.51
9.	Existing City Hall Campus Area	3.81	-	-	3.81
10.	Banquets of Minnesota, Vacant Lot (Sinclair) and Daycare	2.49	2.49	-	4.98
11.	City Liquor Store and (3) Commercial Properties to the North	-	1.56	-	1.56
12.	Residential Lots East of Moore Lake along Central	-	3.85	3.85	7.70
13.	Moon Plaza and Commercial Lots to the North	-	-	6.92	6.92
14.	West Train Station	1.61	1.61	-	3.22
15.	Georgetown Apartments and Apartments to the North	3.01	3.01	-	6.02
16.	East Train Site	8.49	-	-	8.49
17.	Hyde Park Neighborhood	-	2.36	7.07	9.43
18.	Home Depot/Goodwill	-	-	14.44	14.44
19.	Commercial Strip Between 57th Place and 57th Avenue	-	3.52	-	3.52
20.	Neighborhood South of 57th Avenue and East of University Avenue	-	18.11	-	18.11
21.	Pawn America and Two Lots South	1.77	1.77	-	3.54
	<b>Total</b>	<b>34.40</b>	<b>72.18</b>	<b>41.93</b>	<b>148.51</b>

Source: City of Fridley

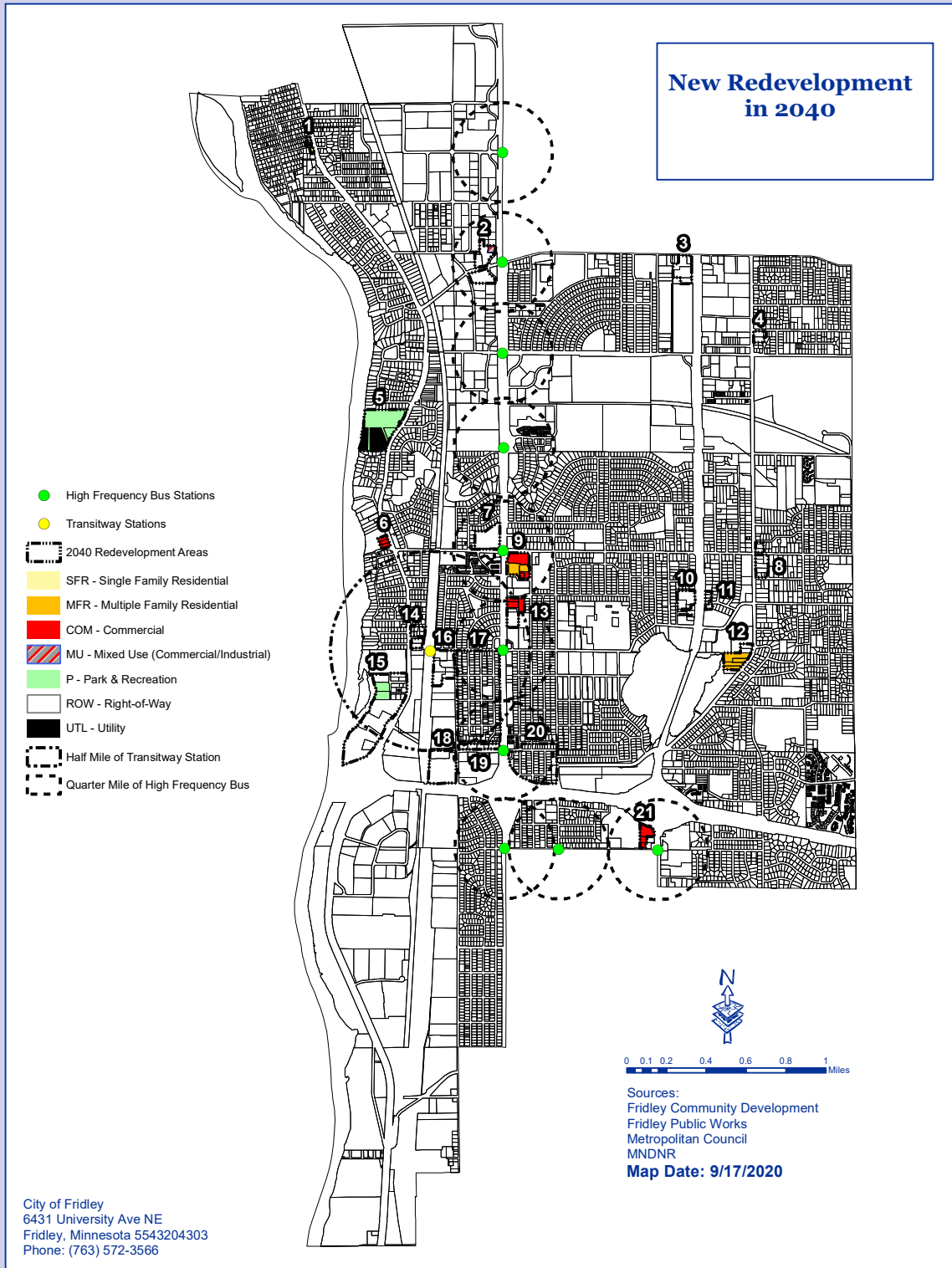
Using the anticipated phasing by decade, along with the minimum and maximum units of housing per acre determined by the land use designation(s) of each redevelopment area, the City can then ensure that anticipated redevelopment areas will be able to accommodate the overall growth in households between now and 2040. As seen in Table 1.6, the growth in the number of forecasted households for each decade falls within the minimum and maximum ranges required by the City's forecasts.

**Table 1.6 Potential Residential Unit Phasing**

#	Redevelopment Area	Density (u/ac)		% Res	2011-2020			2021-2030			2031-2040			2011-2040		
		Min	Max		Ac	Min	Max	Ac	Min	Max	Ac	Min	Max	Ac	Min	Max
1.	West Intersection of East River Road and Fairmont Street	1.00	4.00	100%	-	-	-	-	-	-	0.43	0	2	0.43	0	2
4.	7345 and 7365 Central Avenue and 1360 Onondaga Street	1.00	4.00	100%	-	-	-	-	-	-	2.11	2	8	2.11	2	8
7.	Holly Center and (2) Properties to the Wes	20.0	60.0	80%	8.71	139	418	-	-	-	-	-	-	8.71	139	418
8.	East Intersection of Mississippi Street and Central Avenue	20.0	60.0	80%	4.51	72	216	-	-	-	-	-	-	4.51	72	216
9.	Existing City Hall Campus Area	30.0	40.0	100%	3.81	114	152	-	-	-	-	-	-	3.81	114	152
12.	Residential Lots East of Moore Lake along Central	9.0	40.0	100%	-	-	-	3.85	35	154	3.85	35	154	7.70	69	308
14.	West Train Station	9.0	40.0	100%	1.61	14	64	1.61	14	64	-	-	-	3.22	29	129
15.	Georgetown Apartments and Apartments to the North	15.0	40.0	100%	3.01	45	120	3.01	45	120	-	-	-	6.01	90	240
16.	East Train Site	9.0	40.0	100%	8.49	76	340	-	-	-	-	-	-	8.49	76	340
17.	Hyde Park Neighborhood	8.0	35.0	100%	-	-	-	2.36	19	82	7.07	57	247	9.43	75	330
20.	Neighborhood South of 57th Avenue and East of University Avenue	9.0	40.0	100%	-	-	-	18.11	163	724	-	-	-	18.11	163	724
<b>Total</b>					<b>462</b>	<b>1,311</b>		<b>276</b>	<b>1,145</b>		<b>94</b>	<b>412</b>		<b>832</b>	<b>2,868</b>	

## Density Analysis of New Areas of Redevelopment

The map below shows those parcels that were not designated as “Redevelopment” as a land use in the 2030 Comprehensive Plan, but are now included within a redevelopment area of the 2040 Comprehensive Plan. Those areas newly guided residential are required to meet density minimums.



There are four redevelopment areas with residential parcels that were not designated as the Redevelopment land use in the 2030 Comprehensive Plan. These new parcels have been analyzed to ensure that they meet density requirements established by the Metropolitan Council through Thrive MSP 2040.

**Overall Density**

Fridley has been designated as an “Urban” Community, which requires new development occur at an average minimum density of 10.0 units per acre. The table below shows that this requirement will be met.

#	Redevelopment Name	Acres	Density (u/ac)		% Res	Units	
			Min	Max		Min	Max
1	West Intersection of East River Road and Fairmont Street	0.43	1.0	4.0	100%	0	2
4	7345 and 7365 Central Avenue and 1360 Onondaga Street	2.11	1.0	4.0	100%	2	8
9	Existing City Hall Campus Area	3.81	30.0	40.0	100%	114	152
12	Residential Lots East of Moore Lake along Central	7.70	9.0	40.0	100%	69	308
<b>Total</b>		<b>14.05</b>				<b>186</b>	<b>471</b>
						<b>Total u/ac</b>	<b>13.25</b>

**Density within Half-Mile of NorthStar Station**

New development within a half-mile radius of the NorthStar station is required to have an average minimum of 25.0 units per acre. As seen in the opposite map there are no new redevelopment areas designated in the 2040 plan that have residential uses within a half mile of the train station.

The 2040 Transportation Policy Plan (TPP) recommends that cities target an appropriate “level of total activity” in station areas that will support effective transit services. “Activity can include residential units or residents, jobs, students, and retail and entertainment space that contribute to an overall level of activity. A guideline for minimum activity around a station would be 7,000 total residents, jobs, or students.” Given the new and existing redevelopment areas within the half-mile of the station, the City anticipates meeting this threshold.

**Density within Quarter-Mile of High-Frequency Network**

New development within a quarter-mile radius of high-frequency stations along Central/University Avenues are required to have an average minimum of 10.0 units per acre. There is only one new redevelopment area designated in the 2040 plan with residential uses within a quarter mile of the high-frequency network.

#	Redevelopment Name	Acres	Density (u/ac)		% Res	Units	
			Min	Max		Min	Max
9	Existing City Hall Campus Area	3.81	30.0	40.0	100%	114	152
<b>Total</b>		<b>3.81</b>				<b>114</b>	<b>152</b>
						<b>Total u/ac</b>	<b>30.00</b>

It should be noted that the Central/University Avenue corridor has been identified as a Bus Rapid Transit Route under the Increased Revenue Scenario of the Metropolitan Council’s Transportation Policy Plan (TPP). If the route becomes part of the Current Revenue Scenario of the TPP, the expected average minimum residential density within a quarter mile of stations would increase to 15.0 units per acre. As shown above, the minimum density of the Existing City Hall Campus Area still exceeds this amount.



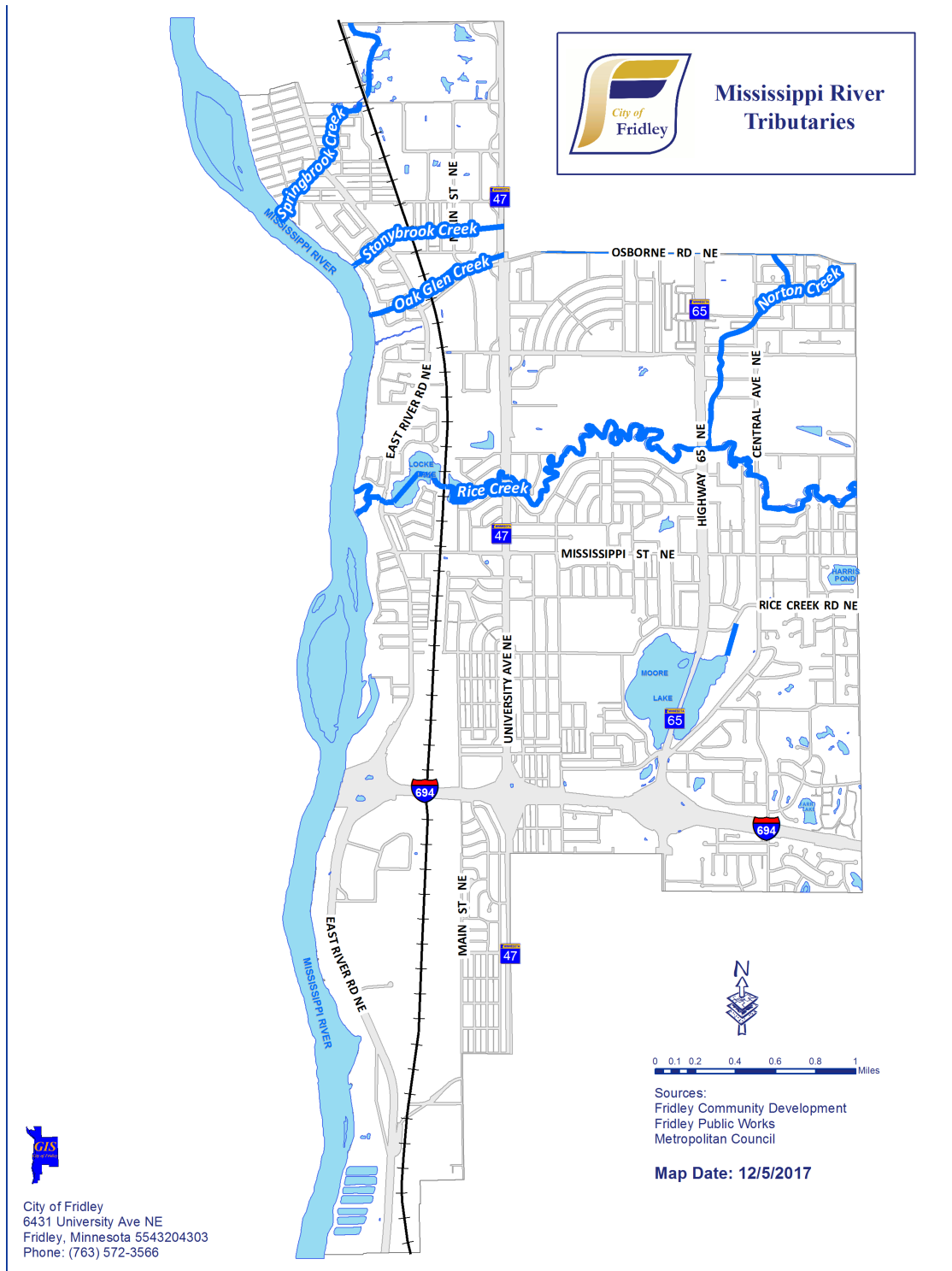
## 1.5 Natural Resources

The Mississippi River is the City of Fridley's greatest natural resource, and it is well protected by City Code. There are three overlay zoning districts that provide protections for the River:

1. Floodplain Management Overlay District
2. Critical Area Overlay District
3. Shoreland Overlay District

The City also has five tributary streams that drain into the Mississippi River: Rice Creek, Norton Creek, Stonybrook Creek, Springbrook Creek, and Oak Glen Creek.

**Figure 1.6** *Mississippi River Tributaries*



There are two lakes in Fridley that are classified as recreational development lakes by the DNR and are protected waterways. Fridley has three general development lakes: Locke Lake, Harris Pond, and Farr Lake. They are also classified as protected waterways, as well as the ponds in Springbrook Nature Center, which are classified by the DNR as natural environment lakes.

The City also has a wetland overlay zoning district, which was adopted following a 1993 wetland inventory. The wetland inventory was in response to the Wetland Conservation Act, adopted in 1991. To date, the City continues to use the 1993 wetland inventory as its guide. When development is proposed near any of these areas, the developer is asked to conduct a wetland delineation.



*Mississippi River*

## **Urban Forest**

Fridley's urban forest is important for many reasons:

- Increased property values
- Wildlife habitat
- Recreation
- Shading/cooling
- Air quality
- Stormwater interception

Therefore, Fridley has stringent landscaping requirements related to installation of trees in the Zoning Code. One area lacking in the Zoning Code landscaping requirements is single family residential zoning, where no trees are required. While very few new homes are constructed annually in Fridley, many newly constructed homes are lacking trees. This is one thing that needs to be changed in the Zoning Code.

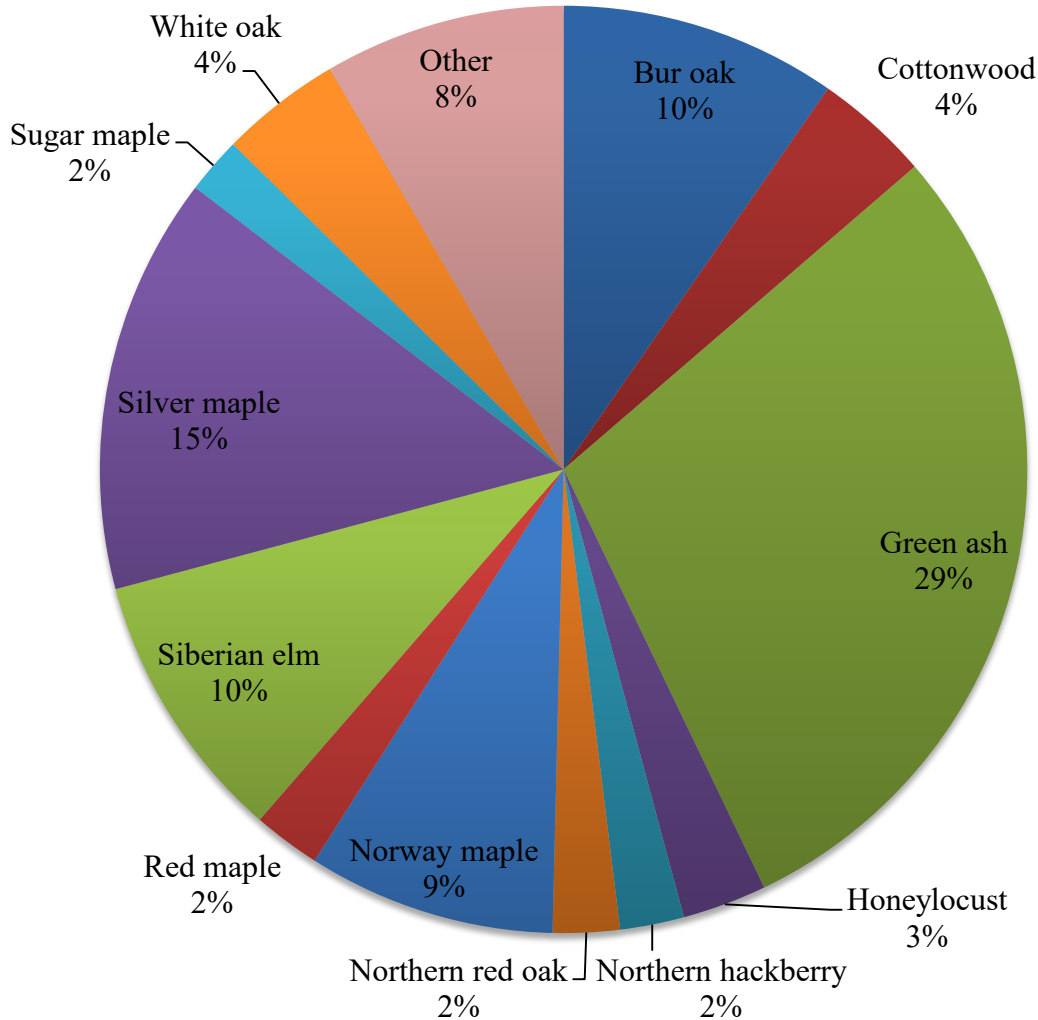
Much more attention is now being given towards tree diversity since Emerald Ash Borer (EAB) was discovered near the City of Fridley. The urban tree canopy in Fridley was reduced significantly by the loss of oaks to oak wilt and many severe storms that have passed through parts of Fridley. The potential impacts of EAB are expected to compound these losses. Concerned about this tree loss, the City began inventorying trees in public spaces in 2016 with the assistance of a Green Corps volunteer.



*Erika Van Krevelen training a group of Medtronic volunteers in the rain*

In 2017, the City completed the tree inventory, an Urban Forestry Study, and created an Emerald Ash Borer (EAB) Response Plan. Upon completion of the tree inventory, it was apparent that the City was going to be greatly impacted by the impending loss of ash trees as 29% of deciduous trees in public spaces were ash trees.

**Figure 1.7 Large Deciduous Trees in the City of Fridley**



Source: City of Fridley

The City of Fridley has been pursuing grant funds for various tree planting efforts in order to increase the diversity of Fridley’s urban forest. The City has been using a grant-funded gravel bed since 2016 to reduce the cost of the tree plantings.





## Nature Centers

The City has two nature centers. Innsbruck Nature Center is a 24 acre nature area with open space and walking trails. There are no park buildings or staff at this location. Springbrook Nature Center is a 127 acre park which is staffed and funded by a special property tax to Fridley residents. This location is going through an extensive redevelopment and has become a showcase for nature education and outdoor recreation.



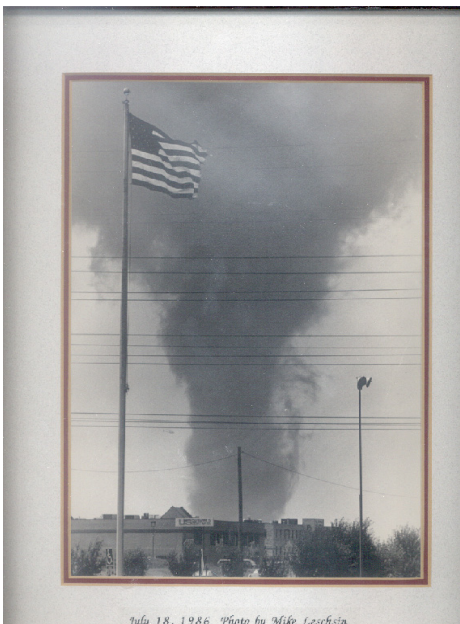
*Springbrook Interpretive Center, Native Landscaping*



*Innsbruck Nature Center Park Sign*

## Historic Sites

The City only has one building that is listed in the Historic Register and that is the Banfill-Locke Center for the Arts building in Manomin Park at the confluence of Rice Creek and the Mississippi River. The park and building are under the ownership of Anoka County Parks, and the County is planning some additional restoration work on the building to begin soon.



*Fridley Tornado*

The Reidel Farmhouse is a historic home along the Mississippi River under the care of Anoka County Parks in Riverfront Park. While this structure is not on the Historic Registry, it is a remnant of Fridley's history. The County has renovated the home and rents it out for meetings and parties. The lawn of the Riedel House, with the backdrop of the Mississippi River, is used for many weddings.

The City is currently working with the Anoka County and Fridley Historical Societies to conduct our first Historic Home and Garden Tour on July 22, 2018. Because Fridley is known for being built up with ramblers in the 60s and 70s, and known for losing one third of its housing in 1965 to flooding and tornadoes, the event is going to focus on ramblers, and stories of people and homes that survived the tornadoes.



## 1.6 Resiliency

Resiliency is having the capacity to respond, adapt, and thrive under changing conditions. Consideration of vulnerabilities, and responses to those vulnerabilities, will strengthen Fridley's ability to prepare for and respond to climate impacts. Resiliency includes planning for more severe weather and prolonged heatwaves, for improved health of your residents, and planning for economic strength and diversity. Thrive MSP 2040 encourages communities to consider what needs to be done to be more resilient in the face of a changing climate. This means the City not only needs to plan for the impacts of climate change, but also consider how it can reduce the City's contribution to greenhouse gas (GHG) emissions. At the time of drafting the 2040 Comprehensive Plan, the City was developing a community-based Energy Action Plan through the Partners in Energy Program to address these issues.



### Food Security

An important factor in creating stable neighborhoods is access to groceries. While most Fridley neighborhoods have reasonable walking access to a convenience store, there is limited walking access to a grocery store. (See Figure 1.8) Few residential areas in Fridley have the ability to walk to a source of fresh food within ½ mile of their home. Several parts of the City have dangerous barriers, such as railroad tracks, to cross in order to walk or bike to a grocery store. These barriers impede non-driving residents ability to obtain fresh food, especially those in walkers or wheelchairs, which makes crossing a barrier like a major highway or railroad tracks a serious public safety concern. While the City cannot force market realities that support the financial viability of a series of small grocery stores strategically placed in the community, the City can ensure that zoning is supportive of this use. For that reason, this plan guides certain redevelopment areas for community commercial zoning to make it easier for a grocery store to locate in certain food deserts in the community. In addition, the City is exploring options for more community gardens and farmers markets to increase access to fresh foods.

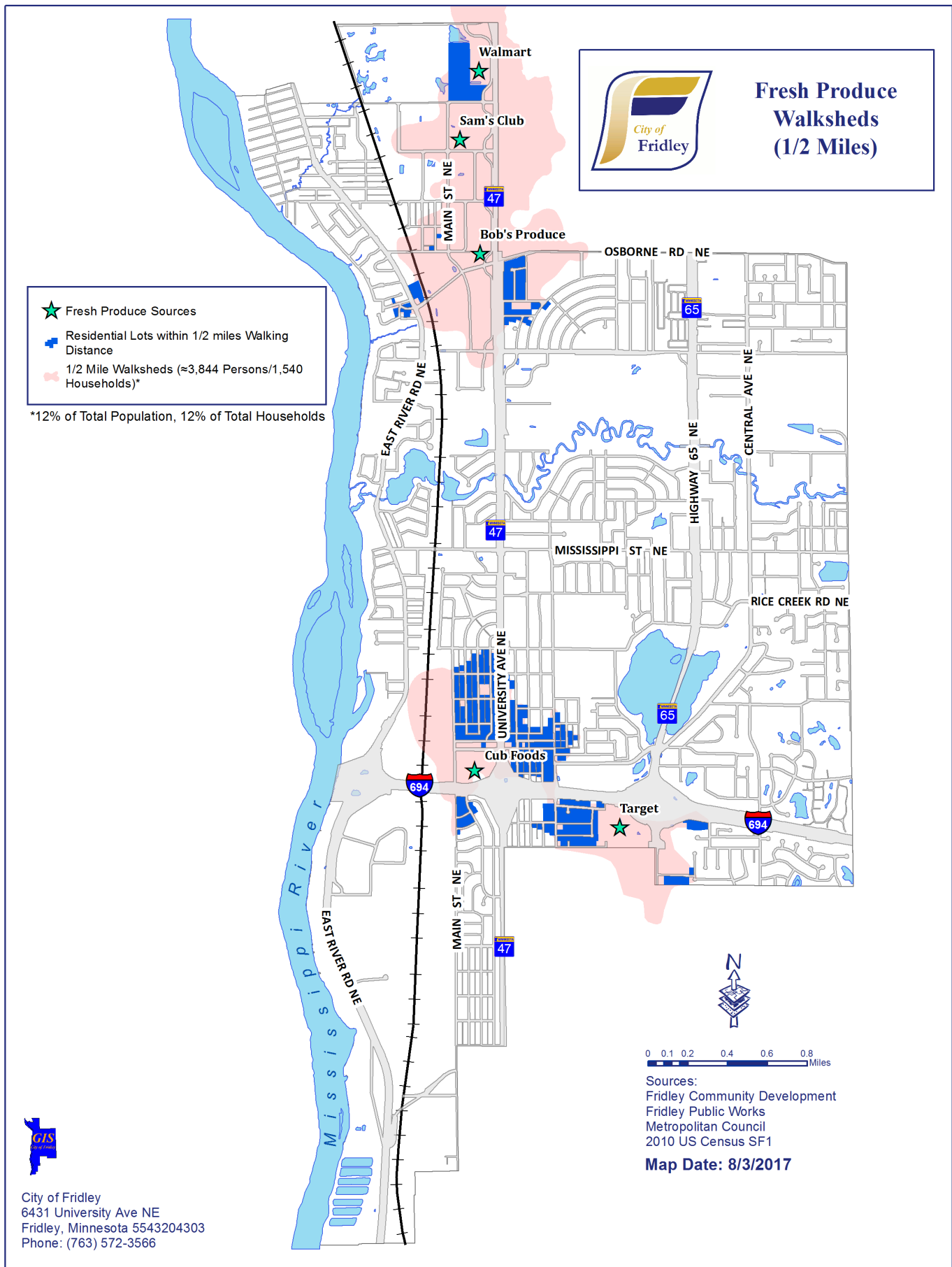
### Landscaping

The landscaping on properties throughout the City impacts the resiliency of the community. Trees comprise the urban canopy, which offsets the urban heat island effect and improves air quality. Trees and other plants also play an important role in reducing stormwater runoff and cleaning infiltrated stormwater. Native vegetation provides a food source for pollinators which leads to increased biodiversity. The longer roots of native vegetation reduces erosion and decreases soil compaction. The type of landscaping on a property can greatly impact water usage in the City, which is at its highest in the heat of summer due to lawn irrigation. The City changed its landscaping code requirements many years ago to support native landscaping with the intent of protecting water quality and reducing water consumption.



*Tree Planting at Riverview Heights Park*

Figure 1.8 Fresh Produce Walksheds Map



## Solar Resources

In 2007, the Minnesota legislature adopted the Next Generation Energy Act which requires that 25% of the total energy used be derived from renewable energy sources by 2025. It also sets greenhouse gas reduction goals of 15% by 2015, 30% by 2025 and 80% by 2050. The City of Fridley is committed to supporting these goals in order to increase the City's environmental quality and resiliency.

The Metropolitan Council calculated the potential for solar generation within the City of Fridley. Based on existing technology, conversion efficiency, and limitations such as tree cover, it is estimated that there is a gross generation potential of 1,325,505 kilowatt hours per year and a rooftop generation potential of 226,707 kilowatt hours per year within the City. Much of this potential is concentrated within the City's industrial areas which are characterized by large roofs and extensive hardscape, as can be seen in Figure 1.9. The City of Fridley addresses the allowance of solar energy devices in all zoning districts, provided they are attached to the principal structure. Placing solar energy devices in a yard or hardscaped area does require obtaining a special use permit. There are two zoning districts where the allowance to obtain a special use permit for solar devices that are not attached to a building has mistakenly been overlooked in past text amendments. Those zoning districts are the M-3, Outdoor Intensive Heavy Industrial District, and S-1, the Hyde Park neighborhood. While the value of land in Fridley will limit the financial viability of installing a solar garden on open land, nearly all property owners have the opportunity with a special use permit.

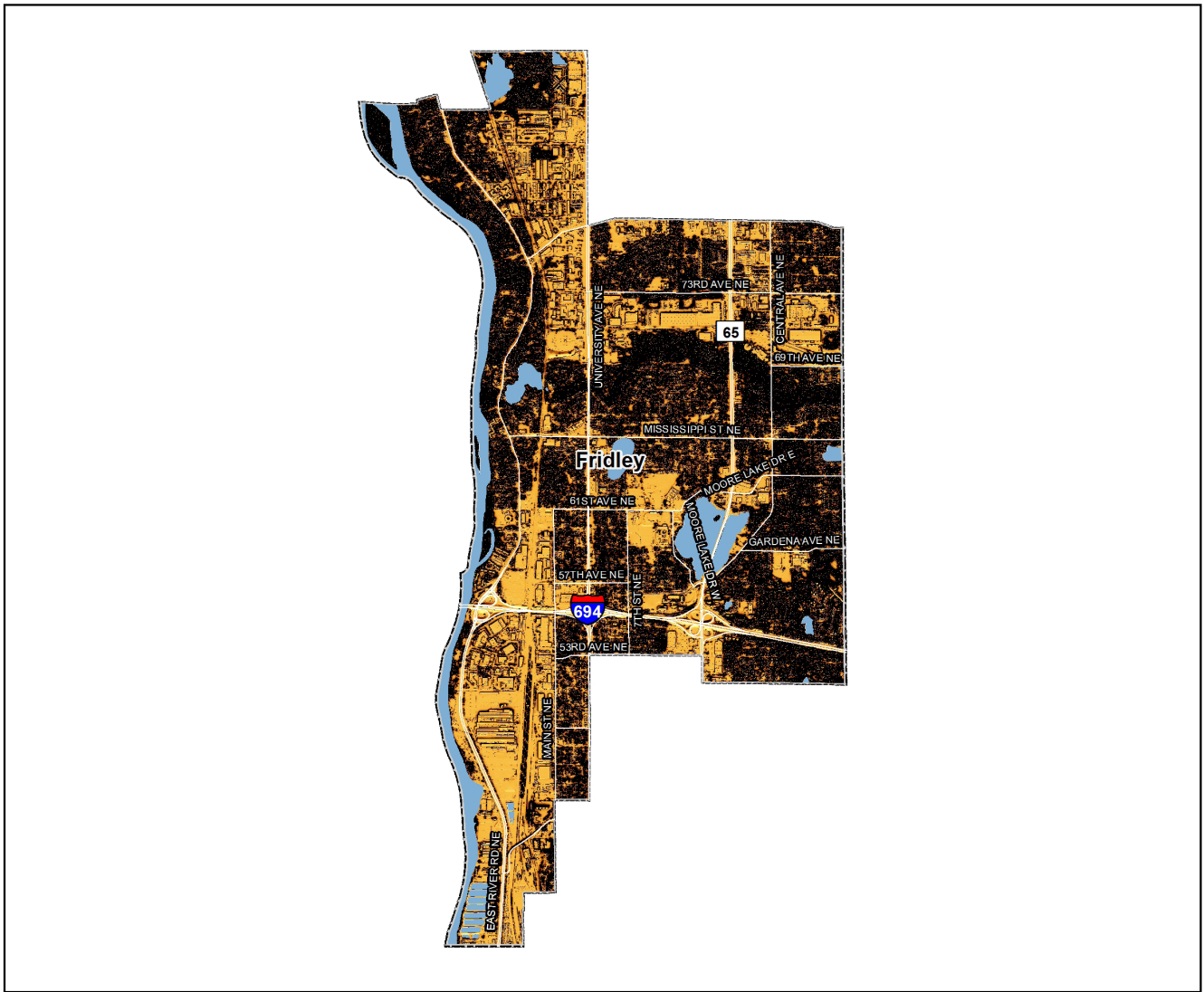


Combination Solar and Pollinator Garden, Source: Prairie Restoration, Inc.

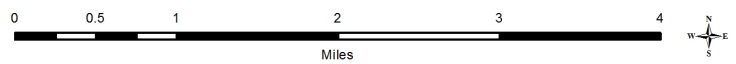
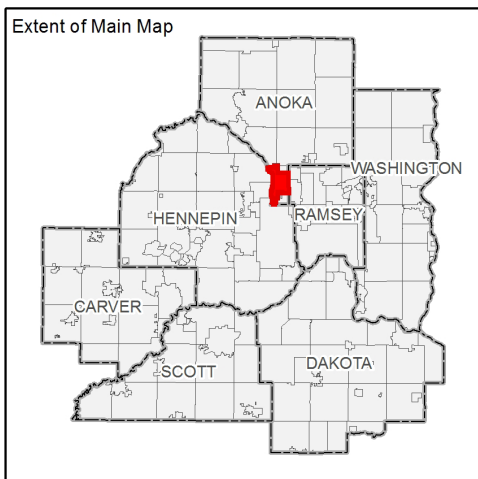









**Figure 1.9 Gross Solar Potential City of Fridley, Anoka County**



12/12/2016



**Gross Solar Potential  
(Watt-hours per Year)**

-  High : 1272856  
Low : 900001
-  Solar Potential under 900,000 watt-hours per year
-  County Boundaries
-  City and Township Boundaries
-  Wetlands and Open Water Features

Source: University of Minnesota U-Spatial Statewide Solar Raster.

## 1.7 Land Use and Redevelopment Goals and Objectives

Goal #1: Provide a **Safe** environment for residents and businesses

Objectives

- Plan for safe multi-modal access to and within development projects
- Ensure that design protections are in place for businesses that store hazardous materials
- Plan for adequate buffers and setbacks to protect life and property
- Ensure that development of living space does not occur in areas designated for potential flooding

Goal #2: Maintain Fridley as a **Vibrant** community in the Twin Cities

Objectives

- Ensure that City Code regulates adjacent uses to provide for compatible growth without being overly restrictive
- Encourage redevelopment and reuse of underutilized property
- Encourage developers to conduct market studies to provide assurances that the use they are proposing will be successful
- Pursue partnerships with other units of government and sources of funding that can finance needed improvements in the City
- Establish policies and implement programs that support Fridley's commitment to the environmental sustainability of our community and the region as a whole

Goal #3: Continue to be known as **Friendly** Fridley in the Twin Cities

Objectives

- Establish positive relationships with builders and developers working in the community
- Treat every customer with respect and strive to be responsive to their needs
- Celebrate the positive aspects of the City of Fridley
- Ensure zoning supports the potential for increased food security

Goal #4: Provide a **Stable** environment in which families and businesses can thrive

Objectives

- Protect the economic value of land and buildings in the community
- Zone compatible uses beside each other and restrict incompatible uses
- Encourage development of underutilized lands
- Maintain a diversity of housing options in the community
- Ensure that City Code protects Fridley's natural resources that are key to making Fridley a desirable place to live and work

## 1.8 Policies

In keeping with the City vision on making Fridley a *safe, vibrant, friendly, and stable home for families and businesses*, the following land use policies have been established:

- Require development projects to provide pedestrian connections according to Fridley’s Active Transportation Plan.
- Protect existing wetlands and natural amenities in development projects.
- Consider impacts to water quality and storm water runoff in development plans.
- Encourage the integration of housing with compatible commercial development in an effort to create living areas where people can be less dependent on automobile transportation.
- Support opportunities for access to fresh food by zoning appropriate areas for community gardens, community orchards, farmers markets, and urban agriculture.
- Limit outside storage as a deterrent to crime.
- Encourage shared parking arrangements as a means to reduce underutilized impervious surfaces.
- Be in communication with Metro Transit regarding large development projects that can impact or benefit from transit.
- Protect surface water and groundwater resources when considering development projects.
- Encourage diverse and sustainable landscape plans as a means to strengthen Fridley’s biodiversity.
- Preserve railroad spurs on industrial sites where they exist as they add value to the industry they serve.
- Support the State of Minnesota’s Next Generation Energy Act Goals and the City’s energy goals.
- Encourage the use of solar energy devices, especially on underutilized spaces, in a manner that minimizes visual impacts to residential properties.
- Ensure equitable access to alternative energy and energy efficiency programming across the City.



## 1.9 Conclusions and Action Steps

Land use is the first chapter of this 2040 Comprehensive Plan because it is intertwined with every other topic in this Plan. While Fridley is a fully-developed community, there are large segments of land in the City that are currently under redevelopment or awaiting approved plans. Many improvements have been made over the past ten years, but there are still many changes yet to happen. There are also new initiatives the City plans to introduce. Those steps related to Land Use are as follows:

Enforcing City Codes often puts staff at odds with the views of business owners in regards to the City's parking requirements. Fridley City Code prohibits on-street parking overnight in the winter time, and requires businesses to maintain enough off-street parking to accommodate their business needs. In addition, Fridley code requires 10' wide parking stalls. Upon suggestion from a Metropolitan Council staff person, an analysis was done to calculate the number of off-street and on-street parking stalls the City has. It was found that the City has approximately 23,000 parking stalls on Fridley streets (no parking areas, corners, and fire hydrant areas were subtracted) and has about another 40,000 parking spaces available on private property throughout the City. Considering the City has approximately 27,000 residents and an additional 21,321 workers that do not live in Fridley, there are about two parking spaces for every automobile we have in the City on the average work day.

- **Action Step:** The City should consider amending commercial and industrial parking requirements in the Zoning Code following further study of current parking demands.

Fridley is proposed to be served by the Central BRT Line along University Avenue as soon as 2021, if funded. Part of the Northstar TOD Overlay Zoning District includes University Avenue. There have been many pedestrian deaths on University Avenue in recent years due to increased pedestrian activity in the area as a result of new housing and frequent transit service to the area. Recent survey results demonstrate clear public safety concerns regarding crossing University Avenue.

- **Action Step:** 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.

While the City of Fridley has more than adequate landscaping requirements, in most zoning districts. The R-1, single-family residential zoning district does not have a tree planting requirement.

- **Action Step:** Amend the R-1 Zoning Code to require the planting of a minimum of two trees per parcel in new home construction.

After World War II, Fridley was built up with ramblers, and they now have a unique place in Fridley's history. Many of these original homeowners are reaching a time in their life where they need assisted living options. As they sell their homes, it becomes more difficult to share the history the original owners of these homes can provide. It is important for the community to celebrate that history and the many survival stories that exist from enduring the hardship of the 1965 floods and tornadoes.

- **Action Step:** The City will partner with Anoka County and Fridley Historical Society to create an annual Historic Home Tour in Fridley where we can showcase Fridley's history.

The Interstate 94 corridor from Detroit, Michigan, to the Minnesota/North Dakota border is one of 55 routes the Federal Highway Administration has designated nationally to promote alternative fuels and help drivers find vehicle charging stations nationwide. Interstate 694 could likely be designated as another alternative fuel route in the near future.

- **Action Step:** 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.
- **Action Step:** In addition, the City should consider requiring EV charging stations in new, large commercial and multi-family developments.

The State of Minnesota has set greenhouse gas reduction and alternative energy goals through the Next Generation Energy Act. The City of Fridley supports these goals in order to ensure sustainable growth of the City and resiliency against climate change. Also, as a GreenStep City, Fridley strives to continue to implement best practices.

- **Action Step:** Adopt and implement the City's Energy Action Plan.
- **Action Step:** Amend the text in zoning districts M-3, and Outdoor Intensive Heavy Industrial District to allow solar energy devices detached from the principal structure as an accessory use.

Energy efficient design can result in long term savings for property owners and enhance the resale value of the property.

- **Action Step:** Support financing programs for energy efficiency and integrate green building best practices information and assistance into the building permit process.

Communicating environmental resiliency requires creative methods of communication. The City of Fridley is home to a variety of arts and cultural institutions and can display art within its facilities. Using art as a communication tool is a strategic way to communicate environmental awareness while increasing the City's vibrancy.

- **Action Step:** Utilize public art as a creative means of communicating environmental messages and inspiring community engagement.

In analyzing existing access to fresh food, it was discovered that very few Fridley residents have walking access to fresh food, and there are only 46 community garden plots which consistently sell out.

- **Action Step:** Analyze the City Code to determine if any changes need to be made to allow more community gardens or community orchards.

Autonomous Vehicles (AVs) are expected to have a great impact on land use over the next 20 years. It is unknown if households will continue to own a vehicle or contract with a rideshare service.

- **Action Step:** Monitor the land use impacts of AVs closely and amend the Zoning Code as appropriate.

