




Framing Fridley

2040 Comprehensive Plan



Jan. 2021

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Introduction

Purpose

Minnesota law requires cities to develop long-range Comprehensive Plans every 10 years, which serve as a guideline for future planning. The Metropolitan Council guides this planning process in the Twin Cities region and reviews municipal plans. The City is required to include nine components. In addition, the City is required to weave components of resiliency into each chapter. Due to the construction of a new Civic Campus, Fridley has decided to continue our tradition of including a Public Facilities section in the Plan as well.



1. Land Use



4. Parks and Trails



8. Economic Competitiveness



2. Housing



5. Water Supply



9. Critical Area



3. Transportation

6. Local Water

7. Wastewater



10. Public Facilities

How the Plan will be used

This Plan will be used to guide policy decisions, budgets, and to provide public information about the City's long-range plans.



Fridley Welcome Sign

Process

It was decided during the 2015 budgeting process that City staff would create the 2040 Comprehensive Plan internally and would not hire a consultant. The City had prepared the 2030 Comprehensive Plan internally and preferred this process as the same people responsible for implementing the Plan would be the ones to facilitate implementation. To begin the process, in 2016, City staff committees for each chapter topic were established with a team lead designated for each committee. City staff began preparing data for the compilation of this Plan in 2016.

In 2017, staff began gathering input from the public on various topics and policies to help guide future action steps for the 2040 Plan. Instead of holding a public meeting, City staff took a new approach to community engagement. It was decided to survey people's opinions at places where they were already gathering. One of these exercises occurred at the Home and Garden Show on Feb 4, 2017, where a board was set up that asked people: *What does Fridley have?* and *What does Fridley need?* This exercise helped guide topics and questions for future public engagement efforts.



Framing Fridley Visioning Board

In an effort to communicate various updates to the public, City staff held a town hall meeting at City Hall on Saturday, May 20, 2017. While the main focus of the meeting was to update the public on plans for a new civic campus, part of the meeting time was used to obtain public input on three separate topics:

1. Transportation Safety Concerns
2. Priority Redevelopment Areas
3. Access to Parkland on the Mississippi River



Fridley Town Hall Meeting

There were nearly 100 people at the town hall meeting, so it provided staff a strong basis for formulating survey questions to be hosted on the City's website, and easily accessed from a smart phone. The staff committees helped develop survey questions, which were broken into three general topics:

- General
- Parks
- Streets

A small business card was distributed to residents providing the web address to the survey. On June 16, 2017, City staff were able to test the developed survey with attendees at a Safe Routes to Schools public engagement event on proposed changes to 7th Street. Participants were given the card and asked to complete the online survey. The following morning, nearly 100 cards were handed out to people waiting at the curb for the annual 49ers Day Parade to start. It was a great opportunity to request their participation and to personally ask people for their involvement in long-range planning for the City.

During one rush hour morning on a Thursday in August 2017, two staff members handed out cards to commuters using the three most heavily used bus stops on University Avenue. Community Development staff

also handed out cards at block parties on Night to Unite on August 1, 2017. About 900 cards were given to block captains in their packet of information to give to party goers. Staff made an effort to encourage people to use the web address and complete the survey later, at their leisure. The Communications Coordinator also sent out an email burst with the web address to subscribers, and responses poured in. These efforts resulted in 97 responses. While the online survey was not a scientific survey, it provided valuable insight into people's views as there were many open-ended questions answered from the privacy of their own home. Participants could choose to answer questions from all of the topics or just one or two of the topics. Questions could also be skipped. The results of the survey, which ended August 31, 2017, are in Appendix A.



Main Street Pedestrian Bridge

Goals

In the summer of 2013, the Fridley City Council initiated a strategic planning process to set a vision statement to address the long term needs of the City. The Council and the department managers participated in a SWOT (Strengths, Weaknesses, Opportunities, and Threats) analysis to set goals and develop the following vision statement:

**We believe Fridley will be a safe, vibrant,
friendly and stable home for families and
businesses.**

Adopted January 27, 2014

This vision statement now serves as the basis for the goals in Fridley's 2040 Comprehensive Plan.

Each subsequent chapter of this Plan addresses how these goals and objectives can be met through policies and action steps.

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

Objectives

- Provide for public safety through education and enforcement of City Code and State law
- Maintain a public safety force to respond to the needs of the community
- Plan for safe transportation routes for all modes of transportation
- Prepare for disaster response through emergency planning

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
- Study what is working well in other Metro Area communities and copy their successful measures
- Pursue partnerships with other units of government and sources of funding that can finance needed improvements in the City
- Continue to be a leader in City services that balance the demands of the public and City finances
- Establish policies that support Fridley's commitment to the environmental health of our community and the region as a whole

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

Objectives

- Maintain equitable City services in a friendly, driven, responsive manner
- Continue to establish public/private/non-profit partnerships and events that bring diverse groups together
- Celebrate the positive aspects of the City of Fridley

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

Objectives

- Maintain sustainable policies and appropriate code restrictions that position Fridley in the competitive service industry
- Address diverse housing and business needs that support neighborhood stability
- Protect Fridley's natural resources that are key to making Fridley a desirable place to live and work

Acknowledgements

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City Council

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Delores Varichak

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Demographics

History

As with most urban areas, Fridley's history ties back to access to water, which is evident in the community's original name, Manomin, which means *Wild River*. In Fridley, those key water features are the Mississippi River and Rice Creek. The Mississippi River was historically used for logging and fur trading. The fur trading route along the River became known as the Red River Ox Cart Trail, which later became a military road between Point Douglas in St. Paul and Fort Ripley. Then, Fridley became a key way to cross the Mississippi River, establishing a ferry crossing in 1854. In 1879, the township was named *Fridley* after one of its early settlers, Abram Fridley. The military road became what is now East River Road, and commerce developed along this route, particularly at the confluence of Rice Creek into the Mississippi River, because these waterways were a power source.



Islands of Peace in the Winter

Fridley Township was incorporated as a village in 1949. This is where the annual summer celebration name “49ers Days” comes from. The Village of Fridley became a home rule charter city in 1957. In 1965, Fridley was ranked the 14th largest community in Minnesota, due to rapid post-war construction. Despite an April 1965 flood of the Mississippi River banks, which inundated many homes and a series of tornadoes which destroyed 1 out of 4 homes in Fridley, on May 6, 1965, the City continued to grow with a strong commercial and industrial base.

Besides water, the other key factor in Fridley's physical development has always been access to transportation. The building of the St. Paul and Pacific Railroad (now BNSF) provides freight transportation. Two street car lines allowed people to conveniently work in Minneapolis and live in Fridley, where there was less noise and air pollution. Development of the Country's interstate system resulted in Highway 100 becoming Interstate 694. Highway 65 was eventually built through the middle of Moore Lake, creating an East and West Moore Lake. The new highway became a faster route for weekend cabin seekers than Central Avenue had previously served. University Avenue, which is Highway 47, was also constructed. Between East River Road, University Avenue, and Highway 65, the City was now dissected by three major north/south roadways and dissected east/west by Interstate 694. These roadways, a major rail line, and many public transportation options, make Fridley a transportation powerhouse, but the physical divisions created by these features create many neighborhood planning challenges.



BNSF Freight Train

Current Demographics: Historical Population Growth

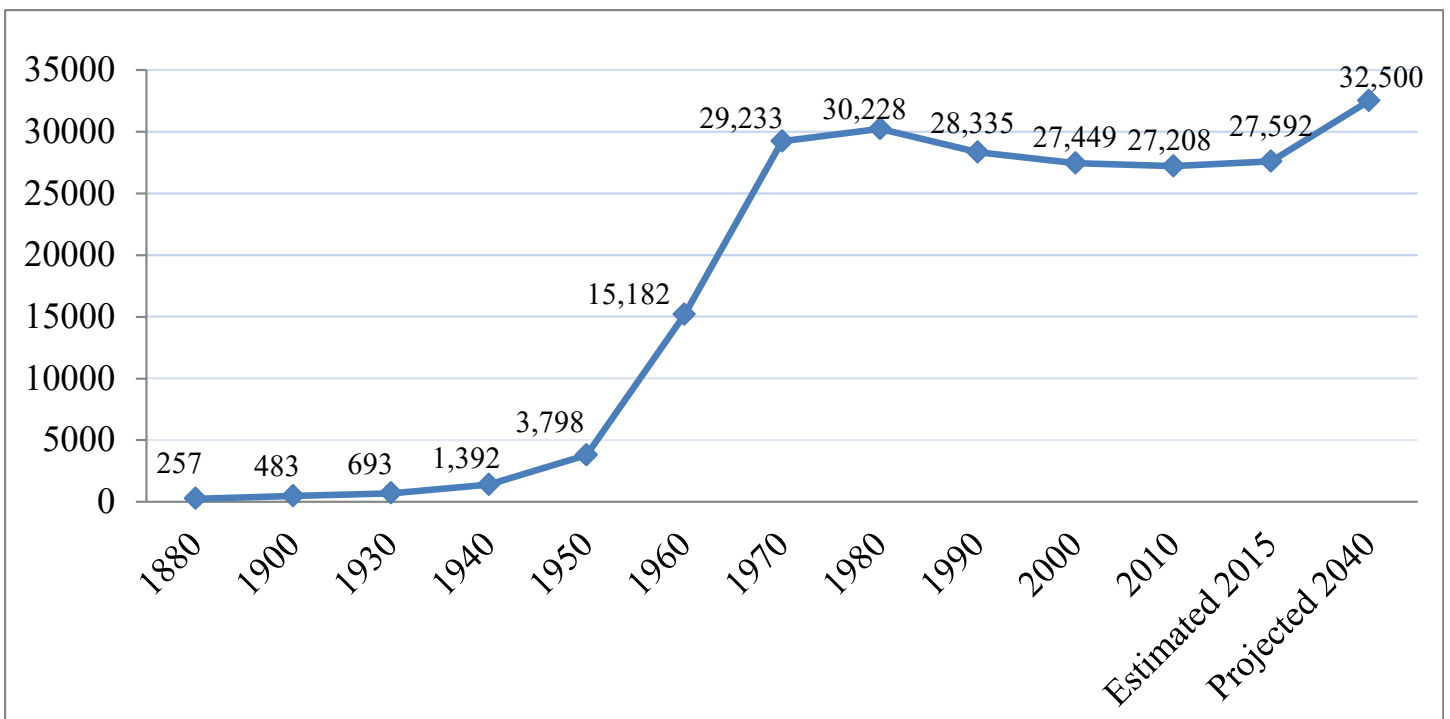
Fridley was starting to grow in the 1940's, but the start of World War II slowed that growth, and Fridley remained mostly agricultural land. The war brought the expansion of a major business in the southern part of Fridley. The creation of weapons became a top employer in the City creating thousands of jobs and spurring new growth. Rail service and the network of highways resulted in Fridley's conversion from agricultural to industrial uses. Before the highway system was developed, various mass transportation options made Fridley a convenient place for Minneapolis workers to live.



Northstar Commuter Rail

Transportation options are once again resulting in population growth in Fridley. In 2009, passenger rail service began on the Northstar Commuter Rail Line, which runs on BNSF tracks and has a stop in Fridley. Existence of this new commuting option has resulted in establishment of the Northstar Transit Oriented Development (TOD) Overlay Zoning District, which requires greater site densities. A master plan has been developed for the Northstar TOD area, which is predicted to bring over 1,000 new housing units to the City. Therefore, Fridley’s growth projections show the City surpassing population totals of the 1980’s by 2040.

Historical Population Growth



Source: Information for historical population growth was extracted from an article titled “Fridley from the Beginning” printed in a 1974 Fridley Silver Anniversary newspaper; author unknown. Data for recent years obtained from www.census.gov and the 2011-2015 American Community Survey data and the Metropolitan Council.

Age of Population

There are noticeable increases in the number of children under age 5 and young adults (age 25-34) from 2000 to 2014. While it is a small percentage of the overall population of the City, the number of people age 85 and over doubled in the past 15 years. It is interesting to note that the median age in Fridley has decreased by nearly two years in just the past five years of data.

Age Trends

Age	2000		2010		2015 estimate	
	Number	% of Total	Number	% of Total	Number	% of Total
Under 5 yrs	1,828	6.7%	1,951	7.2%	2,230	8.1%
5-9 yrs	1,754	6.4%	1,757	6.5%	1,748	6.3%
10-14 yrs	1,625	5.9%	1,645	6.0%	1,454	5.3%
15-24 yrs	3,770	13.7%	3,414	12.5%	3,508	12.7%
25-34 yrs	4,217	15.4%	4,106	15.1%	4,698	17.0%
35-44 yrs	4,289	15.6%	3,485	12.8%	3,205	11.6%
45-54 yrs	3,674	13.4%	3,882	14.3%	3,728	13.5%
55-64 yrs	3,011	11.0%	3,098	11.4%	3,193	11.6%
65-74 yrs	2,127	7.7%	2,144	7.9%	2,230	8.1%
75-84 yrs	910	3.3%	1,400	5.1%	1,119	4.1%
85 & over	244	0.9%	326	1.2%	479	1.7%
Total Pop	27,449	100%	27,208	100%	27,592	100%
Median Age	36.3		37.1		35.4	
Persons/HH	2.40		2.44			

Ethnic and Racial Diversity

The racial diversity of Fridley has continued to increase over the past decade. Fridley was 96% white in 1990. Data from 2015 indicates that Fridley's population is 67% white. The minority groups that have increased most are African American, Asian, and Hispanic, with the most significant increase in the African American community. Fridley has also experienced an increased diversity of faiths in the past ten years, with the completion of three Islamic Centers in the community. A Hispanic church was started, but has since moved. Many other church groups have been meeting in rented school or commercial space throughout the City.

Diversity Trends

Race	2000 Percent	2010 Percent	2015 ACS Data
White	88.7	72.2	67.2
Black or African American	3.4	11.1	14.0
Asian	3.0	4.9	7.1
Hispanic or Latino	2.6	7.3	7.2
American Indian/Alaska Native	0.8	1.2	1.1
Two or more races	2.9	3.6	3.4
Other	1.2	0.3	0.0

Source: Census.gov and 2011-2015 American Community Survey

Household Type

Over the past decade, female head of households families have increased significantly, while married couple households have decreased. Also, a majority of female led households had children under the age of 18. As expected with the aging of the community, there was an increase in the percentage of single person households since the last census.

Household Trends

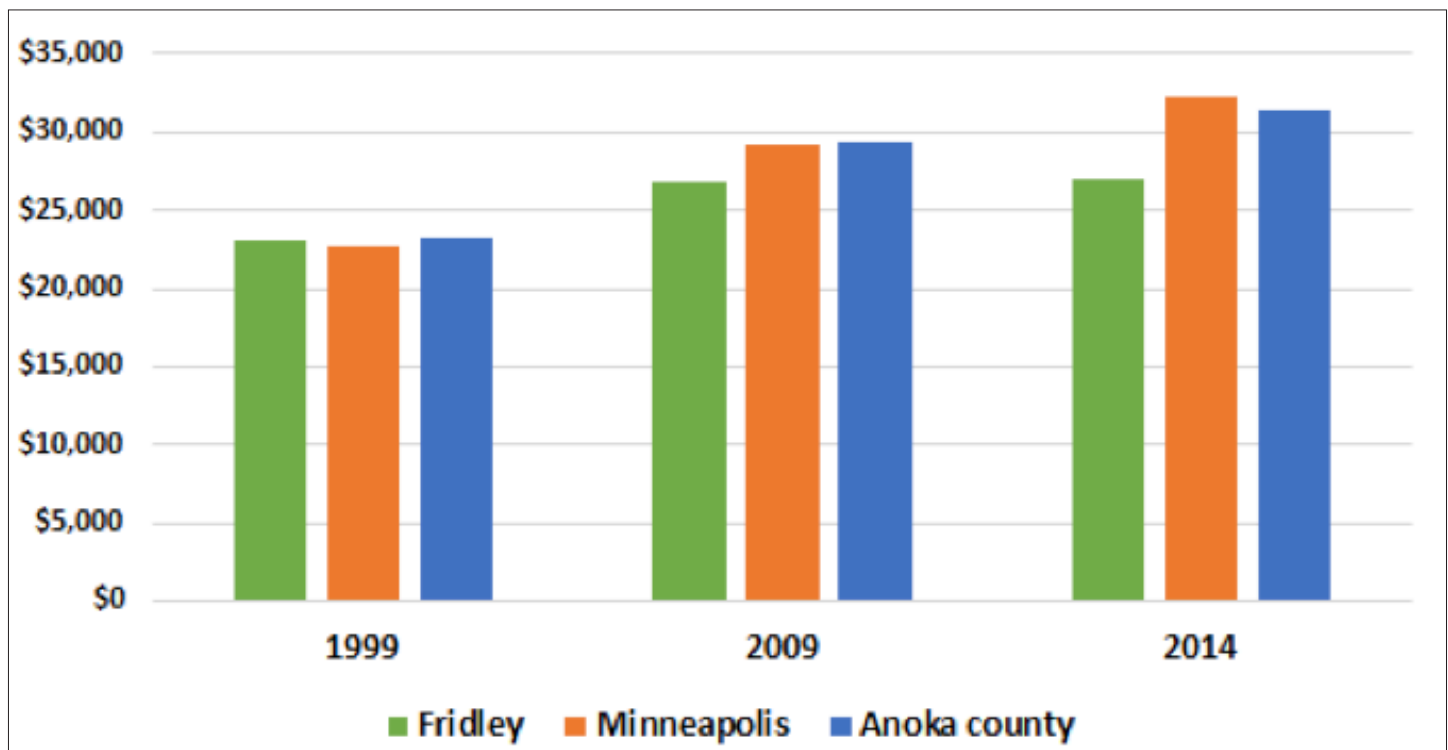
Household by Type	2000 Census	2010 Census
Family Households (families)	64.6%	63.5%
Married Couple Family	48.6%	43.4%
Female Householder	11.6%	14.1%
Non-family Households	35.4%	36.5%
Householders Living Alone	26.8%	28.8%
Total Households	11,759	11,110

Source: www.census.gov

Household Income

The 2000 Census data revealed a per Capita income in Fridley of \$23,022. Current projections (2015 ACS data) show that Fridley's per capita income has increased to \$27,376, but continues to be less than Anoka County and Minneapolis averages. The poverty data in 2015 also shows a 7.7% rate of poverty in Fridley, which is about the same as it was in 1999.

Per Capita Income

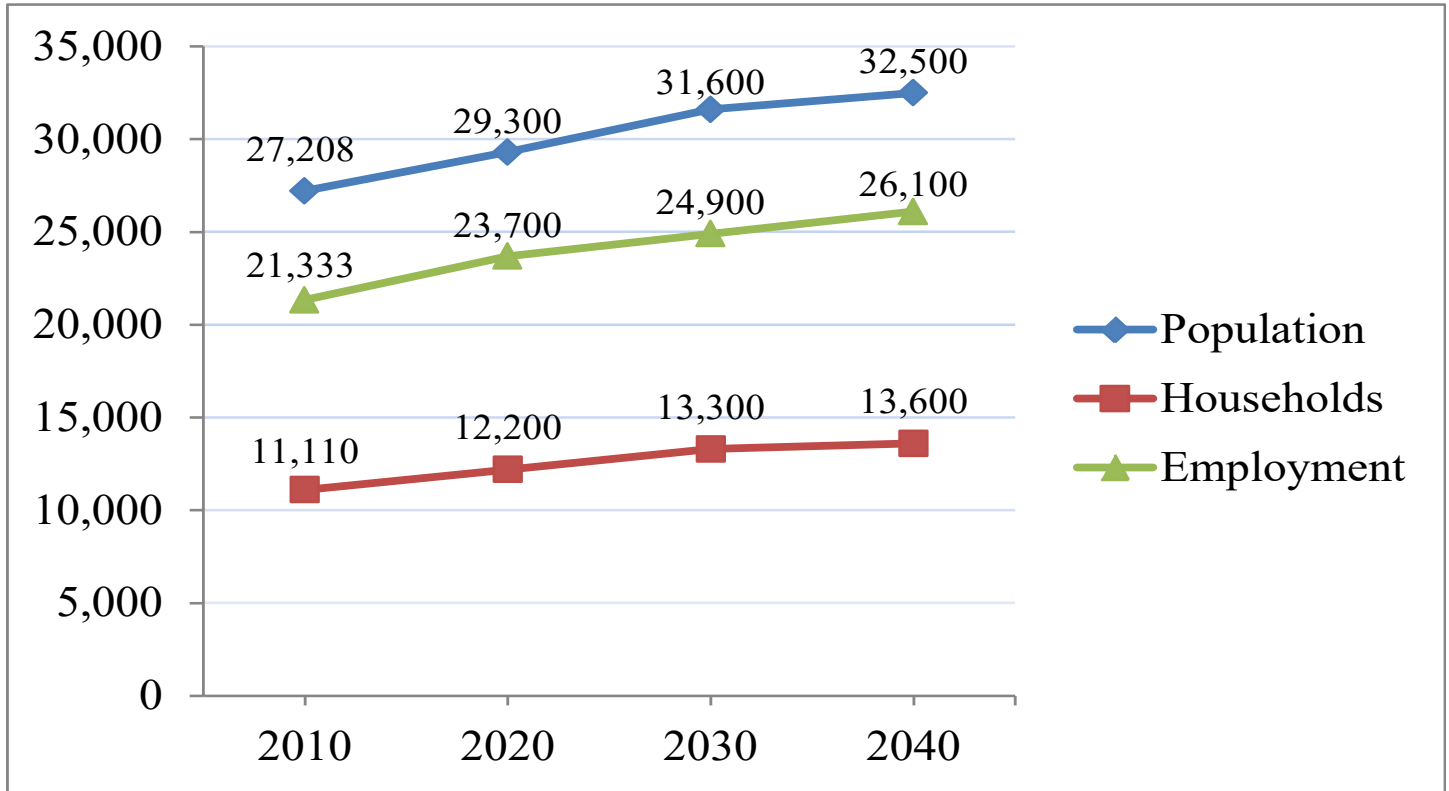


Source: 2014 American Community Survey

Projections

Due to already permitted and approved redevelopment master plans for large quantities of housing, the Metropolitan Council increased their initial forecasts for population and households. Employment is projected to increase in Fridley, but less than the 2030 projections which were made just before the Great Recession. This change is likely due to the significant job loss during the Great Recession.

30 Year Forecasts



Source: Metropolitan Council

Summary

There are three main projections that are the basis for this plan:

1. Fridley's population is expected to grow significantly, surpassing the level it was at in the 1980's, and the population is expected to become more diverse in the next 30 years.
2. The number of jobs is expected to increase significantly in the next 30 years, offering Fridley residents even more opportunity to live and work in the same community.
3. The availability of affordable housing options, and access to mass transit from most neighborhoods makes the City an attractive community to live in.

Chapter 1. Land Use

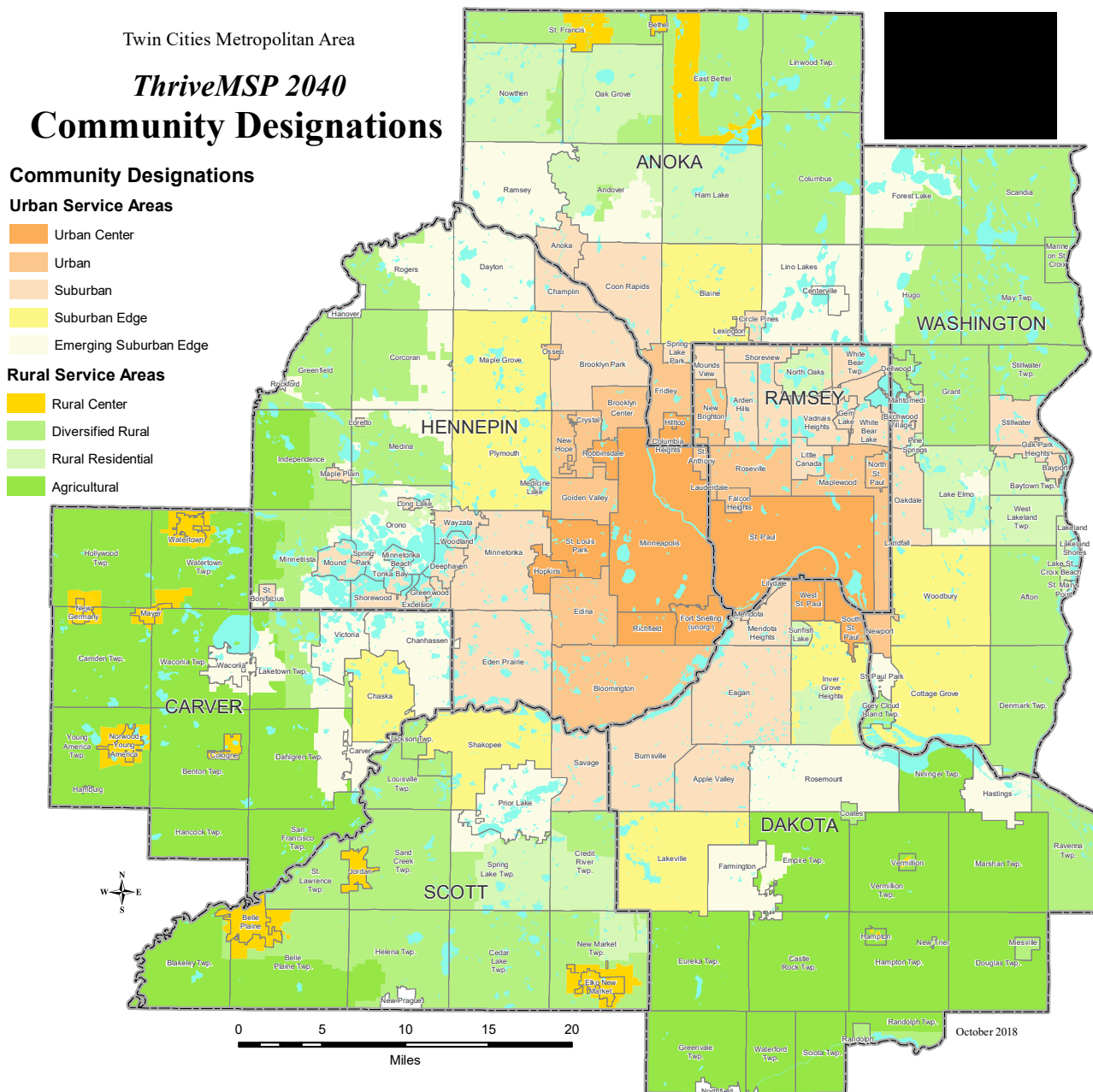


Land Use

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.

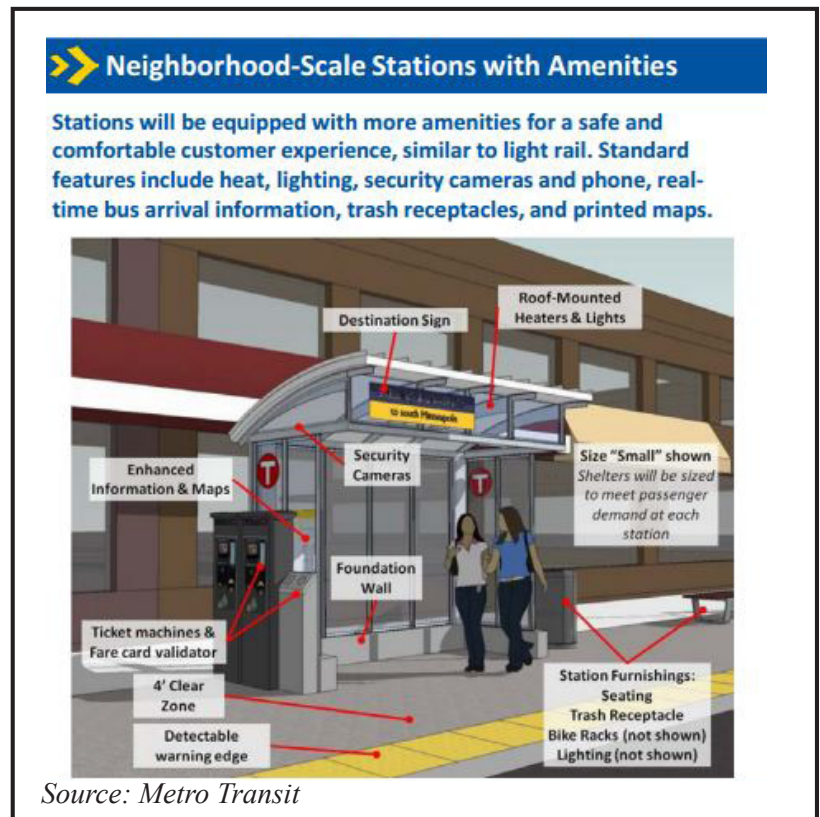
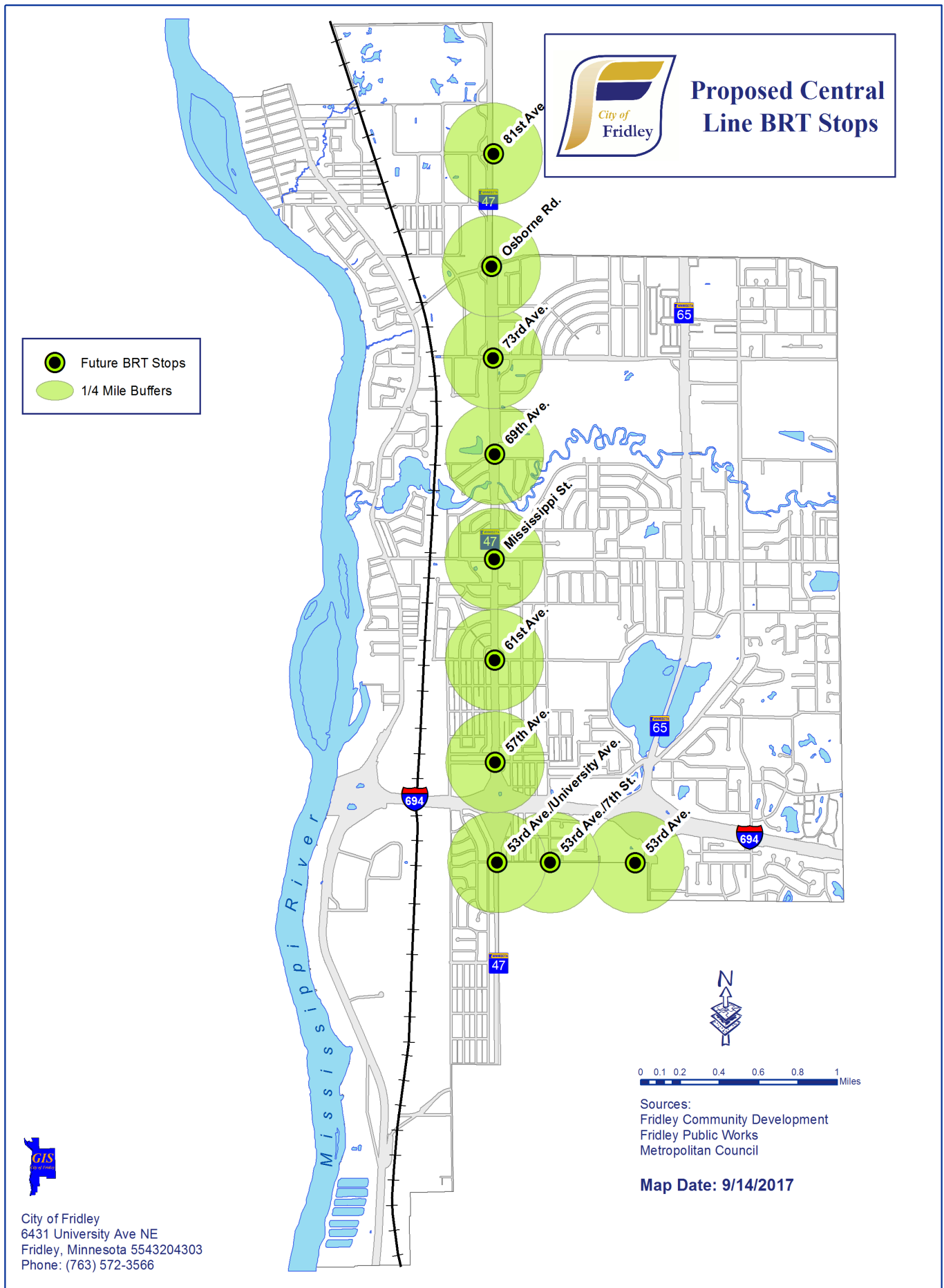


Figure 1.2 Proposed Central Line BRT Stops



1.2 Existing Land Use

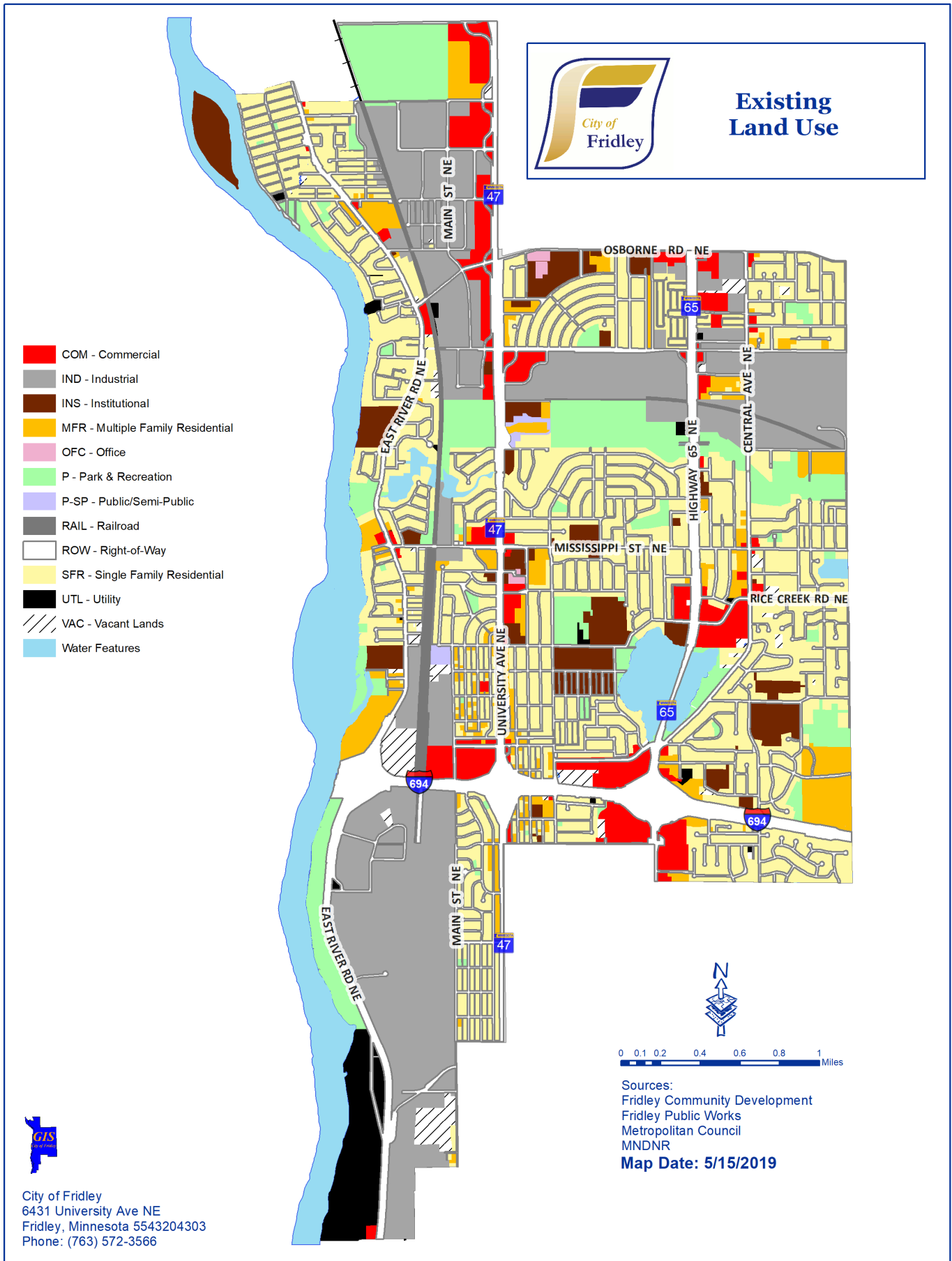
The existing land use categories have been updated to separate *public*, *institutional*, and *utility* uses, which were all previously classified as *public* on the City’s Existing Land Use map. It also should be noted that the large island in the Mississippi River, just north of I-694, while owned 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%
Total	6623	100.0%

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

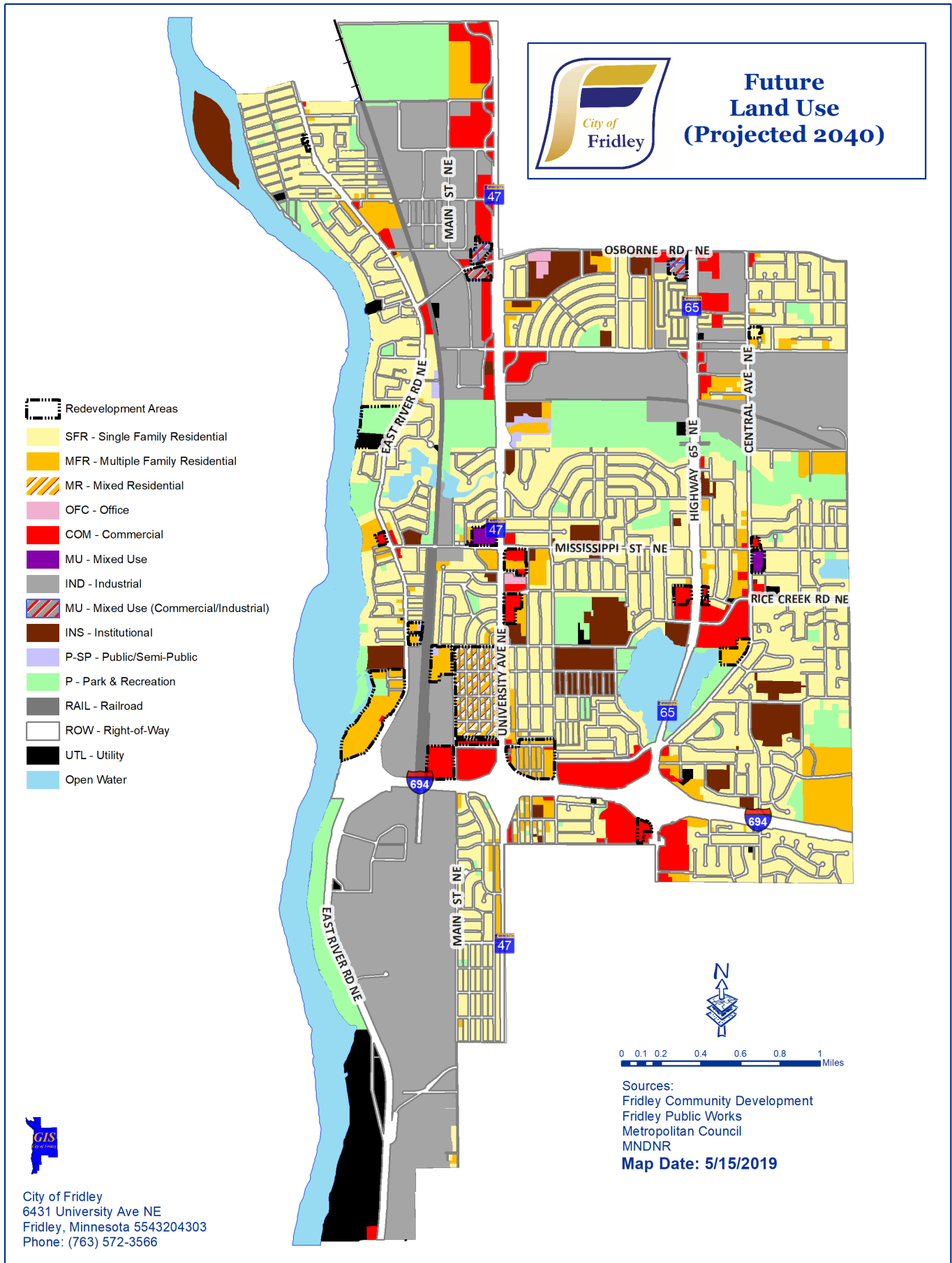


Table 1.3 Future Land Use Acreage

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%
Total	6623	100.0%

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 the city.

Redevelopment Areas

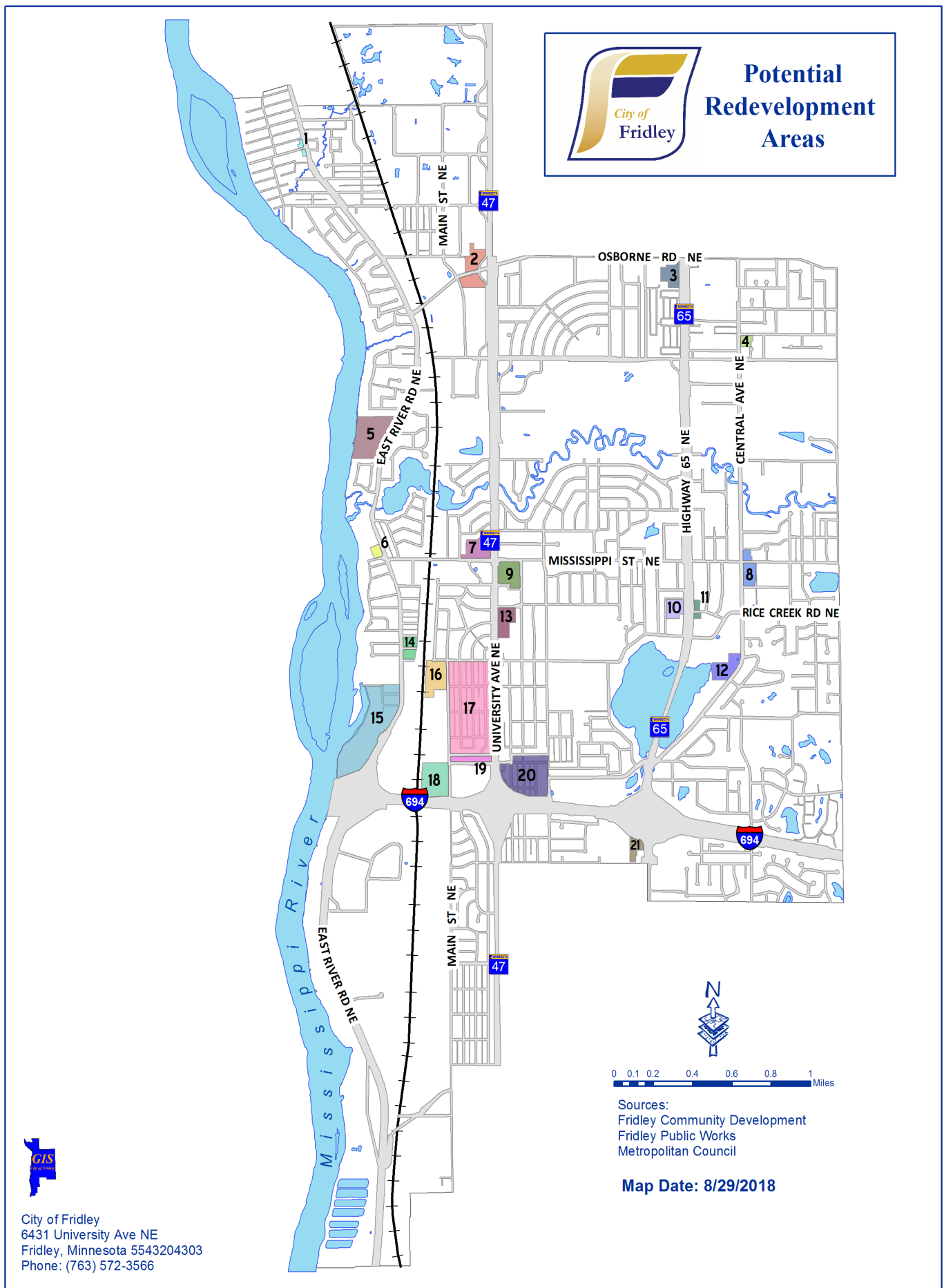
Redevelopment is a form of community revitalization that transforms undesirable elements of a site into desirable elements that reflect the community's vision. Taking into consideration the redevelopment that has occurred since the adoption of the 2030 Comprehensive Plan, existing land use patterns, 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.



Adjusted Density Range

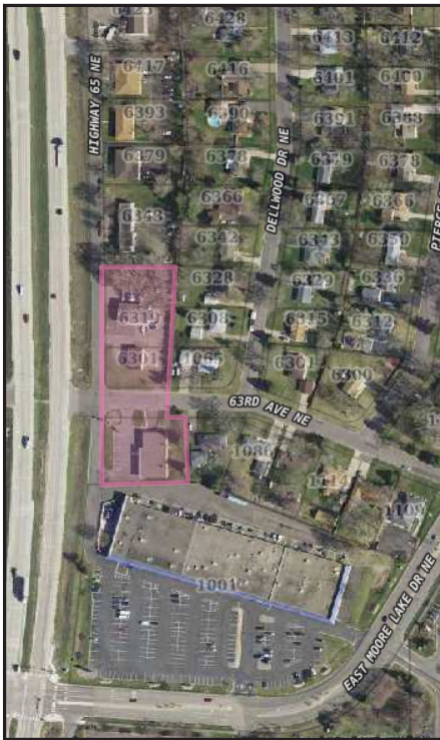
Due to the unique circumstances of this area, the density range of the MFR land use have been increased to
30.0 u/a - 40.0 u/ac

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

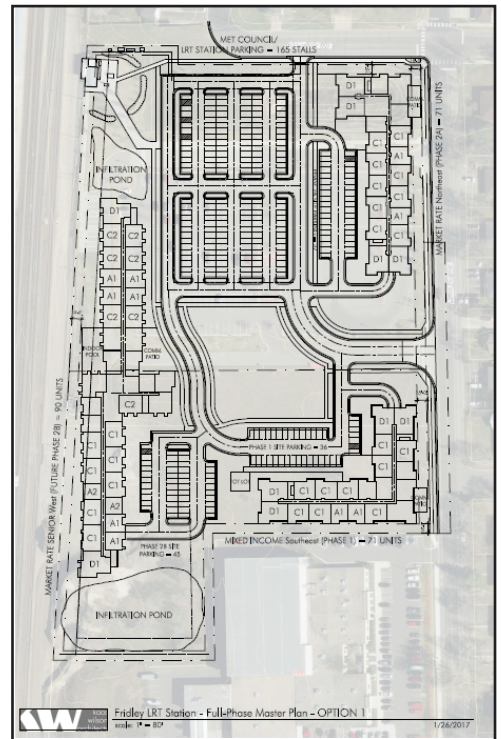
This would encourage more use of this hidden park. Multi-family housing will be situated around the park, along with the construction of new parkways. .

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
	Total	34.40	72.18	41.93	148.51

Source: City of Fridley

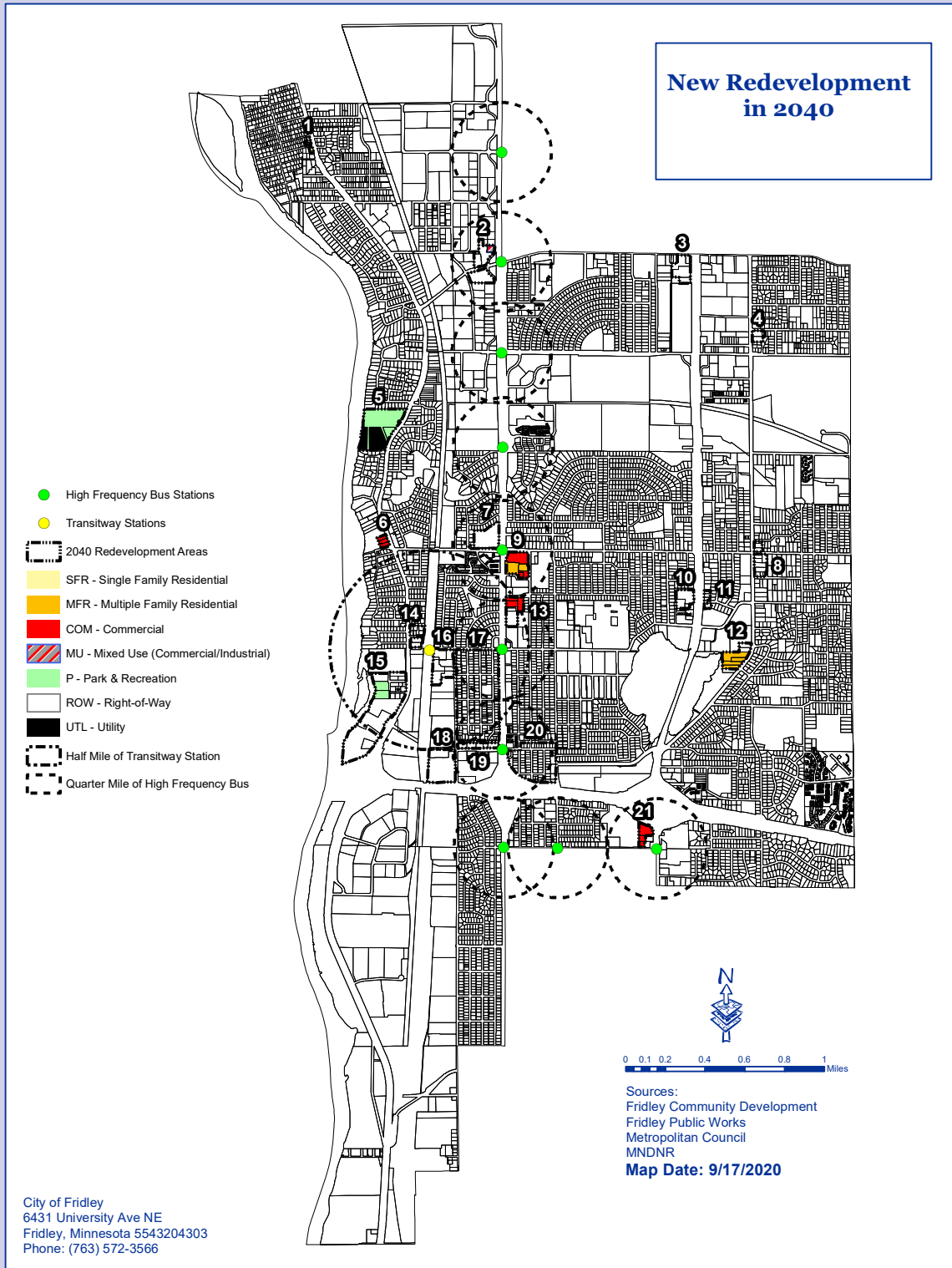
Using the anticipated phasing by decade, along with the minimum and maximum units of housing per acre determined by the land use designation(s) of each redevelopment area, the City can then ensure that anticipated redevelopment areas will be able to accommodate the overall growth in households between 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
Total					462	1,311		276	1,145		94	412		832	2,868	

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
Total		14.05				186	471
						Total u/ac	13.25

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
Total		3.81				114	152
						Total u/ac	30.00

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.

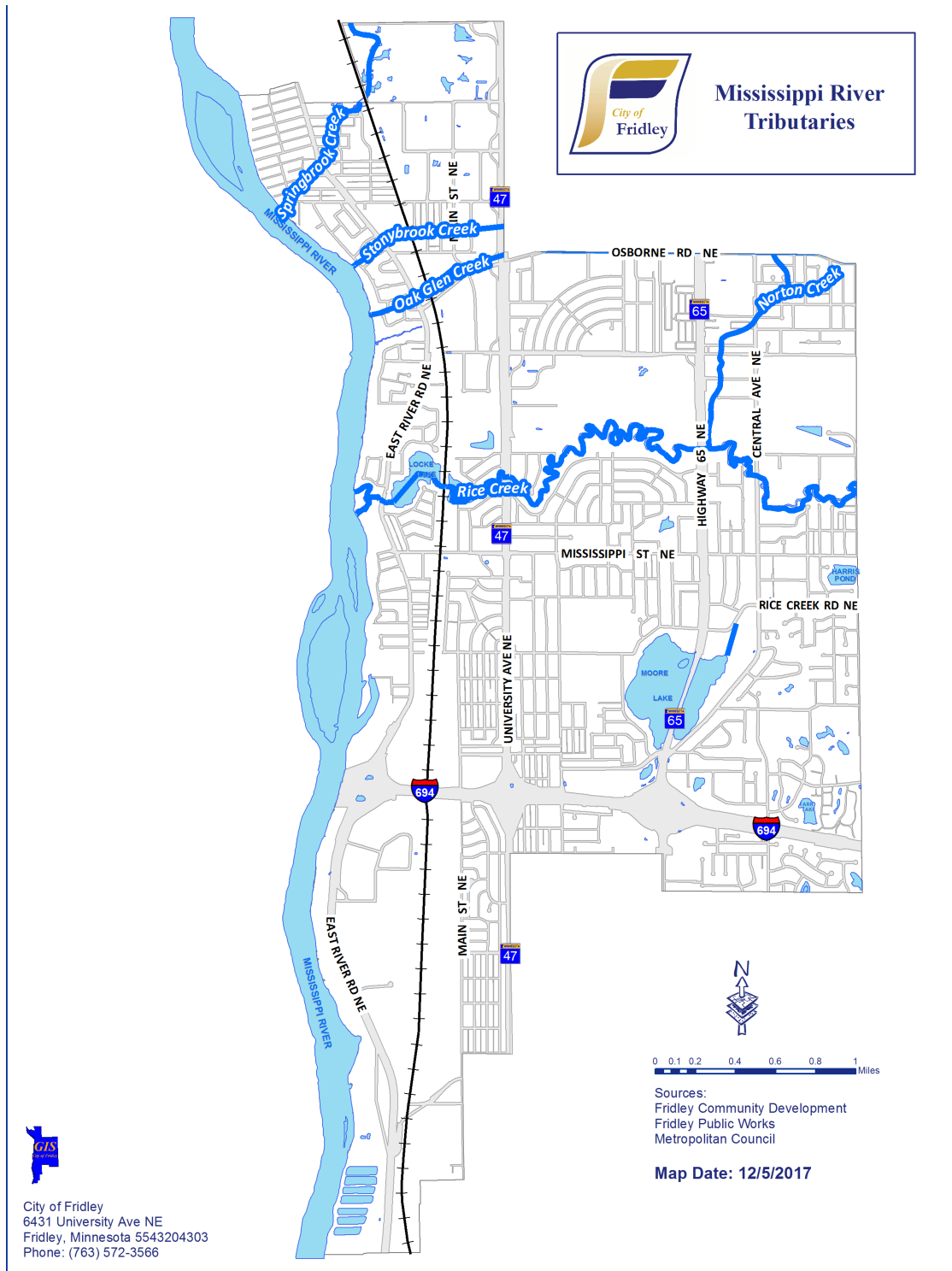
1.5 Natural Resources

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.

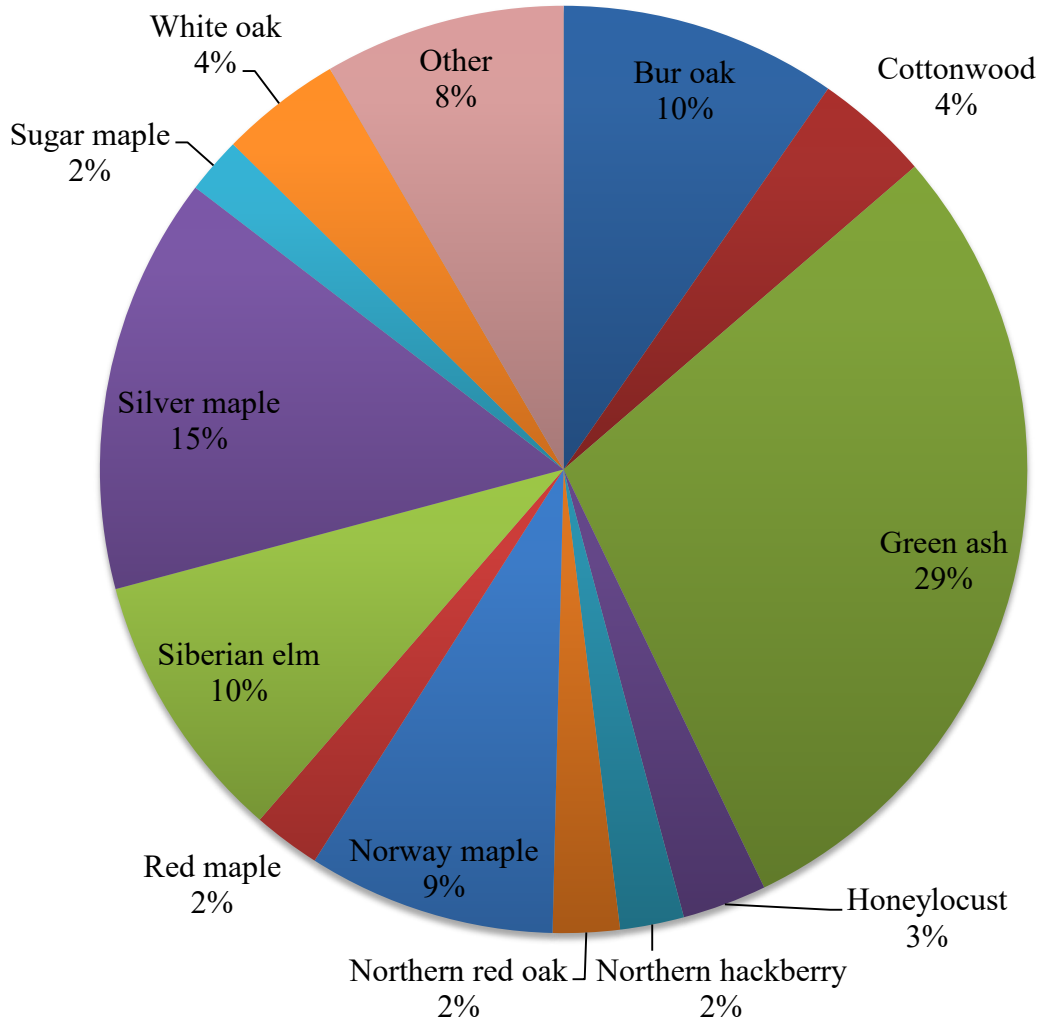
Much more attention is now being given towards tree diversity since Emerald Ash Borer (EAB) was discovered near the City of Fridley. The urban tree canopy in Fridley was reduced significantly by the loss of oaks to oak wilt and many severe storms that have passed through parts of Fridley. The potential 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.

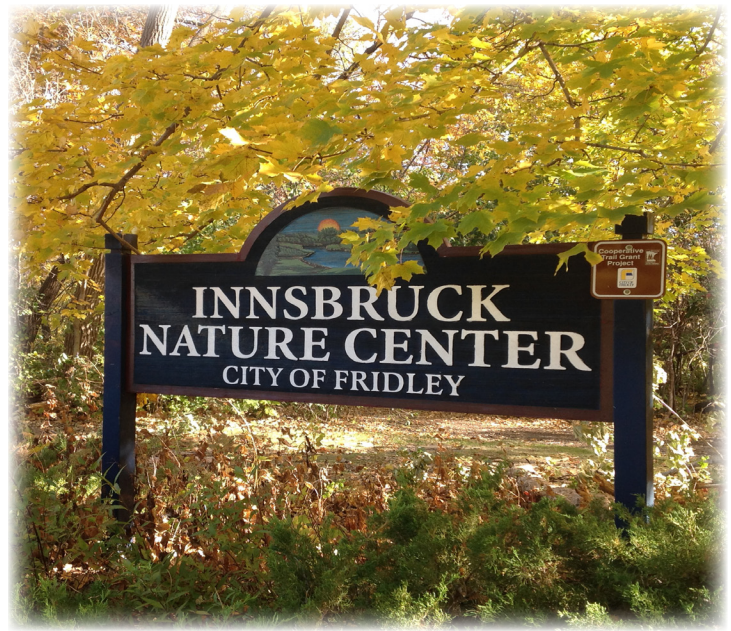


Nature Centers

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.



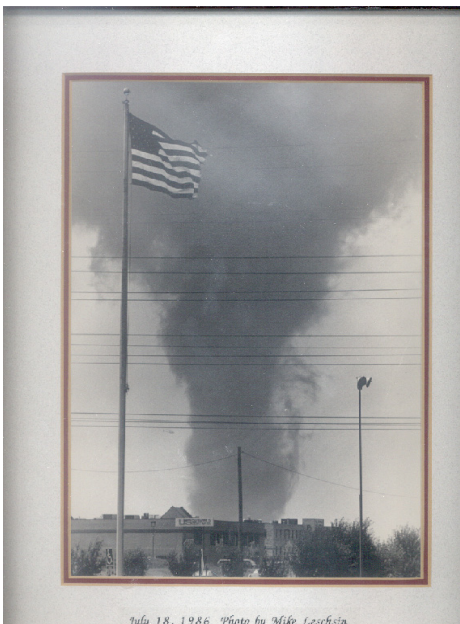
Springbrook Interpretive Center, Native Landscaping



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.

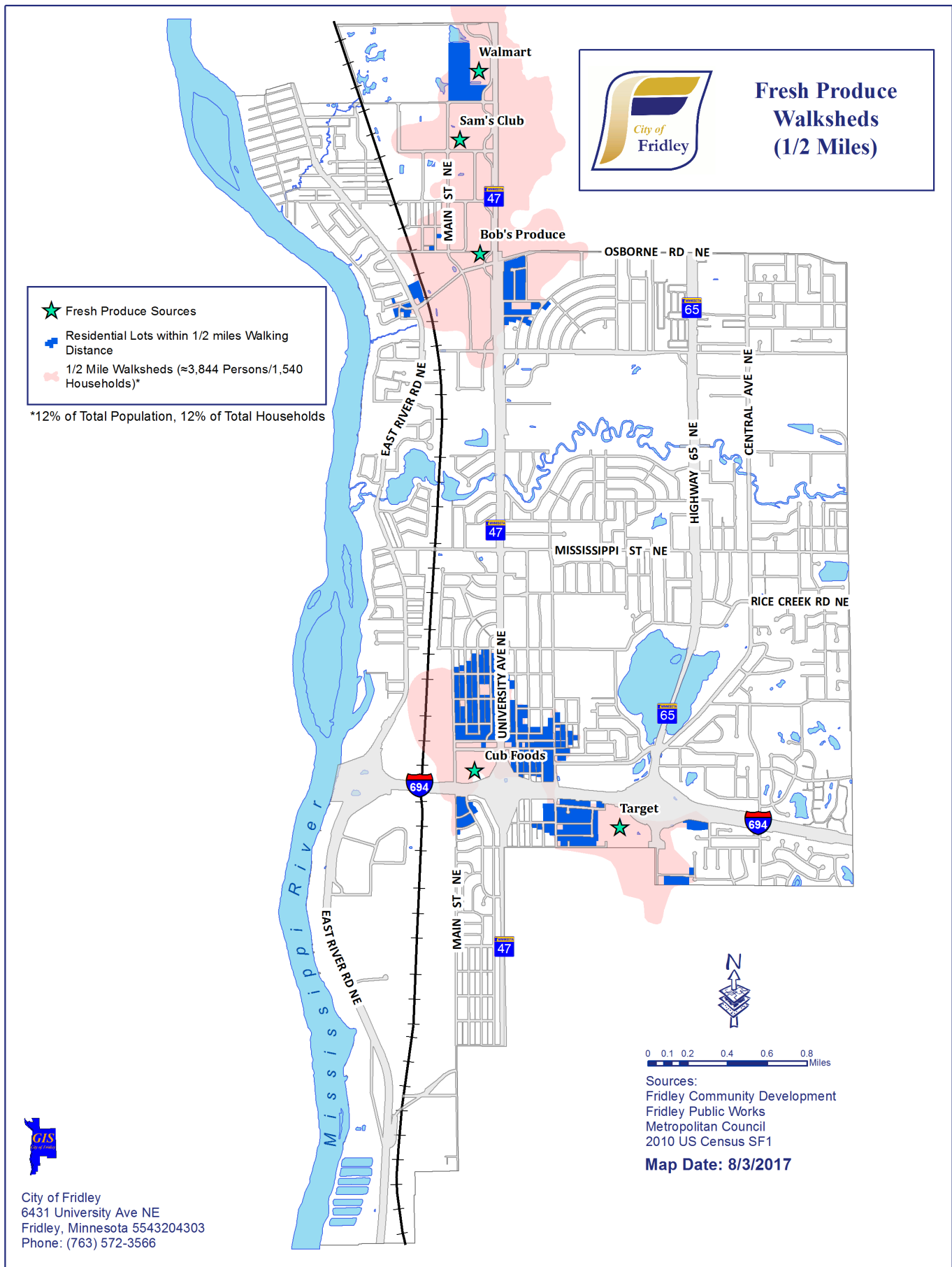
Landscaping

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.



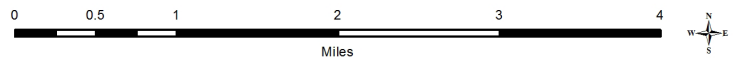
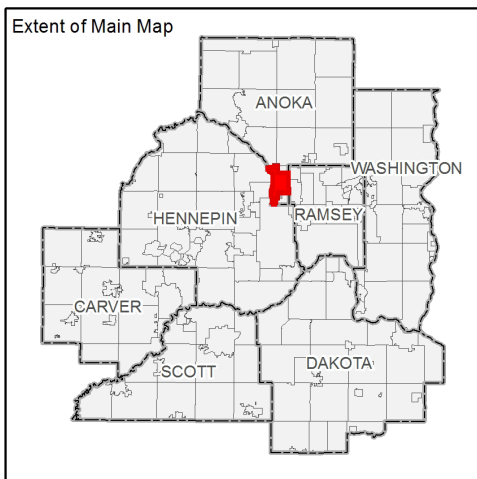
Combination Solar and Pollinator Garden, Source: Prairie Restoration, Inc.



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.

Chapter 2. Housing



Brick Rambler in Fridley

Housing

Housing is a critical and essential component of the quality of life in Fridley. Since a majority of Fridley’s housing was built in the 1950s and 1960s, the City has struggled to provide a variety of housing types and price points that allow residents to move through the life cycle housing chain while staying in Fridley. Providing a variety of housing types and price levels is key to maintaining stability in the community. It is also key to reducing traffic; giving Fridley’s extensive working population the opportunity to live where they work.

2.0 Introduction

The City of Fridley has focused a great deal of its resources on maintaining the housing stock we have. For several decades now, the Fridley Housing and Redevelopment Authority (HRA) has spent funds on housing replacement and rehabilitation programs, removing blight, and encouraging reinvestment in older housing. The City’s strong rental inspection and code enforcement programs also preserve housing values.

Since the last Comprehensive Plan update, the Fridley HRA has initiated two significant housing redevelopment projects - Cielo Apartments and Gateway West. Gateway West provided 16 new, larger single family homes valued higher than the average Fridley home price point. Cielo Apartments provides 256 market rate apartments at a price point that is higher than any other apartment complex in the City. The successful marketing of both of these projects has proven the need for this type of housing. However, the City continues to lack other housing choices, so more housing types need to be explored. The City is planning for new housing options in several proposed developments, including Locke Park Pointe and the Northstar TOD Zoning District. Low vacancy rates, rising rents, and demographics of higher divorce rates and single parent households in Fridley appear to be driving the need for more rental housing in the community.



The Cielo Apartments Phase I - April 2016

2.1 Existing Housing Assessment

In order to develop a plan for housing in Fridley, an analysis of existing housing types was performed.

The breakdown of housing structure types has not changed much over the past two years except for more apartments due to the construction of Phase I and II of Cielo Apartments. New single family homes have been built, but in most cases, a home was torn down to make room for the new home. One structure type that is not

separately listed is a cottage home. The City has a few cottage homes (one-level living without a basement), but there have been many requests for more of this type of housing. This is a popular option for seniors looking for an accessible home. There have also been requests for more owner-occupied multi-family structure options, which is understandable as only 11% of existing housing structures are this type of housing.

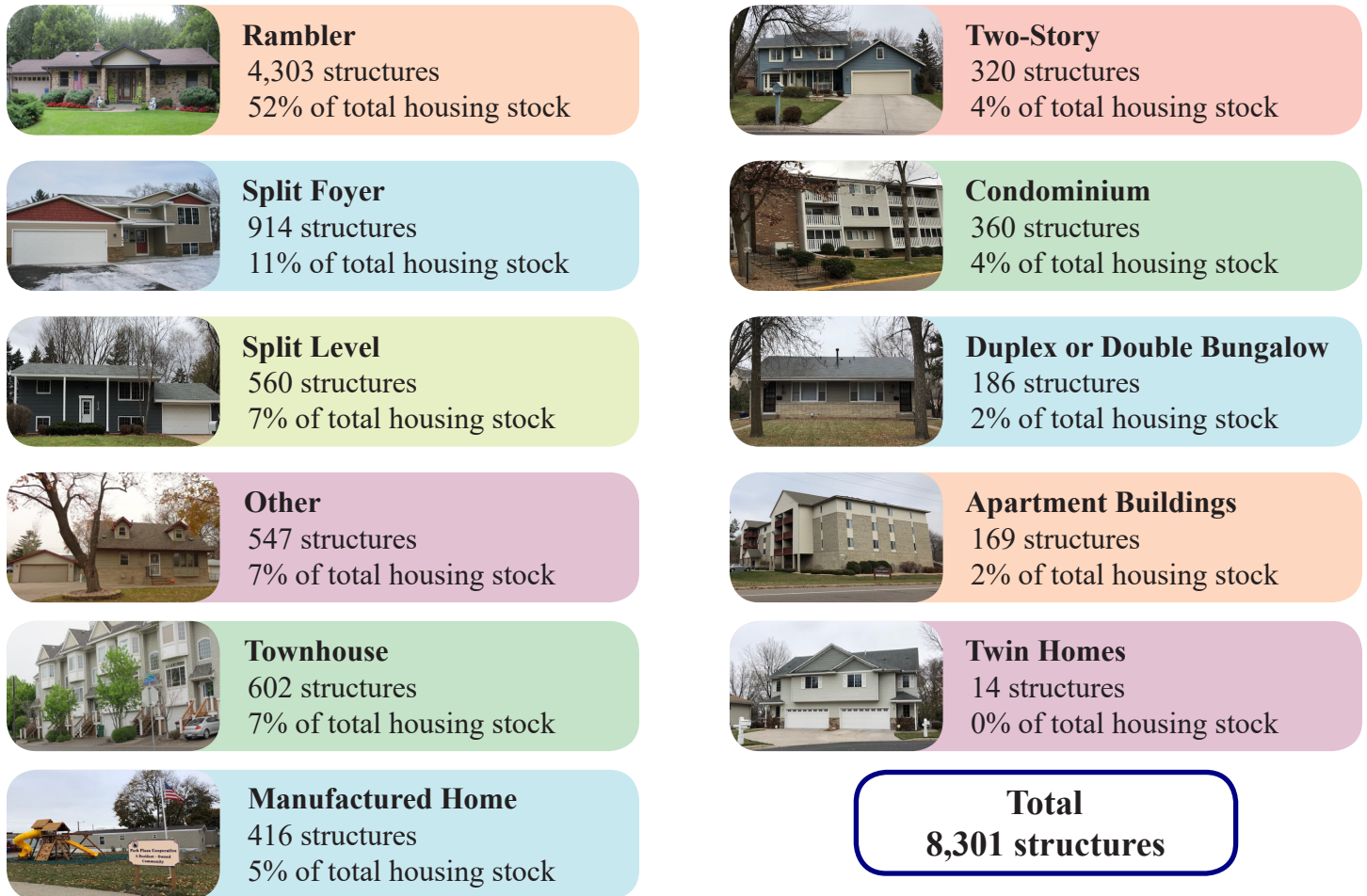


Table 2.1 Housing Type

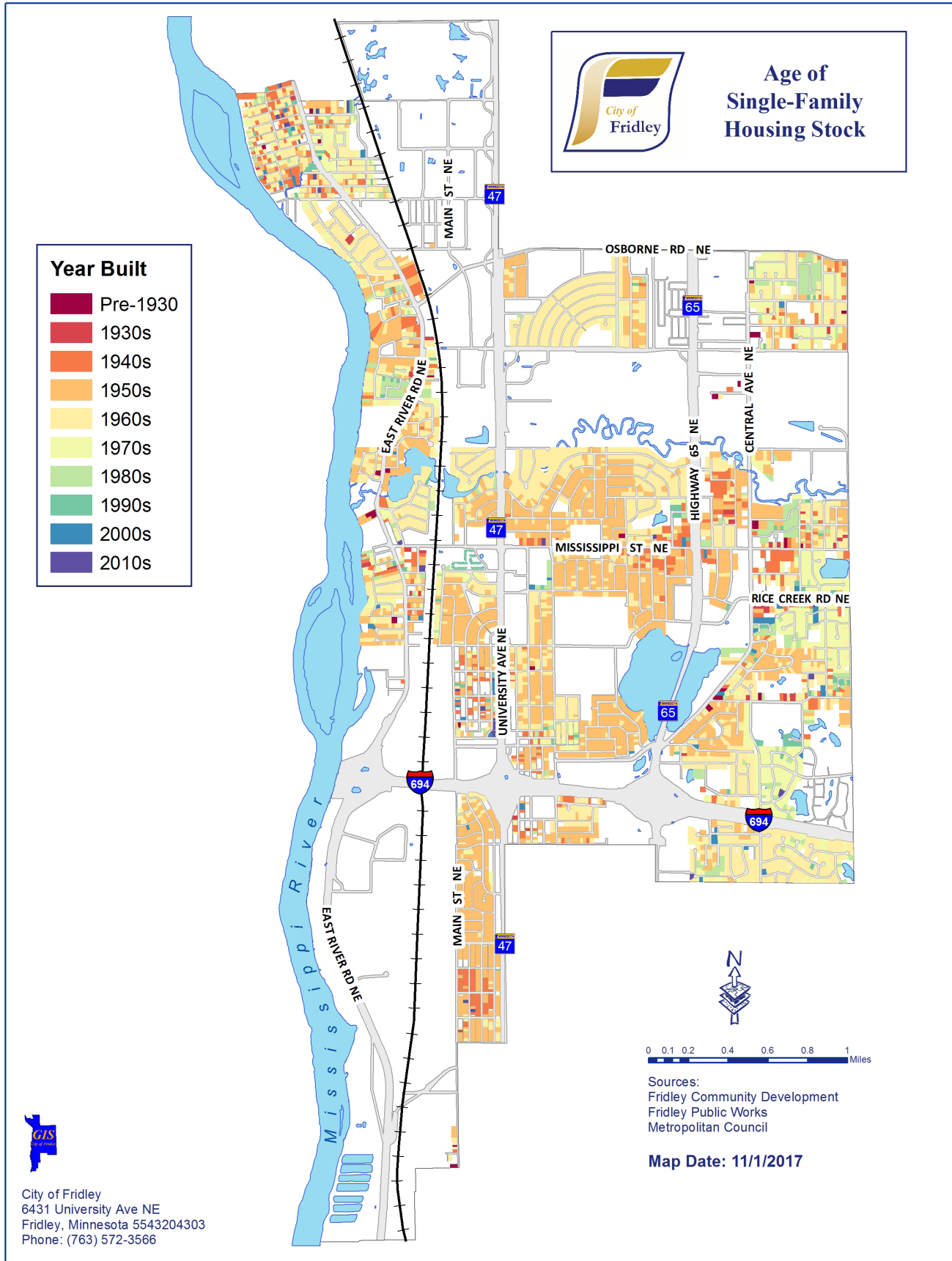
Housing Unit Type	No. of Units
Single Family Detached	6,643
Townhomes	658
Manufactured Homes	405
Total Single Family Units	7,706 - 65%
Twinhome, Duplex	370
Condominium	360
Multi-family Apartment (10 or less units)	576
Multi-family Apartment (11 or more units)	2,931
Total Multi-Family Units	4,237 - 35%
Total Housing Units	11,943 - 100%

Source of data: Anoka County Property Tax records, Fridley Utility Billing records, and Fridley Rental Licensing records

2.2 Age of Housing Stock

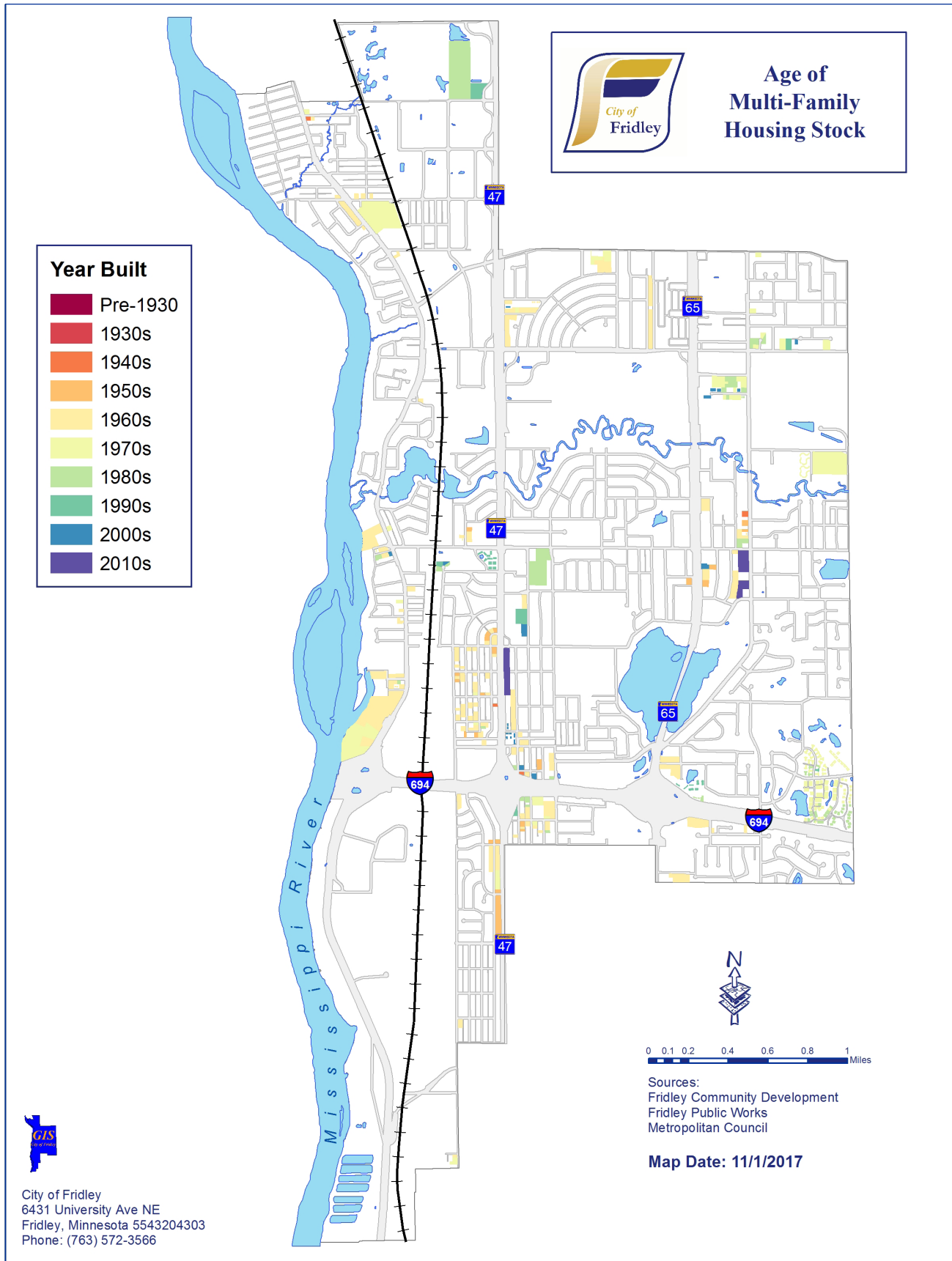
This map shows the majority of single family housing in Fridley was built in the 1950s and 1960s. In fact, 77% of Fridley homes are 57 years old or older.

Figure 2.1 Age of Single-Family Housing Stock



This map shows the majority of Fridley's multi-family housing was built in the 1960s and 1970s, with very few new multi-family structures built from 1990 to 2010.

Figure 2.2 Age of Multi-Family Housing Stock



2.3 General Occupancy

Table 2.2 shows that rental occupancy rates have increased one percent in the past ten years. This is not surprising considering that many single family homes that went into foreclosure during the recession were purchased as rental property investments. In addition, the first phase of Cielo Apartments was completed in 2016, which added 101 new apartments to the City’s rental inventory.

Table 2.2 Housing Occupancy

Tenure Type	1970	1980	1990	1998	2006	2016
Ownership	5,922 (74%)	6,941 (67%)	7,364 (67.5%)	7,658 (66%)	7,520 (65%)	7,609 (64%)
Rental	2,081 (26%)	3,475 (33%)	3,545 (32.5%)	3,945 (34%)	4,107 (35%)	4,294 (36%)
Total Units	8,003	10,416	10,909	11,603	11,627	11,903



Modern Rambler in Fridley

Source: Metropolitan Council

There is a misconception throughout the community that there is an overabundance of rental housing in Fridley. Compared to other first ring suburbs of Minneapolis, Fridley falls in the middle of the list in the ratio of owner occupied housing to rental housing. Demand for rental housing has been exhibited by low vacancy rates and quick leasing, months ahead of expectation. The construction of more apartments in the Cielo project are expected to fill just as fast.

Table 2.3 Rental Housing Percentage Comparison of First-Ring suburbs of Minneapolis

City	% Ownership	% Rental
Hopkins	33.8%	66.2%
New Hope	53.4%	46.6%
St. Louis Park	57.3%	42.7%
Brooklyn Center	61.7%	38.3%
Richfield	62.5%	37.5%
Edina	62.9%	37.1%
Fridley	63.9%	36.1%
Columbia Heights	64.9%	35.1%
Robbinsdale	67.3%	32.6%
Crystal	71.9%	28.1%
Golden Valley	76.1%	23.9%

Source: Metropolitan Council

2.4 Housing Affordability

Cost of Home Ownership

In 2006, nearly 13% of Fridley’s single family homes were valued over \$249,999. The 2016 assessing data shows that Fridley has not recovered from the recession completely, because only 6% of Fridley single family homes are currently valued over \$249,999. The median home value in 2006 for homes with tax codes: homestead (1A), partial homestead (.51A, .51AB, and .51B), blind homestead (1B) and non-homestead (4BB) was \$209,116. This did not include manufactured homes.

In 2016, the median home value was \$184,044. If you include manufactured homes, it was \$178,800. The average Fridley home sale in 2016, based upon 379 sales, was \$187,800, which is down \$30,537 from ten years ago. Therefore, actual sales from MLS data for SOLD homes are also demonstrating that values have not yet recovered from where they were at the time of the last comprehensive plan update.

Table 2.4 2016 Assessed Valuation of Single Family Housing

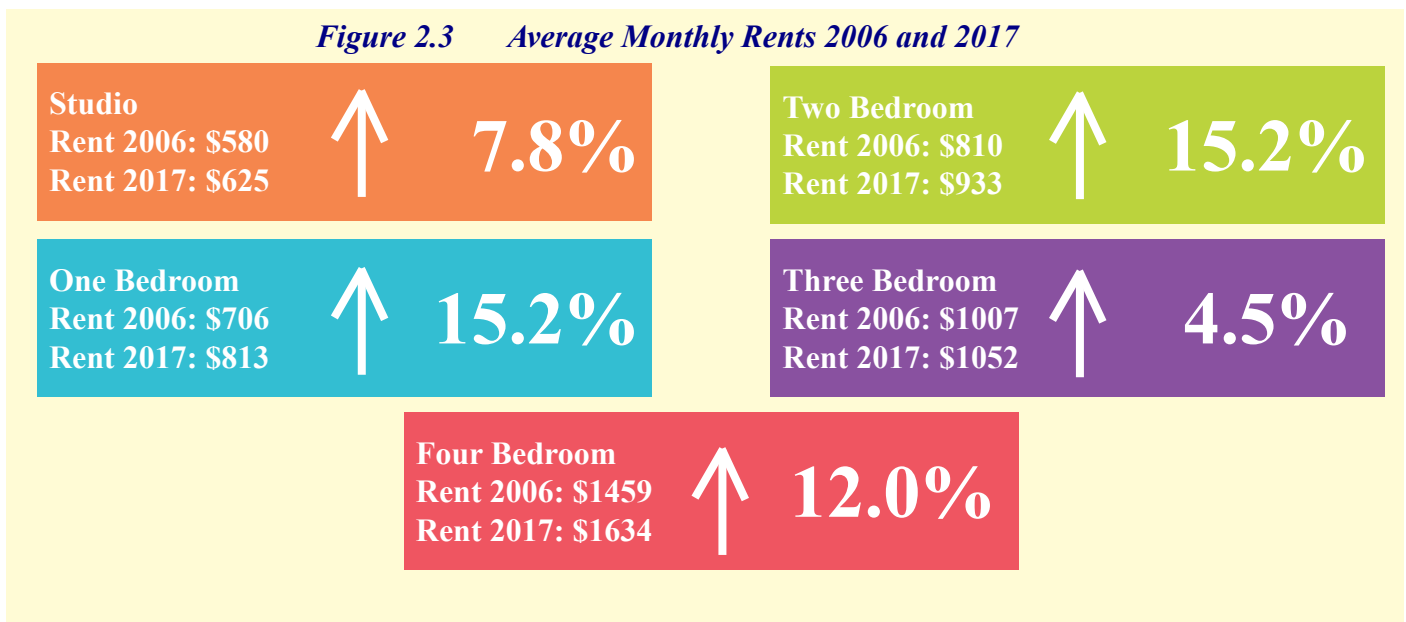
Est. Assessed Value Range	Number of Units	% of Total
Less than \$60,000	556	6.8%
\$60,000 to \$99,999	237	2.9%
\$100,000 to \$149,999	1,570	19.3%
\$150,000 to \$199,999	4,165	51.2%
\$200,000 to \$249,999	1,107	13.6%
\$250,000 to \$349,999	428	5.3%
\$350,000 to \$499,999	58	.7%
\$500,000 or more	9	.1%
Total	8,130	100%

Source: Anoka County Assessing Records

Rental Rates

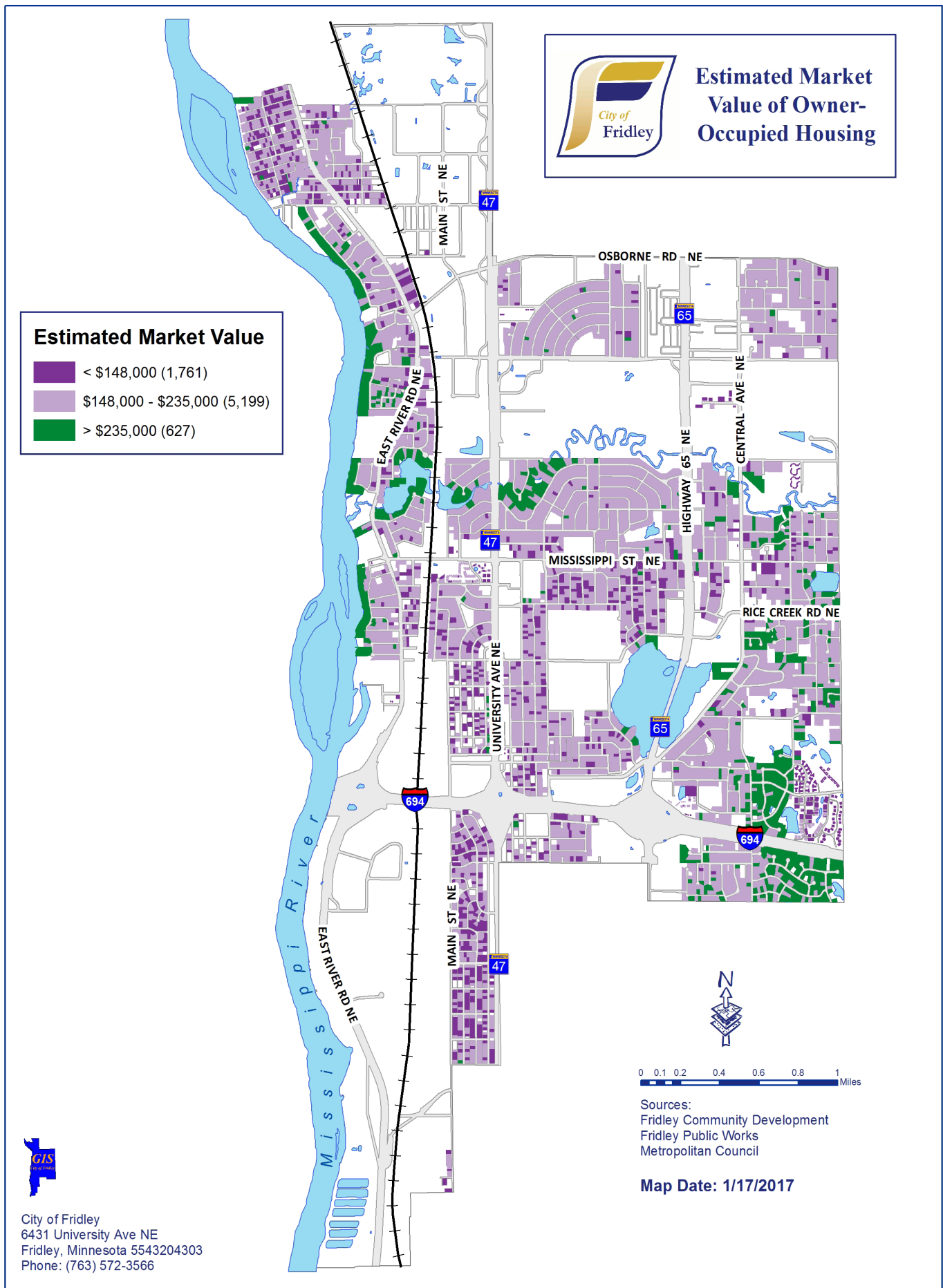
While the cost of home ownership has declined in the past ten years, the cost to rent has significantly increased. This is likely the result of supply and demand. While Fridley has experienced the construction of 202 rental apartments over the past two years, vacancy rates are currently very low in the City.

Figure 2.3 Average Monthly Rents 2006 and 2017



Source: Metropolitan Council HRA; Marquette Advisors

Figure 2.4 Estimated Market Value of Owner-Occupied Housing



Subsidized Housing

While 10 subsidized units were lost at Banfill Crossing (the only market rate senior highrise in Fridley) due to the expiration of special financing, Fridley still has 414 (see Figure 2.9) Section 8 rental units and vouchers. These units account for 4% of Fridley’s housing units. All of the project-based Section 8 buildings in Fridley are concentrated in a one block stretch of the City. This is contrary to goals of dispersing low-income housing throughout the community, but the location of this housing was ideal at the time it was built due to the proximity to key services, including bus transit, a library, clinic, City Hall, community center, and drug store, within walking distance.

Table 2.5 *Subsidized Housing*

Subsidized Housing in Fridley	Number of Units
Section 8 Vouchers	160
Brandes Place-Project Based Section 8	16
Norwood Square-Project Based Section 8	51
Village Green-Project Based Section 8 Senior	103
Village Green-Project Based Section 8 Disabled	80
Lutheran Social Services vouchers	4
Total Publicly Assisted Rental Housing Units	414

Source: Metro HRA, Fridley Rental Licensing Records, Lutheran Social Services

Manufactured homes have traditionally been classified separately from single family housing data, but the 405 manufactured housing units in two separate manufactured home parks in Fridley provide an essential unsubsidized, affordable, homeownership option for low-income residents. According to the organization All Parks Alliance for Change, approximately 1,050 people live in the 405 manufactured home units in Fridley. This organization also reports that lot rent in Fridley’s manufactured home parks averages \$510.50/month currently, compared to the average rent for a two-bedroom apartment of \$1,000.

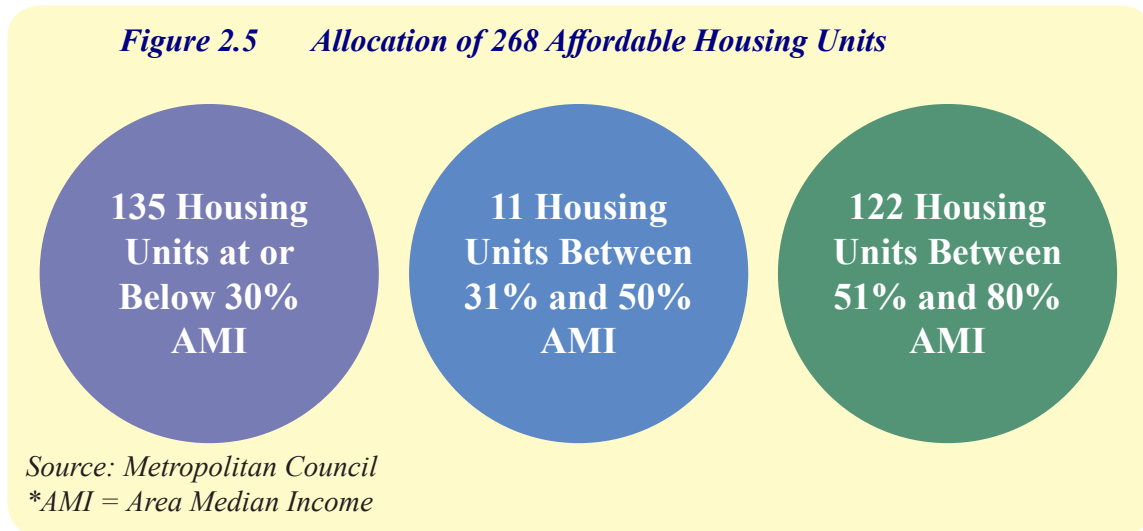
To advance affordability, one of Fridley’s manufactured home parks, Park Plaza, recently became one of seven resident-owned park cooperatives in Minnesota. The management of the Park Plaza Cooperative has been successful in investing \$1 million in infrastructure into the park, including a new storm shelter/community center.



Backpack giveaway led by Natividad Seefeld at Park Plaza for National Night Out

Allocation of Affordable Housing Need

According to Metropolitan Council projections, the Minneapolis/St. Paul region’s total need for affordable housing for 2021-2030 is 37,900 dwelling units. The projected affordable housing need reflects what share of forecasted regional household growth will make less than a set threshold of income and therefore need affordable housing. The allocation is the determination of each community’s share of this regional need and the first step in helping to determine the housing goals and objects in local comprehensive plans. **Fridley’s 2021-2030 Allocation of Need is 268 affordable housing units, which is further broken down as follows:**



The way that communities accomplish this affordable housing allocation is by designating adequate vacant land or redevelopable land at minimum densities (units/acre) that are high enough for affordable housing to be an option. The more units per acre allowed on a site, the less cost per unit to be built. This makes the development an option for both affordable housing and market-rate developers. The affordable housing allocation does not mean that the City must force the building of this many affordable units between 2021 and 2030. Rather, through future land use guidance, the City needs to ensure that the opportunity for affordable housing exists by having adequate vacant or redeveloped land guided for higher densities to meet the stated share.

In order to determine if Fridley can achieve the calculated number of units, the City’s redevelopment areas that count towards Affordable Housing Allocation Need for 2021-2030 must be determined. According to the Metropolitan Council, any residential future land use designation that has a minimum density of eight units per acre or more can count towards affordable housing allocation calculations. As seen in Table 2.6, it’s estimated that a minimum of 276 units that meet affordable allocation criteria will occur through identified redevelopment sites from 2021-2030.

Table 2.6 Development Potential for Affordable Allocation 2021-2030

#	Redevelopment Name	Density (u/ac)		% Res.	2021-2030	
		Min	Max		Acres	Min. Units
12	Residential Lots East of Moore Lake along Central	9.0	40.0	100%	3.85	35
14	West Train Station	9.0	40.0	100%	1.61	14
15	Georgetown Apartments and Apartments to the North (100)	15.0	40.0	100%	3.01	45
17	Hyde Park Neighborhood	8.0	35.0	100%	2.36	19
20	Neighborhood South of 57th Avenue and East of University Avenue	9.0	40.0	100%	18.11	163
					Total	276

2.5 Housing Conditions and Needs

In the summer of 2017, the Fridley HRA financed a windshield housing conditions survey. Single family homes were ranked on a three-point scale on the condition of the roof, soffit/fascia, siding/paint, windows/doors, and foundation. The findings reported 97% of Fridley homes being in good to excellent condition. Scores were slightly improved from the same process followed for a housing conditions survey ten years earlier. This was expected, as the City had tightened up the Zoning Code language regarding exterior home maintenance and had proactively pursued getting all homes into compliance with the new code standards once they were in place.



Fridley Two Story Home

Five years ago, City staff were inspecting rental housing once every four years. However, housing conditions indicated a need for more frequent inspections, so the City’s policy was changed to inspect licensed rental properties once every three years. This change was made in addition to moving the rental licensing duties from the Fire Department into the Community Development Department with staff dedicated to solely inspect rental properties. The Fire Department continues to inspect rental building common areas.

Metropolitan Council’s Existing Housing Assessment for Fridley shows that while 92% of Fridley’s housing meets affordability standards and 4% of Fridley’s housing units are publicly subsidized units, 25% of households are considered cost-burdened. What the data does not disclose is how many residents could afford move-up housing. The recent success of full lease-out of the Cielo Apartments has confirmed a long perceived demand for higher value rental housing in the community.

As was the situation a decade ago, Fridley still lacks a wide variety of housing types and higher price points. There are still no options in the City for senior cooperative housing, high-rise condominiums, or large, high value, single family homes. Many of these types of housing are anticipated to be added to the community’s portfolio as various master planned areas of the City are built out. While the City nor the HRA have financed a recent market study of housing need in the City, residents continue to comment that they want affordable senior housing options. Meeting the diverse life-cycle housing needs of Fridley residents continues to be a priority for the community.

Table 2.7 Cost-Burdened Households vs. Affordable Units

Fridley Households with Incomes at or below 30% of AMI	Fridley Households with Income 31-50% of AMI	Fridley Households with income 51-80% of AMI
1,167	883	753
Units affordable to households at or below 30% AMI	Units affordable to households with income 31-50% of AMI	Units affordable to households with income 51-80% of AMI
818	2,523	7,591

Source: Metropolitan Council, 2016

2.6 Housing Programs

The Fridley HRA provides a variety of home rehabilitation programs for a variety of housing types as a means for everyone in the community to have a safe, stable place to live. In order to stretch their limited funding, the HRA contracts with the Center for Energy and the Environment, a non-profit organization, to administer these programs which include:

Home Remodeling Advisory

In order to maximize the funding available, the HRA provides a free advisory service to property owners, so they can get advice on necessary repairs, what program may work best to address their needs, and assist with the review of bids.

Home Improvement Loans

Whether or not it is internal or external repairs, the HRA offers home improvement loans to single family homeowners, manufactured home owners, and two to four unit multi-family homeowners. Income limits on this loan program were removed in 2016, making 20-year loans available to all homeowners. In 2016, the HRA added apartment buildings up to 10 units in size to the loan program, limiting improvements covered to exterior improvements. The HRA is also able to help with emergency deferred loans for situations like a sewer line break.

Home Energy Squad Enhanced Visits

The HRA partners with CenterPoint Energy, Xcel Energy, and the Center for Energy and the Environment to help homeowners conserve energy and save money on their utility bills through the installation of energy-saving materials.

Housing Replacement Program

Since this program's creation by the State Legislature in 1995, the Fridley HRA has purchased 31 blighted properties and 23 new homes have been built to encourage neighborhood reinvestment. This program continues, but it is rare to find a property that is blighted to the point that it meets the purchase price limitations of the program. This program's success is demonstrated by the fact that few blighted properties remain in the City.

Remodeling Ideas/Demonstrations

For people owning the typical Fridley rambler, the HRA has developed remodeling idea handbooks and completed demonstration projects to show owners changes that can be made to expand their rambler, modernize the existing space, or make the existing space accessible for older residents to age in place.

Additional Housing Services

While these HRA programs are designed to preserve naturally occurring affordable housing (NOAH) in Fridley, the Fridley HRA also uses many other tools in redevelopment projects that promote the development of new housing opportunities in the community. The following tools will be considered to subsidized the cost of developing new housing in Fridley:

- Tax increment financing – redevelopment usually involves site cleanup that qualifies for TIF
- LCDA Programs – HRA supported developer applications and the City will continue to pursue funding from this program (The City adopted a Fair Housing Policy on Dec. 5, 1996 – see ordinance #1081)
- Minnesota Housing's Consolidated RFP – the HRA can work with developers who apply
- Site assembly – the HRA seeks out dilapidated properties for sale in areas that need redevelopment, removing hazards to spur a developer to risk construction
- CDBG and HOME funds are passed through Anoka County

- Participating in housing-related organizations (HCI, LISC, ULI, and NAHRO)
- Promotion of ACCAP-administered MHFA first-time homebuyer programs
- Housing Improvement Areas
- Partner with Habitat for Humanity to build affordable new home ownership opportunities on scattered home sites, where the City and the HRA partner to reduce land costs
- Tax abatement
- Community land trusts
- Housing bonds
- 4D tax incentive program

Some programs that the HRA is not qualified to coordinate are channeled through the City – like when the City backed bonds in 2019 that were sold to preserve Village Green, a 206-unit Section 8 housing complex that had expiring low-income tax credits.

The City has implemented many zoning changes to encourage more future affordable housing, including:

- Approving a 50' wide lot overlay zoning district, allowing investment in NOAH
- Amending a mixed use zoning district (Hyde Park) to encourage the reinvestment in affordable, nonconforming multi-family housing
- Created an S-2 zoning district to allow flexibility in zoning requirements in redevelopment projects through approved master plans
- Created a TOD overlay zoning district around the Fridley Northstar Train Station to allow more dense, mixed use redevelopment

In addition to the above, the City will continue its reference procedures and training for applicable staff, including the ability to refer our residents to any applicable housing programs outside the scope of our local services.

Manufactured Homes

The sudden closure of a manufactured home park can have devastating effects on residents and collateral harm to the community. This is largely a result of the unequal power arrangement wherein one owns the house but rents the land, compounded by the fact that it is very costly or nearly infeasible to relocate many such structures. Minnesota statute 327C provides some help but it is often judged to be inadequate compared to the impact. Consequently, some Minnesota cities have adopted local ordinances, policies or programs to further mitigate financial impacts on displaced residents. Thus, in the year after this plan is adopted, the City will study what it can or should do, if anything, to mitigate the adverse financial effect on park residents of a sudden redevelopment of any of manufactured home parks in Fridley. This study should involve an advisory committee including park residents and experts, among others.

Senior Services

Fridley's Public School's Community Education Department staffs a Senior Center in the Fridley Community Center, providing senior dining, activities and educational opportunities for seniors. The Senior Center staff partners with the Anoka County Community Action Program (ACCAP) to help seniors meet their housing needs. Most seniors want to stay in their single family home as long as they can, so programs like Chores and More, are key to providing financial assistance to low income seniors, and to help with physically-demanding maintenance like raking leaves and shoveling snow. The Chores and More program is now administered by ACCAP, and residents pay for services on a sliding fee scale.

Another program that the Senior Center staff use to help senior residents stay in their home is Lions Share. This program offers financial support to low income seniors by providing funding to the Friends of Fridley Senior Program Foundation. Fridley seniors that need to retrofit their home, like adding a ramp or moving a laundry room upstairs can apply to get financial support to make modifications. The average grant, which is paid directly to contractors, is only about \$1,000, but staff work with ACCAP to get senior's additional financial assistance if needed.

2.7 Housing Policies

There are several policies that have been agreed upon related to the vision of keeping Fridley's housing *safe, vibrant, friendly, and stable*:

- Maintain City Code requirements and related procedures that preserve affordable housing without driving up costs
- Enforce code requirements, while treating homeowners and renters equitably
- Use the procedures and authority granted to staff in City Code to maintain safe and stable residential neighborhoods
- Encourage developers to build housing types that meets the market needs of the population of the City
- Monitor population trends and market changes that may affect the type of housing needed in the community in the future
- When warranted, the City will help determine market options for redevelopment of large sites through the funding of public engagement events similar to the Housing Corridor Initiative
- When special funding exists, the City/HRA will pursue subsidy options from other agencies to accommodate affordable housing needs within market rate developments
- Master Plan anticipated areas of redevelopment to guide future land use choices, preserve the stability of surrounding neighborhoods, and provide for the types of housing needed in the community
- Partner with other governmental agencies like ACCAP and the MHFA to accommodate affordable housing needs in the community
- In addition to supporting affordable housing, also support affordable living by supporting access to affordable transit options, utilities, healthy food, and recreation
- Follow Critical Area and Shoreland Overlay Zoning District guidelines for building setback, but encourage the density levels that will create the building heights needed to support views of natural amenities and affordability of dwelling units
- Strive to provide special services to seniors to help them have the option to remain safe in their home as they age

2.8 Action Steps and Summary

Due to code changes and purposeful staff efforts to enforce zoning and rental licensing codes, the housing stock in the City ranks as well-maintained. However, due to the age of the City's housing stock, the City needs to continue to concentrate a significant effort on proactive inspections to maintain housing condition standards.

- **Action Step:** Continue to conduct systematic code enforcement inspections throughout the City.
- **Action Step:** Continue to inspect all rental housing units on a three-year rotation to ensure rental housing is meeting minimum safety standards.

One type of housing that is no longer being inspected and licensed by the County or State is group homes without food services. Staff fear vulnerable populations will not be provided safe housing options without this licensing.

- **Action Step:** City staff will now 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.

Data shows that almost all of the owner-occupied housing in Fridley is affordable which means the City is lacking higher-valued, move-up housing. Particularly lacking is one-level living units for seniors. Having this type of housing would lead to more single family homes being available for larger families. The Locke Park Pointe development and the Northstar TOD Overlay Zoning District offer possibilities for these housing types. A location in the City that could serve the need of future higher-valued, detached owner-occupied housing could be the Girl Scout Camp that was recently purchased by the Metropolitan Council for sewer management purposes.

- **Action Step:** Guide the zoning of the Girl Scout Camp for mostly single family housing and some owner-occupied multi-family housing.

Survey data has shown a safety concern over the management of rental housing.

- **Action Step:** The Police Department and Community Development Department will continue to work together on a Crime-Free Rental Housing initiative and enforce the requirements of Chapter 220 of the City Code.

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Chapter 3. Transportation



Northstar Train during Rush Hour

Transportation

3.0 Introduction

While the City of Fridley developed along the Mississippi River due primarily to access to water, the City's transformation from a farming community to an industrial base was a result of its strong transportation system. It is that continued solid transportation system that is a major development strength of the City of Fridley today. With an interstate, two State highways, several County highways, a major freight train line, and both commuter train and bus transit options passing through Fridley, industry has many options for moving goods and drawing employees. However, these major roadways and rail line make it difficult for residents to make short trips within the community, particularly in a non-motorized method.

Purpose

The purpose of Fridley's transportation system is to provide a safe, cost effective, convenient and efficient means of moving both people and goods within and through the community and region. The primary emphasis of Fridley's Transportation Plan will be to manage, preserve and maintain the existing roadway network and expand the multimodal transportation alternatives available to the community.

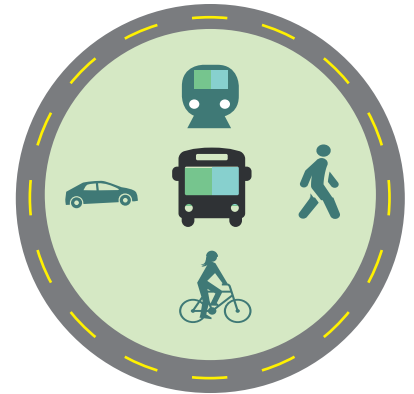
Regional Setting

Fridley plays an important role in the regional transportation network. Many major roadways funnel traffic through Fridley from the north into downtown Minneapolis. The section of Interstate 694 running east-west through Fridley connects Minneapolis traffic to St. Paul traffic. Fridley is also the last stop on the Northstar Commuter Train and on several express bus routes, before heading into downtown Minneapolis. The City also boasts a national and a regional bike trail.

3.1 Existing Roadways

Conditions

Existing roadways in Fridley are currently in excellent condition. Over the last five years both State highways and the Interstate running through the City have been resurfaced. Improvements to East River Road have been master planned, and the County will resurface the roadway in the next five years. For many years, the City has been rebuilding local streets, focusing on the ones in the worst condition. Street conditions are rated once every three years, and about two miles of street are replaced each year. This is the City's response to the limitations of the 40-year life cycle of a street. However, there are sections of County arterial roads that are overdue for rebuilding, as they are 30 years old.



Accessibility

Many American Disability Act (ADA) accessible improvements have been made to key intersections throughout the City. MnDOT updated pedestrian infrastructure on Highway 47 just a few years ago. The same was done at intersections on Highway 65 when the roadway was entirely rebuilt in 2015.

Growth

While Fridley's population and employment projection show expected growth, none of the three A minor arterial roadways are planned for expansion. A study of East River Road completed in 2012 plans for reduced access to the highway in the future, but no lane expansions. The City is unaware of any plans for MnDOT to expand Highway 47 (University Avenue) or Highway 65. The City is partnering with MnDOT to complete a corridor analysis of Highway 47 and Highway 65, which may lead to future access management changes. This analysis is due to the fact that Fridley is now classified as urban.

Figure 3.1 Existing and Planned Functional Class Roads

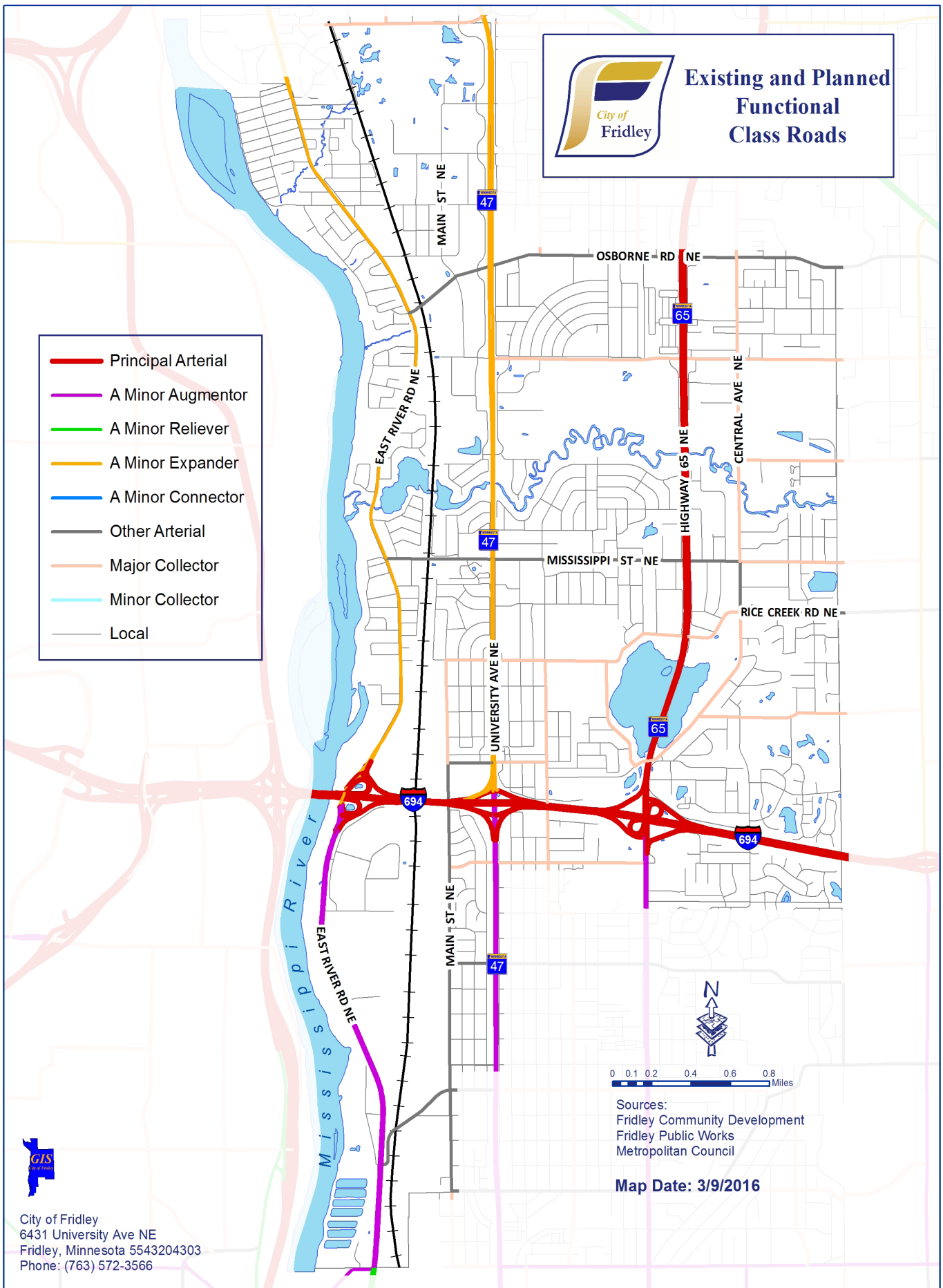


Figure 3.2 Roadway Jurisdictions

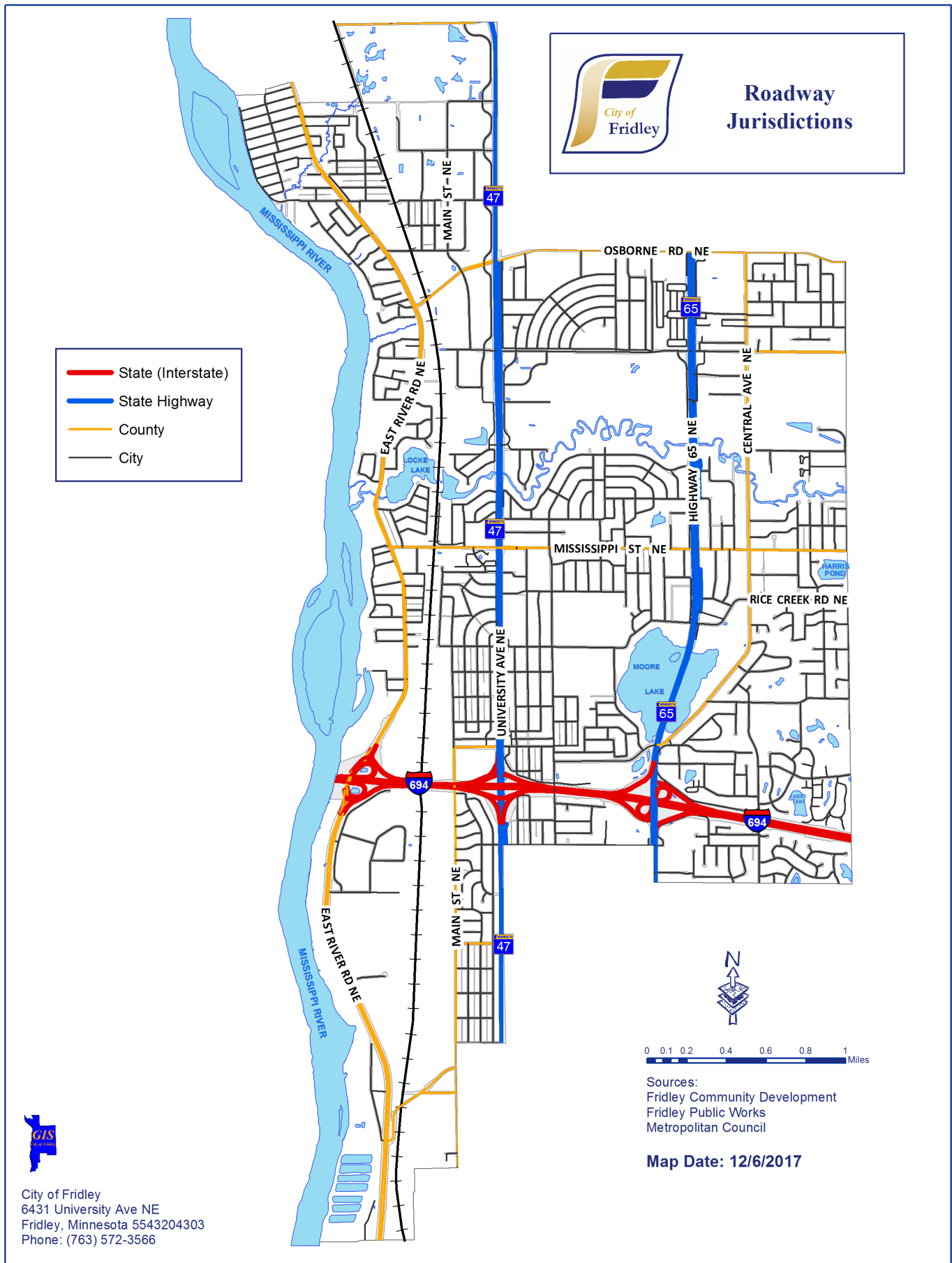


Table 3.1 Existing Roadway Classification, Jurisdiction, and Lanes

Roadway Segment	Functional Classification	Jurisdiction	Thru Lanes
Interstate 694	Principal Arterial	Federal/State	6
MN Trunk Highway 65 (from I-694 north)	Principal Arterial	State	4
Central Ave (MN Trunk Highway 65)(from I-694 south)	"A" Minor Arterial	State	4
University Ave (MN TH 47)	"A" Minor Arterial	State	4
East River Road (CSAH 1)	"A" Minor Arterial	County	4
Mississippi Street (CSAH 6) (from E. River Rd to Central Ave)	Other Arterial	County	4
Main Street (County Road 102)(from 57 th south to County Road 2)	Other Arterial	County	2
Osborne Road (CSAH 8)	Other Arterial	County	4
Rice Creek Road (CSAH 6) (from Central Ave to Eastern border)	Other Arterial	County	2
57 th Ave (CR 102) (Main St to University Ave)	Other Arterial	County	4
44 th Ave (CSAH 2) (E. River Rd to Main St)	Other Arterial	County	4
49 th Ave (CR 104) from Main St to TH 47	Other Arterial	County	2
Central Ave (CSAH 35 from I-694 north)	Collector	County	2
73 rd Ave	Collector	City	4
69 th Ave	Collector	City	2
Mississippi Street (County Road 106)(from Central Ave. to New Brighton Border)	Collector	County	2
61 st Ave	Collector	City	2
Gardena Ave	Collector	City	2
53 rd Ave	Collector	City	2
Main Street (from 57 th Ave to 61 st Ave)	Collector	City	2
7 th Street NE (from Mississippi St. South)	Collector	City	2
West Moore Lake Drive	Collector	City	2
Other Roads	Local	City or Private	2

Source: Anoka County and City field inspections



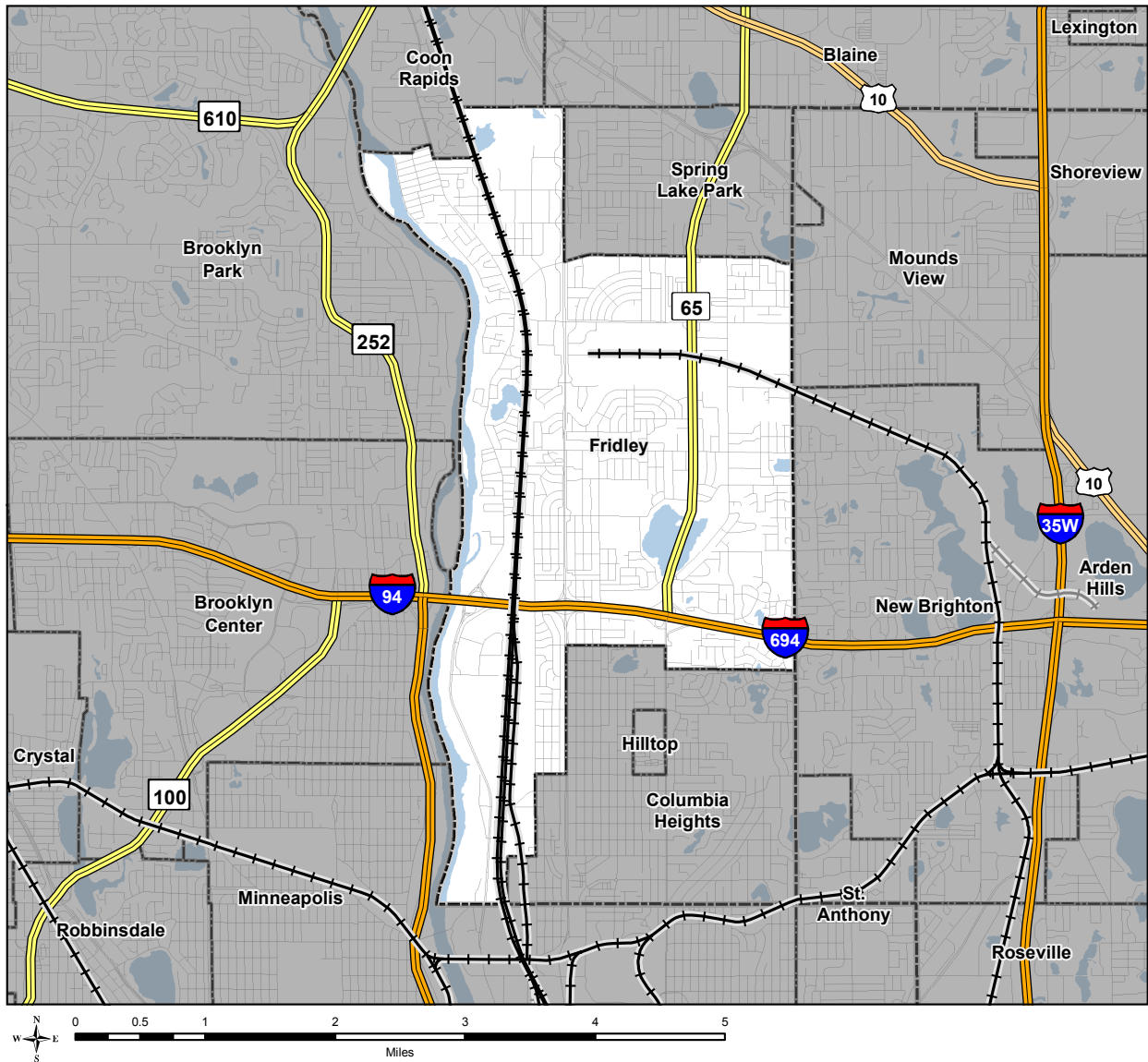
Fridley Walk Audit

3.2 Rail Transportation and Aviation

Fridley does not have an airport, but contains the largest rail switching yard between Chicago and Seattle. Some Fridley businesses have rail spurs, but most rail traffic is just passing through Fridley. Since the Burlington Northern Santa Fe (BNSF) rail line passes mostly by residential properties north of the interstate, Fridley implemented quiet zones in 2008.

Besides BNSF, which is a Class I railroad, running north-south through Fridley’s length east of East River Road, Minnesota Commercial Railway Company also maintains a Class III regional rail line running east-west through Fridley on the north side of Rice Creek.

Figure 3.3 Metropolitan Freight System



Freight Terminals

- Air / Truck
- Barge / Truck
- Rail / Truck

Railroads (Functional & Abandoned)

- EXISTING
- ABANDONED

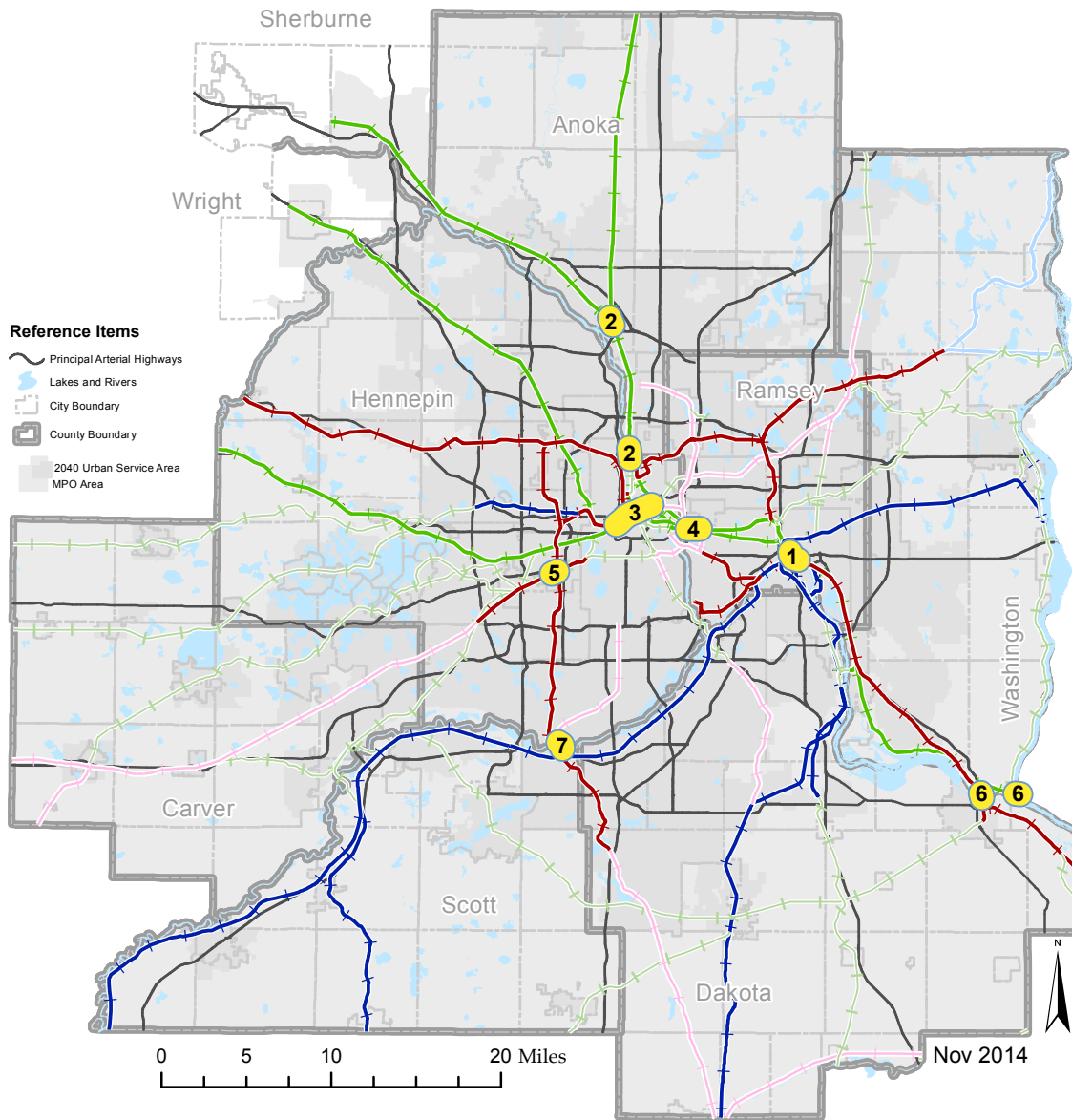
Principal Arterial Highways

- Interstate
- US Highway
- State Highway
- County Road
- Street Centerlines (NCompass)
- Lakes and Major Rivers

Source: Metropolitan Council

To the north (“Coon Creek Junction”) and south (“Northtown Yard”) of Fridley are the second highest priority freight-rail bottlenecks in the Twin Cities area as identified in the regional strategic plan Thrive 2040. These bottlenecks limit both freight and passenger rail traffic through the corridor. These identified bottlenecks will also impact the planned Northern Lights Express (NLX) high speed commuter rail project identified in the draft 2015 State Rail plan. There is discussion of an additional third mainline track from the Coon Creek Junction to BNSF Northtown Yard (Third Main project) which would significantly increase track capacity for freight and passenger trains. It could be built by 2020 but the timing of its construction may depend on the construction of Northern Lights Express to Duluth. Alternatively, BNSF may construct all or part of the Third Main to improve the yard leads and train storage capacity immediately north of the Yard.

Figure 3.4 Railroad Bottleneck Map



Railroads by Class

- Class 1 - BNSF Railway
- Class 1 - Canadian National Railway
- Class 1 - Canadian Pacific Railway
- Class 1 - Union Pacific Railroad
- Class 3 & Private
- Abandoned



Bottlenecks

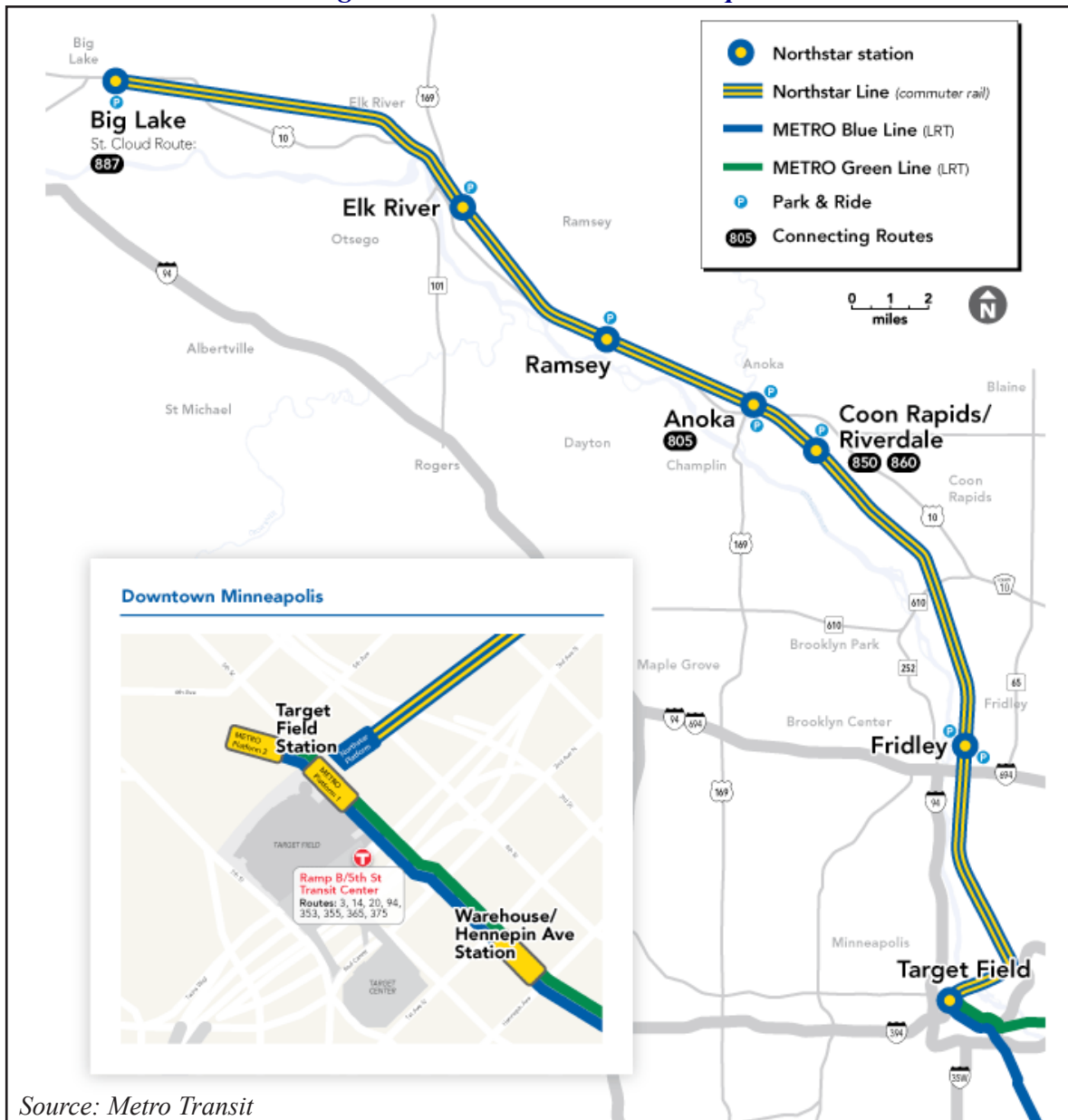
Source: MN Statewide Freight + Pass. Rail Plan, 2010

Passenger Rail

The Northstar Corridor Commuter Rail is a Metro Transit (Route 888) passenger train running on the same BNSF railroad tracks as existing freight trains. This rush hour transit option began in 2009. Trains run a 40 mile route in the Trunk Highway 10/47 corridor between downtown Minneapolis and the Big Lake area. The Northstar has seven stops: Big Lake, Elk River, Ramsey, Anoka, Coon Rapids-Riverdale, Fridley and Minneapolis. It serves Fridley residents for travel to and from downtown Minneapolis and also allows commuters who live in outlying suburbs to commute to their workplaces in Fridley. Commuters can connect to the light rail line at the Target Field Station and connect to other destinations like U.S. Bank Stadium, the University of Minnesota, the MSP Airport, and Mall of America.

Five trains run on weekdays during the morning rush hours into downtown Minneapolis and depart from downtown in the evening rush hours heading northward with a stop in Fridley. There is also one reverse commuter train during the morning and evening rush hours. On weekends less frequent service is provided. Special runs support major sport or concert events at Target Field and US Bank Stadium. Metro Transit has also used the East Northstar Station as an Express Park and Ride lot for State Fair buses. The trip from Fridley to downtown takes 19 minutes. The weekday fare from Fridley is currently \$3.25 during the week and \$2.75 on weekends (\$1.00 for students and seniors).

Figure 3.5 Northstar Route Map



Source: Metro Transit

Ridership

A total of 26,574 rides were taken on the Northstar from the Fridley Station in 2016. In 2017, ridership from Fridley has increased every month, except February. Ridership is less at the Fridley Northstar Station than any other location (only 4% of rides) along the Northstar route as it is difficult to compete against express bus route drive times from Fridley. In addition, bus lines go down Nicollet, but Northstar riders get dropped off below grade at Target Field. To get downtown, riders can go upstairs and connect with light rail, or walk five blocks to connecting bus routes. Express bus routes from Fridley to downtown are also more frequent and cheaper than the Northstar. However future development around the Target Field Station and the connection with the Southwest Light Rail line will increase the attractiveness of Northstar services in the future.

Fridley Station

The Northstar Passenger Rail Service Stop in Fridley is located at 61st Ave. and 61st Way within

Fridley's Transit Oriented Development District. The platforms are accessible from both sides of the station via a tunnel beneath the tracks. The tunnel is also used by elementary students who attend after school activities at Fridley Middle School east of University Avenue on 61st Street. The tunnel is closed at night for security reasons. The Fridley station provides park and ride facilities. Bike racks and bike lockers are available, but there is a special space on the Northstar train for taking your bike. There are also on-street bike lanes on Main Street along the East Northstar Station and south to 57th Avenue, where it connects to an off-road multi-purpose trail, heading south into Minneapolis.



Bike Lane along Fridley Northstar Station



*Main Street Pedestrian bridge over I-694,
Opened November 2017, Photo by Doug Katzung*

Long Distance Passenger Train

There is an Amtrak train that uses the BNSF freight tracks through Fridley for the Empire Builder Route from Chicago to Seattle. This passenger line runs through Fridley between St. Paul and St. Cloud once per day in each direction, but does not stop in Fridley. There is a planned addition to the inter-city rail offering called the Northern Light Express (NLX). The NLX will run between Minneapolis and Duluth. The route is planned to pass through Fridley, with the closest stop being in Coon Rapids.

There is a rail transit support organization called All Aboard Minnesota, which has voiced interest in having a west metro stop (in addition to St. Paul) before the Amtrak train hits congestion in the BNSF switching yard. They find the Fridley Station to be a good option for such a stop, but would prefer a location that has retail uses like restaurants nearby for passengers to use when waiting. Fridley's TOD Master Plan, as adopted, does not plan for any future retail near either side of the station.



Northstar Train

Aviation

The Metropolitan Aviation System is comprised of nine airports. There are no new airports that have been added to the system in the 2040 Transportation Policy Plan.

Fridley is located in the Blaine Airport Service Area. Some of the far northern parts of Fridley are located within 3 NMs of the Blaine Airport. All of Fridley is located within 6 NMs of the Blaine Airport.

The City of Fridley regulates the height of structures in the City's Zoning Code, and limits the illumination of telecommunication towers except as required by the Federal Aviation Administration.

The Mississippi River is the only water body in Fridley where MnDOT allows seaplanes to land.

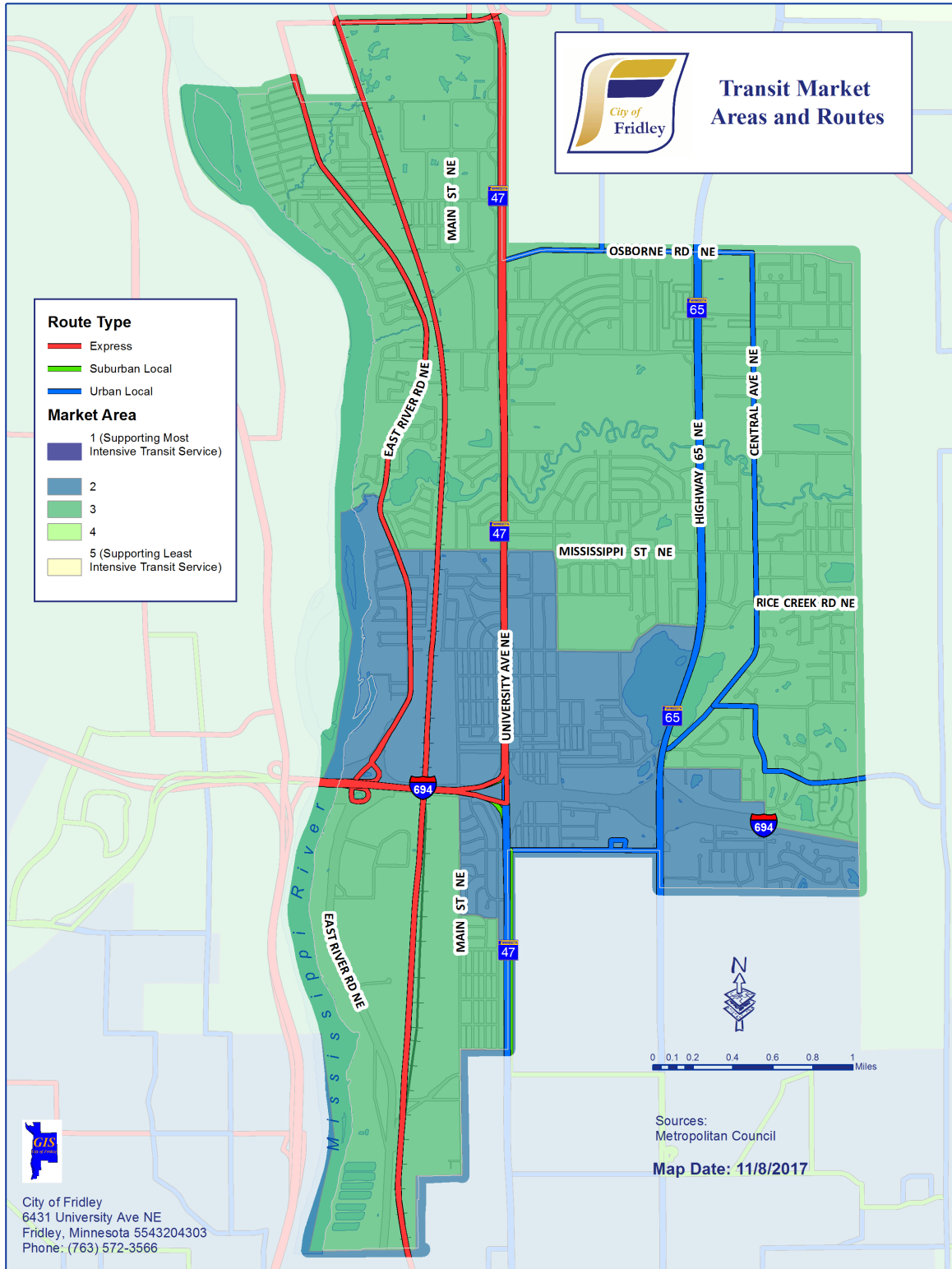
Mercy Unity Hospital in Fridley no longer operates a heliport, as they have moved much of their standard operations to their facility in Coon Rapids.

3.3 Public Transit Facilities and Services

Transit Market Area

Metropolitan Council has classified most of Fridley as Transit Market Area 3, but the mid-section of the City is classified as Area 2. Transit Market Areas approximate the level of transit service an area can support, based upon an index of population density, employment density, automobile availability (population over 16, less available automobiles), and intersection density. The existing market area definitions identify five market areas, with Area 1 supporting the most intensive transit service and Area 5 supporting the least intensive transit service.

Figure 3.6 Transit Market Areas and Routes



The primary provider of transit services is the Metropolitan Council through its operating agency Metro Transit. In Fridley, Metro Transit provides regular-route locals, all-day express, paratransit services (Metro Mobility), ridesharing, and park-and-ride lots. The following are the major bus routes serving Fridley:

- Route 10 goes from Northtown Transit Station in Blaine to downtown Minneapolis. The 10U route follows University Avenue and at 53rd Avenue connects to Central Avenue. The 10C route travels on Monroe Street in Spring Lake Park and Osborne Road and then goes down Central Avenue into downtown Minneapolis. Route 10 is the only Frequent Local bus route serving Fridley, which means it runs at least every 30 minutes on weekdays and weekends with additional rush hour service.
- Route 25 provides services to Fridley through the adjacent communities of New Brighton and Spring Lake Park. It also eventually connects with downtown Minneapolis and Northtown Transit Station. This is the only All-Day Local bus route running in Fridley, meaning it operates all day but with less frequent service.
- Route 59 provides service between Coon Rapids and Downtown Minneapolis following Highway 65 in Fridley. This is strictly a rush-hour, Monday through Friday only service route.
- Routes 824 and 854 are Limited Stop Express bus routes that only run on weekdays, from the Northtown Transit Station to Downtown Minneapolis along University Avenue. Route 854 stops only at the intersection of Mississippi Street. Route 824 runs only three times in the morning and evening and stops on Osborne Road, 73rd Avenue, and 53rd Avenue. It also services Unity Hospital in Fridley.
- Route 801 is an Anoka County Traveler Route that has limited stops between the Brooklyn Center Transit Center and Rosedale Mall during peak periods. This route travels on I-694 & south on University Avenue to 44th Avenue in Columbia Heights. The route stops at the Columbia Heights Transit Center and Silver Lake Village before reaching Rosedale Mall.
- Route 852 is a Limited Service route from the City of Anoka to Northtown Mall and follows East River Road through Fridley. The route becomes an express route at I-694, and follows I-94 into downtown Minneapolis hourly Monday to Saturday.

Anoka County Services

Anoka Traveler and Anoka County Transit also provide bus services on a more local level than Metro Transit. Anoka County Transit serves limited fixed routes, which generally connect major transit hubs with major trip generators such as County facilities, major employers, educational institutions and retail hubs. Routes 801, 805 and 831 serve the City of Fridley and are scheduled to provide timed transfers to Metro Transit bus routes.

The Anoka County Traveler is under contract with Metro Transit to provide the Metro Mobility paratransit service for disabled people, dial-a-ride service, and other services based on demand. The Anoka County Traveler has limited service hours and can provide coordinated transfers to Anoka County Transit and Metro Transit bus routes. The entire City of Fridley is within the dial-a-ride service area.

In September 2017, Anoka County, through a Congestion Mitigation Air Quality (CMAQ) grant to its Transit Management Organization, Anoka Commute Solutions, which began providing shuttle bus services between the Fridley train station and major employers in Fridley. There are four routes being tested, through August 31, 2018:

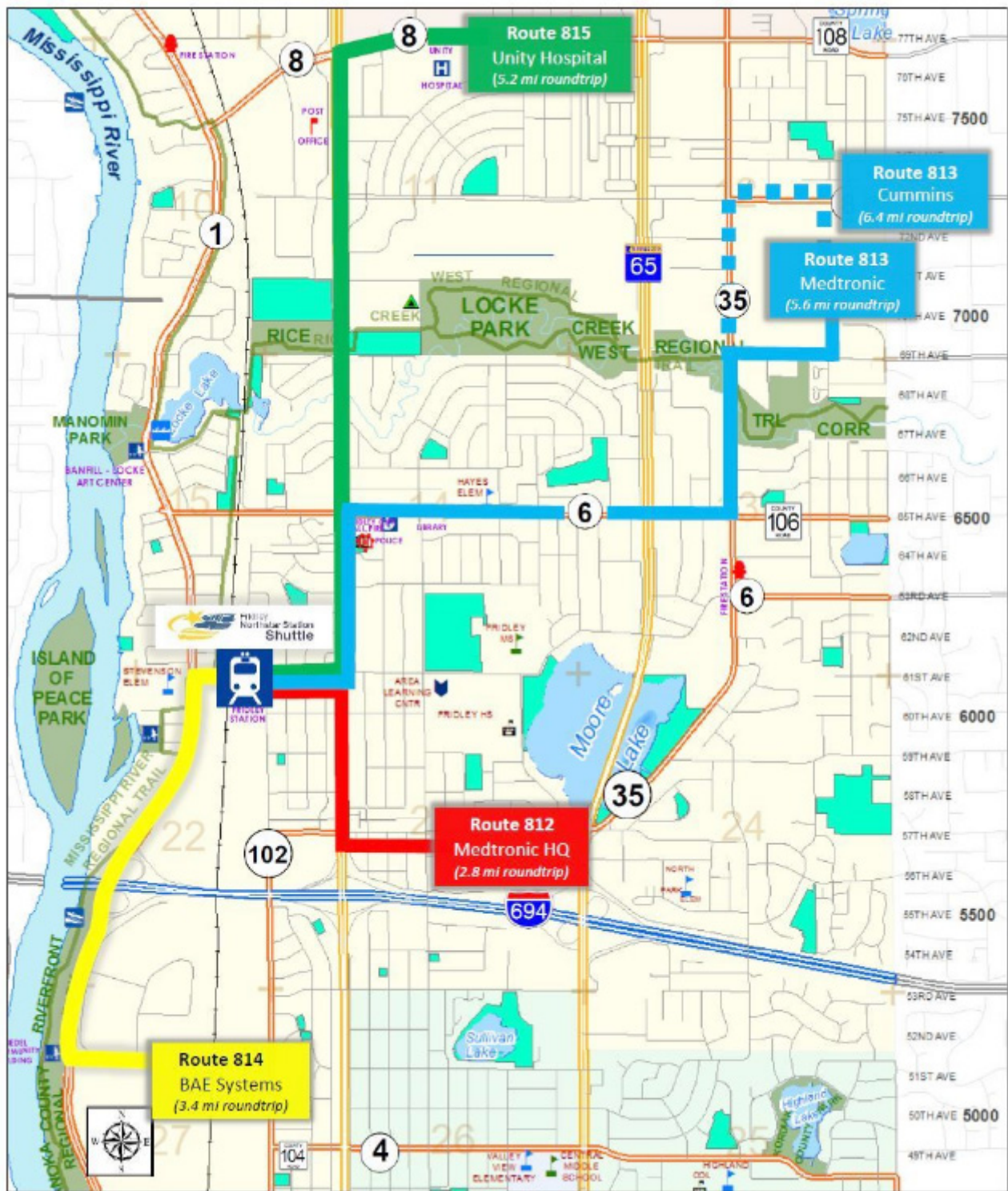
- Route 812 - Medtronic Operational Headquarters
- Route 813 - Medtronic Rice Creek Campus
- Route 814 - BAE Systems/Northern Stacks Development
- Route 815 - Totino Grace High School

At this time it appears there is not enough ridership to justify continuing the service with public or private funding.



Voigt's Shuttle Bus

Figure 3.7 Fridley Northstar Shuttle Route



Source: Anoka County Commute Solutions

Private Transit

The private sector also provides transit services, primarily through taxi, ride hailing, and bus/van charter companies. These local transit services are generally small, producing minimal impact on citywide transportation patterns.

Existing Park and Ride Lots

The only park and ride lots in Fridley shown on Metro Transit’s maps are Northtown Mall and the Fridley Northstar stations. However, for years, the St. Williams Church parking lot near the intersection of Trunk Highway 47 at 61st Avenue, has had 20 parking spaces reserved by Metro Transit and many people use it to access bus service at that busy corner. There are many other unauthorized “hide and ride” lots located near busy express bus route locations, such as the Holly Center at Mississippi and University Avenue, and CVS Pharmacy at 57th Avenue and University Avenue. While there seems to be adequate vehicle parking for bus users, there is a lack of secure bike parking at the stops for those that would rather bike to the bus stop.

Bus Stop Amenities

Even on the most frequent routes, many bus stops in Fridley lack basic amenities such as shelters or a bench. Fridley has many bus stops where there is no place for a rider to stand other than in the street, sometimes in a right turn lane. Since benches are not provided by a governmental agency and are placed by private parties that use them for advertising, they are not always placed in a useful location and are rarely ADA compliant. While MnDOT has a permitting process for bus benches, no one regulates them. The City has had many concerns about bus bench placement and maintenance over the past five years and has studied options for regulating them.

There are also many bus stop locations in Fridley where it would be safer for customers to have a shelter to wait in. Metro Transit has guidelines, based on passenger ridership, that are used to determine bus stop shelter placement. Their minimum boarding required for a shelter in a suburban area like Fridley is to have at least 25 weekday daily passengers at a stop. Currently, only one bus stop, without a shelter, meets this threshold. The stop is located at the corner of University Avenue and 81st Avenue. This is a heavily used stop as it is near a large, affordable, multi-family housing complex on both the Fridley and the Spring Lake Park side of University Avenue.



Boy waiting at the bus stop



Bus stop on University Avenue and 81st Avenue

Figure 3.8 Metro Transit Shelters and Ridership

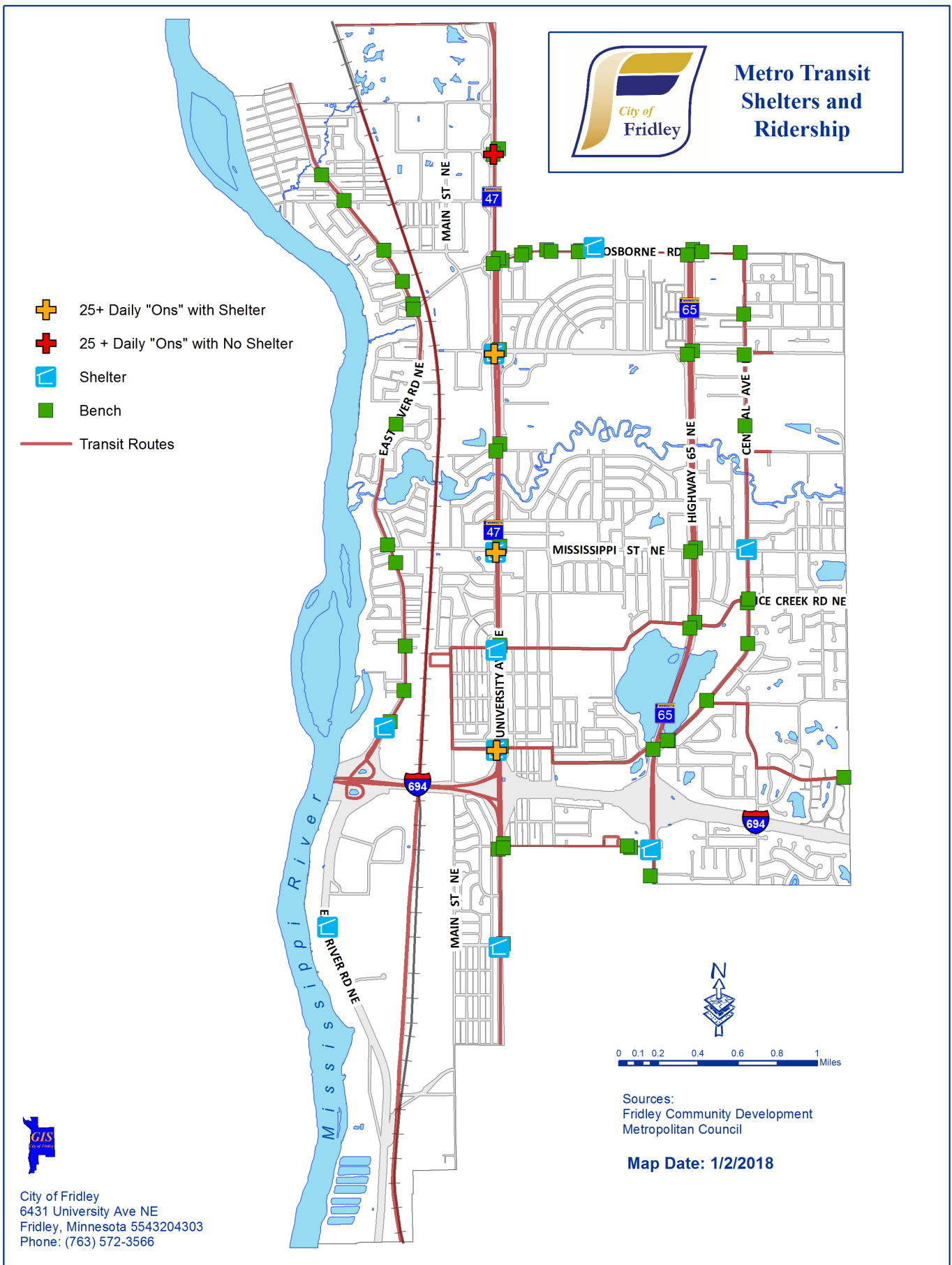
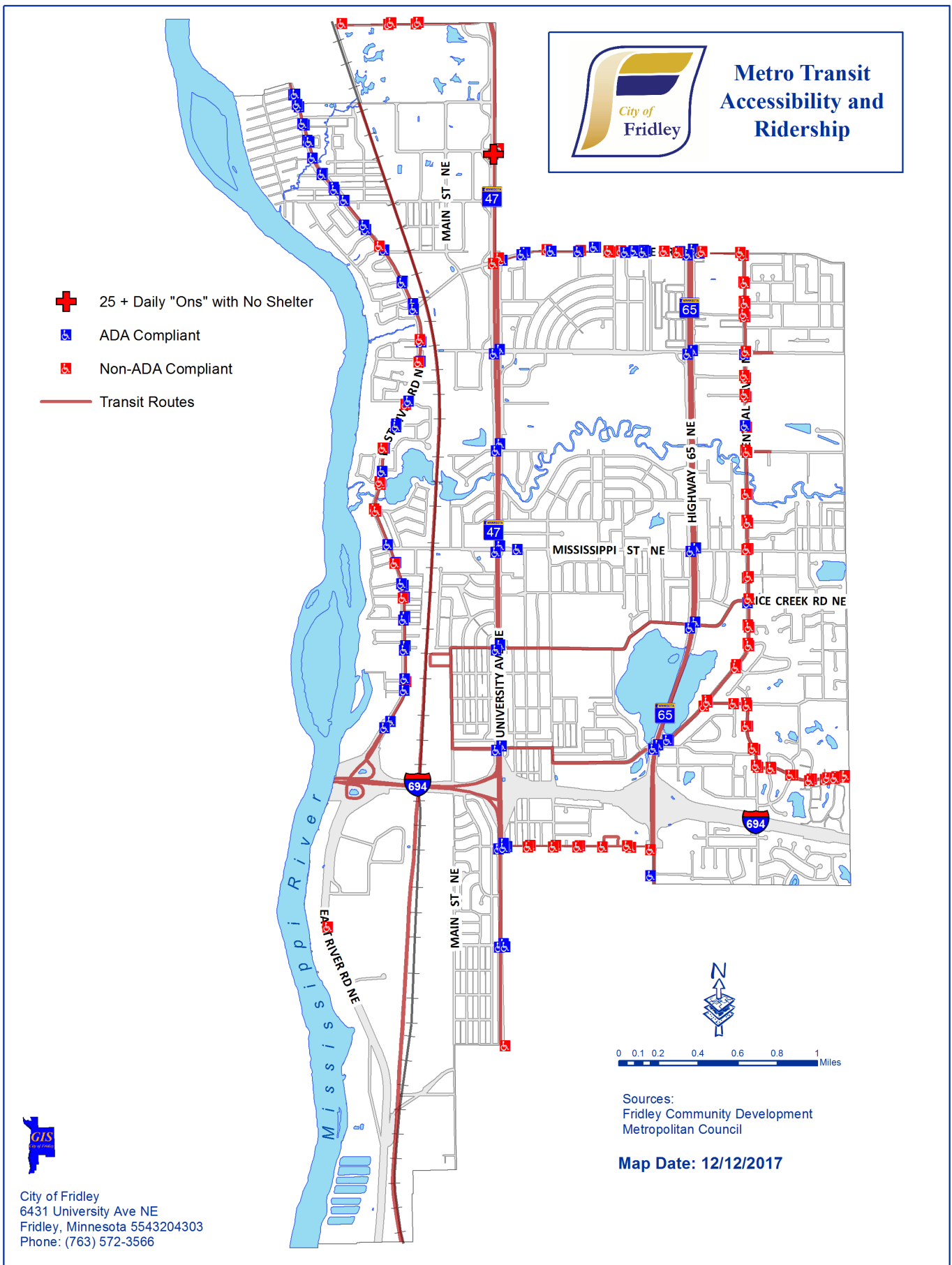


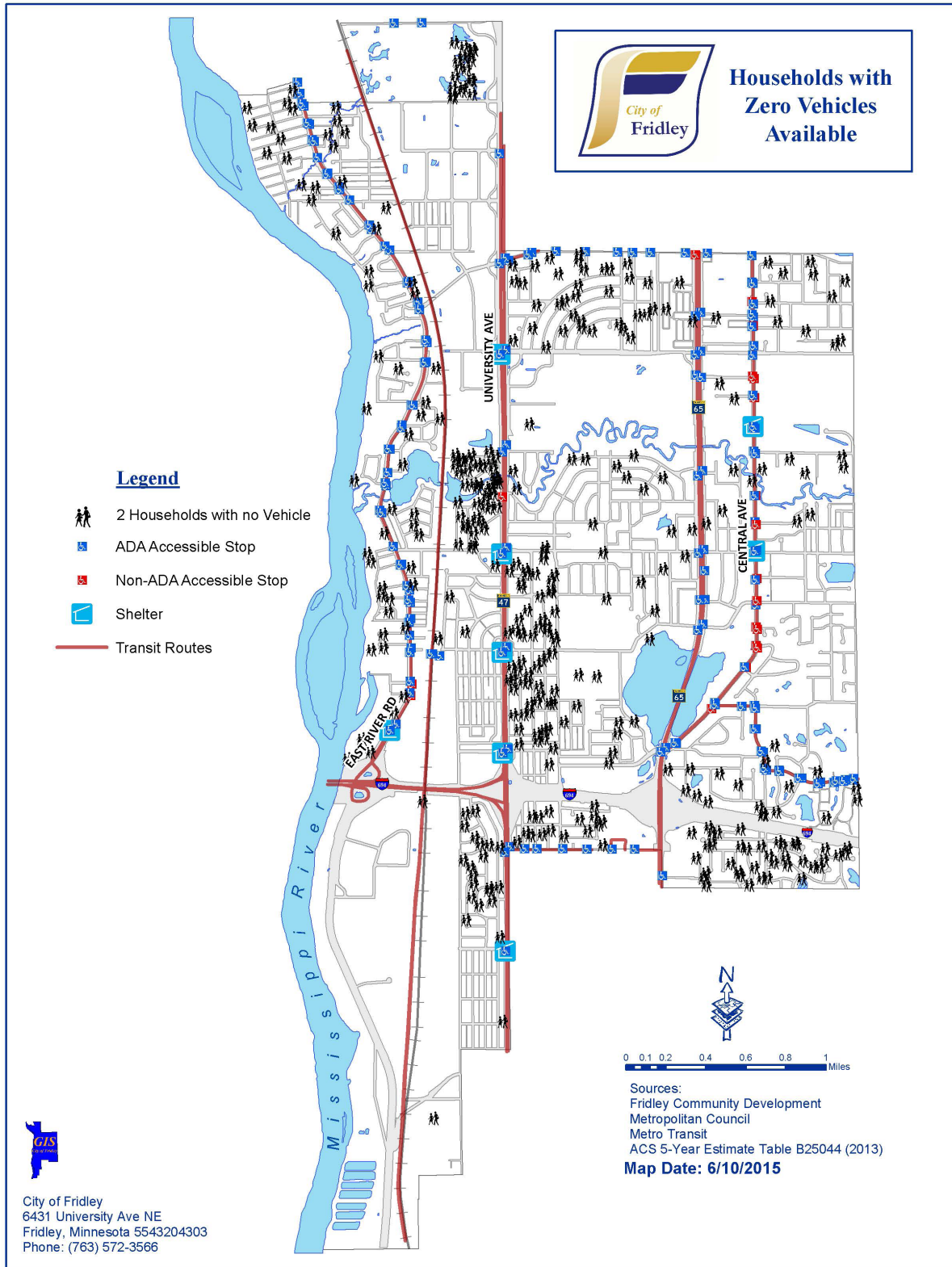
Figure 3.9 Metro Transit Accessibility and Ridership



3.4 Bike/Pedestrian Traffic

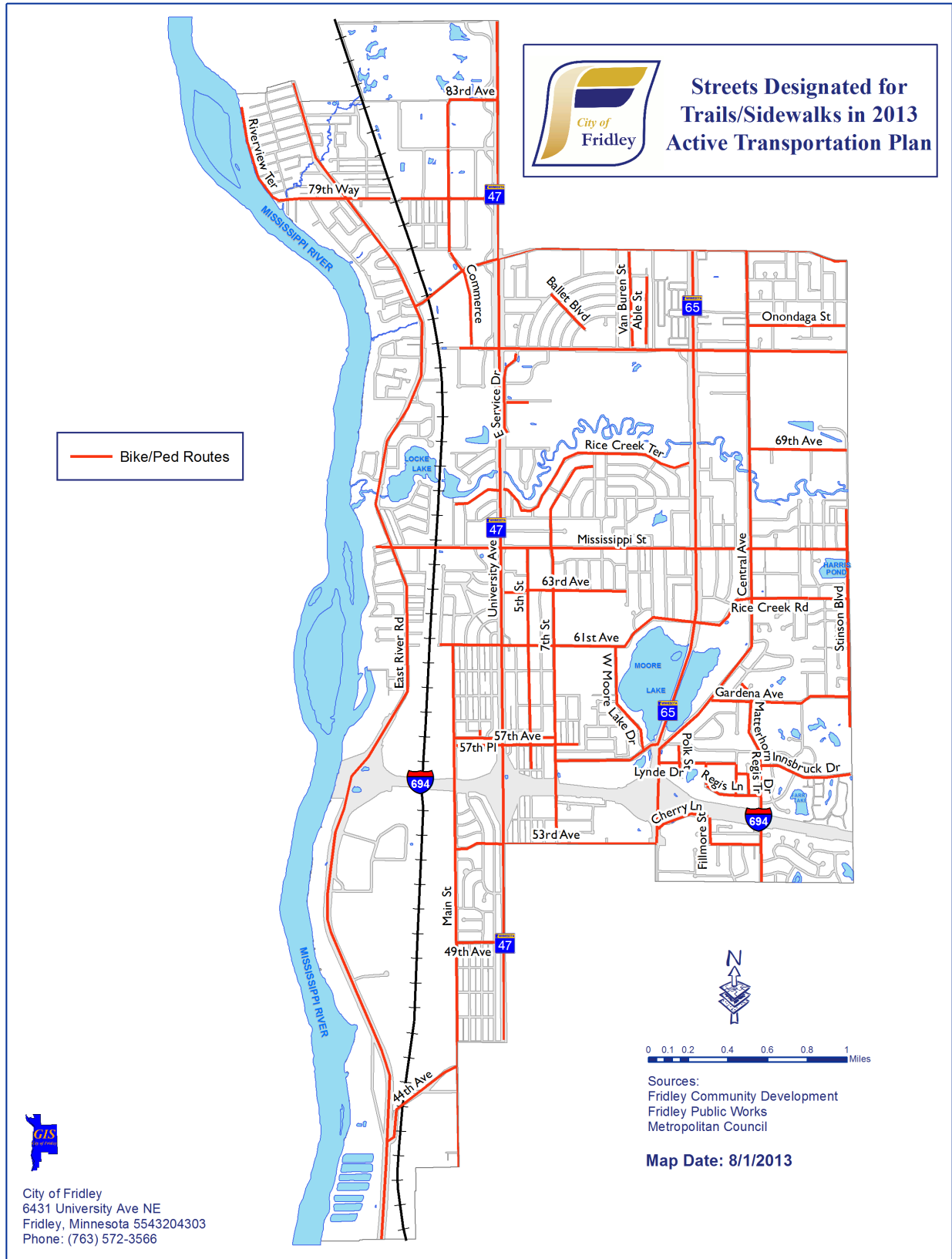
As stated in the beginning of this chapter, the many arterial and collector streets in Fridley make it very difficult for cyclists and pedestrians to get around safely. Getting around the community without a car is not just for recreation, for some residents it is a necessity. While at any given time 20-30% of residents don't have the ability to get around without a car, when Fridley staff applied for grant funding a few years ago, it was discovered that Fridley has a high percentage of handicapped households and a high percentage of households that do not own a car (see Figure 3.10).

Figure 3.10 *Households with Zero Vehicles Available*



The Fridley City Council adopted an Active Transportation Plan (ATP) on August 12, 2013. The ATP selected an existing street network that could provide convenient east/west and north/south routes throughout the City and mapped them. By adopting the plan, and then amending the Fridley Zoning Code to reference it, the City established a procedure to require developers to install bike/walk infrastructure when new buildings are developed along those designated routes. This adopted network is designed to connect to existing regional trails and to give residents safer access to schools, transit, parks, and shopping.

Figure 3.11 Streets Designated for Trails/Sidewalks in 2013 Active Transportation Plan



NPS Alternative Transportation Gateway

The National Park Service (NPS) has selected points along the Mississippi River in the Minneapolis and St. Paul area that meet certain criteria to allow park users to access the Mississippi National River and Recreation Area (MNRRA) without a car. This area is a national park which runs through Fridley. A one mile radius around the Fridley Northstar Train Stations was selected as a qualifying alternative transportation gateway.

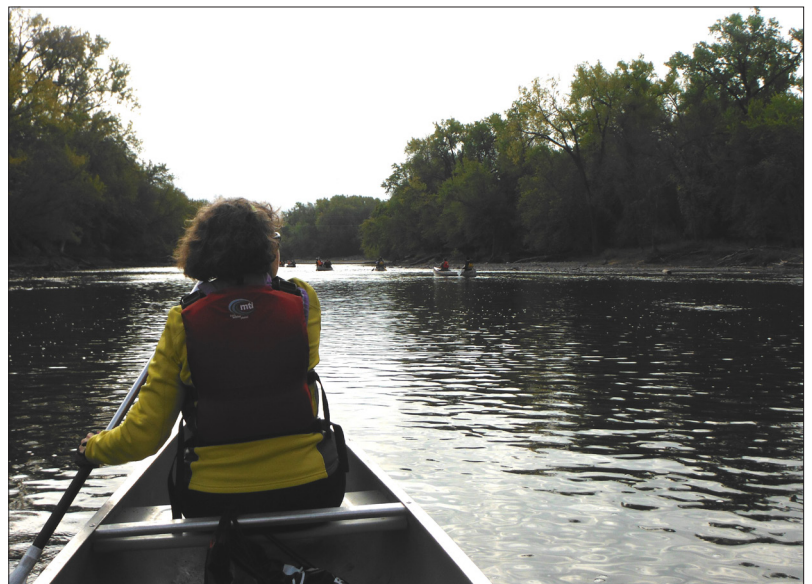
The area qualifies as an alternative transportation node because of the train, bus, and bike trail access close to the Islands of Peace Park in Fridley. Having an alternative transportation node allows the City or the County to qualify for various grant funds to expand alternative transportation options in the Fridley node. Possibilities for other forms of transportation include kayak rental stations, bike rental stations, trail connections to the Mississippi River Trail and other parks, and improved bus amenities.



*Mississippi River from Islands of Peace Park
Photo by Gordon Dietzman National Park Service*



National Park Service Kayak Rental

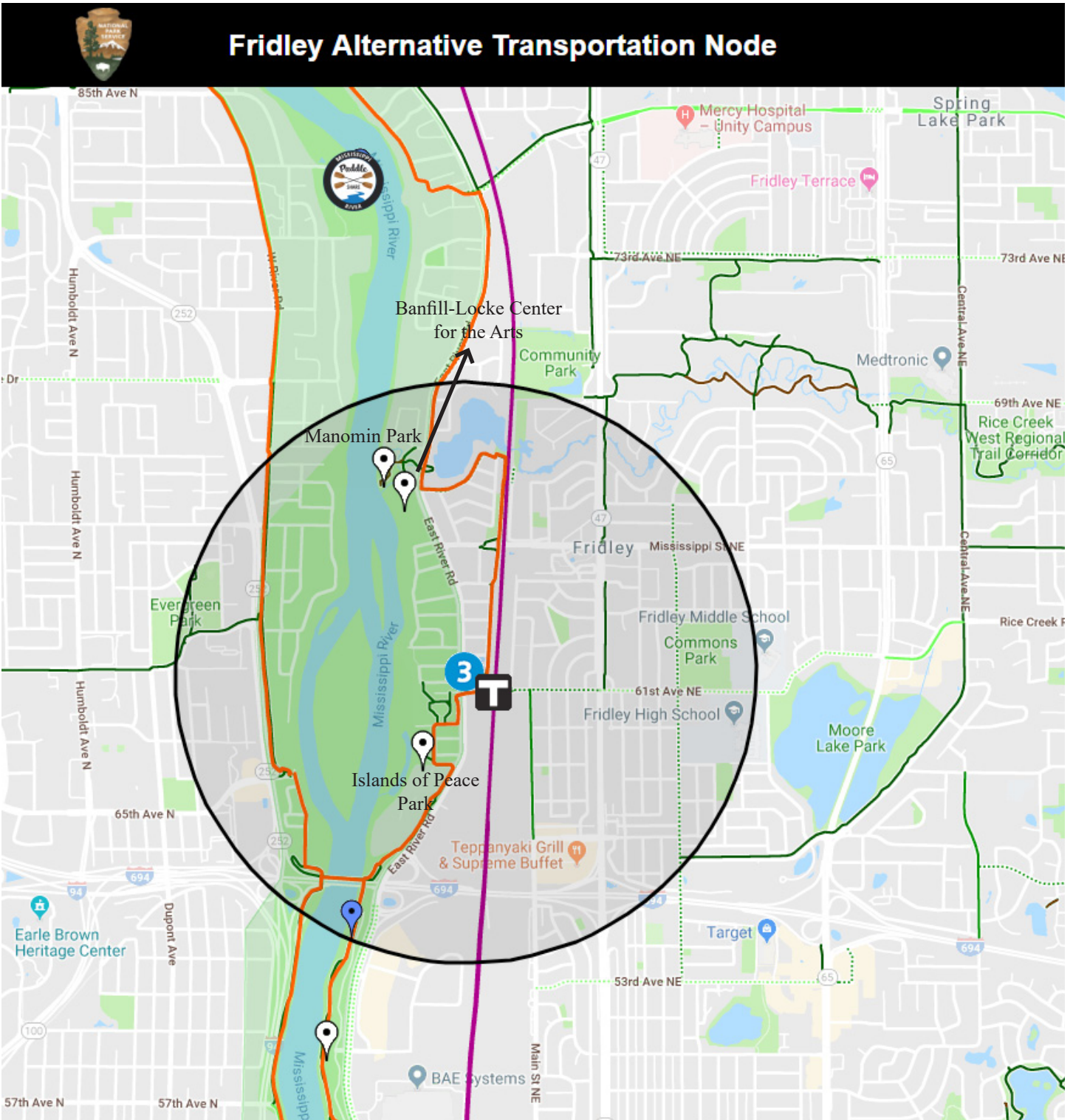


*Photo of Julie Jones canoeing down the Mississippi River
Photo by Randall Thoreson*

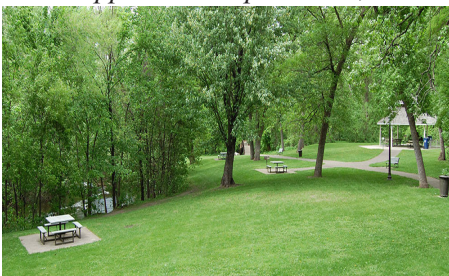


WCCO Nice Ride Bike Rental

Figure 3.12 Fridley Alternative Transportation Node



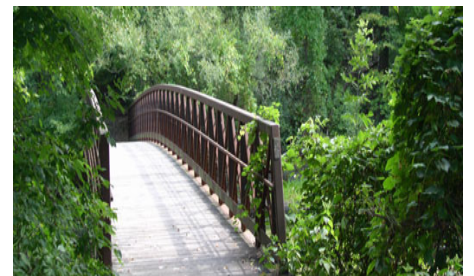
Mississippi River Trip Planner, National Park Service



Manomin Park, Source Banfill-Locke



Art Gallery at Banfill-Locke
Source Banfill-Locke



Islands of Peace Park
Source Anoka County Parks

Safe Routes to Schools

A Safe Routes to Schools (SRTS) Plan was created for the Columbia Heights School District in 2013 prior to adoption of Fridley's Active Transportation Plan, which was adopted in August, 2013. North Park Elementary is the only school in Fridley that belongs to that district, and a plan was created for that school. To date, neither the City of Fridley or the City of Columbia Heights have applied for infrastructure funding to install the improvements suggested in the SRTS Plan for North Park Elementary.

The City of Fridley has applied for infrastructure improvements in the Fridley School District to make biking and walking to school safer. One federal SRTS grant was funded and completed. The Federal SRTS grant funded, expanded, and improved sidewalks near Stevenson and Hayes Elementary Schools. The federal SRTS grant also funded new bike racks, and a flashing stop sign at the Fridley Middle School. In addition, a speed monitoring sign was placed on Mississippi Street near Hayes Elementary. Other SRTS grant applications for the Fridley School District have been unsuccessful, so the City sought and received funding for a Planning grant from MnDOT in 2016. The Fridley School District SRTS Plan was completed in 2017 and adopted by both the Fridley City Council and the Fridley School District. The City now plans to seek infrastructure funding to complete the improvements in the Fridley SRTS Plan, which is in Appendices 4, 5, and 6. These proposed improvements, also need to be incorporated in the next Active Transportation Plan update.



Safe Routes to School Public Engagement Event on 7th Street

Traffic Accident Reduction

Over the past three years, Fridley has experienced its share of fatal crashes, both those involving vehicles vs. vehicles and those involving vehicles vs. pedestrians. In almost all cases, these accidents are occurring at, or very near intersections. The two main factors in these types of crashes are driver inattention/distraction or errors on behalf of the pedestrians. As indicated on the motor vehicle crash maps, all of the pedestrian fatalities have occurred along the University Avenue corridor. University Avenue receives the highest amount of foot traffic in the city as it is on a major Metro Transit transportation line and the roadway itself is lined with a mix of commercial, retail and residential uses.

Highway 47 and Highway 65 Corridor Study

In April 2019, the City and MnDOT finalized a report that resulted from four public engagement sessions. The well-attended sessions resulted in a set of goals to serve as guidelines for improvements to Highway 47 (University Avenue) and Highway 65.

Goals Defined

Through meeting attendee's thoughtful responses, goals were defined for our major corridors. These goals were:

- Improve safety for non-motorized (pedestrians and bicyclists) and motorized users at key intersections and along the highways (57th Ave, 61st Ave, Mississippi, 69th Ave, 73rd Ave, 81st Ave, and Osborne Rd)
- Improve the east-west roadways to better serve the community and invite greater mobility for all
- Enhance the sense of place and community identity - including but not limited to identifying one as a main street
- Better align Highways 47 and 65 with redevelopment and evolving land uses and densities
- Provide better accessibility and connectivity to local businesses and community destinations
- Improve transit options and functionality (i.e. bus rapid transit currently being planned the Highway 47)
- Work toward mitigating air, noise, water pollution and environmental impact



Participants marking up maps

Community Engagement

Recognizing that refinement and implementation of potential improvements will require on-going dialogue and collaboration, the City and MnDOT are committed to the following as opportunities for more detailed planning and implementation occur:

- Identify community standards for aesthetics along the corridors (e.g. lighting, fencing, barriers, landscaping, etc.).
- Provide opportunities for stakeholders to inform street design options during project planning.
- Incorporate broad-based public involvement from stakeholder groups when considering design improvements.
- Provide regular updates on upcoming studies, projects, existing status, etc. on the corridors at council meetings or in community newsletters.
- Engage more with the Anoka County Highway Department so that the needs of residents and businesses are heard and can be incorporated in to upcoming improvement projects/studies.
- Incorporate goals and strategies outlined in the City's comprehensive plan as they relate to development/redevelopment along these corridors when considering highway improvements.
- Metro Transit planning for expansion of bus rapid transit (BRT) service must include community stakeholders and transit users.

Figure 3.13 Motor Vehicle Crashes Since 11/2015

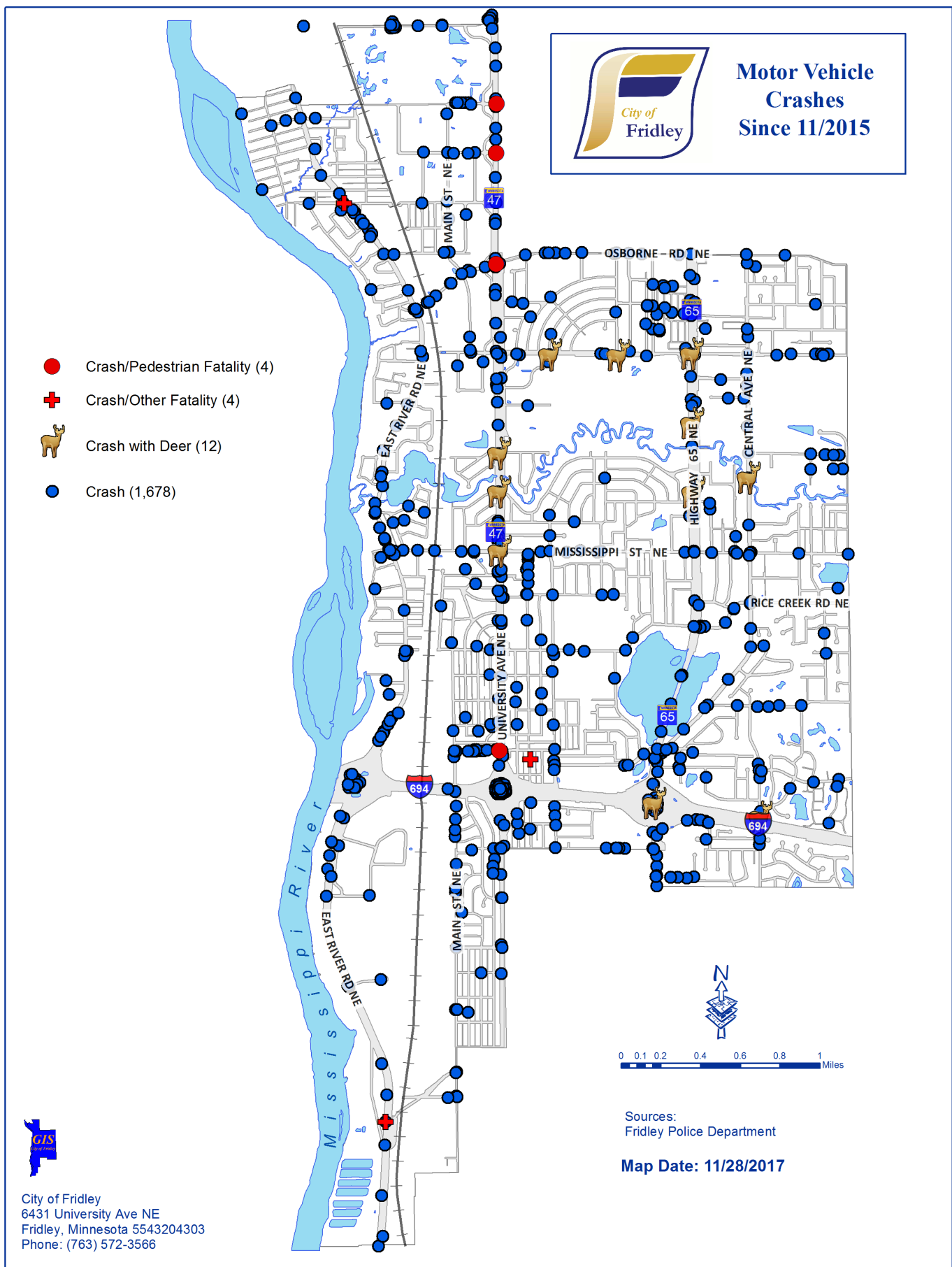
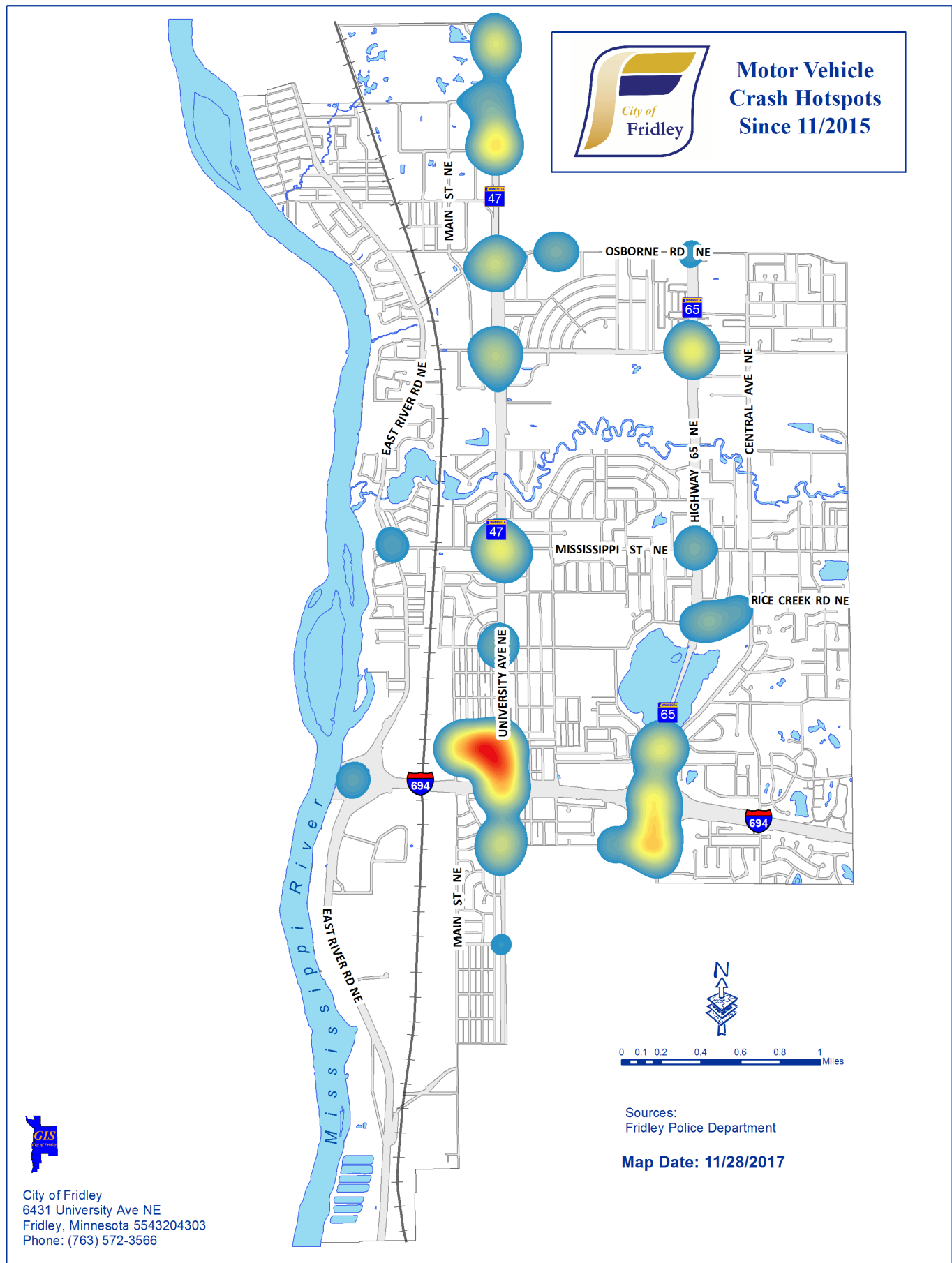


Figure 3.14 Motor Vehicle Crash Hotspots Since 11/2015



3.5 Traffic Analysis Zones

The Metropolitan Council has provided the City with projections for population, household, and employment changes over the next 30 years (see p. 20). The City has worked with SEH, Anoka County’s consultant, to break those projections down by Traffic Analysis Zones (TAZ). This was accomplished by using the projections for anticipated new construction in certain areas of the City with anticipated or planned redevelopment.

Figure 3.15 Traffic Analysis Zones (TAZ)

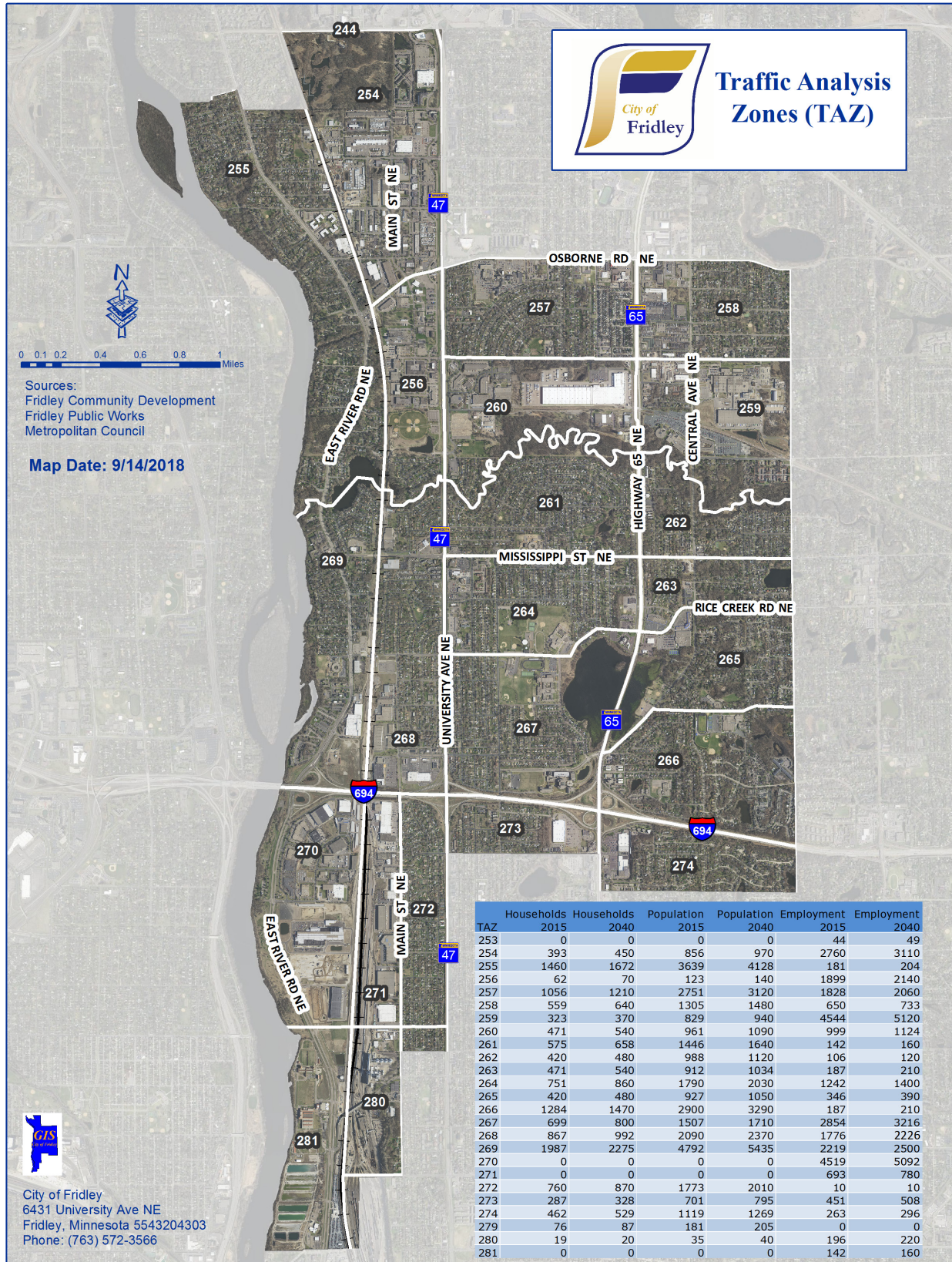


Table 3.2 Forecasts per TAZ

TAZ	House-holds 2010	House-holds 2020	House-holds 2030	House-holds 2040	Population 2010	Population 2020	Population 2030	Population 2040	Employment 2010	Employment 2020	Employment 2030	Employment 2040
254	410	410	410	410	881	888	900	900	3014	3035	3070	3102
255	1380	1400	1400	1400	3450	3534	3739	3788	157	199	203	204
256	63	64	64	64	144	144	147	143	2149	2074	2074	2141
257	953	953	973	973	2578	2606	2815	2903	1969	1991	2018	2031
258	539	540	550	550	1438	1369	1400	1378	647	704	710	719
259	313	313	315	315	942	857	888	888	3414	4032	4032	4715
260	39	65	137	137	95	121	164	164	1161	990	990	1000
261	654	658	700	734	1639	1643	1713	1756	133	143	145	158
262	384	411	446	447	963	989	1050	1064	139	111	115	121
263	237	368	388	388	567	624	700	700	202	250	250	250
264	727	862	912	915	1592	1804	1898	1900	911	915	950	950
265	414	415	425	426	1160	1117	1231	1231	300	310	310	310
266	1175	1180	1182	1182	2416	2426	2430	2430	263	198	204	208
267	600	865	885	950	1507	2037	2087	2217	818	820	1825	1825
268	760	956	1127	1230	1907	2353	2819	3000	1227	1227	1227	1327
269	1028	1185	1730	1750	2336	3083	3646	3976	348	800	813	850
270	0	0	0	0	0	0	0	0	2363	3863	3865	3950
271	0	0	0	0	0	0	0	0	633	687	700	778
272	632	707	773	817	1455	1646	1812	1889	11	8	9	9
273	297	305	318	318	739	741	760	745	298	300	325	350
274	430	455	494	496	1184	1109	1173	1193	242	265	266	266
279	60	73	80	81	184	173	189	195	0	0	0	0
280	15	15	17	17	31	36	39	40	160	176	190	223
281	0	0	0	0	0	0	0	0	774	602	609	613
Total	11,110	12,200	13,300	13,600	27,208	29,300	31,600	32,500	21,333	23,700	24,900	26,100

Source: Metropolitan Council

Note: TAZ no. 255, 273, 274, and 279 overlap city boundaries.

Traffic Volumes

Every four years, the City is required to submit traffic count data for streets under City jurisdiction to MnDOT. In 2017, in response to growing problems with broken equipment, the City began hiring a consultant to collect traffic data. While this new data has not yet been approved by MnDOT, it is expected to be more accurate than the 2016 data shown. Data on State and County roads is supplied by MnDOT.

Table 3.3 Traffic Volumes Trends 1997-2016

Roadway Segment	Daily Volumes ¹						Annual % Change 1997-2016
	1997	2001	2005	2009	2013	2016	
I-694							
@ Bridge	146,000	160,000	142,000	155,000	150,000	152,000	+0.2
East of TH 47	131,000	134,000	123,000	133,000	128,000	135,000	+0.2
TH 65							
@ Moore Lake	36,000	35,000	30,000	30,000	30,500	31,500	-0.7
North of Mississippi St	37,000	35,500	35,000	34,000	33,000	30,000	-1.0
South of Osborne Rd	37,000	35,500	35,000	34,000	33,000	30,000	-1.0
University Avenue (TH 47)							
South of Mississippi St	35,500	36,000	34,500	31,000	33,500	34,000	-0.2
South of 73 rd Avenue	38,000	37,000	34,000	32,000	34,000	32,500	-0.8
North of Osborne Road	37,000	38,000	34,500	30,000	31,000	31,000	-0.9
East River Road (CSAH 1)							
North of Osborne Road	17,700	19,500	18,600	15,400	13,600	13,200	-1.3
South of Osborne Road	18,000	20,000	18,700	16,500	14,900	14,200	-1.1
South of Mississippi Street	21,000	25,000	22,000	17,800	17,700	17,200	-1.0
Osborne Road (CSAH 8)							
West of University	11,000	11,600	11,500	8,100	7,100	7,800	-1.5
East of University	13,000	11,700	11,500	9,900	8,900	8,600	-1.8
East of TH 65	5,600	6,400	6,700	5,500	5,300	5,100	-0.5
73rd Avenue							
East of University	11,000	5,300	4,750	6,400	7,700	8,700	-1.1
East of TH 65	8,000	7,600	9,000	6,800	7,200	6,700	-0.9
Mississippi Street (CSAH 6)							
West of University	9,000	8,300	7,800	6,500	7,000	6,900	-1.2
West of TH 65	6,300	6,900	6,000	5,600	5,400	5,400	-0.8
East of Central	4,800	4,700	4,600	3,800	4,450	4,250	-0.6
Central Avenue (CSAH 35)							
Northeast of TH 65	8,300	8,500	8,900	8,100	8,200	8,200	-0.1
Rice Creek Road (CSAH 6)							
East of Central	4,600	4,300	4,050	4,050	4,050	4,000	-0.7
61st Avenue							
East of 7 th Street	4,600	4,500	5,300	4,400	3,950	3,750	-1.0
West of 7 th Street	6,700	4,500	5,100	3,950	3,500	4,350	-1.8
Moore Lake Drive							
West of TH 65	3,850	3,700	4,200	3,150	3,200	3,050	-1.1
East of TH 65	11,000	10,100	9,600	8,300	7,800	7,900	-1.5
Matterhorn							
@ I-694	3,100	2,500	2,600	2,250	2,150	2,050	-1.8
North of Mississippi St.	8,800	9,000	8,600	7,200	7,100	6,600	-1.3

1 Daily traffic volumes from MnDOT Traffic Flow Maps

3.6 Commuting and Trucking Impacts

A projected increase in traffic congestion is going to incite more people to take transit or other non-motorized means to commute. A review of the latest census data (2014 ACS) for Fridley shows that although driving alone remains the overwhelmingly dominant commuting choice at 74.8%, alternative modes have shown a significant increase. From 2009 to 2014 carpooling increased from 7.8% to 13.7% and biking and walking more than doubled from 1.5% to 3.7% since 2009. The percentage of people taking transit remained nearly the same at 4.7%. The trend away from driving alone is expected to continue in future years and should be accommodated in the next 25 year transportation plan by investing more in transit, bike and pedestrian infrastructure, and promoting the usage of carpooling and other shared vehicles. Special focus on improving transit facilities and convenient connections to neighborhoods should result in increasing usage of the transit options available in Fridley.

With many industrial businesses in Fridley, traffic congestion is of great concern to those with trucking operations. While Fridley is situated close to major highways and an interstate, those roadways are heavily congested during rush hour. Increased congestion is going to affect the profitability of many business operations in Fridley.

Organized Garbage Collection

From 2010 to 2014, the City of Fridley staff, commissions, and haulers studied the possibility of converting Fridley's garbage hauling system from an open system to an organized system. One of the key reasons for the investigation was concern from homeowners who had recently paid street assessments for the rebuilding of the street in front of their home. With many neighborhoods having all six of the licensed haulers traveling on a given street, homeowners were concerned that their street investment was being quickly deteriorated by this heavy truck traffic.

In response to the concern, the City used data from a heavy vehicle impact study by the Local Road Research Board to estimate the financial impact open hauling had on street maintenance costs. That analysis led to the determination that the City could save \$100,000-200,000 per year in road repair costs if garbage collection in Fridley was organized. In addition, there are environmental costs and impacts to pedestrian safety under the current open system. While the Fridley City Council voted against organizing garbage collection at the conclusion of the study in 2014, the desire for organizing garbage collection was mentioned by several residents in the survey as a service they want the City to implement.

Intersection Study

In February 2017, MnDOT and the Metropolitan Council completed a highway intersection study of principal intersections in the Metropolitan Area. Of 91 intersections included in the study, several along Highway 65 qualified for further analysis in Phase II of the study. 5 of 34 intersections that qualified for the Phase II analysis were along Highway 65 in Fridley (see Figure 3.17 and 3.18). The intersection of Medtronic Parkway and Highway 65 scored highest in need in the Fridley and Spring Lake Park area. Realizing the incredible costs of building grade-separated interchanges in fully developed areas, the study analyzed other less expensive solutions for these intersections. The study notes a need to also consider traffic growth, because that could affect the appropriate timing and extent of future improvements, which could lead to higher intersection priorities. Medtronic Parkway is an intersection anticipated to be significantly impacted by future growth with the complete build-out of the Medtronic campus master plan.

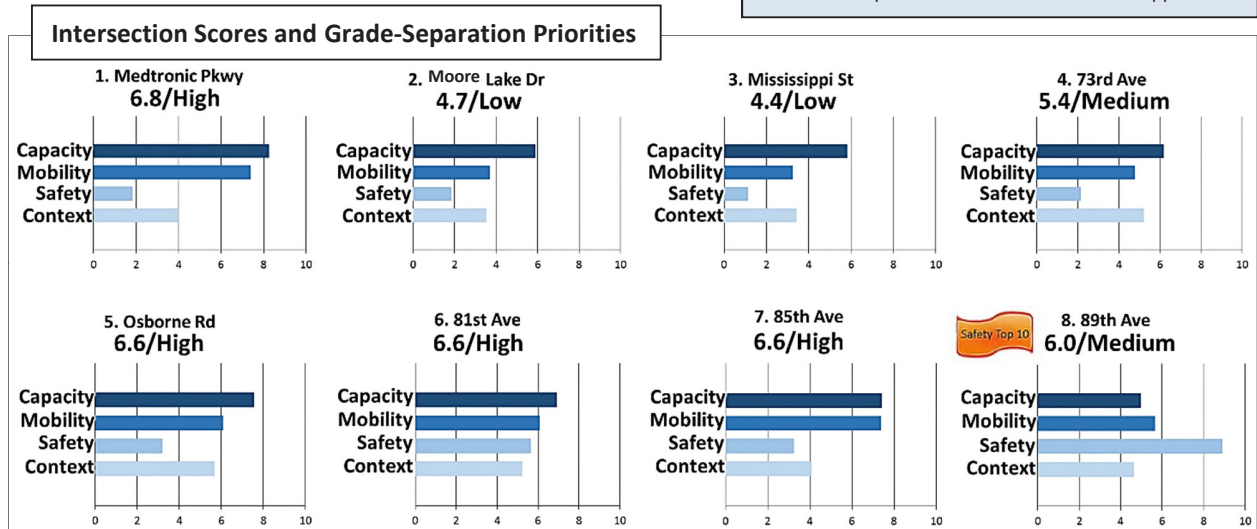
Figure 3.16 TH 65-A Corridor

TH 65-A: I-694 to TH 10 (Anoka County 3 of 5)

Corridor Context. Constrained Limited-Access Expressway with eight at-grade intersections evaluated in the study, as well as three ramp intersections (see **Figure 10**). This corridor generally has four through lanes of mainline capacity, a median, and is a proposed future BRT corridor. The posted speed limit is 50-55 mph. The corridor is constrained by development, includes the railroad crossing as shown, and often includes wide setbacks and frontage roads. Other characteristics include:

- Intersection Spacing – The eight intersections are spaced approximately 0.4 to 1.0 mile(s) apart, and are about 0.2 miles from the I-694 interchange and less than 0.1 miles from the TH 10 interchange.
- Access – Roadway access between the major intersections is limited to right-in/right-out access and private access roadways.
- Previous Planning for Interchanges? No. Grade separations have not been proposed for this area in previous planning documents.

Intersection measures:
Capacity: Do peak-hour volumes exceed design?
Mobility: Are daily volumes and congestion high?
Safety: Are there many or severe crashes?
Context: Are plans and multi-modal factors supportive?

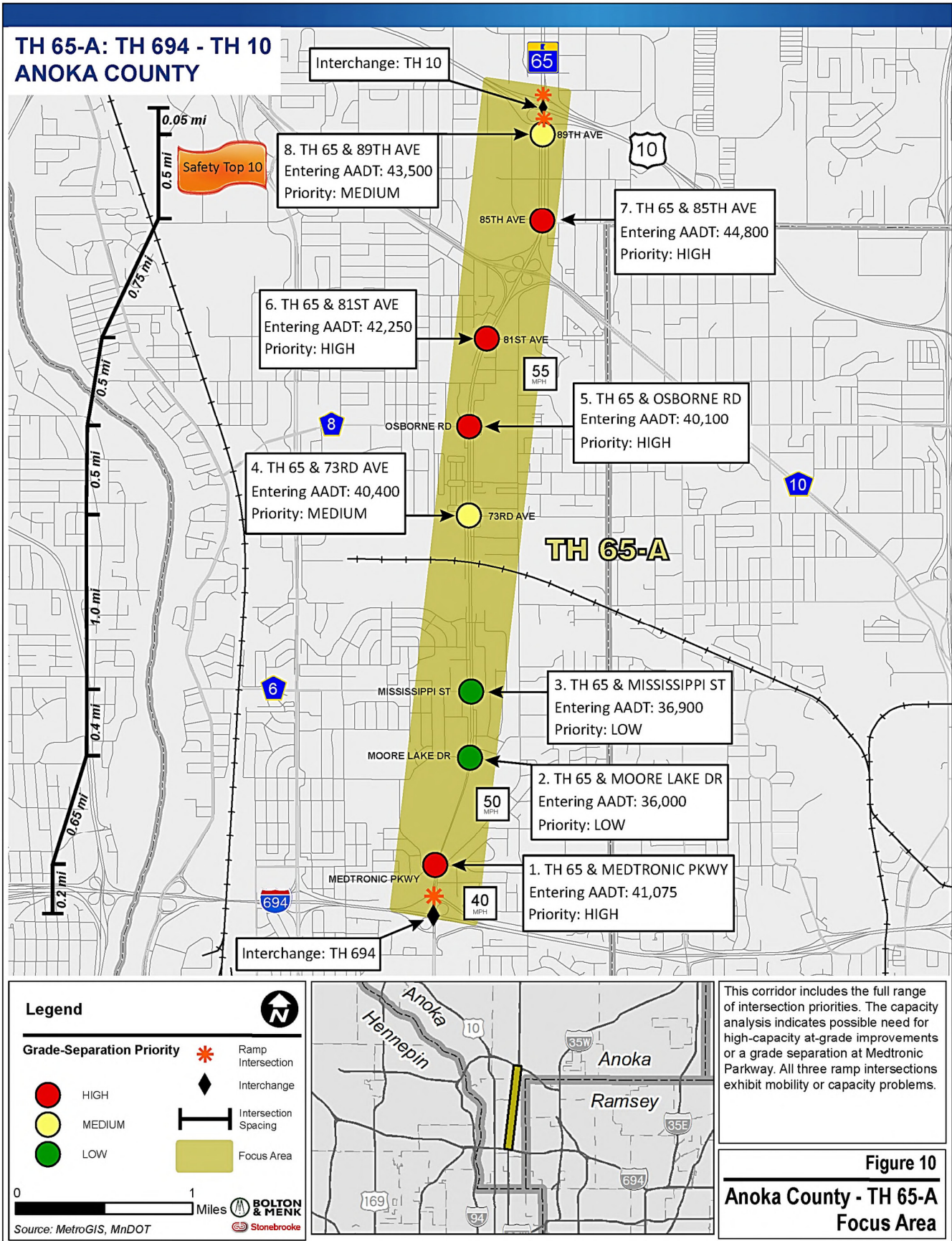


Capacity Analysis, Needs, and Opportunities. This corridor includes the full range of intersection priorities. The capacity analysis indicates possible need for high-capacity at-grade improvements or a grade separation at the Medtronic Parkway intersection, located 0.2 miles north of the I-694 interchange. The segment from Osborne Avenue to the north also warrants attention for possible capacity improvements. All three ramp intersections exhibit mobility or capacity problems.

		Capacity Analysis Summary					
		Existing Intersection	Expanded Intersection	Alternative At-Grade Intersection	Add PA Capacity	Hybrid Interchange	Full Interchange
TH 65-A							
1	Medtronic Pkwy.	☒	☒	☒	☒	☐	☐
2	Moore Lake Dr.	☐	☐	☐	☐	☐	☐
3	Mississippi St.	☐	☐	☐	☐	☐	☐
4	73rd Ave.	☐	☐	☒	☐	☐	☐
5	Osborne Rd.	☒	☒	☒	☐	☒	☐
6	81st Ave.	☒	☒	☒	☐	☒	☐
7	85th Ave.	☒	☒	☒	☐	☐	☐
8	89th Ave.	☐	☐	☐	☐	☐	☐
Key		☒ V/C ≥ 1.0		☒ V/C > 0.85 & < 1.0		☐ V/C ≤ 0.85	

Source: MnDOT and Metropolitan Council

Figure 3.17 TH 65-A Corridor



Source: MnDOT and Metropolitan Council

3.7 East-West Travel

No matter what your mode of transportation, getting across Fridley in the east-west direction is difficult. East River Road, the BNSF Railroad Line, Highway 47, and Highway 65 are major barriers. These barriers slow response time for emergency personnel. Pedestrians illegally crossing these barriers against the light, over frustration of long wait times at signal lights, are cause for great public safety concern. The predictions for significantly increased traffic congestion on north-south roadways is going to impact the quality of life and the economic competitiveness of the City. Therefore, in addition to studying the potential need for overpasses on Highway 65, and corridor studies for Highway 47 and Mississippi Street, consideration of an east-west thoroughfare in Fridley is warranted. It would also improve public safety if Fridley had an east-west greenway for pedestrians and cyclists.

3.8 Maintenance

Roadways in Fridley are maintained by the State (MnDOT), County, or City. The City maintains approximately 110 miles of streets. Major maintenance activities include snowplowing, street sweeping, sealcoating, pavement marking, sign repair, street light repairs, tree trimming, and mowing. Due to a lack of acceptable maintenance by the State, the City regularly mows University Avenue. Since neither the state or the County plow snow from their trails in the winter, the City plows several trail sections in the winter to meet pedestrian needs. During snow events, the City also removes snow from Metro Transit bus stops, because Metro Transit usually takes several days to clear snow after a snowfall. All of these measures are a priority for the City to maintain safe conditions year-round for drivers and pedestrians.

The City rehabilitates about two miles of selected streets each year using mill/overlay or full-depth reconstruction. Streets are selected for repair based upon an assessment of road conditions throughout the entire City, which is performed by City Engineers every three years. Public hearings are held to obtain public input and provide assessment information before the start of each year's projects.

3.9 Resiliency

A resilient transportation system must be resistant to natural disasters – such as floods, heat wave events, and tornadoes. The City is already seeing the impacts of climate change to the transportation infrastructure with increased street flooding problems related to massive rain events, which, with climate change, are predicted to be more severe and occur more frequently.

To increase the City's resiliency, the City's transportation infrastructure must incorporate Living Street design elements. Living Streets balance the safe access for all users (including, pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities) alongside mitigation of the environmental impacts of impervious surface through appropriate stormwater management and landscaping. While many of Fridley's streets were designed to focus on motorized transport, redevelopment offers significant opportunity for the incorporation of Living Street designs.

3.10 Future Improvement Needs

There are several approved plans for redevelopment and traffic studies that are needed to guide Fridley's Transportation Plan. Only two of them, however, require changes in street locations. One of those is the Northstar Transit Oriented Development Master Plan. This plan calls for a new bridge over the BNSF Railroad tracks at 57th Avenue. It also calls for new streets, lined with trails and sidewalks throughout the redeveloped multi-family housing area between East River Road and the River. Outside of the study, is the plan to make Medtronic Parkway a continuous parkway from Hwy. 65 to East River Road. See redevelopment area number 21 in the Land Use Chapter for a drawing of the concept.

The other plan that changes and adds new street connections is the Locke Park Pointe development, where the new Civic Campus is under construction along University Avenue. The most recent plans for this site involve changing the access to the Holiday Hills neighborhood and creating a new connection from the Locke

Park Pointe development to 73rd Avenue. These changes are proposed to increase safety at the intersection of University Avenue and 69th Avenue and the intersection of University Avenue and 73rd Avenue.

Anoka County has completed an Osborne Road Improvement Plan, which would convert the four-lane road to a three-lane road with safer pedestrian connections. The same process needs to occur with Mississippi Street, which is also in poor condition and needs to be redesigned as the level of traffic does not support a four-lane road design.

In 2012, the City amended its 2030 Comprehensive Plan to incorporate another study completed jointly with Anoka County and the City of Coon Rapids. This plan adopted a design for East River Road to be more of a parkway with trail on one side and sidewalk on the other. The plan put priority on improvements south of Mississippi Street as traffic is congested in this area, which contains a school and the West Northstar Train Station. Traffic is predicted to worsen in this area, so an emphasis was placed on creating a bridge at 57th Avenue to relieve Interstate 694 traffic, provide non-motorized access to a large number of low income residents to retail and jobs, and to offer the Fridley School District better school access.

The City also amended its 2030 Comprehensive Plan to incorporate the 2013 Active Transportation Plan. This plan designated streets that require any new adjacent development to include sidewalks or trails.

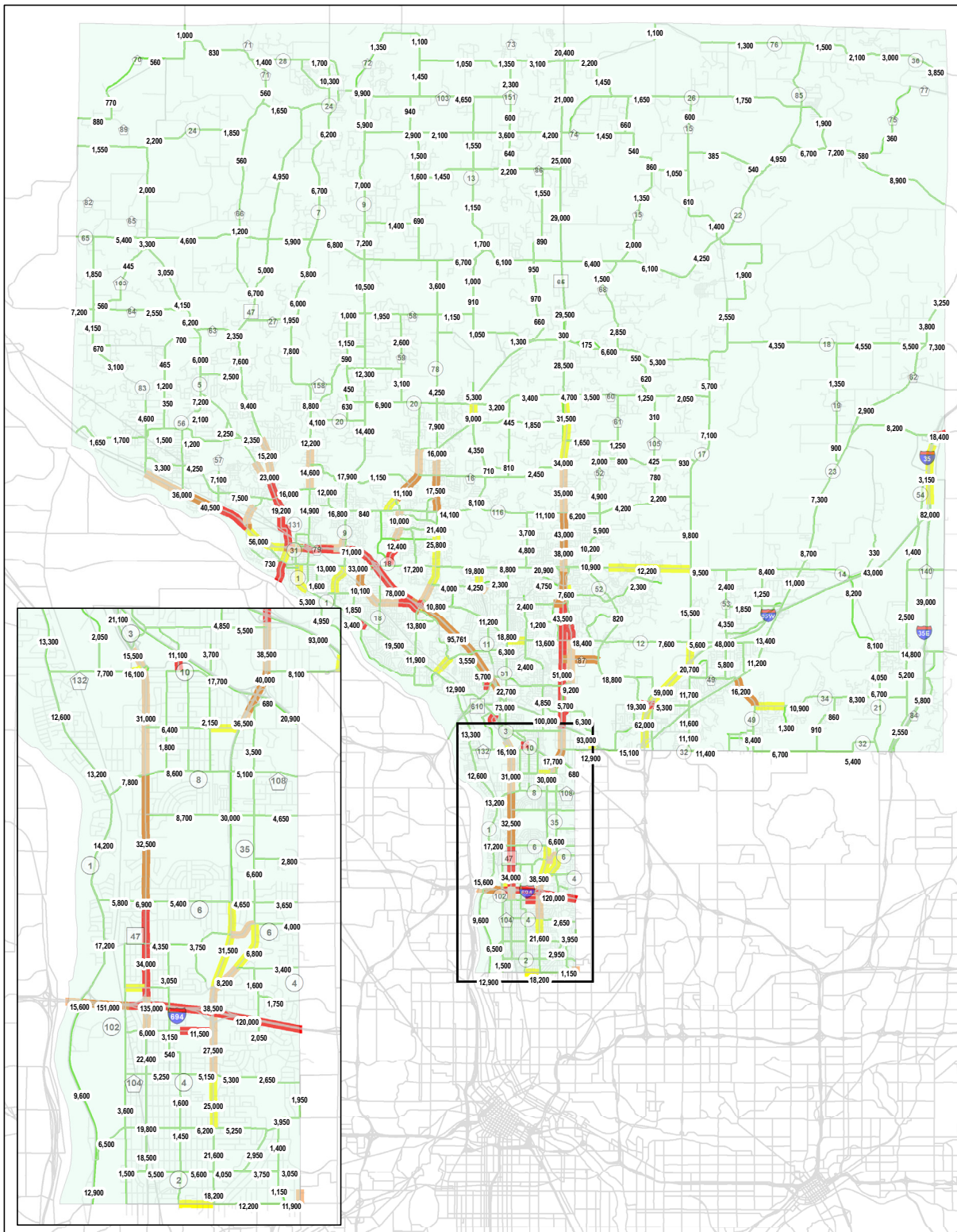
In 2017, The Fridley School District and the City of Fridley adopted a Safe Routes to Schools Plan for the Fridley School District. This plan calls for infrastructure changes related to Stevenson Elementary School on East River Road, Hayes Middle School on Mississippi Street, and the Fridley Middle School. See Appendices 4, 5, and 6 for detailed plans.

A Safe Routes to Schools Plan for North Park Elementary School shows a need for safer bike walk connections around this school in the Columbia Heights School District.

Another area in need of multi-modal connections is University and 53rd Avenues due to the future installation of the Central BRT Line.

In general, the existing width of Fridley streets offers many opportunities for installation of multi-modal retrofits and Living Streets design principles. A GIS study demonstrated that the City has enough paved parking spaces to park every vehicle in the City on a given day three times over. This coupled with the City's policy that businesses not use the street for their business needs and drivers cannot park on the street overnight in the winter months, proves that there are opportunities to remove on-street parking in many locations in exchange for added green space, stormwater treatment, or sidewalks and trails. When surveyed, most residents were in favor of giving up parking on one side of the street for such improvements. This public feedback looks to support a complete streets policy in the City, where public right-of-ways can be used differently to support all forms of transportation – not just the automobile.

Figure 3.18 Existing Congestion Levels



Note: Daily capacities for roadways are estimated based on the number of lanes and functional class in the original regional model. See Table 2.2

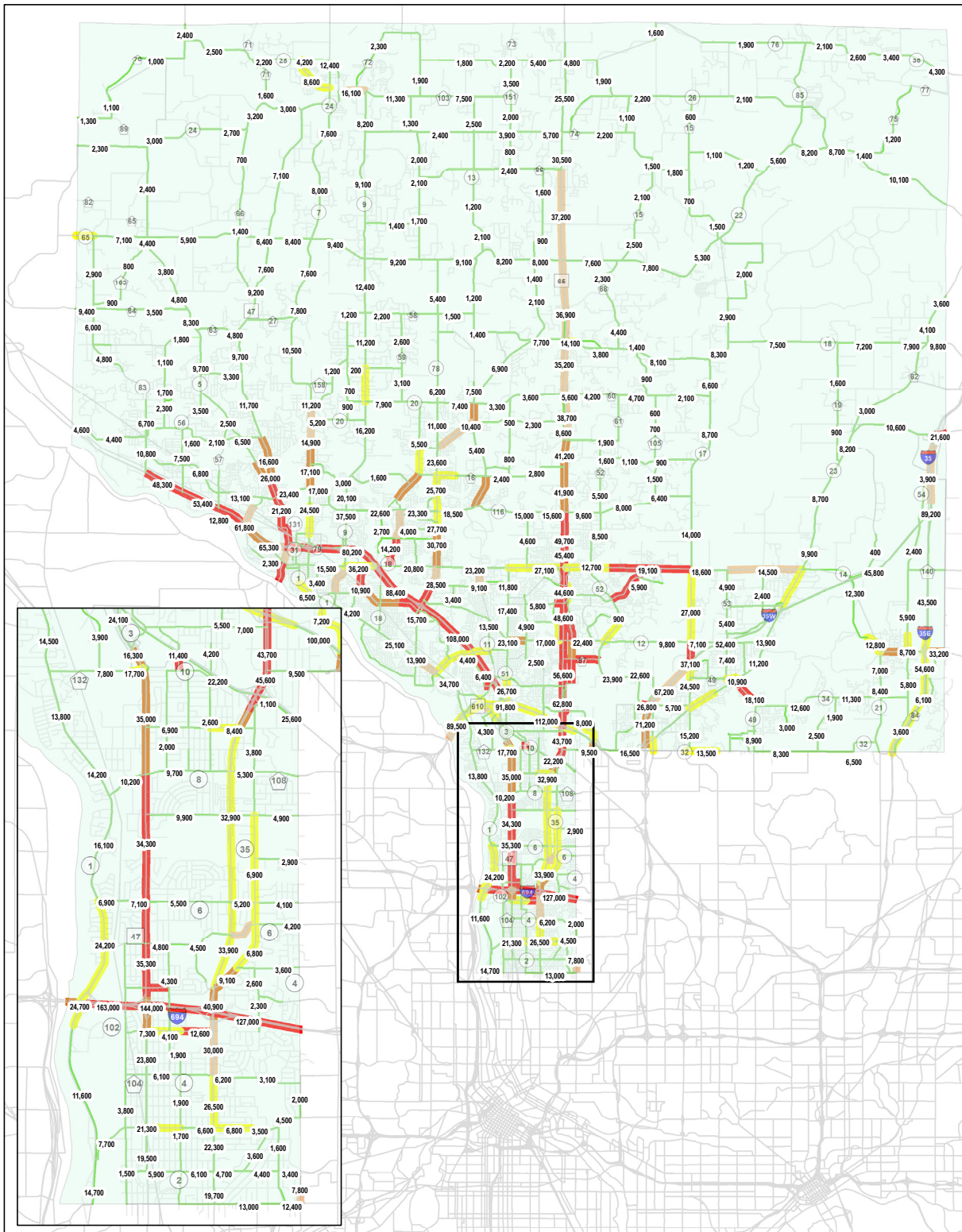
- █ LOS F
- █ LOS E
- █ LOS D
- █ LOS C
- █ LOS A or B



0 1.5 3 6 Miles

Source: Anoka County

Figure 3.19 2040 Projected Congestion Levels



Note: Daily capacities for roadways are estimated based on the number of lanes and functional class in the original regional model. See Table 2.2

- █ LOS F
- █ LOS E
- █ LOS D
- █ LOS C
- █ LOS A or B



0 1.5 3 6 Miles

Source: Anoka County

2040 Traffic Congestion Forecasts

The continued growth north of Fridley is projected to dramatically increase congestion levels on Fridley's arterial roadways. According to projections compiled by Anoka County's consultant, (shown in figures 3.20 and 3.21) traffic levels which are already dangerously congested on Interstate 694 through Fridley in both directions in the morning and evening rush hours are projected to worsen by 2040. This section of roadway operates at a Level of Service (LOS) F now, and vehicle per day (VPD) counts are projected to increase from the current 151,000 VPD to 163,000 in 2040.

Traffic counts show that Highway 65 is operating at LOS F or E. Central Avenue north of I-694 is congested at LOS D. By 2040, that same area of Central Avenue will be operating at LOS E according to County projections.

Traffic congestion is also projected to worsen on 53rd Avenue. This roadway is in need of replacement and redesign, which has been complicated by the fact that the roadway is shared by Fridley and the City of Columbia Heights. Another complication is the Central BRT Line which is planned to have several stops along this section of road. Due to right-of-way width limitations, major buried utilities, and steep slopes in boulevard areas, redesigning this section of City street to accommodate BRT stops and sidewalks or trails is going to be challenging.

The most striking change in the traffic congestion projections, however, is on University Avenue. While University Avenue is currently operating at LOS F south of Mississippi Street, it is projected to be operating at LOS F all the way up to Osborne Road by 2040 and at LOS E between Osborne Road and Coon Rapids Boulevard. The projected traffic impacts to University Avenue coupled with the number of pedestrian deaths along University Avenue translates into a need to complete detailed study and planning for future infrastructure needs along this highway that is considered the "Gateway" into Fridley.



3.11 Goals and Objectives

Following the City’s Vision Statement (We believe Fridley will be a *safe, vibrant, friendly and stable* home for families and businesses), goals and objectives were developed pertaining specifically for transportation:

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

Objectives

- Efficiently preserve and maintain local streets in a good state of repair
- Partner with other roadway jurisdiction entities to improve the safety of Fridley roadways
- Use City resources where feasible to provide public safety during roadway emergencies
- Plan for safe transportation options for all modes of transportation
- Prepare for weather events to keep roadways safe for travel

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
- Ensure that key destinations in the City can be safely reached
- Study what is working well in other Metro Area communities and copy their successful measures
- Pursue partnerships with other units of government and sources of funding that can finance needed improvements in the City
- Continue to be a leader in City services that balances the demands of the public and City finances
- Incorporate Living Streets design and operations principles during road reconstruction and redevelopment

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

Objectives

- Maintain “Welcome to Fridley” signs at key entrances into the City
- Strive to have clear street signage throughout the community
- Maintain road right of ways clear of litter and weeds

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

Objectives

- Maintain economically sustainable policies for street reconstruction and maintenance
- Provide a sound transportation system that supports commerce stability
- Provide a variety of transportation options to enable people to get to jobs, shopping, and recreational opportunities in the community
- Encourage increased car sharing, biking, walking, and transit usage as a means to reduce traffic congestion in the community

3.12 Policies

There are several policies that have been agreed upon related to the vision of keeping Fridley's transportation network *safe, vibrant, friendly, and stable*:

- Before the rebuilding of arterial roadways in the City, staff will analyze redesign options that make the roadway safer for all modes of transportation.
- Before the rebuilding of collector or local streets, the City will consider the feasibility of incorporating Living Streets principles.
- The City will partner with Metro Transit, the County, and MnDOT to improve access and safety at transit stops.
- The City will work with the County and MnDOT to modify signal-controlled highway intersections to provide reasonable wait times and adequate crossing time allowances for ages 8-80.
- Establish policies and programs that minimize wear and tear on City streets.
- Pursue alternative transportation opportunities that the Mississippi River, a National Park, has to offer.
- Convert existing street lighting to higher energy efficient options when replacing fixtures.
- Reduce the environmental impact of our transportation network when feasible.

3.13 Conclusions and Action Steps

Fridley benefits from good road, rail, and public transit access for people and businesses. Transit options include a Northstar commuter train station and several express bus routes to downtown Minneapolis. The City's transportation weaknesses consist of traffic congestion on major roadways during rush hour and the difficulty to cross highway and railroad barriers, especially in the east-west direction. These barriers result in a lack of safety to walk or bike throughout the city. The demographic evolution with an increase in younger and older residents supports the demand of pedestrian and bike improvements and other alternatives to automobiles. Planned redevelopment projects are going to create increased residential density that will support future transit ridership.

The following are action steps necessary to create a transportation system in Fridley that is *safe, vibrant, friendly, and stable* in accordance with Fridley values:

The Northstar TOD Master Plan calls for a railroad bridge crossing at 57th Avenue. However, Burlington Northern Santa Fe officials have indicated that they will not allow bridge supports to be placed in their right-of-way which would double the cost of a bridge.

- **Action Step:** City staff need to meet with BNSF again to pursue less expensive options for a bridge crossing.
- **Action Step:** The City needs to acquire the necessary land, or easements on both sides of the rail road tracks for future rail crossing use.

While not yet funded, Fridley needs to plan for the future construction of the Central BRT Line along University Avenue as soon as 2021. Part of the Northstar TOD Overlay District includes University Avenue. There have been many pedestrian deaths on University Avenue in recent years with increasing pedestrian activity in the area growing with 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. This study should also analyze speed limits in combination with increased traffic projections.

A 2017 Metropolitan Council/MnDOT Intersection Study found that two intersections along Highway 65 ranked high in priority for a grade-separated interchange. Those two locations were the intersection at Osborne Road and Medtronic Parkway. The intersection of Medtronic Parkway/Hackmann Avenue/Highway 65 was ranked the highest of the five intersections in Fridley that were noted as needing safety improvements.

- **Action Step:** 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.



Sylvan Hills Street Repavement

In order to properly budget needed street repairs, needs must be continually prioritized.

- **Action Step:** 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.

Fridley’s senior and disabled population has special transportation needs.

- **Action Step:** To ensure that seniors and disabled individuals can safely remain in their home, the City will continue to connect senior residents to available County and Metro Transit home pick-up transportation services.

MnDOT’s goal in setting speed limits and the timing of stop lights on University Avenue is to move a heavy volume of traffic and reduce congestion. Due to lengthy wait times (nearly 5 minutes at many crossings) to cross University Avenue, many pedestrians cross against the lights daily. In addition, drivers are often running red lights and making illegal right turns on red. There have been many preventable pedestrian deaths on University Avenue in Fridley in recent years.

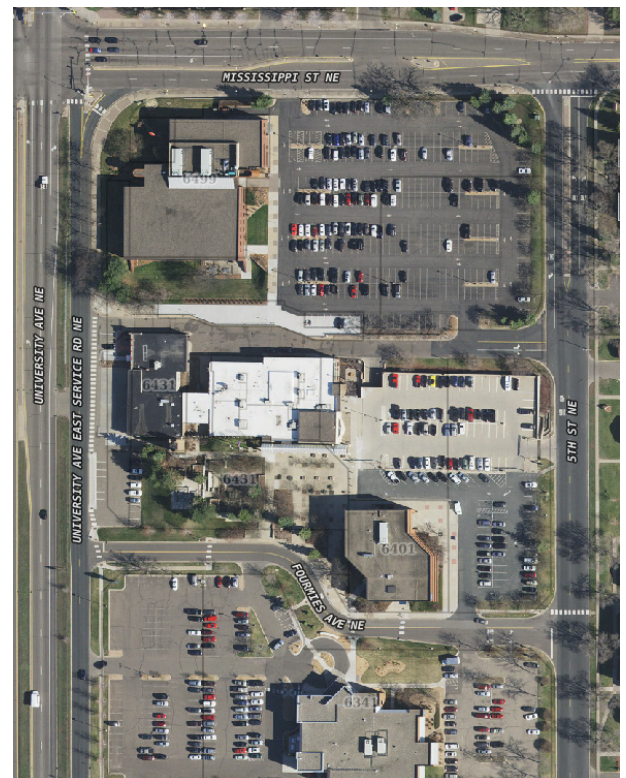
- **Action Step:** The Police Department will be monitoring pedestrian crossing violations at University Avenue and Mississippi Street, and warning or citing violators.

The traffic levels on Mississippi Street are less than Osborne Road and the recent traffic study of Osborne Road revealed that current and projected traffic levels did not warrant a four-lane road.

- **Action Step:** 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/Mississippi intersection more pedestrian friendly, like considering no right turn on red.

Once City Hall moves to the new Civic Campus, there is no need to maintain direct access onto Highway 47 for emergency vehicles. In addition, there will be no need to maintain the frontage road on the west side of the Fire Station to Mississippi Street. Since the design of this frontage road at the intersection of Mississippi Street and University Avenue poses hazards for drivers and pedestrians, it should be removed and closed off at Fourmies Avenue.

- **Action Step:** 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 61st Avenue.



University Avenue Service Road

There is one Metro Transit bus stop location on University Avenue that qualifies, based on number of users, for having a shelter, but does not have one. This particular bus stop has a bench placed less than 10 feet from 55 mph traffic with no barrier to protect bus patrons from road spray, let alone from a vehicle crash. Also, there isn’t a paved path leading to this bus stop, so it is not ADA accessible. It is a heavily used stop because it is located near large, affordable, multi-family housing complexes.

- **Action Step:** Work with Metro Transit to install a bus shelter that is ADA compliant at 81st Avenue and University Avenue.

In order to make bus stops more pleasing to use, the City is providing trash bins at many Metro Transit bus stop locations and City crews are collecting the trash once a week from the bus stops that have trash bins. Another long unmet infrastructure need at Metro Transit bus stops is the lack of bike racks.

- **Action Step:** The City will work with Metro Transit to find funding to install bike racks at bus stop locations near high use trails.
- **Action Step:** 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.

There continues to be many unmet trail needs in the City.

- **Action Step:** 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.



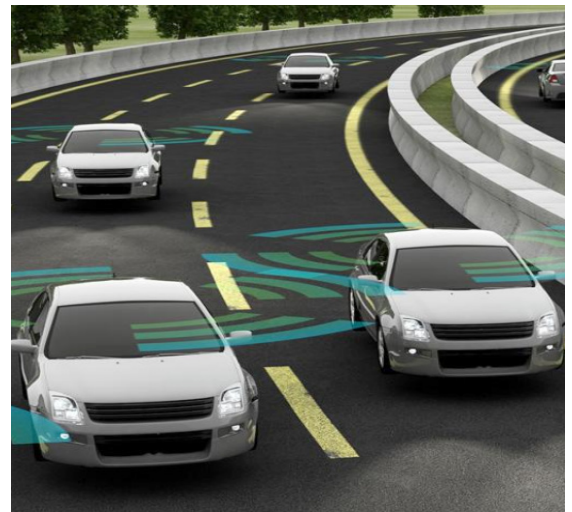
Gardena Avenue Crossing

Fridley has a completed SRTS plan for North Park Elementary, Stevenson Elementary, Hayes Elementary, and Fridley Middle School. Staff has met with the principal of Woodcrest Elementary and the Osborne Road reconstruction plans address most of their needs. Attention has not been given, however, to two busy private schools: Al-Amal School and Totino Grace, which are on Gardena Avenue.

- **Action Step:** The city staff should meet with the appropriate staff of these two schools 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.

By 2040, the USDOT is estimating that 90% of light vehicles on the road will be V2V assist (Vehicle to Vehicle). A recent Metropolitan Council study predicts that by the year 2024, autonomous vehicles (AVs) will outnumber self-owned vehicles on the road. The greatest interest in AVs is in the trucking industry. Fridley, having a heavy industrial base, will be greatly impacted by this change.

- **Action Step:** Monitor development of Autonomous Vehicles and their impacts on land use and road design.



*Illustration of autonomous vehicles on a roadway,
Photo credit: Karneg via istock*

The presence of the heavy amount of rail traffic on the BNSF Railroad line poses the hazard of critical delays for emergency personnel. When a call comes in for help west of the railroad tracks, response times can be delayed significantly when a train is passing through.

- **Action Step:** 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.

The five-year study of organized garbage collection and a heavy vehicle impact study by the Local Road Research Board, led to the determination that the City could save \$150,00-200,000 per year in road repair costs if garbage collection in Fridley was organized. In addition, there are environmental costs and impacts to pedestrian safety under the current open system. While the Fridley City Council voted against organizing garbage collection in 2014, the desire for organizing garbage collection was mentioned by several residents during surveys as a service they want the City to implement.

- **Action Step:** Organized garbage collection would result in decreased road maintenance costs, 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.

Qualifying for grants and demonstrating need to other road jurisdictions requires data.

- **Action Step:** The City should collect bicycling and pedestrian count 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.

The streetscape that the HRA financed in past years on 57th Avenue, and Mississippi Street near Highway 47 is in need of maintenance. Before making improvements, however, the City may want to consider redesigning these areas and requiring the adjoining businesses to maintain them collectively as has been done on Moore Lake Drive.

- **Action Step:** 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.

The Metropolitan Council has designated regional job concentration areas in the Metro Area. One such area in Fridley is the Northern Stacks Development. However, Fridley no longer has a bus line on East River Road that travels south of I-694. The Fridley stop on the Northstar Train is 2-3 miles north of this site. Currently, the City is partnering with Anoka County Commute Solutions to use CMAQ grant funds to provide a shuttle from the train station to the Northern Stacks Development. However, a better solution would be to restore a bus route that services other bus users on East River Road with a route into downtown Minneapolis south of the freeway with a stop at Northern Stacks.

- **Action Step:** Advocate for standard transit service to the Northern Stacks Development and other large employers in the area, such as BNSF and General Mills.

The Fridley Northstar Train Station is the center of one of the National Park Service's Alternative Transportation Nodes, where they strive to reduce vehicle impacts on national parks. As the Mississippi River is a national park, and there is a national bike trail that runs through the west train station that leads to a regional park on the river, Fridley was selected as a node that qualifies for alternative transportation accommodations. Boating and biking are those two main modes of focus.

- **Action Step:** Pursue establishment of a car sharing service like Car2Go and a bike sharing system like Nice Rides at the Fridley Northstar Station.
- **Action Step:** 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.

Anoka County has made it clear that if bike/pedestrian infrastructure is going to get built on East River Road according to the East River Road Corridor Study, then the City will need to finance it.

- **Action Step:** Pursue funding options for the infrastructure planned in the East River Road Corridor Study.
- **Action Step:** 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.
- **Action Step:** 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.

2017 community survey results showed public support for removing on-street parking on one side of the street to provide space for trails, sidewalks, or greenspace.

- **Action Step:** Incorporate Living Streets design elements into street redevelopments based on unique street needs and characteristics.

In 2016, the Fridley Environmental Quality and Energy Commission (EQEC) developed design goals for auto-oriented corridors, particularly for University Avenue. This criteria was approved by the Planning Commission and allowed the City to meet another GreenStep City Best Management Practice.

- **Action Step:** 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.

53rd Avenue is scheduled for reconstruction in the next few years. Because this roadway is shared with the City of Columbia Heights it is more complicated to make improvements.

- **Action Step:** 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.

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Chapter 4. Parks and Trails



Parks and Trails

4.0 Introduction

Fridley's parks, trails and open spaces are important elements of the community. As Fridley developed over the past six decades, the City established an extensive network of park and recreation facilities. Today, the Fridley park system offers areas for active and passive recreation, preserves natural habitat, and provides non-vehicular connections to points of interest within the community and beyond Fridley's borders.

Fridley's park system is not likely to expand in future years because the city is nearly fully developed and has limited opportunities for park land expansion. If additional parks are acquired or if expansions take place, they will generally result from specific opportunities and circumstances such as redevelopment efforts or changes in land uses. In the future, the primary focus on Fridley's park system will be to continue updating and maintaining the existing park and open space facilities. Within this chapter, the term facility is meant to include the natural, landscaped, and built environment.



Riverview Heights Park Bridge in the fall, Photo by Doug Katzung

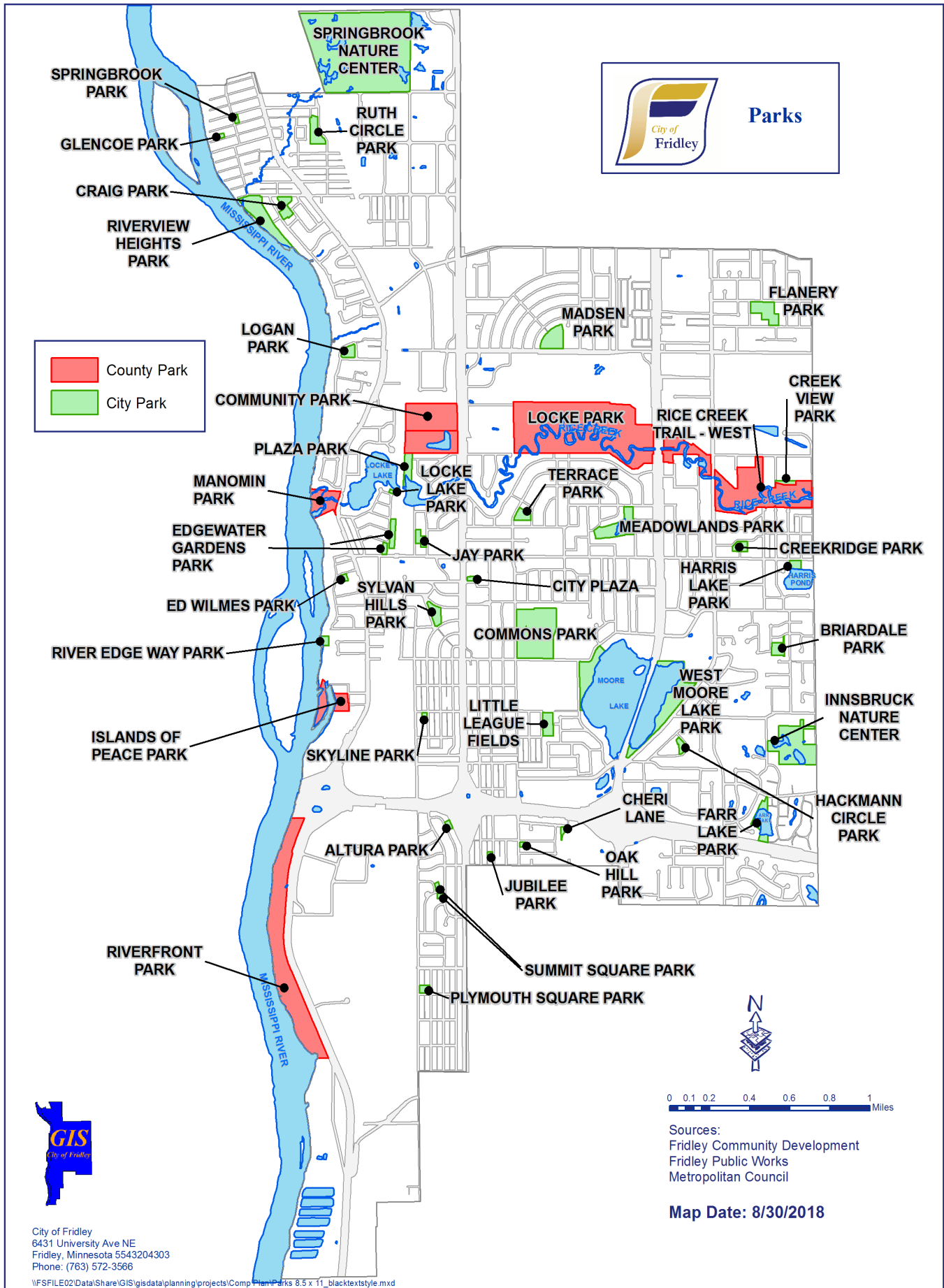
4.1 Existing Parks, Trails, and Facilities

Fridley has a strong park system consisting of 295 acres of land owned by the City, 57 acres of property that is owned and operated by four different school districts, as well as, 300 acres of park land operated by Anoka County. Collectively, these facilities offer Fridley residents, business employees, and visitors over 652 acres of park, open space areas, and miles of trails. The system was built through park dedications, partnerships with local schools, and individual and civic organization donations. In addition to a vast array of facilities, Fridley also offers a broad range of recreational programs through its Recreation Department as well as some that are sponsored by school districts and private recreational organizations. These programs, while important to the community, are not addressed in detail in the comprehensive plan. Rather, the plan focuses on the physical needs of the park system. The existing park system is shown on the map included as Figure 4.1.

National Standards

While there is no official government standard for the provision of parks and recreation facilities, the National Recreation and Park Association or NRPA (a private, non-profit professional organization) has established park, recreation and open space guidelines. The NRPA suggests that a park system be composed of a "core" system of park lands, providing a minimum of 6.25 to 10.5 acres of park land per 1000 residents. The Metropolitan Council encourages cities to provide a minimum of 7 to 14 acres of park land per 1000 residents. Fridley far exceeds that minimum with 24 acres of City and County park land per 1,000 residents.

Figure 4.1 Existing City of Fridley Park System





Commons Park Playground

4.2 Park Classification System

Fridley has many different types of parks that are key components to the overall park system. In order to examine existing parks and to discuss future park needs, a uniform system of classification, developed by the NRPA, is used in this plan. This system is compatible with the classifications used in the 2017 Park Service Area Study as well as the 2030 Comprehensive Plan.

Mini-Parks (Mini)

Standard - .5 acres per 1000 people

Mini-parks are facilities that are intended to serve concentrated populations residing generally within ¼ mile of park sites. Because of the limited purpose of such parks, they typically contain one acre of land or less. Mini-parks were popular in the 1970s and 1980s as a means of supplying convenient recreational facilities. Throughout the 1990s, many communities elected not to include mini-parks within their overall park systems because of maintenance and budget concerns. Numerous small parks are more difficult and costly to maintain than fewer, but larger neighborhood parks.

Neighborhood Parks (N)

Standard - 2 acres per 1000 people

Neighborhood parks are recreational facilities that are intended to serve populations residing within a ½ mile radius of the site. Neighborhood parks typically contain open space areas that accommodate uses such as field games, court games, play equipment and other uses. Although ten acres is generally recognized as an ideal minimum for neighborhood parks, smaller tracts of land can be used due to natural conditions or in areas where larger land parcels are not available.



Ruth Circle Park

Community Parks (C)

Standard - 8 acres per 1000 people

Community parks provide recreational facilities that appeal to a broad spectrum of users. Activities may include athletic complexes, fishing, nature study, hiking, picnicking and other related uses. Community parks commonly contain facilities that are designed to appeal to both active and passive users within one park site. The location of community parks is usually established on the basis of topography and other natural features as well as accessibility.



Commons Park, Photo by Doug Katzung

Special Use Facilities (SU)

Fridley also has a number of special use facilities that contribute significantly to the overall park and open space system. Special use facilities are areas that preserve, maintain and provide specialized or single purpose recreational activities such as nature centers, mountain bike trails, display gardens, arenas, and sites of historic or archaeological significance.

Conservation Areas (CA)

Conservation areas are parcels of natural quality such as wetlands and watercourses that are preserved for environmental or aesthetic benefits to the community and/or because of the negative environmental or economic effects of development in them.



Springbrook Nature Center Interpretive Center

4.3 Facility Inventory

Local recreational facilities are provided by a number of sources. City parks are perhaps the most obvious of these resources, however, recreational opportunities provided by other entities need to be considered in assessing the total park and recreation system. Other entities providing public-access park and recreational opportunities in Fridley include the schools districts and Anoka County. A complete listing of existing parks as well as a tabulation of recreational facilities is shown on Figure 4.2.

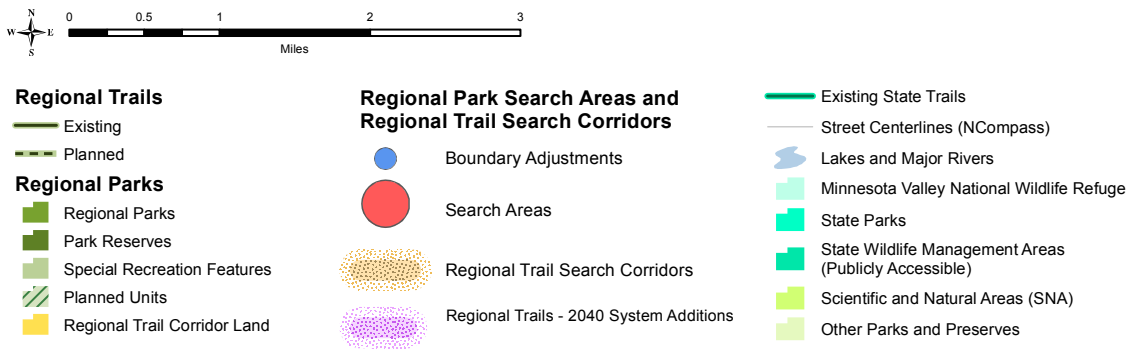
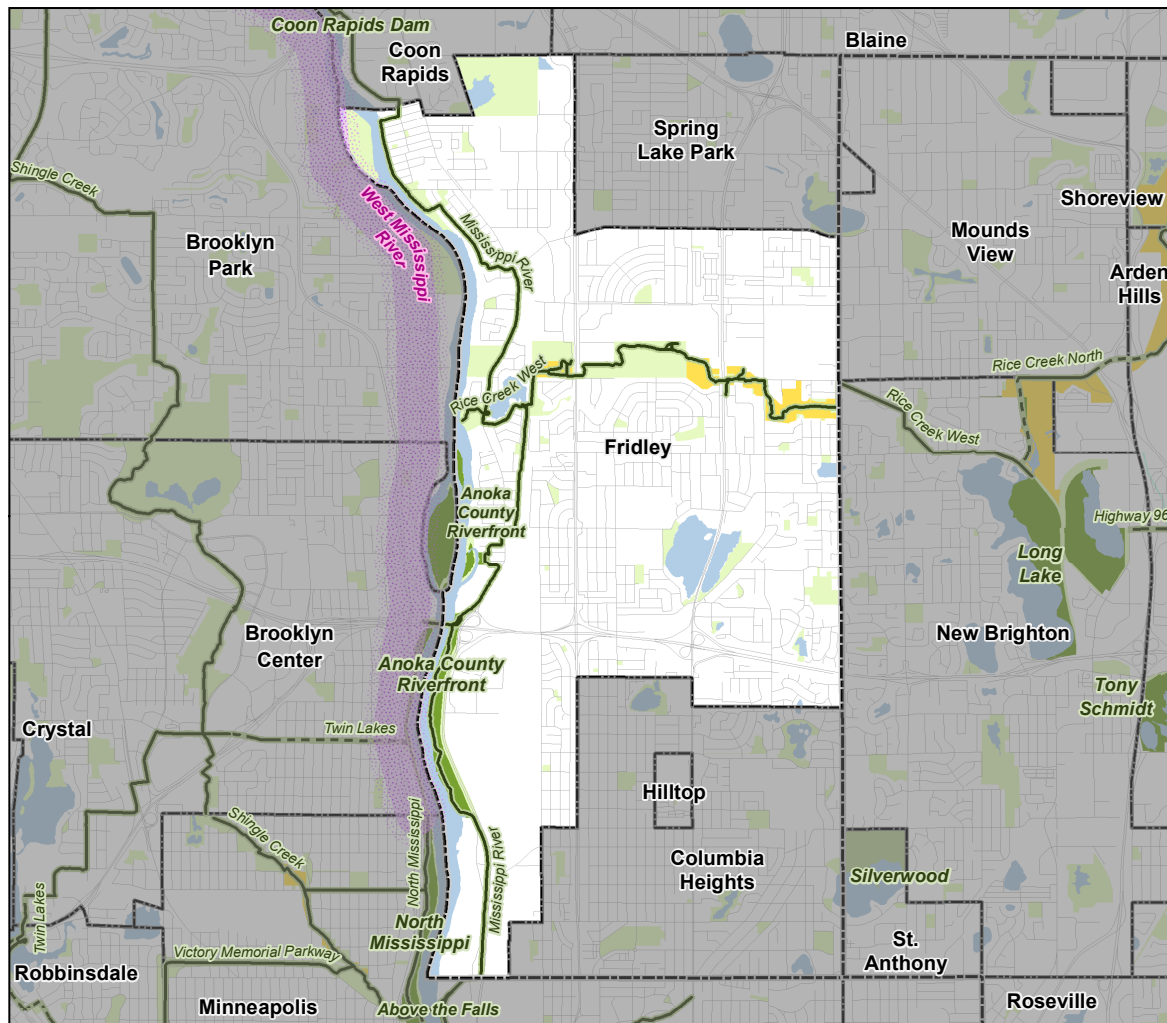
Figure 4.2 Existing Parks and Recreational Facilities

Parks & Recreation Areas																
PARKS - CITY OF FRIDLEY	Classification	Acres	Picnic Area	Picnic Shelter	Park Building	Playground Equip.	Walking/Biking Trail	Ball Diamonds	Basketball	Football Fields	Soccer Fields	Hockey Rinks	Skating Rinks	Sand Volleyball	Tennis Courts	Other
	Altura, 5445 Altura Road	Mini	0.7			◆			◆							
Briardale, 6171 Rice Creek Drive	N	2.8	◆	◆	◆	◆		◆							1-L	
City Plaza, 6431 University Avenue	SU	0.9	◆													
Commons, 6249 - 7th Street	C	23	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	2-L	Sliding Hill
Community, 7000 University Avenue	C	21	◆	◆	◆	◆	◆	◆	◆							
Craig, 410 - 79th Way	N	2.8	◆		◆		◆	◆							2-L	
Creekridge, 1380 Creek Park Lane	N	2.2	◆	◆	◆		◆	◆							1-L	
Creek View, 6801 Anoka Street	Mini	0.8			◆			◆								
Ed Wilmes, 150 - 64-1/2 Avenue	Mini	0.6	◆		◆											
Edgewater Gardens, 6700 Ashton Avenue	N	4.4			◆	◆		◆							1-L	
Farr Lake, 1510 North Innsbruck	N	6.6				◆										
Flanery, 1505 Onondaga Street	N	7.9	◆	◆	◆	◆	◆	◆			◆				2-L	
Glencoe, 661 Glencoe Street	Mini	0.4						◆								
Hackmann, 1071 Hackmann Circle	N	1.9	◆		◆			◆								
Harris Lake, 1620 Mississippi Street	N	1.7	◆	◆	◆											
Innsbruck, 5815 Arthur Street	SU	24				◆										
Jay, 6540 - 2nd Street	N	1.8			◆	◆		◆								
Jubilee, 5334 - 5th Street	Mini	0.4	◆		◆											
Locke, 6911 University Avenue	C	16.7			◆											
Locke Lake, 6725 Ashton Avenue	Mini	0.5				◆										
Logan, 155 Logan Parkway	N	2	◆	◆	◆		◆	◆							1	
Madsen, 725 - 73rd Avenue	N	6.2	◆		◆			◆		◆	◆	◆			1-L	
Meadowlands, 6641 Kennaston Street	N	9.9	◆	◆	◆	◆										
Moore Lake, 5890 Central Avenue	C	14	◆	◆	◆	◆	◆	◆					◆		2-L	Beach & Fishing Pier
Oak Hill, 5391 - 7th Street	Mini	0.5	◆		◆											
Plaza, 170 - 69th Avenue	N	3	◆		◆			◆								
Plymouth Square, 4801 Main Street	Mini	1.1			◆			◆				◆				
Ray Thompson Little League, 5875 Jefferson	SU	3.5			◆		◆									
River Edge Way, 154 River Edge Way	CA	1.3														
Riverview Heights, 500 - 79th Avenue	N	7.4	◆	◆		◆										
Ruth Circle, 8160 Ashton	N	3.6	◆		◆	◆		◆	◆			◆	◆		1-L	
Skyline, 5880 - 2nd Street	Mini	0.9			◆			◆								
Springbrook, 8155 Broad Avenue	Mini	0.6			◆											
Springbrook Nature Center, 100 - 85th Avenue	SU	127	◆	◆	◆	◆	◆									Interpretive Center/Amphitheater
Summit Square, 5201 Capitol Street	Mini	1			◆			◆							1	
Sylvan Hills, 6205 Jupiter Drive	N	2.6	◆		◆		◆	◆				◆			1	
Terrace, 6735 - 7th Street	N	3.5			◆		◆								1	
West Moore Lake, 6091 West Moore Lake Drive	CA	7.6				◆										
PARKS - ANOKA COUNTY																
Islands of Peace, 200 Charles Street	R	79	◆	◆	◆	◆										
Locke, 450 - 71st Avenue	R	95.3	◆	◆	◆	◆										Dog Park
Manomin, 6666 East River Road	R	15	◆	◆		◆										
Rice Creek Trail West, 1410 - 69th Avenue	R	32.5				◆	◆									
Riverfront, 5100 East River Road	R	60	◆	◆	◆	◆	◆									Boat Launch
SCHOOL FACILITIES																
Community Center, 6085 - 7th Street	ISD 14	10	◆					◆								Senior & Teen Center
Fridley Middle School, 6100 West Moore Lake Drive	ISD 14	46.7					◆		◆	◆					6-L	Indoor Pool
Fridley Senior High, 6000 West Moore Lake Drive	ISD 14	32.9					◆		◆	◆					7	Auditorium
Hayes Elementary, 615 Mississippi Street	ISD 14	10.5			◆		◆	◆			◆	◆				
North Park Elementary, 5575 Fillmore Street	ISD 13	7			◆		◆	◆								
Stevenson Elementary, 6080 East River Road	ISD 14	13.7			◆		◆	◆		◆						
Woodcrest Elementary, 880 Osborne Road	ISD 16	8.5			◆		◆									

4.4 Trail System

The City of Fridley has four types of trails. Some parts of the community have traditional concrete sidewalks (about five feet wide) located off street and within the public right-of-way (portions of 61st Avenue and Mississippi Street for example). The second type of trail in Fridley includes multi-purpose bikeway/walkway trails. Bikeway/walkways are usually 8 to 10 foot wide bituminous surface trails. The Rice Creek West Regional Trail is a good example of the bikeway/walkway trail. The third type of trail is the on-street bikeway (or sometimes referred to as bike lanes). The on-street bikeway is usually delineated by striping and signage that identify bike routes. These on-street bike routes require a five foot width. Seventh Street south of 59th Avenue is a good example of a street with an on-street bike route. The last type of trail includes primarily unpaved trails entirely within parks. These are commonly used for hiking and mountain biking. These trail surfaces are made of boardwalk, wood chips, or cleared dirt pathways.

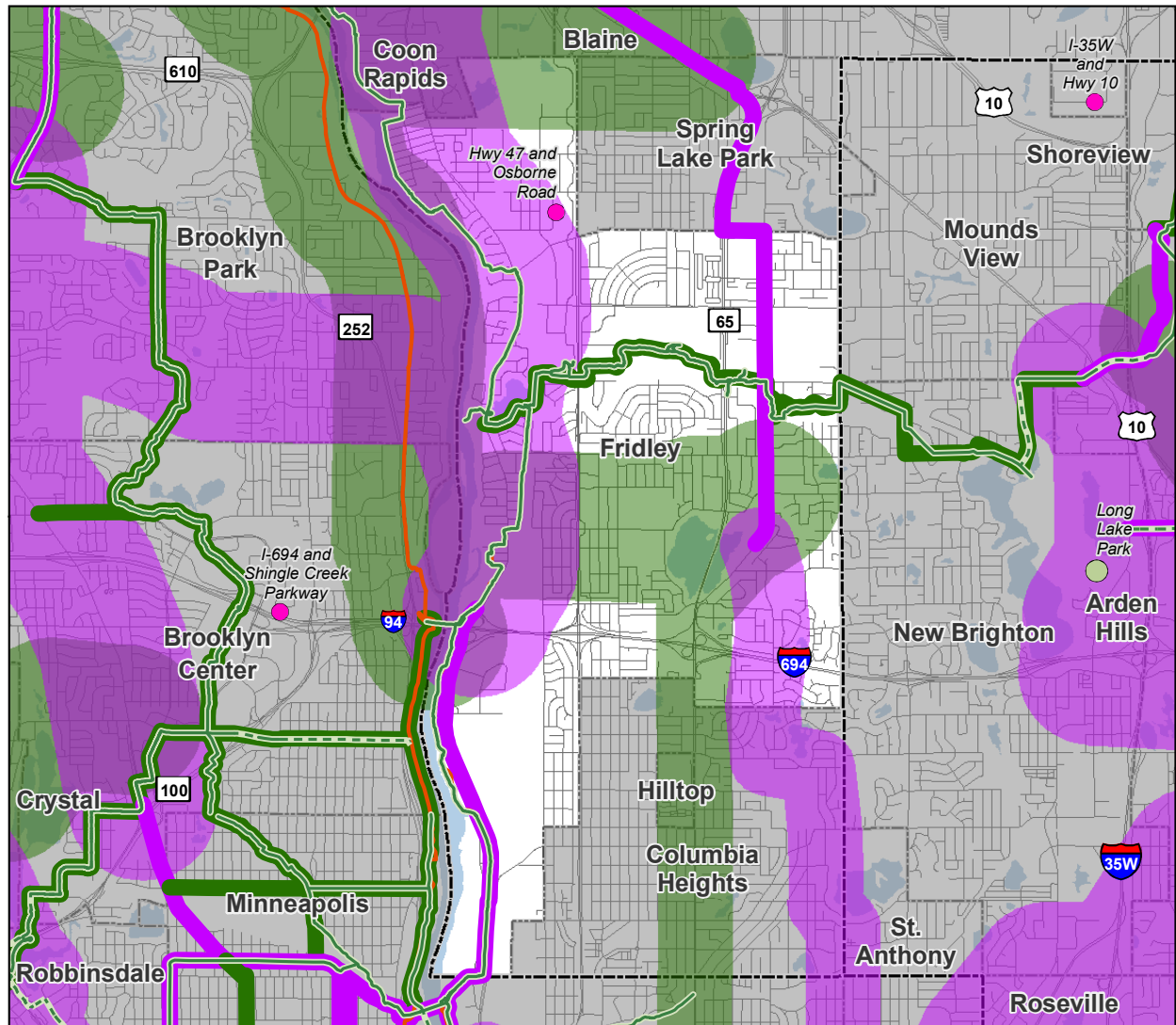
Figure 4.3 Regional Parks System, City of Fridley, Anoka County



Source: Metropolitan Council

Trails serve several purposes for Fridley residents, visitors, and employees. They function as a mode of transportation connecting residents to park and recreation facilities, transit stops, places of employment and shopping destinations. Trails also provide a safe place for biking, walking, jogging, or other forms of recreation. Fridley's trail system connects many regional sources of recreation. These attractions include the Coon Rapids Dam Regional Park to the north, the City of Minneapolis Trail and Park System to the south (both of these systems are accessed via the Mississippi River Regional Trail), and the Rice Creek West Regional Trail connection to Long Lake Regional Park in New Brighton.

Figure 4.4 Regional Bicycle Transportation Network (RBTN), City of Fridley, Anoka County



RBTN Alignments

- Tier 1 Alignment
- Tier 2 Alignment

RBTN Corridors (Alignments Undefined)

- Tier 1 Priority Corridor
- Tier 2 Corridor

Regional Destinations

- Metropolitan Job Centers
- Regional Job Centers
- Subregional Job Centers
- ▲ Large High Schools
- ▲ Colleges & Universities
- Highly Visited Regional Parks
- Major Sport & Entertainment Centers

Regional Trails (Parks Policy Plan)

- Existing
- Planned
- County Boundaries
- City and Township Boundaries
- NCompass Street Centerlines
- Open Water Features
- Existing State Trails (DNR)
- Mississippi River Trail

Source: Metropolitan Council

Regional Trails

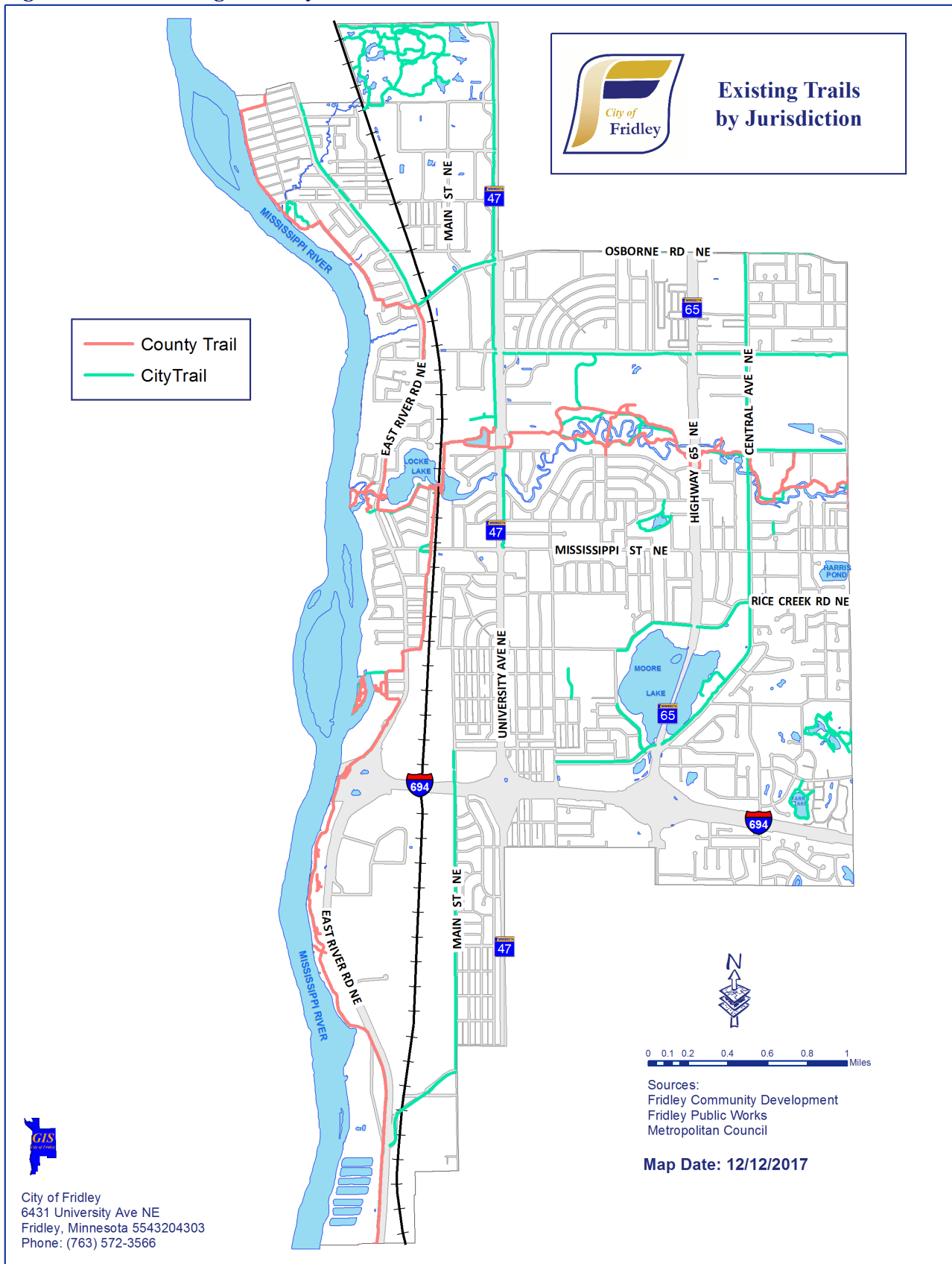
There are two regional trails that dissect Fridley. One, the Mississippi River Trail, which runs north-south, goes through the entire length of Fridley near the Mississippi River. This trail is a national bike trail that runs from the mouth of the Mississippi River in northern Minnesota to the Gulf of Mexico, traveling through nine other states besides Minnesota. The purpose of the trail is to provide a route for people to cycle and recreate along the Mississippi River. In addition to being a national bike trail, the route is now designated a national “water” trail also. The trail follows the same route that was originally the Anoka County Mississippi River Regional Trail (MRRT), so it is signed as both trails along its route through Anoka County. The MRT is under the jurisdiction of MnDOT.

The other regional trail that dissects Fridley runs the entire length of the City east to west and connects to the MRT and continues down to the Mississippi River in Manomin Park in Fridley. This trail is the Rice Creek West Regional Trail. The trail follows Rice Creek as it meanders through the City. There are many spur trails in the City that connect to the regional trail, which actually runs through the new Fridley Civic Campus near the intersection of University Avenue and 69th Avenue. The Rice Creek West Regional Trail is under the jurisdiction of the Metropolitan Council.



There is also a need to maintain the trails for American Disability Act (ADA) Compliance and the safety of all users. The last time trail conditions were analyzed was in 2013, so they are due to be reviewed again. Funds are budgeted in the Capital Improvements Budget annually for trail repairs. When old trails are rebuilt, ADA compliance features are incorporated.

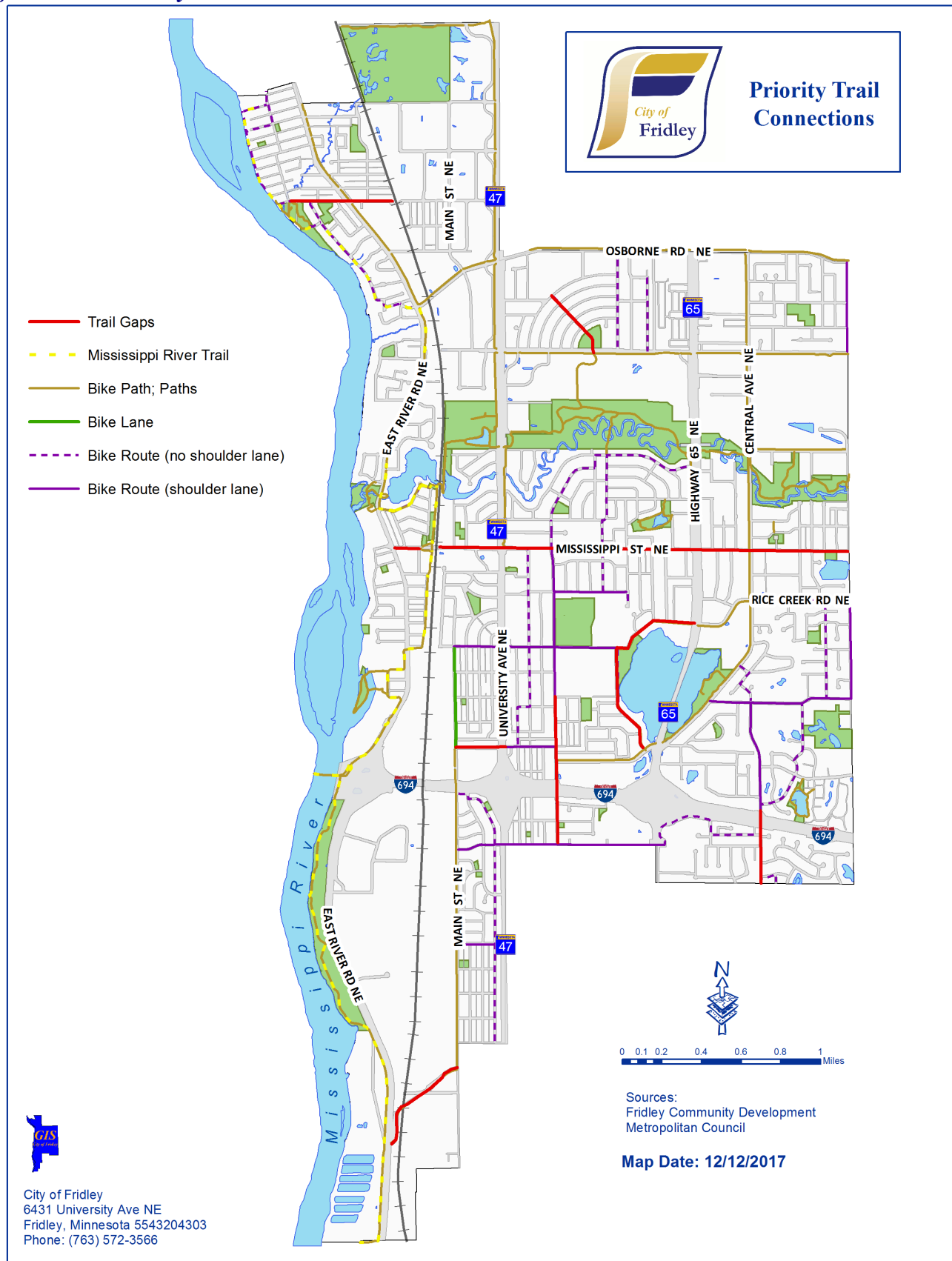
Figure 4.5 Existing Trails by Jurisdiction



4.5 Trail System Needs

Several trail segments have been identified as needed additions to the Fridley Bikeway/Walkway System. These are illustrated in Figure 4.6. Descriptions of the needed trails are listed in the Conclusions and Action Steps section of this chapter.

Figure 4.6 *Priority Trail Connections*



4.6 Recreational Uses in Parks

Fridley has a well-established park system that is the product of the development of the community over the past 50 years. Because the city lacks vacant land it is reasonable to assume that the park system will not change dramatically. Rather, change in the park system is likely to be more of an evolution that reflects the needs to the community based on changing demographics and recreational interests. For example, in the 1960s and 1970s, tennis was a very popular sport and in response communities like Fridley constructed numerous tennis courts to meet demand. Today, tennis is not as popular as it once was and accordingly many communities are converting tennis courts to other uses such as basketball, sand volleyball, or in-line skating. In some cases, cities are simply removing courts rather than incurring substantial renovation costs for older facilities.



Rice Creek Regional Trail

4.7 Parks and Trails Trends

Based on national and local information, the following trends should be continually monitored to assess their impact on the Fridley recreation system:

Changing Demographics

In Fridley, the general aging of the population may be accompanied by the strong retention of younger segments of the population. This may occur due to the fact that the housing supply in Fridley is relatively affordable and attractive to younger families with younger children. As a result, the City may see higher demand, in the future, for passive recreational facilities such as walking trails and strategic bench placements; as well as active play equipment for young children in neighborhood parks.

Parks viewed as Community Gathering Spaces

More large groups are using park facilities as the community gathering space for day long socializing. The popularity of renting picnic shelters has remained high and there are increased requests for reserving of adjacent park land to accommodate additional participants and activities.

Increased Demand for Multi-Sport Open Play Areas

With a more diverse interest in sport and recreation opportunities, there is a movement away from set park athletic areas being designated for one sport or activity only. More and more park areas are designated as multi-sport/open play fields to accommodate a variety of interests such as football, soccer, ultimate frisbee, lacrosse, rugby, kickball, and cricket on the same field.

Desire to Preserve Open Space and Other Natural Features

Communities throughout the Twin Cities Metropolitan Area have expressed an interest in preserving open space areas and key natural features. Since Fridley is a built community, it is more difficult to acquire new areas to preserve open space and balance development within the community. Most likely, this trend will result in a continued strong interest in preserving the natural areas that currently exist in the community.

Increased Interest in Trails

Regional trends point to increased interest in the development of trails both for recreational purposes and to provide an alternative to the automobile. Fridley has been active in developing a trail system that links neighborhoods, parks, commercial areas and other points of interest, such as the Springbrook Nature Center. The trail system needs identified in the plan further support the City's commitment to connect major land uses, transit stations, and "gathering spaces" with residential areas or employment centers. There is also growing support for wider and more multi-use trails (accommodating biking, running, walking, scooters, and skateboards on the same surface), along with trail system loops, returning the trail user to a starting point following a continuous circuit.

Increased Demand for Year-round Facilities

For many years, sports programs were generally confined to a specific season and/or time of year. For example, baseball was in the summer, football in the fall, hockey and basketball in the winter. While there is still participation in various sports during the traditional season, more participants than ever are pursuing their sports on a year round basis.

Increased Interest in Outdoor Winter Recreation Opportunities

There is growing interest in having facilities available for winter pursuits such as fat tire biking, snowshoeing, cross country skiing, skate skiing and trail walking/running. Special treatment and maintenance of facilities may be required to accommodate these opportunities.



Springbrook Trail

Increased Environmental Awareness

People in Fridley and throughout Minnesota are taking an active role in promoting important environmental issues such as concern for global warming, energy conservation, protection of our natural resources, and improving water quality. Maintenance practices and improvement to the park and recreation system will be expected to enhance efforts to protect and improve the environment and achieve resiliency.

Increased Demand for Specialized Sports and Recreation Facilities

Indoor and outdoor alternative sports and challenge activities have continued to gain popularity and the participants want to see more facilities available and opportunities close to their home. Examples of specialized sports and recreation facilities include mountain biking, pickleball, in-line skating, rock climbing, nature experiences, sand volleyball and splashpads.

Growing Interest in Shared Equipment Stations

Specialized recreation equipment such as kayaks, canoes, paddleboards and bicycles are being provided in many park systems through shared equipment rental stations. Participants generally use the shared equipment on site and return the equipment to the rental station when use is complete.

Park Opportunities with Pets

There have been local residents showing an interest in more local dog parks or dog runs be a part of our City's Park and Recreation system. Making parks more pet-friendly will likely appeal to a growing number of participants.



Dog Park in Locke Park

More Themed Playgrounds and Special Use Parks

Fridley has recently opened a Nature Based Playground area at Springbrook Nature Center and other cities provide parks based on themes such as teddy bears, butterflies, woodlands and challenge courses.



Springbrook Nature Based Playground

All Inclusive Parks

The concept of accessibility is not new and many park and recreation facilities are legally mandated to meet accessibility requirements. There is an on-going movement toward even greater accessibility with playgrounds, trails and athletic facilities being adapted to meet the needs of all citizens, to provide for all people.

Resiliency

Since Fridley has a well-established park system, the City's challenge is maintaining infrastructure that exists. Heavy rainfall events and severe wind events have caused unanticipated costs in tree replacement and open space flooding that pose financial challenges. If climate change is going to bring more of these events, the City needs to be creative in how those expenses can be covered. Like every other aspect of municipal operations, parks pose an opportunity to be energy conscious and conserve resources.

The changes that have taken place at Springbrook Nature Center over the past year are a great example of how the City can lessen its impact on the environment. The building expansion at Springbrook incorporated many sustainable design features like water-saving bathroom fixtures, natural lighting, bird-friendly glass, and a green roof. The parking lot was partially constructed with a pervious surface. The landscape around the building was planted with native wildflowers rather than turf grass, and an outdoor play area was created to give kids the means to feel more connected to the natural environment in a safe, enclosed space.

The City is expanding the native landscaping concept beyond Springbrook Nature Center and is installing more pollinator-friendly landscape in other park locations in areas where mowing turf has been problematic. The City has also been removing ash trees and replanting with a diverse mix of tree species to help create a resilient urban forest.

4.8 Parks and Trails Policies

There are several policies that have been agreed upon related to the vision of keeping Fridley's parks and trails *safe, vibrant, friendly, and stable*:

- The City will continue to maintain all park and recreation areas to a high level of safety and cleanliness.
- The City will continue to develop park and recreation facilities which minimize the maintenance demands on the City. This will be done by emphasizing the acquisition of well-planned parks, quality materials, and labor saving devices and practices. When appropriate, the City should submit grant applications to obtain funding assistance for the park and recreation system from regional, state, and federal agencies, and private organizations, foundations, businesses, and individuals.
- The Parks and Recreation Commission will, each year, recommend the adoption of a five-year Capital Investment Plan for the parks and recreation system.
- The City should continue to include citizen participation in the planning and improvement of the local parks and trail system.
- The City should consider acquiring sites to develop park land or create appropriate access to nearby parks for under serviced neighborhoods identified in the 2017 Parks Service Area Study.
- The City should continue to require park dedication of land or cash when land is platted and redeveloped for residential, commercial, or industrial purposes. Wetlands and storm water ponding areas shall not be accepted as fulfillment of park dedication requirements.
- The Parks and Recreation Commission and City staff should continue to utilize and support citizen volunteers wherever possible to help with programs, services, and beautification projects in the parks and recreation system.



Edgewater Gardens 4th grade park cleanup

- The City should carefully address park and trail needs as part of any future redevelopment efforts, incorporating different facilities as demographics change in the community.
- The City should not allow conversion of park land and public open space to other uses except when no feasible alternative exists. When such conversion is unavoidable, the taking agency shall pay for replacement of equal or greater value land and facilities to serve the need of the people in that area.
- Fridley would cautiously consider development of any additional mini-parks in the future because of the availability of existing facilities and concerns for maintenance. The City shall continue to retain and maintain its existing mini-parks.
- When considering the total acreage for community parks serving the City, Fridley should include areas and facilities provided for public use by other agencies such as the public schools. The City will continue to cooperate with other governmental and private organizations in providing park, open space and recreation areas.
- Give high priority to the provision of public access to the River and public use of River shoreline.
- Ensure that park design and development will provide for a balance between function and aesthetics, including the conservation of natural resources wherever possible.
- Open space contributes to health and well-being of residents, business employees, visitors and the environment. The City shall preserve open space whenever possible. Open Space is considered undeveloped land in a natural state.
- The City will integrate GreenStep Cities best practices into park design, management and maintenance.
- The City will integrate low impact design standards (such as pervious pavement and raingardens) for parks and trails where appropriate.
- The City will identify, prioritize and take steps to remedy gaps and lack of connectivity within City sidewalk and trail networks; and plan for needed changes in updates to the City's Active Transportation Plan.
- The City should encourage multi-modal transportation through kayak/canoe and bike sharing programs and infrastructure installation.
- The City should work with partners to increase recreational access to the Mississippi River and Rice Creek.

4.9 Parks and Trails Goals

Goals have been assembled related to our parks and trail system. The term “goals” is used throughout this plan to define the City’s desired outcome relative to key community issues. There were several Parks and Trails goals that emerged from the neighborhood planning meetings and the community survey.

1. Provide park and recreation opportunities for all ages who live in, work in, and visit our community.
2. Provide a park and recreation system that meets the needs and interests of local residents by maintaining quality facilities and being responsive by keeping pace with changing facility/program trends.
3. Provide more bike/walk opportunities and keep them maintained for year round community use.
4. Protect our natural resources in the City’s park system by implementing careful park design, sound use policies and proven maintenance practices. Use educational programs and demonstration projects to further the protection efforts.
5. Promote Fridley as a river community by providing park and recreation opportunities that connect people to the Mississippi River resource.



Riverfront Park

4.10 Conclusions and Action Steps

Several general statements can be drawn from the analysis of the existing parks, and trails system in the City. The following statements have been discussed and debated and related action steps have been developed. Action steps reflect the city’s general intentions and will guide the community in the attainment of goals.

1. Sustaining a well-maintained parks and recreation infrastructure is a necessity for public safety.
 - **Action Step:** The City should develop a Parks Master Plan and continue to maintain and implement park maintenance and upgrade plans in accordance with the capital improvements program. The overall Master Plan will be completed in 2019 to provide additional guidance and detail for future improvements and development.
 - » Parks recommended for play equipment replacement in the next 2 to 5 years are as follows: Commons Park, Locke Park, and Moore Lake Park.
 - » 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.
 - **Action Step:** A consistent signing policy shall be developed for all park and recreation areas and buildings, to include directional and informational signs.

- **Action Step:** Implement the park redesign and trail improvements/expansions identified in the Northstar TOD Master Plan and the Islands of Peace Park Plan as redevelopment of the area occurs.
- **Action Step:** 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.
- **Action Step:** 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.

2. Visits to the Nature Center have increased significantly over the years and the City of Fridley has partnered with the Springbrook Nature Center Foundation to create and implement the S.P.R.I.N.G. (Sanctuary Protection and Renewal Into the Next Generation) Project to revitalize the 7 acre entrance area and interpretive building. The SPRING Project has four main goals:

- Provide additional and improved environmental and science education capabilities.
- Create an expanded environment to host special events and community celebrations.
- Provide enhanced, wonderful outdoor experiences
- Continue to protect the park’s fragile ecosystem while still catering to the increasing number of visitors.



Springbrook Nature Center Amphitheater

The SPRING Project is well underway and an expanded and renovated interpretive center was opened in 2016. A new amphitheater and Children’s nature based play area were opened in 2017.

- **Action Step:** Work with the Springbrook Nature Center Foundation to replace the old picnic shelter with a new picnic pavilion/outdoor classroom structure with a fall 2019 target date for completion.



Springbrook Nature Center Amphitheater Opening

- **Action Step:** Work with the Springbrook Nature Center Foundation to complete the green roof installation on the new interpretive center addition.
- **Action Step:** Improve the entrance gate and trail system at the park entrance area adjacent to the Springbrook Apartments.
- **Action Step:** Improve the entrance gate and trail system at the park entrance area adjacent to the pedestrian entrance in the southwest corner of the park.



Bicyclists on the Trail

- Trails serve several purposes for Fridley residents, business employees and visitors. They function as a mode of transportation connecting residents to park and recreation facilities, transit stops, places of employment and shopping destinations. Trails also provide a safe place for biking, walking, jogging or other forms of recreation. The 2017 Citizen Survey results indicated support for trail connections to the neighborhood parks.
 - **Action Step:** The City should continue to expand the existing trail network to service all neighborhoods and areas of the city.
 - **Action Step:** 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.
 - **Action Step:** Continue to cooperate with other governmental and non-governmental agencies in the development of trails that complement the local system.
 - **Action Step:** 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.
 - **Action Step:** 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.
 - **Action Step:** 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.
 - **Action Step:** 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.
 - **Action Step:** Pursue funding for the East River Road Corridor Plan of 2013 to expand trail and sidewalk connections along East River Road.
 - **Action Step:** Survey and rate trail conditions regularly and use the information to budget for needed improvements in the Capital Investment Program allocations.

4. Moore Lake Park is one of the City's most heavily utilized park areas during the months of May through August. With recreation amenities such as the swimming beach, sand volleyball, fishing piers, picnic shelters, trails and play equipment, the park is a destination for residents and visitors to the community. To plan for better handling of the many visits to this park each year, the City enlisted the services of Hoisington Koegler Group, Inc. in 2016 to assist with the development of a master plan for Moore Lake Park. While the master plan document is a recommendation to the redevelopment and improvements to the park, the city's overall Master Parks Plan will address Moore Lake and future actions.



Moore Lake Beach and Park

- **Action Step:** Move the sand volleyball court area to the south end of the beach area.
 - **Action Step:** Reconfigure and install a new parking lot in 2018 next to the existing beach house building.
 - **Action Step:** Work with the Rice Creek Watershed District to provide shoreline restoration, infiltration basins and iron-enhanced sand filters to improve water quality at the lake.
 - **Action Step:** Install a new 75 person picnic shelter in 2019 in the former location of the sand volleyball courts.
 - **Action Step:** Replace the outdated playground equipment with new and modern play structures.
 - **Action Step:** Remove the tennis courts and basketball court in keeping with the park master plan developed in 2016.
 - **Action Step:** Remove the softball infield area and backstop, and replace with a flexible open-space multi-use field as per the master plan.
 - **Action Step:** Relocate the newer fishing pier in the location of the original fishing pier to provide better fishing opportunities.
5. Heavy rain events in recent years have led to extremely wet conditions in some of the parks in the City. Creative solutions may be needed to provide usable park land for all or a portion of the existing park area.
- **Action Step:** 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.
6. Natural Resource management deals with planning, controlling and overseeing the way people and landscapes interact. Being good stewards of our natural resource areas will help insure healthy park natural environments for future generations.
- **Action Step:** Work with volunteer groups to provide annual buckthorn removal programs at Innsbruck Park, Springbrook Nature Center and West Moore Lake Sand Dunes Park.
 - **Action Step:** Work with the USDA Department of Wildlife to provide management of the deer herd at Springbrook Nature Center.
 - **Action Step:** Work with Canada Goose Management to control the number of Canadian Geese at Moore Lake Beach and Park.
 - **Action Step:** 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.

- **Action Step:** 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.



*Couple walking the trails at Springbrook Nature Center,
Photo by Doug Katzung*

4.11 Summary

The natural amenities that Fridley parks, trails, and open space provide impacts property values and property owners desire to call Fridley home. The preservation of many of Fridley’s parks along waterways also helps preserve water quality in the region. On-line survey results showed that residents ranked their neighborhood park as their favorite thing about Fridley. Park conditions ranked high. Responses also indicated that many residents are biking and walking to parks and therefore would like safer pedestrian access to parks.

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Chapter 5. Water Supply

Water Supply

Fridley's Local Water Supply Plan was completed in December 2016 and adopted by the City Council. The Plan serves as a guide for the maintenance of the City's trunk water system. The Plan will be submitted to the Metropolitan Council and the Minnesota Department of Natural Resources for approval. A Capital Improvement Plan is included to help the City plan for both long-term and short-term needs.

A copy of Fridley's Local Water Supply Plan has been included as Appendix C of the 2040 Comprehensive Plan. The Plan will also be available on the City's website and on file at City Hall.



Chapter 6. Local Water Management



Local Water Management

The Local Water Management Plan serves as a comprehensive planning document to guide the City of Fridley in the management of its water resources. The purposes of this plan, as stated in Minnesota Statute 103B.201, are to:

- Protect, preserve, and use natural surface and groundwater storage and retention systems;
- Minimize public capital expenditures needed to correct flooding and water quality problems;
- Identify and plan for means to effectively protect and improve surface and groundwater quality;
- Establish more uniform local policies and official controls for surface and groundwater management;
- Prevent erosion of soil into surface water systems;
- Promote groundwater recharge;
- Protect and enhance fish and wildlife habitat and water recreational facilities; and
- Secure the other benefits associated with the proper management of surface and groundwater.

This plan builds off of the previous Local Surface Water Management Plan approved in 2001 and included in Chapter 12 of the 2030 Comprehensive Plan. It is intended to meet the content requirements of Minnesota Statute 103B.235 and Minnesota Rules 8410, the Coon Creek Watershed District (CCWD), the Mississippi Watershed Management Organization (MWMO), and the Rice Creek Watershed District (RCWD). The goals and policies of this plan are also designed to meet the requirements of the City's Municipal Separate Storm Sewer System (MS4) permit and the associated Stormwater Pollution Prevention Plan (SWPPP) issued to the City of Fridley by the Minnesota Pollution Control Agency (MPCA) under the National Pollution Discharge Elimination System (NPDES) permit process.

A copy of Fridley's Local Water Management Plan has been included as Appendix D of the 2040 Comprehensive Plan. The Plan will also be available on the City's website and on file at City Hall.

Chapter 7. Wastewater



Wastewater

7.0 History

The majority of Fridley's sanitary sewer system was installed in the late 1950's and continued through the 1960s and 1970s. The sewer lines are almost completely made from vitrified clay pipe commonly used in the early decades of collection system development.

For the last four decades, the City of Fridley has found the City's sewer system to be adequate to serve the City into the future as little residential or commercial/industrial growth was predicted. With the City being fully developed, the only concern was maintaining the current, aging system. Current projections show the City's population surpassing that of the 1980's by 2040. This is the first time this has occurred, and it is due to projected higher residential housing densities in redevelopment projects. Employment is also projected to grow with some large business sites such as Northern Stacks, Medtronic, and Industrial Equities which are ready for redevelopment.

7.1 Purpose

The purpose of this chapter is to establish goals to maintain the City's sanitary sewer system to prevent backups and to extend the life of the system.

The City of Fridley has approximately 104 miles of sanitary sewer mains, 2360 sanitary manholes and 13 lift stations within its collection system. Policies identified in this chapter are intended to provide effective and efficient maintenance to the system. The City has developed and implemented policies that take into consideration public safety, budget and personnel.

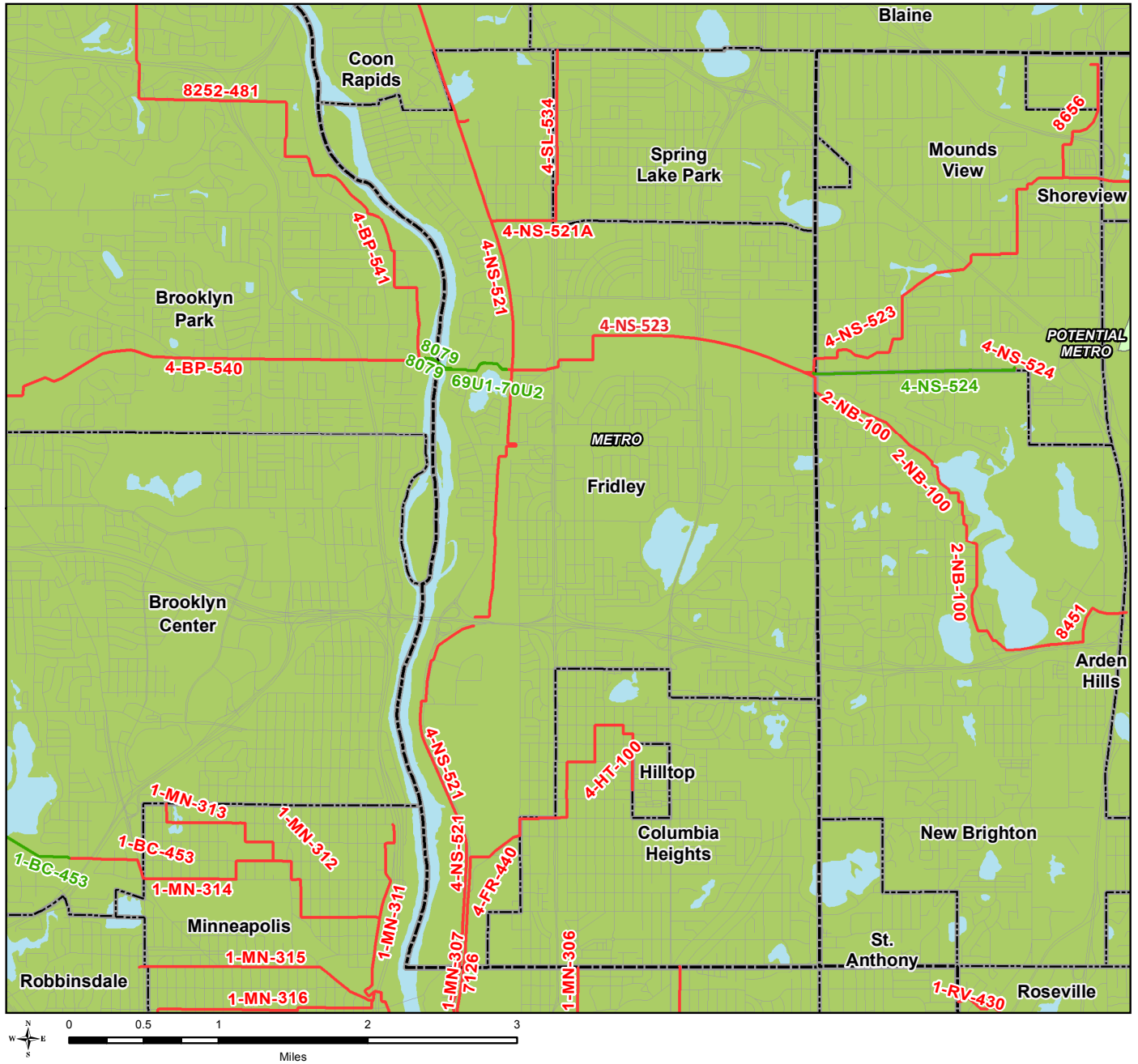
7.2 Sanitary Sewer System Description

Regional System

Fridley is served by the Metropolitan Disposal System, owned and operated by the Metropolitan System, which is owned and operated by the Metropolitan Council. The wastewater flow from the City of Fridley is treated at the Metropolitan Wastewater Treatment Plant located in St. Paul. Three Metropolitan Council Environmental Services (MCES) interceptors convey wastewater generated by the City of Fridley, and passing through Fridley from the west, north and east, to interceptor 7126. These three interceptors in Fridley are referred to as the 4-FR-440, 4-NS-521, and 4-NS-523 interceptors.



Figure 7.1 Regional Wastewater System Long-Term Service Areas



Existing Interceptors

- Gravity
- Forcemains
- County Boundaries
- City and Township Boundaries
- NCompass Street Centerlines
- Lakes and Rivers

Treatment Plant Service Areas

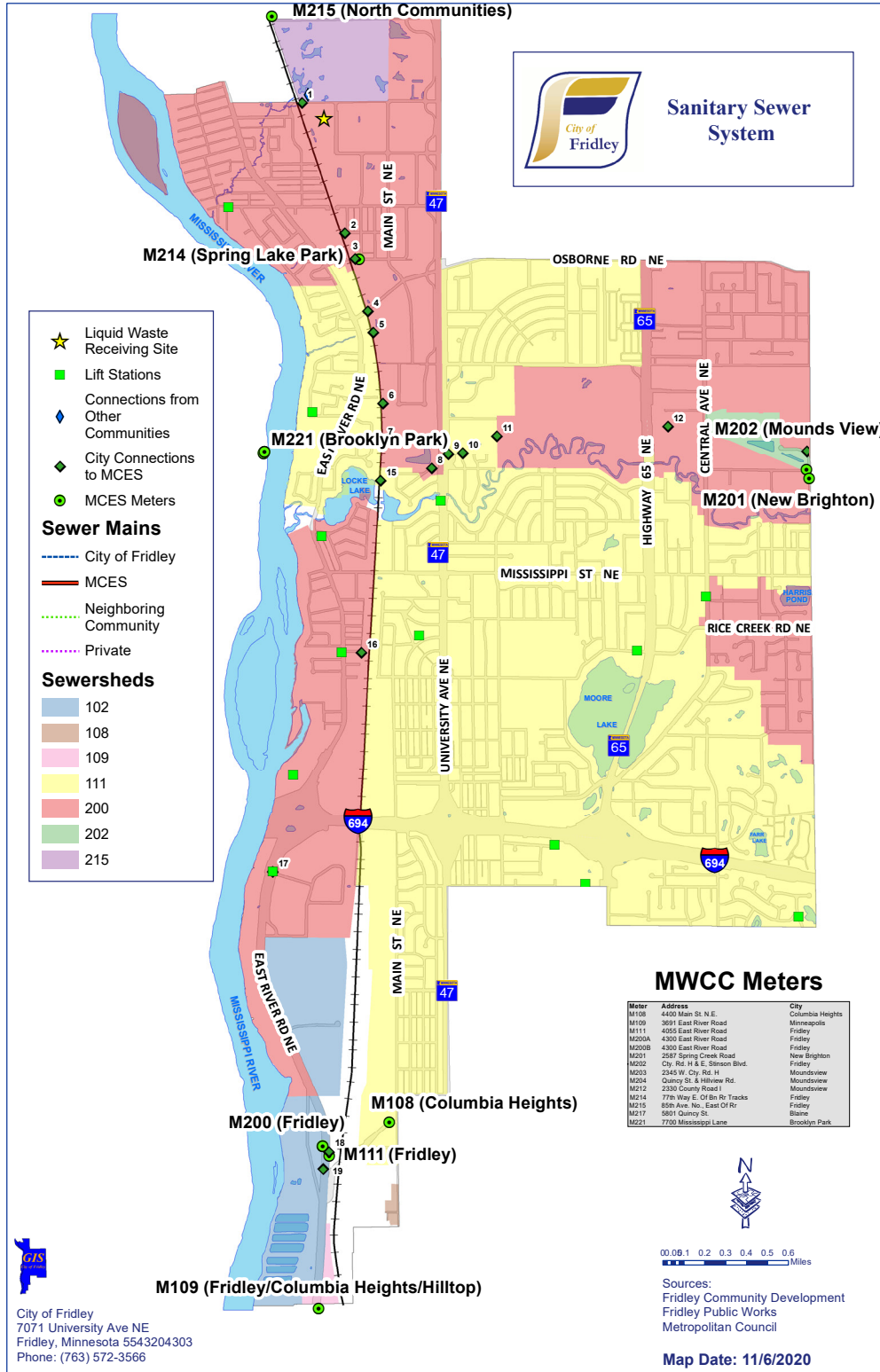
	Current	Potential
Rural Centers		
Metro		
Blue Lake		
Seneca		
Empire		
Eagles Point		
St. Croix Valley		
Hastings		
Rogers		
East Bethel		

- Shakopee Mdewakanton Sioux Community
 - Scott Co. Urban Expansion
 - Scott Co. Rural Center Expansion
 - Wildlife Mgmt. Area
- Orderly Annexations**
- Rural Centers Pre-2030
 - Blue Lake Pre-2030
 - Rural Centers Post-2030
 - Blue Lake Post-2030
 - Empire Post-2030

City System

The City of Fridley owns and operates a separate sanitary sewer system that consists of approximately 542,750 linear feet of pipe varying in size from 4-inch diameter to 33-inch diameter. Mains are all essentially 8-inch diameter and larger. The system also includes approximately 2,350 manholes. The sanitary sewer system is a partially gravity flow system, which is possible due to the depth of the MCES interceptors. However, Fridley’s sanitary sewer system also includes 13 sanitary lift stations that pump wastewater flows from localized areas to the gravity system. The locations of the lift stations are shown in Figure 7.2. The average wastewater flow for the City in 2016 was 4.8 million gallons per day.

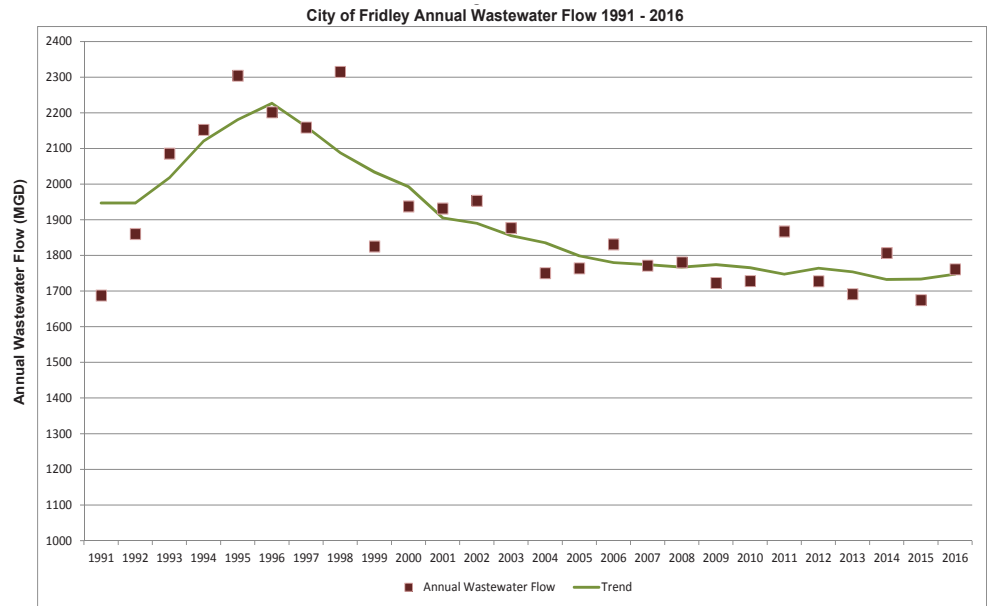
Figure 7.2 Sanitary Sewer System



As illustrated by Figure 7.3, overall sanitary sewer flow has peaked in the late 1990s and has had significant reductions through 2011. Sanitary sewer flows have leveled off since that time. There remains an excess amount of inflow/infiltration that the City should prioritize in addressing to reduce flows into a range allowing normal inflow/infiltration (see Figure 7.8).

Based upon the current Metropolitan Council projections for population, households and employment, the existing sanitary sewer system in Fridley is adequate to serve projected residential and commercial/ industrial growth through the year 2040.

Figure 7.3 Annual Wastewater Flow 1991-2016



7.3 Projected Wastewater Flow Volume

The projected wastewater flows for the years 2020, 2030, and 2040 are based on the following assumptions:

Residential Wastewater Flow

Projected population multiplied by a unit wastewater generation figure of 75 gallons per capita per day (gpcd).

Table 7.1 Forecasts by Metershed

	Metershed	2010	2020	2030	2040
Population	M109 / All	7,390	7,958	8,583	8,827
	M200 / 4-NS-521	9,806	10,392	11,209	11,616
	M200 / 4-NS-523	10,012	10,950	11,808	12,057
	M200 / All	19,818	21,342	23,017	23,673
	Total	27,208	29,300	31,600	32,500
Households	M109 / All	4,930	5,415	5,900	6,030
	M200 / 4-NS-521	2,895	3,303	3,540	3,620
	M200 / 4-NS-523	3,285	3,482	3,860	3,950
	M200 / All	6,180	6,785	7,400	7,570
	Total	11,110	12,200	13,300	13,600
Employment	M109 / All	11,252	12,430	12,780	13,400
	M200 / 4-NS-521	5,858	6,951	7,636	7,928
	M200 / 4-NS-523	4,223	4,319	4,484	4,772
	M200 / All	10,081	11,270	12,120	12,700
	Total	21,333	23,700	24,900	26,100

Note:

1. 4-NS-521 is the east/west interceptor generally located in Locke Park
2. 4-NS-523 is the north/south interceptor generally located along the BNSF railroad

Commercial/Industrial Flow

Projected developed acres multiplied by a unit wastewater generation figure of 1,350 gallons per acre per day (gpac). Commercial and industrial development is the basis of the following development projections:

Table 7.2 Land Development Projections

Year	2017	2030	2040
Acres Developed Commercial/Industrial Land	1,623	1,645	1,645
Acres Available Vacant Land	108	36	36

In 2017, only 108 acres of vacant commercial/industrial land remained undeveloped. For purposes of projecting wastewater flow, it has been assumed that two thirds of this acreage will be developed by the year 2030.

Population and household projections can be found in Figure 6 on the Demographics section of this plan on p. 20.

With the exception of water used for such outdoor purposes such as lawn sprinkling, garden watering, and car washing during the summer months, water consumed is returned to the sanitary sewer system as wastewater. Water consumption is, therefore, a predictor of wastewater generation. Wastewater flow projections should be based on the average daily water consumption unit values.

Table 7.3 Flow Projections

2040 Plan Wastewater Flow Projections			
	Projected Wastewater Flow In MGD		
	2020	2030	2040
<u>Total for City of Fridley</u>			
<u>Residential:</u> (population x 75 gpac)	2.20	2.37	2.44
<u>Commercial / Industrial:</u> (developed acres x 1,350 gpac)	2.19	2.22	2.22
<u>Total Flows</u>	4.39	4.59	4.66
<u>City of Fridley Service Area 1 = Metershed M109</u>			
<u>Residential:</u> (population x 75 gpac)	0.60	0.64	0.66
<u>Commercial / Industrial:</u> (developed acres x 1,350 gpac)	0.60	0.61	0.61
<u>Total Flows</u>	1.19	1.25	1.27
<u>City of Fridley Service Area 2 = Metershed M200</u>			
<u>Residential:</u> (population x 75 gpac)	1.60	1.73	1.78
<u>Commercial / Industrial:</u> (developed acres x 1,350 gpac)	1.59	1.62	1.62
<u>Total Flows</u>	3.19	3.34	3.39

Notes:

1. "gpac" refers to gallons per capita per day while "gpac" refers to gallons per acre per day.

2. Metershed M111 is not included in this analysis due to its small contribution of flow (<0.5%) from privaterailroad property

Table 7.3 projects wastewater flows for the years 2020, 2030, and 2040 based on the population projections, estimates of commercial and industrial land use and the unit wastewater generation values that were presented in this section.

These are additionally broken down by the two service areas shown in Table 7.3 on the left.

Table 7.4 Capacity and Design Flows for Existing Sewers/Lift Stations

Capacity and Design Flows for Existing Sewers/Lift Stations					
Lift Station	Lift Station Capacity	Avg Flow	Estimated Flows		
			2020	2030	2040
	MGD	MGD	Peak Flow MGD	Peak Flow MGD	Peak Flow MGD
Rice Creek	1.008	0.547	0.920	0.962	0.976
Cheri Lane	0.144	0.011	0.033	0.035	0.035
Riverwood	0.173	0.017	0.050	0.052	0.053
Apex	0.432	0.099	0.296	0.310	0.314
Locke	0.144	0.010	0.031	0.032	0.033
Georgetown	0.173	0.013	0.038	0.040	0.041
Innsbruck	0.158	0.011	0.034	0.036	0.037
Embers	0.288	0.049	0.146	0.153	0.155
Wickes	0.864	0.418	0.702	0.734	0.745
62nd Ave	0.612	0.159	0.318	0.333	0.338
Vets	0.173	0.015	0.044	0.046	0.047
Sylvan	0.288	0.047	0.142	0.149	0.151
64th Ave	1.008	0.575	0.966	1.010	1.026
Connection to Interceptors	Pipe Diameter	Pipe Material	Estimated Flows		
			Roughness	Pipe Slope	Pipe Capacity
	in		n		MGD
1 (2A114)	12	CIP	0.012	0.28%	2.042
2 (2A002)	10	CIP	0.012	0.40%	1.501
3 (1A004)	12	PVC	0.010	0.26%	2.362
4 (Private)	6	VCP	0.014	1.00%	0.521
5 (2B262)	8	CIP	0.012	6.00%	3.207
6 (2B245)	10	PVC	0.010	0.50%	2.014
7 (2B242)	4	PVC	0.010	0.98%	0.245
8 (2B238)	6	VCP	0.014	1.00%	0.521
9 (3A032)	12	VCP	0.014	0.40%	2.092
10 (3A302)	18	PVC	0.010	1.00%	13.656
11 (3A502)	8	PVC	0.010	2.00%	2.222
12 (2D267)	8	CIP	0.012	0.43%	0.858
13 (3B010)	8	VCP	0.014	0.37%	1.691
14 (3B004)	8	PVC	0.010	0.60%	1.217
15 (1B002)	12	VCP	0.014	0.26%	1.687
16 (1C002)	8	CIP	0.012	Force Main	0.612
17 (1D004)	8	CIP	0.012	Force Main	0.864
18 (1D076)	12	VCP	0.014	0.28%	1.751
19 (1D202)	10	PVC	0.010	0.35%	1.685

Note: Locations of Connections to MCES Interceptors are shown in Appendix H

7.4 Infiltration and Inflow

Infiltration and inflow are sources of clear water that enters a sanitary sewer system. Because it is clear water that does not have to be treated, it should be excluded from the sanitary sewer system to reduce conveyance and treatment costs. Infiltration is groundwater which enters the sanitary sewer system from such means as defective pipe joints, manhole walls, and broken pipes. Inflow is stormwater which enters the sanitary sewer system from such sources such as roof leaders, cellars, yard, and foundation drains, and through manhole covers.

City Ordinance 1044 enacted in 1995 (Chapter 403 City Code) prohibits introduction of clear water flow into the sanitary sewer system (see Appendix F): “No water from any roof, surface, ground, sump pump, footing tile, or other natural precipitation shall be discharged into the sanitary sewage system.” The ordinance further requires disconnection of connections that allow clear water flow into the sanitary sewer system. The City performed a citywide inspection of properties for compliance during the late 1990s and continues to inspect properties jointly with other inspection activities.

The sources, extent, and significance of existing inflow and infiltration in sewer systems operated and maintained by the City, customers (services), and MCES is unknown at this time. A future analysis of the sanitary sewer systems in the City of Fridley will be necessary to determine this with dependable accuracy. Our best estimate is Inflow/Infiltration makes up at least 20% of the City’s sanitary sewer flow, based on information included in Appendix G, which shows flow metering for the most recent three-year period using the new MCES flow metering tool provided to cities. This number is excessive and costly on an annual basis, approaching \$1 million per year if estimates are accurate, and costing the average household approximately \$100 per year. Further flow analysis and mitigation activities are warranted and will be continued and undertaken as described following.

It is notable that pipe diameter-miles of these three components of sanitary sewer systems (a measure of area) are estimated to be relatively equivalent as follows, and therefore should be analyzed in tandem.

Table 7.5 Inflow and Infiltration Estimate (2016 and more recent data)

			Flow
			MGD
2016 Flow:	1747.7 million gallons		4.788
Residential Flow Estimate (includes base I/I):	75 gpcd * 28,547		2.141
Commercial Flow Estimate (includes base I/I):	1350 gpad * 1,623		2.191
Total Estimated Flow:			4.332
Excess Inflow/Infiltration:	4.788 - 4.322 =		0.456
			10.5%
2017-2019 Flows from MCES Data of Three Metersheds			
Base Flows			
M109:	40	MG/month	1.32
M111:	0.77	MG/month	0.03
M200:	110	MG/month	3.62
Total Baseflow:			4.96
Peak Above Base Flow			
M109:	15	MG/month	0.49
M111:	0.83	MG/month	0.03
M200:	14	MG/month	0.46
Total Peak Flow, Excess Inflow/Infiltration:			0.98
			19.8%

- Fridley City Mains: Approximately 820 in.(dia.)-miles
- Fridley Services: Approximately 1130 in.(dia.)-miles
- MCES Interceptors: Approximately 900 in.(dia.)-miles

With this information, estimating the amount of Inflow/Infiltration from the three systems above based on the exposed area of these systems, we would expect the breakdown of these sources to be in the ranges shown in Table 7.6. Significant Inflow/Infiltration is believed occurring from each category of pipe system.

The proportion of area of MCES interceptor in the City of Fridley is notably very high, as the confluence and passage of several large regional interceptors are located in our community. Much of this system is susceptible and exposed to shallow groundwater, and one set of four interceptor pipes cross the Mississippi River on the riverbed; any water intrusion from these large diameter interceptors is included in our community flow.

Table 7.6 Estimated Percentages of Wastewater Volume

Flow Type	2020 Flow (MGD)		2030 Flow (MGD)		2040 Flow (MGD)	
Residential	2.20		2.37		2.44	
Commercial	2.19		2.22		2.22	
Excess Inflow/Infiltration (Est.)	1.32		1.15		0.93	
City of Fridley (Range)	0.20	0.46	0.17	0.40	0.14	0.33
Services (Range)	0.46	1.05	0.40	0.92	0.33	0.75
MCES (Range)	0.07	0.39	0.06	0.34	0.05	0.28
Flow Type	2020 Flow (%)		2030 Flow (%)		2040 Flow (%)	
Residential	38.5%		41.3%		43.6%	
Commercial	38.4%		38.7%		39.7%	
Excess Inflow/Infiltration (Est.)	23.1%		20.0%		16.7%	
City of Fridley (Range)	3.5%	8.1%	3.0%	7.0%	2.5%	5.8%
Services (Range)	8.1%	18.5%	7.0%	16.0%	5.8%	13.3%
MCES (Range)	1.2%	6.9%	1.0%	6.0%	0.8%	5.0%

Estimated Inflow/Infiltration contributions from services are anticipated to be a large proportion of total Inflow/Infiltration. From a review of city building permits it is estimated that 6,269 residential services (78%) were constructed prior to 1975 when PVC services began to be installed universally.

Approximately 17% of these identified pre-PVC

services have been inspected by the City using closed-circuit televising. It is noted that the City provides this service free of charge to residents and promotes these inspections during project meetings and whenever else possible.

The City has had a formal Inflow/Infiltration study completed in the past, and this has been used to provide insight into areas that may be focused upon. In addition, the City has had a long-standing program of lining portions of sanitary services in the rights-of-way during the 1990s and 2000s. Since that time, the City has purchased and used equipment to perform smoke testing and flow metering by City personnel to identify sources/areas contributing substantial Inflow/Infiltration.

The City has also accelerated its utility metering replacement program (from 15 years to 5 years), completing installation of all residential and commercial property with remote-reading capable metering in 2018 which will enable comparison of water consumption and wastewater flow. An audit of large commercial metering is ongoing currently.

Table 7.7 Age of Residential Housing Stock

Year Built	Number of Units	Percent
Pre 1969	6,209	56%
Post 1970	4,881	44%
Total	11,090	100%

Source: US Census 2018 ACS 5-Year Estimate

The City has encouraged and facilitated lining and reconstruction of its own sanitary sewer system, sanitary sewer services, and MCES interceptors in Fridley. The City has budgeted approximately \$300,000 annually in its Capital Investment Plan to perform lining of sanitary sewers. This has been augmented in recent years with the MCES bond-funded grant, which is a program that helps move the City toward its goal of lining half of its system by 2050 (as its system reaches 100 years of age). Scope for rehabilitation of this infrastructure has been aggressive but has been underfunded by approximately \$315,000 per year and has not resulted in the flow reduction results hoped for. The City continues to apply funding for infrastructure rehabilitation through its limited Capital Investment Plan resources coupled with MCES infrastructure grants and other funds which allow for greater reinvestment in our sanitary sewer infrastructure. Coupling those programs together, the City will still run short of this overall goal, and additional funding will be needed to provide an additional estimated \$8.4 million investment in its collection system by 2040 to meet its rehabilitation and flow goals.

The City of Fridley has one of the most complex community metering systems in the metro, being at the confluence of several large interceptor systems. The City continues to work with MCES staff to ensure that metering for the community provides an accurate representation of our community wastewater flow. The City will need the Met Council's partnership and resources in analyzing Inflow/Infiltration and providing for cost-effective mitigation in City, private, and MCES interceptor systems. A much more detailed analysis will be required to determine contributions to I/I in Fridley and to determine specific component and location contributions, and to develop the most effective mitigation strategies. The City plans to work with MCES very closely to develop a partnership where Inflow/Infiltration can be dealt with effectively.

The City has established the following operations strategies to identify sources of inflow/infiltration:

- Smoke Testing Program-identify opportunities for I/I mitigation on private sewers
- Lateral Service Televising- identify opportunities for I/I mitigation on private sewers
- Televising of Main Lines- identify opportunities for I/I mitigation on City mains
- Flow Metering and Monitoring- identify opportunities for I/I mitigation on City mains and private sewers
- Compliance inspections when entering basements or discharge points of properties.

Strategies used to mitigate known inflow/infiltration in the City of Fridley's Sanitary Collection System as soon as practical currently include:

- Sanitary Sewer CIPP Main Repair
- Sanitary Main Line Grout Injection
- Sanitary Sewer Reconstruction/Replacement
- Sanitary Manhole Sealing
- Sanitary Manhole Structure Rehabilitation
- Sanitary Manhole Structure Reconstruction/Replacement

Strategies used to mitigate known inflow/infiltration in private sewers as soon as practical include:

- City provided lateral televising program for residents
- Smoke testing in areas indicating high flows or groundwater intrusion
- Enforcement of sump pump and foundation drain ordinance prohibiting clear water discharge to sanitary sewer
- Televising service laterals in annual street reconstruction project and sanitary sewer project areas
- Facilitation of Met Council Grants for residential service lateral repairs/replace program to reduce I/I
- Sewer lateral repair financing and incentive program (voluntary assessment)

- Public Outreach and Education (e.g. sewer service maintenance door hangers)
- Voluntary Inspections (current) and Point of Sale Inspections (future implementation)

The City has implemented these strategies in-house, evaluating neighborhoods on a case-by-case basis while utility metering is upgraded and large-diameter sewer rehabilitation by the City and MCES has been completed in recent years. The City was hopeful that much of the work to date by itself and MCES would make an impact on flow rates, but unfortunately, the results have not been evident to date. The City will be therefore undertaking a more formal Inflow/Infiltration study within the coming 3-5 years, coordinating (and hopefully participating with) MCES.

The City will need to develop a funding strategy for mitigation, and seeks outside funding programs such as the Met Council I/I Grant Program to make up its projected \$8.4 million shortfall in its collection system. The City will also encourage the Met Council and other partners to provide innovative sources of funding to deal with Inflow/Infiltration sources from both private services and interceptors.

7.5 Septic Systems

The Fridley City Code requires that all properties be connected to the sanitary sewer system. There are no known individual sewage treatment systems (ISTS or septic systems) in the City of Fridley. When a property is discovered to not be connected to the municipal sewer system, the City ensures they are brought into compliance. If there is a financial hardship, the City can offer an emergency loan or five year assessment.

Table 7.8 Future Connections to Sanitary Sewer

Forecast Year	Forecast Component	Population	Households	Employment
2010	MCES Sewered	27,208	11,110	21,333
2010	Unsewered	0	0	0
2020	MCES Sewered	29,300	12,200	23,700
2020	Unsewered	0	0	0
2030	MCES Sewered	31,600	13,300	24,900
2030	Unsewered	0	0	0
2040	MCES Sewered	32,500	13,600	26,100
2040	Unsewered	0	0	0

7.6 Sanitary Sewer System Maintenance

This section outlines the projects designed to improve and maintain the City’s sanitary system since the 2030 Comprehensive Plan update. It also serves as a more detailed explanation of objectives listed in Section 7.8.

In 1995, the City commissioned a lift station evaluation study of the City’s 13 lift stations. The study outlined corrective measures for each of the lift stations to extend their service life for an additional 15 to 20 years. Following the study, the City of Fridley began a phased program to upgrade each of the lift stations. Five lift stations have been completely retrofitted with new lift stations. Mechanical repairs consisting of new valves and check valves, new motors, motors rebuilt, have taken place in six other stations. All of Fridley’s lift stations are now furnished with pressure sensitive and radar transducers. The installation of the transducers has eliminated the older style pump controls, compressors and bubbler system, essentially replacing all of the old electrical panels. All lift stations are monitored by a SCADA (system control and data acquisition) computerized system, which provides up to the minute data, as well as monitors for alarms. SCADA was updated with new software and radio upgrades in 2014. In 2017, the City of Fridley contracted to complete a lift station needs assessment for future planning, improvements, and cost analysis for budgetary purposes.

In July of 2004, the City’s Sewer Department purchased a main line televising camera. This camera has been used for televising all street projects and televising in the City’s general cleaning areas. The Sewer Department now has a software program that has been incorporated with the televising equipment. The software program is a valuable tool as it allows for a complete database of all televising reports. All of the data is now stored on internal and external hard drives.

In June of 2014, the City’s Sewer Department purchased a new service lateral camera. The service lateral camera is used to televise private sewer laterals in street projects as well as for individual residents that have constant sewer issues. Televising service laterals also addresses infiltration issues. The service line televising has been an ongoing program since 2000.

The Sewer Department has a very aggressive sewer cleaning program implemented over the past several years. The City’s sanitary sewer system is divided into five areas based on flow characteristics; it is the Sewer Division’s objective to clean the five areas within a two-year period. The Sewer Department has met these goals since the year 2000 when the maintenance program changed operations and maintenance guidelines. These changes have greatly reduced the number of sanitary sewer overflows.



The Sewer Department has replaced and added many new pieces of equipment and tools that have allowed the City to be much more efficient and capable of reaching department goals.

The City purchased a new jetting machine in 2018, a new main line televising system in 2004, and new software program for televising in 2014. A new service line camera was purchased in 2014. The City purchased a combination sewer jet/vacuum cleaner and hydro excavator in 2014.

The City of Fridley contracts for rehabilitation of sanitary main lines. Since 1996, the City has utilized CIPP (cured in place lining) to address aging infrastructure. In 2018, the City of Fridley will be completing a \$1.2 million lining project.

One of the City’s stated policies for maintenance of the existing sanitary sewer is:

“The City should continue to systematically inspect sanitary mains and service lines in residential paving program areas.”

The City recognizes the importance of maintaining its sanitary sewer system and the need to exclude infiltration/inflow, as addressed in Section 7.4. The activities outlined above are indicative of the on-going efforts of the City since 2000.

Regional Maintenance

Metropolitan Council Environmental Services (MCES), operator of the metro-area wastewater collection and treatment system, is making improvements to approximately 2.8 miles of aging and deteriorating regional sanitary sewer facilities that serve homes and businesses in Fridley. There were no direct costs or special assessments for this work on the north area interceptor project in Fridley

7.7 Policies

There are several policies that have been established to guide how Fridley's sanitary sewer collection system can help maintain the vision of keeping Fridley *safe, vibrant, friendly, and stable*:

Use available technology to ensure every property in the City is connected to the sanitary sewer system and accurately paying for the service they receive.

Continue use of advanced technology as a preventative measure for sewer maintenance of the community.

Continue to clean sanitary sewer main lines on a two-year (or less) rotation.

Televise sanitary mains and inspect structures prior to road reconstruction. Rehabilitate sanitary mains and manholes in conjunction with projects based on condition assessment.

Televise sanitary sewer laterals for residents assisting property owners with condition assessment and make suggestions for repairs and maintenance.

Utilize best available technologies to identify and reduce inflow and Infiltration (e.g. City-owned CCTV equipment, structure and main CIPP lining, etc.)

7.8 Goals and Objectives

It is the overall goal of the City to provide sanitary sewer collection services that maintain the vision of Fridley remaining a *safe, vibrant, friendly, and stable* community for families and businesses.

The objectives to accomplish that goal are:

1. Maintain an adequate sanitary sewer collection system
2. Maintain a cost effective sanitary sewer collection system
3. Balance the needs of growth, environmental protections, public safety, and health in the management of the sanitary sewer collection system

7.9 Action Steps and Summary

The following conclusions and action steps have been developed based upon the current data and system conditions.

Sewer charges are based upon water usage. The City of Fridley has converted residential water meters to automatic readers with new flow meters, which allows the City to more accurately charge sewer rates, based upon water usage levels. The remote reading capabilities are currently in commercial and industrial properties as well, however, their meters are up to several decades old and likely less accurate.

- **Action Step:** Install new water meters with updated automatic reading capabilities in commercial and industrial properties in order to charge more accurate sewer rates, based upon usage, as the City does for residential properties.

The City recently conducted a rate study for water and sewer rates. Regular analysis of rate structure and sustainability of rates is important to provide a utility that is resilient.

- **Action Step:** 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.

The City has established a minimum reserve funding policy for its utilities, which is directly relative to its annual operating budget and planned capital expenditures. This reserve provides for a utility that can meet its objectives without drastic rate changes.

- **Action Step:** The City should review and meet its reserve funding policy annually using the best cost projections available.

By the year 2050, the City's sewer system will be 100 years old, which is at the expected life of this infrastructure. While ideally the entire system would be replaced at this time, rehabilitation methods can extend the life of carefully selected infrastructure elements.

- **Action Step:** The City shall replace or rehabilitate 50% of the sanitary sewer system by the year 2050.

The City has established a goal to mitigate inflow and infiltration where practical and cost effective. This is currently done through programs such as sump pump inspections, smoke testing, flow testing, and CCTV inspections, which are authorized legislatively and through department policy.

- **Action Step:** The City should maintain and regularly update its inflow/infiltration mitigation program to mitigate excess system flows and reduce long-term costs to ratepayers.
- **Action Step:** In conjunction with MCES, initiate a detailed Inflow/Infiltration study to identify sources of clear water flow in the City's sanitary collection system, and to identify mitigation strategies that can be funded to reduce Inflow/Infiltration. This study should be completed within the next 3-5 years, and develop mechanisms to fund an implementation plan for mitigation.

One way the City can help prevent failures of the sewer services and reduce inflow-infiltration is to inspect private connections.

- **Action Step:** 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.

It is imperative to ensure sufficient capacity is available in its interceptors and trunk lines owned and operated by the City and Met Council.

- **Action Step:** The City should partner with Met Council to ensure that the interceptors and trunk lines serving the City are capable of handling peak flows to avoid bypass events.

Summary

Fridley is served by the regional wastewater system that is owned and operated by the Metropolitan Council. Three Metropolitan Council Environmental Services interceptors convey wastewater generated within the City of Fridley and pass large flows from other communities through the City of Fridley. To manage Fridley's generated sanitary sewer flows, the City owns and operates a sanitary sewer collection separated system from storm sewers. The existing sanitary sewer collection system is adequate to manage the projected residential and commercial/industrial growth through the year 2040. Close coordination with the Metropolitan Council Environmental Services is recommended to ensure that interceptors passing through Fridley are adequately maintained and provide sufficient capacity to the City of Fridley through the year 2040.

Chapter 8. Economic Competitiveness

The City of Fridley strives to maintain a coordinated relationship with our local residents and businesses and in doing so strengthen the community by assisting industries to find workers that match their needs.



Northern Stacks at Dusk

Economic Competitiveness

8.0 Introduction

The City of Fridley is a bustling community with an abundance of employment opportunities. Fridley’s proximity to Minneapolis, as a first ring suburb, and convenient transportation options make it a strong business community. The City thrives on employment sectors in manufacturing, research, and design. Looking forward, Fridley will need to focus on retaining advanced employment opportunities, continuing to build relationships with businesses, connecting educational institutions with business needs, revitalizing underused sites, and building a sustainable environment to maintain and improve Fridley’s position as an economic competitor.

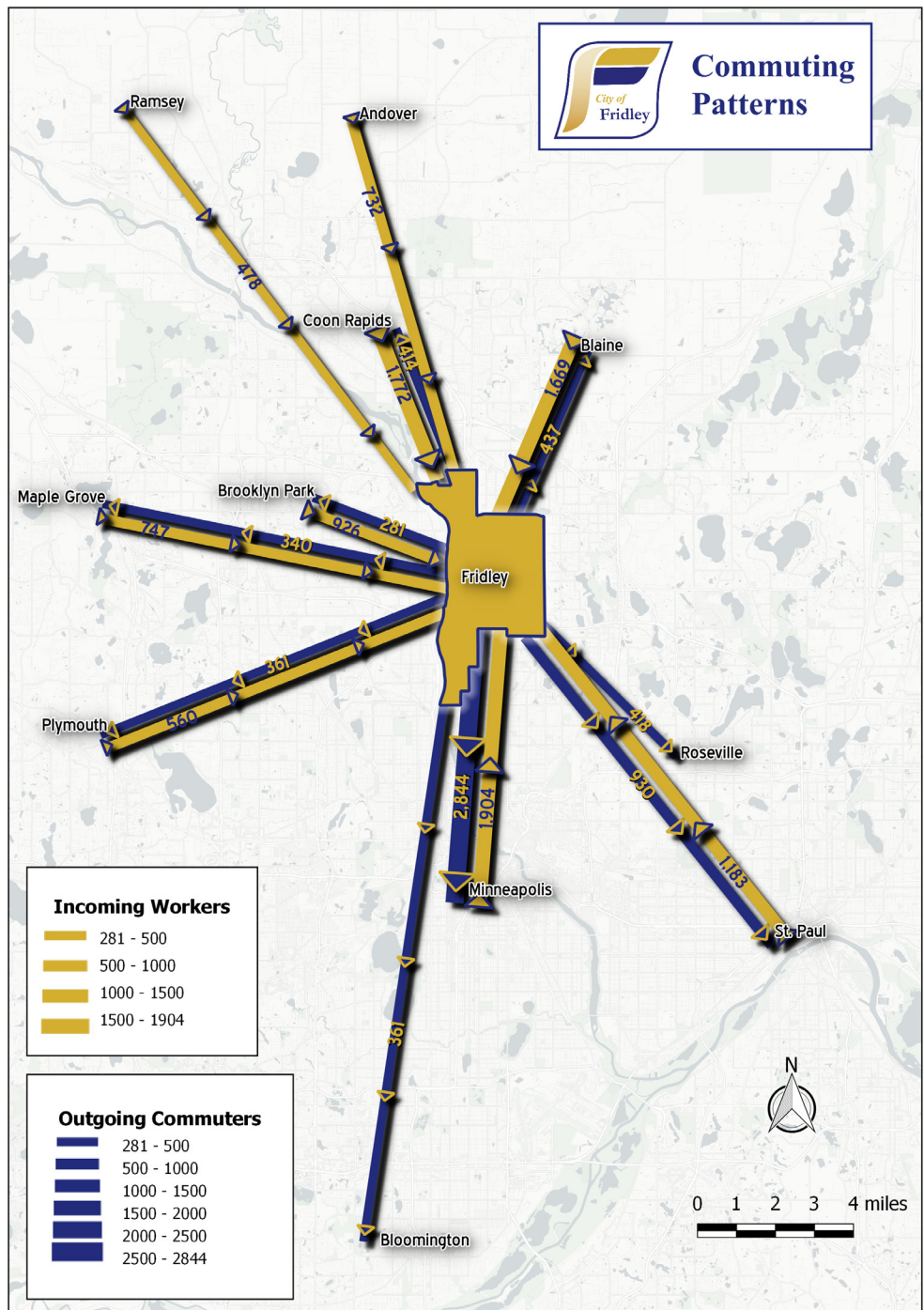
8.1 Fridley’s Economic Profile

The City of Fridley has an abundance of employment opportunities; in fact jobs outpace the number of Fridley residents in the workforce by approximately 7,600.

While there are 22,709 jobs only 1,388 are held by Fridley residents. Most Fridley employees come from surrounding suburbs. Residents leaving the City to get to work travel an average of 23 minutes which is equal to the state average. The average commute time in Anoka County is 5 minutes longer.

The distance people are commuting to work and where they are commuting from has an impact on the transportation demands of the community. This also poses a challenge for public transportation which focuses on getting workers to and from central cities.

Figure 8.1 Commuting Patterns



Fridley Industries

The number of jobs in Fridley is a direct result of the City's vast business footprint. Manufacturing plays a key role in Minnesota industry and especially in Fridley where 35% of the jobs in the City are in manufacturing. Currently this sector is facing a workforce shortage as many workers begin to retire. There is also a negative perception of manufacturing which inhibits the younger generation from pursuing jobs in this field. Over the next 10 years Minnesota is expected to see 6.3% growth in machinist positions.



The business dynamic in Fridley is also shaped by large employers such as Medtronic, BAE Systems, Minco, and Cummins which continue to attract complementary business to the community. Businesses contribute to the day-time population of the City and increase spending at nearby retail centers. Businesses choose Fridley because of the proximity to the Twin Cities, multimodal transportation options including a robust roadway network, business friendly environment, and strong community vibe. Despite Fridley's success in attracting industry, there is a lack of retail employment. More residents are employed in retail, than there are retail jobs offered in Fridley. The City also faces outdated retail buildings and vacancies.

Table 8.1 *Fridley's Top 10 Employers*

Rank	Employer	Employees
1	Medtronic	3,464
2	Cummins Power	1,210
3	Unity Medical Center	1,138
4	Target	696
5	BAE Systems	600
6	ISD#14 (Fridley Schools)	580
7	Minco Products	515
8	Walmart	312
9	Kurt Manufacturing	295
10	Treehouse Foods	206

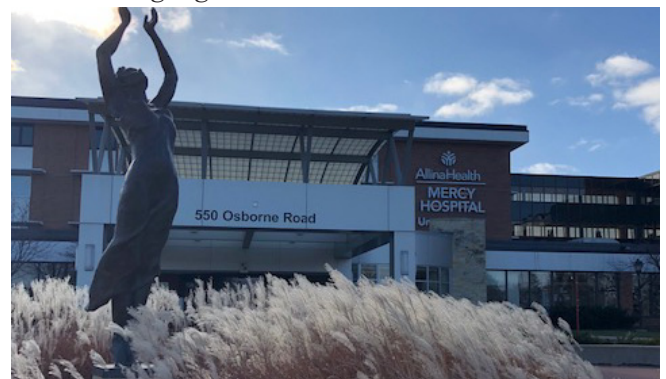
Source: City of Fridley 2016 CAFR *Note: This data has been modified to provide updated information.



Medtronic Campus



Cummins Signage

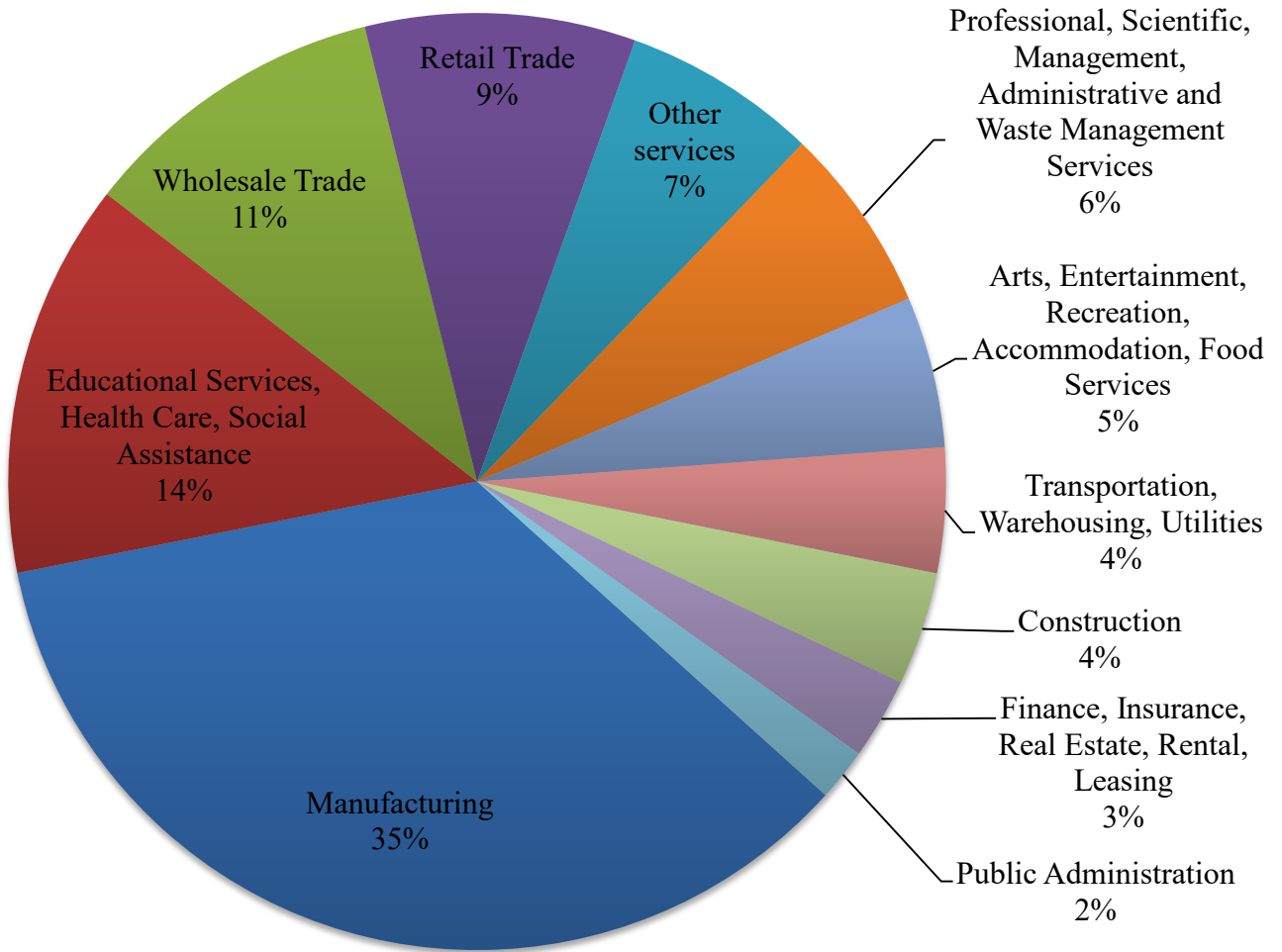


Mercy Hospital

Connecting Workplace and Homeplace

In addition to a strong manufacturing base, Fridley has a variety of other industries which serve the community. Educational services, health care, and social assistance make up a large sector of jobs and account for 14% of Fridley employers.

Figure 8.2 *Fridley Business Workforce*

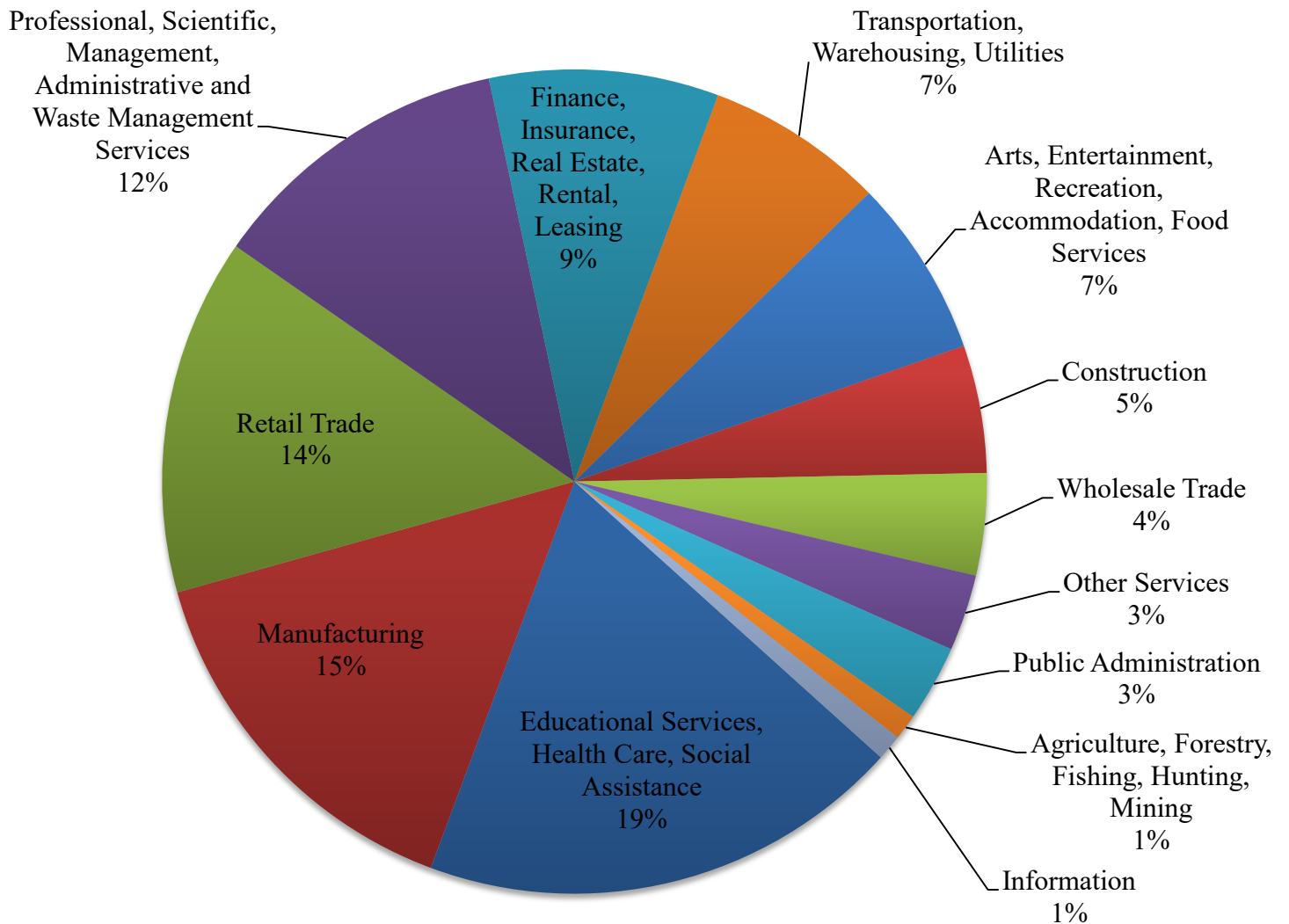


Source: ESRI Total Residential Population Forecasts for 2016

Despite a robust selection of industries in Fridley, only 1,388 residents work and live in the City. This contributes to congested streets, and impacts the sense of community between residents and businesses.

69.2% of Fridley residents age 16 and over are in the workforce. This number is higher than the national average of 63.3%. Educational attainment in Fridley is consistent with the state average. In fact, 90% of residents over age 25 have a high school diploma or higher. Also, 26.6% of residents over age 25 have a Bachelor's Degree. The jobs Fridley residents have pursued correlate with higher educational levels.

Figure 8.3 Fridley Workforce Population



Source: U.S. Census Bureau, 2011-2015 ACS 5 Year Estimates

Opportunity in Fridley



Gateway West Neighborhood

Over 90% of Fridley’s housing stock meets affordability standards; enabling more of the population to find a home that matches their budget. Fridley has a healthy mix of ownership and rental choices. In addition, Fridley has many high tech industries with higher paying jobs. Redevelopment projects like Cielo Apartments, Gateway West, and Locke Pointe have focused on addressing higher-end and lifecycle housing needs.

There are a multitude of educational opportunities in Fridley. There are four school districts in Fridley including Fridley Public Schools. Fridley School District offers open enrollment with an emphasis on college preparatory, enriched, International Baccalaureate (IB) Diploma Programme, and Project Lead the Way courses. In addition, the City has a number of reputable private schools offering an alternative educational opportunity including Al Amal School, Calvin Christian High School, Grace Lutheran School, and Totino-Grace High School.



Fridley Middle School



Springbrook Interpretive Center

There are recreational opportunities for all ages in Fridley. The Community Center has senior programming and Tiger Club Care for preschool aged children. Springbrook Nature Center offers three miles of hiking trails and an interpretive center with interactive exhibits, and a variety of native snakes, turtles and amphibians. The Anoka County, Fridley-Mississippi Library Branch is a tranquil location to find reading materials. Banfill-Locke Center for the Arts is a nonprofit organization providing inspiration, enrichment, and education through the arts. Fridley’s 38 neighborhood parks, 5 county parks, and 8 public school facilities ensure there is always an open space to enjoy. The trails throughout Fridley including the Rice Creek Regional Bike Trail, and the Mississippi River Regional Trail all provide alternative transportation nodes and additional recreation opportunities.

Fridley is a GreenStep City. The Minnesota Pollution Control Agency operates the GreenStep City program, and awards ratings to Cities who fit the criteria. Fridley has been awarded Step One of the five step program, and is working towards the second step.



**Minnesota
GreenStep Cities**

8.2 Business Retention and Expansion Program

In 2014, Fridley established a Business Retention and Expansion Program (BR&E). Fridley's BR&E Program helps local businesses stay competitive by addressing some of their key needs and concerns. Since 2014, the City has gone on over 200 business visits, and this has resulted in changes to City Code, better communication between businesses and City staff, and a stronger community connection. As a result of the BR&E program the City has made efforts to recognize small businesses, independent retailers, and manufacturers.

Small Business Saturday

The Saturday after Black Friday celebrates shopping small, and encourages consumers to consider the impact of their dollar when spent at a small business. The City advertises Small Business Saturday on the cable program, Community Connections each year.



Independent Retail Month

The month of July is celebrated as Independent Retailer Month. It is important to consider the impact all businesses have on the community and to recognize their efforts. The City sent thank you letters offering support and reminding businesses of the opportunity for a BR&E visit to all of the independently owned retail stores throughout Fridley.



Manufacturing Week

Held the first week in October, Manufacturing Week celebrates the industry and works to change the perception of manufacturing. The City of Fridley began working with Minnesota Dream it. Do it. in 2017. This organization is part of a national organization that promotes tours of industries encouraging students to consider a career in manufacturing. Manufacturing makes up 35% of the employers in Fridley, and through BR&E visits the City learned of the difficulty manufacturers face in filling open positions. In 2017, the City led a Manufacturing Week initiative to help connect local schools with local businesses to encourage partnerships.



Short-Term Objectives

- To demonstrate support for local businesses
- To help solve immediate business concerns

Long-Term Objectives

- To increase local businesses' ability to compete in the global economy
- To retain and attract new jobs
- To build community capacity to sustain growth and development
- To create a business friendly community that nurtures business' potential

Future BR&E Actions

- Continue meeting with businesses to establish more connections
- Maintain business relationships with an outreach program
- Continue progress with the Fridley business e-newsletter and keep businesses in the know of any community related changes.
- Continue to accurately respond to business needs.

8.3 City Tax Base

The City has a large commercial and industrial tax base making Fridley a contributor to the Fiscal Disparities Program. Fridley's contribution reduces large differences in property tax wealth between communities with a high commercial-industrial tax base and those with a smaller tax base. Tax-base sharing spreads the fiscal benefits of commercial-industrial growth across the seven county metro area. In 2015, Fridley contributed just over \$4.5 Million to the Fiscal Disparities Program. With efforts to retain and attract new businesses, Fridley will likely continue to be a contributor to the Fiscal Disparities Program.

Figure 8.4 *Fridley Tax Base Composition*

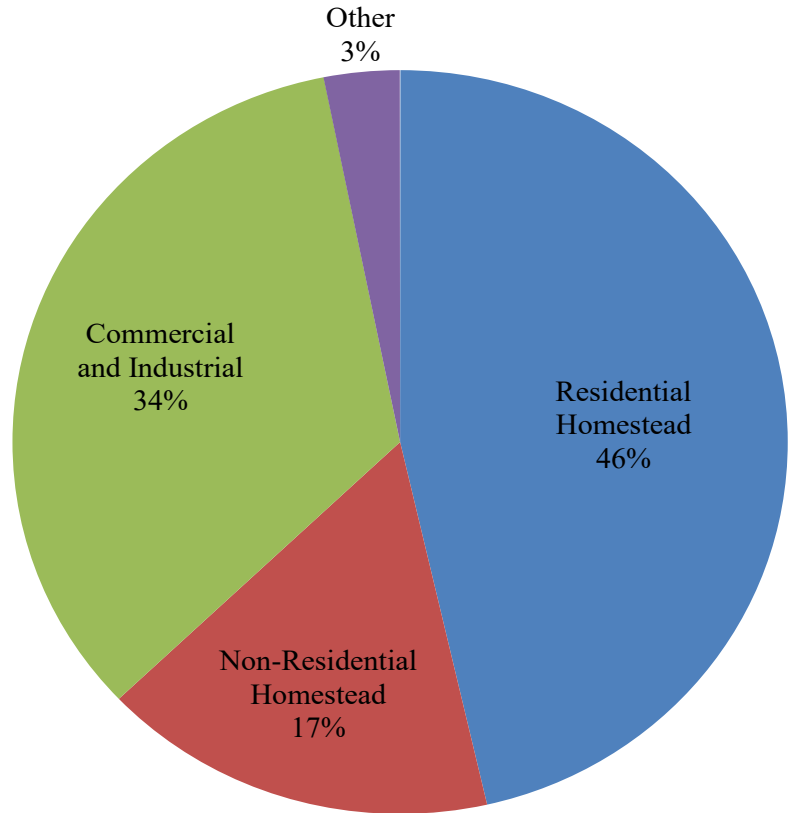
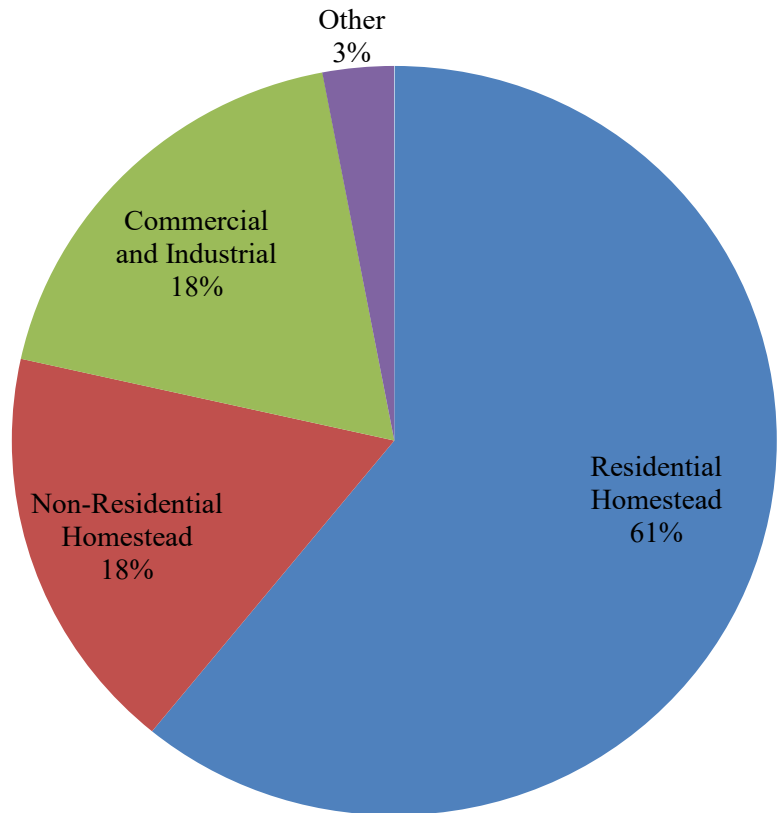


Figure 8.5 *Metro Area Tax Base Composition*



Source

League of Minnesota Cities
&
Metropolitan Council

8.4 Building Permit Activity

Figure 8.6 Building Permits

The City of Fridley is a built community experiencing redevelopment and expansion of existing facilities. Since the recession in 2008, permit activity has been increasing, and saw a jump in 2015. This influx of activity in 2015 was due to roof repairs from storm damage.

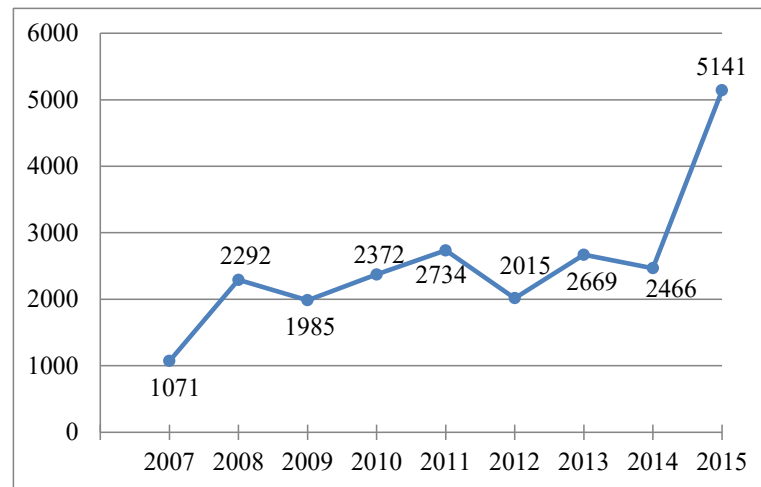
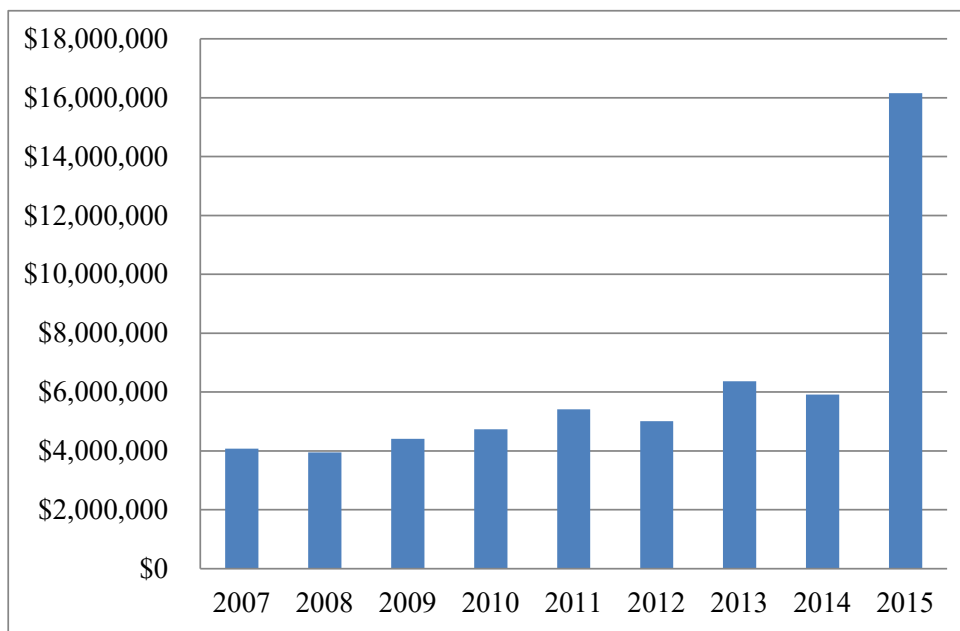


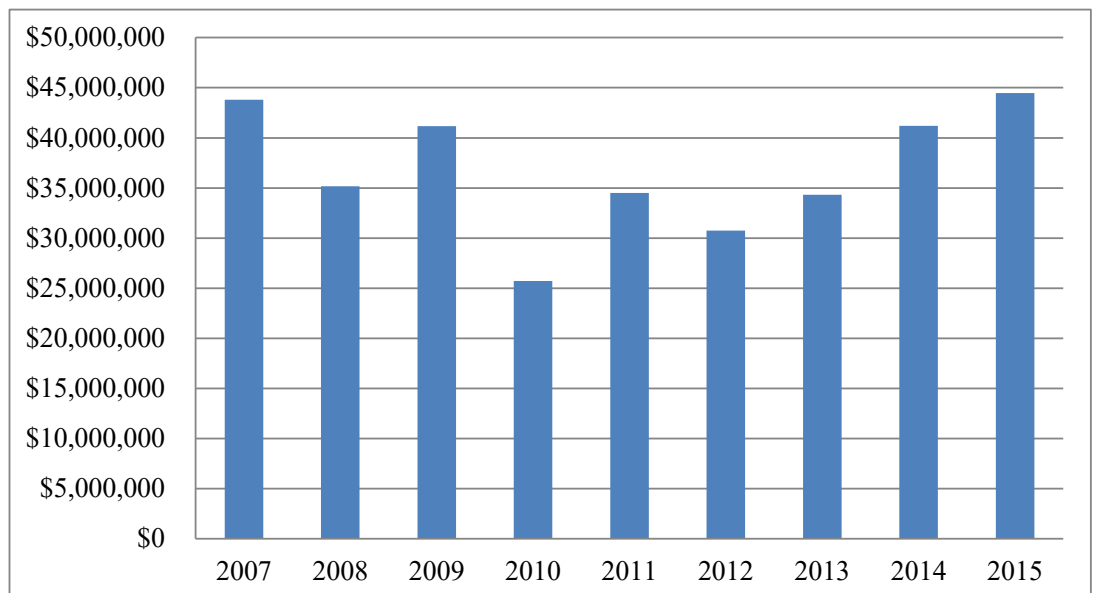
Figure 8.7 Residential Building Permit Revenue



The residential development of Cielo Apartments and storm repairs in 2015 contributed to additional residential permit revenue.

Figure 8.8 Commercial, Industrial and Other Building Permit Revenue

Commercial and industrial development is rising steadily. In 2015 the industrial development of Northern Stacks increased additional industrial permit revenue.



Source: Fridley Building Division

8.5 Economic Competitiveness Policy

Policy: The City of Fridley will continue to maintain affordable tax rates for all residents and businesses.

Policy: The City of Fridley will continue to redevelop blighted and underutilized properties. The City will also continue to offer incentives to businesses for making enhancements to their property.

Policy: The City of Fridley will continue to improve communication to and with Fridley businesses.

Policy: The City of Fridley will continue to promote business partnerships with local schools to fill the labor gap and create jobs for Fridley students.

Policy: The City of Fridley will continue to be a top provider of high tech jobs throughout the region.

Policy: The City of Fridley will continue to advocate for public transportation to businesses, especially where there are gaps.

Policy: The City of Fridley will continue to make Fridley a desirable place to live by considering opportunities that provide evening entertainment.

Policy: The City of Fridley will find ways to match residents with employment by addressing the opportunities in Fridley and the weaknesses the City faces in attracting new development.

Policy: The City of Fridley will investigate electric vehicle networks including the implementation of charging stations in retail parking lots.

Policy: The City of Fridley will identify opportunities for public art throughout the City especially along central corridors. A potential area to encourage public art may be along the Mississippi River in conjunction with future redevelopment. The City will also promote fine arts centers like Banfill-Locke Center for the Arts.

Policy: The City of Fridley will examine accessibility to the Mississippi River to encourage recreational usage. A potential opportunity to revitalize 49ers days as a Mississippi River Celebration should be investigated.

8.6 Summary and Action Steps

The City of Fridley offers not only a convenient business location, but a community of opportunities. Understanding the needs of Fridley businesses and workforce enables the City to consider ideas that maximize potential. Analyzing job sector data helps target promotional efforts and improves communication. BR&E visits help address business concerns, and align future visions. In addition to business support, Fridley offers residents a variety of housing, education, recreation, and environmental opportunity. Through the Comprehensive Plan, Fridley will strive to maintain a coordinated relationship with our local residents and businesses and in doing so strengthen the community by assisting industries in finding workers that match their needs.

Action Step: Development Review Committee Meetings (DRC) 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.

Action Step: 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.

Action Step: The City of Fridley will investigate gaps in public transportation. Currently 90% of residents have 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.

Action Step: The City of Fridley will continue Business Retention and Expansion (BR&E) efforts to create a more business friendly environment.

Action Step: 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.

Action Step: Manufacturing Week will continue to be an opportunity to renew and continue efforts to connect local schools with local businesses.

Action Step: The City of Fridley will demonstrate the importance of public art through placement on the Civic Campus and throughout the City.

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Chapter 9. Critical Area



Critical Area

Travel and trade along the Mississippi River spurred the City of Fridley's early growth and cemented the City's river heritage. Today, access to the River's natural, recreational, and scenic amenities contributes to the vibrancy of Fridley as a place to live and work. The City of Fridley is committed to managing the River as a multi-purpose resource in order to protect the River's natural resources alongside development and recreational access.

9.0 Critical Area Plan

This Critical Area plan has been developed for the portion of the Mississippi River Corridor Critical Area (MRCCA) within the City of Fridley. It is an amended version of the Critical Area Plan that was included in the City of Fridley's 2030 Comprehensive Plan. These amendments reflect new rules regulating the MRCCA published by the Minnesota Department of Resources (DNR) on January 4, 2017. The MRCCA shares the same boundary as the Mississippi National River and Recreation (MNRRA), a unit of the National Park System established in 1988. The MNRRA unit relies on the MRCCA to manage land use within the park. The purposes of designating this portion of the River as a Critical Area are:

- To protect and preserve a unique and valuable state and regional resource for the benefit of the health, safety and welfare of the citizens for the state, region and nation;
- To prevent and mitigate irreversible damage to this state, regional and national resource;
- To preserve and enhance its natural, aesthetic, cultural, and historical value for the public use;
- To protect and preserve the river as an essential element in the nation, state and region transportation, sewer and water and recreational systems; and
- To protect and preserve the biological and ecological functions of the corridor.



MRCCA /MNRRA (Source: Friends of the Mississippi River)

Since the 2030 Comprehensive Plan, the City has completed a number of the established goals related to the MRCCA including:

- Adoption of a Transit Oriented Development District which increases parkland and access to parkland along the river;
- Completion of the East River Road Corridor study with Anoka County and the City of Coon Rapids to increase pedestrian/bicyclist access and place-making with the MRCCA;
- Oak Glen Creek stabilization project to reduce erosion of watercourse into the Mississippi River;
- Stoneybrook Creek flood mitigation project to alleviate flooding within the MRCCA

Fridley's Critical Area is primarily comprised of residential, institutional, and parkland uses, although there is a small commercial center located at the intersection of East River Road and Mississippi Way NE. The largest riverfront property owners are Anoka County, which manages more than two miles of shoreline as parkland and the City of Minneapolis, which manages more than a mile of shoreline as part of their Water Treatment and Distribution facility. In total, there are approximately 6.25 miles of river frontage in Fridley.

The BNSF railroad yard, one of the largest rail yards in the upper Midwest, is situated directly east of the Critical Area. Although the yard and associated right-of-way are not located within the MRCCA, safety factors, noise pollution, and transit barriers associated with yard must be considered when evaluating the future of the Critical Area. In 2009, the Northstar Commuter Rail Service began on the BNSF between Minneapolis and Big Lake along the BNSF route.

Three major islands are located within Fridley's reach of the River- Banfill, Gil Hodges, and Chase's Island. Banfill and Gil Hodges Islands remain relatively undisturbed and exist in their natural vegetative states. Chase's Island is currently maintained by Anoka County as part of the Islands of Peace Park and is used as a recreational amenity for the residents of Fridley and surrounding areas.



View of Durnham Island from Chase Island in Islands of Peace Park in Fridley

9.1 Mississippi River Districts

The portion of the MRCCA located in Fridley is defined as the area to the west of East River Road/County Road 1. The MRCCA in Fridley is comprised of three different management districts:

CA-RN District

The portion of the MRCCA directly along the River north of 61st Avenue is defined as a CA-RN (River Neighborhoods) District. According to the specifications outlined in MR 6106.0100, this district is characterized by residential neighborhoods that are riparian, readily visible from the river or that abut riparian parkland. The district includes parks and open space, limited commercial development, marinas, and related land uses.

The CA-RN district must be managed to maintain the character of the river corridor within the context of existing residential and related neighborhood development, and to protect and enhance natural habitat, parks and open space, public river corridor views, and scenic, natural, and historic areas. Minimizing erosion and the flow of untreated stormwater into the river and enhancing habitat and shoreline vegetation are priorities in the district.

CA-SR District

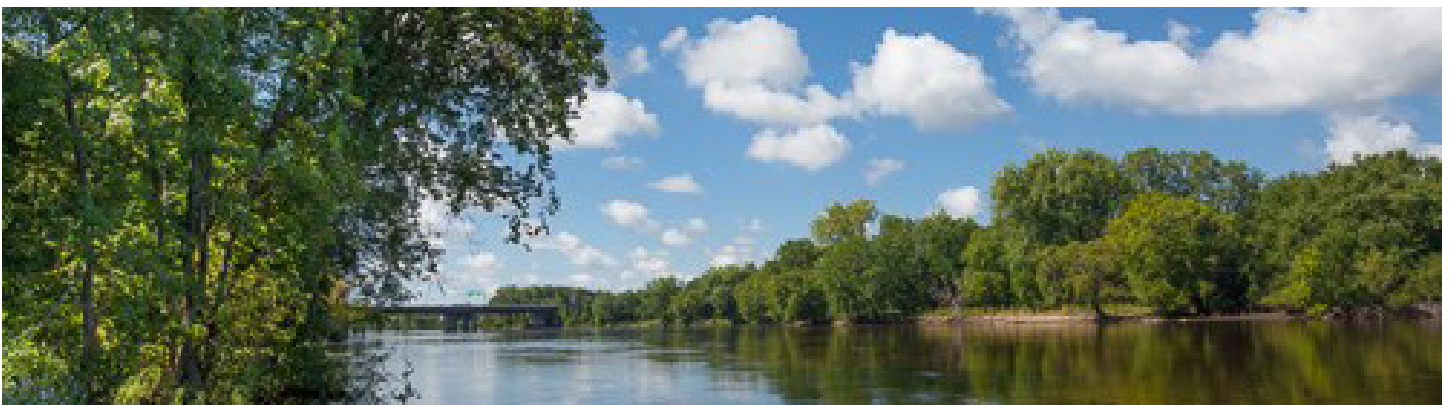
The portion of the MRCCA between the CA-RN District and East River Road north of 61st Avenue is defined as part of the CA-SR (Separated from River) District. This district is characterized by its physical and visual distance from the Mississippi River and includes land separated from the River by distance, topography, development, or a transportation corridor. The land in this district is not readily visible from the Mississippi River.

The CA-SR district provides flexibility in managing development without negatively affecting the key resources and features of the river corridor. Minimizing negative impacts to primary conservation areas and minimizing erosion and flow of untreated stormwater into the Mississippi River are priorities in this district.

CA-UM District

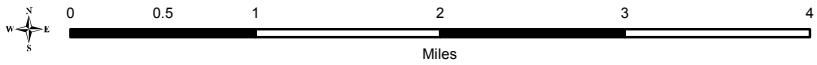
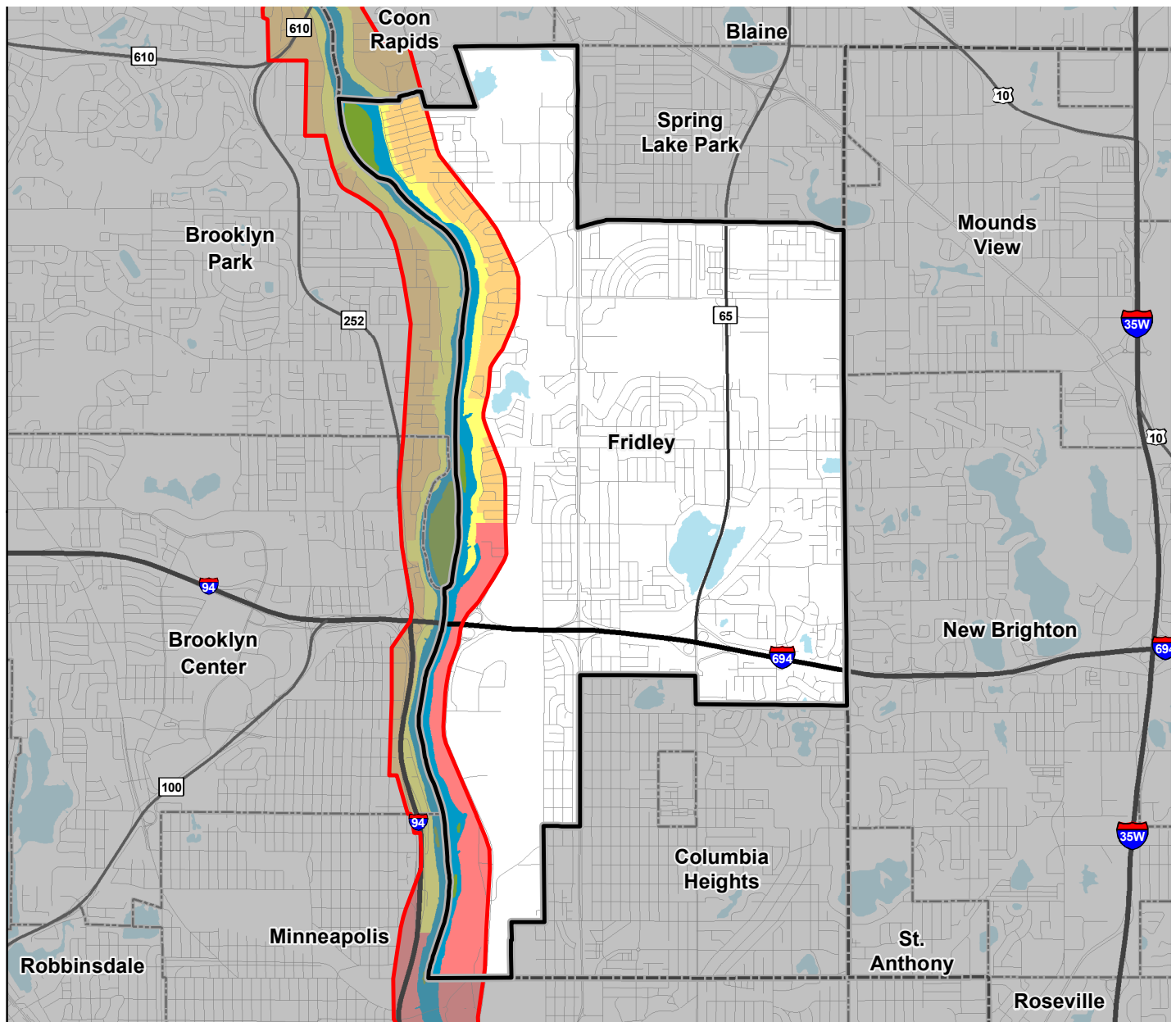
The portion of the MRCCA south of 61st avenue is classified as CA-UM (Urban Mixed) District. The urban mixed district (CA-UM) includes large areas of highly urbanized mixed use that are a part of the urban fabric of the river corridor including institutional, commercial, industrial, and residential areas and parks and open space.

The CA-UM district must be managed in a manner that allows for future growth and potential transition of intensely developed areas that does not negatively affect public river corridor views and that protects bluffs and floodplains. Restoring and enhancing bluff and shoreline habitat, minimizing erosion and flow of untreated stormwater into the river, and providing public access to and public views of the River are priorities in the district.



View from Islands of Peace Park

Figure 9.1 *Mississippi River Corridor Critical Area Districts*



- MRCCA Boundary
- MRCCA Districts**
- CA-RN (River Neighborhoods)
- CA-ROS (Rural and Open Space)
- CA-RTC (River Towns and Crossings)
- CA-SR (Separated from River)
- CA-UC (Urban Core)
- CA-UM (Urban Mixed)
- Water
- County Boundaries
- City and Township Boundaries
- NCompass Street Centerlines

9.2 Future Redevelopments in the MRCCA

Increased connection with the River was identified as a desired change by Fridley residents in the 2020, 2030 and 2040 Comprehensive Planning processes. The following statement, which was included in the 2020 Comprehensive Plan and reaffirmed in the 2030 Plan, continues to hold true today:

“The Mississippi River is a hidden resource that has played a key role in the historical development of the community. Where appropriate, future redevelopment and improvement projects should reference the community’s river heritage by providing both direct and indirect linkages.”

Four areas have been identified for redevelopment in the MRCCA. More detail can be found in Chapter 1 of the 2040 Comprehensive Plan (Land Use).

Area 1 includes three properties located wholly within the CA-SR Separated from River District. The area has been identified for redevelopment due to a planned realignment of Fairmont Street, although the remaining property is still guided as commercial.

Area 5, the Girl Scout Camp, is one property located within the River Neighborhoods District and the Separated from River District, currently owned by the Metropolitan Council. This property is guided for utilities and parkland.

Area 6 is located wholly within the Separated from River District and is zoned commercial. The best use of the three existing properties is to remain commercial but combined into one property.

Area 15 is located within the Urban Mixed District. This property comprises part of the Transit Overlay District (TOD), a zoning district that was developed to encourage dense, mixed-use, pedestrian-friendly development within one-half mile of the Northstar Commuter Rail Station in Fridley.

The design of the TOD is consistent with the standards of the CA-UM district as it creates new parkland through increased building setbacks, improves visibility and public access to the Islands of Peace Park, and provides regional stormwater treatment while increasing the number and density of housing units.

A master plan for the Transit Overlay District was approved by the Fridley City Council on December 8, 2014.

Figure 9.2 MRCCA Districts and Redevelopment Areas

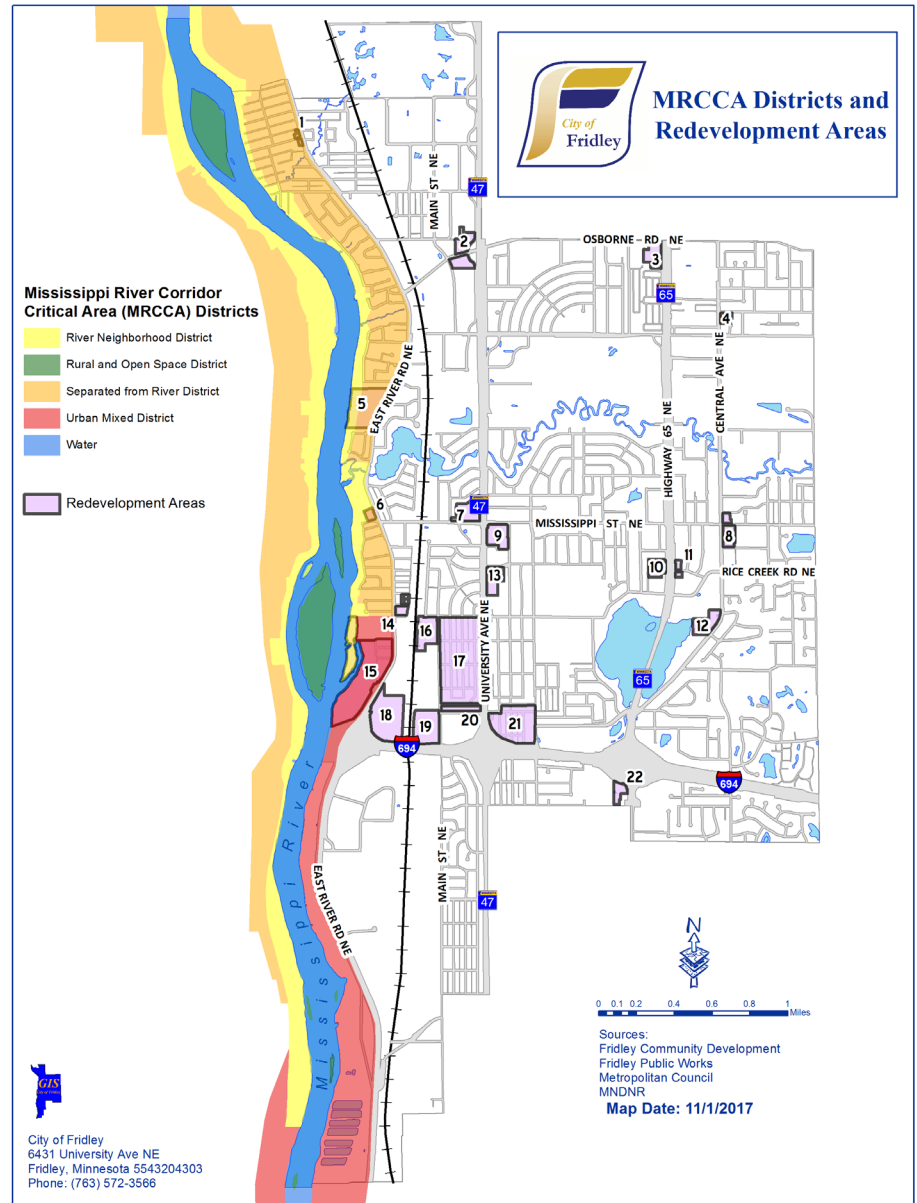


Figure 9.3 Transit Oriented District Master Plan

ILLUSTRATIVE DEVELOPMENT PLAN



REDEVELOPMENT POTENTIAL

Estimated Housing Development

- » 1,250 - 1,400 total units WITHOUT redevelopment of Georgetown's southern buildings; net growth of 650 - 800 units
- » 1,550 - 1,750 total units WITH redevelopment of all of Georgetown's buildings; net growth of 950 - 1,150 units

Projected Office Development

» 306,000 sq. ft.

Projected Light Industrial Development

» 134,000 sq. ft.

Projected Retail Development

» 15,000 - 20,000 sq. ft.

9.3 Primary Conservation Areas

Primary Conservation Areas (PCAs) are defined in the MRCCA rules (6106.0050, Subp. 53) as key resources and features to be protected and maintained. The following PCAs have been identified in Fridley:

Shore Impact Zone

The Shore Impact Zone (SIZ) is defined as the land located between the ordinary high water level of public waters and a line parallel to it at a setback of 50 percent of the required structure setback. Reducing visual disruptions in the SIZ is important to preserving the natural and scenic value of the River.

Bluff Impact Zones

Bluff impact zones (BIZ) include steep slopes of over 18% and a surrounding twenty foot buffer. Bluffs in Fridley are characteristically found along the banks of the River and along tributary creeks such as Rice Creek, Oak Glen Creek, Stonybrook Creek, and Springbrook Creek. Due to their structural instability and vulnerability to erosion, bluffs are not suitable for development.

The City of Fridley, in collaboration with the Anoka Conservation District and the Coon Creek Watershed District, completed an extensive restoration of the bluffs along 1,400 feet of Oak Glen Creek near its confluence with the Mississippi River in 2015. This project stabilized eroding banks that threatened 21 homes and reduced annual sediment and phosphorus discharge into the River by approximately 633,600 pounds and 507 pounds respectively. Reducing erosion from bluffs continues to be an important priority for the City.

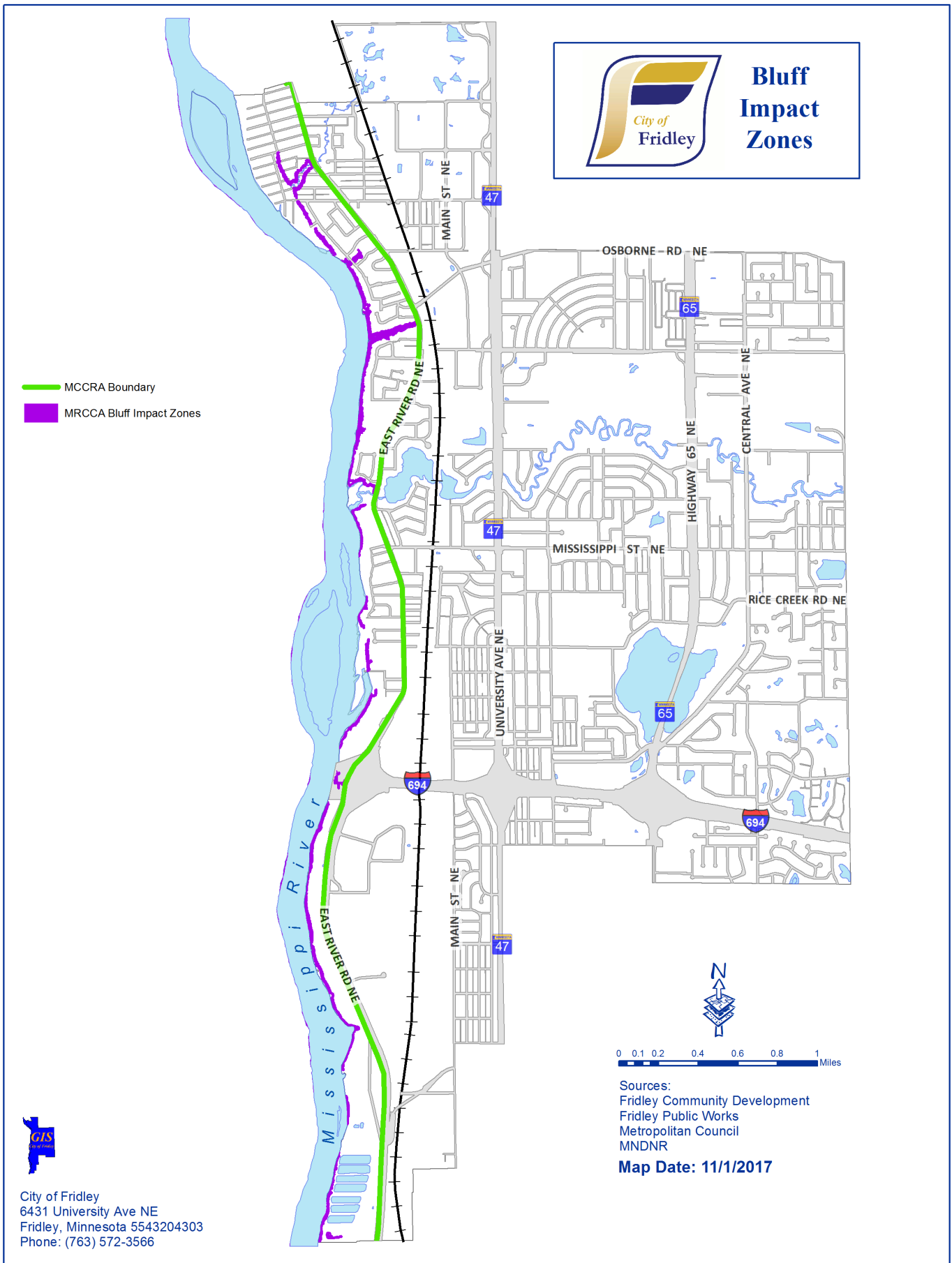
Water Resources

Wetlands and floodplain within the Critical Area corridor provide valuable flood protection, water quality benefits, and wildlife habitat. Wetlands in Fridley are identified by the National Wetland Inventory as well as through the 1993 City of Fridley Wetland Inventory. Floodplains for several drainage ways (Oak Glen Creek, Springbrook Creek, Stonybrook Creek, and Rice Creek) as well as for the Mississippi River are located in Fridley. FEMA floodplain maps were developed for Anoka County in 1980 and have undergone slight revisions. As additional modeling data is released, these maps are revised. The floodway maps are incorporated by the City within the Floodway Overlay Zoning District.



Restoration of Oak Glen Creek

Figure 9.4 Bluff Impact Zones

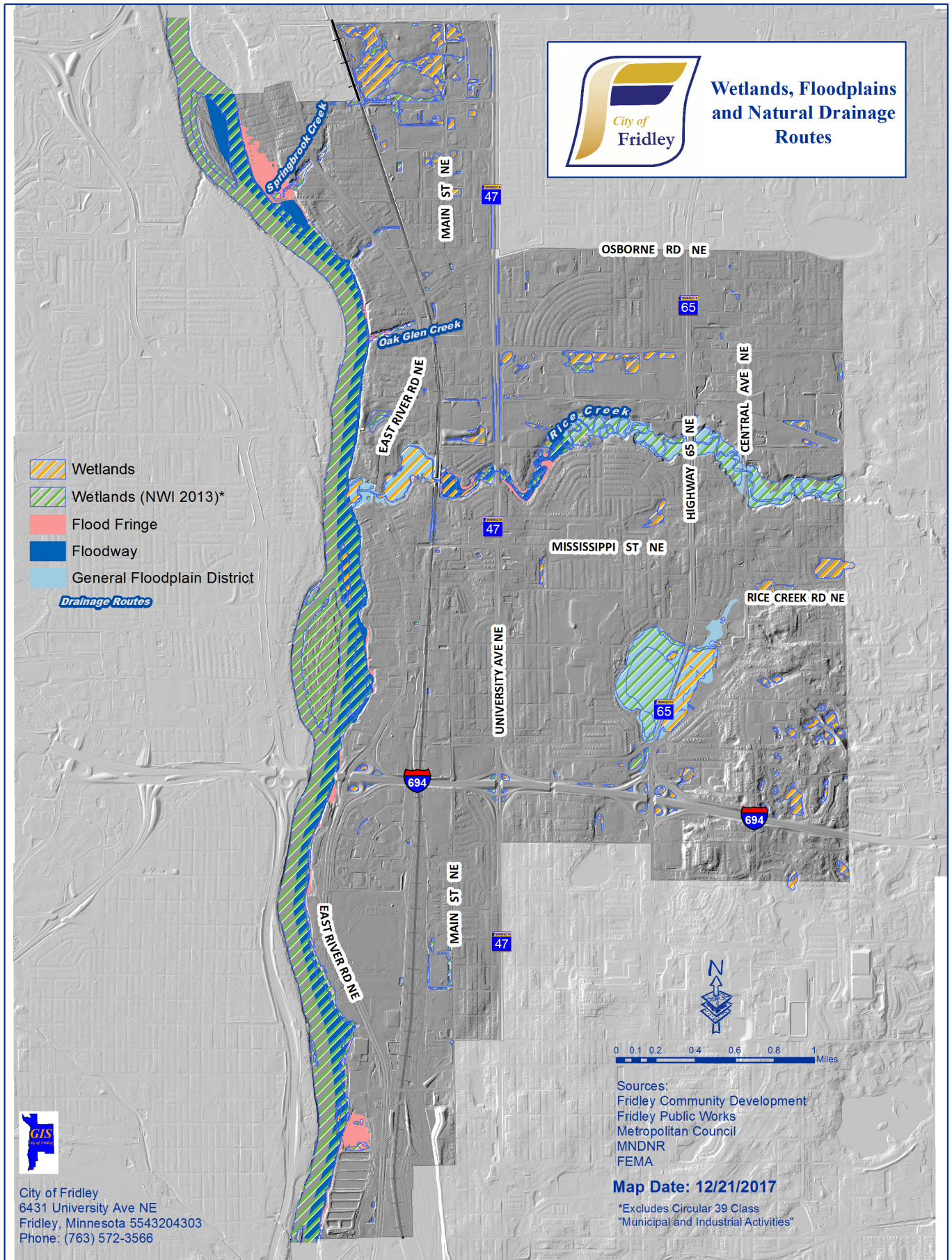


City of Fridley
 6431 University Ave NE
 Fridley, Minnesota 5543204303
 Phone: (763) 572-3566

Sources:
 Fridley Community Development
 Fridley Public Works
 Metropolitan Council
 MNDNR

Map Date: 11/1/2017

Figure 9.5 Wetlands, Floodplains, and Natural Drainage Routes



Unstable Soils and Bedrock

There are eight soil types within Fridley's reach of the Mississippi River Corridor study area: Anoka, Becker, Hayden, Hubbard, Marsh, Rifle mucky Peat, Zimmerman, and Cut and Fill. These soil types are mapped and defined in the Soil Survey for Anoka County, 1977, prepared by the USDA. The Anoka, Becker, Rifle mucky, and Marsh are alluvial soils or soils of a high water table. Characteristically, these soils are poorly drained with severe limitation for building because of occasional flooding or high water. The Hubbard and Zimmerman soils on slopes of 0-6% have slight limitations for residential, commercial, and industrial development served by public sewers. Both Hubbard and Zimmerman soils have rapid percolation rates that increase the potential for underground water contamination. The Hayden soils on slopes of 0-12% have moderate limitations for building foundations. As slopes increase, the cost of grading roads, streets, laying sewer and water mains increases. The Cut and Fill soils take on the characteristics of the neighboring soil. The Cut and Fill area in Fridley's reach of the river is bordered by Hubbard soils. Soil permeability in a Cut and Fill area is low.

Certain areas along the Mississippi River have recently been documented to experience slope shifting. Changes in precipitation or groundwater level may accelerate or exacerbate these types of events. Specific priorities for erosion prevention and bank stabilization have not been identified.

Vegetation

One tree species found commonly in the Critical Area is the green ash, which is vulnerable to a new invasive pest to Minnesota, the emerald ash borer (EAB). This pest can quickly cause ash tree mortality and result in drastic changes to forest composition. Presence of EAB has been confirmed in Fridley, and Anoka County is under quarantine by the Minnesota Department of Agriculture. The City of Fridley has developed an emerald ash borer mitigation plan to maintain tree cover and improve the resiliency of our urban forest.

In Fridley, the most significant vegetation stands are located on Banfill, Gil Hodges, and Chase's Islands, Riverview Heights Park, the Girl Scout Camp property, Manomin County Park, Islands of Peace Park, and Riverfront Park. There is also a significant natural habitat area located just outside of the Critical Area within the Springbrook Nature Center that is connected to the MRCCA via Springbrook Creek.

Opportunities for vegetative restoration were identified using the Minnesota DNR's *Framework for Identifying Vegetation Restoration Priorities*.

Residential portions of the City that were identified include areas within the Riverview Terrace, Hartman Circle, and River's Edge Way neighborhoods as well as the multi-family properties located directly north of Interstate 694. While the City of Fridley's Critical Area overlay district prevents clear cutting in these privately owned areas, detection of clear cutting that is screened from the right-of-way can be difficult. The location of the Riverview Terrace road directly along the River also contributes to a lack of vegetation along the River in the northern portion of the City.



Public and institutional lands were also identified for vegetative restoration including parts of Manomin Park, Riverfront Park, the City of Minneapolis' water treatment facility and the portion of the Girl Scout Camp property where the Metropolitan Council maintains an access road. Opportunities for revegetation are often limited by existing infrastructure and development. Established vegetation often provides higher levels of erosion control and ecological benefits; therefore, vegetation removal along the River should be prevented where feasible.

Figure 9.6 Natural Vegetation

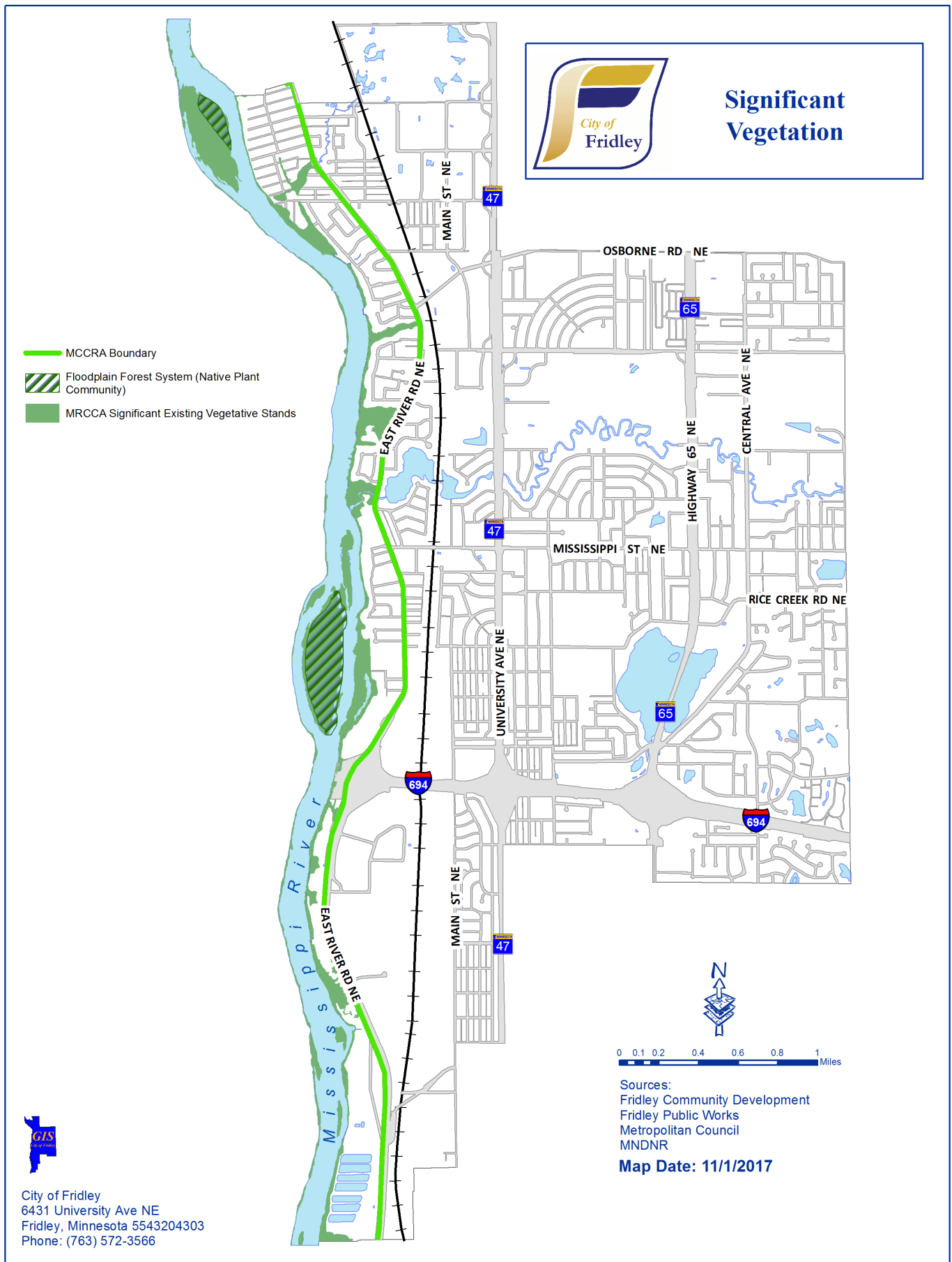
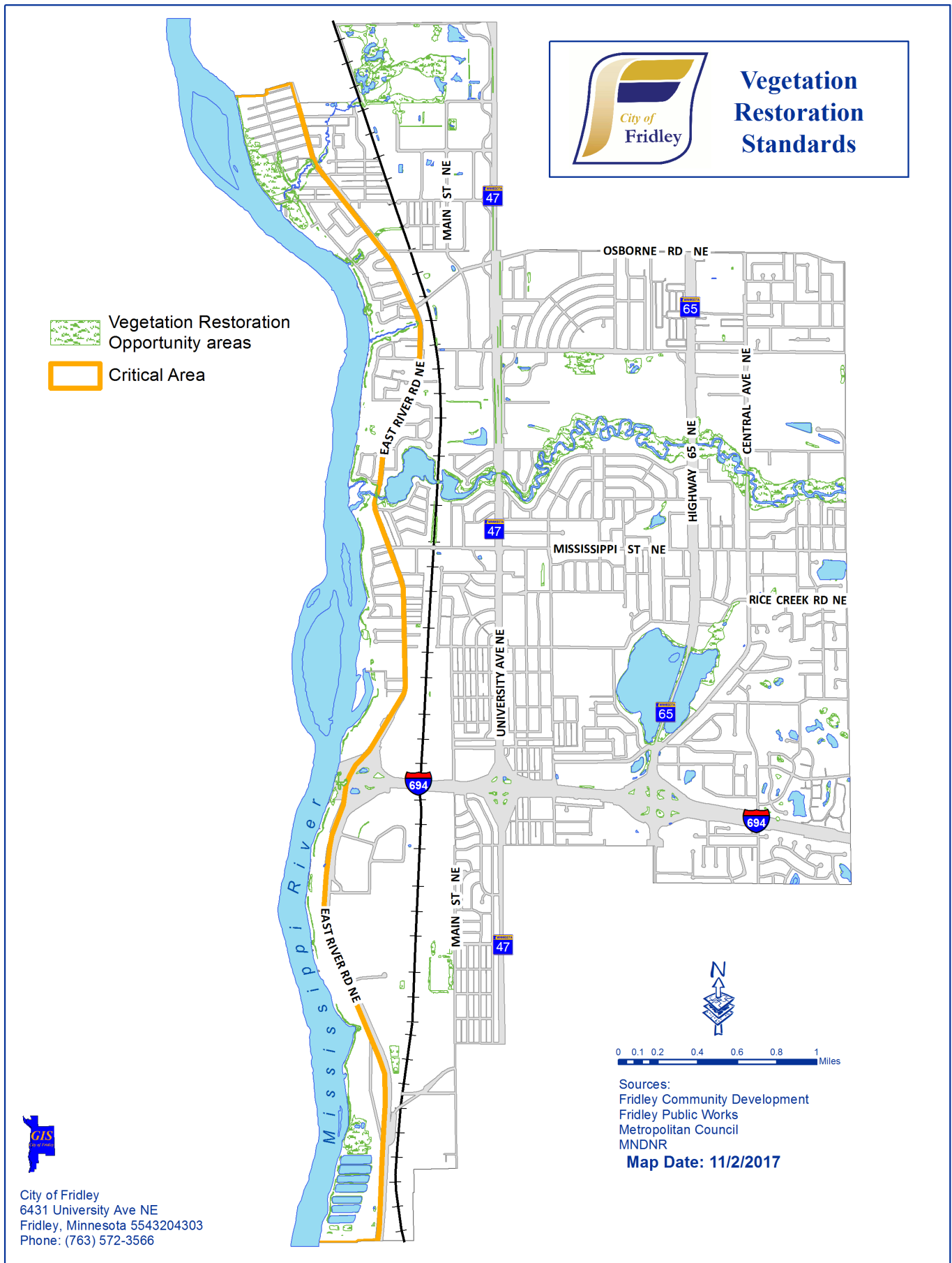


Figure 9.7 Vegetation Restoration



Cultural and Historic Properties

The most notable and identifiable cultural feature in Fridley's Critical Area is the Banfill-Locke Center for the Arts, located at 6666 East River Road. Originally built in 1847 as an office for the East St. Louis Saw Mill Firm, this building served many purposes over the years including as a tavern, overnight lodging place, homestead for a dairy farm, and a summer home and retreat for young people from the city. The building currently sits within Manomin Regional Park owned by Anoka County. In 1977, it was placed on the National Register of Historic Buildings and in 1989 it became home to the Banfill-Locke Center of the Arts.



Banfill- Locke Center for the Arts (Source: Banfill-Locke Center for the Arts)

While not on the National Register of Historic Buildings, the Riedel House in Riverfront Regional Park, is another site important to Fridley's history. This 1880's home currently serves as a special event facility.



Riedel House

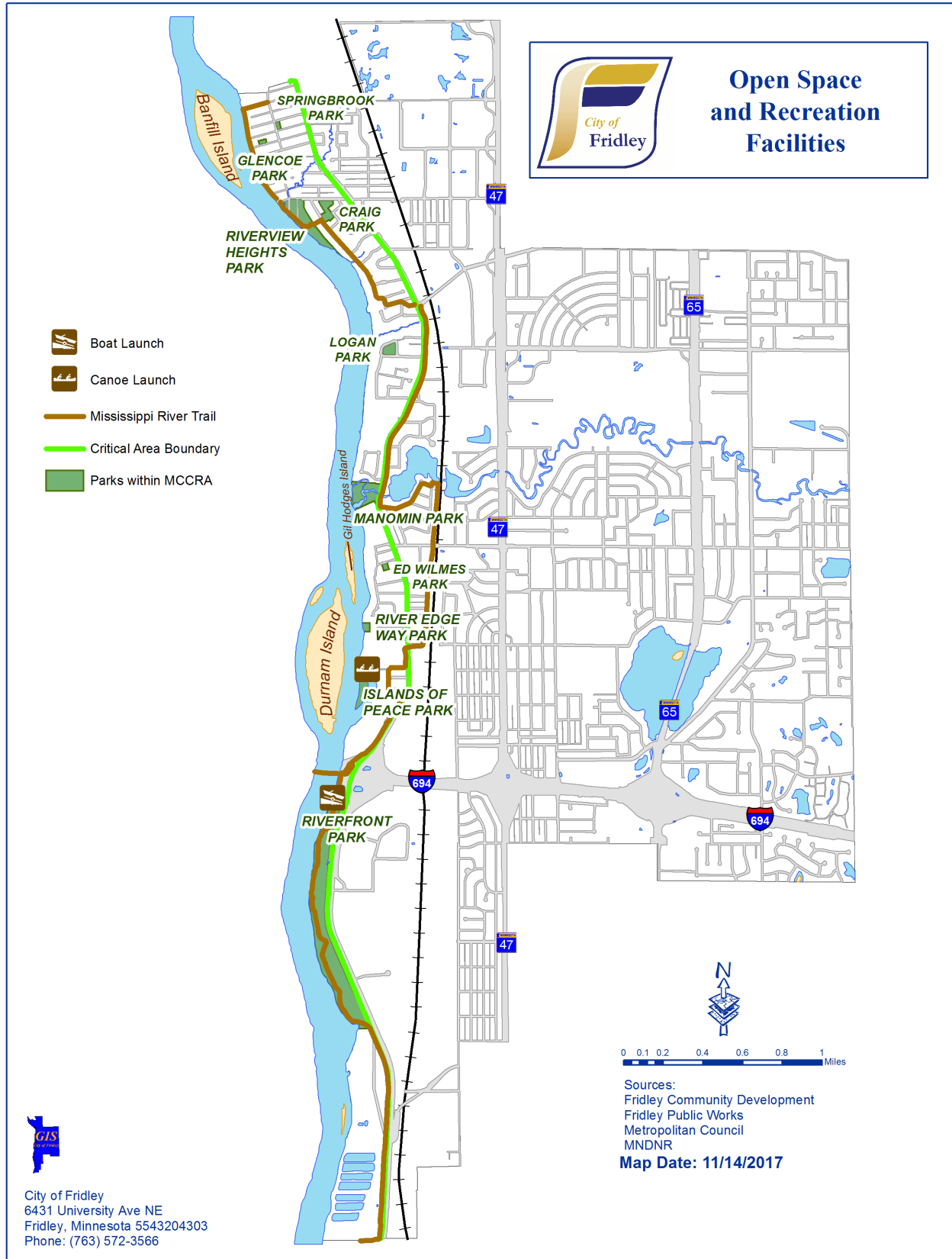
Other Primary Conservation Areas

Gorges and Areas of Confluences with Tributaries have not been identified in Fridley.

9.4 Open Space and Recreational Facilities

The MRCCA overlaps with the Mississippi National River and Recreation Area (MNRRA), a unit of the National Park Service. There are ten parks located within the Critical Area in Fridley and approximately 2.3 miles of river frontage is managed as parkland. The Critical Area also contains a portion of the multi-state Mississippi River Trail (MRT).

Figure 9.8 *Open Space and Recreation Facilities*



Of the ten parks located within the Critical Area, one is a regional special-use park owned by Anoka County (Riverfront Park), two are county parks (Manomin and Islands of Peace), four are neighborhood parks (Craig, Riverview Heights, River’s Edge Way, and Logan), and three are mini-parks (Springbrook, Glencoe, and Ed Wilmes). Five parks are located directly on the river (Riverview Heights, Manomin, River’s Edge Way, Islands of Peace, and Riverfront).

Riverfront Regional Park contains a motorized boat launch area. Water depths are fairly shallow in this part of the River. Other access points to the River are pedestrian-oriented and allow visitors to launch canoes and kayaks. River’s Edge Way is an undeveloped park that is maintained in a natural state for use as a possible trail connection and access point in the future.

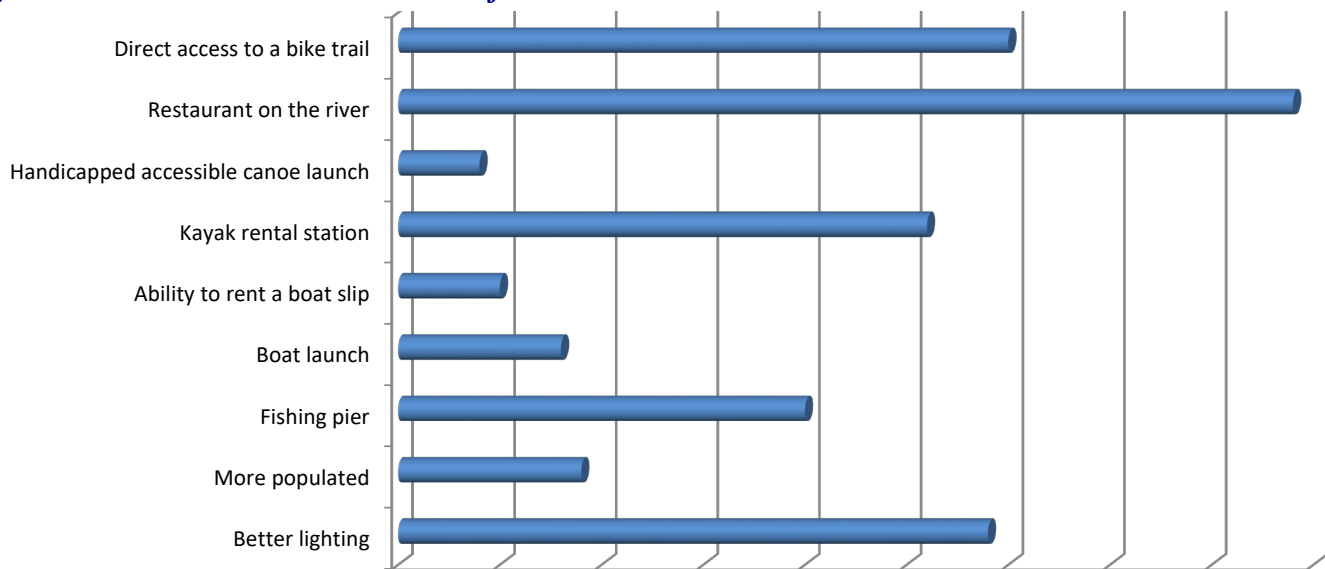
Table 9.1 Recreational Facilities

Park	Owner	Size (Acres)	Recreational Facilities
Riverview Heights	City of Fridley	7.4	Trails; picnic area
Manomin	Anoka County	15.0	Trails; picnic area;
River Edge Way	City of Fridley	1.3	None
Islands of Peace	Anoka County/City of Fridley	79.0	Trails; picnic area; canoe launch
Riverfront Regional	Anoka County	60.0	Trails; picnic area; boat launch; playground

Despite the large amount of park space, these parks are historically under-utilized. As part of the 2017 Citizen Survey, Fridley residents were surveyed on methods to increase use of the parks. Direct access to a bike trail was the second most common recommendation which emphasizes the need for increased publicity of the existing trails as well as increased connectivity within the Fridley trail system. The City is addressing these gaps through an evolving Active Transportation Plan (ATP). In the latest version of the ATP, East River Road and portions of Riverview Terrace were designated as priority streets for trails and sidewalks (see Chapter 4 for more information). Plowing trails during the winter is also crucial to ensuring year-round recreational opportunities.

Increased canoeing and boating access was also a common theme in the survey. The City currently only contains one vehicle accessible boat ramp along the river (Riverfront Park), one formal canoe launch which lacks adequate parking and visibility (Islands of Peace Park), and no opportunities to store or rent kayaks/canoes.

Figure 9.9 Desired Features in Riverfront Parks



No improvements to parks in the Critical Area are currently planned within the City’s 2019-2023 Capital Investment program; however, Anoka County has plans to redevelop portions of Islands of Peace Park. Expansion of parkland around Islands of Peace Park may also occur as opportunities arise from the development of the adjacent multi-family units in line with the North Start Transit Overlay District.

Additional open space and recreational facilities may also become available at the Camp Lockslea/Girl Scout Camp property currently owned by the Metropolitan Council. If the Camp Lockslea/Girl scout camp property is transitioned to parkland, public access to the River would be a priority.

9.5 Public River Corridor Views (PRCVs)

Public River Corridor Views are those view-sheds determined to be of high value within the MRCCA. Within the City of Fridley, PRCVs are located within the public parkland along the River. Many of the riverfront parks for Fridley and the Cities of Brooklyn Park and Brooklyn Center are located across from one of another or the River’s undisturbed islands. These natural view-sheds are a scenic amenity for park visitors, providing an opportunity to connect with nature in the middle of an urban area. Public River Corridor Views should be protected to ensure the existing unique character and aesthetics of the MRCCA. Public River Corridor Views in Fridley are located within:

Riverview Heights Park

Riverview Heights Park provides a view of the outlet of Springbrook Creek (County Ditch 17) into the Mississippi River, with a decorative pedestrian bridge that forms part of the Mississippi Regional Trail. This view is valuable due to the ability to see the confluence of the two waterbodies, and it’s location along a pedestrian/bicycle route. Negative changes would include damage to the bridge or significant deforestation across the river.

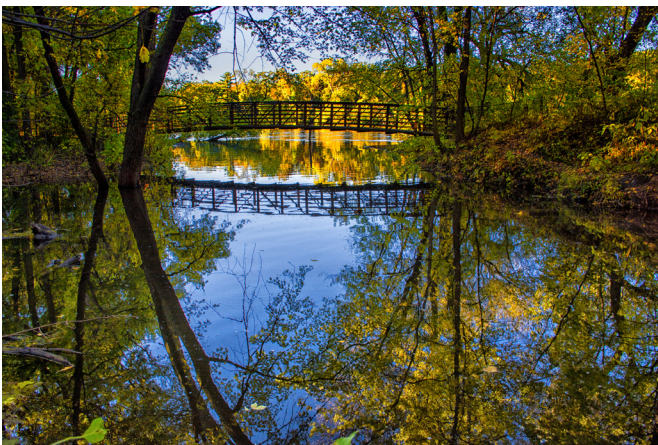


Photo 1. View of River from Riverview Heights Park

Additionally, Anoka County has identified PRCVs from parks that they own and/or manage in the City of Fridley, including Manomin Park, Islands of Peace Park, and Riverfront Park. These PRCVs can be found in the Anoka County Park System Plan. The City acknowledges that all identified views in Fridley, as well as those located across the River in the Cities of Brooklyn Park and Brooklyn Center should be protected from impact.

9.6 Transportation and Public Utilities

Transportation

There are three main transportation facilities located within or near the Fridley Critical Area: Interstate 694, East River Road, and the BNSF Railroad. Interstate 694 is the only vehicular transportation route across the River in Fridley and consists of two bridges- one carrying eastbound traffic and the other carrying westbound traffic. The MRT runs along the northern side of the bridge with views of the River. I-694 has been designated by the Metropolitan Council as a principal arterial carrying traffic to and from metropolitan sub-regions.

East River Road (Anoka County Road 1), is a minor arterial road that carries traffic in a north-south direction along the River. A master plan for the East River Road corridor was developed by Anoka County and the Cities of Coon Rapids and Fridley in 2012. Recommendations including addition of trails and transitioning certain connector streets to cul-de-sacs. Improvements to East River Road are expected to be implemented over time as funding permits.

East River Road Vision Statement

The Cities of Fridley and Coon Rapids, with Anoka County, will develop a safe and visually appealing corridor, one that embraces the residential feel and natural environment in the area, and provides for effective pedestrian, bicycle, and transit connections.

The BNSF railroad yard and right-of-way lies east of East River Road, outside of the critical area. However, the location of the railroad is a barrier for transportation into and out of the Critical Area as there are limited roads and trails which cross the tracks. On the other hand, the Northstar Commuter Line provides a convenient mode of public transit into Fridley, allowing regional access to the City's and County's riverfront parks.

Transportation facilities are not scheduled in the City's 2019-2023 Capital Investment Program; however, road reconstruction projects are planned in 2023, 2024, and 2025 (see Transportation Chapter).

Power Generation/Utilities

There are no existing or planned power generating facilities, including wind farms or solar farms, within the MRCCA; however there are transmission line crossings as well as natural gas line crossings underneath the River in the Fridley Critical Area. Since the 2030 Comprehensive Plan, two 42-inch sanitary sewer forcemains have been installed by the Metropolitan Council under the River to connect to a sanitary sewer pump house in Brooklyn Park. The Metropolitan Council has plans to construct a lift station within the Girl Scout Camp property.

Storm sewers in the City of Fridley range in size from 12-inches to 84-inches. While outfalls used to discharge surface runoff directly into the river, efforts have been made to retrofit the storm sewer system upstream to reduce velocities and improve water quality.

Attached rooftop solar is allowed in all land-uses in the MRCCA without a special-use permit. Detached solar facilities and wind generating facilities are allowed in the MRCCA with a special use permit. Impacts to PRCVs and PCAs are considered as part of the special use permit process.

Water Intake Facilities

Both the Saint Paul Water Pumping Station and the Minneapolis Water Treatment and Distribution facility exist in the Fridley Critical Area. The Saint Paul Pumping Station is located east of 75th Way NE in the CA-RN River Neighborhood District. The Minneapolis Water Treatment and Distribution facility is located west of 43rd Avenue in the CA- UM Urban Mixed District.

9.7 Surface Water and Water Oriented Uses

The Mississippi River is a “working river” and is utilized as an important mode of transportation into and out of the Metropolitan Area. This transportation would not be possible without a channel maintained by the U.S. Army Corps of Engineers for barge traffic; however, this channel does not extend in to Fridley. Fridley does not regulate Surface Water uses under Minnesota Statutes, Chapter 86B.

Barge Traffic

The City of Fridley’s reach of the river corridor does not contain a navigation channel maintained by the Army Corps of Engineers; therefore, barge traffic is prohibited.

Sea Plane Activity

Under the division of Aeronautics Regulations, Aero 13 (seaplane operations), the surface of the Mississippi River adjacent to the western boundary of the City has been designated as a seaplane operations area. Utilizing the River for this purpose would occur strictly on an emergency basis.

Recreational Boating

Small motorized watercraft can access the River in Fridley from the Riverfront Regional Park. Additionally, some private properties maintain personal docks. During the 2017 Citizen Survey, Fridley residents indicated an interest in non-motorized boating along the River, including the ability to rent and store canoes and kayaks. Since there is no barge traffic within the portion of the River in Fridley, increased canoes and kayaks should not present a conflict in this area.

Water-Oriented Land uses

Existing water-oriented land uses are related to utilities such as drinking water intake systems. The only planned water-oriented land use is a Metropolitan Council lift station at the Girl Scout camp.

9.8 Resiliency

Communities along waterways such as the Mississippi River are particularly vulnerable to the impacts of climate change due to risks of flooding. As a river community, the City of Fridley must account for the effects of increased rain storms and higher water levels on the stability of its shorelines, the functioning of its infrastructure, and the safety of its residents. Effective shoreland management, such as planting deep-rooted native vegetation and limiting floodplain fill, can help mitigate the negative impacts of higher water and increased erosion. Ensuring that buildings and infrastructure near the River are located and designed to minimize flooding can minimize risks to life and property.

9.9 Goals and Objectives

These goals and objectives have been agreed upon related to the vision of keeping Fridley *safe, vibrant, friendly, and stable*:

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

Objectives:

- Housing and infrastructure are located and designed to reduce risks of flooding, erosion and potential for bank failure.
- Shorelines are planted with deep-rooted native vegetation to reduce soil erosion and potential for bank failure.
- Flood storage is provided to accommodate rising water.

Goal # 2: Provide a Vibrant community in the Twin Cities.

Objectives:

- Access to the River is enjoyed equitably through various modes and in balance with protection of natural resources.
- Residents on both sides of the River are able to enjoy scenic views and natural settings from public and other valued areas.
- Transportation and utilities are designed efficiently to minimize impact on the natural resources, Primary Conservation Areas, and scenic amenities of the Critical Area.

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

Objectives:

- Coordinate with our partners such as Anoka County, Watershed Organizations, the Department of Natural Resources, and the National Park Service, to ensure efficiency management of the MRCCA.
- Surface Water and Water Oriented Uses occur in harmony.

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

Objectives:

- Minimize impacts to Shore Impact Zones, Bluff Impact Zones, wetlands, floodplains, and Primary Conservation Areas.
- Design and manage the Critical Area for resiliency against climate change.

9.10 Policies

The following policies have been established to guide development within the MRCCA

- New development along the riverfront shall have a relationship to the river, the potential to increase river access, and the capability of enhancing the river environment.
- Land use, development, and redevelopment activities shall be guided in a manner consistent with the management purposes of each District, the Critical Area Plan, the Transit Oriented Development Master Plan, site development policies, and the Shoreland, Critical Area, Transit Oriented Development, and Floodplain zoning overlay districts, and other relevant policies.
- Primary Conservation Areas (PCAs) including Shore Impact Zones, Bluff Impact Zones, wetlands, floodplains, natural drainage routes, native plant communities (floodplain forests), native and existing vegetation, unstable soils and bedrock, and significant cultural and historic properties shall be protected and impacts to these PCAs from public development, private development, and land use activities shall be minimized.
- Alternative design standards that protect PCAs and achieve better restoration results shall be prioritized.
- Impacts to PCAs in restoration priority areas identified in Figure 9.7 shall be mitigated through the Special Use Permit, variance, vegetation permit and subdivision/PUD processes through subdivision, variance, and other permits.
- Opportunities to restore vegetation and promote uninterrupted vegetated shorelines along the Mississippi and its tributary streams and ravines (such as Rice Creek, Springbrook, Stoneybrook Creek and Oak Glen Creek) shall be sought to preserve a natural look of the river, enhance PRCVs, provide ecological corridors to nearby natural areas (such as Springbrook Nature Center).
- Restoration of removed Native Plant Communities and natural vegetation in riparian areas, stabilization of erodible soils, riparian buffers, and bluffs and steep slope shall be a high priority during development and required to be restored if removed by development.
- Proposed development sites shall be evaluated for erosion prevention and bank stabilization issues (note, priority areas for erosion prevention, and bank/slope stabilization have not been identified).
- Permanent protection measures that protect PCAs shall be made and public spaces (such as overlooks, plazas, historic landscapes, or interpretive facilities) shall be encouraged where possible in new development or redevelopment projects in the corridor.
- Park dedication that is generated within the corridor shall consist of land within the corridor or, if cash is given in lieu of land, the cash should be used towards improving open space, riverfront access, or other public service within the River Corridor.
- Efforts to limit the discharge of point and non-point pollution sources into the River shall be supported to protect and enhance water quality.
- Transportation shall be designed to minimize impacts on residential, recreational, scenic, and environmentally sensitive areas.
- Work with the Anoka County Historical Society (ACHS), the State Historic Preservation Office (SHPO), Native American groups, and any other interested organizations to identify, protect, and preserve historic sites, historic buildings and archaeological resources within the corridor.
- Reduce the use of salt on area roads by encouraging greater use of alternative materials for winter maintenance and other best management practices while considering public safety needs.
- Provide easements for future trail corridors and connections in new developments, redevelopments, and appropriate tax-forfeited parcels within the Corridor.

- Evaluate options to facilitate crossing the BNSF railroad from the eastern side of the City into the Corridor.
- Evaluate options to connect CA-SR district land to existing and planned parks and trails. Coordinate with Anoka County on the management of riverfront parks to reduce the environmental impacts of parks and promote increased environmental resilience.
- Promote Fridley’s riverfront parks as destinations, including for users of the NorthStar Commuter Rail.
- Encourage creation, connection, and maintenance of open space, recreational facilities, including public access to the river.
- Promote opportunities for multi-modal transportation including bicycle, kayak, canoe-sharing and pedestrian use.
- Facilitate educational activities that offer information on the natural and built environment within the Critical Area Corridor.
- Protect and minimize impacts to Public River Corridor Views identified by the City, Anoka County, and Cities adjacent or across the River to Fridley public and private development activities as well as vegetation management activities.
- Seek opportunities to restore vegetation to protect and enhance PRCVs identified in this plan.
- Coordinate with river corridor neighborhoods to identify additional river views or corridors and link them with the City’s Active Transportation Plan
- Encourage the design of redevelopment to maximize off-site views to the Mississippi River and associated natural features.
- Minimize impacts to PCAs and PRCVs from solar and wind generation facilities, public transportation facilities and public utilities.
- Prohibit installation of billboards or other advertisement signs that are visible from the river or its opposite shores.
- Ensure new or modified transportation and utility facilities complement the planned land and water uses and do not stimulate incompatible development.
- Minimize utility crossings and encourage the location of necessary crossings along existing bridges and utility crossings. If feasible, crossings should be underground and should not negatively impact natural or cultural significant resources.
- Encourage the placement of utilities underground.
- Manage the use of River for complimentary recreational uses.
- Evaluate commercial uses and water-dependent uses of the River in Fridley as they occur.

9.11 Action Steps

The DNR recently updated the rules and regulations regarding Mississippi River Critical Corridor Area that leads to inconsistencies with the City of Fridley’s zoning overlay district and zoning map. Updating the City of Fridley code and associated permit will facilitate the development process for residents and reduce inefficiencies.

- **Action Step:** 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.

- **Action Step:** 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 PCAs and PRCVs for compliance with the MRCCA plan and with Minnesota Rules, part 6106.0070, Subp.5 - Content of Ordinances.
- **Action Step:** Update zoning map with new MRCCA districts.
- **Action Step:** Develop administrative procedure for integrating DNR and local permitting of riprap, walls, and other hard armoring as needed.
- **Action Step:** 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.
- **Action Step:** Ensure that information on the location of PCAs and PRCVs, permitting standards for land alteration activities, and location of restoration priorities is readily available to property owners to understand how relevant ordinance requirements apply to their property for project planning and permitting.
- **Action Step:** 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 Special Use Permits, variances and subdivision processes.
- **Action Step:** Establish process for determining appropriate mitigation procedures for impacts to PRCVs and PCAs identified this plan in Special Use Permits, variances and subdivision processes.
- **Action Step:** Establish procedures for prioritizing protection of PCAs when necessary.
- **Action Step:** Develop process to actively communicate with other communities to protect PRCVs that are valuable.
- **Action Step:** Develop a system for reviewing, tracking, and monitoring open space required as part of the subdivision process.
- **Action Step:** Ensure that solar and wind generation facilities, public transportation facilities, and public utilities have minimal, if any, impact on PCAs and PRCVs.

The City of Fridley's riverfront parks are historically under utilized for recreation. Current barriers for park use include lack of crossings over the BNSF railroad to the Parks, trail gaps to reach the parks via multi-modal transportation, and a lack of amenities.

- **Action Step:** Update Active Transportation Plan to include connections to Parks within the Critical Area. Include funding for trails within the budget for Capital Investment Projects.
- **Action Step:** Coordinate with the BNSF railroad to establish methods to safely cross the railway to access the Critical Area.
- **Action Step:** Coordinate with partners to promote the River and riverfront parks as destinations and install infrastructure to support multi-modal transportation.
- **Action Step:** 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.
- **Action Step:** Implement the Transit Overlay District to bring restaurants and other commercial amenities closer to the Islands of Peace Park.
- **Action Step:** Prioritize public access to the River in the redevelopment of Camp Lockslea/the Girl Scout Camp property owned by the Metropolitan Council.
- **Action Step:** 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.

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Chapter 10. Public Facilities



Fridley Civic Campus

Public Facilities

10.0 Purpose

The purpose of this chapter is to not only provide an inventory of the facilities that are City owned and operated, but also to allow the City to assess its future facility needs. Starting near its boundaries, the City's entry monument signs are an example of public facilities owned by the City. Inventory of City owned and operated facilities revealed that there are a total of 112 existing facilities with the two new buildings for the Fridley civic campus. Facilities as counted include: entry monument signs, wells, pump houses, water towers, water treatment facilities, cold storage buildings, and those buildings that you more commonly think of when you hear the word facilities such as City Hall and the Public Works Garage.

10.1 Public Facilities Inventory

New Civic Campus

A very analytical approach was used to determine whether the next fifty years would be spent in the existing City Hall/Police/Fire facility, or whether a new modern complex would be the best for continuing the delivery of high quality service to Fridley Residents and businesses.

Ultimately, a decision was made to combine the services that the City provides into one convenient location to better serve its customers. This Civic Campus Concept now will include: City Hall, Fire Station 1, Police/Public Safety complex, and a new Public Works Complex. The Public Works complex construction will be completed in June 2018 and the City Hall/Fire/Police complex will be ready to occupy in November 2018.

Much effort was taken to assure that the building is built with equipment that will maximize efficiency of the overall operation. The City worked with its architects (BKV Group) and Xcel Energy to specify a package where each device is at least a step above the standard Minnesota Energy Code requirement. In some cases, items such as controls specified were several steps above what the standard energy code requires. Other efficiencies were built into the complex as well. The interior spaces will be easy to navigate for the customer, as the layout has been done in a manner that allows a far more intuitive understanding of how to get to the various department locations.



Civic Campus Construction, December 2017, photo by Ryan Wickstrom

Police Station

The Police Station on the New Civic Campus is modern in every sense of the word. The security system has been thoughtfully designed to ensure a safe, friendly, vibrant, stable feel for campus visitors, staff and the general public. Like City Hall, the space will be intuitive for visitors who choose to visit the Police Station. Internal spaces again will be designed with a more open floor plan allowing daylight and a very positive work environment.

A squad garage below City Hall will keep the police fleet of vehicles out of the weather and will eliminate the wear and tear on the vehicles that comes with otherwise keeping them running and ready for calls.

An Emergency Operations Center (EOC) has also been designed and built into the complex and will serve as command central in the event of an incident and will also serve as a training center for public safety staff.

Public Works Garage

The garage is a new and modern paradigm of public works complexes. It will allow the City to keep its expensive, large scale (plow trucks, vacuum truck, street sweeper, sewer operations trucks, and mowers), fleet indoors.

Maintenance of all City vehicles can now occur inside in a temperature enclosed environment that is appropriate for the safety and wellness of those maintaining the fleet. Offices for the Public Works Staff will also be included in the new Public Works Building. A ground floor bathroom will be open to the public during off business hours. This will allow those using the plaza an opportunity to use that convenience when enjoying the plaza and pathways.

Outdoor Plaza

An Outdoor Plaza, pond, aerator fountains, an amphitheater, and trail system were also integrated to further the cause of health, wellness, and outdoor enjoyment for the public. Daytime and nighttime lighting will be appropriate for the safe enjoyment of the campus and an advanced security system has been specified and will be installed to assure peace of mind. A generous donor has offered to assist with the funding of a band shell for the amphitheater. Evaluation of what the band shell will include and how it will be designed is essential to assure the open-space feel and view shed to the park beyond is not negatively impacted by its construction.



Outdoor Plaza

Existing Administrative, Police, and Fire Building

The existing City Hall/Police/Fire complex will be vacated for another user or buyer to occupy. It is the City's goal to make the site available to a tax-paying entity that will help to broaden the tax base and place one more site in the private land owner category. As the site is in a redevelopment zoning district, the options are wide ranging as to what the site's re-use will be.

The frontage road along University Avenue directly in front of the current Fire Station and former Cummins building at 6499 University will be removed and will be repurposed for pathway and pervious area that will be both aesthetic and environmentally sensitive.



Fridley Civic Campus

Fire Stations

Fridley has three fire stations. Fire Station 1 is housed in the Municipal Center and was originally constructed as the Village Hall in 1949. This station houses the administration and staffing for emergency response. The five apparatus bays are designed to accommodate vehicles and supporting equipment.

Fire Station 1 will be relocated as part of the construction of a new Municipal Center. The new station will house the administration and staffing for emergency response as well as the training facility and six apparatus bays designed to accommodate vehicles and supporting equipment. A new training facility will include: a shared class room that will also serve as an emergency operations center, a second level fire simulation and building search area and a four story tower that includes confined space and rope rescue.

Fire Station 2, located at 6381 Old Central Avenue, was constructed in 1988. The living quarters are leased and furnished by Allina Transportation as a base for ambulance service.

Fire Station 3, located at 110 77th Way, was constructed in 1989. Station 2 and 3 each has about 2,000 sq. ft. of space and is only staffed when personnel are called back for emergencies. Each station is well maintained with recent replacement of interior



Fire Station 2

lighting, carpeting and paint.

A feasibility study conducted in 2013 indicated “The two sub-stations, Stations 2 and 3, are in good condition and meet the current needs adequately. However, both are at maximum storage capacity and have no room for future expansion.” Stations 2 and 3 were considered in the planning of the new Fire Station 1 and the recommendation was to keep these two stations in service. Future changes in staffing or consolidation of services with another department could allow the status of one or more of the stations to change.



Child dressed as a firefighter climbing into a firetruck

Liquor Stores

The City of Fridley owns and operates two municipal liquor stores. The Fridley Market location is leased space located near University and 694 and is the larger of the two stores. The secondary store, referred to as the Moore Lake store, is located at 6289 Hwy 65. In 2017, it's anticipated that Fridley's liquor operations will provide nearly \$340,000 in funding to offset the City's operational and capital expenses. Over the years this funding has been an essential revenue source and has helped the City maintain low property taxes for the benefit of its residents and businesses.

The City is continually reviewing its liquor operation to ensure the business is viable and competitive. This task has become increasingly difficult as large retailers have moved into the metro and as traffic and neighborhood trends have evolved, but the City has seen its successes, the Fridley Market location is a prime example of how that work and investment have paid off. With the revitalization in that neighborhood in the past three years and with the Fridley Market liquor store remodeling project, gross profits have continued to increase. This increase in net profits does not match downward trends seen around the metro area with municipal liquor operations. Prior to renovations, gross profits were steadily declining about 3% per year. Since renovations of the store and the revitalization of the area, gross profits have increased on average 10% per year.

In 2017, the City completed a market analysis of the two existing stores along with determining if a third store

would provide additional profit or just shift the current customer base. Based on the current market environment, the study identified that a third site located on the north end of the City could generate additional profit for the City's liquor operation. That store would be dependent on the impact of a 2017 liquor license change approved by the City of Coon Rapids, the City bordering the north. Coon Rapids removed a restriction imposed on grocery and warehouse/membership type stores which limited the types of allowable liquors to be sold. In addition, the City of Spring Lake Park bordering the east side of Fridley is prepared to sell its liquor operation to a large liquor



Fridley Marketplace Liquor Store

franchise. Fridley plans to monitor these recent developments and will continue to analyze the viability of expanding its liquor operation.

The Moore Lake liquor store building is owned by the City and provides 21% of the total net profit for the City's liquor operation. Sales at this store have been declining for nearly two decades as a result of changing traffic patterns and accessibility. This store is due for significant non-routine maintenance and improvements. Staff has identified and prioritized the work necessary and has incorporated those improvements in the City's Capital Investment Program. The City has suspended scheduled non-routine maintenance and improvements until a determination of a third store is made.

Finally, in 2017 the state legislature amended state law allowing for Sunday Liquor sales. This is believed to be the first change in many anticipated in liquor laws with continued pressure coming from grocery and private liquor operations to modify current restrictions allowing for expanded service areas and delivery options. 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 operation.



Fridley Liquor Store

10.2 Needs Assessment

Staff has evaluated the unused platted roadways, alleys and miscellaneous parcels throughout the City to determine what needs to be maintained and what needs to be placed back on the tax rolls by virtue of vacation, or land sale. It is the policy of the City to sell land that is not needed for planned redevelopment projects or future planned roads with the intent of getting that property back on the tax rolls.

Non-vacated, But Unused, Alleys & Streets

Early plats and planning processes generally resulted in layouts for streets and alleys. Most of those were utilized and are evident today. For those that were not utilized, a determination should be made regarding its future usefulness. In 2017, a 60' street right-of-way that existed between properties was vacated and 7,200 sq. ft. was given back to adjacent properties, not only for their enjoyment, but also as an opportunity to get property back on the tax rolls and to be maintained by private owners, rather than the City.

Like the 2017 vacation and giveback, the City has other situations identical to that example. Where those lots exist, the City needs to evaluate the best future use and either create a plan using the parcels, or like the 2017 example, vacate and allow the land to be used by private properties that pay taxes.

Entry Monuments

On each major corridor through the City there are two entry monument signs welcoming folks to Fridley, one north, and one south. A seventh sign exists at the south-west quadrant of the intersection of Mississippi Street and University Avenue. The signs are made of top grade, Clear-Heart Redwood and were sandblasted, painted and installed in honor of the City's 50th Anniversary (1999). Originally, the signs were produced by a sign Company in Osseo, MN. The City has sought to repaint the signs on a 5-year scheduled rotation. Currently, the south facing signs are ready again for a refresh and typically need to be re-painted more often due to sun. The City's Public Works Staff uses its most artistic staff member's talents in this effort to assure that the painting refresh pays homage to the original painting and techniques used on the sign and they will assure we keep the message and art around it fresh and welcoming. The expense for time and materials to complete this task has been absorbed in the Public Works Maintenance Budget.



Fridley Welcomes You

10.3 Resiliency

In order to be a stable community, Fridley needs to be able to withstand the effects of natural disasters. Disasters most likely to impact life in Fridley are flooding, drought, and wind damage. When disaster strikes, Fridley residents have come to rely on the City for help. Business owners expect the City to prevent their street from flooding and homeowners expect the City to collect tree waste for free when a wind storm passes through. Decades ago, the City had abundant financial reserves to be able to front the cost of emergency cleanup, while the City applied for a FEMA disaster declaration approval for reimbursement of costs. But, the City is not as well positioned financially now, as those reserves were used to pay daily expenses over the past 16 years due to Charter restrictions that prevented the City from increasing utility fees to cover increased rates from the Metropolitan Waste District.

The challenge now is how can the City be more resilient? How can the City be prepared for the next tornado? How can the City protect property owners from the impacts of a flood? How can the City minimize the impacts of a drought? Many action steps in this plan address ideas on how the City can become more resilient in times of crisis and what the City can do to minimize contribution to greenhouse gas emissions. One thing being considered at the new Civic Campus is installation of an electric vehicle charging station for customers.

Every few years, the City updates its Emergency Operations Plan. Anoka County has an extensive Multi-Jurisdictional Hazard Mitigation Plan and full time emergency staff. The City also monitors programs that FEMA offers to buyout properties in danger of flooding so loss of life and property can be prevented.

10.4 Summary and Action Steps

In 2018, the City will open its new Civic Campus on University Avenue between the stop light on University Avenue and 69th and 73rd Avenue. The Rice Creek Regional Bike Trail crosses University Avenue at grade near the stop light at 69th Avenue, which has a 55 mph speed limit in this location. In addition, the City plans to sell part of the property to build an estimated new 500 housing units, which will increase the number of people desiring to take transit at the existing transit stops, which are slated to become one of the Central BRT line stops.

- **Action Step:** Study the feasibility of constructing a trail overpass at 69th and University Avenue (Hwy 47).

A generous donor has offered to assist with the funding of a band shell for the amphitheater on the new Civic Campus.

- **Action Step:** Evaluation of what the shell would include and how it would be designed will be essential to assure the open-space feel and view shed to the park beyond is not negatively impacted by the construction of a band shell.

The frontage road along University Avenue, directly in front of the current Fire Station and the office building at 6499 University, will be removed and will be repurposed for pathway and pervious area that will be both aesthetic and environmentally sensitive.

- **Action Step:** The City will evaluate the best reuse of the former frontage road and incorporate that design and implementation into the development agreement for the reuse of the existing City Hall/Police /Fire Complex at 6431 University Avenue.

Fire Stations 2 and 3 were considered in the planning of the new Fire Station 1 and the recommendation was to keep these two stations in service. Future changes in staffing or consolidation of services with another department could allow the status of one or more of the stations to change.

- **Action Step:** Continue to study efficiencies and potential re-use of these satellite fire stations and make recommendation for re-use if/when a station is deemed non-essential.

The City is continually reviewing its liquor operation to ensure the business is viable and competitive.

- **Action Step:** 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 operation.

Staff have evaluated the unused platted roadways, alleys and miscellaneous parcels throughout the City.

- **Action Step:** The City will work to determine what needs to be maintained and what needs to be placed back on the tax rolls by virtue of vacation, or land sale.

The City's Emergency Preparedness Plan has not been updated for a few years.

- **Action Step:** The City will update its Emergency Preparedness Plan, coordinating with Anoka County's plan.

Construction of a new Civic Campus offers new opportunities for energy reductions.

- **Action Step:** The City will explore options for new fleet vehicles, as they are scheduled for replacement, which reduce the City's contribution to greenhouse gas emissions.



Fridley City Hall Rendering

The new public facilities in Fridley's new civic campus represent Fridley's future growth and ongoing redevelopment. Significant changes are occurring in many highly visible locations in the City, demonstrating how the community is growing and changing. These new facilities also demonstrate a new focus on connecting new office and housing development to nearby park amenities, offering workday recreation in addition to leisure recreation. Streets are being designed differently to offer safe passage for multiple modes of transportation, which has not occurred in previous developments. Attention is also being made to how storm water can be treated as an amenity rather than just piped underground. The changes incorporated into new public facilities serve as a guide for private development and will improve the City's resiliency.

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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).

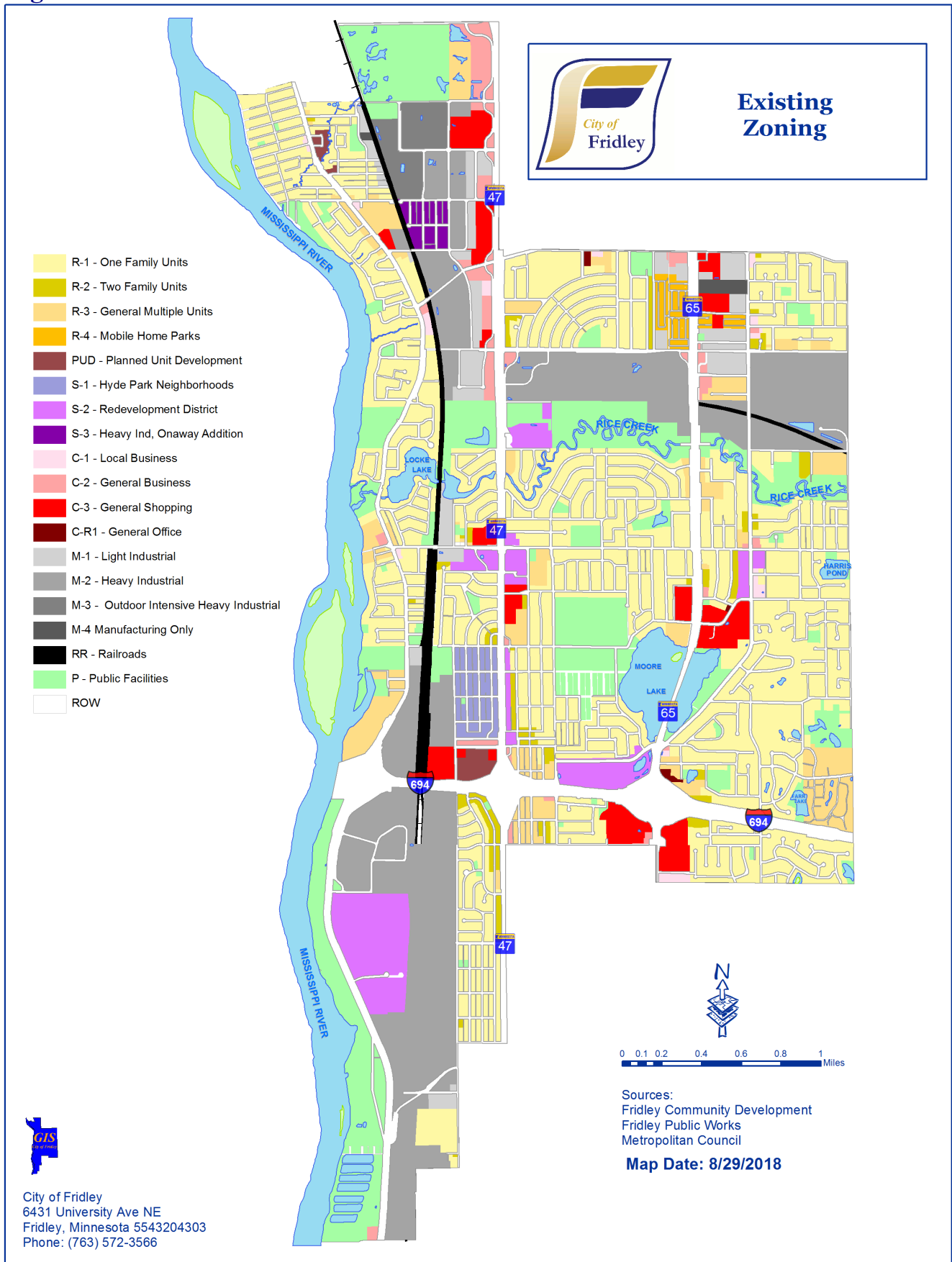
C-2 District - General Business District

- 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.



Appendix A. 2017 Citizen Survey Results





2017 SURVEY RESULTS

2040 COMPREHENSIVE PLAN PREPARATION

2017 PUBLIC ENGAGEMENT

- Feb 4, 2017 Home & Garden Show
- May 20, 2017 Town Hall meeting
- June 16, 2017 SRTS event on 7th Street
- Web site survey
 - 49ers Day Parade
 - Bus Stops
 - Nite to Unite
 - Email burst to web site update subscribers

3 PARTS TO SURVEY

1. Streets

2. Parks

3. General



GENERAL CATEGORY RESULTS

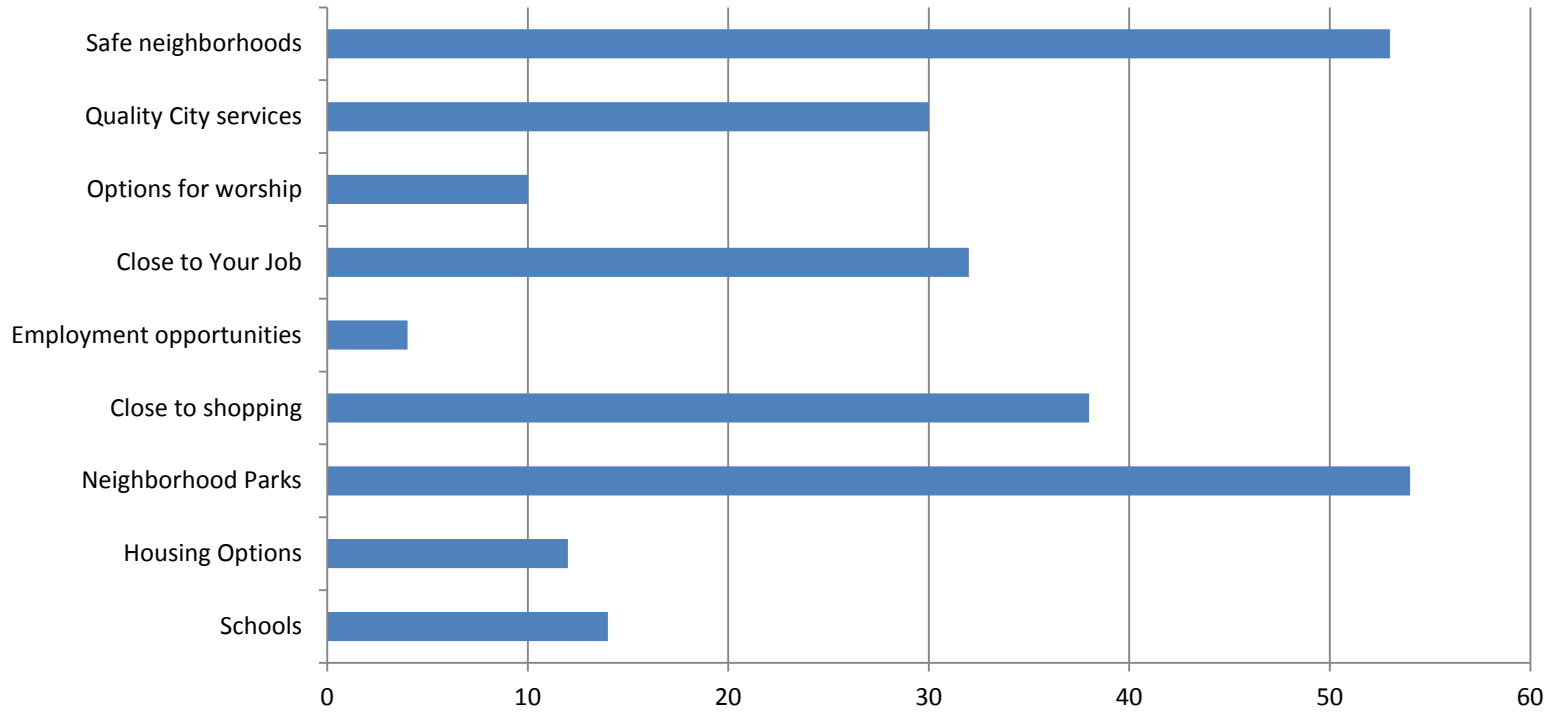
- 97 responses, 90 of which were current Fridley residents
- Results unscientific, but valuable
- Electronic format allowed for candid, write-in, responses

QUESTION 1

What are your top favorite things about Fridley?



WHAT PEOPLE LIKE BEST:

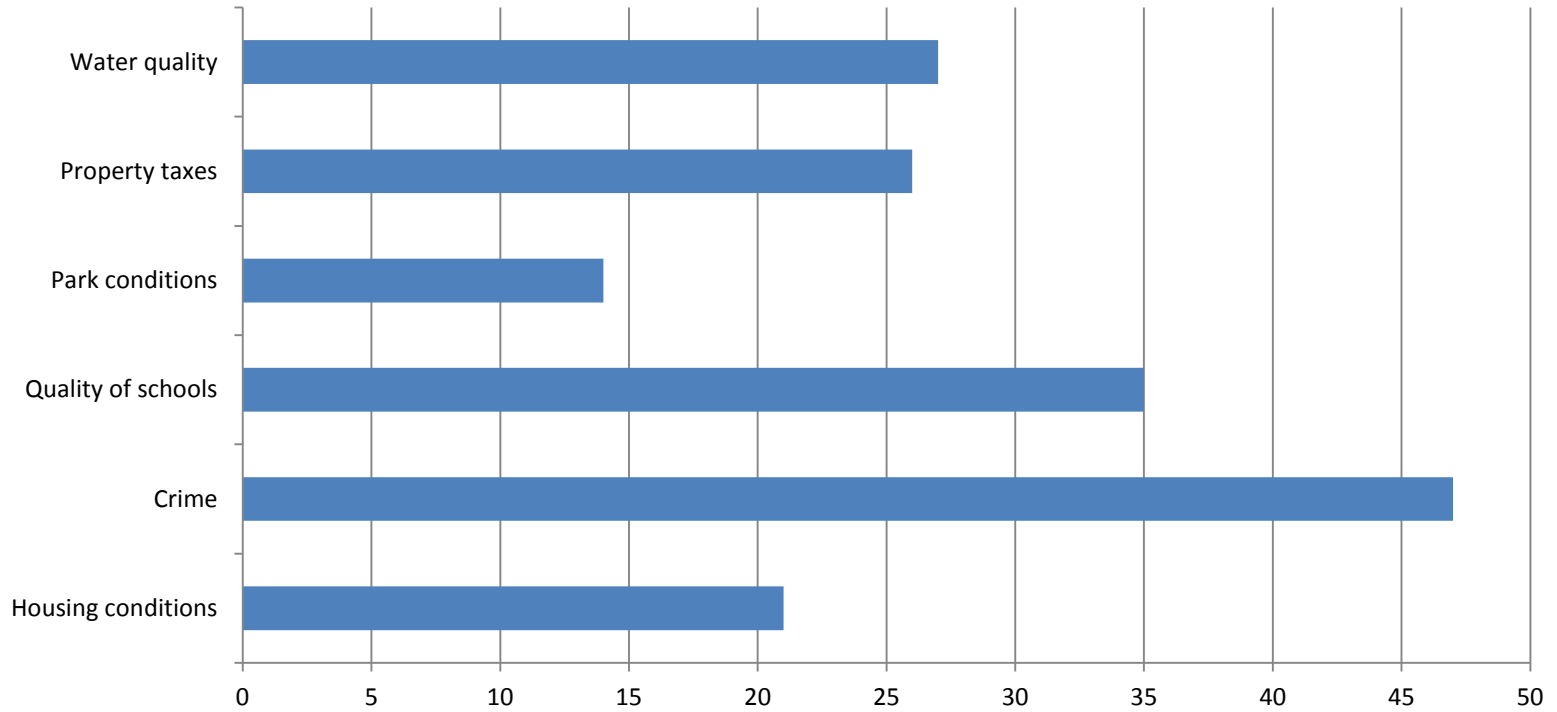


QUESTION 2


What are your top concerns about Fridley?



PEOPLE ARE CONCERNED ABOUT:

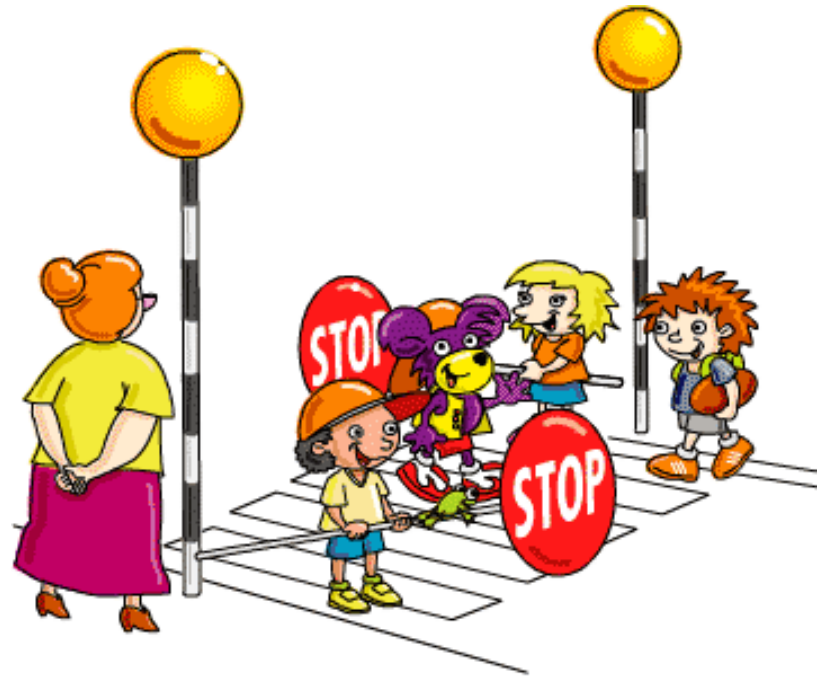


OTHER CONCERNS WRITTEN IN:

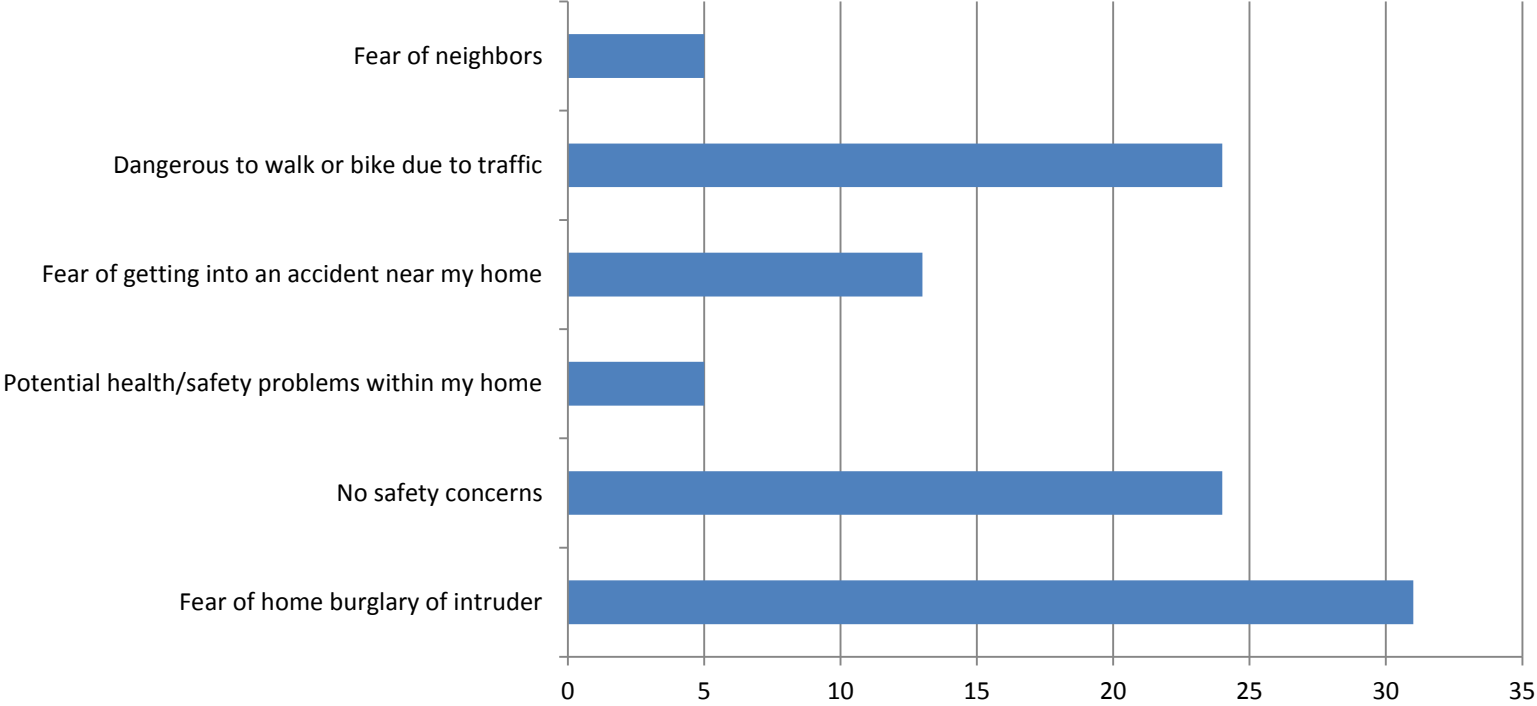
- Osborne Road
 - Transit
 - High water table/basement flooding
 - Too much police presence
 - Several buildings needing updating
 - No retail/space for shops-brewery-library
 - Senior/senior affordable housing options
 - Traffic
 - Lack of walkability
 - Sustainability
 - Loosing street parking when streets are repaved
 - Invitation Homes buying up rentals and not maintaining them
- 

QUESTION 3

What is the greatest safety concern where you live?



SAFETY CONCERNS



FEARS PEOPLE WROTE IN:


- Unsafe buildings or property in my neighborhood
- No basement or safe room during a tornado
- Intense traffic on garbage days
- Osborne Rd
- Unsafe University Ave crossings, especially 61st
- Fear of petty crime, robbery, theft, vandalism
- Residential rental activity & upkeep
- Housing on ERR & other corridors looks bad
- Loud fireworks by people in area scares dog
- Illegal U-turns/congestion
- Snowbird discount on utility bill
- Rundown houses and unkempt yards
- People walking/biking on wrong side of road
- Walking the Rice Creek Trail alone
- Losing traffic lanes & street parking for bike lanes as is happening in Minneapolis

QUESTION 4


What services
would you like
the City to
provide or
discontinue?



SERVICES PEOPLE WANT:

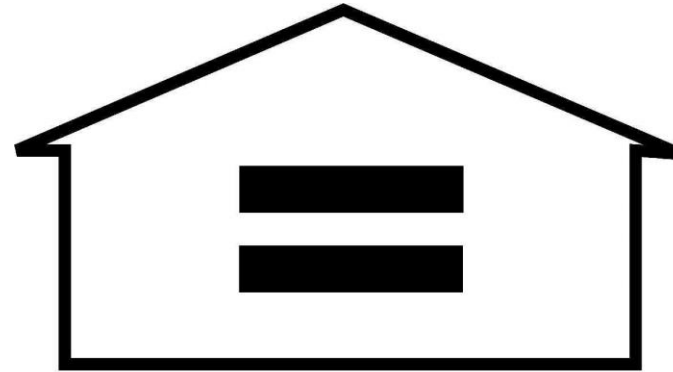
- Composting organics waste (sustainable lifestyle education) (6)
 - Provide organized garbage hauling reduced noise & wear on streets (5)
 - More bike paths/sidewalks (4)
 - Increased recycling services (weekly) (3)
 - Recycling day at Green Lights was great- no long lines
 - More transit options
 - Job fairs for high schoolers and college students
 - Plow sidewalks/trails better
- 

SERVICES PEOPLE WANT CONTINUED:

- Provide online text reporting to PD
 - Closely monitor rental housing maintenance
 - Establish a "Little Free Pantry" program
 - Dog park/run at Briardale Park
 - Continue with Community Center & provide more funding to afterschool programs
 - Traffic control on 57th (between Main St & University)
 - Provide more low income housing/important diverse population
 - Want the City to do more for the environment
 - Need more recreational activities not just geared towards kids & team sports
- 

WHAT SERVICES SHOULD CITY DISCONTINUE?

- Discontinue Section 8; too many low income rental housing units



Equal Housing
Opportunity

QUESTION 5

Do you prefer
quarterly or
monthly utility
billing?

75% Quarterly

25% Monthly



QUESTION 6

When it comes to recycling bulky items, what do you prefer?

49% prefer to save some money in trade for waiting in long lines

51% would opt to pay more for a permanent facility that's available more hours



QUESTION 7

Are you interested
in curbside
organics
collection to
reduce your
amount of
garbage?


39% Yes

33% Depends on
cost

28% No



PARKS RELATED QUESTION RESULTS

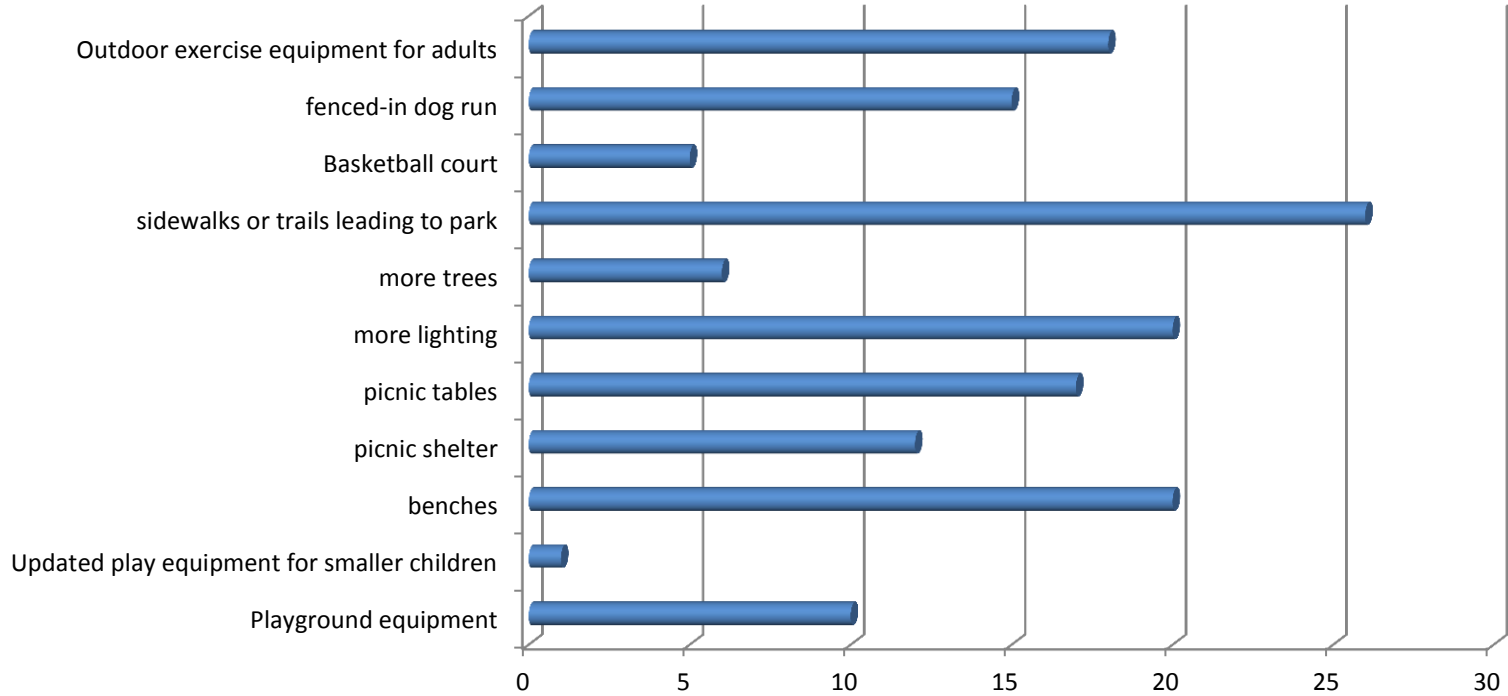
- 81 Responses, 75 of which were Fridley residents
 - No breakdown by age
- 

QUESTION 1


If you could change your neighborhood park, what new amenity would you like to see added?



AMENITIES PEOPLE WANT TO SEE ADDED



ADDITIONAL DESIRED AMENITIES ADDED

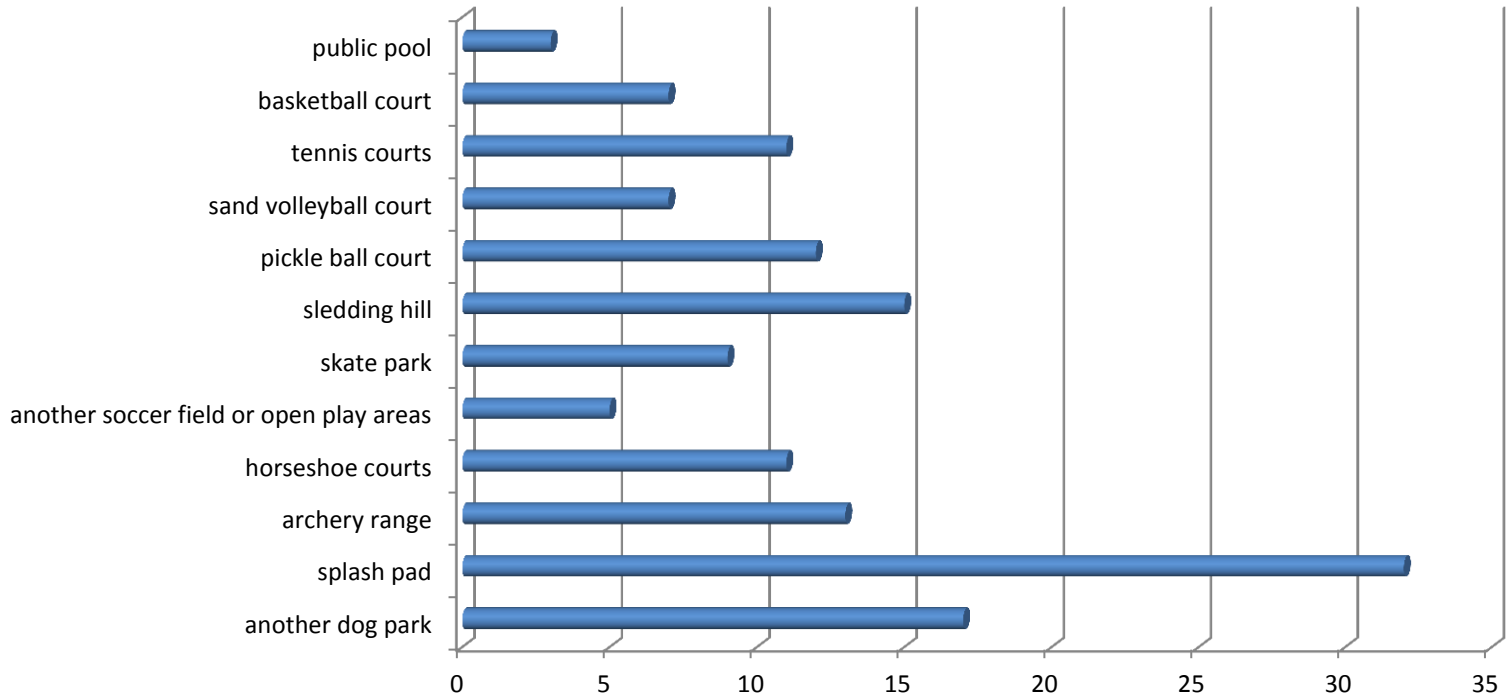
- Splash pad
 - Open/available bathrooms/toilet
 - Drinking Fountains
 - Wading pool
 - Garbage cans
 - Bridge over RR tracks to access Community Park
 - Landscape for winter beauty
 - Canoe/kayak rental
 - Multi-sport game court
 - Tennis courts
- 

QUESTION 2

Are there any special use recreational facilities you might like to see in Fridley parks?



ADDITIONAL FACILITIES DESIRED



ADDITIONAL DESIRED FACILITIES

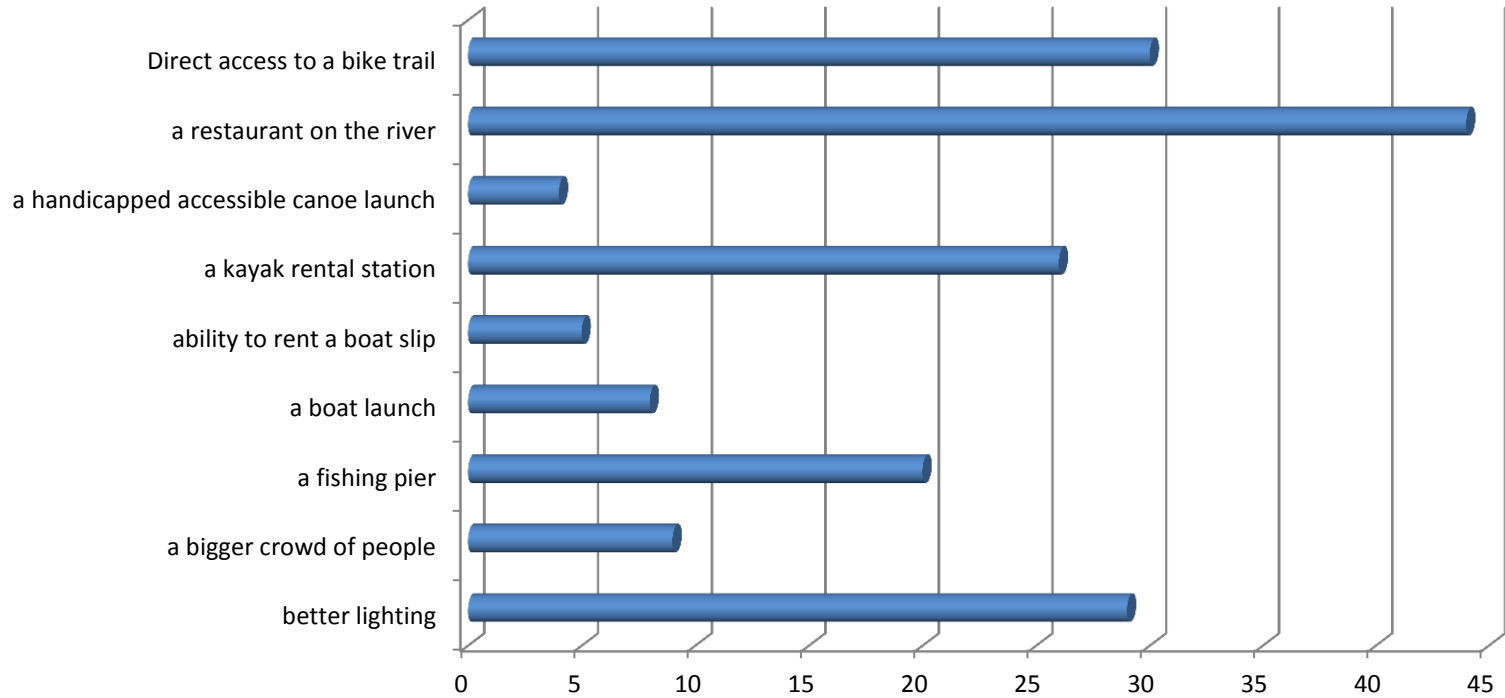
- Nothing new, just take care of existing parks
 - Weight equipment facility
 - More bike trails
 - Warming houses
 - Waterpark
 - Open, covered spot for senior activities
 - Disk golf
 - Charge non-residents for park use
- 

QUESTION 3

Riverfront, Islands of Peace, Manomin, & Riverview Heights Park, Fridley's 4 City parks on the River, are not heavily used. What would entice you to use one of these parks more often?



CHANGES PROPOSED



WRITTEN-IN RESPONSES

- More information about them/never hear of them/didn't know they were there/more roadside signs (4)
- If men "hooking up" weren't there; used condoms/clean & get rid of inappropriate acts (2)
- They're really buggy
- Have a "Riverfest" event, because people don't know the parks are there
- Enjoy the quietness of these parks; no one is there
- Cut down trees to clear a view of River & install landscaping
- Stronger police/security presence
- Trail map at all trailheads
- A place to keep/lock up your canoe
- coffee shop/retail
- Prefer to use a park closer to home
- Connectivity of trails (a runner)
- 24/7 access with solar LED lighting
- more activities to draw people in/advertise

QUESTION 4


Do you shop locally
in Fridley?

91% Yes

9% No



IF NO, WHAT IS MISSING?

- Nice antique/secondhand shops, bakery, small restaurant
 - Variety
 - Fridley doesn't have stores I frequent
 - Fridley Target & Cub in areas I prefer not to go
 - Clothing, specialty shops, boutiques
 - Dedicated retail options (less fast food, tattoo shops & salons)
 - There are bigger, better stores 10-15 minutes away
- 

QUESTION 5

If the Holly Shopping Center and/or Moon Plaza were redeveloped, would you favor allowing buildings to be closer to University Ave (similar to Cielo Apts) in order to give new retail easier walking access to transit?

65% Yes

45% No



STREET RELATED QUESTION RESULTS

- 83 responses, 78 of which were Fridley residents

QUESTION 1

Do you often walk
or bike around
your
neighborhood?

83% Yes

17% No



QUESTION 2

**When/where
do you
walk or
bike?**

39% For fun & recreation

30% To access neighborhood parks & trails

13% To get to stores

9% To access public transit

6% To get to work

3% Physically unable to walk



QUESTION 2, CONTINUED

Are there concerns that keep you from biking or walking in Fridley?

- 4 said, *No, I have no interest in walking/biking*
- 2 said, *Lack of sidewalks, trail or other safe options*
- 2 said, *Maintenance of sidewalks, trails, etc.*
- 2 said, *Fear of crime*
- 1 said, *Dangerous crossings*
- 1 said, *Fear of bullies*

QUESTION 3

Do you walk/bike
across University
Ave?

- 58% Yes
- 42% No

If answering yes, do
you feel safe
crossing
University Ave?

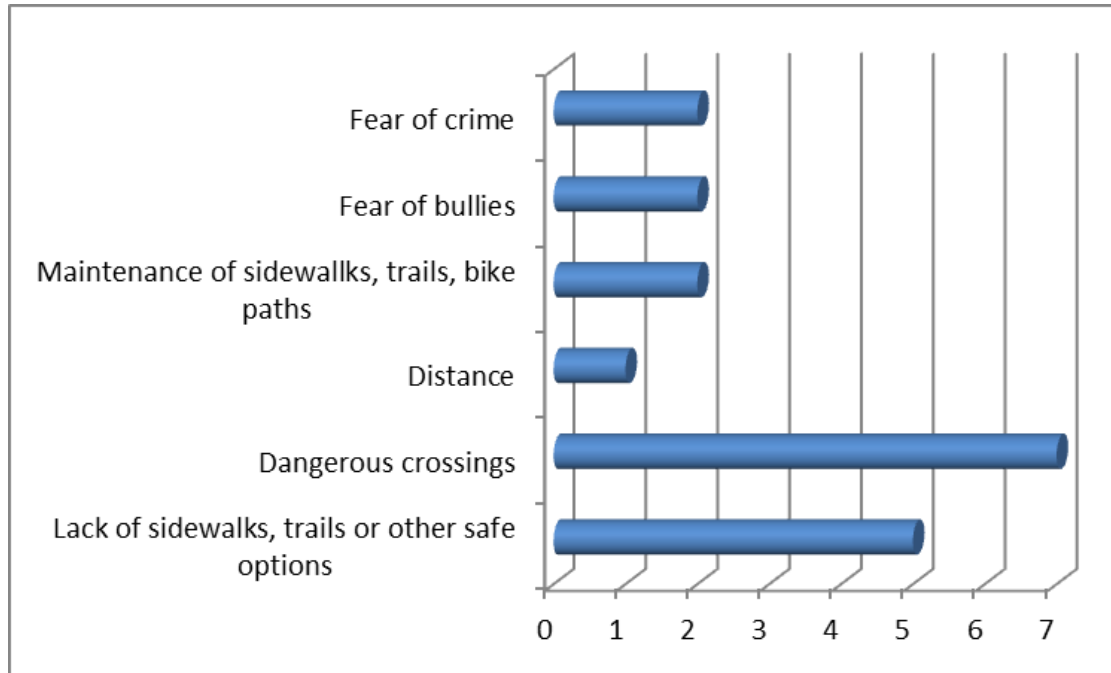
- 76% No
- 24% Yes

QUESTION 4

Do your kids
have a safe
route to
school?

- 59% No kids in school
- 16% No
- 10% Take the bus
- 9% Kids attend school out of area
- 6% Yes

SAFETY CONCERNS FOR KIDS WALK/BIKE TO SCHOOL



QUESTION 6

When you walk
or bike in your
neighborhood,
do you use the
streets?

61% Yes, often

**36% Sometimes. I use a
combination of streets,
paths, trails, and
sidewalks**

**3% No, I don't usually
walk on the street**



QUESTION 7


Do you feel safe
when walking or
biking on the
street?

56% Yes

44% No

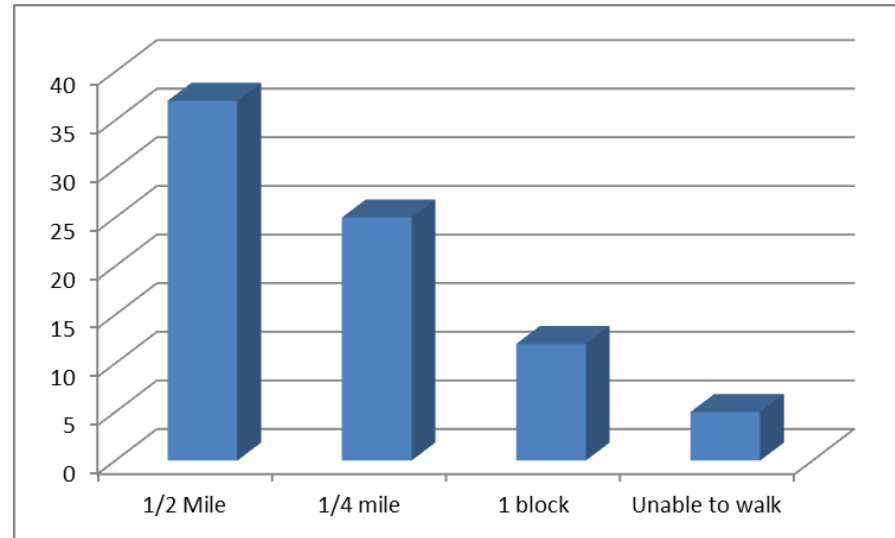


QUESTION 8: IS THERE A SPECIFIC STREET WHERE YOU FEEL UNSAFE?

- People following
 - East River Road
 - All of them; people are distracted
 - Carol St during school start/release times
 - Central & University & Rice Creek
 - University and 61st Avenue
 - All streets in Hyde Park Neighborhood
 - Crossing University to Locke Park
 - Rice Creek Road
 - Central Avenue
 - Hwy 65
 - Biking unsafe on Mississippi - no shoulder
 - Mississippi due to algae on sidewalk
 - 57th Avenue
 - Benjamin Street
 - 7th Street
 - East Moore Lake Drive
 - University Avenue
 - Lucia Lane
 - People speeding on city streets
 - West Moore Lake Rd
 - Baker and Osborne Rd
 - Crossing 73rd Avenue at Symphony St
- 

QUESTION 9

How far are you willing to walk to buy food?



QUESTION 10

Would you support removing parking from one side of your street to make room for a sidewalk, path, or trail?

62% Yes

38% No



QUESTION 11

Would you support removing parking from one side of your street if it resulted in more green space and reduced storm water runoff?

65% Yes

35% No



QUESTION 12

Many Fridley streets have wider drive lanes than required. If it could reduce traffic speeds in your neighborhood, do you favor reducing street drive lane widths?

51% No

49% Yes



DRAFT COMPREHENSIVE PLAN REVIEW

- Dec. 20 public hearing at PC
- If necessary, continued hearing at January 2018 PC meeting
- Review by City Council Feb. 26





Appendix B. 2018-2022 Capital Investment Program



Capital Investment Program 2018 - 2022



Investing in Community

Safe ~ Friendly ~ Vibrant ~ Stable



September 2017

2018-2022 Capital Investment Program Table of Contents

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Table I

**Capital Investment Program
2018-2022
EXPENDITURES BY PROGRAM CATEGORY & METHOD OF FINANCING**

	2017	2018	2019	2020	2021	2022	TOTAL	Percent
Expenditures								
<u>Program Category</u>								
Major Equipment	\$ 705,800	\$ 534,600	\$ 1,267,000	\$ 1,342,000	\$ 402,000	\$ 455,000	\$ 4,706,400	6.7%
Technology Improvements	274,200	317,000	309,000	316,000	331,000	291,000	1,838,200	2.6%
Municipal Buildings	29,880,000	22,000,000	60,000	-	-	40,000	51,980,000	73.5%
Parks Improvements	722,000	629,000	244,000	287,000	197,000	197,000	2,276,000	3.2%
Street Improvements	1,389,400	1,862,800	1,668,200	1,708,400	2,205,400	1,100,400	9,934,600	14.0%
Total Expenditures By Program	\$ 32,971,400	\$ 25,343,401	\$ 3,548,202	\$ 3,653,403	\$ 3,135,404	\$ 2,083,405	\$ 70,735,215	100.0%
Method of Financing								
Property Taxes	\$ 50,000	\$ 50,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 450,000	0.6%
Local Government Aid	568,300	568,300	568,300	568,300	568,300	568,300	4,509,793	6.1%
Municipal State Aid	429,000	947,200	596,000	830,000	490,000	400,000	4,733,046	6.4%
Federal Highway Aid	75,000	459,000	-	-	360,000	-	971,948	1.3%
S.P.R.I.N.G. Foundation	473,000	300,000	-	-	-	-	773,000	1.0%
Other Grants & Reimb	25,000	-	825,000	-	750,000	10,000	1,610,000	2.2%
User Fees (External & Internal)	40,700	-	-	-	-	-	2,539,999	3.4%
Park Dedication Fees	75,000	5,000	5,000	5,000	5,000	5,000	106,422	0.1%
Special Assessments	560,000	230,000	10,000	680,000	300,000	360,000	2,740,223	3.7%
Interest on Investments	224,000	154,000	29,000	49,000	24,000	24,000	562,144	0.8%
Auction Proceeds	30,000	30,000	30,000	30,000	30,000	30,000	223,690	0.3%
Capital Improvement Plan Bonds	50,003,137	-	-	-	-	-	50,003,137	67.6%
Equipment Certificates	-	-	1,514,000	-	-	-	1,514,000	2.0%
Transfers In (Liquor Proceeds)	250,000	250,000	250,000	250,000	250,000	250,000	1,750,000	2.4%
Transfers In (Other Funds)	1,250,000	-	-	-	-	-	1,457,100	2.0%
Total Method of Financing	\$ 54,053,137	\$ 2,993,500	\$ 3,902,300	\$ 2,487,300	\$ 2,852,300	\$ 1,722,300	\$ 73,944,502	100.0%
<i>Net</i>	21,081,737	(22,349,901)	354,098	(1,166,103)	(283,104)	(361,105)		
Expenditures - Enterprise								
<u>Program Category</u>								
Storm Drainage Improvements	1,325,000	1,345,000	390,000	525,000	460,000	375,000	4,420,000	34.0%
Water System Improvements	1,705,000	1,105,000	350,000	945,000	850,000	940,000	5,895,000	45.3%
Sewer System Imp	615,000	265,000	925,000	50,000	665,000	125,000	2,645,000	20.3%
Municipal Liquor Stores	-	56,000	-	-	-	-	56,000	0.4%
Total Expenditures By Program	\$ 3,645,000	\$ 2,771,000	\$ 1,665,000	\$ 1,520,000	\$ 1,975,000	\$ 1,440,000	\$ 13,016,000	100.0%
Method of Financing - Enterprise								
Grants	500,000	200,000	-	-	-	-	700,000	5.4%
Utility Improvement Bonds	-	-	-	-	-	-	-	0.0%
User Fees (External & Internal)	3,145,000	2,571,000	1,665,000	1,520,000	1,975,000	1,440,000	12,316,000	94.6%
Total Method of Financing	\$ 3,645,000	\$ 2,771,000	\$ 1,665,000	\$ 1,520,000	\$ 1,975,000	\$ 1,440,000	\$ 13,016,000	100.0%

Table IV
CIP 2018-2022
CABLE TV FUND
Funding Sources and Expenditure Projections

225	2017	2018	2019	2020	2021	2022
Funding Sources						
Licenses & permits	\$ 290,000	\$ 290,000	\$ 295,800	\$ 301,716	\$ 307,750	\$ 313,905
Interest on Investments	10,000	10,000	10,000	10,000	10,000	10,000
Transfers In (imaging acceleration project)	30,000	-	-	-	-	-
Total Funding Sources	\$ 330,000	\$ 300,000	\$ 305,800	\$ 311,716	\$ 317,750	\$ 323,905
Non-Capital Expenditures						
Operations	\$ 334,000	\$ 306,000	\$ 312,120	\$ 318,362	\$ 324,730	\$ 331,224
<i>Subtotal Non-capital Expenditures</i>	<i>\$ 334,000</i>	<i>\$ 306,000</i>	<i>\$ 312,120</i>	<i>\$ 318,362</i>	<i>\$ 324,730</i>	<i>\$ 331,224</i>
Capital Expenditures						
Video server and equipment	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ -
Video editing system	-	-	12,000	-	-	-
Total Expenditures	\$ 359,000	\$ 306,000	\$ 324,120	\$ 318,362	\$ 324,730	\$ 331,224
Surplus (deficiency) of funding sources over (under) expenditures	\$ (29,000)	\$ (6,000)	\$ (18,320)	\$ (6,646)	\$ (6,979)	\$ (7,319)
<i>Estimated Beginning Fund Balance</i>	<i>1,527,963</i>	<i>1,498,963</i>	<i>1,242,963</i>	<i>1,224,643</i>	<i>1,217,997</i>	<i>1,211,017</i>
Transfer out for Council Chamber AV System		(250,000)				
Estimated Ending Fund Balance	\$ 1,498,963	\$ 1,242,963	\$ 1,224,643	\$ 1,217,997	\$ 1,211,017	\$ 1,203,698

Table II
CIP 2018-2022
CAPITAL EQUIPMENT FUND
Funding Sources and Expenditure Projections

410	New (*) or Replacement (✓)	2017	2018	2019	2020	2021	2022
Funding Sources							
Local Government Aid		\$ 462,300	\$ 293,300	\$ 293,300	\$ 293,300	\$ 293,300	\$ 293,300
Equipment Certificate Proceeds		-	-	1,514,000	-	-	-
Liquor Store Proceeds (Transfer)		175,000	175,000	175,000	175,000	175,000	175,000
Interest on Investments		7,500	7,500	7,500	7,500	7,500	7,500
Grants - Fire		-	-	25,000	-	-	10,000
Auction Proceeds		30,000	30,000	30,000	30,000	30,000	30,000
Total Funding Sources		\$ 674,800	\$ 505,800	\$ 2,044,800	\$ 505,800	\$ 505,800	\$ 515,800
Expenditures							
Police							
Police Squad / SUV / Pickup	✓	\$ 188,000	\$ 181,600	\$ 167,000	\$ 167,000	\$ 167,000	\$ 167,000
Non-lethal Force Equipment	✓	40,600	-	-	-	-	-
MILO - Interactive Simulator	*	-	-	30,000	-	-	-
Squad camera rplcmt/Body Cam-new	*	42,000	-	68,000	-	-	-
800 MHz Radio Replacement	✓	78,700	-	-	-	-	-
Fire							
Fire Engine	✓	-	-	150,000	500,000	-	-
Rescue Truck(s)	✓	94,000	35,000	40,000	-	-	-
Aerial Ladder Paint/Rehab	✓	-	-	40,000	-	-	-
Personal Protective Equipment	✓	-	-	45,000	45,000	-	-
Floor scrubber	✓	-	-	12,000	-	-	-
800 MHz Radio Replacement	✓	61,500	20,000	-	-	-	-
SCBA Replacement	✓	-	-	250,000	-	-	-
Digital fire attack simulator	*	30,000	-	-	-	-	-
Thermal Imagers	✓	-	-	-	-	60,000	-
Gear Extractor	*	-	-	-	-	-	10,000
Community Development							
Building Inspection Vehicles	✓	-	30,000	30,000	-	-	-
Code Enforcement Vehicles	✓	-	-	-	25,000	-	-
Rental Inspection Vehicles	✓	-	-	25,000	-	-	-
Public Works - Parks Division							
Mowers	✓	-	9,000	10,000	181,000	10,000	-
Pickup Trucks	✓	30,000	53,000	-	-	-	20,000
Dump Trucks with Plows	✓	-	39,000	-	-	-	-
Tanker Truck	✓	-	-	150,000	-	-	-
Utility Vehicle for Plowing	✓	99,000	-	-	-	-	-
Utility Vehicles and Equipment	✓	-	-	70,000	-	-	7,000
Public Works - Streets Division							
Pickup Trucks	✓	42,000	-	-	-	-	-
Dump Trucks with Plows	✓	-	132,000	180,000	185,000	95,000	200,000
Heavy Equipment	✓	-	-	-	200,000	-	-
Paving Equipment	✓	-	-	-	39,000	-	51,000
Chipper replacement	✓	-	35,000	-	-	-	-
Utility Vehicles and Equipment	✓	-	-	-	-	70,000	-
Total Expenditures		\$ 705,800	\$ 534,600	\$ 1,267,000	\$ 1,342,000	\$ 402,000	\$ 455,000
Surplus (deficiency) of funding sources over (under) expenditures		\$ (31,000)	\$ (28,800)	\$ 777,800	\$ (836,200)	\$ 103,800	\$ 60,800
Estimated Beginning Fund Balance		768,150	737,150	708,350	1,486,150	649,950	753,750
Estimated Ending Fund Balance		\$ 737,150	\$ 708,350	\$ 1,486,150	\$ 649,950	\$ 753,750	\$ 814,550

Table III
CIP 2018-2022
INFORMATION TECHNOLOGY PROJECTS FUND
Funding Sources and Expenditure Projections

409	2017	2018	2019	2020	2021	2022
Funding Sources						
Property Taxes	\$ 50,000	\$ 50,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000
Local Government Aid	86,000	150,000	150,000	150,000	150,000	150,000
Charges for Services	40,700	-	-	-	-	-
Interest on Investments	1,500	1,500	1,500	1,500	1,500	1,500
Transfers In	-	-	-	-	-	-
Total Funding Sources	\$ 178,200	\$ 201,500	\$ 226,500	\$ 226,500	\$ 226,500	\$ 226,500
Expenditures						
Technology Purchases/Upgrades	\$ 146,000	\$ 64,000	\$ 41,000	\$ 41,000	\$ 41,000	\$ 41,000
Computer & Printer Replacement	-	133,000	115,000	115,000	115,000	115,000
Microsoft SA Licenses (server CALs)	-	40,000	-	-	40,000	-
Avg cost of add'l technology	-	-	-	125,000	125,000	125,000
Sharepoint						
2-Factor Authentication (no project sheet)	40,700	-	-	-	-	-
1 - Image System Enhancements	10,000	20,000	20,000	10,000	10,000	10,000
Accelerated Laserfiche Implementation	30,000	-	-	-	-	-
Police VPN	5,000	-	-	-	-	-
Mobile Permitworks	6,500	-	-	-	-	-
Paperless Accounts Payable Pilot	10,000	-	-	-	-	-
Citizen Request Tracking	1,000	-	-	-	-	-
1 - Mobile Device Management System	-	4,000	-	-	-	-
1 - L3 Server Upgrade	-	36,000	-	-	-	-
2 - Security Audit	-	8,000	-	-	-	-
2 - Applicant Tracking System	-	12,000	-	-	-	-
1 - Civic Campus Construction IT contingency	-	-	-	-	-	-
2 - Agenda Management	-	-	9,000	-	-	-
2 - Mobile Assessing Technology	-	-	2,000	-	-	-
1 - VSAN Replacement	-	-	90,000	-	-	-
2 - Scheduling/time management system	-	-	20,000	-	-	-
1 - Firewall Replacement	-	-	-	25,000	-	-
Total Expenditures	\$ 249,200	\$ 317,000	\$ 297,000	\$ 316,000	\$ 331,000	\$ 291,000
Surplus (deficiency) of funding sources over (under) expenditures	\$ (71,000)	\$ (115,500)	\$ (70,500)	\$ (89,500)	\$ (104,500)	\$ (64,500)
Estimated Beginning Fund Balance	459,969	348,369	232,869	162,369	72,869	(31,631)
Projects Carried Forward from Prior Years	(40,600)					
Estimated Ending Fund Balance	\$ 348,369	\$ 232,869	\$ 162,369	\$ 72,869	\$ (31,631)	\$ (96,131)
Code Enforcement System	40,600					
	<u>\$ 40,600</u>					

The Information Systems Fund has traditionally only done a three-year plan due to the fast changing technology world. There will be projects in the out years, but they have yet to be determined.

Table V
CIP 2018-2022
Building Capital Improvements
Funding Sources and Expenditure Projections

405	2017	2017 Revised	2018	2019	2020	2021	2022
Funding Sources							
Interest on Investments	\$ -	\$ 180,000	\$ 120,000	\$ -	\$ -	\$ -	\$ -
Capital Improvement Plan Bonds*	50,000,000	50,003,137	-	-	-	-	-
Grants - EOC	-	25,000	-	-	-	-	-
Transfer In (HRA & Cable TV Fund)	-	1,250,000	-	-	-	-	-
Total Funding Sources	\$ 50,000,000	\$ 51,458,137	\$ 120,000	\$ -	\$ -	\$ -	\$ -
Expenditures							
Municipal Center							
Original City Hall Repairs for Resale	\$ -	\$ -	\$ -	\$ 60,000	\$ -	\$ -	\$ -
Police and Public Works Storage Facility	-	-	250,000	-	-	-	-
Civic Campus Architectural Design, Construction*	48,750,000	29,875,000	21,750,000	-	-	-	-
Furniture & Fixtures	5,000	5,000	-	-	-	-	-
Fire Stations							
Fire Station 2 & 3 Building Repairs	27,000	-	-	-	-	-	40,000
Total Expenditures	\$ 48,782,000	\$ 29,880,000	\$ 22,000,000	\$ 60,000	\$ -	\$ -	\$ 40,000
Surplus (deficiency) of funding sources over (under) expenditures	\$ 1,218,000	\$ 21,578,137	\$(21,880,000)	\$ (60,000)	\$ -	\$ -	\$ (40,000)
<i>Estimated Beginning Fund Balance</i>	672,835	672,835	22,250,972	370,972	310,972	310,972	310,972
Projects Carried Forward from Prior Years							
Estimated Ending Fund Balance	\$ 1,890,835	\$ 22,250,972	\$ 370,972	\$ 310,972	\$ 310,972	\$ 310,972	\$ 270,972

Table VI
CIP 2018-2022
PARKS CAPITAL IMPROVEMENT
Funding Sources and Expenditure Projections

407	2017	2018	2019	2020	2021	2022
Funding Sources						
Local Government Aid	\$ 20,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000
Park Dedication Fees	75,000	5,000	5,000	5,000	5,000	5,000
Liquor Store Proceeds (Transfer)	75,000	75,000	75,000	75,000	75,000	75,000
Interest on Investments	15,000	15,000	15,000	15,000	15,000	15,000
S.P.R.I.N.G. Foundation Donations/Grant	473,000	300,000	-	-	-	-
Total Funding Sources	\$ 658,000	\$ 520,000	\$ 220,000	\$ 220,000	\$ 220,000	\$ 220,000
Expenditures						
Court Surfacing/Overlays	\$ 32,000	\$ 32,000	\$ 32,000	\$ 35,000	\$ 35,000	\$ 35,000
Park Furnishings	12,000	12,000	12,000	12,000	12,000	12,000
Parking Lot Replacement	90,000	130,000	-	90,000	-	-
SNC Boardwalk Replacement	5,000	5,000	5,000	-	-	-
Security Cameras in Parks	30,000	-	-	-	-	-
Playground Equipment Replacement	80,000	150,000	120,000	150,000	150,000	150,000
Moore Lake Park pavilion	-	-	75,000	-	-	-
SPRING Proj/Ph 1/SNC	80,000	-	-	-	-	-
SPRING Proj Ph 2/SNC	393,000	300,000	-	-	-	-
Total Expenditures	\$ 722,000	\$ 629,000	\$ 244,000	\$ 287,000	\$ 197,000	\$ 197,000
Surplus (deficiency) of funding sources over (under) expenditures	\$ (64,000)	\$ (109,000)	\$ (24,000)	\$ (67,000)	\$ 23,000	\$ 23,000
<i>Estimated Beginning Fund Balance</i>	<i>1,470,300</i>	<i>1,406,300</i>	<i>1,377,300</i>	<i>1,353,300</i>	<i>1,286,300</i>	<i>1,309,300</i>
Projects Carried Forward from Prior Years	-	80,000	-	-	-	-
Estimated Ending Fund Balance	\$ 1,406,300	\$ 1,377,300	\$ 1,353,300	\$ 1,286,300	\$ 1,309,300	\$ 1,332,300
Carry Forward Projects						
2017 Parking Lot Replacement adjustment	-40,000					
2017 Playground Equipment Rplcmt adjustment	-40,000					
	-80,000					

Table VII
CIP 2018-2022
STREET IMPROVEMENT FUND
Funding Sources and Expenditure Projections

406	2017	2018	2019	2020	2021	2022
Funding Sources						
Municipal State Aid - State Aid Routes	\$ 264,900	\$ 532,200	\$ 350,000	\$ -	\$ 90,000	\$ -
Municipal State Aid - Local Routes	164,100	415,000	246,000	830,000	400,000	400,000
Federal Highway Funds	75,000	459,000	-	-	360,000	-
Misc Reimb	-	-	800,000	-	750,000	-
Special Assessments	560,000	230,000	10,000	680,000	300,000	360,000
Interest on Investments	20,000	10,000	5,000	25,000	-	-
Total Funding Sources	\$ 1,084,000	\$ 1,646,200	\$ 1,411,000	\$ 1,535,000	\$ 1,900,000	\$ 760,000
Expenditures						
Street Rehabilitation Program	\$ 770,000	\$ 480,000	\$ 350,000	\$ 1,200,000	\$ 500,000	\$ 600,000
Street Sealing Program (Chip Sealing)	235,000	250,000	250,000	250,000	260,000	260,000
Street Sealing Program (Crack Sealing)	35,000	20,000	20,000	23,000	25,000	25,000
Trail/Walk Upgrades	100,000	200,000	100,000	100,000	100,000	100,000
West Moore Lake Ped & Bike Improvements	-	600,000	-	-	-	-
7th Street Ped & Bike Improvements	-	-	-	-	450,000	-
Street Lighting Upgrade/Retrofit	90,000	-	-	-	-	-
Traffic Signal Maintenance/Retrofit	20,000	180,000	20,000	20,000	20,000	-
Capital Signage Replacements	15,000	15,000	-	15,000	-	15,000
Traffic Safety Improvement Projects	30,000	30,000	30,000	30,000	30,000	30,000
Development/Connections	-	-	800,000	-	750,000	-
Transfer to the General Fund (Staff Allocation)	94,400	87,800	98,200	70,400	70,400	70,400
Total Expenditures	\$ 1,389,400	\$ 1,862,800	\$ 1,668,200	\$ 1,708,400	\$ 2,205,400	\$ 1,100,400
Surplus (deficiency) of funding sources over (under) expenditures	\$ (305,400)	\$ (216,600)	\$ (257,200)	\$ (173,400)	\$ (305,400)	\$ (340,400)
Estimated Beginning Fund Balance	2,796,801	1,929,355	1,712,755	1,455,555	1,282,155	976,755
Projects Carried Forward from Prior Years	(562,046)					
Estimated Ending Fund Balance	\$ 1,929,355	\$ 1,712,755	\$ 1,455,555	\$ 1,282,155	\$ 976,755	\$ 636,355
Carry Forward Projects						
Street Lighting Upgrade/Retrofit	38,122					
Trail/Walk Upgrades	236,992					
Traffic Signal Maintenance/Retrofit	-					
Federal Highway Funds	(1,042,052)					
Main Street Pedestrian Bridge Project	1,328,984					
	<u>562,046</u>					

Table VIII
CIP 2018-2022
WATER UTILITY FUND
Funding Sources and Expenditure Projections

	2017	2018	2019	2020	2021	2022
Funding Sources						
Water Sales	\$ 3,635,400	\$ 4,003,265	\$ 4,267,751	\$ 4,550,709	\$ 4,766,998	\$ 4,994,081
Interest on Investments	20,300	20,300	16,434	12,556	11,351	11,116
Total Funding Sources	\$ 3,655,700	\$ 4,023,565	\$ 4,284,185	\$ 4,563,265	\$ 4,778,349	\$ 5,005,197
Expenditures						
<u>Non-Capital Expenditures</u>						
Operating Expenses (Less Depreciation)	\$ 1,876,598	\$ 2,207,198	\$ 2,242,442	\$ 2,309,714	\$ 2,378,984	\$ 2,450,353
Debt Service	801,678	1,017,151	1,284,026	1,049,900	1,054,975	1,054,651
Subtotal Non-capital Expenditures	\$ 2,678,276	\$ 3,224,349	\$ 3,526,468	\$ 3,359,614	\$ 3,433,959	\$ 3,505,004
<u>Capital Expenditures</u>						
Fleet Vehicles	\$ 35,000	\$ -	\$ -	\$ 40,000	\$ -	\$ -
Trailer Vac Excavator	-	60,000	-	-	-	-
Distribution System Reconstruction*	500,000	300,000	300,000	600,000	300,000	500,000
Hydrant Repairs	20,000	20,000	20,000	20,000	20,000	20,000
Well Updates*	40,000	190,000	-	200,000	-	210,000
Water Meter Replacement - AMR System*	720,000	110,000	10,000	10,000	10,000	30,000
Well House Building Repairs	20,000	40,000	20,000	40,000	20,000	40,000
Variable Frequency Drives	-	35,000	-	35,000	-	40,000
Treatment Plant Retrofits*	370,000	-	-	-	500,000	100,000
Transmission System Reconstruction*	-	350,000	-	-	-	-
Subtotal Capital Expenditures	\$ 1,705,000	\$ 1,105,000	\$ 350,000	\$ 945,000	\$ 850,000	\$ 940,000
Total Expenditures	\$ 4,383,276	\$ 4,329,349	\$ 3,876,468	\$ 4,304,614	\$ 4,283,959	\$ 4,445,004
Surplus (deficiency) of funding sources over (under) expenditures	\$ (727,576)	\$ (305,784)	\$ 407,717	\$ 258,651	\$ 494,390	\$ 560,193
Estimated Beginning Cash Reserve	5,622,690	2,632,294	2,326,510	2,734,227	2,992,878	3,487,268
Projects Carried Forward from Prior Years	(2,262,821)					
Estimated Ending Cash Reserve	\$ 2,632,294	\$ 2,326,510	\$ 2,734,227	\$ 2,992,878	\$ 3,487,268	\$ 4,047,461
<u>Carry Forward Projects</u>						
694/University (water main break)	200,000					
71st Ave (unanticipated project)	255,000					
Chem Feed & Storage Sys Upgrade at Commons	150,821					
Water Meter Replacement - AMR System	157,000					
Locke Park Plant Filters Media Replacement*	275,000					
Locke Park Backwashing & Control System Update	1,225,000					
	<u>\$ 2,262,821</u>					
Cash Balance Floor (6 months Operating/DS/Capital)	3,225,750					
One year operating, debt & capital	5,491,882					
	2,755,247					
	3,149,757					
	3,094,467					
	3,219,828					
	5,491,882					
	5,301,268					
	6,028,181					
	6,385,793					
	6,936,453					

Table VIII
CIP 2018-2022
SEWER UTILITY FUND
Funding Sources and Expenditure Projections

	2017	2018	2019	2020	2021	2022
Funding Sources						
Sewer Services	\$ 5,593,500	\$ 6,101,900	\$ 6,574,400	\$ 7,020,400	\$ 7,497,400	\$ 7,862,600
Interest on Investments	8,500	8,500	8,500	8,500	8,500	8,500
Total Funding Sources	\$ 5,602,000	\$ 6,110,400	\$ 6,582,900	\$ 7,028,900	\$ 7,505,900	\$ 7,871,100
Expenditures						
<u>Non-Capital Expenditures</u>						
Operating Expenses (Less Depreciation)	\$ 911,000	\$ 929,900	\$ 948,498	\$ 967,468	\$ 986,817	\$ 1,006,554
Sewer Service Charge	4,131,100	4,255,000	4,410,700	4,572,100	4,739,400	4,912,900
Debt Service	41,600	45,625	44,575	43,525	42,475	46,350
<i>Subtotal Non-capital Expenditures</i>	<i>\$ 5,083,700</i>	<i>\$ 5,230,525</i>	<i>\$ 5,403,773</i>	<i>\$ 5,583,093</i>	<i>\$ 5,768,692</i>	<i>\$ 5,965,804</i>
<u>Capital Expenditures</u>						
Fleet Vehicles	\$ 55,000	\$ 220,000	\$ -	\$ -	\$ -	\$ 35,000
Sanitary Sewer Collection System Recon	40,000	45,000	105,000	50,000	50,000	50,000
Sanitary Sewer Collection System Lining	520,000	-	520,000	-	520,000	-
Sanitary Sewer Force Main Recon	-	-	90,000	-	95,000	-
Lift Station Rehabilitation	-	-	210,000	-	-	40,000
<i>Subtotal Capital Expenditures</i>	<i>\$ 615,000</i>	<i>\$ 265,000</i>	<i>\$ 925,000</i>	<i>\$ 50,000</i>	<i>\$ 665,000</i>	<i>\$ 125,000</i>
Total Expenditures	\$ 5,698,700	\$ 5,495,525	\$ 6,328,773	\$ 5,633,093	\$ 6,433,692	\$ 6,090,804
Surplus (deficiency) of funding sources over (under) expenditures	\$ (96,700)	\$ 614,875	\$ 254,127	\$ 1,395,807	\$ 1,072,208	\$ 1,780,296
<i>Estimated Beginning Cash Reserve</i>	<i>1,677,086</i>	<i>1,580,386</i>	<i>2,195,261</i>	<i>2,449,388</i>	<i>3,845,195</i>	<i>4,917,403</i>
Projects Carried Forward from Prior Years						
Estimated Ending Cash Reserve	\$ 1,580,386	\$ 2,195,261	\$ 2,449,388	\$ 3,845,195	\$ 4,917,403	\$ 6,697,699
Cash Balance Floor (6 months Operating/DS/Capital)		2,903,075	3,649,174	2,863,309	3,570,584	3,131,077
One year operating, debt & capital		5,930,325	6,823,073	6,215,303	7,118,919	6,876,548

Table X
CIP 2018-2022
STORM WATER FUND
Funding Sources and Expenditure Projections

	2017	2018	2019	2020	2021	2022
Funding Sources						
Storm Water Utility Fees	\$ 1,351,000	\$ 1,364,000	\$ 1,377,000	\$ 1,391,000	\$ 1,405,000	\$ 1,419,000
Grants and Other Revenue	500,000	200,000	-	-	-	-
Interest on Investments	12,000	12,000	12,000	12,000	12,000	12,000
Total Funding Sources	\$ 1,863,000	\$ 1,576,000	\$ 1,389,000	\$ 1,403,000	\$ 1,417,000	\$ 1,431,000
Expenditures						
Operating Expenses (less depreciation)	\$ 678,800	\$ 688,100	\$ 701,862	\$ 715,899	\$ 730,217	\$ 744,822
Debt Service	33,663	32,912	32,163	31,413	35,588	29,763
Subtotal Operating Expenditures	\$ 712,463	\$ 721,012	\$ 734,025	\$ 747,312	\$ 765,805	\$ 774,585
Capital Expenditures						
Water Quality Testing	\$ -	\$ -	\$ 5,000	\$ 5,000	\$ 10,000	\$ -
Pond Maintenance	25,000	25,000	25,000	30,000	30,000	30,000
Storm Sewer Replacement/Reconstr/Lining	60,000	60,000	60,000	65,000	65,000	65,000
Storm Sewer System Upgrades	60,000	160,000	30,000	100,000	30,000	100,000
Oak Glen Creek Erosion Control	900,000	-	-	-	-	-
Watershed BMP Implementation	20,000	20,000	20,000	20,000	20,000	20,000
Watershed District Water Quality Projects	50,000	70,000	100,000	60,000	80,000	60,000
Sediment Removal Projects	-	-	-	100,000	-	-
Moore Lake Subwatershed Flood Control Upgrade	55,000	-	-	-	-	-
TMDL Water Quality Projects	50,000	50,000	150,000	100,000	50,000	100,000
Stoneybrook Flood Control Project	105,000	900,000	-	-	-	-
Locke Lake Dam Upgrades	-	35,000	-	-	-	-
Riverview Heights Flood Control Upgrades	-	-	-	-	175,000	-
Vehicles	-	25,000	-	45,000	-	-
Subtotal Capital Expenditures	\$ 1,325,000	\$ 1,345,000	\$ 390,000	\$ 525,000	\$ 460,000	\$ 375,000
Total Expenditures	\$ 2,037,463	\$ 2,066,012	\$ 1,124,025	\$ 1,272,312	\$ 1,225,805	\$ 1,149,585
Surplus (deficiency) of funding sources over (under) expenditures	\$ (174,463)	\$ (490,012)	\$ 264,975	\$ 130,688	\$ 191,195	\$ 281,415
Estimated Beginning Cash Reserve	2,024,475	1,850,012	1,360,000	1,624,975	1,755,663	1,946,858
Projects Carried Forward from Prior Years						
Estimated Ending Cash Reserve	\$ 1,850,012	\$ 1,360,000	\$ 1,624,975	\$ 1,755,663	\$ 1,946,858	\$ 2,228,273

Table XI
CIP 2018-2022
LIQUOR FUND
Funding Sources and Expenditure Projections

	2017	2018	2019	2020	2021	2022
Funding Sources						
Liquor Sales (3% Growth)	\$ 5,711,400	\$ 5,997,000	\$ 6,296,900	\$ 6,611,700	\$ 6,611,700	\$ 6,942,300
Total Funding Sources	\$ 5,711,400	\$ 5,997,000	\$ 6,296,900	\$ 6,611,700	\$ 6,611,700	\$ 6,942,300
Expenditures						
<u>Non-Capital Expenditures</u>						
Cost of Sales (24% Gross Profit Target)	\$ 4,340,700	\$ 4,557,700	\$ 4,785,600	\$ 5,024,900	\$ 5,024,900	\$ 5,276,100
Operating Expenses (Less Depreciation)	963,200	982,500	1,002,200	1,022,200	1,022,200	1,042,600
Transfers	338,500	338,500	338,500	338,500	338,500	338,500
Capital Outlay-Other						
Subtotal Non-capital Expenditures	\$ 5,642,400	\$ 5,878,700	\$ 6,126,300	\$ 6,385,600	\$ 6,385,600	\$ 6,657,200
<u>Capital Expenditures</u>						
Fridley Market - Condensor & Compressor	\$ -	\$ 18,000	\$ -	\$ -	\$ -	\$ -
Moore Lake - HVAC	-	38,000	-	-	-	-
Subtotal Capital Expenditures	\$ -	\$ 56,000	\$ -	\$ -	\$ -	\$ -
Total Expenditures	\$ 5,642,400	\$ 5,934,700	\$ 6,126,300	\$ 6,385,600	\$ 6,385,600	\$ 6,657,200
Surplus (deficiency) of funding sources over (under) expenditures	\$ 69,000	\$ 62,300	\$ 170,600	\$ 226,100	\$ 226,100	\$ 285,100
<i>Estimated Beginning Cash Reserve</i>	<i>169,069</i>	<i>238,069</i>	<i>300,369</i>	<i>470,969</i>	<i>697,069</i>	<i>923,169</i>
Projects Carried Forward from Prior Years	-	-	-	-	-	-
Estimated Ending Cash Reserve	\$ 238,069	\$ 300,369	\$ 470,969	\$ 697,069	\$ 923,169	\$ 1,208,269




City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:				
Division:	Buildings - City Hall	Video Editing System includes computer, monitor and related accessories				
Project Title:	Video Editor					
Total Estimated Cost:	\$12,000					
Funding Priority:						
Account Number:	225-1219-621130					
Project Number:						
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
The current system was purchased in 2013. It will be 6 years old when replaced.						
						Effect on Annual Operations Costs:
		[Description]				
Scheduling and Project Status:						
Planning stage		2018	2019	2020	2021	2022
			12,000			
Source of Project Funding:		Project Carry Over Justification:				
225 - Cable TV fund reserves						
Images:		Notes:				
		If still usable the current system could be assigned to another department.				



City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:				
Division:	Police - Patrol	<p>Replacing four vehicles from the primary patrol fleet and moving these vehicles to a secondary role in the support fleet. Two 2013 Ford Interceptor Utilities (353 & 355) will be replaced with two 2018 Ford Interceptor Utilities. Squad 353 will move to a secondary role in the support fleet to replace a 2011 Ford Crown Victoria currently driving by a School Resource Officer. Squad 355 will also move to the support fleet and replace a 2014 Ford Interceptor assigned to a lieutenant due to mechanical issues. A 2013 Chevrolet Sergeant's Tahoe (380) will be replaced by a 2018 Ford Interceptor Utility. Squad 380 will be moved to a secondary role, replacing a 2010 Ford Crown Victoria currently utilized by a School Resource Officer and will also be driven at night and on the weekends by the Reserve Unit staff. Finally, a 2008 Ford Expedition will be replaced with a 2018 Ford V6 F-150 that is utilized by the Community Service Officers. The Expedition will be sent to auction or utilized by the liquor stores to transport product.</p>				
Project Title:	Annual Squad Car Replacement					
Total Estimated Cost:	\$181,600					
Funding Priority:	1-Essential to Health, Safety or Mandate					
Account Number:	410-2110-703100					
Project Number:	410-18-21					
Project Carry Over Year:						
Carry Over Amount:						
Justification:						Relationship to General Plan and Other Projects:
<p>A well maintained and functioning emergency vehicle fleet is essential to public safety and the security of our city. Regular replacement of the police primary emergency vehicle fleet is essential to keeping top functioning squad cars for the safety of our police staff, citizens, and motoring public. Regular replacement of the primary patrol fleet allows the Police Department to cycle vehicles that are becoming too worn for primary patrol use, but still have life to serve in the support police fleet as an administrative, detective, school resource officer, or reservist vehicle. By cycling a primary patrol vehicle when it still has some life left allows the police support fleet to stay operational longer with less downtime due to repairs.</p> <p>By keeping primary and support fleet vehicles operational longer helps achieve our City's vision of keeping Fridley a safe place to work and play.</p>		<p>This project is independent to other projects. The Police Department annually replaces four fleet vehicles to maintain it's primary patrol and secondary fleets.</p>				
		Effect on Annual Operations Costs:				
Scheduling and Project Status:		<p>2018 project request is \$10,000 less than 2017 and future projected cost will continue to fall as several pieces of expensive equipment have been replaced in the past four years that are rated for 10-12 year replacement cycles.</p>				
		2018	2019	2020	2021	2022
		181,600	167,000	167,000	167,000	167,000
Source of Project Funding:		Project Carry Over Justification:				
410 - Equipment fund reserves		Carry over will not be needed for this project.				
Images:		Notes:				
		<p>The supervisor's replacement vehicle will be a class B style vehicle and need full replacement parts. The two marked patrol vehicles will be supplemented with parts from stock, similar to the new CSO vehicle.</p>				



City of Fridley Capital Investment Program


Project Category:	Equipment & Technology	Description:
Division:	Police - Patrol	This project allows for the final phase of the update of squad car camera systems, as well as body-worn cameras for officers of the Police Department. A part-time employee is requested to assist with data requests and redaction of sensitive information.
Project Title:	Body Worn Cameras/Squad Car Camera Upgrade	
Total Estimated Cost:	\$68,000	
Funding Priority:	1-Essential to Health, Safety or Mandate	
Account Number:	410-2110-621150	
Project Number:	410-18-22	
Project Carry Over Year:		
Carry Over Amount:		

Justification:	Relationship to General Plan and Other Projects:
<p>The community is increasingly demanding transparency in police operations and interactions with the public. To assist in that demand the police department currently has squad cameras in every primary police patrol vehicle to capture daily interactions with the public. The Police Department purchased L-3 Communications video systems in 2009 through a federal grant. The system functioned well, but DVRs were beginning to fail in recent years. The original DVRs and the server are beyond their serviceable life. The Police Department purchased nine new HD camera systems for primary patrol vehicles in 2017. The new cameras offer far better resolution, as well as the ability to have multiple cameras integrated into one DVR (front camera, rear seat camera, rear-facing camera). In order to complete the upgrade of squad car video cameras, five more L-3 Flashback HD squad car systems are needed. The older camera systems that are still functional will be transitioned to support vehicles, such as School Resource Officer squads. Some of the older functional components will also be repurposed and reused with the new HD camera systems. In addition to utilizing squad car cameras to maintain transparency, the Police Department is also planning to implement a body-worn camera program. Individual body cameras would be issued to each patrol officer (22) and patrol sergeant (6). Eight additional body cameras would be purchased for use by Community Service Officers, Reserve Officers, and Detectives or other personnel working certain details. The total number of body-worn cameras would be 36. The L-3 body-worn cameras would integrate with the Police Department's current L-3 squad car video system. The L-3 server, back-end software, and DVD burner will reach the end of their serviceable life in 2018 and are due for an upgrade. The server upgrade is detailed in a separate CIP request. In order to comply with the increasing amount of discovery requests and public data requests, which may involve redaction of sensitive information, a 24-hours per week part-time Evidence Technician is requested.</p>	<p>This equipment replacement will allow the Police Department to be transparent in their daily activities and respond to incidents and emergencies consistent with their public safety responsibilities.</p>

	Effect on Annual Operations Costs:
	<p>Project will require operational expenses to maintain</p>
Scheduling and Project Status:	
<p>Purchase and install in 2018.</p>	

2018	2019	2020	2021	2022
	68,000			

Source of Project Funding:	Project Carry Over Justification:
<p>410 - Equipment fund reserves</p>	<p>N/A</p>

Images:	Notes:
	




City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:			
Division:	Police - Patrol	This item provides for the purchase and implimentation of a Decision Shoot Simulator in the police department.			
Project Title:	Interactive Decision-Making Simulator				
Total Estimated Cost:	\$30,000				
Funding Priority:	2-Provides Efficiencies or ROI				
Account Number:	410-2110-703100				
Project Number:	410-18-22				
Project Carry Over Year:					
Carry Over Amount:					
Justification:		Relationship to General Plan and Other Projects:			
<p>Fridley Police Department police officers frequently face situations that require them to gain compliance from people who are not inclined to follow an officers direction. These situations can range from a simple verbal command to the use of deadly force. It is imparative that Fridley Police Officers receive on-going training and practice real life decision making scenarios to better prepare for real life encounters. The Interactive Decision-Making Simulator is a video based training simulator that presents real life scenarios to the police officer and requires them to make decisions and respond to the threat.</p>		This equipment will allow the police department to train with real life scenarios and better prepare officers to handle real life situations.			
		Effect on Annual Operations Costs:			
		Project will have no effect on operational budget One time cost			
Scheduling and Project Status:					
Purchase and install in 2018.		2018	2019	2020	2021
			30,000		
Source of Project Funding:		Project Carry Over Justification:			
410 - Equipment fund reserves		N/A			
Images:		Notes:			




City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:				
Division:	Fire Equipment	<p>This item provides for the replacement of 800 MHZ two-way radios for Police and Fire Departments. Year one and two completed the radio replacement for the police department. The Fire Department mobile and portable radios will be replaced as scheduled. Because of the cost savings in rebates in the first two years of the project, this project will also fund radios for the Emergency Operations Center to be located in the new Public Safety building.</p>				
Project Title:	800 MHZ Radio Replacement					
Total Estimated Cost:	\$424,017					
Funding Priority:	1-Essential to Health, Safety or Mandate					
Account Number:	410-2510-621150					
Project Number:	410.18.25					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
<p>Police Officers and Firefighters use two-way radios to conduct business and serve the public. This includes routine day-to-day activities such as traffic stops, investigations, and general administrative duties as well as emergency activities involving response to crimes-in-progress, medicals, fires, and other disasters or incidents. Radio systems are a critical component in the communication and coordination of resources. The events of September 11, 2001 exposed and reinforced the urgent need for public safety agencies to adopt modern interoperable communication systems. In 2004 public safety agencies in Anoka County joined the Allied Radio Matrix for Emergency Response (ARMER) 800 MHZ radio system, a communications network developed by the State of Minnesota. The portable and mobile 800 MHZ radios obtained during implementation of that system have now reached their end of life. Current radios are no longer available for purchase and will no longer be servicable by 2018. Anoka County Central Communications Radio Service has advised agencies to create a plan for purchasing new radios to ensure they do not experience any communication failures because of aged equipment.</p>		<p>This equipment replacement will allow Police and Fire Departments to effectively communicate and coordinate resources consistent with their public safety responsibilities.</p>				
		Effect on Annual Operations Costs:				
		<p>Project will have no effect on operational budget</p> <p>The equipment will not change the operation costs supported by the Fire Department general fund budget.</p>				
Scheduling and Project Status:						
<p>This is year three of a three year project</p>		2018	2019	2020	2021	2022
		\$20,000				
Source of Project Funding:		Project Carry Over Justification:				
410 - Equipment fund reserves						
Images:		Notes:				
		<p>Original amount \$61,500.</p>				




City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:				
Division:	Fire Equipment	The rescue box portion of the truck will be refurbished to new condition and mounted on a new truck chassis. The work will be conducted by the original truck manufacturer.				
Project Title:	Rescue Truck Replacement					
Total Estimated Cost:	\$75,000					
Funding Priority:	1-Essential to Health, Safety or Mandate					
Account Number:	410-2510-703100					
Project Number:	410.18.25					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
<p>Rescue 4 was purchased in 2007 and is housed at Station 1. This vehicle is used on a daily basis by the on duty fire staff for routine transportation and to respond to emergency calls. The vehicle is also used by on-call staff to respond to fire calls and other incidents. The vehicle serves as a rescue truck carrying rescue and firefighting equipment. The replacement plan included using the rescue box for a 20 year period. Because this vehicle has high mileage in a city environment and idles for long periods of time it is necessary to replace the chassis.</p>		Replacement is consistent with the Fire Department's vehicle replacement schedule.				
		Effect on Annual Operations Costs:				
		<p>Project will have no effect on operational budget</p> <p>The equipment will not change the operation costs supported by the Fire Department general fund budget. The truck is anticipated to have a 10 year service life.</p>				
Scheduling and Project Status:						
[Description]						
		2018	2019	2020	2021	2022
		\$35,000	40,000			
Source of Project Funding:			Project Carry Over Justification:			
410 - Equipment fund reserves						
Images:			Notes:			
			Split Purchase			




City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:				
Division:	Fire Equipment	The program will replace the existing floor scrubber with a similar size floor scrubber.				
Project Title:	Floor Scrubber					
Total Estimated Cost:	\$12,000					
Funding Priority:	2-Provides Efficiencies or ROI					
Account Number:	410-2510-703100					
Project Number:	410-18-25					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
<p>The floor scrubber used by the firefighters to clean the apparatus floors at Station 1 was originally purchased in 2004 by Public Works and given to the Fire Department sometime later. The floor scrubber is used weekly to clean five apparatus bays. The floor scrubber is beginning to require more maintenance to keep in running condition which requires additional staff time. The apparatus bays in the new Public Safety building will include an additional 5,125 square feet of floor space over the current 4,900 square feet.</p>		[Description]				
		Effect on Annual Operations Costs:				
		<p>Project will have no effect on operational budget</p> <p>The new technology is expected to reduce the amount of water consumption thereby making it more environmentally friendly.</p>				
Scheduling and Project Status:						
[Description]		2018	2019	2020	2021	2022
			12,000			
Source of Project Funding:		Project Carry Over Justification:				
410 - Equipment fund reserves						
Images:		Notes:				
						




City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:				
Division:	Fire Equipment	<p>Any truck body corrosion, damage or missing paint will be repaired and the truck graphics changed to reflect the new black over red style. Emergency lighting will be updated from incandescent to LED and reflective striping added to the rear of the vehicle. Equipment will be evaluated and replaced if technology offers improvements in efficiency and safety.</p>				
Project Title:	Fire Department Aerial Ladder Improvements					
Total Estimated Cost:	\$40,000					
Funding Priority:	1-Essential to Health, Safety or Mandate					
Account Number:	410-2510-703100					
Project Number:	410-19-25					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
<p>Aerial 2 was delivered in 2006 and has an expected service life of 25 years. During the service life of the vehicle it is exposed to conditions that wear on the exterior and interior portions of the vehicle and changes in technology make available safer and more efficient options for firefighting and emergency work.</p> <p>It is anticipated that in 2019, when the truck has reached half of its service life, that there will be a need to repair exterior paint, provide updated highway visibility in the form of reflective markings and emergency lighting and provide updated technology for fire and rescue operations.</p>		<p>Refurbishment and improvements at a vehicles half-life is consistent with the Fire Department's vehicle replacement schedule.</p>				
		Effect on Annual Operations Costs:				
		<p>Project will have no effect on operational budget</p> <p>The equipment will not change the operation costs supported by the Fire Department general fund budget. The truck is anticipated to have a 25 year service life.</p>				
Scheduling and Project Status:						
[Description]		2018	2019	2020	2021	2022
			\$40,000			
Source of Project Funding:		Project Carry Over Justification:				
410 - Equipment fund reserves						
Images:		Notes:				
						




City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:				
Division:	Fire Equipment	This project will replace SCBA air bottles, operating packs, masks, Rapid Intervention Team (RIT) Packs and associated equipment. It is anticipated that Fridley will once again enter into a JPA with other departments in order to get the best price or buy equipment off of the State bid.				
Project Title:	Self Contained Breathing Apparatus					
Total Estimated Cost:	\$250,000					
Funding Priority:	1-Essential to Health, Safety or Mandate					
Account Number:	410-2510-703100					
Project Number:	410-19-25					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
<p>The Self Contained Breathing Apparatus (SCBA) is the firefighter's most important personal protection. Respiratory protection is used not only on fires but also in environments where chemicals are present or oxygen is absent. The SCBA air cylinders are limited in life expectancy by the Department of Transportation to 15 years. In 15 years the technology also changes significantly enough that firefighter's benefit from improvements in safety and efficiency. In 2004 the Fridley Fire Department entered into a JPA with Anoka and Columbia Heights to get the best price on replacing SCBA. While the equipment is required to be replaced in 2019 the current SCBA have significant wear that requires maintenance and new parts come at a significant cost. In 2016 Fridley purchased parts from both St. Paul and Oakdale fire departments in an effort to maintain the cost of repairing the current SCBA equipment.</p>		<p>The replacement of SCBA cylinders is required by DOT after 15 years and the replacement of all SCBA components is consistent with the Fire Department's replacement schedule.</p>				
		Effect on Annual Operations Costs:				
		<p>Project will require operational expenses to maintain</p> <p>Annual cost of replacement parts and service may increase with the purchase of new technology SCBA. SCBA are required to be tested annually and advances in technology will add to the complexity of the units to be tested. It is also anticipated that advanced technology will also increase the cost of repair and parts. SCBA experience very harsh conditions and physical abuse in protecting firefighters which leads to maintenance regardless of the age of the units.</p>				
Scheduling and Project Status:						
[Description]		2018	2019	2020	2021	2022
			\$250,000			
Source of Project Funding:		Project Carry Over Justification:				
410 - Equipment fund reserves						
Images:		Notes:				
		<p>The Fire Department will be seeking grant funding prior to 2019.</p>				



City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:				
Division:	Fire Equipment	<p>The project will replace firefighter personal protective clothing that has expired under NFPA Standard 1851 and provide a second set of personal protective clothing that will allow for cleaning of contaminated personal protective clothing and allowing firefighters to remain in service. The project will also provide improved protection from cancer causing agents by purchasing hoods with vapor barriers.</p>				
Project Title:	Personal Protective Equipment					
Total Estimated Cost:	\$90,000					
Funding Priority:	1-Essential to Health, Safety or Mandate					
Account Number:	410-2510-621130					
Project Number:	410-18-25					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
<p>MN OSHA recently began enforcement of the NFPA1851 Standard for Personal Protective Equipment (clothing) under 29 CFR Part 1910.132 "General Duty Clause" that requires replacement of all personal protective equipment every 10 years regardless of condition. The Fire Department currently replaces all of the equipment with the exception of helmets and boots on a 10 year cycle. One third of the boots and helmets will need to be replaced in order to be compliant with the standard. In an effort to reduce the exposure to cancer causing toxins in smoke, a new style of hood is being manufactured with a vapor barrier similar to the coats and pants. The Fire Department is anticipating OSHA will require the hoods in the future. Regardless, the Fire Department is recommending purchase of the new hoods. A new style hood presently cost about \$100 more than the current hood (\$42). Because of the risk of cancer, the Fire Department will be adding a "best practice" for response to fires to include rinsing, bagging, transporting and washing all Personal Protective Equipment exposed to fire products. This practice will require a second set of Personal Protective Equipment for each firefighter at a cost of over \$2,000 per firefighter.</p>		<p>This plan is consistent with compliance with NFPA and OSHA standards and providing for the health and safety of employees. This project is also part of the Fire Department's initiative to prevent cancer in firefighters.</p>				
		Effect on Annual Operations Costs:				
		<p>Project will have no effect on operational budget</p> <p>There will be a significant cost increase to maintain a second set of protective clothing on a 10 year replacement cycle. The Fire Department currently spends close to \$26,000 annually to replace personal protective clothing. The cost is estimated to double with the new program.</p>				
Scheduling and Project Status:						
[Description]		2018	2019	2020	2021	2022
			45,000	45,000		
Source of Project Funding:		Project Carry Over Justification:				
410 - Equipment fund reserves						
Images:		Notes:				
		<p>The Fire Department will be seeking grant funding prior to 2019.</p>				



City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description: A replacement Engine will be manufactured by a reputable company that specializes in building combination Engine/Rescue trucks. The City will use the Houston-Galveston Area Council (HGAC) Cooperative Purchasing in the selection of a truck manufacturer and vehicle specification for construction. The HGAC is a nationwide procurement service that the City has used to purchase two Engines in the past and allows for a competitive bid from a manufacturer of the Fire Department's choice. A certain amount of firefighting equipment is included in the truck purchase and is also part of the replacement schedule.
Division:	Fire Equipment	
Project Title:	Engine/Heavy Rescue	
Total Estimated Cost:	\$650,000	
Funding Priority:	1-Essential to Health, Safety or Mandate	
Account Number:	410-2510-703100	
Project Number:	410-19-25	
Project Carry Over Year:		
Carry Over Amount:		

Justification:	Relationship to General Plan and Other Projects:
Engine 1 is one of three engines that service the City. Engine 1 was purchased in 2001 and replaced an engine and a heavy rescue truck. The truck was sent to the original manufacturer in 2014 where the body was repaired and repainted and emergency and scene lighting were improved. Reflective striping was added to the rear of the truck and the deck gun was replaced with a remote controlled deck gun. Engine 1 is located at Station 1 and will be 20 years old at the time of replacement. This truck sees the most service of any of the three engines and will have significant miles in comparison to trucks previously replaced. The truck serves as both a fire engine and a heavy rescue truck carrying specialized equipment for stabilization and extrication. As a vehicle ages the maintenance and time out of service increases. Because this is the only truck in the City available with specialized rescue equipment, it is critical to keep this vehicle in service.	The project is consistent with the Fire Department's vehicle replacement plan that provides for replacing an Engine every 20 years. The City's three fire engines contribute to the city's overall ability to provide fire protection and are necessary to maintain the City's Insurance Services Organization (ISO) rating. ISO gives points for distribution of engines every 1.5 miles, for required equipment on the engine and for the rate at which the pump can deliver water.

Scheduling and Project Status:	Effect on Annual Operations Costs:
The truck will be ordered in the first quarter of 2019 and there will be an anticipated chassis purchase mid-year. The Fire Department anticipates a 12 month build time which would put the truck in service late in the year 2020. The proposed funding amount does not include trade in or sale of the vehicle being replaced.	Project will have no effect on operational budget The equipment will not change the operation costs supported by the Fire Department general fund budget. The truck is anticipated to have a 20 year service life.


2018	2019	2020	2021	2022
	\$150,000	\$500,000		

Source of Project Funding:	Project Carry Over Justification:
410 - Equipment fund reserves	

Images:	Notes:
	




City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:				
Division:	Fire Equipment	Thermal imaging cameras and related charging equipment will be purchased and placed into service on firefighting vehicles. Cost is approximately \$12,000 each.				
Project Title:	Thermal Imaging Cameras (TIC)					
Total Estimated Cost:	\$60,000					
Funding Priority:	1-Essential to Health, Safety or Mandate					
Account Number:	410-2510-703100					
Project Number:	410-21-25					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
<p>Thermal Imaging Cameras (TIC) are used to provide a visual image in fire conditions where smoke obscures normal vision. There is a TIC located on every firefighting apparatus and is a tool required to be part of every fire attack team. The TIC is also used by Incident Command to locate fires that may not be visible from the exterior of a building and by overhaul teams to locate and extinguish hidden fire. TICs can also be used to locate people in fires, accident scenes and on the surface of water. The current TICs are expected to reach their service life after eight years at which time they will no longer be serviceable.</p>		<p>This project is consistent with a plan for replacement of essential firefighting equipment and is based on life expectancy and serviceability of electronic equipment.</p>				
		Effect on Annual Operations Costs:				
		<p>Project will have no effect on operational budget</p> <p>The equipment will not change the operation costs supported by the Fire Department general fund budget. The equipment is anticipated to have an 8 year service life.</p>				
Scheduling and Project Status:						
[Description]		2018	2019	2020	2021	2022
					\$60,000	
Source of Project Funding:		Project Carry Over Justification:				
410 - Equipment fund reserves						
Images:		Notes:				
						



City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:				
Division:	Fire Equipment	The decontamination area in the new facility is designed to accommodate a second extractor. The machine will be purchased and installed in the designated area of the decontamination room.				
Project Title:	Gear Extractor					
Total Estimated Cost:	\$10,000					
Funding Priority:	1-Essential to Health, Safety or Mandate					
Account Number:	410-2510-703100					
Project Number:	410-22-25					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
<p>Firefighters Personal Protective Equipment (PPE) or turnout gear, is exposed to the products of combustion and other chemicals that, if not cleaned after exposure, can cause serious long term health problems. Cancer in firefighters is a concern and cleaning of PPE is required after each exposure to fire products. NFPA 1581 recommends advanced cleaning of firefighter protective clothing "shall" be conducted by machine unless specifically prohibited. PPE cleaning is accomplished with a commercial washer otherwise known as an extractor. Fridley utilizes one gear extractor for cleaning PPE. PPE is composed of two parts; a vapor barrier and an outer shell. Each one is require to be washed separately. This equates to two loads for each set of PPE. An additional Extractor will speed up the process for multiple sets of PPE and restore equipment to service in a shorter period of time.</p>		<p>This project is consistent with compliance with NFPA and OSHA standards in providing for the health and safety of employees. The project is also part of the Fire Departments initiative to prevent cancer in firefighters.</p>				
		Effect on Annual Operations Costs:				
		<p>Project will have no effect on operational budget</p> <p>The equipment will not change the operation costs supported by the Fire Department general fund budget. The extrcator is anticipated to have a 20 plus year service life.</p>				
Scheduling and Project Status:						
[Description]		2018	2019	2020	2021	2022
						\$10,000
Source of Project Funding:		Project Carry Over Justification:				
410 - Equipment fund reserves						
Images:		Notes:				
		<p>The Fire Department will be seeking grant funding prior to 2022.</p>				



City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:				
Division:	Community Development Equipment	Building Inspections pick-up truck replacement				
Project Title:	Building Inspection Vehicle					
Total Estimated Cost:	\$60,000					
Funding Priority:	2-Provides Efficiencies or ROI					
Account Number:	410-5110-703100					
Project Number:						
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
<p>The Building Inspection division of Community Development has two 2003 Dodge Ram 2wd pick-ups. These vehicles have reached their full useful life and are experiencing more repairs and rust is becoming visible. Both vehicles were scheduled to last 10 years and are now nearly 15 years old.</p>		<p>These vehicles would be replaced with a 4wd pick-up to allow for easier access to building sites. Staff anticipated these vehicles will provide 10 years of service.</p>				
		Effect on Annual Operations Costs:				
		<p>Project will provide operational budget savings Replacing these vehicles will reduce repairs costs and time.</p>				
Scheduling and Project Status:						
<p>Replacement of the 1st vehicle is requested for 2018, with the second being replaced in 2019</p>		2018	2019	2020	2021	2022
		30,000	30,000			
Source of Project Funding:		Project Carry Over Justification:				
410 - Equipment fund reserves						
Images:		Notes:				



City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:				
Division:	Community Development Equipment	Rental Inspection vehicle replacement				
Project Title:	Rental Inspection Vehicle					
Total Estimated Cost:	\$25,000					
Funding Priority:	3-Provides Benefit Over the Long-term					
Account Number:	410-5114-703100					
Project Number:						
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
<p>The Rental Inspection division of Community Development has two inspection vehicles. Both have a useful life of 10 years. The 2008 Ford Focus is anticipated to need replacement in 2019 (providing 11 years of service). The 2015 Ford Focus is not scheduled for replacement until 2025.</p>						
<p>2008 Ford Focus - replace in 2019 2015 Ford Focus - replace in 2025</p>						
Scheduling and Project Status:		Effect on Annual Operations Costs:				
Replacement of the 1st vehicle is requested for 2020, with the second being replaced in 2025		Project will provide operational budget savings Replacing these vehicles will reduce repairs costs and time.				
		2018	2019	2020	2021	2022
			25,000			
Source of Project Funding:		Project Carry Over Justification:				
410 - Equipment fund reserves						
Images:		Notes:				



City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:				
Division:	Community Development Equipment	Code Enforcement inspection vehicle replacement				
Project Title:	Code Enforcement Vehicle					
Total Estimated Cost:	\$25,000					
Funding Priority:	3-Provides Benefit Over the Long-term					
Account Number:	410-5112-703100					
Project Number:						
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
<p>The Planning division of Community Development has two code enforcement inspection vehicles. Both have a useful life of 10 years. The 2004 Dodge Stratus is well over it's useful life but staff anticipates a few more years before repairs become excessive. The 2015 Ford Focus is not scheduled for replacement until 2025.</p>						
<p>2004 Dodge Stratus - replace in 2020 2015 Ford Focus - replace in 2025</p>						
Scheduling and Project Status:		Effect on Annual Operations Costs:				
Replacement of the 1st vehicle is requested for 2020, with the second being replaced in 2025		Project will provide operational budget savings Replacing these vehicles will reduce repairs costs and time.				
		2018	2019	2020	2021	2022
				25,000		
Source of Project Funding:		Project Carry Over Justification:				
410 - Equipment fund reserves						
Images:		Notes:				




City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:				
Division:	Park Equipment	John Deere Z Turn Lanw Mower 2007				
Project Title:	Zero-turn Mower Replacement					
Total Estimated Cost:	\$9,000					
Funding Priority:	2 - Provides Efficiencies or ROI					
Account Number:	410-3172-621150					
Project Number:	410.18.72					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
<p>This is one of our mowers used by the parks maintenance division to staff our full mowing crews to perform grass cutting in city parks and right of ways. This unit would be used full time May through October.</p>		<p>This equipment purchase will allow the City to maintain its level of service in City parks and rights-of-way turf maintenance.</p>				
						Effect on Annual Operations Costs:
		<p>The project will reduce ongoing maintenance of aging equipment.</p>				
Scheduling and Project Status:						
<p>Purchase planned for 2018. The proposed amount included trade in of 515 John Deere Lawn Mower.</p>		2018	2019	2020	2021	2022
		\$ 9,000				
Source of Project Funding:		Project Carry Over Justification:				
410 - Equipment Fund Reserves						
Images:		Notes:				




City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:				
Division:	Park Equipment	This equipment will replace our extended cab pickup used to transport Parks Maintenance crews and equipment.				
Project Title:	Extended-cab Pickup Truck Replacement					
Total Estimated Cost:	\$24,000					
Funding Priority:	2-Provides Efficiencies or ROI					
Account Number:	410-3172-703100					
Project Number:	410.18.72					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
<p>This vehicle is used as transportation for our crews, and is used by the Parks Maintenance trimming and turf management personnel. It is used full-time from April/May through September, and is utilized as a backup vehicle during low-use periods</p>		<p>This equipment purchase will allow the Public Works Department to continue providing its current level of service</p>				
		Effect on Annual Operations Costs:				
		<p>This equipment will not change our operations costs supported by Public Works Department budgets. The equipment is anticipated to have a 15 year service life.</p>				
Scheduling and Project Status:						
<p>Purchase is planned for 2018. The proposed amount includes trade-in of the replaced Unit 518, which is a 2003 Chevrolet 4x4 extended cab pickup.</p>		2018	2019	2020	2021	2022
		\$ 24,000				
Source of Project Funding:		Project Carry Over Justification:				
410 - Equipment Fund Reserves						
Images:		Notes:				
						




City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:				
Division:	Park Equipment	This equipment will replace our crew cab pickup used to transport Parks Maintenance crews and equipment.				
Project Title:	Crew-cab Pickup Truck Replacement					
Total Estimated Cost:	\$29,000					
Funding Priority:	3 - Provides Benefit Over the Long-Term					
Account Number:	410-3172-703100					
Project Number:	410.18.72					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
<p>This vehicle is used as transportation for our crews, and is used by the Parks Maintenance trimming and turf management personnel. It is used full-time from April/May through September, and is utilized as a backup vehicle during low-use periods</p>		<p>This equipment purchase will allow the Public Works Department to continue providing its current level of service.</p>				
		Effect on Annual Operations Costs:				
		<p>This equipment will not change our operations costs supported by Public Works Department budgets. The equipment is anticipated to have an 18 year service life.</p>				
Scheduling and Project Status:						
<p>Purchase is planned for 2018. The proposed amount includes trade-in of the replaced Unit 524, which is a 2000 Chevrolet 3500 crew cab pickup.</p>		2018	2019	2020	2021	2022
		\$ 29,000				
Source of Project Funding:		Project Carry Over Justification:				
410 - Equipment Fund Reserves						
Images:		Notes:				
						




City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:				
Division:	Park Equipment	This equipment will replace one of our one-ton dump trucks used for Parks Maintenance and winter plowing.				
Project Title:	1-Ton Dump Truck Replacement					
Total Estimated Cost:	\$39,000					
Funding Priority:	3 - Provides Benefit Over the Long-Term					
Account Number:	410-3172-703100					
Project Number:	410.18.72					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
This vehicle is used by the Parks Maintenance Division as a utility vehicle from April/May through September, and is used in the winter to plow cul-de-sacs and select streets.		This equipment purchase will allow the Public Works Department to continue providing its current level of service.				
						Effect on Annual Operations Costs:
		This equipment will not change our operations costs supported by Public Works Department budgets. The equipment is anticipated to have a 20 year service life.				
Scheduling and Project Status:						
Purchase is planned for 2018. The proposed amount includes trade-in of the replaced Unit 530, which is a 1998 Chevrolet 1-ton dump truck		2018	2019	2020	2021	2022
		\$ 39,000				
Source of Project Funding:		Project Carry Over Justification:				
410 - Equipment Fund Reserves						
Images:		Notes:				
						



City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:				
Division:	Street Equipment	This equipment will replace one of the walk/trail plowing tractors used by the Street Maintenance Division				
Project Title:	Sidewalk Plow Replacement					
Total Estimated Cost:	\$132,000					
Funding Priority:	2 - Provides Efficiencies or ROI					
Account Number:	410-3174-703100					
Project Number:	410.18.74					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
This plowing utility vehicle in the Street Maintenance Division used for snow removal on walks and trails, and areas around municipal buildings.		This equipment purchase will allow the Public Works Department to continue providing its current level of service				
		Effect on Annual Operations Costs:				
		The project will reduce ongoing maintenance of aging equipment.				
Scheduling and Project Status:						
Purchase is planned for 2018. The proposed amount includes trade-in of the replaced Unit 760, which is a 1993 MT Trackless, refurbished in 2009.		2018	2019	2020	2021	2022
		\$ 132,000				
Source of Project Funding:		Project Carry Over Justification:				
410 - Equipment Fund Reserves						
Images:		Notes:				
						




City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:				
Division:	Street Equipment	Buy new Brush Chipper. Sell/trade unit 738-2002 Vermeer Brush Chipper.				
Project Title:	Chipper Replacement					
Total Estimated Cost:	\$35,000					
Funding Priority:	2 - Provides Efficiencies or ROI					
Account Number:	410-3174-703100					
Project Number:	410.18.74					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
This chipper is used year round for tree trimming and removal.		This equipment purchase will allow the Public Works Department to continue providing its current level of service.				
		This equipment will not change our operations costs supported by Public Works Department's budget. The equipment is anticipated to have a 16 year service life.				
Scheduling and Project Status:						
Purchased is planned for 2018. The proposed amount included trade in of replaced unit 738 which is a 2002 Vermeer Brush Chipper.		2018	2019	2020	2021	2022
		\$ 35,000				
Source of Project Funding:		Project Carry Over Justification:				
410 - Equipment Fund Reserves						
Images:		Notes:				



City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:				
Division:	Park Equipment	This equipment will replace a utility vehicle with groomer used by the Parks Maintenance Division for athletic field maintenance.				
Project Title:	Utility Vehicle with Groomer Replacement					
Total Estimated Cost:	\$18,000					
Funding Priority:	3 - Provides Benefit Over the Long-Term					
Account Number:	410-3172-703100					
Project Number:	410.19.72					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
This will replace a utility vehicle with a groomer used by the Parks Maintenance staff to level fields that the City maintains. This unit is used from April through September on a regular basis		This equipment purchase will allow the City to maintain its current level of service.				
						Effect on Annual Operations Costs:
Scheduling and Project Status:		This equipment will not change our operations costs supported by Public Works Department budgets. The equipment is anticipated to have a 10 year service life.				
						Purchase is planned for 2019. The proposed amount includes trade-in of the replaced Unit 531, which is a 1999 Toro Workman.
			\$ 18,000			
Source of Project Funding:		Project Carry Over Justification:				
410 - Equipment Fund Reserves						
Images:		Notes:				
						




City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:				
Division:	Park Equipment	John Deere Zturn Lawn Mower 2013				
Project Title:	Zero-turn Mower Replacement					
Total Estimated Cost:	\$10,000					
Funding Priority:	2 - Provides Efficiencies or ROI					
Account Number:	410-3172-703100					
Project Number:	410.19.72					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
<p>This is one of our mowers used by the parks maintenance division to staff our full mowing crews to perform grass cutting in city parks and right of ways. This unit would be used full time May through October.</p>		<p>This equipment purchase will allow the City to maintain its level of service in City parks and rights-of-way turf maintenance.</p>				
		Effect on Annual Operations Costs:				
		<p>The project will reduce ongoing maintenance of aging equipment.</p>				
Scheduling and Project Status:						
<p>Purchased planned for 2019. The proposed amount includes trade in of 597 John Deere Lawn Mower.</p>		2018	2019	2020	2021	2022
			\$ 10,000			
Source of Project Funding:		Project Carry Over Justification:				
410 - Equipment Fund Reserves						
Images:		Notes:				




City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:														
Division:	Park Equipment	This equipment will replace the tanker truck used by Parks Maintenance staff for watering and rink flooding.														
Project Title:	Tanker Truck Replacement															
Total Estimated Cost:	\$150,000															
Funding Priority:	3 - Provides Benefit Over the Long-Term															
Account Number:	410-3172-703100															
Project Number:	410.19.72															
Project Carry Over Year:																
Carry Over Amount:																
Justification:		Relationship to General Plan and Other Projects:														
This is our single tanker truck used by the Parks Maintenance staff for summer watering and flooding of rinks that the City maintains. This unit is used from year-round on a regular basis.		This equipment purchase will allow the City to maintain its current level of service for maintenance. The equipment also allows us to meet our stormwater permit requirements by watering of planted stormwater areas.														
						Effect on Annual Operations Costs:										
		This equipment will not change our operations costs supported by Public Works Department budgets. The new equipment is anticipated to have a 20 year service life.														
Scheduling and Project Status:		<table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th style="width: 15%;">2018</th> <th style="width: 15%;">2019</th> <th style="width: 15%;">2020</th> <th style="width: 15%;">2021</th> <th style="width: 15%;">2022</th> </tr> </thead> <tbody> <tr> <td></td> <td>\$ 150,000</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>					2018	2019	2020	2021	2022		\$ 150,000			
2018	2019						2020	2021	2022							
	\$ 150,000															
Purchase is planned for 2019. The proposed amount includes trade-in of the replaced Unit 573, which is a 1999 Rosco Tanker Truck.																
Source of Project Funding:		Project Carry Over Justification:														
410 - Equipment Fund Reserves																
Images:		Notes:														
																



City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:				
Division:	Park Equipment	This equipment will replace our trail and parking lot sweeper used by the Parks Maintenance Division.				
Project Title:	Parking Lot/Trail Sweeper Replacement					
Total Estimated Cost:	\$32,000					
Funding Priority:	2 - Provides Efficiencies or ROI					
Account Number:	410-3172-703100					
Project Number:	410.19.72					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
This is our single sweeper used by the Parks Maintenance staff to sweep parking lots in city parks and trails citywide. This unit is used from April through November on a part-time basis, with heavy use in the spring and fall.		This equipment purchase will allow the City to maintain its current level of service. The equipment also allows us to meet our stormwater permit requirements.				
						Effect on Annual Operations Costs:
		This equipment will not change our operations costs supported by Public Works Department budgets. The equipment is anticipated to have a 20 year service life.				
Scheduling and Project Status:						
Purchase is planned for 2019. The proposed amount includes trade-in of the replaced Unit 547, which is a 1997 Powerboss sweeper.		Effect on Annual Operations Costs:				
		2018	2019	2020	2021	2022
			\$ 32,000			
Source of Project Funding:		Project Carry Over Justification:				
410 - Equipment Fund Reserves						
Images:		Notes:				
						



City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:				
Division:	Park Equipment	This equipment will replace on of the off-road utility vehicles used by the Parks Maintenance Division.				
Project Title:	Utility Vehicle					
Total Estimated Cost:	\$10,000					
Funding Priority:	3 - Provides Benefit Over the Long-Term					
Account Number:	410-3172-703100					
Project Number:	410.19.72					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
This utility vehicle in the Parks Maintenance Division used for collection of brush, spraying weeds, and other maintenance needs within park and trail grounds and other off road locations. The new utility vehicle will include a paint system used for striping the ball fields.		This equipment purchase will allow the Public Works Department to continue providing it's current level of service.				
		Effect on Annual Operations Costs:				
		This equipment will not change our operations costs supported by Public Works Department budgets. The equipment is anticipated to have a 15 year service life.				
Scheduling and Project Status:						
Purchase is planned for 2019. The proposed amount includes trade-in of the replaced Unit 572, which is a 2001 John Deere Utility vehicle.		2018	2019	2020	2021	2022
			\$ 10,000			
Source of Project Funding:		Project Carry Over Justification:				
410 - Equipment Fund Reserves						
Images:		Notes:				




City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:				
Division:	Park Equipment	This equipment will replace on of the off-road utility vehicles used by the Parks Maintenance Division.				
Project Title:	Utility Vehicle					
Total Estimated Cost:	\$10,000					
Funding Priority:	3 - Provides Benefit Over the Long-Term					
Account Number:	410-3172-703100					
Project Number:	410.19.72					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
This utility vehicle in the Parks Maintenance Division used for collection of brush, spraying weeds, and other maintenance needs within park and trail grounds and other off road locations. The new utility vehicle will include a paint system used for striping the ball fields.		This equipment purchase will allow the Public Works Department to continue providing it's current level of service.				
		Effect on Annual Operations Costs:				
		This equipment will not change our operations costs supported by Public Works Department budgets. The equipment is anticipated to have a 15 year service life.				
Scheduling and Project Status:						
Purchase is planned for 2019. The proposed amount includes trade-in of the replaced Unit 556 which is a 2003 John Deere Utility vehicle.		2018	2019	2020	2021	2022
			\$ 10,000			
Source of Project Funding:		Project Carry Over Justification:				
410 - Equipment Fund Reserves						
Images:		Notes:				




City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:				
Division:	Street Equipment	This equipment will replace our existing pothole patching truck used by the Street Maintenance Division.				
Project Title:	Dump Truck w/ Hot Mix Box Replacement					
Total Estimated Cost:	\$180,000					
Funding Priority:	2 - Provides Efficiencies or ROI					
Account Number:	410-3174-703100					
Project Number:	410.19.74					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
This will replace the existing dump truck with a pothole patch hot mix box used by the Street Maintenance staff to maintain asphalt pavements citywide. The truck is also outfitted for first-line winter plowing. This unit is used on a regular basis year round.		This equipment purchase will allow the City to maintain its current level of service				
						Effect on Annual Operations Costs:
		This equipment will not change our operations costs supported by Public Works Department budgets. The equipment is anticipated to have a 15 year service life.				
Scheduling and Project Status:						
Purchase is planned for 2019. The proposed amount includes trade-in of the replaced Unit 730, which is a 2005 International.		2018	2019	2020	2021	2022
			\$ 180,000			
Source of Project Funding:		Project Carry Over Justification:				
410 - Equipment Fund Reserves						
Images:		Notes:				
						




City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:				
Division:	Park Equipment	This equipment will replace a front-mount mower used by the Parks Maintenance Division for grass cutting in City parks.				
Project Title:	Front-Mount Tractor/Mower Replacement					
Total Estimated Cost:	\$18,000					
Funding Priority:	2 - Provides Efficiencies or ROI					
Account Number:	410-3172-703100					
Project Number:	410.18.72					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
<p>This is one of three front-mount mowers used by the Parks Maintenance Division to staff two full mowing crews to perform grass cutting in City parks. This unit would be used full-time from April/May through September.</p>		<p>This equipment purchase will allow the City to maintain its level of service in City parks and rights-of-way turf maintenance.</p>				
		Effect on Annual Operations Costs:				
		<p>This equipment will not change our operations costs supported by Public Works Department budgets. The equipment is anticipated to have a 10 year service life.</p>				
Scheduling and Project Status:						
<p>Purchase is planned for 2020. The proposed amount includes trade-in of the replaced Unit 540 (pictured), which is a 2008 John Deere model 1435.</p>		2018	2019	2020	2021	2022
				\$ 18,000		
Source of Project Funding:		Project Carry Over Justification:				
410 - Equipment Fund Reserves						
Images:		Notes:				
						




City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:			
Division:	Park Equipment	This equipment will replace our tractor used by the Parks Maintenance Division for right-of-way maintenance.			
Project Title:	Highway Mower Replacement				
Total Estimated Cost:	\$90,000				
Funding Priority:	2 - Provides Efficiencies or ROI				
Account Number:	410-3172-703100				
Project Number:	410.20.72				
Project Carry Over Year:					
Carry Over Amount:					
Justification:		Relationship to General Plan and Other Projects:			
This will replace our tractor used with a side and rear flail mower attachment by the Parks Maintenance to maintain vegetation on highway and street rights-of-way. This unit would be used full-time in spring and fall		This equipment purchase will allow the City to keep its level of service in City rights-of-way turf maintenance. This equipment is paired with our flail mower attachment.			
Scheduling and Project Status:		This equipment will not change our operations costs supported by Public Works Department budgets. The equipment is anticipated to have a 20 year service life.			
		2018	2019	2020	2021
				\$ 90,000	
Source of Project Funding:		Project Carry Over Justification:			
410 - Equipment Fund Reserves					
Images:		Notes:			
					



City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:				
Division:	Park Equipment	This equipment will replace our mower attachment used by the Parks Maintenance Division for right-of-way maintenance.				
Project Title:	Flail Mower Attachment Replacement					
Total Estimated Cost:	\$45,000					
Funding Priority:	2 - Provides Efficiencies or ROI					
Account Number:	410-3172-703100					
Project Number:	410.20.72					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
This will replace our side and rear flail mower attachment used by the Parks Maintenance to maintain vegetation on highway and street rights-of-way. This unit would be used full-time in spring through fall.		This equipment purchase will allow the City to keep its level of service in City rights-of-way turf maintenance.				
						Effect on Annual Operations Costs:
		This equipment will not change our operations costs supported by Public Works Department budgets. The equipment is anticipated to have a 12 year service life.				
Scheduling and Project Status:						
Purchase is planned for 2020. The proposed amount includes trade-in of the replaced Unit 514A, which is a 2000 Tiger mower.		2018	2019	2020	2021	2022
				\$ 45,000		
Source of Project Funding:		Project Carry Over Justification:				
410 - Equipment Fund Reserves						
Images:		Notes:				
						



City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:				
Division:	Park Equipment	Replacement front-mount tractor mower				
Project Title:	Front-Mount Tractor/Mower Replacement					
Total Estimated Cost:	\$18,000					
Funding Priority:	2 - Provides Efficiencies or ROI					
Account Number:	410-3172-703100					
Project Number:	410.20.72					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
This equipment will replace one of our existing Z-turn mowers with a front-deck mower and improve our efficiency in maintaining turf in parks and rights-of-way. This unit would be used full-time in spring through fall.		This equipment purchase will allow the City to improve its level of service in City parks and rights-of-way turf maintenance.				
						Effect on Annual Operations Costs:
		This equipment will reduce operations costs supported by Public Works Department budgets. The equipment is anticipated to have a 12 year service life.				
Scheduling and Project Status:						
Purchase is planned for 2020. The proposed amount included trade in of 535 Toro Front Deck mower.		2018	2019	2020	2021	2022
				\$ 18,000		
Source of Project Funding:		Project Carry Over Justification:				
410 - Equipment Fund Reserves						
Images:		Notes:				




City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:				
Division:	Park Equipment	Toro Zturn Lawn Mower 2015				
Project Title:	Zero-turn Mower Replacement					
Total Estimated Cost:	\$10,000					
Funding Priority:	2 - Provides Efficiencies or ROI					
Account Number:	410-3172-703100					
Project Number:	410.20.72					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
<p>This is one of our mowers used by the parks maintenance division to staff our full mowing crews to perform grass cutting in City Parks and right of ways. This unit would be used full time from May through October</p>		<p>this equipment purchase will allow the City to maintain its level of service in City parks and rights-of-way turf maintenance.</p>				
		Effect on Annual Operations Costs:				
		<p>This equipment will reduce operations costs supported by Public Works Department budgets. The equipment is anticipated to have a 12 year service life.</p>				
Scheduling and Project Status:						
<p>Purchased planned for 2020. The proposed amount included trade in of 532 Z turn mower.</p>		2018	2019	2020	2021	2022
				\$ 10,000		
Source of Project Funding:		Project Carry Over Justification:				
410 - Equipment Fund Reserves						
Images:		Notes:				




City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:				
Division:	Street Equipment	This equipment will replace one of the wheeled loaders used year-round by the Streets Division.				
Project Title:	Wheeled Loader with Plow Replacement					
Total Estimated Cost:	\$200,000					
Funding Priority:	2 - Provides Efficiencies or ROI					
Account Number:	410-3174-703100					
Project Number:	410.20.74					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
This heavy equipment is one of three loaders used year-round by the Street Maintenance Division for plowing in the winter, loading trucks, and moving construction and fill materials year-round.		This equipment purchase will allow the Public Works Department to continue providing its current level of service.				
						Effect on Annual Operations Costs:
		This equipment will not change our operations costs supported by Public Works Department budgets. The equipment is anticipated to have a 20 year service life with one major overhaul during its life.				
Scheduling and Project Status:						
Purchase is planned for 2020. The proposed amount includes trade-in of the replaced Unit 795, which is a 1999 John Deere 544H loader, refurbished in 2014.		2018	2019	2020	2021	2022
				\$ 200,000		
Source of Project Funding:		Project Carry Over Justification:				
410 - Equipment Fund Reserves						
Images:		Notes:				
						




City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:				
Division:	Street Equipment	This equipment will replace one of the large dump trucks used by the Streets Division.				
Project Title:	Dump Truck w/ Plow Replacement					
Total Estimated Cost:	\$185,000					
Funding Priority:	2 - Provides Efficiencies or ROI					
Account Number:	410-3174-703100					
Project Number:	410.20.74					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
This dump truck is one of six large trucks used year-round by the Street Maintenance Division for plowing in the winter and hauling materials in the summer		This equipment purchase will allow the Public Works Department to continue providing its current level of service.				
						Effect on Annual Operations Costs:
		This equipment will not change our operations costs supported by Public Works Department budgets. The equipment is anticipated to have a 15 year service life.				
Scheduling and Project Status:						
Purchase is planned for 2020. The proposed amount includes trade-in of the replaced Unit 769, which is a 2005 International.		2018	2019	2020	2021	2022
				\$ 185,000		
Source of Project Funding:		Project Carry Over Justification:				
410 - Equipment Fund Reserves						
Images:		Notes:				
						




City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:				
Division:	Street Equipment	This equipment will replace one of our pavement rollers used by the Street Maintenance Division.				
Project Title:	Asphalt Roller Replacement					
Total Estimated Cost:	\$34,000					
Funding Priority:	3 - Provides Benefit Over the Long-Term					
Account Number:	410-3174-703100					
Project Number:	410.20.74					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
This will replace the larger of our two pavement rollers in the Street Maintenance Division. This unit would be used full-time spring through fall.		This equipment purchase will allow the City to keep its level of service in pavement maintenance. This equipment is paired with the replacement of one of our roller trailers, Unit 746.				
						Effect on Annual Operations Costs:
		This equipment will not change our operations costs supported by Public Works Department budgets. The equipment is anticipated to have a 30 year service life				
Scheduling and Project Status:						
Purchase is planned for 2020. The proposed amount includes trade-in of the replaced Unit 787, which is a 1990 Beuthling B300 roller.		2018	2019	2020	2021	2022
				\$ 34,000		
Source of Project Funding:		Project Carry Over Justification:				
410 - Equipment Fund Reserves						
Images:		Notes:				
						



City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:				
Division:	Street Equipment	This equipment will replace our pavement roller trailer used by the Street Maintenance Division				
Project Title:	Asphalt Roller Trailer Replacement					
Total Estimated Cost:	\$5,000					
Funding Priority:	3 - Provides Benefit Over the Long-Term					
Account Number:	410-3174-621150					
Project Number:	410.20.74					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
This will replace a trailer used to transport one of our two pavement rollers in the Street Maintenance Division. This unit would be used full-time spring through fall.		This equipment purchase will allow the City to keep its level of service in pavement maintenance.				
						Effect on Annual Operations Costs:
		This equipment will not change our operations costs supported by Public Works Department budgets. The equipment is anticipated to have a 20 year service life.				
Scheduling and Project Status:						
Purchase is planned for 2020. The proposed amount includes trade-in of the replaced Unit 746, which is a 1999 Towmaster trailer.		2018	2019	2020	2021	2022
				\$ 5,000		
Source of Project Funding:		Project Carry Over Justification:				
410 - Equipment Fund Reserves						
Images:		Notes:				
						



City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:				
Division:	Park Equipment	3/4-Ton 4x4 with Plow Replacement				
Project Title:	Toro Zturn Lawn Mower					
Total Estimated Cost:	\$10,000					
Funding Priority:	2 - Provides Efficiencies or ROI					
Account Number:	410-3172-703100					
Project Number:	410.21.72					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
<p>This is one of our mowers used by the parks maintenance division to staff our full mowing crews to perform grass cutting in city parks and right of ways. This unit would be used full time May through October.</p>		<p>This equipment purchase will allow the City to maintain its level of service in City parks and rights-of-way turf maintenance.</p>				
		Effect on Annual Operations Costs:				
		<p>This equipment will not change our operations cost supported by Public Works Department's budgets. The equipment is anticipated to have a 20 year service life.</p>				
Scheduling and Project Status:						
<p>Purchase planned for 2021. The proposed amount included trade in of 534 Toro Zturn lawn mower</p>		2018	2019	2020	2021	2022
					\$ 10,000	
Source of Project Funding:		Project Carry Over Justification:				
410 - Equipment Fund Reserves						
Images:		Notes:				



City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:				
Division:	Street Equipment	Buy Ford F-150 with plow and lift gate. Sell/trade unit 754-2007 GMC 2500 and unit 727 - 2007 GMC 2500.				
Project Title:	3/4-Ton 4x4 Plow w/Lift Gate Replacement					
Total Estimated Cost:	\$45,000					
Funding Priority:	2 - Provides Efficiencies or ROI					
Account Number:	410-3174-703100					
Project Number:	410.21.74					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
This pickup with plow and tail gate lift is used year round. Snowplowing in the winter and hauling asphalt rollers and equipment in the summer.		This equipment purchase will allow the Public Works Department to continue providing it's current level of service.				
						Effect on Annual Operations Costs:
		This equipment will not change our operations cost supported by Public Works Department's budgets. The equipment is anticipated to have a 14 year service life.				
Scheduling and Project Status:						
Purchase is planned for 2021 and with trade in will replace unit 754 which is a 2007 GMC 2500. We will also be selling unit 727 which is also a 2007 GMC 2500.		2018	2019	2020	2021	2022
					\$ 45,000	
Source of Project Funding:		Project Carry Over Justification:				
410 - Equipment Fund Reserves						
Images:		Notes:				



City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:				
Division:	Street Equipment	Buy new Bobcat Skid Steer. Sell/trade unit 724 - 2012 Bobcat.				
Project Title:	Skid Loader Replacement					
Total Estimated Cost:	\$70,000					
Funding Priority:	3 - Provides Benefit Over the Long-Term					
Account Number:	410-3174-703100					
Project Number:	410.21.74					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
This skid steer loader is a multi-use year round piece of Street Department equipment. It is used for plowing snow, loading trucks and grinding tree stumps.		This equipment will allow the Public Works Department to continue providing its current level of service.				
						Effect on Annual Operations Costs:
		This equipment will not change our operations costs supported by Public Works Department's budgets. The equipment is anticipated to have a 9 year service life.				
Scheduling and Project Status:						
[Description]		2018	2019	2020	2021	2022
					\$ 70,000	
Source of Project Funding:		Project Carry Over Justification:				
410 - Equipment Fund Reserves						
Images:		Notes:				




City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:				
Division:	Street Equipment	Buy 1-ton dump truck. Sell/trade unit 729 which is a 1999 GMC 1-ton dump truck.				
Project Title:	1-Ton Dump Replacement					
Total Estimated Cost:	\$50,000					
Funding Priority:	3 - Provides Benefit Over the Long-Term					
Account Number:	410-3174-703100					
Project Number:	410.21.74					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
This 1-ton dump truck is used year round for the Street Department for plowing snow in the winter and hauling material in the summer.		This equipment purchase will allow the Public Works Department to continue providing its current level of service.				
						Effect on Annual Operations Costs:
		This equipment will not change our operations cost supported by Public Works Department's budgets. The equipment is anticipated to have a 20 year service life.				
Scheduling and Project Status:						
Purchase is planned for 2021. The proposed amount includes trade in of replaced unit 729 which is a 1999 GMC 1-ton dump truck.		2018	2019	2020	2021	2022
					\$ 50,000	
Source of Project Funding:		Project Carry Over Justification:				
410 - Equipment Fund Reserves						
Images:		Notes:				




City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:			
Division:	Park Equipment	This equipment will replace our existing aeration attachment used by the Parks Maintenance Division for parks and fields.			
Project Title:	Aeration Tool Attachment Replacement				
Total Estimated Cost:	\$7,000				
Funding Priority:	3 - Provides Benefit Over the Long-Term				
Account Number:	410-3172-621150				
Project Number:	410.22.72				
Project Carry Over Year:					
Carry Over Amount:					
Justification:		Relationship to General Plan and Other Projects:			
This will replace the existing aeration tool attachment used by the Parks Maintenance staff to condition soils on fields and parks that the City maintains. This unit is used on a limited basis from April through September.		This equipment purchase will allow the City to maintain its current level of service.			
		Effect on Annual Operations Costs:			
		This equipment will not change our operations costs supported by Public Works Department budgets. The equipment is anticipated to have a 20 year service life.			
Scheduling and Project Status:					
Purchase is planned for 2022. The proposed amount includes trade-in of the replaced Unit 586, which is a 1997 Aera-vator AE60.		2018	2019	2020	2021
					\$ 7,000
Source of Project Funding:		Project Carry Over Justification:			
410 - Equipment Fund Reserves					
Images:		Notes:			
					



City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:				
Division:	Park Equipment	This equipment will replace one of our pickups used to transport Parks Maintenance crews and equipment.				
Project Title:	Pickup Truck Replacement					
Total Estimated Cost:	\$20,000					
Funding Priority:	3 - Provides Benefit Over the Long-Term					
Account Number:	410-3172-703100					
Project Number:	410.22.72					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
This vehicle is used as transportation for Parks Maintenance staff year-round.		This equipment purchase will allow the Public Works Department to continue providing its current level of service.				
						Effect on Annual Operations Costs:
		This equipment will not change our operations costs supported by Public Works Department budgets. The equipment is anticipated to have a 12 year service life.				
Scheduling and Project Status:						
Purchase is planned for 2022. The proposed equipment is similar to Unit 558, which is a 2007 GMC Sierra ¾-ton pickup truck		2018	2019	2020	2021	2022
						\$ 20,000
Source of Project Funding:		Project Carry Over Justification:				
410 - Equipment Fund Reserves						
Images:		Notes:				
						




City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:				
Division:	Street Equipment	Buy full size dump truck. Sell/trade unity 777 which is a full size 2010 international dump truck.				
Project Title:	Dump Truck with Plow Replacement					
Total Estimated Cost:	\$200,000					
Funding Priority:	2 - Provides Efficiencies or ROI					
Account Number:	410-3174-703100					
Project Number:	410.22.74					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
This dump truck is used year round by the Street Department for plowing snow in the winter and hauling materials year round.		This equipment will allow the Public Works Department to continue providing its current level of service.				
		Effect on Annual Operations Costs:				
		This equipment will not change our operations cost supported by Public Works Department budgets. The equipment is anticipated to have a 12 year service life.				
Scheduling and Project Status:						
Purchased planned for 2022. The proposed amount included trade in of replaced unit 777 which is a 2010 international dump truck.		2018	2019	2020	2021	2022
						\$ 200,000
Source of Project Funding:		Project Carry Over Justification:				
410 - Equipment Fund Reserves						
Images:		Notes:				




City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:			
Division:	Street Equipment	This equipment will replace our existing trailer mounted sealant melter used by the Street Maintenance Division.			
Project Title:	Sealant Melter Replacement				
Total Estimated Cost:	\$26,000				
Funding Priority:	2 - Provides Efficiencies or ROI				
Account Number:	410-3174-703100				
Project Number:	410.22.74				
Project Carry Over Year:					
Carry Over Amount:					
Justification:		Relationship to General Plan and Other Projects:			
This will replace the existing trailer-mounted sealant melter used by the Street Maintenance staff to maintain asphalt pavements citywide. This unit is used on a regular basis from April through September for crack sealing of streets.		This equipment purchase will allow the City to maintain its current level of service.			
		This equipment will not change our operations costs supported by Public Works Department budgets. The equipment is anticipated to have a 25 year service life.			
Scheduling and Project Status:					
Purchase is planned for 2022. The proposed amount includes trade-in of the replaced Unit 723, which is a 1995 Crafcoc EZ200 melter.		2018	2019	2020	2021
					\$ 26,000
Source of Project Funding:		Project Carry Over Justification:			
410 - Equipment Fund Reserves					
Images:		Notes:			
					



City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:				
Division:	Street Equipment	This equipment will replace our compressor used by the Street Maintenance Division for pavement maintenance.				
Project Title:	Compressor Replacement					
Total Estimated Cost:	\$25,000					
Funding Priority:	3 - Provides Benefit Over the Long-Term					
Account Number:	410-3174-703100					
Project Number:	410.22.74					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
This will replace our compressor used in the Street Maintenance Division for blowing out cracks and potholes when repairing pavement. This unit would be used full-time spring through fall.		This equipment purchase will allow the City to keep its level of service in pavement maintenance.				
		Effect on Annual Operations Costs:				
		This equipment will not change our operations costs supported by Public Works Department budgets. The equipment is anticipated to have a 30 year service life				
Scheduling and Project Status:						
Purchase is planned for 2022. The proposed amount includes trade-in of the replaced Unit 785, which is a 1988 Gardner/Denver compressor.		2018	2019	2020	2021	2022
						\$ 25,000
Source of Project Funding:		Project Carry Over Justification:				
410 - Equipment Fund Reserves						
Images:		Notes:				
						



City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:			
Division:	IT - City Manager	A system to enable the maintenance and protection of data stored on mobile devices. If a device is lost or stolen, the city would have the ability to locate, disable, and/or erase the device in order to preserve the security of its systems.			
Project Title:	Mobile Device Management				
Total Estimated Cost:	\$4,000				
Funding Priority:	1-Essential to Health, Safety or Mandate				
Account Number:	409-1213-621130				
Project Number:	409-18-				
Project Carry Over Year:					
Carry Over Amount:					
Justification:		Relationship to General Plan and Other Projects:			
<p>As technology has improved, and systems have become more capable, there is increasing interest in enabling users to have access to city data via mobile technology. The ability to get this kind of access to internal city networks and data presents security challenges that must be addressed, including the management and security of mobile devices. The city must be able to control the type of data that is stored on mobile devices to remain in regulatory compliance. If a device is lost or stolen the city needs to have the ability to locate, disable, and/or erase the device in order to preserve the security of its systems and information.</p> <p>Section 5.13.2 of the CJIS Security Policy v5.4 requires the use of Mobile Device Management for covered mobile devices.</p>		<p>Increased mobile access to city systems requires that the city be able to manage the devices that access those systems. This project will facilitate these mobile projects.</p>			
		Effect on Annual Operations Costs:			
		<p>Project will require operational expenses to maintain Mobile Device Management systems are typically subscriptions that are licensed based upon the number of users or devices covered. Based on the number of tablets, smartphones and laptops currently in use in the city, and on average pricing of such services, it is estimated that full implementation would cost approximately \$4,000 per year, which would be incurred by the Information Technology division.</p>			
Scheduling and Project Status:					
System implementation would begin in Q1 2018, with public safety devices, and continue throughout the year.					
		2018	2019	2020	2021
		4,000			
Source of Project Funding:		Project Carry Over Justification:			
409 - Technology fund reserves					
Images:		Notes:			



City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:
Division:	IT - Police	This item allows for the purchase of an upgraded data server and backup file retention system for evidentiary video and audio files that are captured by the current squad-car video camera systems. The system would also accommodate video and audio files from body-worn cameras if they are purchased by the Police Department.
Project Title:	Squad Camera Server Upgrade	
Total Estimated Cost:	\$36,000	
Funding Priority:	1-Essential to Health, Safety or Mandate	
Account Number:	409-1213-703100	
Project Number:	409-18-	
Project Carry Over Year:		
Carry Over Amount:		

Justification:

The community is increasingly demanding transparency in police operations and interactions with the public. To assist in that demand the police department currently has squad cameras manufactured by L-3 Communications in every primary police patrol vehicle to capture daily interactions with the public. The data that is captured by the squad car cameras, and the officers' body microphones, are automatically transferred from DVRs in the squad cars to a server at the Police Department. The current server was last upgraded in 2013 and has a capacity of 11TB. This server will reach the end of its service life in 2018. Its replacement would have a capacity of 25TB, so as to accommodate additional HD video from the squad cars, as well as possible future, body-worn cameras.

In addition to data that is stored on the server, backup DVDs are created for permanent retention and for discovery requests. The DVD burner currently in use has reached the end of its serviceable life, and there are frequent issues with reliability. The DVD burner will also be replaced to ensure that the Police Department can create backup files, comply with requests for discovery, and provide squad car video and body camera video in a format that is familiar to legal staff and partner agencies.

Relationship to General Plan and Other Projects:

This equipment replacement will allow the Police Department to be transparent in their daily activities and respond to incidents and emergencies consistent with their public safety responsibilities. The server upgrade will be necessary prior to implementing a body-worn camera system, which is addressed in a different CIP request.

Effect on Annual Operations Costs:

Project will have no effect on operational budget

The Police Department already has a maintenance agreement with L-3 Communications. The upgrade to the server should not have a significant impact on the existing agreement.

Scheduling and Project Status:

Purchase and install in 2018.

2018	2019	2020	2021	2022
36,000				

Source of Project Funding:

409 - Technology fund reserves

Project Carry Over Justification:



Notes:



City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:				
Division:	IT - City Manager	Perform a network security audit of Fridley IT systems. Audit would include visibility and exposure analysis, as well as penetration tests targeting publically accessible applications, servers, VPNs, and other Internet-facing systems.				
Project Title:	Network Security Audit					
Total Estimated Cost:	\$8,000					
Funding Priority:	1-Essential to Health, Safety or Mandate					
Account Number:	409-1213-635100					
Project Number:	409-18-					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
Recent events, like the successful phishing attack against the Bloomington School District payroll system, and the hacking of the Dallas emergency siren system, have highlighted local government agencies as likely targets for hacking. While Fridley IT makes every effort to ensure the security of the City's systems and data at the design and implementation stages, external testing of that security posture is essential for the safety and security of the city and its citizens.		Configurations of existing systems may be altered based on recommendations of audit. Recommendations would be integrated into new systems as they are designed and built.				
		Effect on Annual Operations Costs:				
		Project will have no effect on operational budget Project would likely have little to no direct impact on operational budget. The expected outcome is a list of recommendations for changes in system configurations, procedures, and technologies, which could have an impact on future capital project requests.				
Scheduling and Project Status:						
Contracting of services would occur in Q1 2018, with testing to begin in late Spring 2018.		2018	2019	2020	2021	2022
		8,000				
Source of Project Funding:		Project Carry Over Justification:				
409 - Technology fund reserves						
Images:		Notes:				



City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:				
Division:	IT - City Manager	System to assist in reducing time to hire, tracking and monitoring the progress of applicants, and performing necessary reporting and data analysis.				
Project Title:	Human Resources Information Systems					
Total Estimated Cost:	\$12,000					
Funding Priority:	2-Provides Efficiencies or ROI					
Account Number:	409-1213-704100					
Project Number:	409-18-					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
<p>The system assists in reducing time to hire and automating paperless processes, assist with generating communications and workflows. Includes tracking and monitoring the progress of applicants, and performing necessary reporting and data analysis.</p> <p>The system can be expanded in the future to include employee on-boarding and performance management.</p>		System can be synced with payroll and finance systems to eliminate redundancies, improve efficiencies and provide better information and communication to the applicant.				
		Effect on Annual Operations Costs:				
		<p>Project will require operational expenses to maintain</p> <p>The system has a yearly subscription cost of \$12,000. Any expansion of the system for onboarding or performance management may result in additional cost in out years. An estimated \$12,000 annually would be incurred by our Human Resource division.</p>				
Scheduling and Project Status:						
<p>Implementation would take approximately six weeks of 10-15 hours per week to train on-line and configure the system. System would be implemented in 2018.</p> <p>*Project was initially requested for 2017.</p>		2018	2019	2020	2021	2022
		12,000				
Source of Project Funding:		Project Carry Over Justification:				
409 - Technology fund reserves						
Images:		Notes:				



City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:				
Division:	IT - City Manager	Renewal of Microsoft Software Assurance on Client Access Licenses for Windows Server, Exchange Server, and SQL Server.				
Project Title:	Microsoft SA License Renewal					
Total Estimated Cost:	\$80,000					
Funding Priority:	1-Essential to Health, Safety or Mandate					
Account Number:	409-1213-621130					
Project Number:	409-15-01					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
<p>Periodic (36 month) renewal of Software Assurance license required by State of MN licensing agreement with Microsoft. Licenses allow continued use of server applications - including file storage, email, and database applications - by city staff.</p>		<p>Almost all IT resources and applications used by city personnel require valid Microsoft client licenses.</p>				
		Effect on Annual Operations Costs:				
		<p>Project will have no effect on operational budget</p> <p>License renewal occurs every three years and is funded via the IT CIP. No increase in operational budget is expected.</p>				
Scheduling and Project Status:						
License renewal typically takes place in February of the renewal year.						
		2018	2019	2020	2021	2022
		40,000			40,000	
Source of Project Funding:		Project Carry Over Justification:				
409 - Technology fund reserves						
Images:		Notes:				



City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:				
Division:	IT - City Manager	<p>Funding for replacement of computers, including desktops, laptops and servers, local area network equipment, printers, peripheral devices, telecommunication improvements, and software over the next 5 years. Also provides for the purchase of new equipment and software that serves the city as a whole.</p>				
Project Title:	Technology Purchases/Upgrades					
Total Estimated Cost:	\$822,500					
Funding Priority:	2-Provides Efficiencies or ROI					
Account Number:	409-1213-621130					
Project Number:	409-15-01					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
<p>Systematic maintenance and upgrading of computers, network equipment, printers, peripheral devices, and software.</p> <p>Most PCs are on a four-year replacement cycle. Laptops used in difficult environments are replaced every three years. Copiers & printers are eligible for replacement every four to five years.</p> <p>Software is typically purchased at the same time as the PC it will be loaded on to, and is usually only upgraded/replaced with that PC.</p> <p>Network equipment, including servers and LAN/WAN hardware, are eligible for replacement every four to five years.</p>		<p>Budgeting and purchasing technology equipment and software through the MIS Fund allows the city greater flexibility to direct resources where they are most needed rather than relying on individual department budgets.</p>				
		Effect on Annual Operations Costs:				
		<p>Project will require operational expenses to maintain</p> <p>Annual maintenance costs may increase as old equipment is replaced or as new equipment is added. These maintenance costs are a part of the general fund operating budget.</p>				
Scheduling and Project Status:		2018	2019	2020	2021	2022
<p>PCs and printers are purchased through the year after consultation with the affected departments and users. Network equipment is analyzed on a yearly basis to determine if it is still meeting the needs of the city.</p>		197,000	156,000	156,000	156,000	156,000
Source of Project Funding:		Project Carry Over Justification:				
409 - Technology fund reserves						
Images:		Notes:				



City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:				
Division:	IT - City Manager	Continue to expand and improve the city's document imaging system to improve the efficiency of city business processes, provide easier access to important information, speed retrieval times, and increase the productivity of various operating departments.				
Project Title:	Laserfiche Expansion					
Total Estimated Cost:	\$70,000					
Funding Priority:	2-Provides Efficiencies or ROI					
Account Number:	409-1213-621130					
Project Number:	409-15-51					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
<p>Ongoing project to expand the document imaging system into additional documents types, build additional workflow processes, and provide further improvements. In addition, the city will be able to leverage the ability of the city's new financial system to integrate with document imaging archives.</p> <p>Additional funding added to 2018 to accelerate project in anticipation of move to new Civic Campus and the desire to minimize the amount of paper records that must be transferred.</p>		This project facilitates several other projects within the city, as well as productivity improvements in several departments.				
		Effect on Annual Operations Costs:				
		<p>Project will require operational expenses to maintain</p> <p>The city's cost for annual maintenance will rise based on the number and type of additional user licenses required by the inclusion of various documents types and workflow processes.</p>				
Scheduling and Project Status:						
Improvements are continual and ongoing.						
		2018	2019	2020	2021	2022
		20,000	20,000	10,000	10,000	10,000
Source of Project Funding:		Project Carry Over Justification:				
409 - Technology fund reserves						
Images:		Notes:				



City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:			
Division:	IT - City Manager	Replacement and upgrade of city's virtual hosting environment.			
Project Title:	VSAN Replacement				
Total Estimated Cost:	\$90,000				
Funding Priority:	1-Essential to Health, Safety or Mandate				
Account Number:	409-1213-704100				
Project Number:	409-19-				
Project Carry Over Year:					
Carry Over Amount:					
Justification:		Relationship to General Plan and Other Projects:			
<p>The city's current virtual environment consists of a three-host, virtual storage network (VSAN). The physical servers that make up this environment will be at end-of-life in 2019, and we will no longer be able to purchase maintenance agreements for them. These servers host important information resources and must be operational 24x7, so hardware maintenance is critical in the case of failure.</p>		<p>The virtual hosting environment is critical to the ongoing operations of city information systems.</p>			
		Effect on Annual Operations Costs:			
		<p>Project will have no effect on operational budget</p> <p>The city already pays ongoing software maintenance on the system, and that would continue. Multi-year maintenance would be purchased along with the physical hardware, so it would no result in an increase in the operational budget.</p>			
Scheduling and Project Status:					
Project would be initiated and completed in 2019.		2018	2019	2020	2021
			90,000		
Source of Project Funding:		Project Carry Over Justification:			
409 - Technology fund reserves					
Images:		Notes:			



City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:				
Division:	IT - City Manager	Implement a paperless system for creating Council/Commission memos, meeting packets and minutes. This system would create documents and allow them to be proofed, edited, and organized electronically and posted on the City web site for the employees & public to view.				
Project Title:	Agenda Management					
Total Estimated Cost:	\$9,000					
Funding Priority:	2-Provides Efficiencies or ROI					
Account Number:	409-1213-621130					
Project Number:	409-19-					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
<p>The goal is to both streamline and standardize internal agenda creation processes, make agendas more transparent as they are created, as well as make them more accessible and useful to the public and to the city's legislative bodies. The system will save significant staff time throughout the city, and will provide greater service to the community.</p>		<p>Integration with the city's video storage is not considered crucial to this project, though that functionality may be considered if it doesn't increase the cost significantly. The creation of the council agenda is an internal process that is independent of the use of an electronic means of using the agenda by the City Council or the city's various commissions.</p>				
		Effect on Annual Operations Costs:				
		<p>Project will require operational expenses to maintain</p> <p>Annual operating costs for such a system depend on the vendor and the type of system implemented. Cost estimates have ranged from \$400-1,200 per month, with cloud-based systems in the \$400-\$700 per month range. An estimate of \$9,000 annually would be incurred in the General Fund.</p>				
Scheduling and Project Status:		2018	2019	2020	2021	2022
<p>The goal is to implement the system in 2019 and provide document templates for use in the system. Training would be provided to individuals and it would be used city-wide for council meeting items and packets and Commissions that would take advantage of using the system.</p>			9,000			
Source of Project Funding:		Project Carry Over Justification:				
409 - Technology fund reserves						
Images:		Notes:				



City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:				
Division:	IT - Assessing	2 handheld tablets (iPad) with connectivity to the County Assessing system.				
Project Title:	Assessing Technology in the Field					
Total Estimated Cost:	\$2,000					
Funding Priority:	2-Provides Efficiencies or ROI					
Account Number:	409-1314-621130					
Project Number:						
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
Anoka County is in the process of implementing a new Assessing system in 2017 - 2018. This new system will allow staff to update and record their field work directing into the system with the use of tablets.		Remain paperless				
		Effect on Annual Operations Costs:				
		Project will require operational expenses to maintain Monthly wireless internet fees will incur with this implementation estimated to be \$50./month per connection for a total of \$100.00/monthly = \$1,200/year.				
Scheduling and Project Status:						
The County will be converting the mass appraisal system over to Tyler. This conversion is scheduled to take place in August 2018. The Assessing Division would like to begin using handhelds (Ipads) out in the field for the 2019 Quintile (Spring 2019).		2018	2019	2020	2021	2022
			2,000			
Source of Project Funding:		Project Carry Over Justification:				
409 - Technology fund reserves						
Images:		Notes:				



City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:														
Division:	IT - Accounting	Scheduling and time management system for Police, Fire and Liquor operations.														
Project Title:	Time management/scheduling system															
Total Estimated Cost:	\$20,000															
Funding Priority:	2-Provides Efficiencies or ROI															
Account Number:	409-1314-704100															
Project Number:	409-19-															
Project Carry Over Year:																
Carry Over Amount:																
Justification:		Relationship to General Plan and Other Projects:														
<p>The City currently manages multiple scheduling systems, none of which import/interface with our current payroll system. Staff would like to purchase a suite that will work for the complex scheduling requirements in our Fire, Police and Liquor store operations and also provide a time management system that will seamlessly interface with the Incode payroll system.</p>		<p>Fire and Liquor manually prepare an import file for our payroll system. Police still requires timesheets which are manually input into the payroll system. Staff sees the benefit of developing a scheduling system that requires less staff time to administer and will eliminate manual processes currently required in the time entry process thus reducing the potential for errors.</p>														
		Effect on Annual Operations Costs:														
		<p>Project will have no effect on operational budget</p> <p>\$2,373 annual maintenance fee to be split between Liquor, Fire and Police. This would be offset by the current annual fees being paid for the existing scheduling systems..</p>														
Scheduling and Project Status:		<table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th style="width: 15%;">2018</th> <th style="width: 15%;">2019</th> <th style="width: 15%;">2020</th> <th style="width: 15%;">2021</th> <th style="width: 15%;">2022</th> </tr> </thead> <tbody> <tr> <td></td> <td>20,000</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>					2018	2019	2020	2021	2022		20,000			
2018	2019						2020	2021	2022							
	20,000															
<p>We have pricing and have seen preliminary demos of a system designed for police and fire departments that use Incode V.X for payroll. Due to budget constraints this project would not be implemented until January of 2019.</p>																
Source of Project Funding:		Project Carry Over Justification:														
<p>409 - Technology fund reserves</p> <p>609 - Liquor fund reserves</p>																
Images:		Notes:														




City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:				
Division:	IT - City Manager	Replacement of city's network firewall, which performs multiple security functions, including protecting internal city systems from external hackers, providing first-ring anti-virus protection, and filtering outbound web traffic based on content.				
Project Title:	Firewall Replacement					
Total Estimated Cost:	\$25,000					
Funding Priority:	1-Essential to Health, Safety or Mandate					
Account Number:	409-1213-704100					
Project Number:	409-20-					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
<p>The city's Watchguard firewall system will reach the end of its useful life in 2020. As technology changes, and hacking becomes more sophisticated, security technology must be kept up to date in order to continue to protect the city's information assets. Firewalls and other networking systems also need to keep pace with increasing bandwidth needs of users.</p>		This project is part of the ongoing maintenance and upkeep of the city network.				
		Effect on Annual Operations Costs:				
		<p>Project will have no effect on operational budget</p> <p>Multi-year maintenance agreement would be purchased along with the firewall, so the maintenance cost would not affect the operational budget.</p>				
Scheduling and Project Status:						
Project would start in Q1, and continue through Q2.		2018	2019	2020	2021	2022
				25,000		
Source of Project Funding:		Project Carry Over Justification:				
409 - Technology fund reserves						
Images:		Notes:				



City of Fridley Capital Investment Program

Project Category:	Buildings & Improvements	Description:				
Division:	Buildings - General	This project represents the relocation and expansion of the Fridley Municipal Center and Public Works Facility and combining into one campus.				
Project Title:	Civic Campus					
Total Estimated Cost:	\$51,625,000					
Funding Priority:	2-Provides Efficiencies or ROI					
Account Number:	405-3115-701100					
Project Number:	405-17-various					
Project Carry Over Year:	2017					
Carry Over Amount:	\$21,750,000					
Justification:		Relationship to General Plan and Other Projects:				
<p>This project represents the relocation and expansion of the Fridley Municipal Center and Public Works facilities to the former Columbia Arena site.</p> <p>This project provides for the long-term space needs so that the City can remain functionally viable for the coming decades.</p>		<p>This is a stand-alone project, but defers prior projects for the existing Municipal Center and Public Works facilities that were budgeted in 2014. In addition, this project would supersede existing site renovation and retrofit projects. The deferred projects and renovation projects total \$30,703,000 (2018 dollars).</p>				
<p>The storm water management is designed to accommodate both the public and private development at the site. HRA will reimburse up to \$2 million towards those shared features.</p>		Effect on Annual Operations Costs:				
		<p>Project will require operational expenses to maintain</p> <p>Although utility and operational maintenance costs are anticipated to increase, the project would have a substantial impact upon the day-to-day efficiency of the operation of the City of Fridley, and provide an improved level of service to the city's constituents.</p>				
Scheduling and Project Status:						
<p>Preliminary design work began in 2016 and will be included with the total project costs (\$1,250,000). Completion is planned for the end of 2018</p>		2018	2019	2020	2021	2022
		21,750,000				
Source of Project Funding:			Project Carry Over Justification:			
<p>405 - Building fund reserves</p> <p>Other (specify)</p> <p>Bond proceeds & HRA shared costs</p>			<p>Preliminary work began in 2016, bonding was secured in 2017. Construction is scheduled to begin in 2017 with completion at the end of 2018.</p>			
Images:			Notes:			
						



City of Fridley Capital Investment Program

Project Category:	Buildings & Improvements	Description:				
Division:	Buildings - General	This proposed investment will provide funding for offsite police impound and public works storage facilities..				
Project Title:	Offsite Improvements					
Total Estimated Cost:	\$250,000					
Funding Priority:	2-Provides Efficiencies or ROI					
Account Number:	405-3176-701100					
Project Number:	405-19-					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
With the new Fridley Civic Campus and proximity to new development, the Public Works site was reduced in size and eliminated industrial activities onsite, including exterior bulk materials storage and vehicle impound.		This project is dependent on the completion of the Fridley Civic Campus, and relocation of operations to that site.				
						Effect on Annual Operations Costs:
		The proposed project will mitigate costs associated with contracted storage and provide efficiency in operations.				
Scheduling and Project Status:						
The project is scheduled for 2018. Agreement with the property owner is contemplated by the end of 2017.		2018	2019	2020	2021	2022
		250,000				
Source of Project Funding:		Project Carry Over Justification:				
Building Capital Investment Plan - General Fund Police Forfeiture Funds						
Images:		Notes:				



City of Fridley Capital Investment Program

Project Category:	Buildings & Improvements	Description:				
Division:	Buildings - City Hall	This proposed investment will provide an allowance for minor repairs for the existing Fridley Municipal Center building and property so that it can be sold. Repairs would be selected only to provide a greater return sale value than their cost.				
Project Title:	Former City Hall Allowance					
Total Estimated Cost:	\$60,000					
Funding Priority:	2-Provides Efficiencies or ROI					
Account Number:	405-3115-635100					
Project Number:	405-19					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
With the construction of the new Fridley Civic Campus, the existing City Hall building will become surplus. In order to provide maximum value upon disposal through sale, the existing building and grounds will require minor repairs.		This project is dependent on the completion of the Fridley Civic Campus, and relocation of operations to that site.				
		Effect on Annual Operations Costs:				
		No effect.				
Scheduling and Project Status:						
Repairs are to be defined in 2018.		2018	2019	2020	2021	2022
			60,000			
Source of Project Funding:		Project Carry Over Justification:				
Building Capital Investment Plan - General Fund						
Images:		Notes:				



City of Fridley Capital Investment Program

Project Category:	Buildings & Improvements	Description:				
Division:	Buildings - Fire Stations	This proposed investment will provide for major exterior maintenance of Fire Stations 2 & 3, including brick repair, window repair and replacement and door repair and replacement..				
Project Title:	Fire Station 2 & 3 Exterior Maintenance					
Total Estimated Cost:	\$40,000					
Funding Priority:	3-Provides Benefit Over the Long-term					
Account Number:	405-2510-635100					
Project Number:	405-22-487					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
This project is needed to provide maintenance of existing buildings.		This project is independent of other projects.				
						Effect on Annual Operations Costs:
		The project will maintain operations costs at an efficient level.				
Scheduling and Project Status:						
The project is proposed for 2022.		2018	2019	2020	2021	2022
						40,000
Source of Project Funding:		Project Carry Over Justification:				
Building Capital Investment Plan - General Fund						
Images:		Notes:				



City of Fridley Capital Investment Program

Project Category:	Buildings & Improvements	Description:				
Division:	Parks	This project of an outdoor classroom/picnic pavilion is part of the SPRING Project - Phase 2. The facility would replace the old, smaller shelter that is in poor condition. The new facility would be located north of the SNC Interpretive Building and adjacent to the nature-based play area.				
Project Title:	SPRING Project - Phase 2/SNC					
Total Estimated Cost:	\$300,000					
Funding Priority:	2-Provides Efficiencies or ROI					
Account Number:	407-3172-702100					
Project Number:	407-00-389					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
Staff fun many outdoor nature programs that require a facility for protection against the elements. The project will provide a place for educational programs, as well as community social gatherings.		This project is one of the final components in the major SPRING Project initiative to improve the Springbrook Nature Center facilities.				
		Effect on Annual Operations Costs:				
		Project will require operational expenses to maintain				
Scheduling and Project Status:						
Project scheduled for construction and completion in 2018, depending on fundraising status.		2018	2019	2020	2021	2022
		\$ 300,000				
Source of Project Funding:		Project Carry Over Justification:				
Other (specify)						
Project to be paid for thru donations/SNC Foundation.						
Images:		Notes:				



City of Fridley Capital Investment Program

Project Category:	Buildings & Improvements	Description:				
Division:	Parks	This project constitutes work to repair and replace trails, bridges and boardwalks at Springbrook Nature Center.				
Project Title:	SNC Boardwalk Replacement					
Total Estimated Cost:	\$10,000					
Funding Priority:	2-Provides Efficiencies or ROI					
Account Number:	407-3172-635100					
Project Number:	407-18-443					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
This project includes replacement and repairs to the existing trails, bridges, and boardwalks at the Springbrook Nature Center. There are repairs and replacement needed to bring the boardwalks into safe condition.		Segments will be replaced or repaired in 2017 - 2019.				
		Effect on Annual Operations Costs:				
		Project will provide operational budget savings				
Scheduling and Project Status:						
Construction will be completed over a multi-year period.		2018	2019	2020	2021	2022
		\$ 5,000	\$ 5,000			
Source of Project Funding:		Project Carry Over Justification:				
407 - Parks fund reserves						
Images:		Notes:				



City of Fridley Capital Investment Program

Project Category:	Buildings & Improvements	Description:			
Division:	Parks	This project is for the resurfacing of parking lot surfaces at Moore Lake Park.			
Project Title:	Parking Lot Resurfacing				
Total Estimated Cost:	\$220,000				
Funding Priority:	1-Essential to Health, Safety or Mandate				
Account Number:	407-3172-702100				
Project Number:	407-18-464				
Project Carry Over Year:					
Carry Over Amount:					
Justification:		Relationship to General Plan and Other Projects:			
Parking lot surfaces at Moore Lake Park are in need of repair or replacement.		This project is stand-alone.			
		Effect on Annual Operations Costs:			
		Project will require operational expenses to maintain			
Scheduling and Project Status:					
Two parking lot surfaces at Moore Lake Park will be addressed. The first project in 2017 and the second in 2019.					
		2018	2019	2020	2021
		\$ 130,000		\$ 90,000	
Source of Project Funding:		Project Carry Over Justification:			
407 - Parks fund reserves					
Images:		Notes:			



City of Fridley Capital Investment Program

Project Category:	Buildings & Improvements	Description:				
Division:	Parks	Color coating material needs to be reapplied every 3-4 years in order				
Project Title:	Court Surfacing and Overlays					
Total Estimated Cost:	\$166,000					
Funding Priority:	2-Provides Efficiencies or ROI					
Account Number:	407-3172-635100					
Project Number:	407-18-902					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
<p>Court resurfacing is needed on the City's basketball and tennis courts with a color coating material. Color coating material needs to be reapplied every 3-4 years in order to keep the courts in acceptable playing condition.</p>		This project is stand-alone.				
						Effect on Annual Operations Costs:
		Project will require operational expenses to maintain				
Scheduling and Project Status:						
<p>Courts to be color coated are determined annually by the Park Maintenance Supervisor and the Parks and Recreation Director. Tennis court resurfacing is included. Also, some courts will require asphalt overlays or replacement of the asphalt surface</p>		2018	2019	2020	2021	2022
		\$ 32,000	\$ 32,000	\$ 35,000	\$ 35,000	\$ 35,000
Source of Project Funding:		Project Carry Over Justification:				
407 - Parks fund reserves						
Images:		Notes:				



City of Fridley Capital Investment Program

Project Category:	Buildings & Improvements	Description:				
Division:	Parks	This project consists of selective replacement of picnic tables, park benches, signs, fences, and other fixtures throughout the City park system.				
Project Title:	Park Furnishings					
Total Estimated Cost:	\$60,000					
Funding Priority:	2-Provides Efficiencies or ROI					
Account Number:	407-3172-621130					
Project Number:	407-18-903					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
This project consists of selective replacement of picnic tables, park benches, signs, fences, and other fixtures throughout City parks to maintain the quality and safety of City parks.		This project is stand-alone.				
						Effect on Annual Operations Costs:
		Project will require operational expenses to maintain				
Scheduling and Project Status:						
Fixture replacements are determined annually by the Park Maintenance Supervisor and the Parks and Recreation Director based on regular equipment inspections.		2018	2019	2020	2021	2022
		\$ 12,000	\$ 12,000	\$ 12,000	\$ 12,000	\$ 12,000
Source of Project Funding:		Project Carry Over Justification:				
407 - Parks fund reserves						
Images:		Notes:				



City of Fridley Capital Investment Program

Project Category:	Buildings & Improvements	Description:				
Division:	Parks	This project includes the replacement installation of children's playground equipment in the neighborhood parks.				
Project Title:	Playground Equipment Replacement					
Total Estimated Cost:	\$720,000					
Funding Priority:	1-Essential to Health, Safety or Mandate					
Account Number:	407-3172-702100					
Project Number:	407-18-493					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
Playground equipment in the neighborhood parks will need some upgrading and replacement to keep the parks attractive and as a useful recreation outlet for preschool and elementary age children.		The project adds playground equipment to neighborhood parks as determined by the Parks and Recreation Director and the Parks Maintenance Division Supervisor.				
						Effect on Annual Operations Costs:
		Project will require operational expenses to maintain				
Scheduling and Project Status:						
Annual installations through 2021 and beyond.		2018	2019	2020	2021	2022
		\$ 150,000	\$ 120,000	\$ 150,000	\$ 150,000	\$ 150,000
Source of Project Funding:		Project Carry Over Justification:				
407 - Parks fund reserves						
Images:		Notes:				



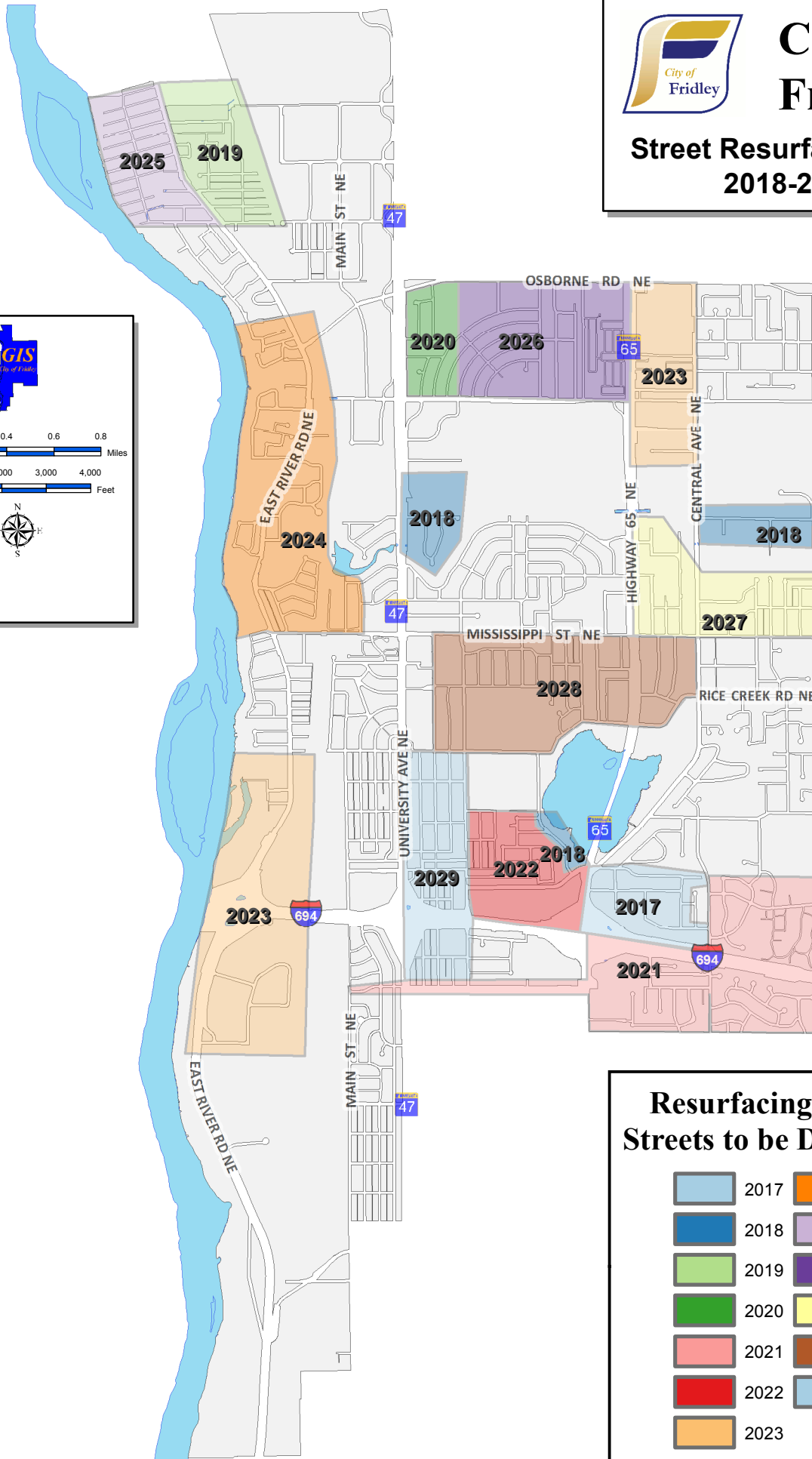
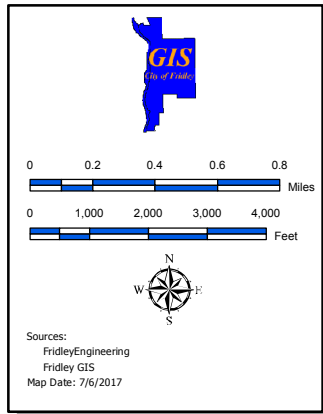
City of Fridley Capital Investment Program

Project Category:	Buildings & Improvements	Description:				
Division:	Parks	This project is the construction of a new picnic shelter facility at Moore Lake Park. This shelter would accommodate 50-75 guests and be centrally located on the park grounds.				
Project Title:	Picnic Shelter					
Total Estimated Cost:	\$75,000					
Funding Priority:	2-Provides Efficiencies or ROI					
Account Number:	407-3172-xxxxxx					
Project Number:	407-16-XXX					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
The recently completed master plan for Moore Lake Park identified the need for a larger picnic pavilion to accommodate group outings/events at the park. The opportunity for gatherings and social events was a high priority for uses of this park.		This project is one of many improvements planned for this park over a 5-10 year time frame.				
		Effect on Annual Operations Costs:				
		Project will require operational expenses to maintain				
Scheduling and Project Status:						
Project scheduled for 2019.		2018	2019	2020	2021	2022
			\$ 75,000			
Source of Project Funding:		Project Carry Over Justification:				
407 - Parks fund reserves						
Images:		Notes:				




City of Fridley

Street Resurfacing Plan 2018-2029



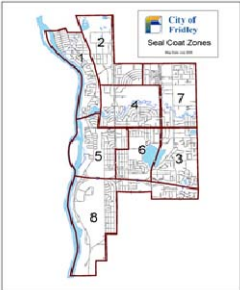


City of Fridley Capital Investment Program

Project Category:	Buildings & Improvements	Description:				
Division:	Engineering project	This project involves the reconstruction with lane reduction, median construction, and minor repairs to utilities on 69th Avenue east of Central Avenue (deferred from 2015), and will consider inclusion of the rehabilitation of Anoka Street.				
Project Title:	Street Rehabilitation Project ST2018-01					
Total Estimated Cost:	\$480,000					
Funding Priority:	2-Provides Efficiencies or ROI					
Account Number:	406-3174-705100					
Project Number:	406-18-01					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
This project is included in the City's long-range pavement management plan. Bi-annual road ratings have identified candidate segments based on condition. Other considerations include age, coordination with other projects, and upgrades needed.		This project is consistent with the street pavement preservation program. Sewer, storm sewer, and water system surveys will need to be completed prior to plan development to determine the extent of repairs needed on the city's utility systems. These costs are approximated in the below estimates. This project will be coordinated with CenterPoint Energy and other private utilities in regard to replacement of their aging systems.				
						Effect on Annual Operations Costs:
		Project will provide operational budget savings through lane reductions and major rehabilitation.				
Scheduling and Project Status:						
This project is presently scheduled for 2018 construction. Preliminary design, workshop, and assessment hearing is planned to occur upon preliminary CIP approval in 2017.		2018	2019	2020	2021	2022
		480,000				
Source of Project Funding:		Project Carry Over Justification:				
Municipal State Aid Special Assessments 406 - Street fund reserves						
Images:		Notes:				
		Special Assessments estimated at \$150,000 to reimbursement to the Street Reserve Fund as collected				

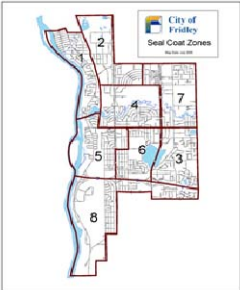


City of Fridley Capital Investment Program

Project Category:	Buildings & Improvements	Description:				
Division:	Engineering project	This project involves street sealing to extend pavement service life. Chip sealing is included in Area 1, in the northwest area of Fridley.				
Project Title:	Street Sealing Program, Proj. ST2018-10					
Total Estimated Cost:	\$250,000					
Funding Priority:	2-Provides Efficiencies or ROI					
Account Number:	406-3174-635100					
Project Number:	406-18-10					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
This project includes chip sealing of City streets on an eight-year rotation for pavement preservation purposes. The project for 2018 includes Area 1, in the northwest area of Fridley.		This work is coordinated with resurfacing plans to avoid sealing streets that are scheduled for reconstruction in the near term.				
		Effect on Annual Operations Costs:				
		Project will provide operational budget savings				
Scheduling and Project Status:						
This project is presently scheduled for 2018 construction. The project is bid out as part of a nine-city JPA project administered by the City of Coon Rapids. Bids are requested in February of each construction year for the work.		2018	2019	2020	2021	2022
		250,000				
Source of Project Funding:		Project Carry Over Justification:				
406 - Street fund reserves						
Images:		Notes:				
						



City of Fridley Capital Investment Program

Project Category:	Buildings & Improvements	Description:				
Division:	Engineering project	This project involves routing and sealing of cracks to extend pavement service life. Rubberized crack sealing will be performed in Area 1, and on other selected streets.				
Project Title:	Street Sealing Program, Proj. ST2018-10					
Total Estimated Cost:	\$20,000					
Funding Priority:	2-Provides Efficiencies or ROI					
Account Number:	406-3174-635100 Not Capitalized					
Project Number:	406-21-10					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
This project includes crack sealing of City streets in order to prolong the life of newer pavement. With the limitations on staff time and large mileage of street rehabilitation projects in recent years, staff is unable to keep up with all crack sealing.		This work is performed on streets that are to be chip sealed (Area 1) and other streets that have been paved within the past five years. This project augments sealing work performed by our maintenance crews, who alone cannot seal the optimum mileage in a given season.				
		Effect on Annual Operations Costs:				
		Project will provide operational budget savings				
Scheduling and Project Status:						
This project is presently scheduled bidding and construction in 2018. The project is bid out as part of a nine-city JPA project administered by the City of Coon Rapids. Bids are requested in February of each construction year for the work.		2018	2019	2020	2021	2022
		20,000				
Source of Project Funding:		Project Carry Over Justification:				
406 - Street fund reserves						
Images:		Notes:				
						



City of Fridley Capital Investment Program

Project Category:	Buildings & Improvements	Description:			
Division:	Engineering project	This project involves providing connected shared use trail and bicycle lanes on West Moore Lake from 57th Avenue to Trunk Highway 65.			
Project Title:	W Moore Lk Ped & Bike Trail				
Total Estimated Cost:	\$600,000				
Funding Priority:	2-Provides Efficiencies or ROI				
Account Number:	406-3174-702100				
Project Number:	406-18-21				
Project Carry Over Year:					
Carry Over Amount:					
Justification:		Relationship to General Plan and Other Projects:			
This project will provide additional network connectivity for pedestrians and cyclists from 57th Avenue to 61st Avenue and on West Moore Lake to Trunk Highway 65. This will provide improved access to the Fridley Middle School and High School, and provide for a circuit around Moore Lake.		This project is stand alone, will substantially improve service levels, including improved access to transit and livability improvements. The project is consistent with the City's Active Transportation Plan. A match of the Federal Funding is provided from our annual Trail/Walk Upgrades CIP item.			
		Effect on Annual Operations Costs:			
		Project will require operational expenses to maintain, but essentially equal to current maintenance due to roadway width reduction.			
Scheduling and Project Status:					
The project has Federal Highway funds designated for 2018.		2018	2019	2020	2021
		600,000			
Source of Project Funding:		Project Carry Over Justification:			
Federal Highway Funds MSAS Special Assessments (Medtronic Pkwy to 61st Ave)					
Images:		Notes:			
		Special Assessments estimated at \$80,000 to reimbursement to the Street Reserve Fund as collected			



City of Fridley Capital Investment Program

Project Category:	Buildings & Improvements	Description:			
Division:	Engineering project	This project involves replacement of roadway signage, including those located on state and county highways.			
Project Title:	Capital Signage Replacements				
Total Estimated Cost:	\$45,000 (over 5 years)				
Funding Priority:	3-Provides Benefit Over the Long-term				
Account Number:	406-3174-635100				
Project Number:					
Project Carry Over Year:					
Carry Over Amount:					
Justification:		Relationship to General Plan and Other Projects:			
While the City of Fridley's traffic signage system has recently been retrofit, guide and neighborhood signage is in need of replacement. Guide signage includes destination signage on state and county roads (typically large brown signs). The City is responsible for replacement of these signs.		This project is stand-alone and restoration will maintain current service levels. Service levels will be improved where neighborhood sign upgrades are made.			
		Effect on Annual Operations Costs:			
		Project will provide operational budget savings			
Scheduling and Project Status:					
Signs to be replaced are determined annually by the Street Maintenance Supervisor and the Public Works Director.		2018	2019	2020	2021
		15,000		15,000	
Source of Project Funding:		Project Carry Over Justification:			
406 - Street fund reserves					
Images:		Notes:			



City of Fridley Capital Investment Program

Project Category:	Buildings & Improvements	Description:				
Division:	Engineering project	This project involves resurfacing and minor connectivity improvements for the City's walk and trail systems.				
Project Title:	Trail/Walk Upgrades					
Total Estimated Cost:	\$600,000 (over 5 years)					
Funding Priority:	2-Provides Efficiencies or ROI					
Account Number:	406-3174-635100 Not Capitalized					
Project Number:	406-18-20					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
Trail and walk resurfacing is needed on the City's trail and walk system in order to keep preserving the condition of these systems. In addition, connections will be made where most cost-effective. Upgrades to current use standards, including ADA will be made where applicable.		This project is stand alone, and restoration will maintain current service levels. Service levels will be improved where system connections are made. The project is consistent with the City's Active Transportation Plan.				
		Effect on Annual Operations Costs:				
		Project will require operational expenses to maintain, but reduces day to day maintenance via this major maintenance.				
Scheduling and Project Status:						
Trails and walks to be seal coated are determined annually by the Street Operations Manager and the Public Works Director. Also, some trails will require asphalt overlays or replacement of the asphalt surface.		2018	2019	2020	2021	2022
		200,000	100,000	100,000	100,000	100,000
Source of Project Funding:		Project Carry Over Justification:				
406 - Street fund reserves		Prior years approved budgets have been reserved for completion of trails connecting Main Street Bridge project				
Images:		Notes:				
		Candidate projects are as follows: 2016-17 Trail connection to 43rd Avenue on Main Street 2018: West Moore Lake Trail match funding 2018: Medtronic Parkway 2019: University Avenue north of Mississippi Street 2020: 53rd Avenue Connection University to Central 2021: 7th Street Extension, 57th Avenue and East Moore Lake Trail				



City of Fridley Capital Investment Program

Project Category:	Buildings & Improvements	Description:				
Division:	Engineering project	This project involves maintenance, replacement, and upgrades to traffic signals in the City of Fridley. The 2018 allocation is to be combined with carry-over funding from 2017 to fund the City's cost share for signal reconstruction at East River Road and Mississippi Street.				
Project Title:	Traffic Signal Maintenance/Retrofits					
Total Estimated Cost:	\$260,000 (over 6 years)					
Funding Priority:	2-Provides Efficiencies or ROI					
Account Number:	406-3174-705100					
Project Number:						
Project Carry Over Year:	2017 (\$20,000)					
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
Traffic signal systems require maintenance of coatings to extend their service life. The City of Fridley is generally required to maintain these coatings. This item includes anticipated traffic signal replacement projects in 2018 and 2019, which are cost shared with Anoka County and MNDOT.		This project is stand alone, and the project will maintain current service levels.				
		Effect on Annual Operations Costs:				
		Project will provide operational budget savings in reduction of signal maintenance.				
Scheduling and Project Status:						
		2018	2019	2020	2021	2022
		180,000	20,000	20,000	20,000	
Source of Project Funding:		Project Carry Over Justification:				
406 - Street fund reserves						
Images:		Notes:				




City of Fridley Capital Investment Program

Project Category:	Buildings & Improvements	Description:				
Division:	Engineering project	This item involves improvements to traffic safety in cooperation with county and state agencies.				
Project Title:	Traffic Safety Improvement Project					
Total Estimated Cost:	\$150,000 (over 5 years)					
Funding Priority:	3-Provides Benefit Over the Long-term					
Account Number:	406-3174-635100					
Project Number:						
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
The City will be initiating both minor annual traffic safety improvements and will seek funding for larger safety improvement projects to be specified in the coming year by staff in conjunction with Anoka County and MNDOT.		This project is stand-alone and restoration will maintain current service levels. Service levels will be improved where neighborhood sign upgrades are made.				
		Effect on Annual Operations Costs:				
		Project will have no effect on operational budget				
Scheduling and Project Status:						
Projects are determined annually by the Public Safety Director and the Public Works Director. Staff will be working with Anoka County and MNDOT to identify major improvements that are eligible for federal funding through HSIP and other programs.		2018	2019	2020	2021	2022
		30,000	30,000	30,000	30,000	30,000
Source of Project Funding:		Project Carry Over Justification:				
Municipal State Aid 406 - Street fund reserves						
Images:		Notes:				
		Prior years approved budgets have been reserved to complete this project				

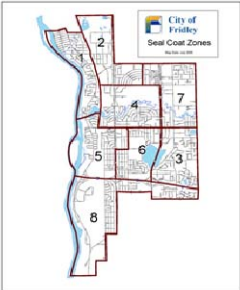


City of Fridley Capital Investment Program

Project Category:	Buildings & Improvements	Description:				
Division:	Engineering project	<p>This project involves the reclamation of 69th Avenue East of University Avenue, and University Avenue East Frontage Road from 69th Avenue to 71st Avenue to include minor repairs to utilities on these segments, and intersection improvements at University Avenue. The project may include modification to 69th Avenue connection to University Avenue East Frontage Road depending on approved development plans.</p>				
Project Title:	Street Rehabilitation Project ST2019-01					
Total Estimated Cost:	\$350,000					
Funding Priority:	2-Provides Efficiencies or ROI					
Account Number:	406-3174-705100					
Project Number:	406-19-02					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
<p>This project is included in the City's long-range pavement management plan. Bi-annual road ratings have identified candidate segments based on condition. Other considerations include age, coordination with other projects, and upgrades needed.</p>		<p>This project is consistent with the street pavement preservation program. Sewer, storm sewer, and water system surveys will need to be completed prior to plan development to determine the extent of repairs needed on the city's utility systems. These costs are approximated in the below estimates. This project will be coordinated with CenterPoint Energy and other private utilities in regard to replacement of their aging systems.</p>				
		Effect on Annual Operations Costs:				
		<p>Project will provide operational budget savings</p>				
Scheduling and Project Status:						
<p>This project is presently scheduled for 2019 construction. Preliminary design, workshop, and assessment hearing is planned to occur upon preliminary CIP approval in 2018. This project could be advanced to 2018 depending on schedule for Locke Park Pointe development.</p>		2018	2019	2020	2021	2022
			350,000			
Source of Project Funding:		Project Carry Over Justification:				
<p>Municipal State Aid Special Assessments 406 - Street fund reserves</p>						
Images:		Notes:				
		<p>Special Assessments estimated at \$10,000 to reimbursement to the Street Reserve Fund as collected</p>				

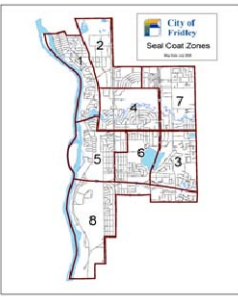


City of Fridley Capital Investment Program

Project Category:	Buildings & Improvements	Description:				
Division:	Engineering project	This project involves street sealing to extend pavement service life. Chip sealing is included in Area 2, generally in the north area of Fridley.				
Project Title:	Street Sealing Program, Proj. ST2019-10					
Total Estimated Cost:	\$250,000					
Funding Priority:	2-Provides Efficiencies or ROI					
Account Number:	406-3174-635100					
Project Number:	406-19-10					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
This project includes chip sealing of City streets on an eight-year rotation for pavement preservation purposes. The project for 2019 includes Area 2, in the north area of Fridley.		This work is coordinated with resurfacing plans to avoid sealing streets that are scheduled for reconstruction in the near term.				
		Effect on Annual Operations Costs:				
		Project will provide operational budget savings				
Scheduling and Project Status:						
This project is presently scheduled for 2019 construction. The project is bid out as part of a nine-city JPA project administered by the City of Coon Rapids. Bids are requested in February of each construction year for the work.		2018	2019	2020	2021	2022
			250,000			
Source of Project Funding:		Project Carry Over Justification:				
406 - Street fund reserves						
Images:		Notes:				
						




City of Fridley Capital Investment Program

Project Category:	Buildings & Improvements	Description:				
Division:	Engineering project	This project involves routing and sealing of cracks to extend pavement service life. Rubberized crack sealing will be performed in Area 2, and on other selected streets.				
Project Title:	Street Sealing Program, Proj. ST2019-10					
Total Estimated Cost:	\$20,000					
Funding Priority:	2-Provides Efficiencies or ROI					
Account Number:	406-3174-635100 Not Capitalized					
Project Number:	406-19-10					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
This project includes crack sealing of City streets in order to prolong the life of newer pavement. With the limitations on staff time and large mileage of street rehabilitation projects in recent years, staff is unable to keep up with all crack sealing.		This work is performed on streets that are to be chip sealed (Area 2) and other streets that have been paved within the past five years. This project augments sealing work performed by our maintenance crews, who alone cannot seal the optimum mileage in a given season.				
		Effect on Annual Operations Costs:				
		Project will provide operational budget savings				
Scheduling and Project Status:						
This project is presently scheduled bidding and construction in 2019. The project is bid out as part of a nine-city JPA project administered by the City of Coon Rapids. Bids are requested in February of each construction year for the work.		2018	2019	2020	2021	2022
			20,000			
Source of Project Funding:		Project Carry Over Justification:				
406 - Street fund reserves						
Images:		Notes:				
						




City of Fridley Capital Investment Program

Project Category:	Buildings & Improvements	Description:														
Division:	Engineering project	This project involves the construction of a new parkway and connector roads associated with the Locke Park Pointe redevelopment. It does not include connection to 73rd Avenue.														
Project Title:	Development/Connections															
Total Estimated Cost:	\$800,000															
Funding Priority:	2-Provides Efficiencies or ROI															
Account Number:	406-3174-705100															
Project Number:	406-19-03															
Project Carry Over Year:																
Carry Over Amount:																
Justification:		Relationship to General Plan and Other Projects:														
This project is needed to provide connection to development parcels.		Project is essential to development.														
		Effect on Annual Operations Costs:														
		Project will increase mileage and maintenance costs.														
Scheduling and Project Status:		<table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th style="width: 15%;">2018</th> <th style="width: 15%;">2019</th> <th style="width: 15%;">2020</th> <th style="width: 15%;">2021</th> <th style="width: 15%;">2022</th> </tr> </thead> <tbody> <tr> <td></td> <td>800,000</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>					2018	2019	2020	2021	2022		800,000			
2018	2019						2020	2021	2022							
	800,000															
This project is presently planned for 2019 construction. This project could be advanced to 2018 depending on schedule for Locke Park Pointe development.																
Source of Project Funding:		Project Carry Over Justification:														
HRA - TIF eligible 406 - Street fund reserves																
Images:		Notes:														
		TIF eligible project - anticipate reimbursement from HRA														

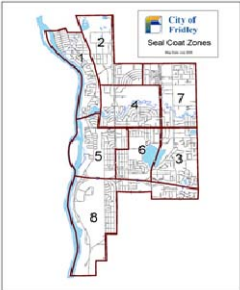


City of Fridley Capital Investment Program

Project Category:	Buildings & Improvements	Description:							
Division:	Engineering project	This project involves the reclamation of various street segments and minor repairs to utilities in the Springbrook and Holiday Hills neighborhoods							
Project Title:	Street Rehabilitation Project ST2020-01								
Total Estimated Cost:	\$1,200,000								
Funding Priority:	2-Provides Efficiencies or ROI								
Account Number:	406-3174-705100								
Project Number:	406-20-01								
Project Carry Over Year:									
Carry Over Amount:									
Justification:		Relationship to General Plan and Other Projects:							
This project is included in the City's long-range pavement management plan. Bi-annual road ratings have identified candidate segments based on condition. Other considerations include age, coordination with other projects, and upgrades needed.		This project is consistent with the street pavement preservation program. Sewer, storm sewer, and water system surveys will need to be completed prior to plan development to determine the extent of repairs needed on the city's utility systems. These costs are approximated in the below estimates. This project will be coordinated with CenterPoint Energy and other private utilities in regard to replacement of their aging systems.							
						Effect on Annual Operations Costs:			
						Project will provide operational budget savings			
Scheduling and Project Status:									
This project has been rescheduled for 2020 construction due to low MSAS fund balances and project backlog. Preliminary design, workshop, and assessment hearing is planned to occur upon preliminary CIP approval in 2018.		2018	2019	2020	2021	2022			
				1,200,000					
Source of Project Funding:		Project Carry Over Justification:							
Municipal State Aid Special Assessments 406 - Street fund reserves									
Images:		Notes:							
		Special Assessments estimated at \$580,000 to reimbursement to the Street Reserve Fund as collected							

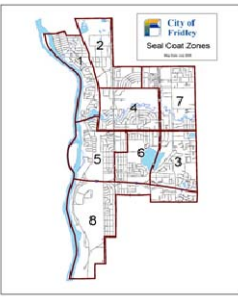


City of Fridley Capital Investment Program

Project Category:	Buildings & Improvements	Description:				
Division:	Engineering project	This project involves street sealing to extend pavement service life. Chip sealing is included in Area 3, generally in the southeast area of Fridley.				
Project Title:	Street Sealing Program, Proj. ST2020-10					
Total Estimated Cost:	\$250,000					
Funding Priority:	2-Provides Efficiencies or ROI					
Account Number:	406-3174-635100					
Project Number:	406-19-10					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
This project includes chip sealing of City streets on an eight-year rotation for pavement preservation purposes. The project for 2020 includes Area 3, in the southeast area of Fridley.		This work is coordinated with resurfacing plans to avoid sealing streets that are scheduled for reconstruction in the near term.				
		Effect on Annual Operations Costs:				
		Project will provide operational budget savings				
Scheduling and Project Status:		2018	2019	2020	2021	2022
This project is presently scheduled for 2020 construction. The project is bid out as part of a nine-city JPA project administered by the City of Coon Rapids. Bids are requested in February of each construction year for the work.				250,000		
Source of Project Funding:		Project Carry Over Justification:				
406 - Street fund reserves						
Images:		Notes:				
						



City of Fridley Capital Investment Program

Project Category:	Buildings & Improvements	Description:														
Division:	Engineering project	This project involves routing and sealing of cracks to extend pavement service life. Rubberized crack sealing will be performed in Area 3, and on other selected streets.														
Project Title:	Street Sealing Program, Proj. ST2020-10															
Total Estimated Cost:	\$23,000															
Funding Priority:	2-Provides Efficiencies or ROI															
Account Number:	406-3174-635100 Not Capitalized															
Project Number:	406-20-10															
Project Carry Over Year:																
Carry Over Amount:																
Justification:		Relationship to General Plan and Other Projects:														
This project includes crack sealing of City streets in order to prolong the life of newer pavement. With the limitations on staff time and large mileage of street rehabilitation projects in recent years, staff is unable to keep up with all crack sealing.		This work is performed on streets that are to be chip sealed (Area 3) and other streets that have been paved within the past five years. This project augments sealing work performed by our maintenance crews, who alone cannot seal the optimum mileage in a given season.														
		Effect on Annual Operations Costs:														
		Project will provide operational budget savings														
Scheduling and Project Status:		<table border="1" style="width: 100%; border-collapse: collapse; margin: 0 auto;"> <thead> <tr> <th style="width: 15%;">2018</th> <th style="width: 15%;">2019</th> <th style="width: 15%;">2020</th> <th style="width: 15%;">2021</th> <th style="width: 15%;">2022</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td style="text-align: center;">23,000</td> <td></td> <td></td> </tr> </tbody> </table>					2018	2019	2020	2021	2022			23,000		
2018	2019						2020	2021	2022							
		23,000														
This project is presently scheduled bidding and construction in 2020. The project is bid out as part of a nine-city JPA project administered by the City of Coon Rapids. Bids are requested in February of each construction year for the work.																
Source of Project Funding:		Project Carry Over Justification:														
406 - Street fund reserves																
Images:		Notes:														
																

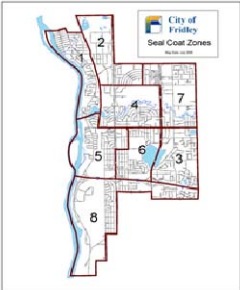


City of Fridley Capital Investment Program

Project Category:	Buildings & Improvements	Description:				
Division:	Engineering project	This project involves the reclamation of various street segments and minor repairs to utilities in the western Melody Manor neighborhood				
Project Title:	Street Rehabilitation Project ST2021-01					
Total Estimated Cost:	\$500,000					
Funding Priority:	2-Provides Efficiencies or ROI					
Account Number:	406-3174-705100					
Project Number:	406-20-01					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
This project is included in the City's long-range pavement management plan. Bi-annual road ratings have identified candidate segments based on condition. Other considerations include age, coordination with other projects, and upgrades needed.		This project is consistent with the street pavement preservation program. Sewer, storm sewer, and water system surveys will need to be completed prior to plan development to determine the extent of repairs needed on the city's utility systems. These costs are approximated in the below estimates. This project will be coordinated with CenterPoint Energy and other private utilities in regard to replacement of their aging systems.				
						Effect on Annual Operations Costs:
		Project will provide operational budget savings				
Scheduling and Project Status:						
This project is presently scheduled for 2021 construction. Preliminary design, workshop, and assessment hearing is planned to occur upon preliminary CIP approval in 2020.		2018	2019	2020	2021	2022
					500,000	
Source of Project Funding:		Project Carry Over Justification:				
Municipal State Aid Special Assessments 406 - Street fund reserves						
Images:		Notes:				
		Special Assessments estimated at \$300,000 to reimbursement to the Street Reserve Fund as collected				

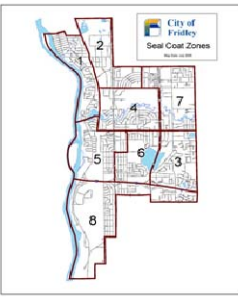


City of Fridley Capital Investment Program

Project Category:	Buildings & Improvements	Description:				
Division:	Engineering project	This project involves street sealing to extend pavement service life. Chip sealing is included in Area 4, generally in the central area of Fridley.				
Project Title:	Street Sealing Program, Proj. ST2021-10					
Total Estimated Cost:	\$260,000					
Funding Priority:	2-Provides Efficiencies or ROI					
Account Number:	406-3174-635100					
Project Number:	406-21-10					
Project Carry Over Year:						
Carry Over Amount:						
Justification:						Relationship to General Plan and Other Projects:
This project includes chip sealing of City streets on an eight-year rotation for pavement preservation purposes. The project for 2021 includes Area 4, in the Central area of Fridley.		This work is coordinated with resurfacing plans to avoid sealing streets that are scheduled for reconstruction in the near term.				
		Effect on Annual Operations Costs:				
		Project will provide operational budget savings				
Scheduling and Project Status:		2018	2019	2020	2021	2022
This project is presently scheduled for 2021 construction. The project is bid out as part of a nine-city JPA project administered by the City of Coon Rapids. Bids are requested in February of each construction year for the work.					260,000	
Source of Project Funding:		Project Carry Over Justification:				
406 - Street fund reserves						
Images:		Notes:				
						



City of Fridley Capital Investment Program

Project Category:	Buildings & Improvements	Description:														
Division:	Engineering project	This project involves routing and sealing of cracks to extend pavement service life. Rubberized crack sealing will be performed in Area 4, and on other selected streets.														
Project Title:	Street Sealing Program, Proj. ST2021-10															
Total Estimated Cost:	\$25,000															
Funding Priority:	2-Provides Efficiencies or ROI															
Account Number:	406-3174-635100 Not Capitalized															
Project Number:	406-20-10															
Project Carry Over Year:																
Carry Over Amount:																
Justification:		Relationship to General Plan and Other Projects:														
This project includes crack sealing of City streets in order to prolong the life of newer pavement. With the limitations on staff time and large mileage of street rehabilitation projects in recent years, staff is unable to keep up with all crack sealing.		This work is performed on streets that are to be chip sealed (Area 4) and other streets that have been paved within the past five years. This project augments sealing work performed by our maintenance crews, who alone cannot seal the optimum mileage in a given season.														
		Effect on Annual Operations Costs:														
		Project will provide operational budget savings														
Scheduling and Project Status:		<table border="1" style="width: 100%; border-collapse: collapse; margin: 0 auto;"> <thead> <tr style="background-color: #4F81BD; color: white;"> <th>2018</th> <th>2019</th> <th>2020</th> <th>2021</th> <th>2022</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td style="text-align: center;">25,000</td> <td></td> </tr> </tbody> </table>					2018	2019	2020	2021	2022				25,000	
2018	2019						2020	2021	2022							
			25,000													
This project is presently scheduled bidding and construction in 2020. The project is bid out as part of a nine-city JPA project administered by the City of Coon Rapids. Bids are requested in February of each construction year for the work.																
Source of Project Funding:		Project Carry Over Justification:														
406 - Street fund reserves																
Images:		Notes:														
																




City of Fridley Capital Investment Program

Project Category:	Buildings & Improvements	Description:			
Division:	Engineering project	This project involves providing connected shared use trail and bicycle lanes on 7th Street from 61st Avenue to 53rd Avenue.			
Project Title:	7th St Ped & Bike Trail				
Total Estimated Cost:	\$450,000				
Funding Priority:	2-Provides Efficiencies or ROI				
Account Number:	406-3174-702100				
Project Number:	406-21-21				
Project Carry Over Year:					
Carry Over Amount:					
Justification:		Relationship to General Plan and Other Projects:			
This project will provide additional network connectivity for pedestrians and cyclists from 53rd Avenue to 61st Avenue and on 7th Street. This will provide improved access to the Fridley Middle School and High School.		This project is stand alone, will substantially improve service levels, including improved access to transit and livability improvements. The project is consistent with the City's Active Transportation Plan. A match of the Federal Funding is provided from our annual Trail/Walk Upgrades CIP item.			
		Effect on Annual Operations Costs:			
		Project will require operational expenses to maintain, but essentially equal to current maintenance due to roadway width reduction.			
Scheduling and Project Status:					
Project may be advanced depending on availability of Federal Highway or SRTS funds.		2018	2019	2020	2021
					450,000
Source of Project Funding:		Project Carry Over Justification:			
Federal Highway Funds 406 - Street fund reserves MSAS (\$90,000)					
Images:		Notes:			



City of Fridley Capital Investment Program

Project Category:	Buildings & Improvements	Description:				
Division:	Engineering project	This project involves the construction of a new road from the Locke Park Pointe redevelopment to 73rd Avenue.				
Project Title:	Development/Connections					
Total Estimated Cost:	\$750,000					
Funding Priority:	2-Provides Efficiencies or ROI					
Account Number:	406-3174-705100					
Project Number:	406-21-02					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
This project will be needed to provide connection to development as traffic increases.		Project is essential to mitigate development-originating traffic.				
						Effect on Annual Operations Costs:
		Project will increase mileage and maintenance costs.				
Scheduling and Project Status:						
This project is presently planned for 2021 construction. This project could be advanced if development outpaces local road capacity.		2018	2019	2020	2021	2022
					750,000	
Source of Project Funding:		Project Carry Over Justification:				
406 - Street fund reserves						
HRA - TIF eligible						
Images:		Notes:				
		TIF eligible project - anticipate reimbursement from HRA				

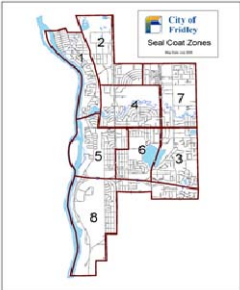


City of Fridley Capital Investment Program

Project Category:	Buildings & Improvements	Description:			
Division:	Engineering project	This project involves the rehabilitation of various concrete street segments and minor repairs to utilities in the North Innsbruck, South Innsbruck and Park Hills neighborhood.			
Project Title:	Street Rehabilitation Project ST2022-01				
Total Estimated Cost:	\$600,000				
Funding Priority:	2-Provides Efficiencies or ROI				
Account Number:	406-3174-705100				
Project Number:	406-21-01				
Project Carry Over Year:					
Carry Over Amount:					
Justification:		Relationship to General Plan and Other Projects:			
This project is included in the City's long-range pavement management plan. Bi-annual road ratings have identified candidate segments based on condition. Other considerations include age, coordination with other projects, and upgrades needed.		This project is consistent with the street pavement preservation program. Sewer, storm sewer, and water system surveys will need to be completed prior to plan development to determine the extent of repairs needed on the city's utility systems. These costs are approximated in the below estimates. This project will be coordinated with CenterPoint Energy and other private utilities in regard to replacement of their aging systems.			
		Project will provide operational budget savings			
Scheduling and Project Status:					
This project is presently scheduled for 2022 construction. Preliminary design, workshop, and assessment hearing is planned to occur upon preliminary CIP approval in 2021.		2018	2019	2020	2021
					600,000
Source of Project Funding:		Project Carry Over Justification:			
Municipal State Aid Special Assessments 406 - Street fund reserves					
Images:		Notes:			
		Special Assessments estimated at \$360,000 to reimbursement to the Street Reserve Fund as collected			

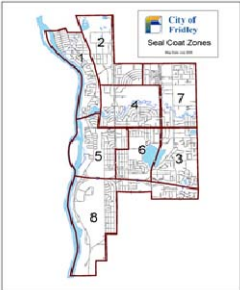


City of Fridley Capital Investment Program

Project Category:	Buildings & Improvements	Description:				
Division:	Engineering project	This project involves street sealing to extend pavement service life. Chip sealing is included in Area 5, generally in the west-central area of Fridley.				
Project Title:	Street Sealing Program, Proj. ST2022-10					
Total Estimated Cost:	\$260,000					
Funding Priority:	2-Provides Efficiencies or ROI					
Account Number:	406-3174-635100					
Project Number:	406-22-10					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
This project includes chip sealing of City streets on an eight-year rotation for pavement preservation purposes. The project for 2021 includes Area 4, in the Central area of Fridley.		This work is coordinated with resurfacing plans to avoid sealing streets that are scheduled for reconstruction in the near term.				
		Effect on Annual Operations Costs:				
		Project will provide operational budget savings				
Scheduling and Project Status:		2018	2019	2020	2021	2022
This project is presently scheduled for 2021 construction. The project is bid out as part of a nine-city JPA project administered by the City of Coon Rapids. Bids are requested in February of each construction year for the work.						260,000
Source of Project Funding:		Project Carry Over Justification:				
406 - Street fund reserves						
Images:		Notes:				
						




City of Fridley Capital Investment Program

Project Category:	Buildings & Improvements	Description:				
Division:	Engineering project	This project involves routing and sealing of cracks to extend pavement service life. Rubberized crack sealing will be performed in Area 5, and on other selected streets.				
Project Title:	Street Sealing Program, Proj. ST2022-10					
Total Estimated Cost:	\$25,000					
Funding Priority:	2-Provides Efficiencies or ROI					
Account Number:	406-3174-635100 Not Capitalized					
Project Number:	406-20-10					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
This project includes crack sealing of City streets in order to prolong the life of newer pavement. With the limitations on staff time and large mileage of street rehabilitation projects in recent years, staff is unable to keep up with all crack sealing.		This work is performed on streets that are to be chip sealed (Area 5) and other streets that have been paved within the past five years. This project augments sealing work performed by our maintenance crews, who alone cannot seal the optimum mileage in a given season.				
		Effect on Annual Operations Costs:				
		Project will provide operational budget savings				
Scheduling and Project Status:						
This project is presently scheduled bidding and construction in 2020. The project is bid out as part of a nine-city JPA project administered by the City of Coon Rapids. Bids are requested in February of each construction year for the work.		2018	2019	2020	2021	2022
						25,000
Source of Project Funding:		Project Carry Over Justification:				
406 - Street fund reserves						
Images:		Notes:				
						



City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:				
Division:	Water	This item is for replacement of a trailer vac-excavator for the Water Division.				
Project Title:	Trailer Vac Excavator					
Total Estimated Cost:	\$60,000					
Funding Priority:	2 - Provides Efficiencies or ROI					
Account Number:	601-6310-703100					
Project Number:	601-18-601					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
This will replace a trailer-mounted vacuum excavator used by Water Division staff for clearing valves, manholes, and other structures.		This equipment purchase will allow the City to maintain its current level of service.				
						Effect on Annual Operations Costs:
		This project will not change operations costs supported by Public Works Department budgets. The equipment is anticipated to have a 20-year service life.				
Scheduling and Project Status:						
Purchase is planned for 2018. The proposed amount includes trade-in of Unit 627, a 1995 Wacs TracVac.		2018	2019	2020	2021	2022
		60,000				
Source of Project Funding:		Project Carry Over Justification:				
601 - Water Utility reserves						
Images:		Notes:				
						



City of Fridley Capital Investment Program

Project Category:	Buildings & Improvements	Description:				
Division:	Water	This project involves reconstruction, rehabilitation, and interconnection of the existing water transmission system.				
Project Title:	Transmission System Reconstruction					
Total Estimated Cost:	\$350,000					
Funding Priority:	1-Essential to Health, Safety or Mandate					
Account Number:	601-6310-705100					
Project Number:	601-18-499					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
This project is to provide preservation of the water transmission piping system. Annual funding is targeted to extend the life of existing infrastructure. The proposed 2018 project will replace an 7,000 foot segment of 20" transmission main repair from Commons Water Treatment Plant to Tower 2 on Highway 65.		This project will be coordinated with MNDOT, for work along Trunk Highway right-of-way in conjunction with their plans for a storm sewer replacement.				
		Effect on Annual Operations Costs:				
		This project will reduce operations costs by providing new mains that are subject to reduced breakage, and provide for a more reliable service delivery.				
Scheduling and Project Status:						
The 2018 project will be in designed in 2017.		2018	2019	2020	2021	2022
		350,000				
Source of Project Funding:		Project Carry Over Justification:				
601 - Water Utility reserves						
Images:		Notes:				



City of Fridley Capital Investment Program

Project Category:	Buildings & Improvements	Description:				
Division:	Water	This project involves reconstruction, rehabilitation, and interconnection of the existing water distribution system.				
Project Title:	Well Updates					
Total Estimated Cost:	\$600,000 (over 5 years)					
Funding Priority:	1-Essential to Health, Safety or Mandate					
Account Number:	601-6310-701100					
Project Number:	601-18-					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
<p>The project consists of removing and inspecting the column pipe, shafts, pumps, and motors, and repairing these components as required. This semi-annual project ensures that the City water system continues to have a constant water supply with a minimum amount of repairs. Updates and rehabilitation are proposed for Wells 2 and 5 in 2018, Wells 9 and 12 in 2020, and Wells 6 and 10 in 2022.</p>		This is a project formerly programmed annually, but no modified in schedule to be competed semi-annually.				
		Effect on Annual Operations Costs:				
		This project keeps excessive operations costs limited through reduction in need for emergency repairs of well equipment, and maintains service reliability.				
Scheduling and Project Status:						
The work will be completed in the year budgeted.						
		2018	2019	2020	2021	2022
		190,000		200,000		210,000
Source of Project Funding:			Project Carry Over Justification:			
601 - Water Utility reserves						
Images:			Notes:			



City of Fridley Capital Investment Program

Project Category:	Buildings & Improvements	Description:				
Division:	Water	This item is for replacement of pump Variable Frequency Drive motors in the Water Division.				
Project Title:	Variable Frequency Drives					
Total Estimated Cost:	\$110,000 (over 5 years)					
Funding Priority:	2-Provides Efficiencies or ROI					
Account Number:	601-6310-703100					
Project Number:	601-18-477					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
This item is for replacement of Variable Frequency Drive (VFD) pump motors and equipment for Water Division treatment plant and transmission systems.		This project is coordinated with future well rehabilitation work, and will enable us to maintain current service levels with additional reliability.				
		Effect on Annual Operations Costs:				
		This project will improve performance and provide power savings through increased motor efficiency. There is a potential for efficiency rebates through Xcel Energy to assist with funding these projects.				
Scheduling and Project Status:						
VFD replacements are planned for 2018, 2020, and 2022 to coincide with well rehabilitation projects.		2018	2019	2020	2021	2022
		35,000		35,000		40,000
Source of Project Funding:		Project Carry Over Justification:				
601 - Water Utility reserves						
Images:		Notes:				



City of Fridley Capital Investment Program

Project Category:	Buildings & Improvements	Description:			
Division:	Water	This project involves reconstruction, rehabilitation, and interconnection of the existing water distribution system. This project is in conjunction with annual street rehabilitation projects.			
Project Title:	Distribution System Reconstruction				
Total Estimated Cost:	\$2,000,000 (over 5 years)				
Funding Priority:	1-Essential to Health, Safety or Mandate				
Account Number:	601-6310-705100				
Project Number:	407-18-601				
Project Carry Over Year:					
Carry Over Amount:					
Justification:		Relationship to General Plan and Other Projects:			
This project is to provide preservation of the water distribution system. Annual funding is targeted to extend the life of existing infrastructure. The proposed project repairs mains in the 2018 and 2019 street project areas.		The project is part of an effort by the City of Fridley to upgrade 50% of its water distribution system by the time it reaches 100 years of age.			
		Effect on Annual Operations Costs:			
		This project will reduce operations costs by providing new mains that are subject to reduced breakage, and provide for a more reliable service delivery.			
Scheduling and Project Status:					
The 2018 project will be in design in the fall of 2017.					
		2018	2019	2020	2021
		300,000	300,000	600,000	300,000
Source of Project Funding:		Project Carry Over Justification:			
601 - Water Utility reserves					
Images:		Notes:			



City of Fridley Capital Investment Program

Project Category:	Buildings & Improvements	Description:				
Division:	Water	This project involves accelerated rehabilitation and repair of existing fire hydrants.				
Project Title:	Hydrant Repairs					
Total Estimated Cost:	\$100,000 (over 5 years)					
Funding Priority:	1-Essential to Health, Safety or Mandate					
Account Number:	601-6310-635100/621140					
Project Number:	601-18-494					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
This project is to provide preservation of the fire hydrants, a critical element in our water distribution system. Annual funding is targeted to extend the life of existing infrastructure. The work includes sandblasting and painting of hydrants, and materials for mechanical repairs as identified.		The project is part of an effort by the City of Fridley to maintain and repair its hydrants within five years.				
						Effect on Annual Operations Costs:
		This project will reduce operations costs by providing scheduled hydrant repairs and coatings that will reduce long-term maintenance.				
Scheduling and Project Status:						
The project is stand-alone, and will be part of a five year program to be completed system wide.		2018	2019	2020	2021	2022
		20,000	20,000	20,000	20,000	20,000
Source of Project Funding:		Project Carry Over Justification:				
601 - Water Utility reserves						
Images:		Notes:				



City of Fridley Capital Investment Program

Project Category:	Buildings & Improvements	Description:				
Division:	Water	The project includes installation of water meters with upgrades to an automatic reading system, construction of fixed antenna readers, and testing of meters.				
Project Title:	Water Meter Replacement and Testing					
Total Estimated Cost:	\$70,000 (over 5 years) + Carryover					
Funding Priority:	1-Essential to Health, Safety or Mandate					
Account Number:	601-6310-621140					
Project Number:	601-18-412					
Project Carry Over Year:	2017					
Carry Over Amount:	\$100,000					
Justification:		Relationship to General Plan and Other Projects:				
<p>The City's water meters are typically beyond their expected life span for accurate reading. The City has also relied on voluntary meter reading for it's residential properties, which adds data entry and coordination time to collect readings. The project includes installation of Citywide in a multi-year project with upgrades to an automatic meter reading system.</p>		Testing of commercial meters would begin in 2018 and would take approximately five years to complete.				
		Effect on Annual Operations Costs:				
		This project provides for accurate and timely water billing and collection, and reduces staff time in meter reading collection, data entry, and collection of readings.				
Scheduling and Project Status:						
Under a revised accelerated schedule, AMR installations for commercial properties are to be begun in 2018 using contracted testing staff to test commercial meters.		2018	2019	2020	2021	2022
		110,000	10,000	10,000	10,000	30,000
Source of Project Funding:		Project Carry Over Justification:				
601 - Water Utility reserves		The carryover of \$100,000 from 2017 will be needed for metering remaining residential properties that have not been responsive to requests for replacements.				
Images:		Notes:				




City of Fridley Capital Investment Program

Project Category:	Buildings & Improvements	Description:				
Division:	Water	This item is for minor maintenance of plant and well house buildings.				
Project Title:	Building Maintenance					
Total Estimated Cost:	\$160,000					
Funding Priority:	2-Provides Efficiencies or ROI					
Account Number:	601-6310-635100					
Project Number:	601-18-495					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
<p>The project includes minor preventative maintenance updates and repairs to well house buildings and plant buildings. This annual project ensures that the City water facilities are managed with a minimum amount of repairs. Well power supply, ventilation and cooling will be upgraded with this project to reduce maintenance on equipment.</p>		This is a stand-alone project and to be completed annually.				
		Effect on Annual Operations Costs:				
		<p>This project keeps excessive operations costs limited through reduction in need for emergency repairs. It also provides upgrades to buildings that are needed to keep equipment in good operating condition.</p>				
Scheduling and Project Status:						
The work will be completed in the year budgeted.						
		2018	2019	2020	2021	2022
		40,000	20,000	40,000	20,000	40,000
Source of Project Funding:		Project Carry Over Justification:				
601 - Water Utility reserves						
Images:		Notes:				



City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:				
Division:	Water	This equipment will be used in the Water Division, and replace a general use pickup truck in the Engineering Division.				
Project Title:	Truck					
Total Estimated Cost:	\$40,000					
Funding Priority:	2 - Provides Efficiencies or ROI					
Account Number:	601-6310-703100					
Project Number:	601-20-601					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
This will replace a pickup in general use by Water Division Staff.		The equipment purchase will allow the City to maintain its current level of service.				
						Effect on Annual Operations Costs:
		This project will not change operations costs supported by Public Works Department budgets. The equipment is anticipated to have a 10-year service life.				
Scheduling and Project Status:						
Purchase is planned for 2020. The proposed amount includes trade-in of a vehicle to be determined from the Engineering fleet. Unit 606, a 2011 GMC Sierra 2500, will be transferred to the Engineering Division.		2018	2019	2020	2021	2022
				40,000		
Source of Project Funding:		Project Carry Over Justification:				
601 - Water Utility reserves						
Images:		Notes:				
						




City of Fridley Capital Investment Program

Project Category:	Buildings & Improvements	Description:				
Division:	Water	This item is for replacement and retrofit of water treatment equipment in Water Treatment Plants.				
Project Title:	Treatment Plant Retrofits					
Total Estimated Cost:	\$600,000 (over 5 years, including current)					
Funding Priority:	2-Provides Efficiencies or ROI					
Account Number:	601-6310-703100					
Project Number:	601-18-498					
Project Carry Over Year:						
Carry Over Amount:						
Justification:						Relationship to General Plan and Other Projects:
This item is for replacement and retrofit of water treatment equipment. In 2018, chemical feed equipment and storage will be upgraded. In 2018 at Commons WTP, a filter rehabilitation project is planned.		These projects are stand-alone, but schedules are coordinated with other treatment plant upgrade work.				
						Effect on Annual Operations Costs:
		This project keeps excessive operations costs limited through reduction in need for emergency repairs. It also provides for reliable water treatment and quality drinking water.				
Scheduling and Project Status:						
The projects will be designed and implemented in the year budgeted.		2018	2019	2020	2021	2022
					500,000	100,000
Source of Project Funding:		Project Carry Over Justification:				
Water Utility Fund 2016A Bonding Project (2018 Project)						
601 - Water Utility reserves (2022 Project)						
Images:		Notes:				



City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:				
Division:	Sewer	This equipment will replace our sewer Jetting Truck used by our Sewer Division to maintain and provide emergency cleaning of sewer mains.				
Project Title:	Sewer Jet Truck					
Total Estimated Cost:	\$220,000					
Funding Priority:	1-Essential to Health, Safety or Mandate					
Account Number:	602-6310-703100					
Project Number:	602-18-602					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
This equipment is used year-round, in conjunction with our jet/vacuum truck to maintain sewers in accordance with the Sewer Division's main cleaning program. The equipment is also used to respond in emergencies to clear backups. It is needed in its role to access mains with limited access area.		This equipment purchase will allow the Public Works Department to continue providing its current level of service.				
		Effect on Annual Operations Costs:				
		This equipment will not change our operations costs supported by Public Works Department budgets. The equipment is anticipated to have a 15 year service life.				
Scheduling and Project Status:						
Purchase is planned for 2018 and replaces Unit 673 (2000 Ford Sterling Chassis), and Unit 673A (2004 Serco Jetter Body).		2018	2019	2020	2021	2022
		220,000				
Source of Project Funding:		Project Carry Over Justification:				
602 - Sewer Utility reserves						
Images:		Notes:				
						



City of Fridley Capital Investment Program

Project Category:	Buildings & Improvements	Description:				
Division:	Sewer	This project involves repairs of the existing sanitary sewer collection system in conjunction with annual street rehabilitation projects.				
Project Title:	Sanitary Sewer Collection System Reconstructu					
Total Estimated Cost:	\$300,000 (over 5 years)					
Funding Priority:	3-Provides Benefit Over the Long-term					
Account Number:	602-6310-705100					
Project Number:	406-17-602					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
This project is to provide preservation of the existing sanitary sewer collection system. Annual funding is targeted to extend the life of existing infrastructure.						
						Effect on Annual Operations Costs:
		Project will provide operational budget savings				
Scheduling and Project Status:						
The 2018 project will be surveyed in 2017 and incorporated into the street rehabilitation project. The 2019 project includes funding of sanitary sewer extensions for Locke Park Pointe development.		2018	2019	2020	2021	2022
		45,000	105,000	50,000	50,000	50,000
Source of Project Funding:		Project Carry Over Justification:				
602 - Sewer Utility reserves						
Images:		Notes:				



City of Fridley Capital Investment Program

Project Category:	Buildings & Improvements	Description:				
Division:	Sewer	This project involves lining of the existing sanitary sewer collection system.				
Project Title:	Sanitary Sewer Collection System Lining					
Total Estimated Cost:	\$1,040,000 (over 5 years)					
Funding Priority:	1-Essential to Health, Safety or Mandate					
Account Number:	602-6310-705100					
Project Number:	602-19-500					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
<p>The project consists of relining of clay and concrete sanitary sewer collection piping to prolong its useful life. The project was previously conducted annually, but we are now recommending moving to a semi-annual basis to complete work at more cost-effective pricing.</p>		<p>The project is part of an effort by the City of Fridley to upgrade 50% of its sanitary sewer collection system by the time it reaches 100 years of age.</p>				
						Effect on Annual Operations Costs:
		Project will provide operational budget savings				
Scheduling and Project Status:						
<p>The work will be completed next in 2019 and candidate work areas are under review in 2018.</p>		2018	2019	2020	2021	2022
			520,000		520,000	
Source of Project Funding:		Project Carry Over Justification:				
602 - Sewer Utility reserves						
Images:		Notes:				



City of Fridley Capital Investment Program

Project Category:	Buildings & Improvements	Description:				
Division:	Sewer	This project involves lining of the existing sanitary sewer collection system.				
Project Title:	Sanitary Sewer Force Main Reconstruction					
Total Estimated Cost:	\$185,000 (over 5 years)					
Funding Priority:	1-Essential to Health, Safety or Mandate					
Account Number:	602-6310-705100					
Project Number:	602-19-501					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
This project is to provide preservation of the existing sanitary sewer force main piping system. Regular funding is targeted to extend the life of existing infrastructure.		The proposed 2019 project will include rehabilitation of the 64th Avenue Lift Station force main.				
						Effect on Annual Operations Costs:
		Project will provide operational budget savings				
Scheduling and Project Status:						
The 2019 project will be developed in 2017 and designed in 2018.		2018	2019	2020	2021	2022
			90,000		95,000	
Source of Project Funding:		Project Carry Over Justification:				
602 - Sewer Utility reserves						
Images:		Notes:				




City of Fridley Capital Investment Program

Project Category:	Buildings & Improvements	Description:				
Division:	Sewer	This project involves repairs and replacement of sanitary sewer lift stations.				
Project Title:	Sanitary Sewer Lift Station Rehabilitation					
Total Estimated Cost:	\$250,000 (over 5 years)					
Funding Priority:	2-Provides Efficiencies or ROI					
Account Number:	602-6310-705100					
Project Number:	602-19-502					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
The project consists of replacement of sanitary lift stations or components to avoid failures that can lead to sewer backups.		The project is part of an effort by the City of Fridley to avoid costly emergency repairs and provide for long-term service life of its sanitary sewer infrastructure. The City is nearing completed its first round of rehabilitation on 13 lift stations. This project will provide replacement and relocation of the Embers Lift Station, which is now beyond its useful service life.				
		Effect on Annual Operations Costs:				
		Project will provide operational budget savings				
Scheduling and Project Status:						
A reconstruction and relocation of the Ember's Lift Station will be initiated in 2019 in anticipation of 53rd Avenue reconstruction.		2018	2019	2020	2021	2022
			210,000			40,000
Source of Project Funding:		Project Carry Over Justification:				
602 - Sewer Utility reserves						
Images:		Notes:				



City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:			
Division:	Sewer	This equipment will replace one of our trailer-mounted emergency generators providing stand-by service to the Sewer Division.			
Project Title:	Generator				
Total Estimated Cost:	\$35,000				
Funding Priority:	1-Essential to Health, Safety or Mandate				
Account Number:	602-6310-703100				
Project Number:	602-18-602				
Project Carry Over Year:					
Carry Over Amount:					
Justification:		Relationship to General Plan and Other Projects:			
This equipment is needed to respond when power outages occur to keep sanitary sewer lift stations operating, and avoid sewer backups.		This equipment purchase will allow the Public Works Department to continue providing its current level of service.			
		Effect on Annual Operations Costs:			
		This equipment will not change our operations costs supported by Public Works Department budgets. The equipment is anticipated to have a 35 year service life.			
Scheduling and Project Status:					
Purchase is planned for 2018 and replaces Unit 683 (1986 50 KVa Onan Generator)		2018	2019	2020	2021
Source of Project Funding:		Project Carry Over Justification:			
602 - Sewer Utility reserves					
Images:		Notes:			
					




City of Fridley Capital Investment Program

Project Category:	Buildings & Improvements	Description:														
Division:	Storm Water	This project includes reconfiguration of infrastructure in the Stoneybrook Creek subwatershed in the North industrial area to mitigate flooding.														
Project Title:	Stoneybrook Flood Control Project															
Total Estimated Cost:	\$900,000															
Funding Priority:	1 - Essential to Healthy, Safety or Mandate															
Account Number:	603-6310-705100															
Project Number:	603-18-422															
Project Carry Over Year:																
Carry Over Amount:																
Justification:		Relationship to General Plan and Other Projects:														
<p>This work is needed annually to mitigate chronic flooding that affects properties along Beech Street and 78th Avenue. This area drains the intensely developed upper subwatershed. The project includes implementation of initial system improvements to limit flooding in the area. Future work will be needed that is to be identified.</p>																
						Effect on Annual Operations Costs:										
		<p>This project will reduce operating costs relating to mitigation of future flood damage</p>														
Scheduling and Project Status:		<table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th style="width: 15%;">2018</th> <th style="width: 15%;">2019</th> <th style="width: 15%;">2020</th> <th style="width: 15%;">2021</th> <th style="width: 15%;">2022</th> </tr> </thead> <tbody> <tr> <td>900,000</td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>					2018	2019	2020	2021	2022	900,000				
2018	2019						2020	2021	2022							
900,000																
<p>This project is currently being scoped for final design. This project may be advanced upon approval to begin in 2017</p>																
Source of Project Funding:		Project Carry Over Justification:														
<p>Anoka County Highway Dept: \$200,000 603 - Storm Water Utility reserves Possible CCWD Funding</p>																
Images:		Notes:														



City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:				
Division:	Storm Water	This equipment will replace a current vehicle used in the Storm Water Division by Sewer Personnel, and replace a general use pickup truck in the Engineering Division..				
Project Title:	Truck					
Total Estimated Cost:	\$25,000					
Funding Priority:	2 - Provides Efficiencies or ROI					
Account Number:	603-6310-703100					
Project Number:	603-18-667					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
This will replace a pickup in general use by Storm Water Division staff.		The equipment purchase will allow the City to maintain its current level of service.				
		Effect on Annual Operations Costs:				
		This project will not change operations costs supported by Public Works Department budgets. The equipment is anticipated to have a 12-year service life.				
Scheduling and Project Status:						
Purchase is planned for 2018. The proposed amount includes trade-in of a vehicle to be determined from the Engineering fleet. Unit 667, a 2009 Chevy Silverado will be transferred to the Engineering Division		2018	2019	2020	2021	2022
		25,000				
Source of Project Funding:		Project Carry Over Justification:				
603 - Storm Water Utility reserves						
Images:		Notes:				
						



City of Fridley Capital Investment Program

Project Category:	Buildings & Improvements	Description:				
Division:	Storm Water	This project includes upgrades to Locke Lake Dam to enable remote adjustment of lake levels.				
Project Title:	Locke Lake Dam Upgrades					
Total Estimated Cost:	\$35,000 (over 5 years)					
Funding Priority:	2-Provides Efficiencies or ROI					
Account Number:	603-6310-702100					
Project Number:	603-18-466					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
The project allows for automated adjustment of dam levels at Locke Lake.		This project is stand-alone. A 2015 project was planned to include a remote monitoring system.				
						Effect on Annual Operations Costs:
		This project will provide for a slight reduction in staff time to adjust gates, which is performed roughly two dozen times throughout an average season. The project will also enhance response in severe events, as controls will be to be adjusted remotely.				
Scheduling and Project Status:						
The initial project in 2015-17 is focused on phosphorus reduction in the Moore Lake subwatershed.		2018	2019	2020	2021	2022
		35,000				
Source of Project Funding:		Project Carry Over Justification:				
603 - Storm Water Utility reserves						
Images:		Notes:				
		Prior years allocations have been approved and reserved.				



City of Fridley Capital Investment Program

Project Category:	Buildings & Improvements	Description:														
Division:	Storm Water	This project involves repairs and cleaning of small stormwater ponds outside other capital projects														
Project Title:	Pond Maintenance															
Total Estimated Cost:	\$140,000 (over 5 years)															
Funding Priority:	2-Provides Efficiencies or ROI															
Account Number:	603-6310-635100															
Project Number:	603-18-472															
Project Carry Over Year:																
Carry Over Amount:																
Justification:		Relationship to General Plan and Other Projects:														
This work is needed annually to provide maintenance and repairs needed to the existing storm sewer pond systems.		This project is stand-alone, and allows for effective performance of the City's stormwater management systems. This work is also mandated under the City's storm sewer permit.														
						Effect on Annual Operations Costs:										
		This project will maintain existing operation costs at current levels.														
Scheduling and Project Status:		<table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th style="width: 15%;">2018</th> <th style="width: 15%;">2019</th> <th style="width: 15%;">2020</th> <th style="width: 15%;">2021</th> <th style="width: 15%;">2022</th> </tr> </thead> <tbody> <tr> <td>25,000</td> <td>25,000</td> <td>30,000</td> <td>30,000</td> <td>30,000</td> </tr> </tbody> </table>					2018	2019	2020	2021	2022	25,000	25,000	30,000	30,000	30,000
2018	2019						2020	2021	2022							
25,000	25,000						30,000	30,000	30,000							
This work is conducted annually and specific repairs will be identified by staff annually.																
Source of Project Funding:		Project Carry Over Justification:														
603 - Storm Water Utility reserves																
Images:		Notes:														



City of Fridley Capital Investment Program

Project Category:	Buildings & Improvements	Description:				
Division:	Storm Water	This project includes repairs to storm sewer conveyance system in conjunction with annual street rehabilitation projects.				
Project Title:	Storm Sewer System Upgrades					
Total Estimated Cost:	\$315,000 (over 5 years)					
Funding Priority:	2-Provides Efficiencies or ROI					
Account Number:	603-6310-635100					
Project Number:	603-18-01					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
This work is needed annually to provide maintenance and repairs needed to the existing storm sewer collection system.		This work is coordinated with other capital projects including annual street rehabilitation projects.				
						Effect on Annual Operations Costs:
		The project will reduce operation costs relating to preserving failures in the storm sewer collection system.				
Scheduling and Project Status:						
This work is conducted annually and specific repairs will be identified by staff annually.						
		2018	2019	2020	2021	2022
		60,000	60,000	65,000	65,000	65,000
Source of Project Funding:		Project Carry Over Justification:				
603 - Storm Water Utility reserves						
Images:		Notes:				



City of Fridley Capital Investment Program

Project Category:	Buildings & Improvements	Description:				
Division:	Storm Water	This project includes upgrades and repairs to storm sewer conveyance systems Citywide.				
Project Title:	Storm Sewer System upgrades					
Total Estimated Cost:	\$420,000					
Funding Priority:	2-Provides Efficiencies or ROI					
Account Number:	603-6310-635100					
Project Number:	603-18-485					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
<p>This work is needed annually to mitigate flood prone areas and to maintain the integrity of the overall conveyance system and other infrastructure. A detailed work plan is typically identified through surveys conducted for outfall inspections, other rehabilitation projects, or as problem areas arise or are identified. The project will ensure resources are available to address immediate concerns or failures in a timely fashion, and to mitigate future issues</p>		<p>The project allows the City to address problem areas in a timely fashion, particularly when other project work needs a coordinated improvement. The 2018 funding will be allocated for contingency on the Oak Glen Creek pond project, or further upstream in the watershed.</p>				
		Effect on Annual Operations Costs:				
		Project will provide operational budget savings				
Scheduling and Project Status:						
<p>This work is conducted annually and specific repairs will be identified by staff annually.</p>						
		2018	2019	2020	2021	2022
		160,000	30,000	100,000	30,000	100,000
Source of Project Funding:		Project Carry Over Justification:				
603 - Storm Water Utility reserves						
Images:		Notes:				



City of Fridley Capital Investment Program

Project Category:	Buildings & Improvements	Description:				
Division:	Storm Water	This project includes water quality improvements through application of Best Management Practice's (BMPs) for stormwater.				
Project Title:	Watershed BMP Implementation					
Total Estimated Cost:	\$100,000 (over 5 years)					
Funding Priority:	2-Provides Efficiencies or ROI					
Account Number:	603-6310-702100					
Project Number:	603-18-445					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
<p>This project will apply stormwater BMPs citywide on a targeted basis. Installation of raingardens, water quality structures, and biofilters are the types of projects funded.</p>						
						Effect on Annual Operations Costs:
		Project will provide operational budget savings				
Scheduling and Project Status:						
<p>This project can be used to leverage additional support for BMP projects from our watershed organizations, property owners, and other sources.</p>		2018	2019	2020	2021	2022
		20,000	20,000	20,000	20,000	20,000
Source of Project Funding:		Project Carry Over Justification:				
603 - Storm Water Utility reserves						
Images:		Notes:				



City of Fridley Capital Investment Program

Project Category:	Buildings & Improvements	Description:														
Division:	Storm Water	This project includes stormwater pond and other water quality improvements in conjunction with funding for our watersheds to improve stormwater quality.														
Project Title:	Watershed District Water Quality Projects															
Total Estimated Cost:	\$370,000 over 5 years															
Funding Priority:	2-Provides Efficiencies or ROI															
Account Number:	603-6310-705100															
Project Number:	603-18-486															
Project Carry Over Year:																
Carry Over Amount:																
Justification:		Relationship to General Plan and Other Projects:														
These projects are used to leverage additional outside funding sources for water quality projects in the MWMO, RCWD, and CCWD ares.		This project is annually selected and dedicated depending on funding from watershed partners..														
						Effect on Annual Operations Costs:										
		This project will provide a measurable reduction in sediment loading to the City's storm sewer system and Mississippi River. Reductions in pollutants will be allocated to current and future TMDL requirements. Added maintenance will be minimal with this project, as it is considered during design.														
Scheduling and Project Status:		<table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th style="width: 15%;">2018</th> <th style="width: 15%;">2019</th> <th style="width: 15%;">2020</th> <th style="width: 15%;">2021</th> <th style="width: 15%;">2022</th> </tr> </thead> <tbody> <tr> <td>70,000</td> <td>100,000</td> <td>60,000</td> <td>80,000</td> <td>60,000</td> </tr> </tbody> </table>					2018	2019	2020	2021	2022	70,000	100,000	60,000	80,000	60,000
2018	2019						2020	2021	2022							
70,000	100,000						60,000	80,000	60,000							
The City has completed a feasibility analysis and design work for the Village Green detention enhancements to water quality.																
Source of Project Funding:		Project Carry Over Justification:														
603 - Storm Water Utility reserves																
Images:		Notes:														



City of Fridley Capital Investment Program

Project Category:	Buildings & Improvements	Description:				
Division:	Storm Water	This project includes addressing water quality TMDL requirements mandated by MPCA.				
Project Title:	TMDL Water Quality Projects					
Total Estimated Cost:	\$450,000 (over 5 years)					
Funding Priority:	2-Provides Efficiencies or ROI					
Account Number:	603-6310-705100					
Project Number:	603-18-467					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
This series of projects is intended on achieving total maximum daily load (TDML) requirements mandated by the Minnesota Pollution Control Agency through the City's stormwater permit.		The 2018 project will initiate improvements relating to the former biologically-activated soil filtration unit (BASFU) located east of Polk Street and south of Lynde Drive.				
						Effect on Annual Operations Costs:
		This project will increase staff time via maintenance of water quality improvements implemented. It does, however, address a mandated outcome.				
Scheduling and Project Status:						
The initial project in 2018 is focused on phosphorus reduction in the Moore Lake subwatershed.		2018	2019	2020	2021	2022
		50,000	150,000	100,000	50,000	100,000
Source of Project Funding:		Project Carry Over Justification:				
603 - Storm Water Utility reserves						
Images:		Notes:				



City of Fridley Capital Investment Program

Project Category:	Buildings & Improvements	Description:				
Division:	Storm Water	This project involves collection and analysis of water quality samples from surface water and storm water discharges.				
Project Title:	Water Quality Testing					
Total Estimated Cost:	20,000 (over 5 years)					
Funding Priority:	3-Provides Benefit Over the Long-term					
Account Number:	603-6310-635100					
Project Number:	603-19-474					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
This project is to provide baseline data that is currently not under collection by watershed organizations in Fridley on surface water and storm water discharges in association with a newly issued MS4 permit.		This project is needed to advance planning activities for future projects. It is important to plan for data collection over at least two seasons due to annual fluctuations in conditions. The City may partner with its watershed organizations in conducting sampling.				
		Effect on Annual Operations Costs:				
		This project will not impact operations costs.				
Scheduling and Project Status:						
The project includes follow-up data is intended to be collected beginning in 2019.						
		2018	2019	2020	2021	2022
			5,000	5,000	10,000	
Source of Project Funding:		Project Carry Over Justification:				
603 - Storm Water Utility reserves						
Images:		Notes:				



City of Fridley Capital Investment Program

Project Category:	Equipment & Technology	Description:				
Division:	Storm Water	This equipment will replace a current vehicle used in the Storm Water Division by Sewer Personnel.				
Project Title:	1-Ton Dump Truck					
Total Estimated Cost:	\$45,000					
Funding Priority:	2 - Provides Efficiencies or ROI					
Account Number:	603-6310-703100					
Project Number:	603-20-677					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
This will replace a dump truck in general use by Storm Water Division staff.		The equipment purchase will allow the City to maintain its current level of service.				
		Effect on Annual Operations Costs:				
		This project will not change operations costs supported by Public Works Department budgets. The equipment is anticipated to have a 12-year service life.				
Scheduling and Project Status:						
Purchase is planned for 2020. The proposed amount includes trade-in of Unit 677, a 1996 Ford F-350 1-Ton dump truck.		2018	2019	2020	2021	2022
				45,000		
Source of Project Funding:		Project Carry Over Justification:				
603 - Storm Water Utility reserves						
Images:		Notes:				



City of Fridley Capital Investment Program

Project Category:	Buildings & Improvements	Description:				
Division:	Storm Water	This item includes projects to remove sedimentation from large flow ways.				
Project Title:	Sediment Removal Projects					
Total Estimated Cost:	\$100,000 over 5 years					
Funding Priority:	2-Provides Efficiencies or ROI					
Account Number:	603-6310-635100					
Project Number:	603-20-478					
Project Carry Over Year:						
Carry Over Amount:						
Justification:		Relationship to General Plan and Other Projects:				
<p>This project would provide funding for large sediment removal projects. The 2020 allocation is a partial allocation that is for Locke Lake dredging, if needed as determined by an updated sediment survey to take place in 2017.</p>		<p>This project is stand-alone, and will be coordinated with associated projects. It will provide for improved downstream water quality.</p>				
		Effect on Annual Operations Costs:				
		<p>This project will maintain water quality and operations costs.</p>				
Scheduling and Project Status:						
<p>The City of Fridley is working with the RCWD on coordination of the updated sediment survey.</p>						
		2018	2019	2020	2021	2022
				100,000		
Source of Project Funding:		Project Carry Over Justification:				
603 - Storm Water Utility reserves						
Images:		Notes:				
		<p>Prior years allocations have been approved and reserved.</p>				



City of Fridley Capital Investment Program

Project Category:	Buildings & Improvements	Description:														
Division:	Storm Water	This project includes upgrades to levee along Riverview Heights to provide an additional level of flood protection to several dozen homes in the neighborhood.														
Project Title:	Riverview Heights Flood Control															
Total Estimated Cost:	\$175,000 (over 5 years)															
Funding Priority:	2-Provides Efficiencies or ROI															
Account Number:	603-6310-705100															
Project Number:	603-21-492															
Project Carry Over Year:																
Carry Over Amount:																
Justification:		Relationship to General Plan and Other Projects:														
The project addresses second-priority flooding issues that have potential for high damage levels along the Mississippi in the Riverview Heights area.		This project is stand-alone. Note that top-priority flood control projects are currently in the CIP for prior years. However, the potential impact to this area is greater than other projects included in the CIP.														
		Effect on Annual Operations Costs:														
		This project will have a limited reduction in operations costs in regard to emergency response.														
Scheduling and Project Status:		<table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th style="width: 15%;">2018</th> <th style="width: 15%;">2019</th> <th style="width: 15%;">2020</th> <th style="width: 15%;">2021</th> <th style="width: 15%;">2022</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td>175,000</td> <td></td> </tr> </tbody> </table>					2018	2019	2020	2021	2022				175,000	
2018	2019						2020	2021	2022							
			175,000													
The project is dependent on securing additional funding through state grant programs and/or Coon Creek Watershed District funding programs. A special assessment component may be considered as well.																
Source of Project Funding:		Project Carry Over Justification:														
603 - Storm Water Utility reserves																
Images:		Notes:														



City of Fridley Capital Investment Program


Project Category:	Liquor Store Operations	Description:
Division:	Finance	Replace 43 year old HVAC system at the Moore Lake store location.
Project Title:	HVAC Replacement, Moore Lake Location	
Total Estimated Cost:	\$38,000	
Funding Priority:	1-Essential to Health, Safety or Mandate	
Account Number:	609-6920-701100	
Project Number:		
Project Carry Over Year:		
Carry Over Amount:		

Justification:	Relationship to General Plan and Other Projects:
HVAC system is currently 43 years old, and past its useful service life. Parts and repairs for this system have become costly. A plan to replace must be considered before it becomes inoperable.	This project is stand-alone.

	Effect on Annual Operations Costs:
	Project will provide operational budget savings This will increase depreciation of \$1,900 over a 20 year period. With more energy efficient equipment the City anticipates a reduction in electric usage.
Scheduling and Project Status:	
Will be scheduled to have a minimum impact on store operations.	


		2018	2019	2020	2021	2022
		38,000				

Source of Project Funding:	Project Carry Over Justification:
609 - Liquor fund reserves	

Images:	Notes:
	



City of Fridley Capital Investment Program

Project Category:	Liquor Store Operations	Description:			
Division:	Finance	Replace essential components for Fridley Market beer cooler.			
Project Title:	Roof Top Condensor & Compressor for Walk in Beer Cooler				
Total Estimated Cost:	\$18,000				
Funding Priority:					
Account Number:	609-6910-703100				
Project Number:					
Project Carry Over Year:					
Carry Over Amount:					
Justification:		Relationship to General Plan and Other Projects:			
Beer cooler components are 18 years old, and past their useful service life, requiring ongoing service and maintenance to remain operational.		This project is stand-alone.			
		Effect on Annual Operations Costs:			
		Will increase depreciation by \$1,800 over a ten year time frame.			
Scheduling and Project Status:					
Do not anticipate an impact on store operations. Work would be scheduled in the spring of 2018.					
		2018	2019	2020	2021
		18,000			
Source of Project Funding:		Project Carry Over Justification:			
609 - Liquor fund reserves					
Images:		Notes:			
					



Appendix C. Water Supply Plan



City of Fridley Local Water Supply Plan

Third Generation Plan for 2016

Formerly called Water Emergency & Water Conservation Plan



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INTRODUCTION TO WATER SUPPLY PLANS (WSP)

Who needs to complete a Water Supply Plan

Public water suppliers serving more than 1,000 people, large private water suppliers in designated Groundwater Management Areas, and all water suppliers in the Twin Cities metropolitan area are required to prepare and submit a water supply plan.

The goal of the WSP is to help water suppliers: 1) implement long term water sustainability and conservation measures; and 2) develop critical emergency preparedness measures. Your community needs to know what measures will be implemented in case of a water crisis. A lot of emergencies can be avoided or mitigated if long term sustainability measures are implemented.

Groundwater Management Areas (GWMA)

The DNR has designated three areas of the state as Groundwater Management Areas (GWMAs) to focus groundwater management efforts in specific geographies where there is an added risk of overuse or water quality degradation. A plan directing the DNR's actions within each GWMA has been prepared. Although there are no specific additional requirements with respect to the water supply planning for communities within designated GWMAs, communities should be aware of the issues and actions planned if they are within the boundary of one of the GWMAs. The three GWMAs are the North and East Metro GWMA (Twin Cities Metro), the Bonanza Valley GWMA and the Straight River GWMA (near Park Rapids). Additional information and maps are included in the DNR webpage at <http://www.dnr.state.mn.us/gwmp/areas.html>

Benefits of completing a WSP

Completing a WSP using this template, fulfills a water supplier's statutory obligations under M.S.

[M.S.103G.291](#) to complete a water supply plan. For water suppliers in the metropolitan area, the WSP will help local governmental units to fulfill their requirements under M.S. 473.859 to complete a local comprehensive plan. Additional benefits of completing WSP template:

- The standardized format allows for quicker and easier review and approval.
- Help water suppliers prepare for droughts and water emergencies.
- Create eligibility for funding requests to the Minnesota Department of Health (MDH) for the Drinking Water Revolving Fund.
- Allow water suppliers to submit requests for new wells or expanded capacity of existing wells.
- Simplify the development of county comprehensive water plans and watershed plans.
- Fulfill the contingency plan provisions required in the MDH wellhead protection and surface water protection plans.

- Fulfill the demand reduction requirements of Minnesota Statutes, section 103G.291 subd 3 and 4.
- Upon implementation, contribute to maintaining aquifer levels, reducing potential well interference and water use conflicts, and reducing the need to drill new wells or expand system capacity.
- Enable DNR to compile and analyze water use and conservation data to help guide decisions.
- Conserve Minnesota's water resources

Table 1. General information regarding this water supply plan.

Requested Information	Description
DNR Water Appropriation Permit Number(s)	1975-6244, 756244
Ownership	■ Public or □ Private
Metropolitan Council Area	■ Yes or □ No (and county name)
Street Address	6431 University Avenue NE
City, State, Zip	Fridley, MN 55432
Contact Person Name	James Kosluchar
Title	Director of Public Works / City Engineer
Phone Number	763-572-3550
MDH Supplier Classification	Municipal

PART 1. WATER SUPPLY SYSTEM DESCRIPTION AND EVALUATION

The first step in any water supply analysis is to assess the current status of demand and availability. Information summarized in Part 1 can be used to develop Emergency Preparedness Procedures (Part 2) and the Water Conservation Plan (Part 3). This data is also needed to track progress for water efficiency measures.

A. Analysis of Water Demand

Table 2 summarizes the most recent 10 years of demand data. Total Water Pumped includes water purchased from the City of New Brighton.

Table 2. Historic water demand (see definitions in the glossary after Part 4)

Year	Pop. Served	Total Connections	Residential Water Delivered (MG)	C/I/I Water Delivered (MG)	Water used for Non-essential	Wholesale Deliveries (MG)	Total Water Delivered (MG)	Total Water Pumped* (MG)	Water Supplier Services	Percent Unmetered/Unaccounted	Average Daily Demand (MGD)	Max. Daily Demand (MGD)	Date of Max. Demand	Residential Per Capita Demand (GPCD)	Total per capita Demand (GPCD)
2005	26,679	8,232	796.808	543.423	34.309	0.000	1374.540	1603.997	70.000	9.9%	3.77	10.131	7/19/2005	81.8	141.2
2006	26,603	8,235	849.136	576.951	34.287	0.000	1460.374	1559.193	70.000	1.8%	4.00	10.990	7/13/2006	87.4	150.4
2007	26,459	8,230	873.556	568.260	17.792	0.000	1459.608	1614.599	70.000	5.3%	4.00	10.435	8/1/2007	90.5	151.1
2008	26,709	8,233	823.947	530.645	15.949	0.000	1370.541	1564.287	70.000	7.9%	3.74	9.470	7/31/2008	84.3	140.2
2009	26,958	8,230	877.428	431.748	15.291	0.000	1324.467	1613.653	70.000	13.6%	3.63	9.224	6/4/2009	89.2	134.6
2010	27,208	8,228	763.956	435.312	14.633	0.000	1213.901	1465.248	70.000	12.4%	3.33	6.862	8/31/2010	76.9	122.2
2011	27,427	8,222	704.716	464.488	13.974	0.000	1183.179	1362.517	70.000	8.0%	3.24	7.464	6/9/2011	70.4	118.2
2012	27,646	8,227	790.282	522.511	13.316	0.000	1326.109	1397.693	70.000	0.1%	3.62	8.661	7/12/2012	78.1	131.1
2013	27,865	8,230	761.036	430.928	12.658	0.000	1204.622	1518.398	70.000	16.1%	3.30	9.009	8/28/2013	74.8	118.4
2014	28,206	8,229	668.079	369.856	12.000	0.000	1049.935	1364.730	99.190	15.8%	2.88	7.439	8/5/2014	64.9	102.0
2015	28,547	8,229	659.392	483.490	14.136	0.000	1157.018	1255.898	72.433	2.1%	3.17	6.803	7/29/2015	63.3	111.0
Avg. 2010-2015	27,817	8,228	724.577	451.098	13.453	0.000	1189.127	1394.081	75.271	9.1%	3.26	7.706		71.4	117.2

MG – Million Gallons MGD – Million Gallons per Day GPCD – Gallons per Capita per Day
 – Gallons per Capita per Day
 See Glossary for definitions

* Includes Water from New Brighton Interconnect

Table 3 shows largest volume users with most recent annual data. Fridley has several large users, the top ten users consumed over one-sixth of water production in 2015-16.

Table 3. Large volume users

Customer	Use Category (residential, Industrial, Commercial, Institutional, Wholesale)	Amount Used (Gallons per Year)	Percent of Total Annual Water Delivered	Implementing Water Conservation Measures? (Yes/No/Unknown)
1. ARAMARK UNIFORM SERVICES	Industrial	32,345,360	2.80%	Unknown
2. ECO FINISHING	Industrial	30,387,200	2.63%	Unknown
3. CUMMINS, INC	Industrial	24,439,650	2.11%	Unknown
4. CONAGRA FOODS, INC	Industrial	23,883,200	2.06%	Unknown
5. UNITY HOSPITAL	Institutional	16,912,200	1.46%	Unknown
6. MEDTRONIC, INC (HEADQUARTERS)	Institutional	14,948,240	1.29%	Unknown
7. STYLMARK, INC	Industrial	13,713,400	1.19%	Unknown
8. DUGAS BOWERS PLATING	Industrial	13,401,390	1.16%	Unknown
9. MEDTRONIC, INC (OPERATIONS)	Industrial	12,713,300	1.10%	Unknown
10. KAPSTONE CONTAINER CORP	Industrial	12,518,970	1.08%	Unknown

B. Treatment and Storage Capacity

Table 4 describes where water is treated, treatment methods, and capacities. Treatment processes are currently providing water that meets all drinking water quality requirements. The City's treatment system has substantial capacity above peak day demand.

Table 4. Water treatment capacity and treatment processes

Treatment Site ID (Plant Name or Well ID)	Year Constructed	Treatment Capacity (MGD)	Treatment Method	Treatment Type	Annual Amount of Residuals	Disposal Process for Residuals	Do You Reclaim Filter Backwash Water?
Commons Park WTP	1960	12.1	Iron Removal	8 Pressure Filters		Sanitary Sewer	Yes
	1988		Manganese Removal	8 Pressure Filters			
			Fluoridation	Liquid Injection			
			Chlorination	Chloramine Addition			
			Radionuclide	Removal			
Locke Park WTP	1968	2.9	Iron Removal	2 Pressure Filters		Storm Sewer and Sanitary Sewer	No
	1994		Manganese Removal	2 Pressure Filters			
			Fluoridation	Liquid Injection			
			Chlorination	Chloramine Addition			
WTP #3	1997	2.2	Iron Removal	2 Pressure Filters		Sanitary Sewer	No
			Manganese Removal	2 Pressure Filters			
			Fluoridation	Liquid Injection			
			Chlorination	Chloramine Addition			
Total Treated Capacity		17.2					
Emergency Capacity		23.2					

Treatment and storage capacity versus demand

Table 5 shows storage facilities and total capacity. Storage exceeds current average day demand by a factor of two, and is equivalent to 1.67 times peak forecasted average day demand.

Table 5. Storage capacity, as of the end of the last calendar year

Structure Name	Type of Storage Structure	Year Constructed	Primary Material	Storage Capacity (Gallons)
1. Commons Park	Elevated storage	1960	Steel	500,000
2. Highway 65	Elevated storage	1993	Steel	1,500,000
3. Commons Park	Ground storage	1964	Concrete	3,000,000
4. Marian Hills	Ground storage	1988	Concrete	1,500,000
Total				6,500,000

C. Water Sources

A summary of water sources is included in Table 6. Well records and a maintenance summary for each well that has occurred since our last approved plan is included in **Appendix 1**.

Table 6. Water sources and status

Resource Type (Groundwater, Surface water, Interconnection)	Resource Name	MN Unique Well # or Intake ID	Year Installed	Capacity (Gallons per Minute)	Well Depth (Feet)	Status of Normal and Emergency Operations (active, inactive, emergency only, retail/wholesale interconnection))	Does this Source have a Dedicated Emergency Power Source? (Yes or No)
Groundwater	Well 1	206685	1957	700	389	Standby	No
Groundwater	Well 2	206674	1961	525	675	Active	Yes
Groundwater	Well 3	206670	1961	700	720	Active	Yes
Groundwater	Well 4	201158	1961	725	663	Active	Yes
Groundwater	Well 5	206675	1961	725	656	Active	Yes
Groundwater	Well 6	206673	1964	1400	153	Active	Yes
Groundwater	Well 7	206671	1966	800	138	Active	Yes
Groundwater	Well 8	206669	1966	1550	138	Active	Yes
Groundwater	Well 9	206672	1966	1500	153	Active	Yes
Groundwater	Well 10	206658	1969	800	128	Active	Yes
Groundwater	Well 11	206657	1970	825	344	Active	Yes
Groundwater	Well 12	29207	1970	1550	234	Active	Yes
Groundwater	Well 13	206696	1970	825	191	Standby	No
Groundwater augmentation (purchased)	City of New Brighton		1994	2000		Currently not available, online in 2018	Yes
Groundwater Emergency Supply	City of Mounds View			350		Emergency Only	Yes
Surface Water Emergency Supply	City of Minneapolis			1500		Emergency Only	Yes

Limits on Emergency Interconnections

Wells 2 through 9 exceed the capacity of Commons Park Water Treatment Plant, where they are located. Typically one to four pumps are run in accordance with demand.

Wells 1 and 13 are currently operated only if demand exceeds available supply; this has not been necessary since our last Water Supply Plan in 2008. They are maintained as fully operable, however.

The New Brighton supply is not available until treatment processes are in place, anticipated in the end of 2018.

The Minneapolis emergency supply is surface water and would take time to set up to provide proper drinking water quality; this supply may only be suited to be made available in the events of 1) a catastrophic emergency, 2) a long-term loss of capacity.

D. Future Demand Projections – Key Metropolitan Council Benchmark

Water Use Trends

The following trends are noted in current water use, shown in Table 2:

- 1) Population served is increasing at a modest rate, and is projected to do so through 2040.
- 2) Total per capita water demand, along with residential per capita demand, has declined in the past 10 years. Commercial and Industrial demand trends remain more steady, although there are annual fluctuations.
- 3) The average daily demand has decreased substantially, and is approximately half of the peak demands of 30 years ago.
- 4) The maximum daily demand has decreased significantly, and has a peaking factor of below 2.0 for the past two years.

Trends for all customer categories are declining; residential customer class is the most obvious. Reasons include low-flow fixtures, elimination of discharge single-use cooling water, conservation rates, and education/efficiency/rebate programs and efforts.

Projection Method

Table 7 shows the projected annual demand for the next ten years. The population estimates, provided by the Metropolitan Council, are used as a basis for the projection. Employment projections also provided by the Metropolitan Council, are used to project Commercial and Industrial demand at a fixed rate of 62 gallons per employee per day (consistent with current usage, and conservative).

Table 7. Projected annual water demand

Year	Projected Total Population	Projected Population Served	Projected Residential Per Capita Water Demand (GPCD)	Projected Total Per Capita Water Demand (GPCD)	Projected Average Daily Demand (MGD)	Projected Maximum Daily Demand (MGD)
2016	28,892	28,912	68.0	118.0	3.47	6.94
2017	28,994	29,014	68.0	118.0	3.48	6.96
2018	29,096	29,116	68.0	118.0	3.49	6.99
2019	29,198	29,218	68.0	118.0	3.51	7.01
2020	29,300	29,320	65.0	115.0	3.52	7.04
2021	29,683	29,703	65.0	115.0	3.56	7.13
2022	30,067	30,087	65.0	115.0	3.61	7.22
2023	30,450	30,470	65.0	115.0	3.66	7.31
2024	30,833	30,853	65.0	115.0	3.70	7.40
2025	31,217	31,237	65.0	115.0	3.75	7.50
2030	31,600	31,620	63.0	113.0	3.79	7.59
2040	32,500	32,520	60.0	110.0	3.90	7.80

GPCD – Gallons per Capita per Day

MGD – Million Gallons per Day

E. Resource Sustainability

Monitoring

Source monitoring is summarized in the table below, and includes monitoring of both aquifer impacts and source water quality monitoring that the City of Fridley performs.

Table 8. Information about source water quality and quantity monitoring

MN Unique Well # or Surface Water ID	Type of monitoring point	Monitoring program	Frequency of monitoring	Monitoring Method
Well 1 206685	<input checked="" type="checkbox"/> production well <input type="checkbox"/> observation well <input type="checkbox"/> source water intake <input type="checkbox"/> source water reservoir	<input checked="" type="checkbox"/> routine MDH sampling <input checked="" type="checkbox"/> routine water utility sampling <input type="checkbox"/> other	<input type="checkbox"/> continuous <input type="checkbox"/> hourly <input type="checkbox"/> daily <input checked="" type="checkbox"/> monthly <input checked="" type="checkbox"/> quarterly <input checked="" type="checkbox"/> annually	<input type="checkbox"/> SCADA <input checked="" type="checkbox"/> grab sampling <input checked="" type="checkbox"/> steel tape <input type="checkbox"/> stream gauge
Well 2 206674	<input checked="" type="checkbox"/> production well <input type="checkbox"/> observation well <input type="checkbox"/> source water intake <input type="checkbox"/> source water reservoir	<input checked="" type="checkbox"/> routine MDH sampling <input checked="" type="checkbox"/> routine water utility sampling <input type="checkbox"/> other	<input type="checkbox"/> continuous <input type="checkbox"/> hourly <input type="checkbox"/> daily <input checked="" type="checkbox"/> monthly <input checked="" type="checkbox"/> quarterly <input checked="" type="checkbox"/> annually	<input type="checkbox"/> SCADA <input checked="" type="checkbox"/> grab sampling <input checked="" type="checkbox"/> steel tape <input type="checkbox"/> stream gauge
Well 3 206670	<input checked="" type="checkbox"/> production well <input type="checkbox"/> observation well <input type="checkbox"/> source water intake <input type="checkbox"/> source water reservoir	<input checked="" type="checkbox"/> routine MDH sampling <input checked="" type="checkbox"/> routine water utility sampling <input type="checkbox"/> other	<input type="checkbox"/> continuous <input type="checkbox"/> hourly <input type="checkbox"/> daily <input checked="" type="checkbox"/> monthly <input checked="" type="checkbox"/> quarterly <input checked="" type="checkbox"/> annually	<input type="checkbox"/> SCADA <input checked="" type="checkbox"/> grab sampling <input checked="" type="checkbox"/> steel tape <input type="checkbox"/> stream gauge
Well 4 201158	<input checked="" type="checkbox"/> production well <input type="checkbox"/> observation well <input type="checkbox"/> source water intake <input type="checkbox"/> source water reservoir	<input checked="" type="checkbox"/> routine MDH sampling <input checked="" type="checkbox"/> routine water utility sampling <input type="checkbox"/> other	<input type="checkbox"/> continuous <input type="checkbox"/> hourly <input type="checkbox"/> daily <input checked="" type="checkbox"/> monthly <input checked="" type="checkbox"/> quarterly <input checked="" type="checkbox"/> annually	<input type="checkbox"/> SCADA <input checked="" type="checkbox"/> grab sampling <input checked="" type="checkbox"/> steel tape <input type="checkbox"/> stream gauge
Well 5 206675	<input checked="" type="checkbox"/> production well <input type="checkbox"/> observation well <input type="checkbox"/> source water intake <input type="checkbox"/> source water reservoir	<input checked="" type="checkbox"/> routine MDH sampling <input checked="" type="checkbox"/> routine water utility sampling <input type="checkbox"/> other	<input type="checkbox"/> continuous <input type="checkbox"/> hourly <input type="checkbox"/> daily <input checked="" type="checkbox"/> monthly <input checked="" type="checkbox"/> quarterly <input checked="" type="checkbox"/> annually	<input type="checkbox"/> SCADA <input checked="" type="checkbox"/> grab sampling <input checked="" type="checkbox"/> steel tape <input type="checkbox"/> stream gauge

MN Unique Well # or Surface Water ID	Type of monitoring point	Monitoring program	Frequency of monitoring	Monitoring Method
Well 6 206673	<input checked="" type="checkbox"/> production well <input type="checkbox"/> observation well <input type="checkbox"/> source water intake <input type="checkbox"/> source water reservoir	<input checked="" type="checkbox"/> routine MDH sampling <input checked="" type="checkbox"/> routine water utility sampling <input type="checkbox"/> other	<input type="checkbox"/> continuous <input type="checkbox"/> hourly <input type="checkbox"/> daily <input checked="" type="checkbox"/> monthly <input checked="" type="checkbox"/> quarterly <input checked="" type="checkbox"/> annually	<input type="checkbox"/> SCADA <input checked="" type="checkbox"/> grab sampling <input checked="" type="checkbox"/> steel tape <input type="checkbox"/> stream gauge
Well 7 206671	<input checked="" type="checkbox"/> production well <input type="checkbox"/> observation well <input type="checkbox"/> source water intake <input type="checkbox"/> source water reservoir	<input checked="" type="checkbox"/> routine MDH sampling <input checked="" type="checkbox"/> routine water utility sampling <input type="checkbox"/> other	<input type="checkbox"/> continuous <input type="checkbox"/> hourly <input type="checkbox"/> daily <input checked="" type="checkbox"/> monthly <input checked="" type="checkbox"/> quarterly <input checked="" type="checkbox"/> annually	<input type="checkbox"/> SCADA <input checked="" type="checkbox"/> grab sampling <input checked="" type="checkbox"/> steel tape <input type="checkbox"/> stream gauge
Well 8 206669	<input checked="" type="checkbox"/> production well <input type="checkbox"/> observation well <input type="checkbox"/> source water intake <input type="checkbox"/> source water reservoir	<input checked="" type="checkbox"/> routine MDH sampling <input checked="" type="checkbox"/> routine water utility sampling <input type="checkbox"/> other	<input type="checkbox"/> continuous <input type="checkbox"/> hourly <input type="checkbox"/> daily <input checked="" type="checkbox"/> monthly <input checked="" type="checkbox"/> quarterly <input checked="" type="checkbox"/> annually	<input type="checkbox"/> SCADA <input checked="" type="checkbox"/> grab sampling <input checked="" type="checkbox"/> steel tape <input type="checkbox"/> stream gauge
Well 9 206672	<input checked="" type="checkbox"/> production well <input type="checkbox"/> observation well <input type="checkbox"/> source water intake <input type="checkbox"/> source water reservoir	<input checked="" type="checkbox"/> routine MDH sampling <input checked="" type="checkbox"/> routine water utility sampling <input type="checkbox"/> other	<input type="checkbox"/> continuous <input type="checkbox"/> hourly <input type="checkbox"/> daily <input checked="" type="checkbox"/> monthly <input checked="" type="checkbox"/> quarterly <input checked="" type="checkbox"/> annually	<input type="checkbox"/> SCADA <input checked="" type="checkbox"/> grab sampling <input checked="" type="checkbox"/> steel tape <input type="checkbox"/> stream gauge
Well 10 206658	<input checked="" type="checkbox"/> production well <input type="checkbox"/> observation well <input type="checkbox"/> source water intake <input type="checkbox"/> source water reservoir	<input checked="" type="checkbox"/> routine MDH sampling <input checked="" type="checkbox"/> routine water utility sampling <input type="checkbox"/> other	<input type="checkbox"/> continuous <input type="checkbox"/> hourly <input type="checkbox"/> daily <input checked="" type="checkbox"/> monthly <input checked="" type="checkbox"/> quarterly <input checked="" type="checkbox"/> annually	<input type="checkbox"/> SCADA <input checked="" type="checkbox"/> grab sampling <input checked="" type="checkbox"/> steel tape <input type="checkbox"/> stream gauge
Well 11 206657	<input checked="" type="checkbox"/> production well <input type="checkbox"/> observation well <input type="checkbox"/> source water intake <input type="checkbox"/> source water reservoir	<input checked="" type="checkbox"/> routine MDH sampling <input checked="" type="checkbox"/> routine water utility sampling <input type="checkbox"/> other	<input type="checkbox"/> continuous <input type="checkbox"/> hourly <input type="checkbox"/> daily <input checked="" type="checkbox"/> monthly <input checked="" type="checkbox"/> quarterly <input checked="" type="checkbox"/> annually	<input type="checkbox"/> SCADA <input checked="" type="checkbox"/> grab sampling <input checked="" type="checkbox"/> steel tape <input type="checkbox"/> stream gauge

MN Unique Well # or Surface Water ID	Type of monitoring point	Monitoring program	Frequency of monitoring	Monitoring Method
Well 12 29207	<input checked="" type="checkbox"/> production well <input type="checkbox"/> observation well <input type="checkbox"/> source water intake <input type="checkbox"/> source water reservoir	<input checked="" type="checkbox"/> routine MDH sampling <input checked="" type="checkbox"/> routine water utility sampling <input type="checkbox"/> other	<input type="checkbox"/> continuous <input type="checkbox"/> hourly <input type="checkbox"/> daily <input checked="" type="checkbox"/> monthly <input checked="" type="checkbox"/> quarterly <input checked="" type="checkbox"/> annually	<input type="checkbox"/> SCADA <input checked="" type="checkbox"/> grab sampling <input checked="" type="checkbox"/> steel tape <input type="checkbox"/> stream gauge
Well 13 206696	<input checked="" type="checkbox"/> production well <input type="checkbox"/> observation well <input type="checkbox"/> source water intake <input type="checkbox"/> source water reservoir	<input checked="" type="checkbox"/> routine MDH sampling <input checked="" type="checkbox"/> routine water utility sampling <input type="checkbox"/> other	<input type="checkbox"/> continuous <input type="checkbox"/> hourly <input type="checkbox"/> daily <input checked="" type="checkbox"/> monthly <input checked="" type="checkbox"/> quarterly <input checked="" type="checkbox"/> annually	<input type="checkbox"/> SCADA <input checked="" type="checkbox"/> grab sampling <input checked="" type="checkbox"/> steel tape <input type="checkbox"/> stream gauge

Water Level Data

A water level monitoring plan is included in **Appendix 2**.

Table 9 summarizes water level data for each well being monitored. **Appendix 3** has water level graphs showing all available data, and a more recent 10-year trend. Production rates measured at the time of drawdown are also shown on these figures.

Table 9. Water level data

Unique Well Number or Well ID	Aquifer Name	Seasonal Variation (Feet)	Long-term Trend in water level data	Water level measured during well/pumping maintenance
Well 1 206685	Franconia, Galesville, Mt. Simon-Hinckley	40	<input type="checkbox"/> Falling <input checked="" type="checkbox"/> Stable <input type="checkbox"/> Rising	See Appendix 3
Well 2 206674	Mt. Simon-Hinckley	30-60	<input type="checkbox"/> Falling <input checked="" type="checkbox"/> Stable <input type="checkbox"/> Rising	See Appendix 3
Well 3 206670	Mt. Simon-Hinckley	40	<input type="checkbox"/> Falling <input checked="" type="checkbox"/> Stable <input type="checkbox"/> Rising	See Appendix 3
Well 4 201158	Mt. Simon-Hinckley	70	<input type="checkbox"/> Falling <input checked="" type="checkbox"/> Stable <input type="checkbox"/> Rising	See Appendix 3
Well 5 206675	Mt. Simon-Hinckley	30-50	<input type="checkbox"/> Falling <input checked="" type="checkbox"/> Stable <input type="checkbox"/> Rising	See Appendix 3

Unique Well Number or Well ID	Aquifer Name	Seasonal Variation (Feet)	Long-term Trend in water level data	Water level measured during well/pumping maintenance
Well 6 206673	Prairie du Chien-Jordan	5-10	<input type="checkbox"/> Falling <input checked="" type="checkbox"/> Stable <input type="checkbox"/> Rising	See Appendix 3
Well 7 206671	Prairie du Chien-Jordan	5	<input type="checkbox"/> Falling <input checked="" type="checkbox"/> Stable <input type="checkbox"/> Rising	See Appendix 3
Well 8 206669	Prairie du Chien-Jordan	5	<input type="checkbox"/> Falling <input checked="" type="checkbox"/> Stable <input type="checkbox"/> Rising	See Appendix 3
Well 9 206672	Prairie du Chien-Jordan	3-5	<input type="checkbox"/> Falling <input checked="" type="checkbox"/> Stable <input type="checkbox"/> Rising	See Appendix 3
Well 10 206658	Drift	5	<input type="checkbox"/> Falling <input checked="" type="checkbox"/> Stable <input type="checkbox"/> Rising	See Appendix 3
Well 11 206657	Franconia-Galesville	50	<input type="checkbox"/> Falling <input checked="" type="checkbox"/> Stable <input type="checkbox"/> Rising	See Appendix 3
Well 12 29207	Prairie du Chien-Jordan	5-10	<input type="checkbox"/> Falling <input checked="" type="checkbox"/> Stable <input type="checkbox"/> Rising	See Appendix 3
Well 13 206696	Prairie du Chien-Jordan	2	<input type="checkbox"/> Falling <input checked="" type="checkbox"/> Stable <input type="checkbox"/> Rising	See Appendix 3

Potential Water Supply Issues & Natural Resource Impacts

Table 10 lists the types of natural resources that are or could be impacted by permitted water withdrawals. Surface waters are presumed to be at low risk, as historic pumping rates have declined by 50% over the past three decades. Monitoring of indicator resources would be conducted to ensure that there are no impacts.

Table 10. Natural resource impacts

Resource Type	Resource Name	Risk	Risk Assessed Through	Describe Resource Protection Threshold*	Mitigation Measure or Management Plan	Describe How Changes to Thresholds are Monitored
■ Aquifer	Mt. Simon-Hinckley	<ul style="list-style-type: none"> ■ Flow/water level decline <input type="checkbox"/> Degrading water quality trends and/or MCLs exceeded <input type="checkbox"/> Impacts on endangered, threatened, or special concern species habitat or other natural resource impacts <input type="checkbox"/> Other: _____ 	<ul style="list-style-type: none"> <input type="checkbox"/> GIS analysis <input type="checkbox"/> Modeling <input type="checkbox"/> Mapping ■ Monitoring <input type="checkbox"/> Aquifer testing <input type="checkbox"/> Other: _____ 	Sustained decline over five year period	<ul style="list-style-type: none"> <input type="checkbox"/> Revise permit ■ Change groundwater pumping ■ Increase conservation <input type="checkbox"/> Other 	Monthly measurements
■ Aquifer	Prairie du Chien-Jordan	<ul style="list-style-type: none"> ■ Flow/water level decline ■ Degrading water quality trends and/or MCLs exceeded <input type="checkbox"/> Impacts on endangered, threatened, or special concern species habitat or other natural resource impacts <input type="checkbox"/> Other: _____ 	<ul style="list-style-type: none"> <input type="checkbox"/> GIS analysis <input type="checkbox"/> Modeling <input type="checkbox"/> Mapping ■ Monitoring <input type="checkbox"/> Aquifer testing <input type="checkbox"/> Other: _____ 	Sustained decline over five year period, water quality issue	<ul style="list-style-type: none"> <input type="checkbox"/> Revise permit ■ Change groundwater pumping ■ Increase conservation <input type="checkbox"/> Other 	Monthly measurements, quarterly water quality monitoring
■ Lake	Moore Lake	<ul style="list-style-type: none"> ■ Flow/water level decline <input type="checkbox"/> Degrading water quality trends and/or MCLs 	<ul style="list-style-type: none"> <input type="checkbox"/> GIS analysis <input type="checkbox"/> Modeling <input type="checkbox"/> Mapping ■ Monitoring 	Decline over non-drought period, multiple seasons	<ul style="list-style-type: none"> <input type="checkbox"/> Revise permit ■ Change groundwater pumping ■ Increase 	Lake level readings, bi-weekly

Resource Type	Resource Name	Risk	Risk Assessed Through	Describe Resource Protection Threshold*	Mitigation Measure or Management Plan	Describe How Changes to Thresholds are Monitored
		exceeded <input type="checkbox"/> Impacts on endangered, threatened, or special concern species habitat or other natural resource impacts <input type="checkbox"/> Other: _____	<input type="checkbox"/> Aquifer testing <input type="checkbox"/> Other: _____		conservation <input type="checkbox"/> Other	
<input checked="" type="checkbox"/> Wetland	Various stormwater wetlands that recharge aquifers in Fridley	<input checked="" type="checkbox"/> Flow/water level decline <input type="checkbox"/> Degrading water quality trends and/or MCLs exceeded <input type="checkbox"/> Impacts on endangered, threatened, or special concern species habitat or other natural resource impacts <input type="checkbox"/> Other: _____	<input checked="" type="checkbox"/> GIS analysis <input type="checkbox"/> Modeling <input type="checkbox"/> Mapping <input checked="" type="checkbox"/> Monitoring <input type="checkbox"/> Aquifer testing <input type="checkbox"/> Other: _____	Site monitoring/GIS analysis shows decline over non-drought period, multiple seasons	<input type="checkbox"/> Revise permit <input checked="" type="checkbox"/> Change groundwater pumping <input checked="" type="checkbox"/> Increase conservation <input type="checkbox"/> Other	Bi-annual review when new aerial photography available

* Examples of thresholds: a lower limit on acceptable flow in a river or stream; water quality outside of an accepted range; a lower limit on acceptable aquifer level decline at one or more monitoring wells; withdrawals that exceed some percent of the total amount available from a source; or a lower limit on acceptable changes to a protected habitat.

Wellhead Protection (WHP) and Surface Water Protection (SWP) Plans

Table 11 provides the status information about the City of Fridley’s Wellhead Protection Plan (WHP). The City of Fridley has contributed to the establishment of the Municipal Wellhead Protection Group that coordinates protection of City’s Wellhead Areas that may extend into a neighboring community.

Table 11. Status of Wellhead Protection and Surface Water Protection Plans

Plan Type	Status	Date Adopted	Date for Update
WHP	<input type="checkbox"/> In Process <input checked="" type="checkbox"/> Completed <input type="checkbox"/> Not Applicable	2009	2018
	<input type="checkbox"/>		

F. Capital Improvement Plan (CIP)

Adequacy of Water Supply System

Table 12 contains information about the adequacy of wells, storage facilities, treatment facilities, and distribution systems to sustain current and projected demands. Listed are highlights of planned capital improvements for system components, in chronological order.

The City’s latest Capital Improvement Plan is attached as **Appendix 4**.

Table 12. Adequacy of Water Supply System

System Component	Planned action	Anticipated Construction Year	Notes
Wells/Intakes	<input type="checkbox"/> No action planned - adequate <input checked="" type="checkbox"/> Repair/replacement <input type="checkbox"/> Expansion/addition	Ongoing	Bi-annual project including 2-3 well rehabilitations
Water Storage Facilities	<input type="checkbox"/> No action planned - adequate <input checked="" type="checkbox"/> Repair/replacement <input type="checkbox"/> Expansion/addition	2023 2028 2030	Marian Hills Highway 65 #2 Commons #1 and Ground
Water Treatment Facilities	<input type="checkbox"/> No action planned - adequate <input checked="" type="checkbox"/> Repair/replacement <input type="checkbox"/> Expansion/addition	2017 2025 2030	Locke Filter and Backwash Commons Filter I Commons Filter II
Distribution Systems (pipes, valves, etc.)	<input type="checkbox"/> No action planned - adequate <input checked="" type="checkbox"/> Repair/replacement <input type="checkbox"/> Expansion/addition	Ongoing	Annual Main Rehab, Valve and Hydrant Replacement
Pressure Zones	<input checked="" type="checkbox"/> No action planned - adequate <input type="checkbox"/> Repair/replacement <input type="checkbox"/> Expansion/addition		

System Component	Planned action	Anticipated Construction Year	Notes
Other:	<input type="checkbox"/> No action planned - adequate <input checked="" type="checkbox"/> Repair/replacement <input type="checkbox"/> Expansion/addition	Wellhouses and Plant Buildings 63 rd Booster Station Rehab Minneapolis Interconnect Rehab	Ongoing 2018 2018

Proposed Future Water Sources

Table 13 identifies new water source installation planned over the next ten years.

Table 13. Proposed future installations/sources

Source	Installation Location (approximate)	Resource Name	Proposed Pumping Capacity (gpm)	Planned Installation Year	Planned Partnerships
Groundwater	No Future Sources Planned				
Surface Water					
Interconnection to another supplier					

Water Source Alternatives - Key Metropolitan Council Benchmark

Do you anticipate the need for alternative water sources in the next 10 years? Yes No

For metro communities, will you need alternative water sources by the year 2040? Yes No

Table 14. Alternative water sources

Alternative Source Considered	Source and/or Installation Location (approximate)	Estimated Amount of Future Demand (%)	Timeframe to Implement (YYYY)	Potential Partners	Benefits	Challenges
<input type="checkbox"/> Groundwater	No Alternative Sources Planned					
<input type="checkbox"/> Surface Water						
<input type="checkbox"/> Reclaimed stormwater						
<input type="checkbox"/> Reclaimed wastewater						
<input type="checkbox"/> Interconnection to another supplier						

Part 2. Emergency Preparedness Procedures

The emergency preparedness procedures outlined in this plan are intended to comply with the contingency plan provisions required by MDH in the WHP and SWP. Water emergencies can occur as a result of vandalism, sabotage, accidental contamination, mechanical problems, power failings, drought, flooding, and other natural disasters. The purpose of emergency planning is to develop emergency response procedures and to identify actions needed to improve emergency preparedness. In the case of a municipality, these procedures should be in support of, and part of, an all-hazard emergency operations plan. Municipalities that already have written procedures dealing with water emergencies should review the following information and update existing procedures to address these water supply protection measures.

A. Federal Emergency Response Plan

Section 1433(b) of the Safe Drinking Water Act, (Public Law 107-188, Title IV- Drinking Water Security and Safety) requires community water suppliers serving over 3,300 people to prepare an Emergency Response Plan.

Do you have a federal emergency response plan? Yes No

If yes, what was the date it was certified? 1/1/2011

Complete Table 15 by inserting the noted information regarding your completed Federal Emergency Response Plan.

Table 15. Emergency Preparedness Plan contact information

Emergency Response Plan Role	Contact Person	Contact Phone Number	Contact Email
Emergency Response Lead	BRIAN WEIERKE		BRIAN.WEIERKE@FRIDLEYMN.GOV
Alternate Emergency Response Lead	RYAN GEORGE		RYAN.GEORGE@FRIDLEYMN.GOV

B. Operational Contingency Plan

All utilities should have a written operational contingency plan that describes measures to be taken for water supply mainline breaks and other common system failures as well as routine maintenance.

Do you have a written operational contingency plan? Yes No

At a minimum, a water supplier should prepare and maintain an emergency contact list of contractors and suppliers.

C. Emergency Response Procedures

Water suppliers must meet the requirements of MN Rules 4720.5280 . Accordingly, the Minnesota Department of Natural Resources (DNR) requires public water suppliers serving more than 1,000 people to submit Emergency and Conservation Plans. Water emergency and conservation plans that have been

approved by the DNR, under provisions of Minnesota Statute 186 and Minnesota Rules, part 6115.0770, will be considered equivalent to an approved WHP contingency plan.

Emergency Telephone List

A list of emergency contacts, including the MN Duty Officer is provided in **Appendix 5**.

Current Water Sources and Service Area

Quick access to concise and detailed information on water sources, water treatment, and the distribution system may be needed in an emergency. System operation and maintenance records should be maintained in secured central and back-up locations so that the records are accessible for emergency purposes. A detailed map of the system showing the treatment plants, water sources, storage facilities, supply lines, interconnections, and other information that would be useful in an emergency should also be readily available. It is critical that public water supplier representatives and emergency response personnel communicate about the response procedures and be able to easily obtain this kind of information both in electronic and hard copy formats (in case of a power outage).

Do records and maps exist? Yes No

Can staff access records and maps from a central secured location in the event of an emergency?

Yes No

Does the appropriate staff know where the materials are located?

Yes No

Procedure for Augmenting Water Supplies

Tables 16 and 17 by list all available sources of water that can be used to augment or replace existing sources in an emergency.

Table 16. Interconnections with other water supply systems to supply water in an emergency

Other Water Supply System Owner	Capacity (GPM & MGD)	Note Any Limitations On Use	List of services, equipment, supplies available to respond
CITY OF NEW BRIGHTON	3 MGD	CURRENTLY OFFLINE UNTIL 2018 FOR TREATMENT UPGRADE	
CITY OF MOUNDS VIEW	0.5 MGD		
CITY OF MINNEAPOLIS	2.19 MGD	SURFACE WATER SOURCE WOULD NEED TO EVALUATE WATER QUALITY PRIOR TO OPERATING	

GPM – Gallons per minute MGD – million gallons per day

Table 17. Utilizing surface water as an alternative source

Surface Water Source Name	Capacity (GPM)	Capacity (MGD)	Treatment Needs	Note Any Limitations On Use

The New Brighton supply is not available until treatment processes are in place, anticipated in the end of 2018.

The Minneapolis emergency supply is surface water and would take time to set up to provide proper drinking water quality; this supply may only be suited to be made available in the events of 1) a catastrophic emergency, 2) a long-term loss of capacity.

Allocation and Demand Reduction Procedures

Table 18 prioritizes allocation of water and reduction in demand during an emergency.

Water use categories has been prioritized in a way that is consistent with Minnesota Statutes 103G.261 (#1 is highest priority) as follows:

1. Water use for human needs such as cooking, cleaning, drinking, washing and waste disposal; use for on-farm livestock watering; and use for power production that meets contingency requirements.
2. Water use involving consumption of less than 10,000 gallons per day (usually from private wells or surface water intakes)
3. Water use for agricultural irrigation and processing of agricultural products involving consumption of more than 10,000 gallons per day (usually from private high-capacity wells or surface water intakes)
4. Water use for power production above the use provided for in the contingency plan.
5. All other water use involving consumption of more than 10,000 gallons per day.
6. Nonessential uses – car washes, golf courses, etc.

Water used for human needs at hospitals, nursing homes and similar types of facilities should be designated as a high priority to be maintained in an emergency. Lower priority uses will need to address water used for human needs at other types of facilities such as hotels, office buildings, and manufacturing plants. The volume of water and other types of water uses at these facilities must be carefully considered. After reviewing the data, common sense should dictate local allocation priorities to

protect domestic requirements over certain types of economic needs. Water use for lawn sprinkling, vehicle washing, golf courses, and recreation are legislatively considered non-essential.

Table 18. Water use priorities

Customer Category	Allocation Priority	Average Daily Demand (MGD)	Short-Term Emergency Demand Reduction Potential (MGD)
Institutional	1	0.24	0.00
Residential	2	1.98	0.20
Commercial	3	0.15	0.05
Industrial	4	0.70	0.40
Irrigation	5	0.15	0.15
Non-Essential	6	0.04	0.04
Wholesale	7	0.00	0.00
TOTAL		3.26	0.84

MGD – Million Gallons per Day

Table 19 indicates the possible triggers and actions during water supply disruption conditions.

Table 19. Emergency demand reduction conditions, triggers and actions

Emergency Triggers	Short-term Actions	Long-term Actions
<ul style="list-style-type: none"> ■ Contamination ■ Loss of production ■ Infrastructure failure ■ Executive order by Governor □ Other: _____ 	<ul style="list-style-type: none"> ■ Supply augmentation through <u>New Brighton, Mounds View</u> ■ Adopt (if not already) and enforce a critical water deficiency ordinance to penalize lawn watering, vehicle washing, golf course and park irrigation & other nonessential uses. □ Water allocation through_____ ■ Meet with large water users to discuss their contingency plan. 	<ul style="list-style-type: none"> ■ Supply augmentation through <u>New Brighton, Mounds View, Minneapolis</u> ■ Adopt (if not already) and enforce a critical water deficiency ordinance to penalize lawn watering, vehicle washing, golf course and park irrigation & other nonessential uses. □ Water allocation through_____ ■ Meet with large water users to discuss their contingency plan.

Notification Procedures

Table 20 shows selected triggers for informing customers regarding conservation requests, water use restrictions, and suspensions; notification frequencies; and partners that may assist in the notification process.

Table 20. Plan to inform customers regarding conservation requests, water use restrictions, and suspensions

Notification Trigger(s)	Methods (select all that apply)	Update Frequency	Partners
<p>■ Short-term demand reduction declared (< 1 year)</p>	<p>■ Website <input type="checkbox"/> Email list serve ■ Social media (e.g. Twitter, Facebook) ■ Direct customer mailing, ■ Press release (TV, radio, newspaper), ■ Meeting with large water users (> 10% of total city use) <input type="checkbox"/> Other: _____</p>	<p><input type="checkbox"/> Daily ■ Weekly ■ Monthly <input type="checkbox"/> Annually</p>	
<p>■ Long-term Ongoing demand reduction declared</p>	<p>■ Website <input type="checkbox"/> Email list serve ■ Social media (e.g. Twitter, Facebook) ■ Direct customer mailing, ■ Press release (TV, radio, newspaper), <input type="checkbox"/> Meeting with large water users (> 10% of total city use) <input type="checkbox"/> Other: _____</p>	<p><input type="checkbox"/> Daily <input type="checkbox"/> Weekly ■ Monthly ■ Annually</p>	
<p>■ Governor’s critical water deficiency declared</p>	<p>■ Website <input type="checkbox"/> Email list serve ■ Social media (e.g. Twitter, Facebook) <input type="checkbox"/> Direct customer mailing, <input type="checkbox"/> Press release (TV, radio, newspaper), ■ Meeting with large water users (> 10% of total city use) <input type="checkbox"/> Other: _____</p>	<p><input type="checkbox"/> Daily ■ Weekly ■ Monthly <input type="checkbox"/> Annually</p>	

Enforcement

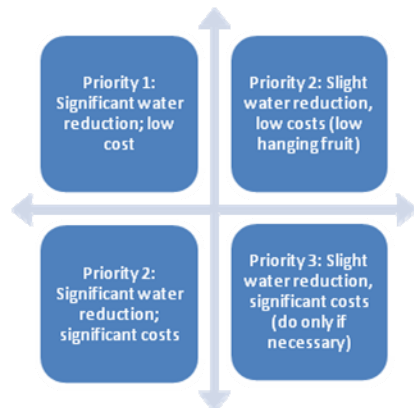
Does the city have a critical water deficiency restriction/official control in place that includes provisions to restrict water use and enforce the restrictions? (This restriction may be an ordinance, rule, regulation, policy under a council directive, or other official control) Yes ■ No □

The official control document is attached to this WSP as Appendix 7.

Irrespective of whether a critical water deficiency control is in place, does the public water supply utility, city manager, mayor, or emergency manager have standing authority to implement water restrictions? Yes ■ No □

If yes, cite the regulatory authority reference: _____.

PART 3. WATER CONSERVATION PLAN



Minnesotans have historically benefited from the state’s abundant water supplies, reducing the need for conservation. There are however, limits to the available supplies of water and increasing threats to the quality of our drinking water. Causes of water supply limitation may include: population increases, economic trends, uneven statewide availability of groundwater, climatic changes, and degraded water quality. Examples of threats to drinking water quality include: the presence of contaminant plumes from past land use activities, exceedances of water quality standards from natural and human sources, contaminants of emerging concern, and increasing pollutant trends from nonpoint sources.

There are many incentives for conserving water; conservation:

- reduces the potential for pumping-induced transfer of contaminants into the deeper aquifers, which can add treatment costs
- reduces the need for capital projects to expand system capacity
- reduces the likelihood of water use conflicts, like well interference, aquatic habitat loss, and declining lake levels
- conserves energy, because less energy is needed to extract, treat and distribute water (and less energy production also conserves water since water is use to produce energy)
- maintains water supplies that can then be available during times of drought

It is therefore imperative that water suppliers implement water conservation plans. The first step in water conservation is identifying opportunities for behavioral or engineering changes that could be made to reduce water use by conducting a thorough analysis of:

- Water use by customer
- Extraction, treatment, distribution and irrigation system efficiencies
- Industrial processing system efficiencies
- Regulatory and barriers to conservation
- Cultural barriers to conservation
- Water reuse opportunities

Once accurate data is compiled, water suppliers can set achievable goals for reducing water use. A successful water conservation plan follows a logical sequence of events. The plan should address both conservation on the supply side (leak detection and repairs, metering), as well as on the demand side (reductions in usage). Implementation should be conducted in phases, starting with the most obvious and lowest-cost options. In some cases one of the early steps will be reviewing regulatory constraints to water conservation, such as lawn irrigation requirements. Outside funding and grants may be available for implementation of projects. Engage water system operators and maintenance staff and customers in brainstorming opportunities to reduce water use. Ask the question: “How can I help save water?”

Progress since 2006

Is this your community’s first Water Supply Plan? Yes No

Table 21 to summarize conservation actions taken since the adoption of the 2006 water supply plan.

Table 21. Implementation of previous ten-year Conservation Plan

2006 Plan Commitments	Action Taken?
Complete a rate study and change water rates structure to provide conservation pricing	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Develop a plan for systematically replacing water mains over a scheduled period	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Update Emergency Management Plan	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Monitor Peak Hourly Demands and Consider Legislation and Education as Needed	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Develop Guidelines for Unmetered Water Usage	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Complete a Rate Study and Incorporate Conservation Rates	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Complete Wellhead Protection Plan	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

The City of Fridley has seen the following from the actions in Table 21: Steady demand reduction, particularly with residential customers. Results are shown in annual usage data. The City monitors the impacts of these actions annually during reporting periods.

A. Triggers for Allocation and Demand Reduction Actions

Table 22 checks each trigger that may be utilized below, as appropriate, and the actions to be taken at various levels or stages of severity.

Table 22. Short and long-term demand reduction conditions, triggers and actions

Objective	Triggers	Actions
Protect surface water flows	<input checked="" type="checkbox"/> Low stream flow conditions <input type="checkbox"/> Reports of declining wetland and lake levels <input type="checkbox"/> Other: _____	<input checked="" type="checkbox"/> Increase promotion of conservation measures <input type="checkbox"/> Other: _____
Short-term demand reduction (less than 1 year)	<input type="checkbox"/> Extremely high seasonal water demand (more than double winter demand) <input checked="" type="checkbox"/> Loss of treatment capacity <input checked="" type="checkbox"/> Lack of water in storage <input checked="" type="checkbox"/> State drought plan	<input checked="" type="checkbox"/> Adopt (if not already) and enforce the critical water deficiency ordinance to restrict or prohibit lawn watering, vehicle washing, golf course and park irrigation & other nonessential uses. <input checked="" type="checkbox"/> Supply augmentation through <u>New</u>

Objective	Triggers	Actions
	<ul style="list-style-type: none"> ■ Well interference ■ Other: Demand exceeding 80% of adjusted firm capacity 	<p><u>Brighton</u></p> <ul style="list-style-type: none"> <input type="checkbox"/> Water allocation through _____ ■ Meet with large water users to discuss user’s contingency plan.
Long-term demand reduction (>1 year)	<ul style="list-style-type: none"> <input type="checkbox"/> Per capita demand increasing ■ Total demand increase (higher population or more industry) ■ Water level in well(s) below elevation of _____ <input type="checkbox"/> Other: _____ 	<ul style="list-style-type: none"> <input type="checkbox"/> Develop a critical water deficiency ordinance that is or can be quickly adopted to penalize lawn watering, vehicle washing, golf course and park irrigation & other nonessential uses. ■ Enact a water waste ordinance that targets overwatering (causing water to flow off the landscape into streets, parking lots, or similar), watering impervious surfaces (streets, driveways or other hardscape areas), and negligence of known leaks, breaks, or malfunctions. ■ Meet with large water users to discuss user’s contingency plan. ■ Enhanced monitoring and reporting: audits, meters, billing, etc.
Governor’s “Critical Water Deficiency Order” declared	<ul style="list-style-type: none"> ■ Describe 	<ul style="list-style-type: none"> ■ Respond in conformance with order

B. Conservation Objectives and Strategies

This section establishes water conservation objectives and strategies for eight major areas of water use.

Objective 1: Reduce Unaccounted (Non-Revenue) Water loss to Less than 10%

The Minnesota Rural Waters Association, the Metropolitan Council and the Department of Natural Resources recommend that all water uses be metered. Metering can help identify high use locations and times, along with leaks within buildings that have multiple meters.

It is difficult to quantify specific unmetered water use such as that associated with firefighting and system flushing or system leaks. Typically, water suppliers subtract metered water use from total water pumped to calculate unaccounted or non-revenue water loss.

Is your five-year average (2005-2014) unaccounted Water Use in Table 2 higher than 10%?

Yes No

The City of Fridley’s leak detection monitoring schedule is bi-annually in spring and fall for the entire system.

Water Audits - are intended to identify, quantify and verify water and revenue losses. The volume of unaccounted-for water should be evaluated each billing cycle. The American Water Works Association (AWWA) recommends that ten percent or less of pumped water is unaccounted-for water. Water audit

procedures are available from the AWWA and MN Rural Water Association www.mrwa.com . Drinking Water Revolving Loan Funds are available for purchase of new meters when new plants are built.

What is the date of your most recent water audit? 2016

Frequency of water audits: **yearly** **other (specify frequency) _____**

Leak detection and survey: **every year** **every other year** **periodic as needed**

Year last leak detection survey completed: 2016

Metering -AWWA recommends that every water supplier install meters to account for all water taken into its system, along with all water distributed from its system at each customer’s point of service. An effective metering program relies upon periodic performance testing, repair, maintenance or replacement of all meters. AWWA also recommends that water suppliers conduct regular water audits to ensure accountability. Some cities install separate meters for interior and exterior water use, but some research suggests that this may not result in water conservation.

Table 23 shows information regarding the number, types, testing and maintenance of customer meters.

Table 23. Information about customer meters

Customer Category	Number of Customers	Number of Metered Connections	Number of Automated Meter Readers	Meter testing intervals (years)	Average age/meter replacement schedule (years)
Residential	7745	7745	3500	20	___ / ___
Irrigation meters	--	--	--		___ / ___
Institutional / Public Facilities	38	38	38	20	___ / ___
Commercial / Industrial	445	445	445	20	___ / ___
TOTALS	8228	8228	3983	NA	NA

No unmetered customers at this time. AMR meters being installed for all residential customers by the end of 2018.

Table 24. Water source meters

	Number of Meters	Meter testing schedule (years)	Number of Automated Meter Readers	Average age/meter replacement schedule (years)
Water source (wells/intakes)	13	5	13	4 / 20
Treatment plant	6	5	6	4 / 20

Objective 2: Achieve Less than 75 Residential Gallons per Capita Demand (GPCD)

The 2002 average residential per capita demand in the Twin Cities Metropolitan area was 75 gallons per capita per day.

Is your average 2010-2015 residential per capita water demand in Table 2 more than 75? Yes No

What was your 2010 – 2015 five-year average residential per capita water demand? 71.4g/person/day

Residential per capita use has declined by nearly 20%.

Table 25 indicates strategies you may use to continue reducing residential per capita demand and projects likely timeframes for completing each checked strategy

Table 25. Strategies and timeframe to reduce residential per capita demand

Strategy to reduce residential per capita demand	Timeframe for completing work
<input checked="" type="checkbox"/> Revise city ordinances/codes to encourage or require water efficient landscaping.	2020
<input checked="" type="checkbox"/> Revise city ordinance/codes to permit water reuse options, especially for non-potable purposes like irrigation, groundwater recharge, and industrial use. Check with plumbing authority to see if internal buildings reuse is permitted	2022
<input type="checkbox"/> Revise ordinances to limit irrigation. Describe the restricted irrigation plan:	
<input type="checkbox"/> Revise outdoor irrigation installations codes to require high efficiency systems (e.g. those with soil moisture sensors or programmable watering areas) in new installations or system replacements.	
<input checked="" type="checkbox"/> Make water system infrastructure improvements	Ongoing
<input checked="" type="checkbox"/> Offer free or reduced cost water use audits) for residential customers.	Ongoing
<input type="checkbox"/> Implement a notification system to inform customers when water availability conditions change.	
<input checked="" type="checkbox"/> Provide rebates or incentives for installing water efficient appliances and/or fixtures indoors (e.g., low flow toilets, high efficiency dish washers and washing machines, showerhead and faucet aerators, water softeners, etc.)	Ongoing
<input checked="" type="checkbox"/> Provide rebates or incentives to reduce outdoor water use (e.g., turf replacement/reduction, rain gardens, rain barrels, smart irrigation, outdoor water use meters, etc.)	2020
<input type="checkbox"/> Identify supplemental Water Resources	
<input checked="" type="checkbox"/> Conduct audience-appropriate water conservation education and outreach.	Ongoing
<input type="checkbox"/> Describe other plans	

Objective 3: Achieve at least a 1.5% per year water reduction for Institutional, Industrial, Commercial, and Agricultural GPCD over the next 10 years or a 15% reduction in ten years.

Table 26 indicates proposed strategies may be used to continue reducing non-residential customer use demand and projects a likely timeframe for completing each checked strategy (add rows for additional strategies).

Table 26. Strategies and timeframe to reduce institutional, commercial industrial, and agricultural and non-revenue use demand

Strategy to reduce total business, industry, agricultural demand	Timeframe for completing work
<input checked="" type="checkbox"/> Conduct a facility water use audit for both indoor and outdoor use, including system components	Ongoing programs offered
<input checked="" type="checkbox"/> Install enhanced meters capable of automated readings to detect spikes in consumption	2025
<input type="checkbox"/> Compare facility water use to related industry benchmarks, if available (e.g., meat processing, dairy, fruit and vegetable, beverage, textiles, paper/pulp, metals, technology, petroleum refining etc.)	
<input checked="" type="checkbox"/> Install water conservation fixtures and appliances or change processes to conserve water	2018
<input checked="" type="checkbox"/> Repair leaking system components (e.g., pipes, valves)	Ongoing
<input checked="" type="checkbox"/> Investigate the reuse of reclaimed water (e.g., stormwater, wastewater effluent, process wastewater, etc.)	2018
<input checked="" type="checkbox"/> Reduce outdoor water use (e.g., turf replacement/reduction, rain gardens, rain barrels, smart irrigation, outdoor water use meters, etc.)	Ongoing
<input checked="" type="checkbox"/> Train employees how to conserve water	Ongoing
<input type="checkbox"/> Implement a notification system to inform non-residential customers when water availability conditions change.	
<input type="checkbox"/> Rainwater catchment systems intended to supply uses such as water closets, urinals, trap primers for floor drains and floor sinks, industrial processes, water features, vehicle washing facilities, cooling tower makeup, and similar uses shall be approved by the commissioner. Proposed plumbing code 4714.1702.1 http://www.dli.mn.gov/PDF/docket/4714rule.pdf	
<input type="checkbox"/> Describe other plans:	

Objective 4: Achieve a Decreasing Trend in Total Per Capita Demand

Included as **Appendix 8** one graph showing total per capita water demand for each customer category (i.e., residential, institutional, commercial, industrial) from 2005-2014 and add the calculated/estimated linear trend for the next 10 years.

Trends for all customer categories are declining; residential customer class is the most obvious. Reasons include low-flow fixtures, elimination of discharge single-use cooling water, conservation rates, and education/efficiency/rebate programs and efforts.

Objective 5: Reduce Peak Day Demand so that the Ratio of Average Maximum day to the Average Day is less than 2.6

Is the ratio of average 2005-2014 maximum day demand to average 2005-2014 average day demand reported in Table 2 more than 2.6? Yes No

Calculate a ten year average (2005 – 2014) of the ratio of maximum day demand to average day demand: 2.17 for the period, no years exceeding 2.6 for the period, and below 2.0 for 2014 and 2015.

The position of the DNR has been that a peak day/average day ratio that is above 2.6 for in summer indicates that the water being used for irrigation by the residents in a community is too large and that efforts should be made to reduce the peak day use by the community.

It should be noted that by reducing the peak day use, communities can also reduce the amount of infrastructure that is required to meet the peak day use. This infrastructure includes new wells, new water towers which can be costly items.

Objective 6: Implement a Conservation Water Rate Structure and/or a Uniform Rate Structure with a Water Conservation Program

Water Conservation Program

Municipal water suppliers serving over 1,000 people are required to adopt demand reduction measures that include a conservation rate structure, or a uniform rate structure with a conservation program that achieves demand reduction. These measures must achieve demand reduction in ways that reduce water demand, water losses, peak water demands, and nonessential water uses. These measures must be approved before a community may request well construction approval from the Department of Health or before requesting an increase in water appropriations permit volume (*Minnesota Statutes*, section 103G.291, subd. 3 and 4). Rates should be adjusted on a regular basis to ensure that revenue of the system is adequate under reduced demand scenarios. If a municipal water supplier intends to use a Uniform Rate Structure, a community-wide Water Conservation Program that will achieve demand reduction must be provided.

Current Water Rates

Include a copy of the actual rate structure in **Appendix 9** or list current water rates including base/service fees and volume charges below.

Volume included in base rate or service charge: _____ gallons or _____ cubic feet other (varies)

Frequency of billing: Monthly Bimonthly Quarterly Other: _____

Water Rate Evaluation Frequency: every year every ___ years no schedule

Date of last rate change: December 2015

Table 27. Rate structures for each customer category

Customer Category	Conservation Billing Strategies in Use *	Conservation Neutral Billing Strategies in Use **	Non-Conserving Billing Strategies in Use ***
Residential	<input type="checkbox"/> Monthly billing <input checked="" type="checkbox"/> Increasing block rates (volume tiered rates) <input type="checkbox"/> Seasonal rates <input type="checkbox"/> Time of use rates <input checked="" type="checkbox"/> Water bills reported in gallons <input type="checkbox"/> Individualized goal rates <input type="checkbox"/> Excess use rates <input type="checkbox"/> Drought surcharge <input type="checkbox"/> Use water bill to provide comparisons <input type="checkbox"/> Service charge not based on water volume <input type="checkbox"/> Other (describe)	<input type="checkbox"/> Uniform <input type="checkbox"/> Odd/even day watering	<input type="checkbox"/> Service charge based on water volume <input type="checkbox"/> Declining block <input type="checkbox"/> Flat <input type="checkbox"/> Other (describe)
Commercial/Industrial/Institutional	<input type="checkbox"/> Monthly billing <input checked="" type="checkbox"/> Increasing block rates (volume tiered rates) <input type="checkbox"/> Seasonal rates <input type="checkbox"/> Time of use rates <input checked="" type="checkbox"/> Water bills reported in gallons <input type="checkbox"/> Individualized goal rates <input type="checkbox"/> Excess use rates <input type="checkbox"/> Drought surcharge <input type="checkbox"/> Use water bill to provide comparisons <input type="checkbox"/> Service charge not based on water volume <input type="checkbox"/> Other (describe)	<input type="checkbox"/> Uniform	<input type="checkbox"/> Service charge based on water volume <input type="checkbox"/> Declining block <input type="checkbox"/> Flat <input type="checkbox"/> Other (describe)
<input type="checkbox"/> Other			

*** Rate Structures components that may promote water conservation:**

- **Monthly billing:** is encouraged to help people see their water usage so they can consider changing behavior.
- **Increasing block rates (also known as a tiered residential rate structure):** Typically, these have at least three tiers: should have at least three tiers.
 - The first tier is for the winter average water use.
 - The second tier is the year-round average use, which is lower than typical summer use. This rate should be set to cover the full cost of service.

- The third tier should be above the average annual use and should be priced high enough to encourage conservation, as should any higher tiers. For this to be effective, the difference in block rates should be significant.
- **Seasonal rate:** higher rates in summer to reduce peak demands
- **Time of Use rates:** lower rates for off peak water use
- **Bill water use in gallons:** this allows customers to compare their use to average rates
- **Individualized goal rates:** typically used for industry, business or other large water users to promote water conservation if they keep within agreed upon goals. **Excess Use rates:** if water use goes above an agreed upon amount this higher rate is charged
- **Drought surcharge:** an extra fee is charged for guaranteed water use during drought
- **Use water bill to provide comparisons:** simple graphics comparing individual use over time or compare individual use to others.
- **Service charge or base fee that does not include a water volume** – a base charge or fee to cover universal city expenses that are not customer dependent and/or to provide minimal water at a lower rate (e.g., an amount less than the average residential per capita demand for the water supplier for the last 5 years)
- **Emergency rates** -A community may have a separate conservation rate that only goes into effect when the community or governor declares a drought emergency. These higher rates can help to protect the city budgets during times of significantly less water usage.

****Conservation Neutral****

- **Uniform rate:** rate per unit used is the same regardless of the volume used
- **Odd/even day watering** –This approach reduces peak demand on a daily basis for system operation, but it does not reduce overall water use.

***** Non-Conserving *****

- **Service charge or base fee with water volume:** an amount of water larger than the average residential per capita demand for the water supplier for the last 5 years
- **Declining block rate:** the rate per unit used decreases as water use increases.
- **Flat rate:** one fee regardless of how much water is used (usually unmetered).

The City has no conservation neutral or non-conserving rate structures.

Objective 7: Additional strategies to Reduce Water Use and Support Wellhead Protection Planning

Development and redevelopment projects can provide additional water conservation opportunities, such as the actions listed below. Indicated are those actions that we intend to implement within the next 10 years.

Table 28. Additional strategies to Reduce Water Use & Support Wellhead Protection

■	Participate in the GreenStep Cities Program, including implementation of at least one of the 20 “Best Practices” for water
□	Prepare a master plan for smart growth (compact urban growth that avoids sprawl)
□	Prepare a comprehensive open space plan (areas for parks, green spaces, natural areas)
□	Adopt a water use restriction ordinance (lawn irrigation, car washing, pools, etc.)
□	Adopt an outdoor lawn irrigation ordinance
□	Adopt a private well ordinance (private wells in a city must comply with water restrictions)
■	Implement a stormwater management program

<input checked="" type="checkbox"/>	Adopt non-zoning wetlands ordinance (can further protect wetlands beyond state/federal laws-for vernal pools, buffer areas, restrictions on filling or alterations)
<input type="checkbox"/>	Adopt a water offset program (primarily for new development or expansion)
<input checked="" type="checkbox"/>	Implement a water conservation outreach program
<input type="checkbox"/>	Hire a water conservation coordinator (part-time)
<input checked="" type="checkbox"/>	Implement a rebate program for water efficient appliances, fixtures, or outdoor water management
<input type="checkbox"/>	Other

Objective 8: Tracking Success: How will you track or measure success through the next ten years?

Monitor annual consumption data.

A. Regulation

Table 29 by selects which regulations are used to reduce demand and improve water efficiencies. Copies of adopted regulations or proposed restrictions are included in **Appendix 10**.

Table 29. Regulations for short-term reductions in demand and long-term improvements in water efficiencies

Regulations Utilized	When is it applied (in effect)?
<input type="checkbox"/> Rainfall sensors required on landscape irrigation systems	<input type="checkbox"/> Ongoing <input type="checkbox"/> Seasonal <input type="checkbox"/> Only during declared Emergencies
<input checked="" type="checkbox"/> Water efficient plumbing fixtures required	<input checked="" type="checkbox"/> New development <input checked="" type="checkbox"/> Replacement <input checked="" type="checkbox"/> Rebate Programs
<input checked="" type="checkbox"/> Critical/Emergency Water Deficiency ordinance	<input checked="" type="checkbox"/> Only during declared Emergencies
<input checked="" type="checkbox"/> Watering restriction requirements (time of day, allowable days, etc.)	<input type="checkbox"/> Odd/even <input type="checkbox"/> 2 days/week <input checked="" type="checkbox"/> Only during declared Emergencies
<input type="checkbox"/> Water waste prohibited (for example, having a fine for irrigators spraying on the street)	<input type="checkbox"/> Ongoing <input type="checkbox"/> Seasonal <input type="checkbox"/> Only during declared Emergencies
<input type="checkbox"/> Limitations on turf areas (requiring lots to have 10% - 25% of the space in natural areas)	<input type="checkbox"/> New development <input type="checkbox"/> Shoreland/zoning <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Soil preparation requirements (after construction, requiring topsoil to be applied to promote good root growth)	<input checked="" type="checkbox"/> New Development <input checked="" type="checkbox"/> Construction Projects <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Tree ratios (requiring a certain number of trees per square foot of lawn)	<input checked="" type="checkbox"/> New development <input type="checkbox"/> Shoreland/zoning <input type="checkbox"/> Other

Regulations Utilized	When is it applied (in effect)?
<input checked="" type="checkbox"/> Permit to fill swimming pool and/or requiring pools to be covered (to prevent evaporation)	<input checked="" type="checkbox"/> Ongoing <input type="checkbox"/> Seasonal <input type="checkbox"/> Only during declared Emergencies
<input type="checkbox"/> Ordinances that permit stormwater irrigation, reuse of water, or other alternative water use (Note: be sure to check current plumbing codes for updates)	<input type="checkbox"/> Describe

B. Retrofitting Programs

Education and incentive programs aimed at replacing inefficient plumbing fixtures and appliances can help reduce per capita water use, as well as energy costs. It is recommended that municipal water suppliers develop a long-term plan to retrofit public buildings with water efficient plumbing fixtures and appliances. Some water suppliers have developed partnerships with organizations having similar conservation goals, such as electric or gas suppliers, to develop cooperative rebate and retrofit programs.

A study by the AWWA Research Foundation (Residential End Uses of Water, 1999) found that the average indoor water use for a non-conserving home is 69.3 gallons per capita per day (gpcd). The average indoor water use in a conserving home is 45.2 gpcd and most of the decrease in water use is related to water efficient plumbing fixtures and appliances that can reduce water, sewer and energy costs. In Minnesota, certain electric and gas providers are required (Minnesota Statute 216B.241) to fund programs that will conserve energy resources and some utilities have distributed water efficient showerheads to customers to help reduce energy demands required to supply hot water.

Retrofitting Programs

Table 30 indicates which water uses are targeted, the outreach methods used, the measures used to identify success, and any participating partners for the City of Fridley’s retrofit program.

Table 30. Retrofitting programs (Select all that apply)

Water Use Targets	Outreach Methods	Partners
<input checked="" type="checkbox"/> Low flush toilets, <input type="checkbox"/> Toilet leak tablets, <input type="checkbox"/> Low flow showerheads, <input type="checkbox"/> Faucet aerators;	<input type="checkbox"/> Education about <input type="checkbox"/> Free distribution of <input checked="" type="checkbox"/> Rebate for <input type="checkbox"/> Other	<input type="checkbox"/> Gas company <input type="checkbox"/> Electric company <input type="checkbox"/> Watershed organization
<input checked="" type="checkbox"/> Water conserving washing machines, <input type="checkbox"/> Dish washers, <input type="checkbox"/> Water softeners;	<input type="checkbox"/> Education about <input type="checkbox"/> Free distribution of <input checked="" type="checkbox"/> Rebate for <input type="checkbox"/> Other	<input type="checkbox"/> Gas company <input type="checkbox"/> Electric company <input type="checkbox"/> Watershed organization
<input checked="" type="checkbox"/> Rain gardens, <input checked="" type="checkbox"/> Rain barrels, <input checked="" type="checkbox"/> Native/drought tolerant landscaping, etc.	<input checked="" type="checkbox"/> Education about <input type="checkbox"/> Free distribution of <input type="checkbox"/> Rebate for <input checked="" type="checkbox"/> Other – Cost share	<input type="checkbox"/> Gas company <input type="checkbox"/> Electric company <input type="checkbox"/> Watershed organization

Results of the program are somewhat inconclusive, as the program was begun approximately six months ago, and data is not available to fully measure impacts of the program.

C. Education and Information Programs

Customer education should take place in three different circumstances. First, customers should be provided information on how to conserve water and improve water use efficiencies. Second, information should be provided at appropriate times to address peak demands. Third, emergency notices and educational materials about how to reduce water use should be available for quick distribution during an emergency.

Proposed Education Programs

Table 31 selects methods to be used to provide water conservation and information, including the frequency of program components.

Table 31. Current and Proposed Education Programs

Education Methods	General summary of topics	#/Year	Frequency
Billing inserts or tips printed on the actual bill			<input type="checkbox"/> Ongoing <input type="checkbox"/> Seasonal <input type="checkbox"/> Only during declared emergencies
Consumer Confidence Reports	Conservation, water quality, wellhead protection	1	<input type="checkbox"/> Ongoing <input checked="" type="checkbox"/> Seasonal <input type="checkbox"/> Only during declared emergencies
Press releases to traditional local news outlets (e.g., newspapers, radio and TV)			<input type="checkbox"/> Ongoing <input type="checkbox"/> Seasonal <input type="checkbox"/> Only during declared emergencies
Social media distribution (e.g., emails, Facebook, Twitter)	Advertise events, education, best practices	6	<input checked="" type="checkbox"/> Ongoing <input type="checkbox"/> Seasonal <input type="checkbox"/> Only during declared emergencies
Paid advertisements (e.g., billboards, print media, TV, radio, web sites, etc.)			<input type="checkbox"/> Ongoing <input type="checkbox"/> Seasonal <input type="checkbox"/> Only during declared emergencies
Presentations to community groups	Rain garden, lawn practices, conservation, wellhead protection	4	<input type="checkbox"/> Ongoing <input checked="" type="checkbox"/> Seasonal <input type="checkbox"/> Only during declared emergencies
Staff training	Public works MS4 staff	1	<input type="checkbox"/> Ongoing

Education Methods	General summary of topics	#/Year	Frequency
	training includes relevant material Select personnel seminars	15	<input checked="" type="checkbox"/> Seasonal <input type="checkbox"/> Only during declared emergencies
Facility tours	Middle school tours of water treatment facilities	2	<input type="checkbox"/> Ongoing <input checked="" type="checkbox"/> Seasonal <input type="checkbox"/> Only during declared emergencies
Displays and exhibits	Subject matter varies, stormwater, BMPs, conservation, wellhead protection	2	<input type="checkbox"/> Ongoing <input checked="" type="checkbox"/> Seasonal <input type="checkbox"/> Only during declared emergencies
Marketing rebate programs (e.g., indoor fixtures & appliances and outdoor practices)	Washing machines, irrigation systems, toilets	100	<input checked="" type="checkbox"/> Ongoing <input type="checkbox"/> Seasonal <input type="checkbox"/> Only during declared emergencies
Community news letters	Subject matter varies, stormwater, BMPs, conservation	6	<input checked="" type="checkbox"/> Ongoing <input type="checkbox"/> Seasonal <input type="checkbox"/> Only during declared emergencies
Direct mailings (water audit/retrofit kits, showerheads, brochures)			<input type="checkbox"/> Ongoing <input type="checkbox"/> Seasonal <input type="checkbox"/> Only during declared emergencies
Information kiosk at utility and public buildings	Brochures	200	<input checked="" type="checkbox"/> Ongoing <input type="checkbox"/> Seasonal <input type="checkbox"/> Only during declared emergencies
Public service announcements			<input type="checkbox"/> Ongoing <input type="checkbox"/> Seasonal <input type="checkbox"/> Only during declared emergencies
Cable TV Programs	Subject matter varies, stormwater, BMPs, conservation, rebate programs	4	<input type="checkbox"/> Ongoing <input checked="" type="checkbox"/> Seasonal <input type="checkbox"/> Only during declared emergencies
Demonstration projects (landscaping or plumbing)			<input type="checkbox"/> Ongoing <input checked="" type="checkbox"/> Seasonal <input type="checkbox"/> Only during declared emergencies
K-12 education programs (Project Wet,			<input type="checkbox"/> Ongoing

Education Methods	General summary of topics	#/Year	Frequency
Drinking Water Institute, presentations)			<input type="checkbox"/> Seasonal <input type="checkbox"/> Only during declared emergencies
Community events (children’s water festivals, environmental fairs)			<input type="checkbox"/> Ongoing <input type="checkbox"/> Seasonal <input type="checkbox"/> Only during declared emergencies
Community education classes	BMPs, conservation	2	<input type="checkbox"/> Ongoing <input checked="" type="checkbox"/> Seasonal <input type="checkbox"/> Only during declared emergencies
Water week promotions			<input type="checkbox"/> Ongoing <input type="checkbox"/> Seasonal <input type="checkbox"/> Only during declared emergencies
Website (include address:)	Stormwater, BMPs, conservation, wellhead protection, drinking water quality	20 pages	<input checked="" type="checkbox"/> Ongoing <input type="checkbox"/> Seasonal <input type="checkbox"/> Only during declared emergencies
Targeted efforts (large volume users, users with large increases)			<input type="checkbox"/> Ongoing <input type="checkbox"/> Seasonal <input type="checkbox"/> Only during declared emergencies
Notices of ordinances			<input type="checkbox"/> Ongoing <input type="checkbox"/> Seasonal <input checked="" type="checkbox"/> Only during declared emergencies
Emergency conservation notices			<input type="checkbox"/> Ongoing <input type="checkbox"/> Seasonal <input checked="" type="checkbox"/> Only during declared emergencies
Other:			<input type="checkbox"/> Ongoing <input type="checkbox"/> Seasonal <input type="checkbox"/> Only during declared emergencies

The City is evaluating options for education and information activities to consider implementing in the future:



Part 4. ITEMS FOR METROPOLITAN AREA COMMUNITIES

Minnesota Statute 473.859 requires WSPs to be completed for all local units of government in the seven-county Metropolitan Area as part of the local comprehensive planning process.

Much of the information in Parts 1-3 addresses water demand for the next 10 years. However, additional information is needed to address water demand through 2040, which will make the WSP consistent with the Metropolitan Land Use Planning Act, upon which the local comprehensive plans are based.

This Part 4 provides guidance to complete the WSP in a way that addresses plans for water supply through 2040.

A. Water Demand Projections through 2040

Table 7 in Part 1D provides information about long-term water demand projections through 2040. Total Community Population projections are consistent with the community's system statement, found on the Metropolitan Council's website and which was sent to the community in September 2015.

Projected Average Day, Maximum Day, and Annual Water Demands are calculated by the method described.

B. Potential Water Supply Issues

Table 10 in Part 1E provides information about the potential water supply issues in our community, including those that might occur due to 2040 projected water use.

The *Master Water Supply Plan* provides information about potential issues for your community in *Appendix 1 (Water Supply Profiles)*.

C. Proposed Alternative Approaches to Meet Extended Water Demand Projections

Table 12 in Part 1F provides information about potential water supply infrastructure impacts (such as replacements, expansions or additions to wells, water storage and treatment capacity, distribution systems, and emergency interconnections) of extended plans for development and redevelopment, in 10-year increments through 2040.

Table 14 in Part 1F indicates approaches the City of Fridley is considering to meet future demand, and provides, information about the amount of future water demand to be met using that approach, the timeframe to implement the approach, potential partners, and current understanding of the key benefits and challenges of the approach. This section of the plan considers the need for: evaluation of geologic conditions (mapping, aquifer tests, modeling), identification of areas where domestic wells could be impacted, measurement and analysis of water levels & pumping rates, triggers & associated actions to protect water levels, etc.

D. Value-Added Water Supply Planning Efforts (Optional)

The following information is not required to be completed as part of the local water supply plan, but is completed to help strengthen source water protection throughout the region and help Metropolitan Council and partners in the region to better support local efforts.

Source Water Protection Strategies

Does a Drinking Water Supply Management Area for a neighboring public water supplier overlap your community? Yes No

Table 32 includes information about new water demand or land use planning-related local controls that are being considered to provide additional protection in this area.

Table 32. Local controls and schedule to protect Drinking Water Supply Management Areas

Local Control	Schedule to Implement	Potential Partners
<input type="checkbox"/> None at this time		
<input checked="" type="checkbox"/> Comprehensive planning that guides development in vulnerable drinking water supply management areas		Cities of New Brighton, Spring Lake Park, and Brooklyn Center
<input checked="" type="checkbox"/> Zoning overlay		Cities of New Brighton, Spring Lake Park, and Brooklyn Center
<input type="checkbox"/> Other:		

Technical assistance

From your community’s perspective, what are the most important topics for the Metropolitan Council to address, guided by the region’s Metropolitan Area Water Supply Advisory Committee and Technical Advisory Committee, as part of its ongoing water supply planning role?

- Coordination of state, regional and local water supply planning roles
- Regional water use goals
- Water use reporting standards
- Regional and sub-regional partnership opportunities
- Identifying and prioritizing data gaps and input for regional and sub-regional analyses
- Others: _____

GLOSSARY

Agricultural/Irrigation Water Use - Water used for crop and non-crop irrigation, livestock watering, chemigation, golf course irrigation, landscape and athletic field irrigation.

Average Daily Demand - The total water pumped during the year divided by 365 days.

Calcareous Fen - Calcareous fens are rare and distinctive wetlands dependent on a constant supply of cold groundwater. Because they are dependent on groundwater and are one of the rarest natural communities in the United States, they are a protected resource in MN. Approximately 200 have been located in Minnesota. They may not be filled, drained or otherwise degraded.

Commercial/Institutional Water Use - Water used by motels, hotels, restaurants, office buildings, commercial facilities and institutions (both civilian and military). Consider maintaining separate institutional water use records for emergency planning and allocation purposes. Water used by multi-family dwellings, apartment buildings, senior housing complexes, and mobile home parks should be reported as Residential Water Use.

Commercial/Institutional/Industrial (C/I/I) Water Sold - The sum of water delivered for commercial/institutional or industrial purposes.

Conservation Rate Structure - A rate structure that encourages conservation and may include increasing block rates, seasonal rates, time of use rates, individualized goal rates, or excess use rates. If a conservation rate is applied to multifamily dwellings, the rate structure must consider each residential unit as an individual user. A community may have a separate conservation rate that only goes into effect when the community or governor declares a drought emergency. These higher rates can help to protect the city budgets during times of significantly less water usage.

Date of Maximum Daily Demand - The date of the maximum (highest) water demand. Typically this is a day in July or August.

Declining Rate Structure - Under a declining block rate structure, a consumer pays less per additional unit of water as usage increases. This rate structure does not promote water conservation.

Distribution System - Water distribution systems consist of an interconnected series of pipes, valves, storage facilities (water tanks, water towers, reservoirs), water purification facilities, pumping stations, flushing hydrants, and components that convey drinking water and meeting fire protection needs for cities, homes, schools, hospitals, businesses, industries and other facilities.

Flat Rate Structure - Flat fee rates do not vary by customer characteristics or water usage. This rate structure does not promote water conservation.

Industrial Water Use - Water used for thermonuclear power (electric utility generation) and other industrial use such as steel, chemical and allied products, paper and allied products, mining, and petroleum refining.

Low Flow Fixtures/Appliances - Plumbing fixtures and appliances that significantly reduce the amount of water released per use are labeled “low flow”. These fixtures and appliances use just enough water to be effective, saving excess, clean drinking water that usually goes down the drain.

Maximum Daily Demand - The maximum (highest) amount of water used in one day.

Metered Residential Connections - The number of residential connections to the water system that have meters. For multifamily dwellings, report each residential unit as an individual user.

Percent Unmetered/Unaccounted For - Unaccounted for water use is the volume of water withdrawn from all sources minus the volume of water delivered. This value represents water “lost” by miscalculated water use due to inaccurate meters, water lost through leaks, or water that is used but unmetered or otherwise undocumented. Water used for public services such as hydrant flushing, ice skating rinks, and public swimming pools should be reported under the category “Water Supplier Services”.

Population Served - The number of people who are served by the community’s public water supply system. This includes the number of people in the community who are connected to the public water supply system, as well as people in neighboring communities who use water supplied by the community’s public water supply system. It should not include residents in the community who have private wells or get their water from neighboring water supply.

Residential Connections - The total number of residential connections to the water system. For multifamily dwellings, report each residential unit as an individual user.

Residential Per Capita Demand - The total residential water delivered during the year divided by the population served divided by 365 days.

Residential Water Use - Water used for normal household purposes such as drinking, food preparation, bathing, washing clothes and dishes, flushing toilets, and watering lawns and gardens. Should include all water delivered to single family private residences, multi-family dwellings, apartment buildings, senior housing complexes, mobile home parks, etc.

Smart Meter - Smart meters can be used by municipalities or by individual homeowners. Smart metering generally indicates the presence of one or more of the following:

- Smart irrigation water meters are controllers that look at factors such as weather, soil, slope, etc. and adjust watering time up or down based on data. Smart controllers in a typical summer will reduce water use by 30%-50%. Just changing the spray nozzle to new efficient models can reduce water use by 40%.

- Smart Meters on customer premises that measure consumption during specific time periods and communicate it to the utility, often on a daily basis.
- A communication channel that permits the utility, at a minimum, to obtain meter reads on demand, to ascertain whether water has recently been flowing through the meter and onto the premises, and to issue commands to the meter to perform specific tasks such as disconnecting or restricting water flow.

Total Connections - The number of connections to the public water supply system.

Total Per Capita Demand - The total amount of water withdrawn from all water supply sources during the year divided by the population served divided by 365 days.

Total Water Pumped - The cumulative amount of water withdrawn from all water supply sources during the year.

Total Water Delivered - The sum of residential, commercial, industrial, institutional, water supplier services, wholesale and other water delivered.

Ultimate (Full Build-Out) - Time period representing the community's estimated total amount and location of potential development, or when the community is fully built out at the final planned density.

Unaccounted (Non-revenue) Loss - See definitions for "percent unmetered/unaccounted for loss".

Uniform Rate Structure - A uniform rate structure charges the same price-per-unit for water usage beyond the fixed customer charge, which covers some fixed costs. The rate sends a price signal to the customer because the water bill will vary by usage. Uniform rates by class charge the same price-per-unit for all customers within a customer class (e.g. residential or non-residential). This price structure is generally considered less effective in encouraging water conservation.

Water Supplier Services - Water used for public services such as hydrant flushing, ice skating rinks, public swimming pools, city park irrigation, back-flushing at water treatment facilities, and/or other uses.

Water Used for Nonessential Purposes - Water used for lawn irrigation, golf course and park irrigation, car washes, ornamental fountains, and other non-essential uses.

Wholesale Deliveries - The amount of water delivered in bulk to other public water suppliers.

Acronyms and Initialisms

AWWA – American Water Works Association

C/I/I – Commercial/Institutional/Industrial

CIP – Capital Improvement Plan

GIS – Geographic Information System

GPCD – Gallons per capita per day

GWMA – Groundwater Management Area – North and East Metro, Straight River, Bonanza,

MDH – Minnesota Department of Health

MGD – Million gallons per day

MG – Million gallons

MGL – Maximum Contaminant Level

MnTAP – Minnesota Technical Assistance Program (University of Minnesota)

MPARS – MN/DNR Permitting and Reporting System (new electronic permitting system)

MRWA – Minnesota Rural Waters Association

SWP – Source Water Protection

WHP – Wellhead Protection

APPENDICES TO BE SUBMITTED BY THE WATER SUPPLIER

Appendix 1: Well records and maintenance summaries – see Part 1C

Appendix 2: Water level monitoring plan – see Part 1E

Appendix 3: Water level graphs for each water supply well - see Part 1E

Appendix 4: Capital Improvement Plan - see Part 1E

Appendix 5: Emergency Telephone List – see Part 2C

Appendix 6: Cooperative Agreements for Emergency Services – see Part 2C

Appendix 7: Municipal Critical Water Deficiency Ordinance – see Part 2C

Appendix 8: Graph showing annual per capita water demand for each customer category during the last ten-years – see Part 3 Objective 4

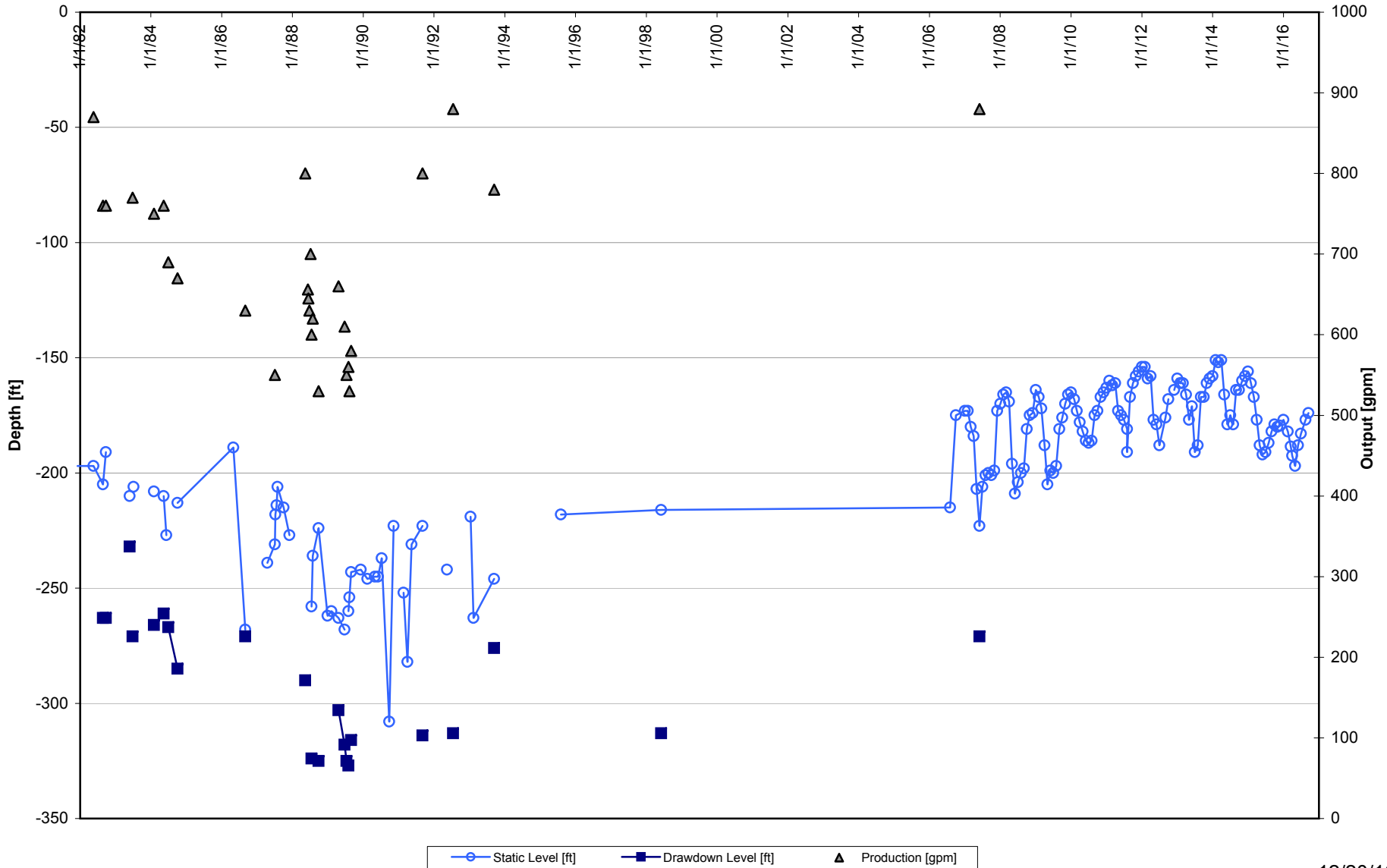
Appendix 9: Water Rate Structure – see Part 3 Objective 6

Appendix 10: Adopted or proposed regulations to reduce demand or improve water efficiency – see Part 3 Objective 7

Appendix 11: Implementation Checklist – summary of all the actions that a community is doing, or proposes to do, including estimated implementation dates – see www.mndnr.gov/watersupplyplans

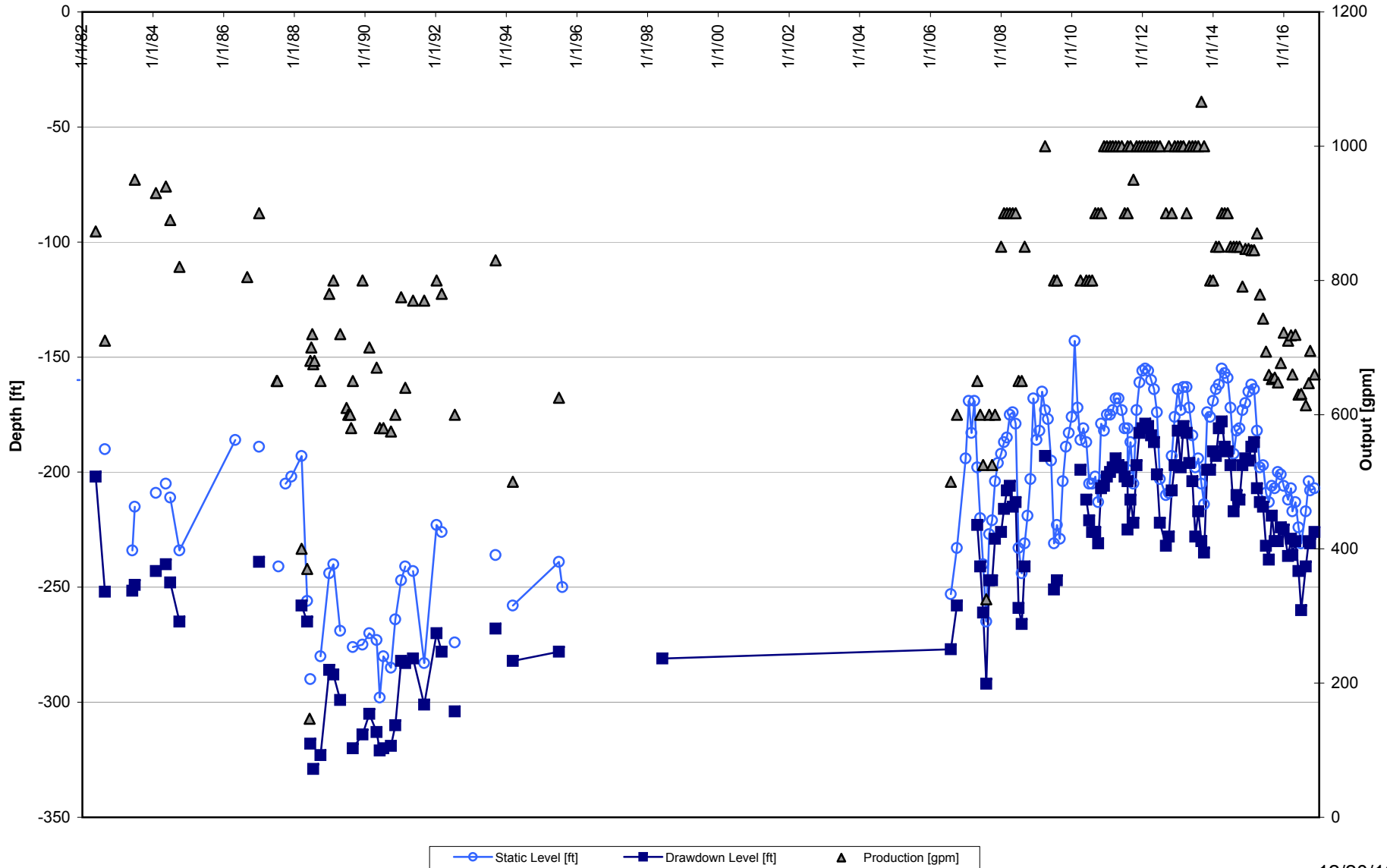
City of Fridley - Well 1 Drawdown History

1982 to Present



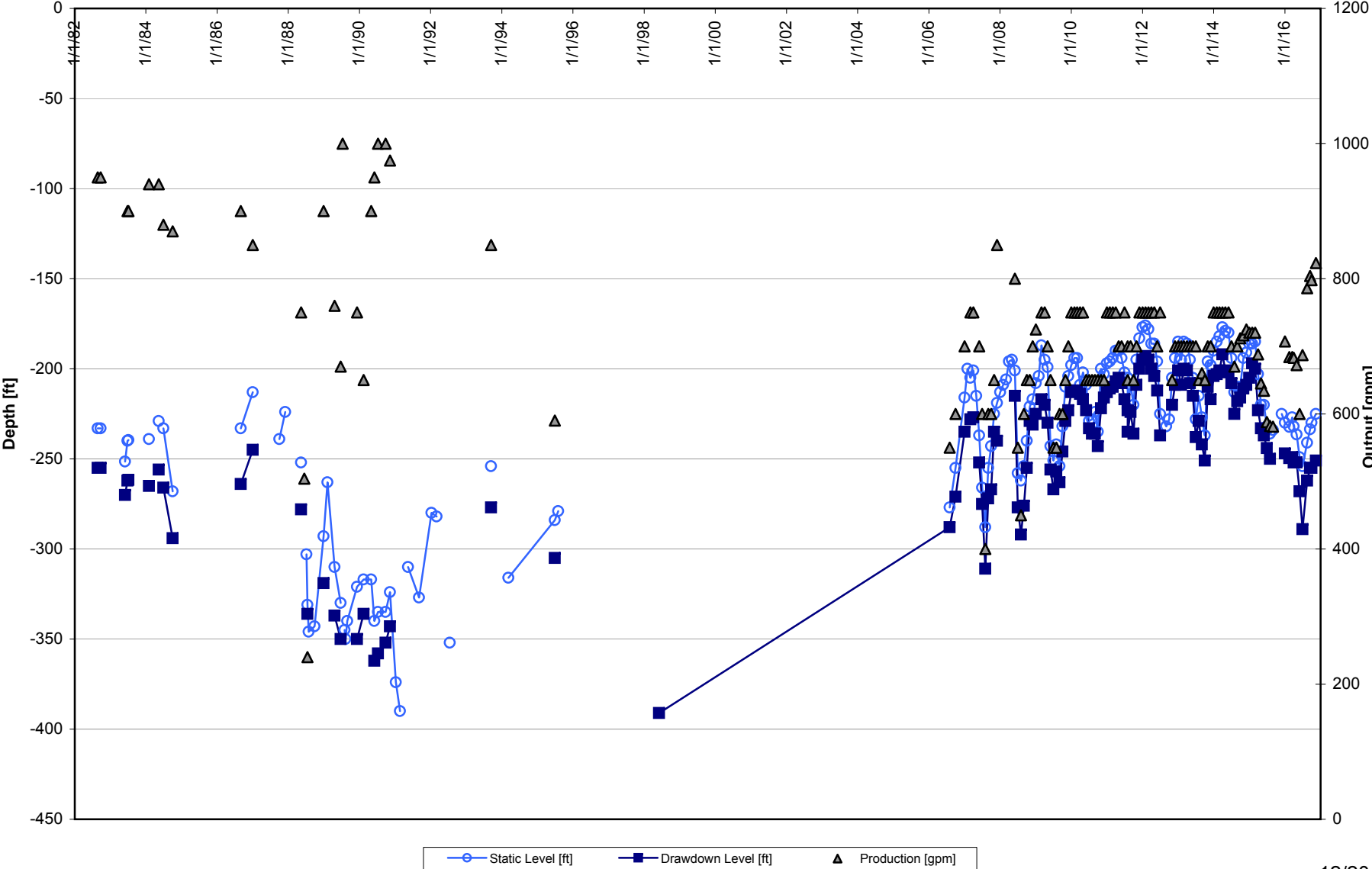
City of Fridley - Well 2 Drawdown History

1982 to Present



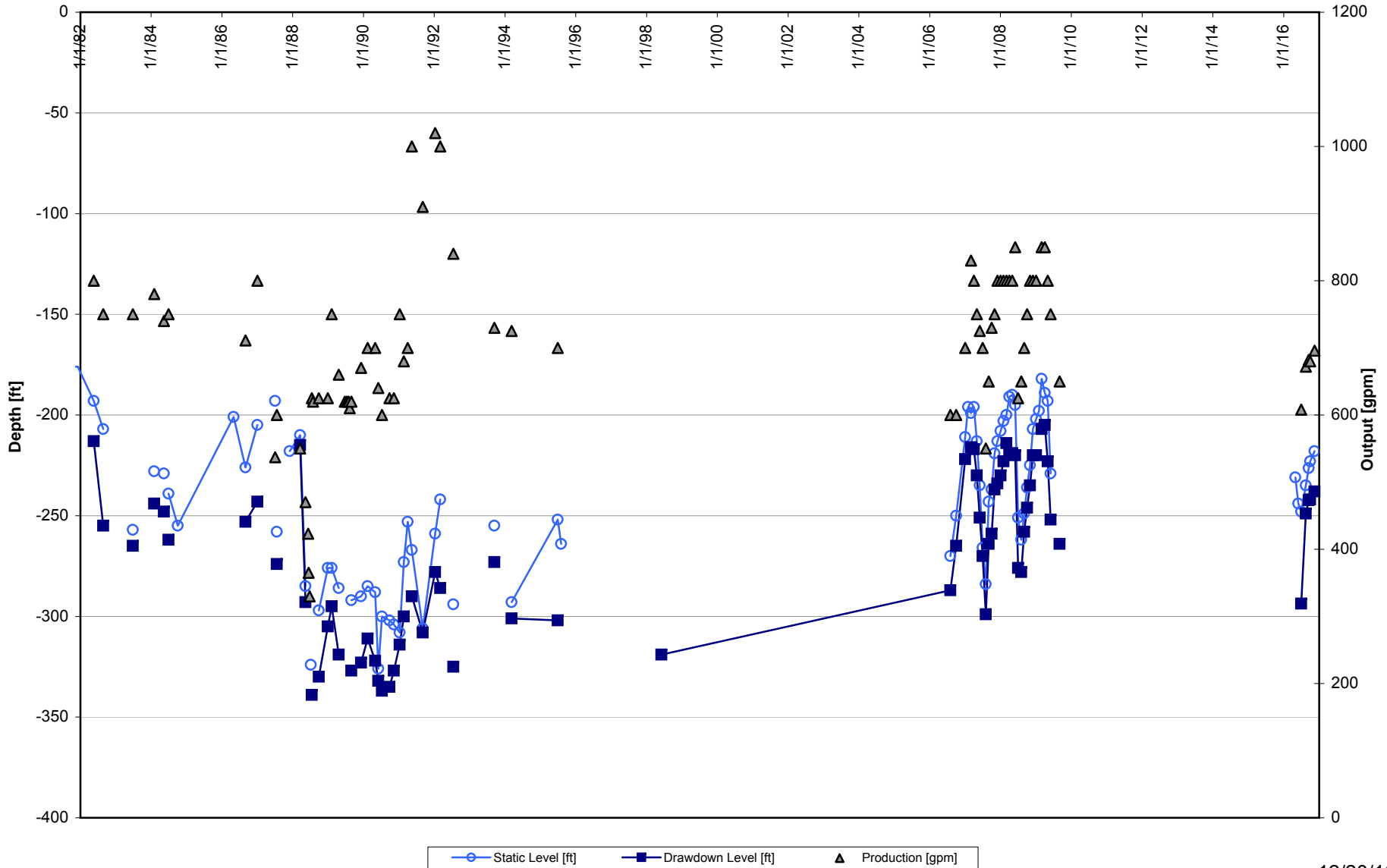
City of Fridley - Well 3 Drawdown History

1982 to Present



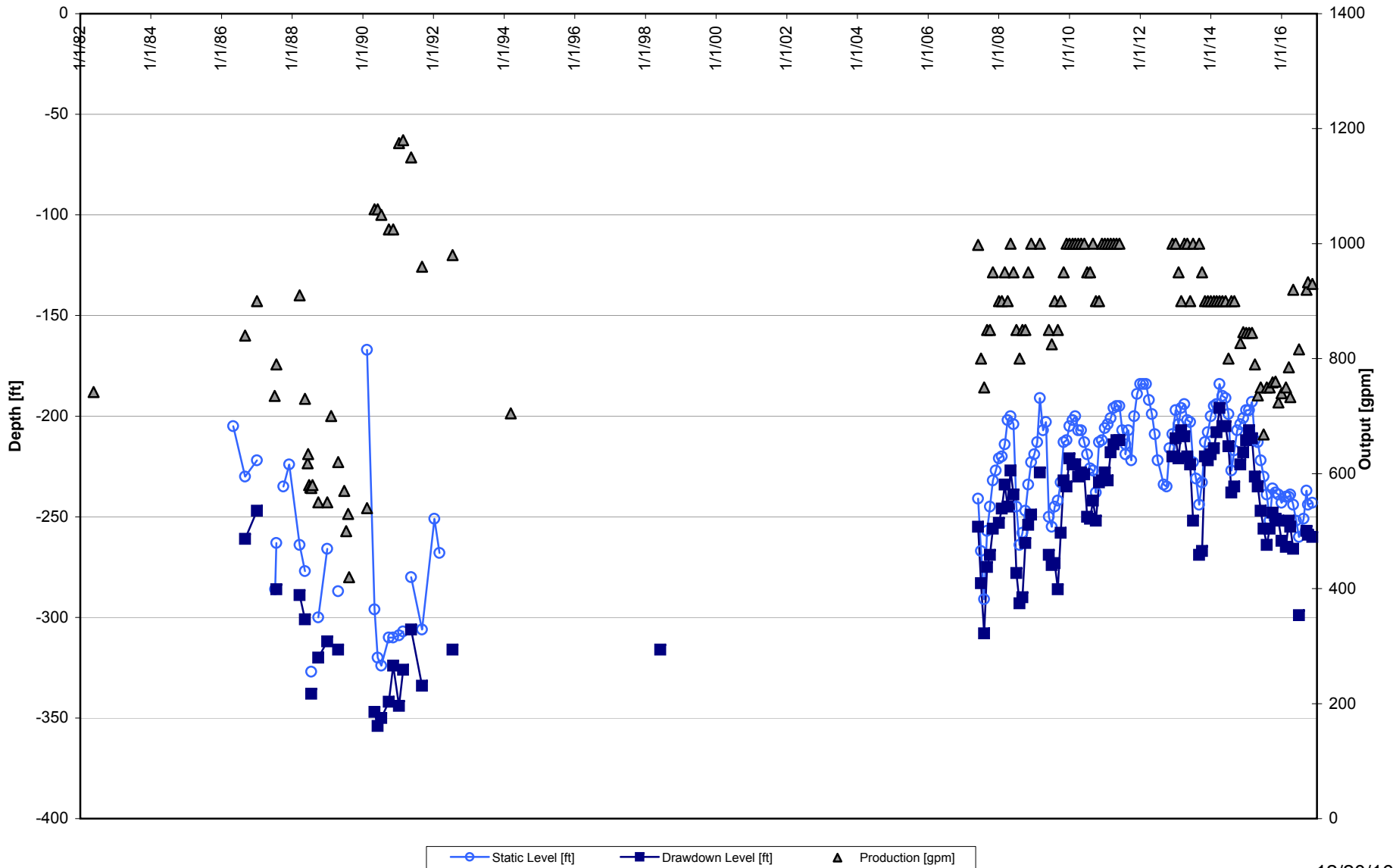
City of Fridley - Well 4 Drawdown History

1982 to Present



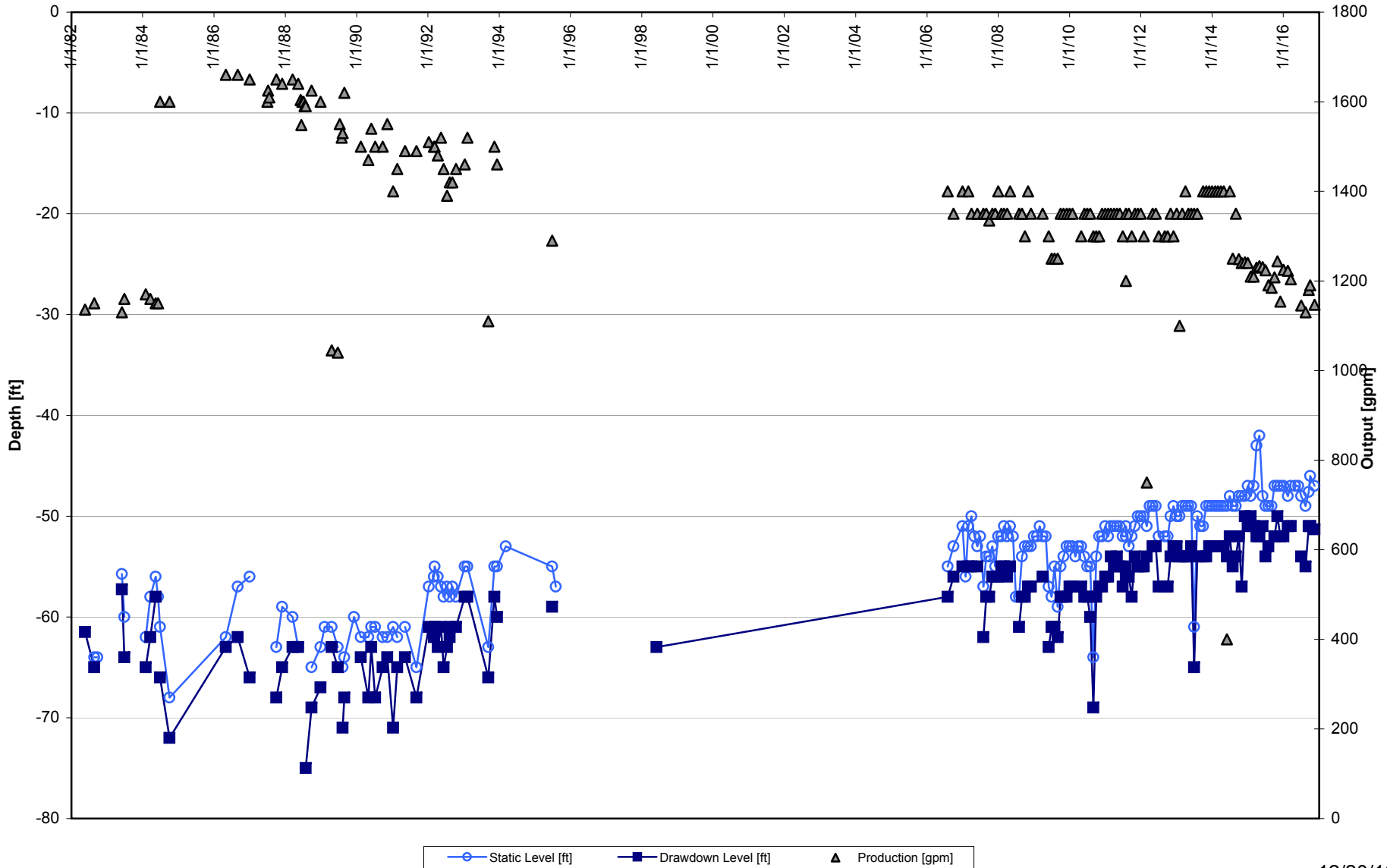
City of Fridley - Well 5 Drawdown History

1982 to Present



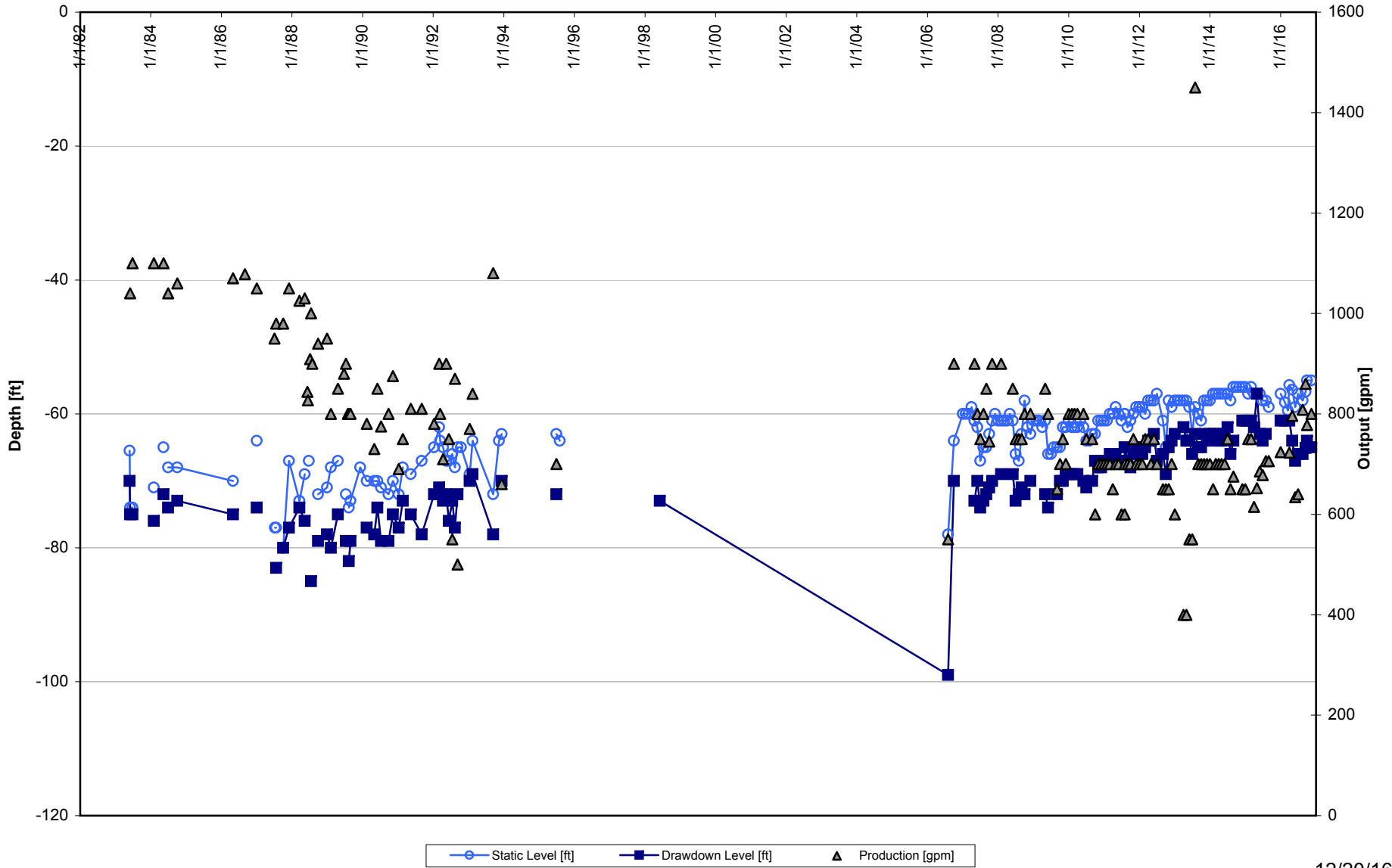
City of Fridley - Well 6 Drawdown History

1982 to Present



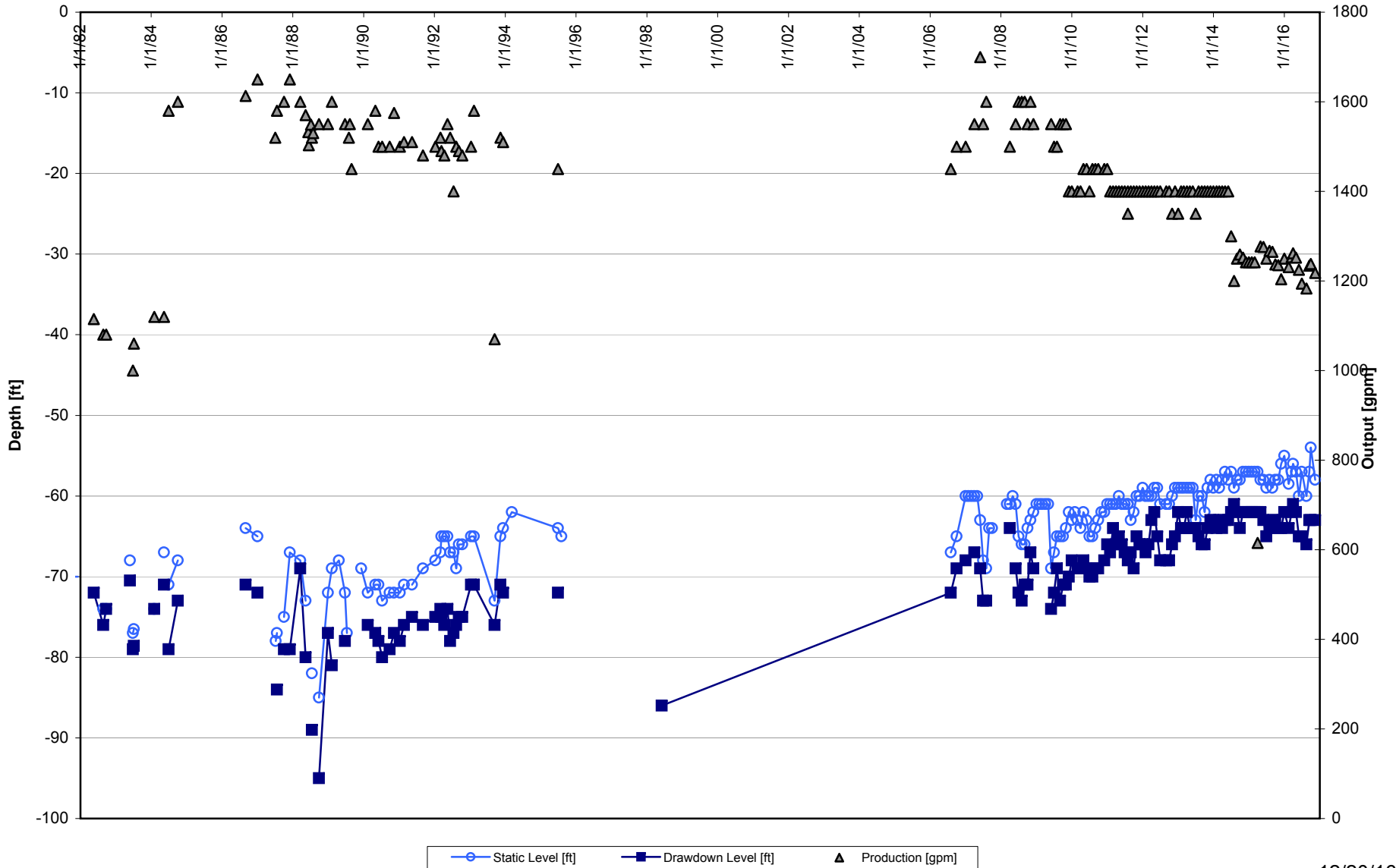
City of Fridley - Well 7 Drawdown History

1982 to Present



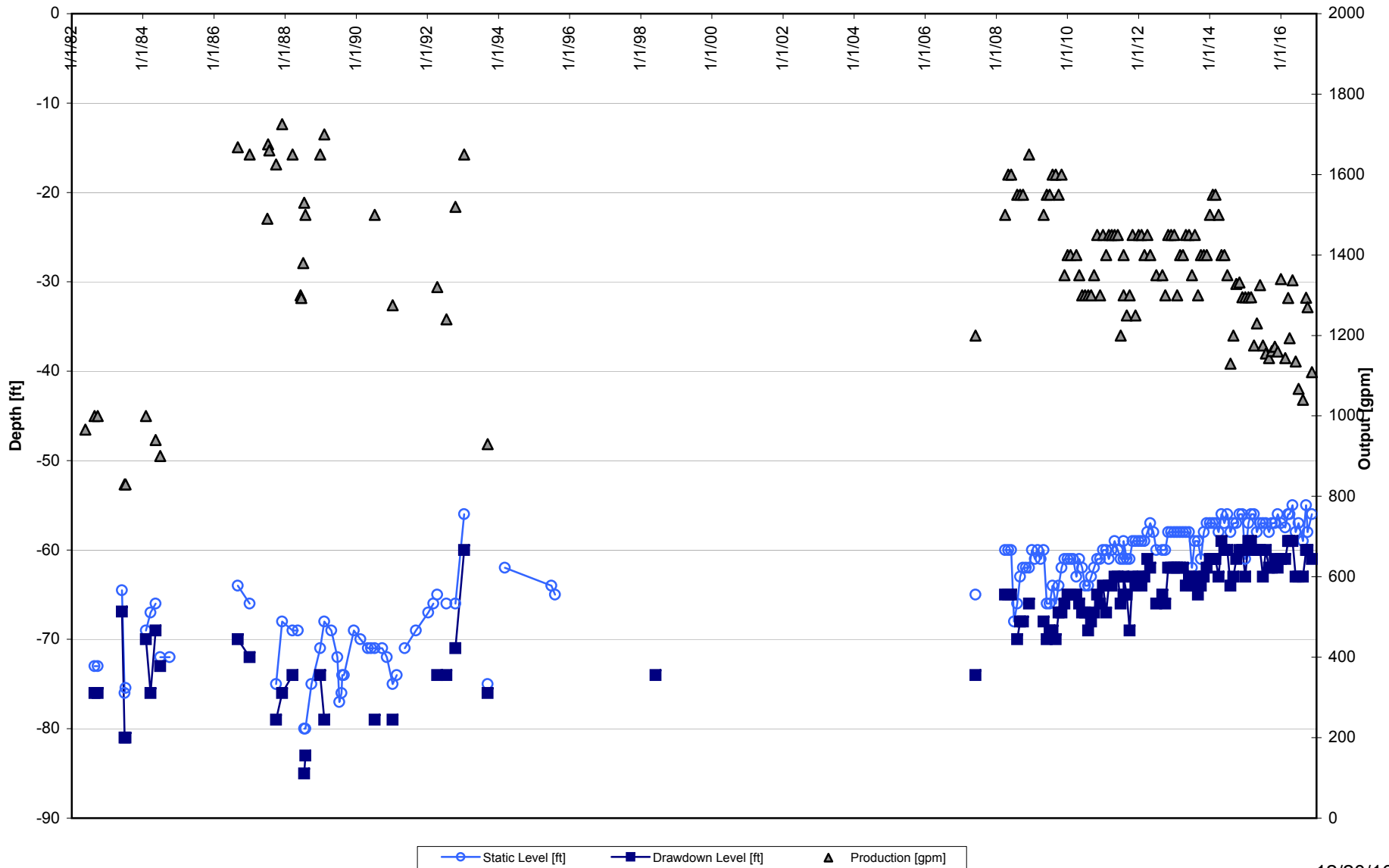
City of Fridley - Well 8 Drawdown History

1982 to Present



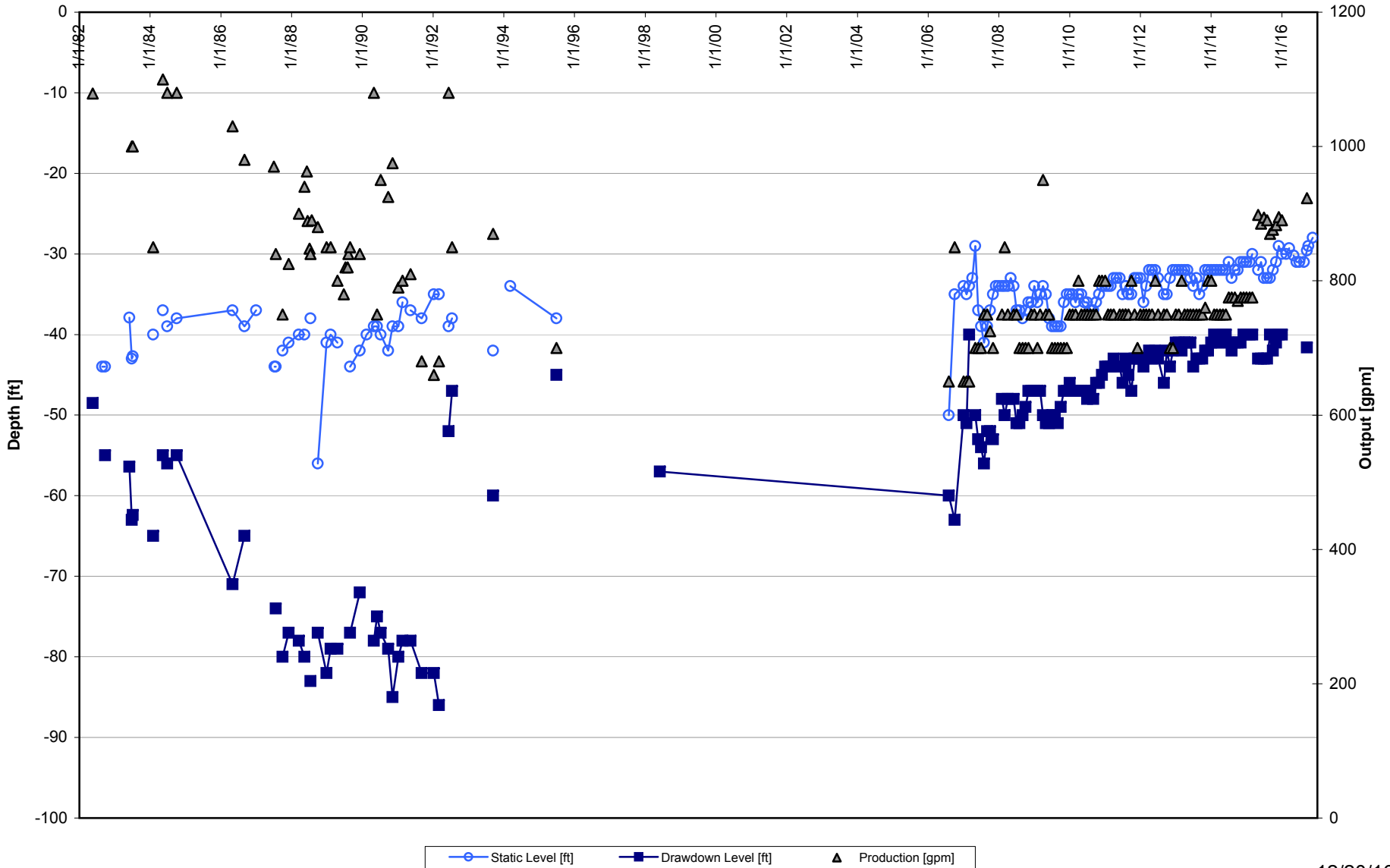
City of Fridley - Well 9 Drawdown History

1982 to Present



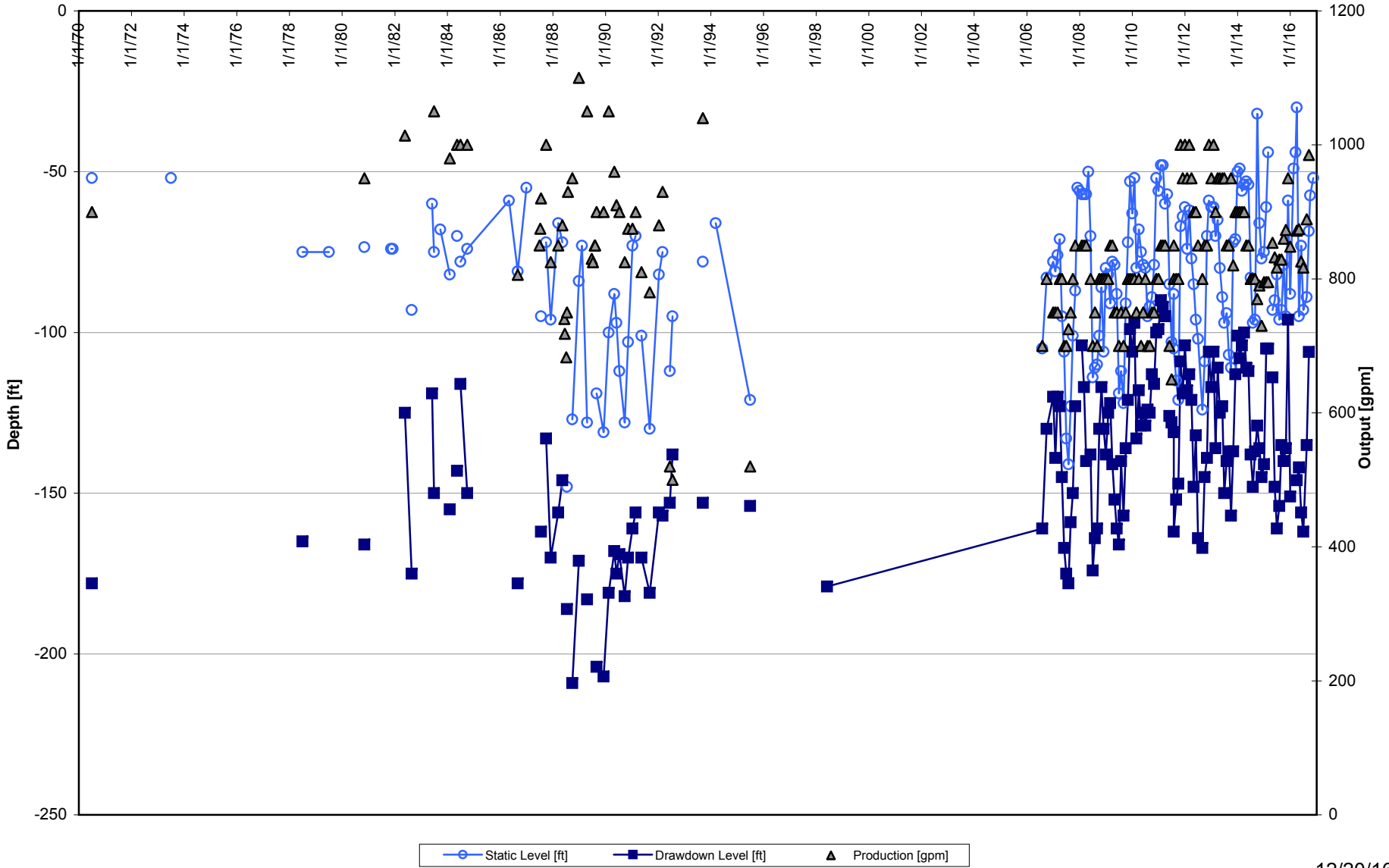
City of Fridley - Well 10 Drawdown History

1982 to Present



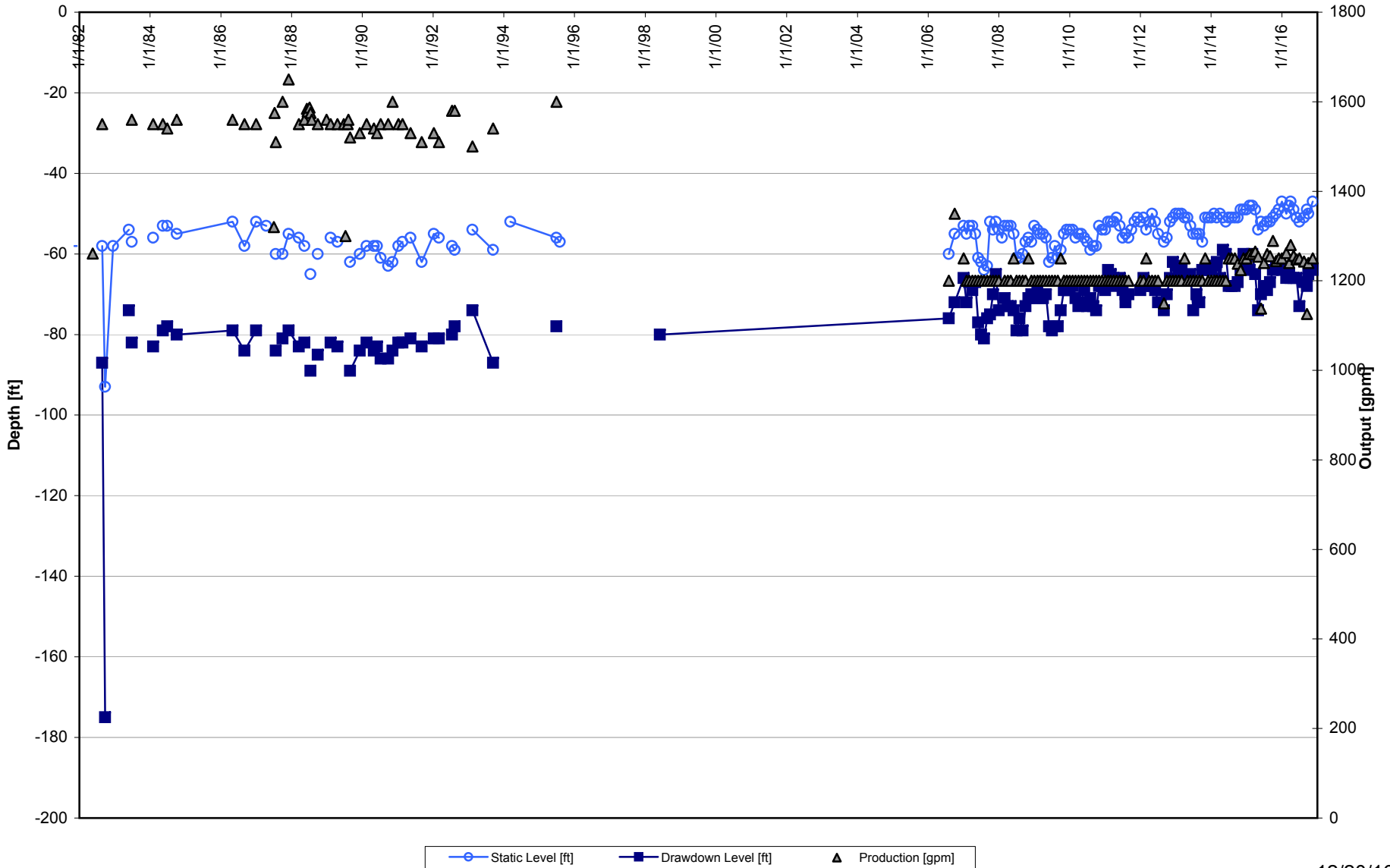
City of Fridley - Well 11 Drawdown History

1982 to Present



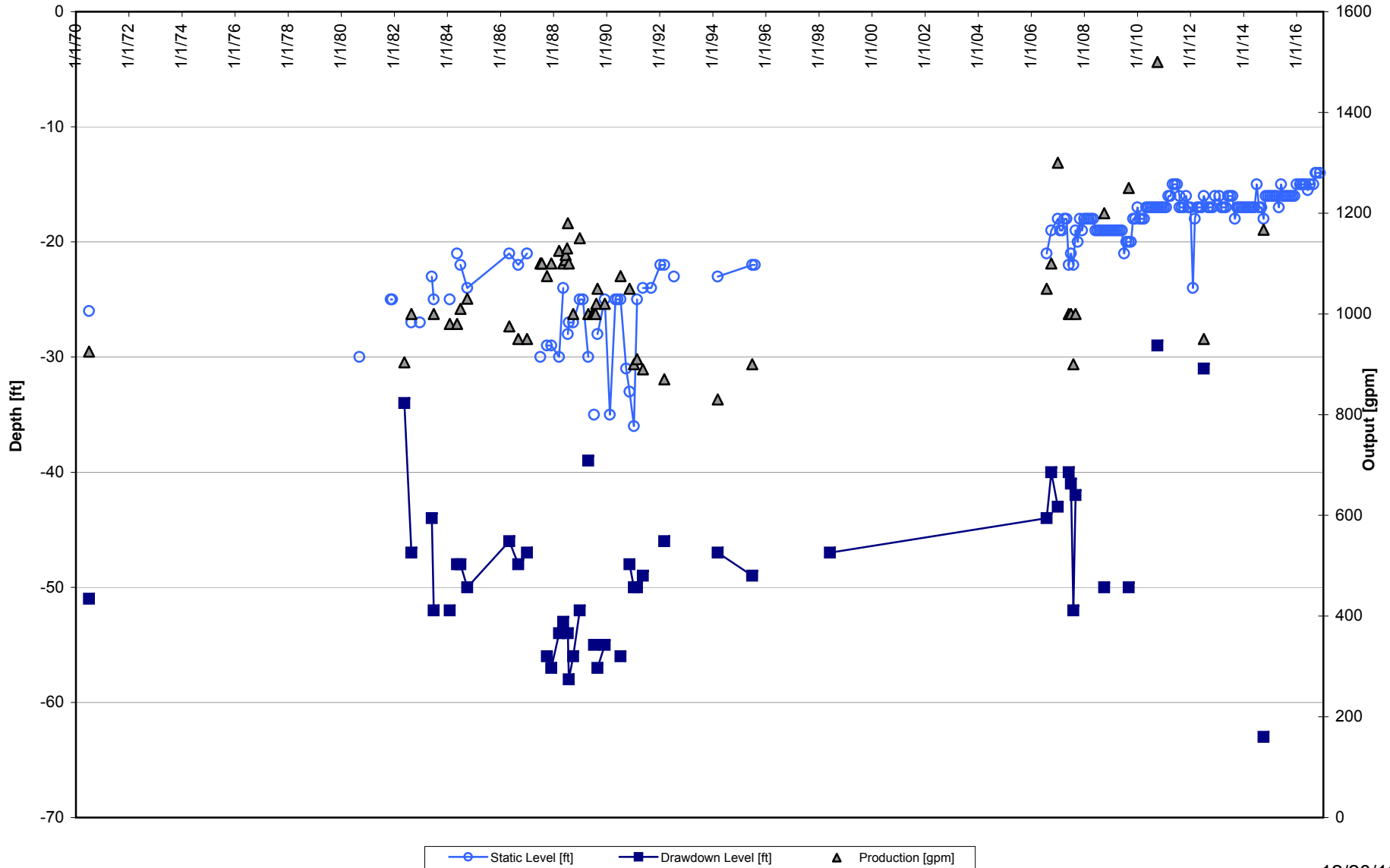
City of Fridley - Well 12 Drawdown History

1982 to Present



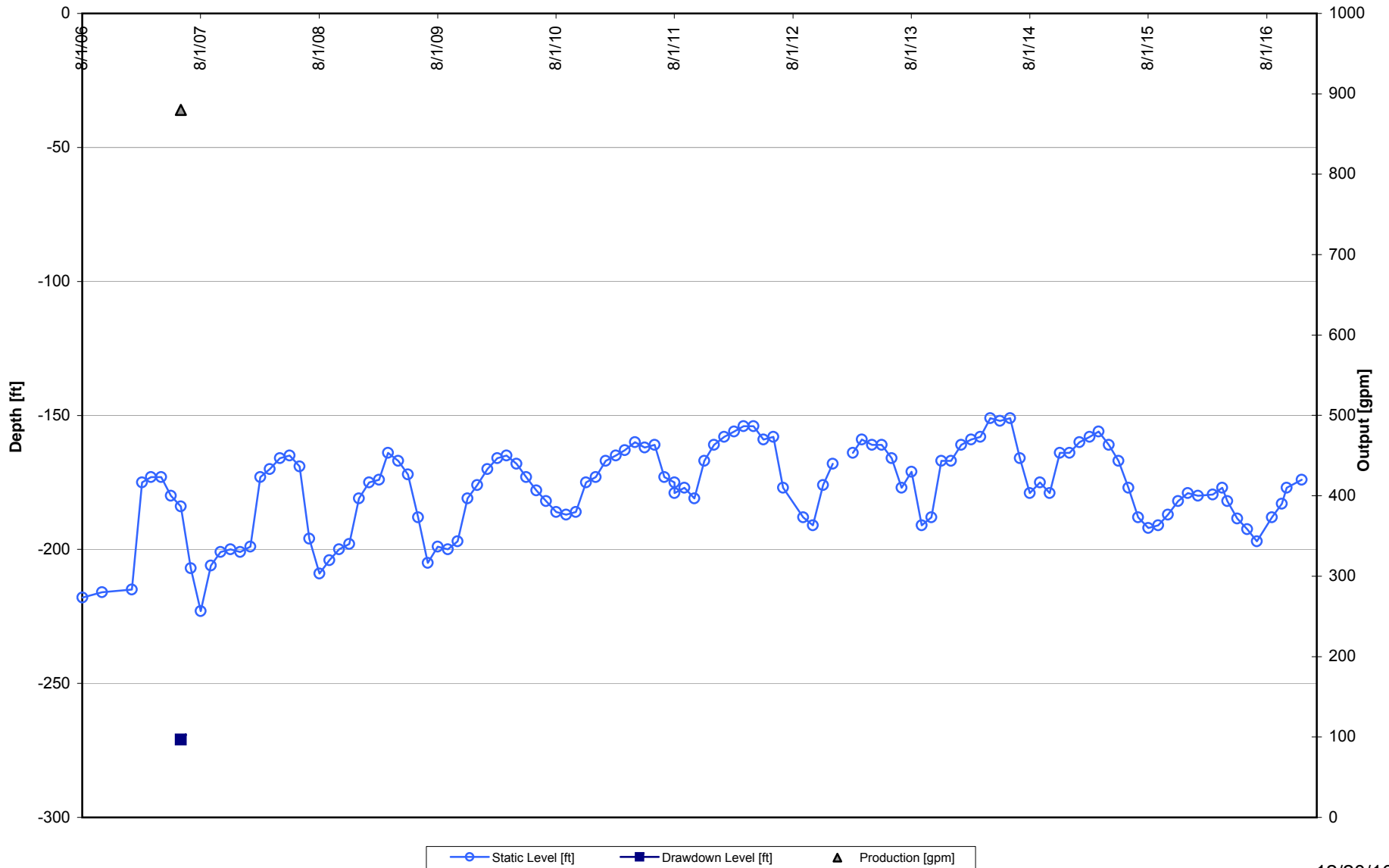
City of Fridley - Well 13 Drawdown History

1982 to Present



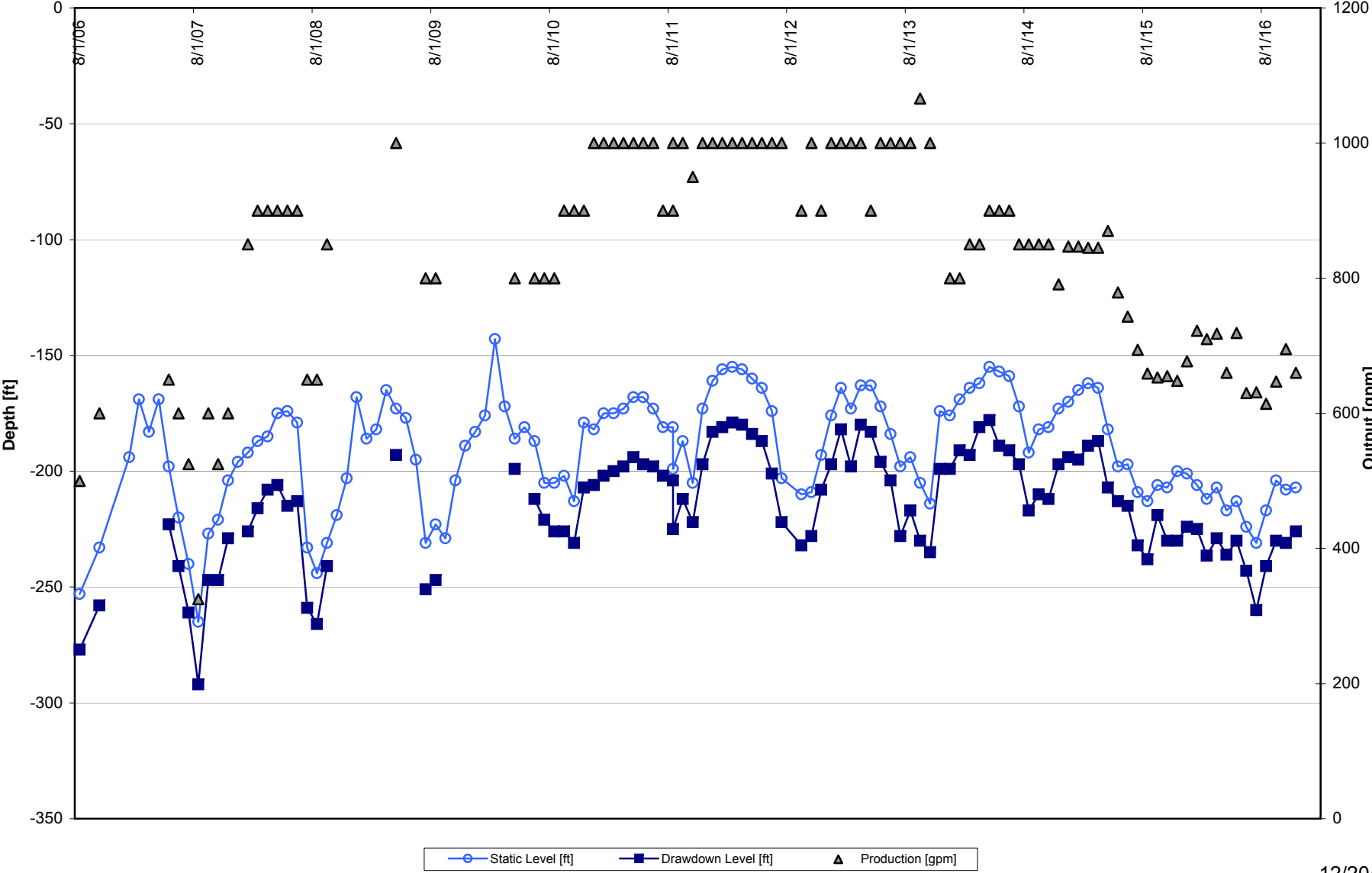
City of Fridley - Well 1 Drawdown History

2006 to Present



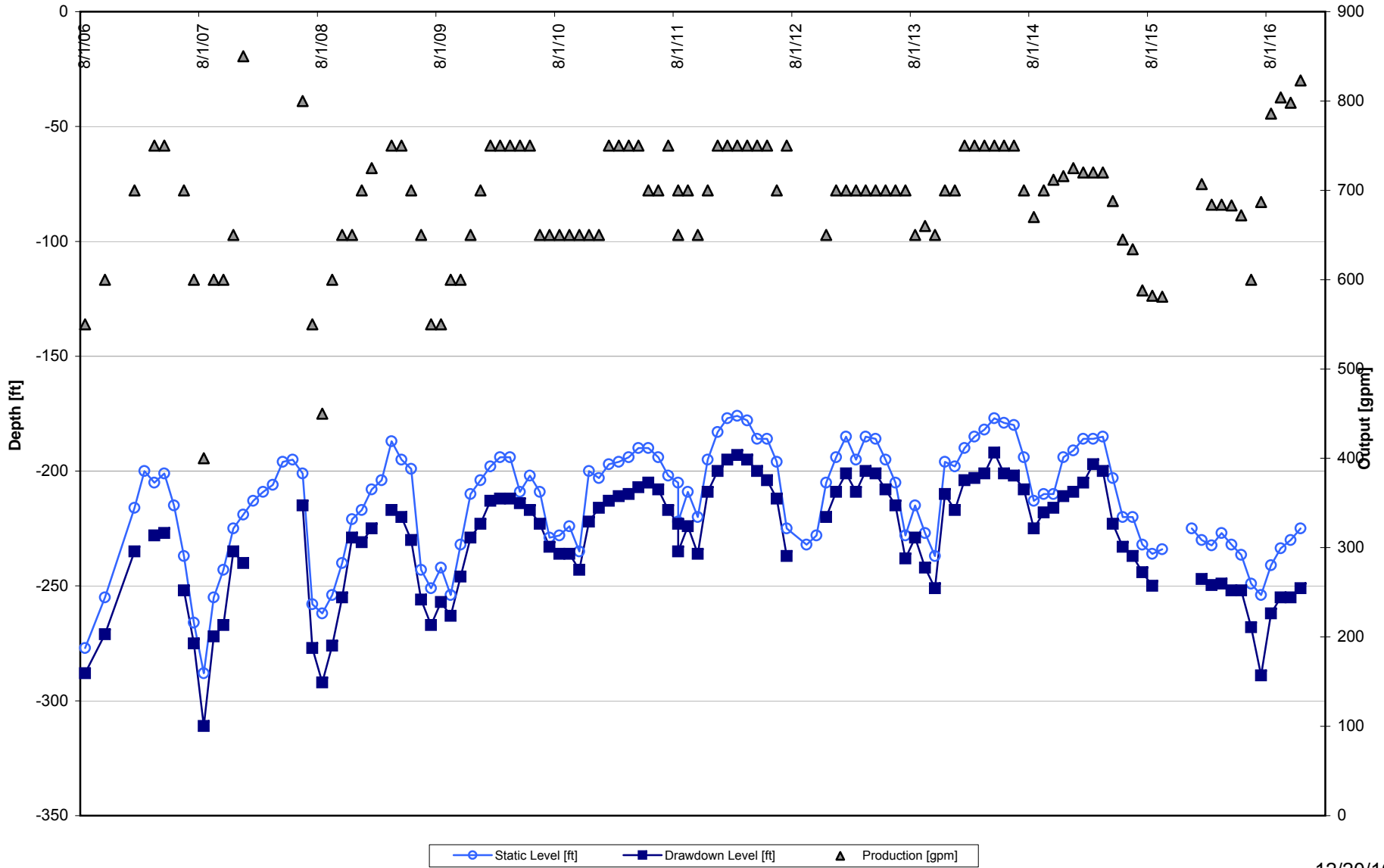
City of Fridley - Well 2 Drawdown History

2006 to Present



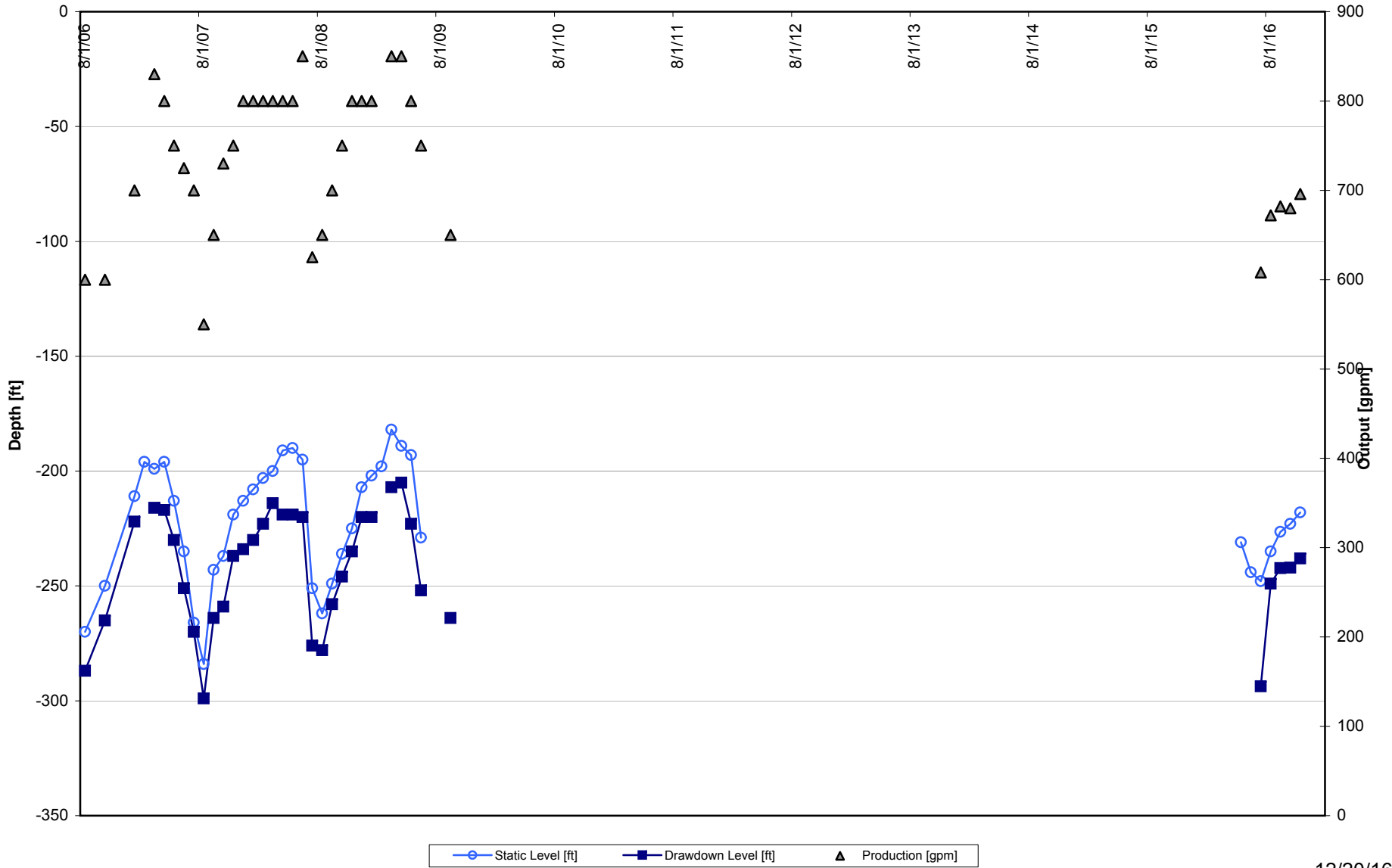
City of Fridley - Well 3 Drawdown History

2006 to Present



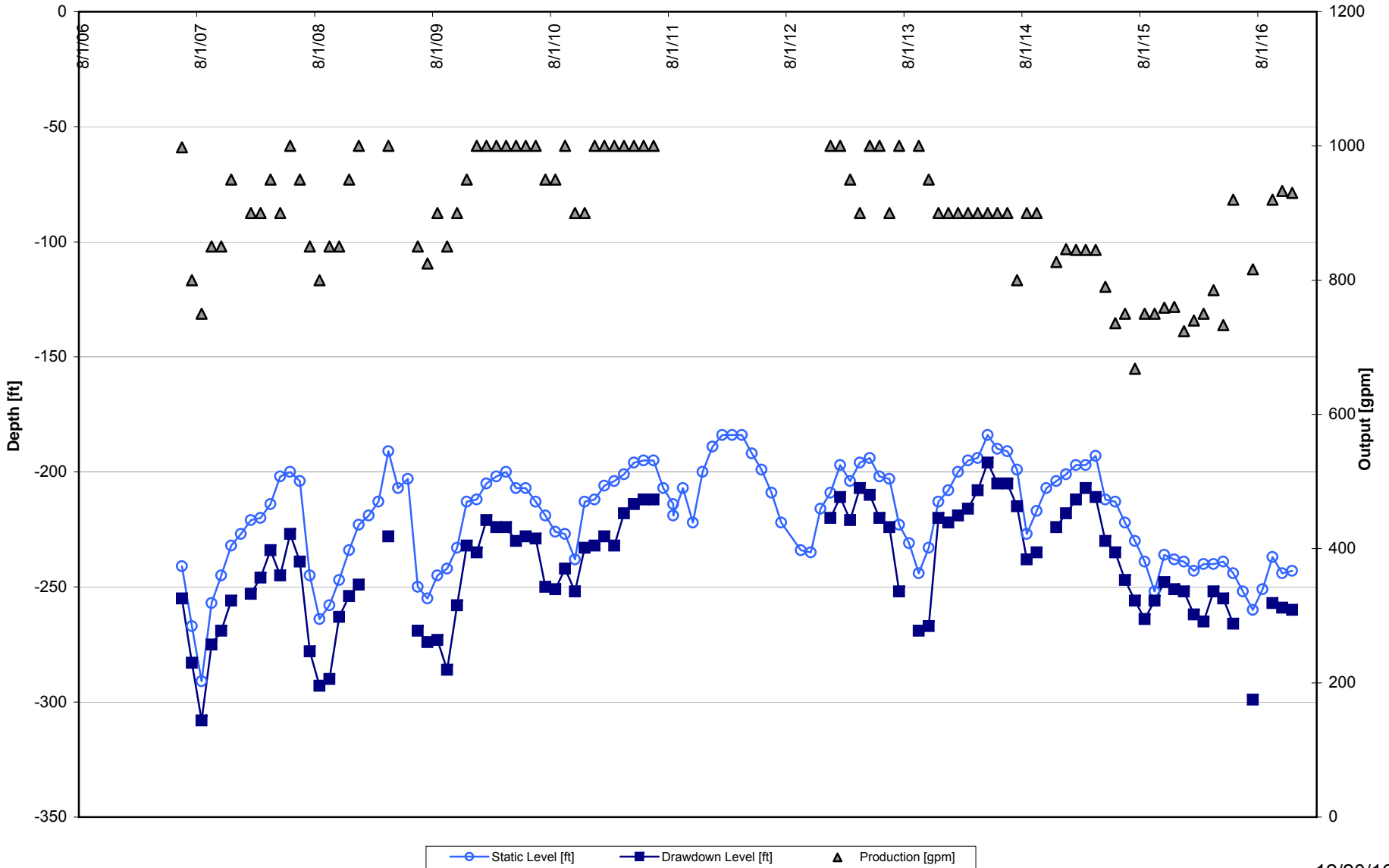
City of Fridley - Well 4 Drawdown History

2006 to Present



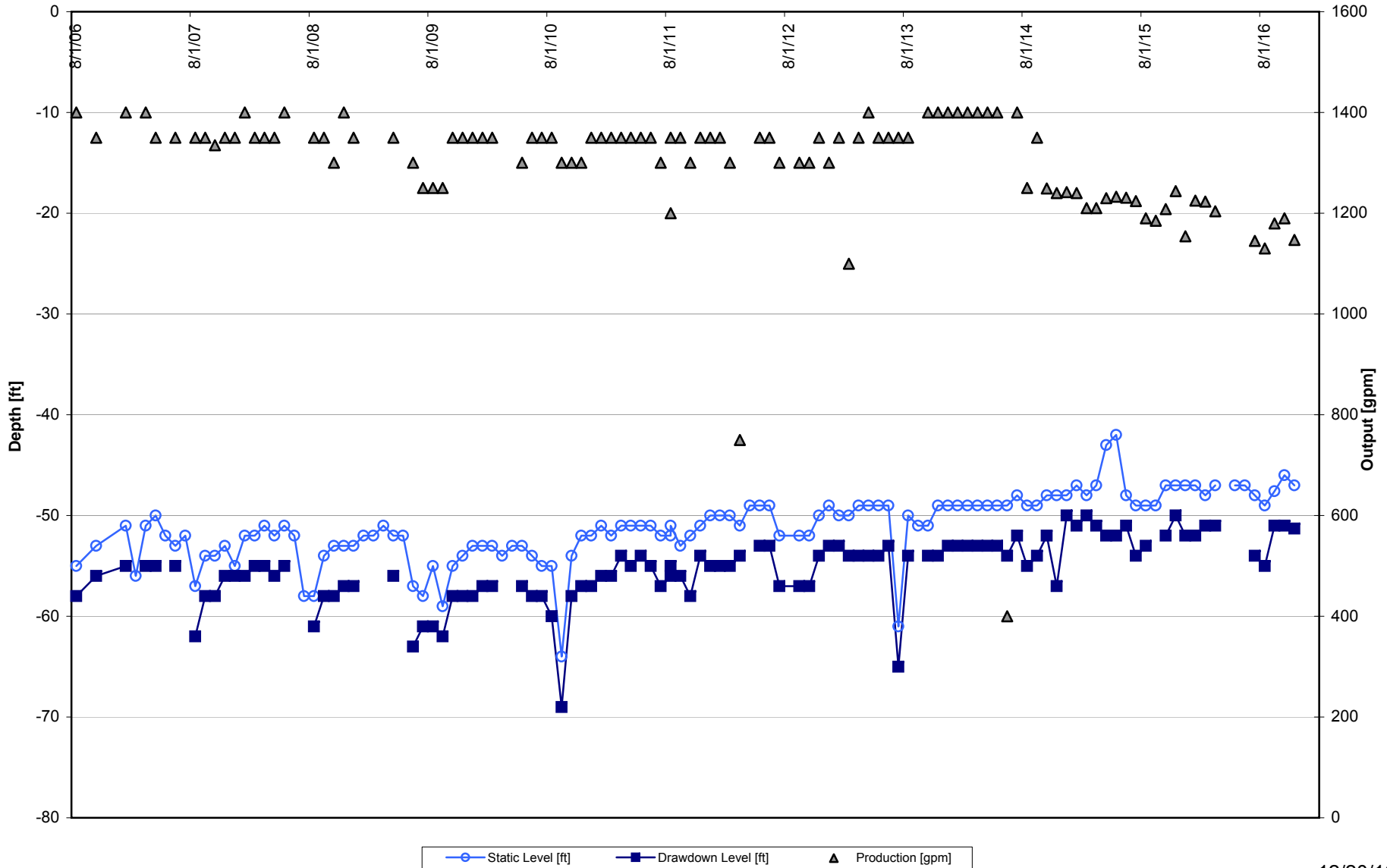
City of Fridley - Well 5 Drawdown History

2006 to Present



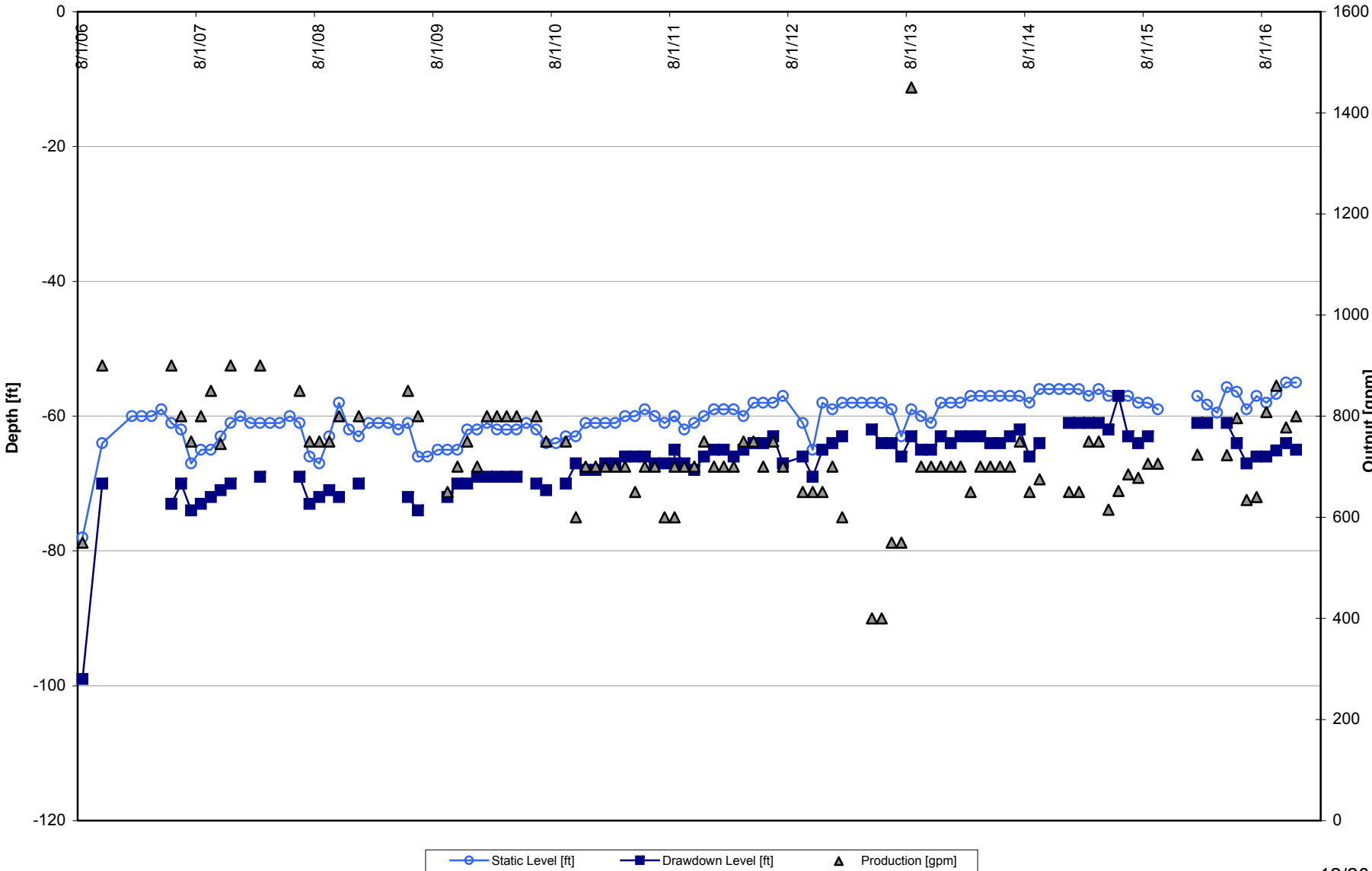
City of Fridley - Well 6 Drawdown History

2006 to Present



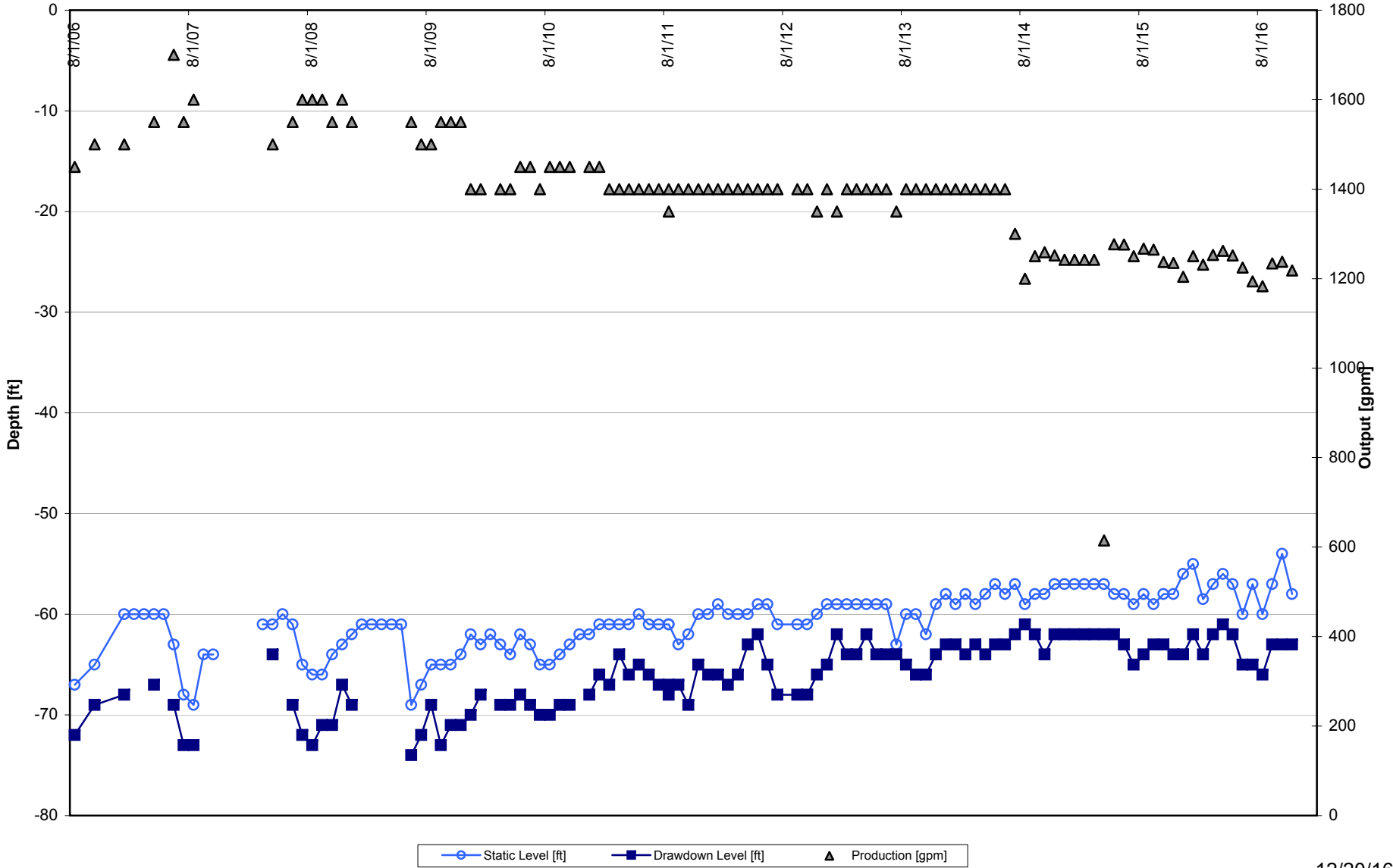
City of Fridley - Well 7 Drawdown History

2006 to Present



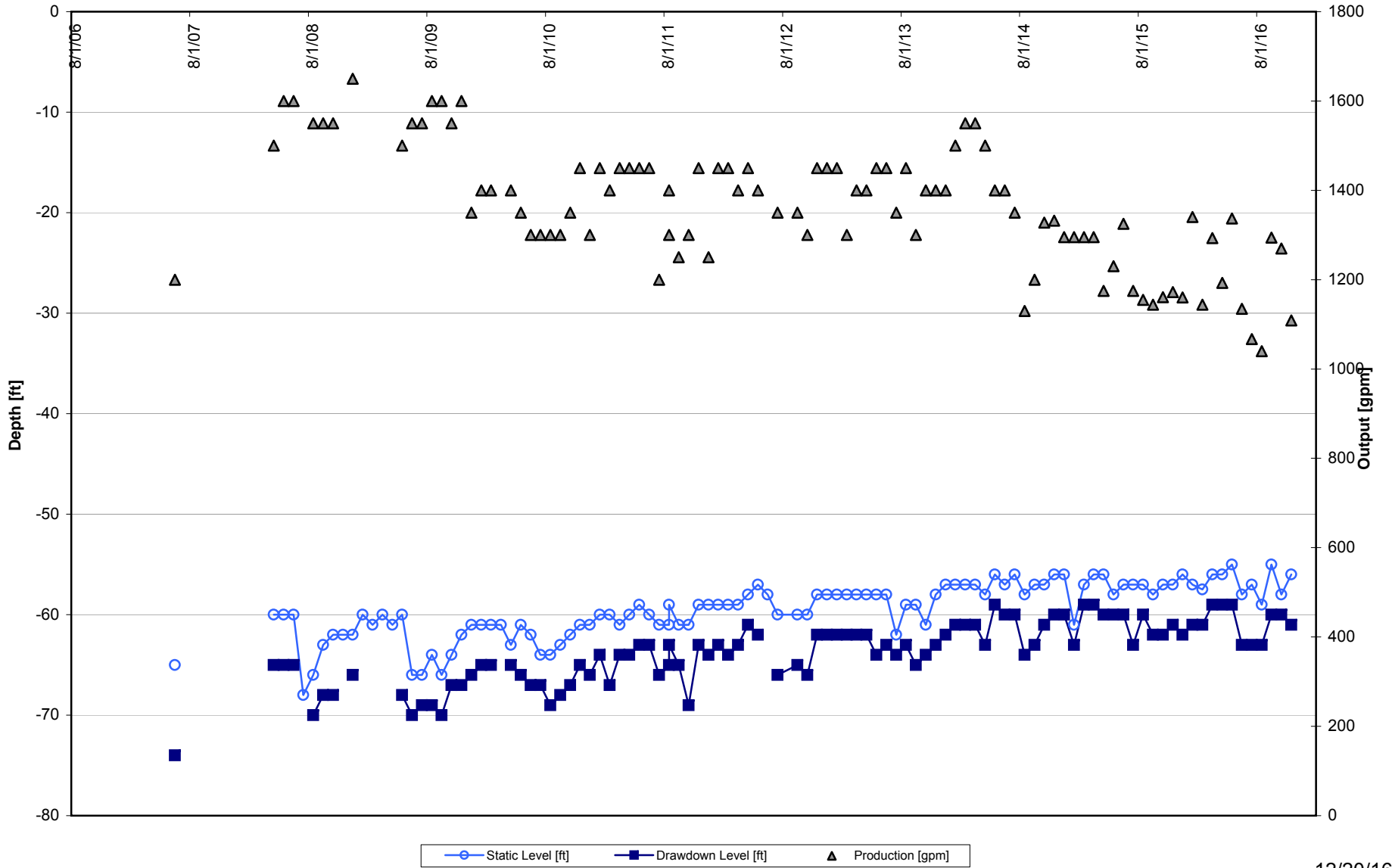
City of Fridley - Well 8 Drawdown History

2006 to Present



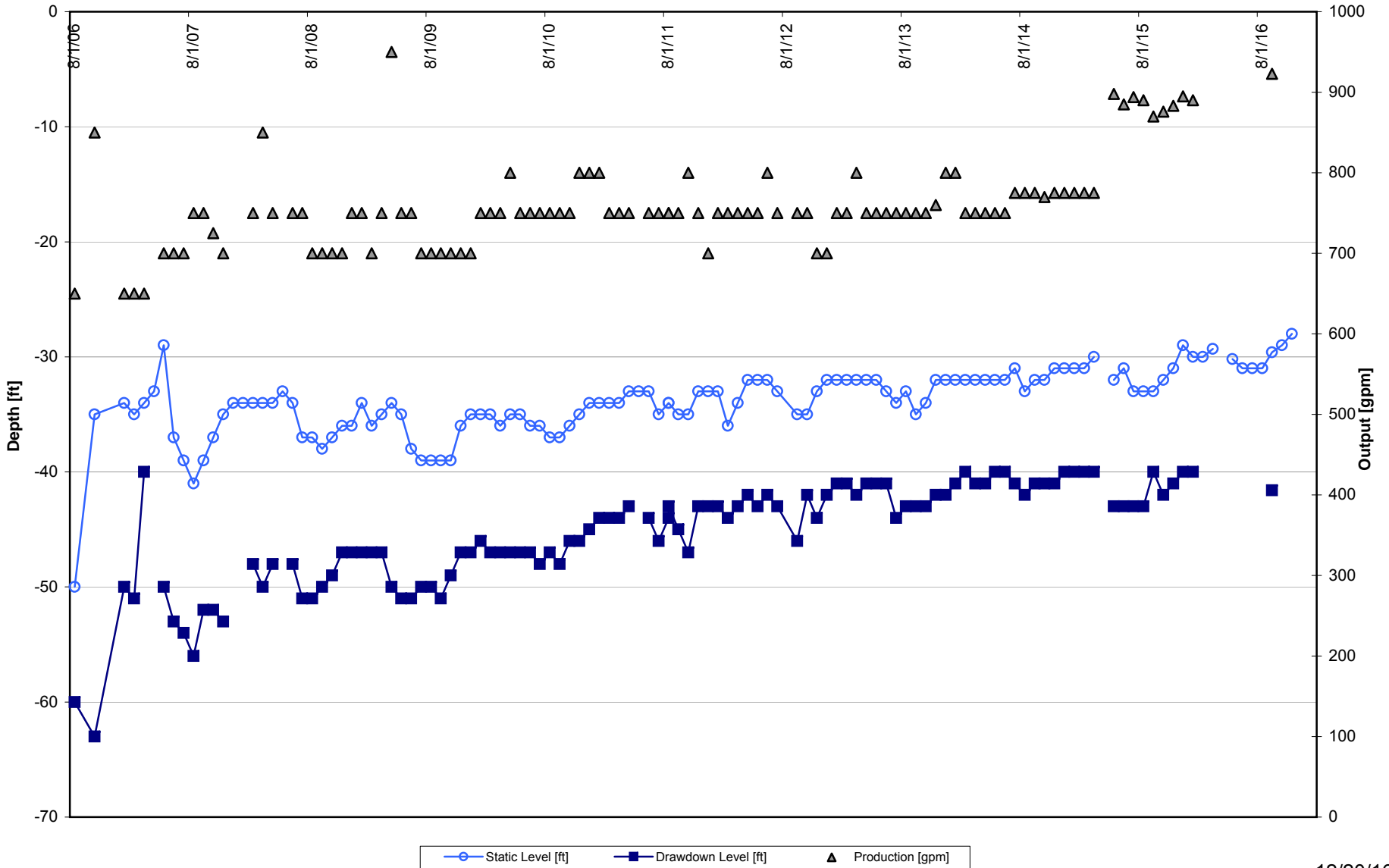
City of Fridley - Well 9 Drawdown History

2006 to Present



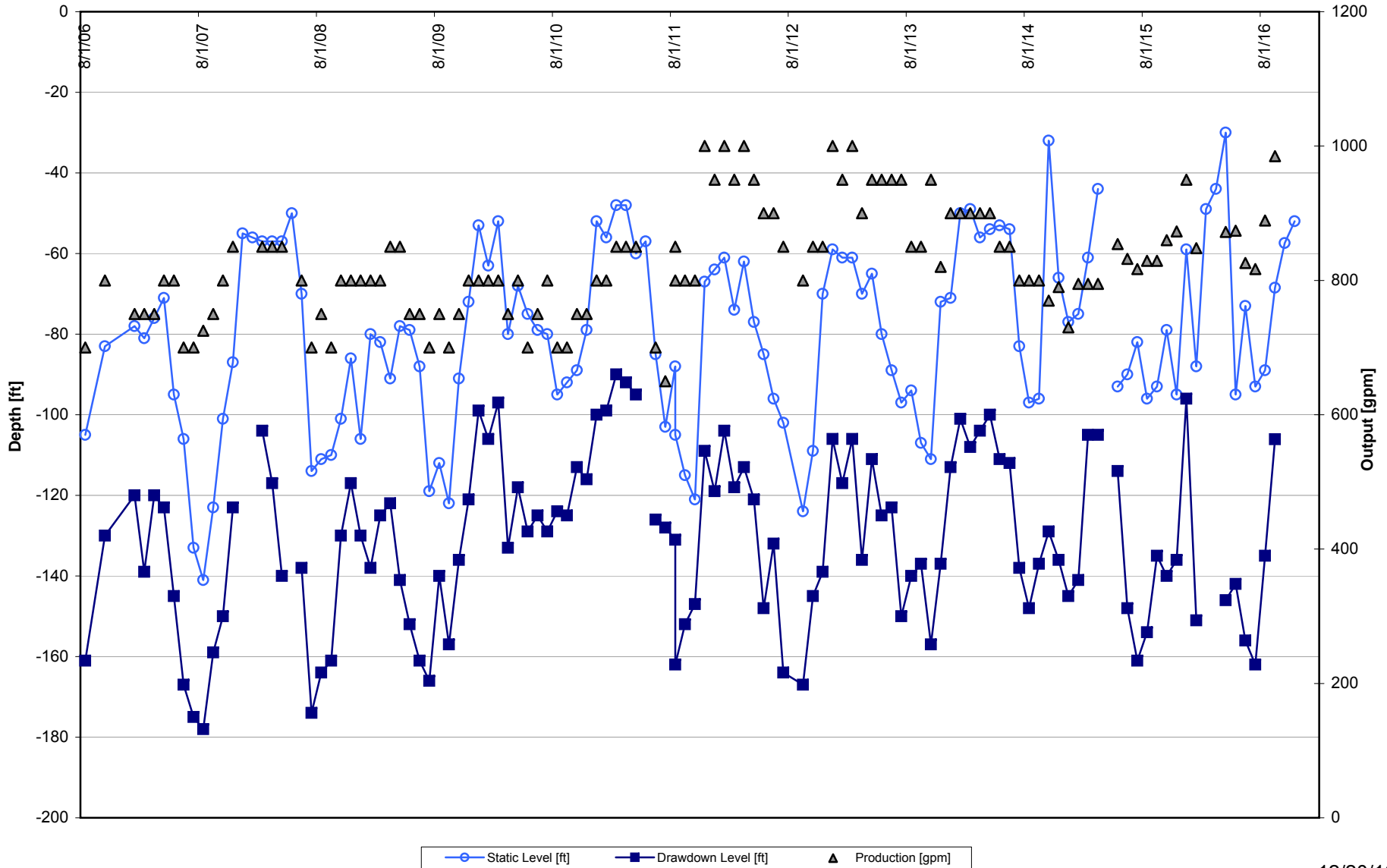
City of Fridley - Well 10 Drawdown History

2006 to Present



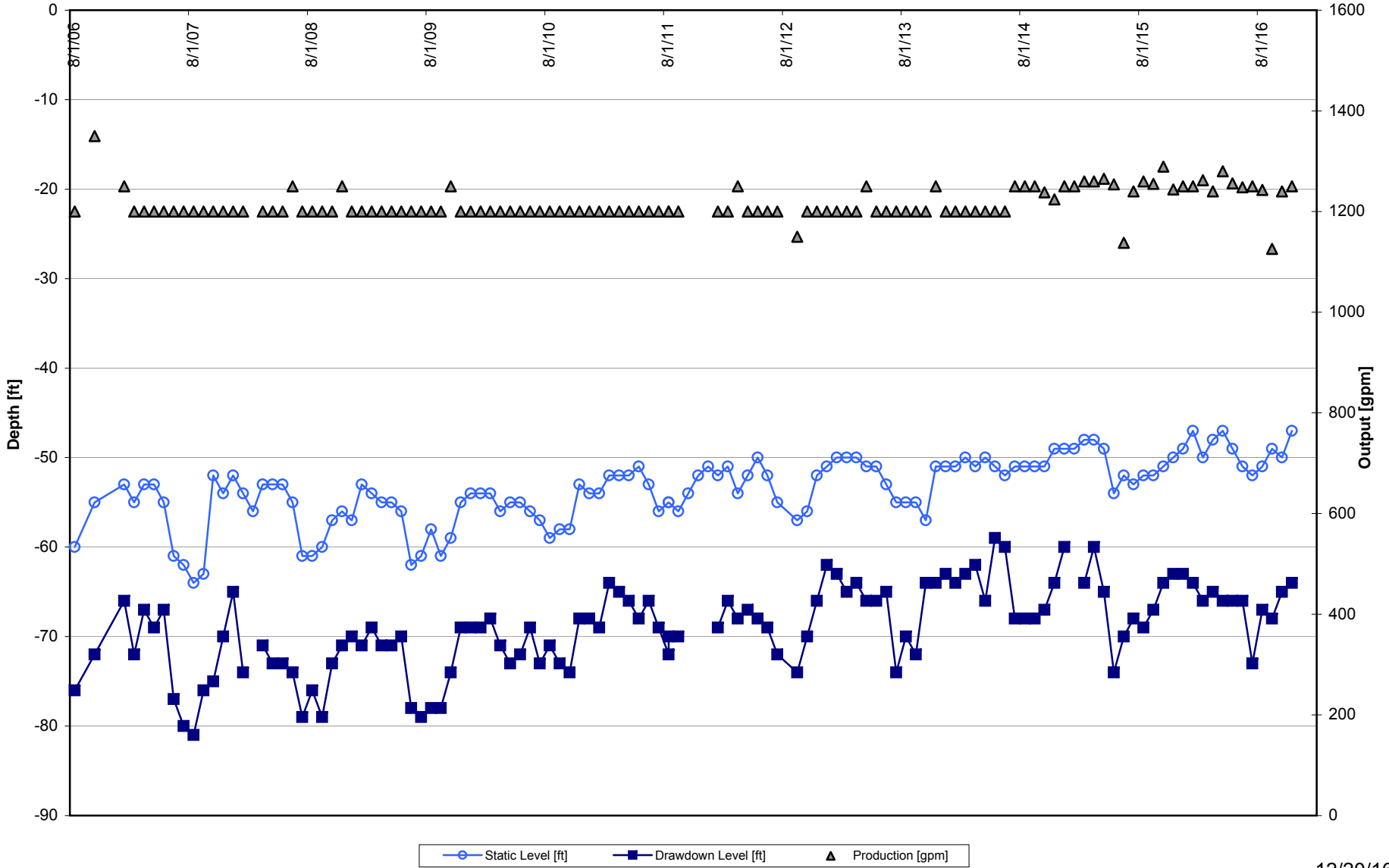
City of Fridley - Well 11 Drawdown History

2006 to Present



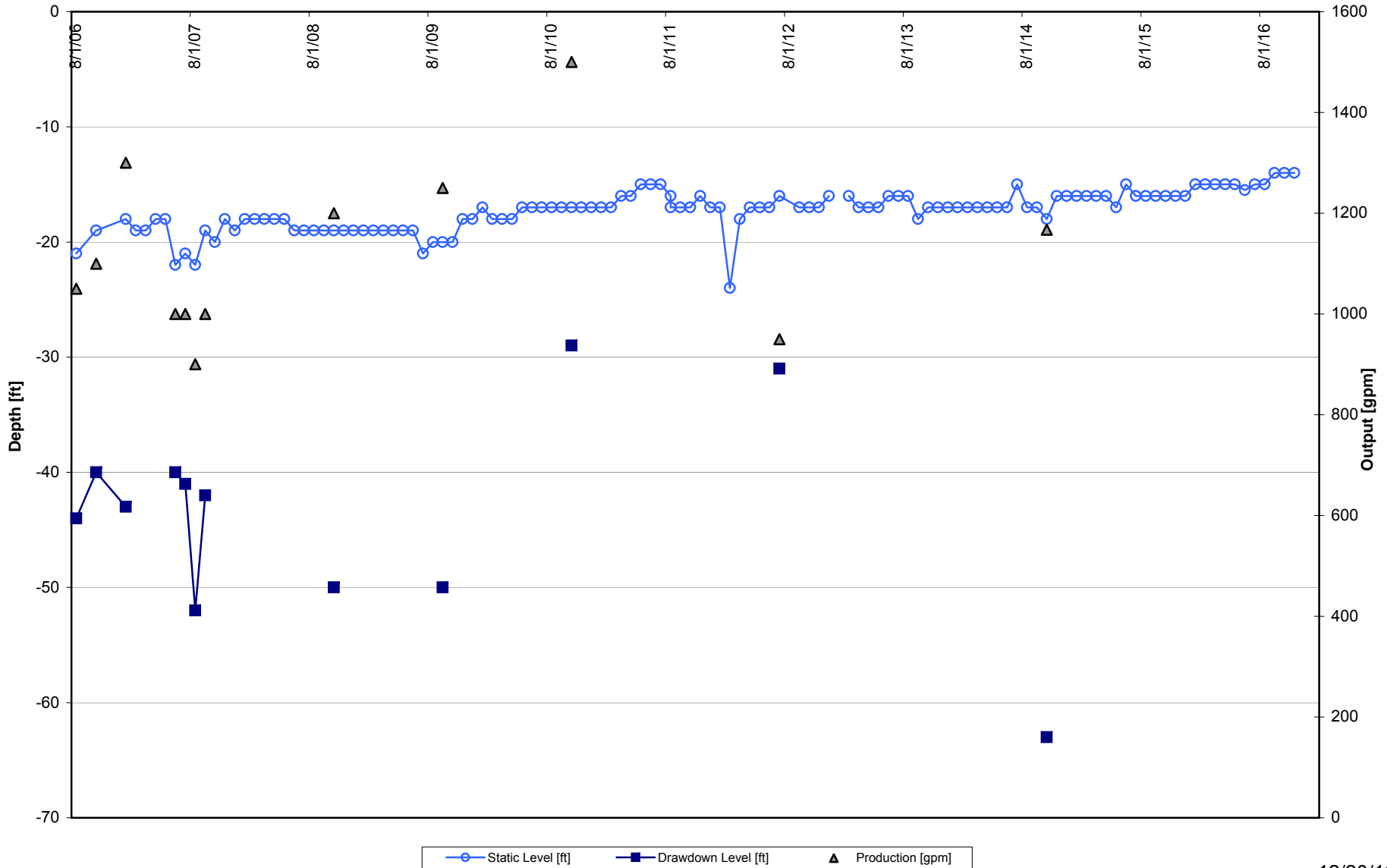
City of Fridley - Well 12 Drawdown History

2006 to Present



City of Fridley - Well 13 Drawdown History

2006 to Present



FRIDLEY CITY CODE
CHAPTER 206. BUILDING CODE

(Ref. repealed old Chapter 206: 206, 287, 292, 296, 297, 308, 320, 361, 367, 408, 437, 448, 479, 614, 664, 680, 734, 794, 901, 929, 947, 961, 986, 1012, 1052, 1123, 1159, 1190; 1245, 1261, 1324, 1327)

206.01. BUILDING CODE

1. Codes Adopted by Reference. The Minnesota State Building Code, as adopted by the Commissioner of Labor and Industry pursuant to Minnesota Statutes chapter 326B, including all of the amendments, rules and regulations established, adopted and published from time to time by the Minnesota Commissioner of Labor and Industry, through the Building Codes and Standards Unit, is hereby adopted by reference with the exception of the optional chapters, unless specifically adopted in this ordinance. The Minnesota State Building Code is hereby incorporated in this ordinance as if fully set out herein.

2. Application, Administration and Enforcement. The application, administration, and enforcement of the code shall be in accordance with Minnesota State Building Code. The code shall be enforced within the extraterritorial limits permitted by Minnesota Statutes, 326B.121, Subd.2(d), when so established by this ordinance.

The code enforcement agency of this municipality is called the City of Fridley Building Code Enforcement Office. This code shall be enforced by the Minnesota Certified Building Official designated by this Municipality to administer the code in accordance with Minnesota Statutes 326B.133, Subdivision 1.

3. Permits and Fees. The issuance of permits and the collection of fees shall be as authorized in Minnesota Rules Chapter 1300. Permit fees shall be assessed for work governed by this code in accordance with the fee schedule adopted by the municipality in City Code Chapter 11. In addition, a surcharge fee shall be collected on all permits issued for work governed by this code in accordance with Minnesota Statutes 326B.148.

4. Violations and Penalties. A violation of the code is a misdemeanor pursuant to Minnesota Statutes 326B.082, Subd.16.

5. Building Code Optional Chapters. Minnesota State Building Code, Chapter 1300 allows the City to adopt by reference and enforce certain optional chapters of the most current edition of the Minnesota State Building Code.

The following optional provisions identified in the most current edition of the State Building Code are hereby adopted and incorporated as part of the building code for the City:

1. Chapter 1306, Special Fire Protection Systems



Water Efficiency Rebate Application

The rebate applies to toilet replacement with US EPA WaterSense label, Clothes Washer replacement with an Energy Star qualified clothes washing machine, and Irrigation System audits resulting in Irrigation System Controller replacements with a WaterSense labeled controller, replacement of broken or inefficient sprinkler heads. NOTE: Original receipts required. Photocopies not accepted.

Applicant Details: (please print clearly)

Water Utility Account Number:

Property Owner Name:

Telephone Number:

Address:

Zip Code:

If Billing Address is different than above:

Address:

Zip Code:

Your new clothes washer details:

Brand:

Model #:

Serial #:

Your old clothes washer details:

Please note: All information is required to receive a rebate. You will not qualify for a rebate if this section is incomplete.

Type of machine replaced (circle one):

Front-Load (\$150 rebate) Top-Load (\$350 rebate)

Brand:

Model #: Serial #:

I hereby affirm that the above clothes washer was picked up for recycling and will not be resold.

Driver's Signature: **X** _____

For toilet replacement, new toilet details:

Brand:

For Irrigation Controller replacement with or without audit:

Replaced Controller Brand:

Audit completed by:

Please attach report with all findings and recommendations

Auditors Signature: **X** _____

Declaration:

I have read and accept the terms and conditions of this agreement and the information contained in this application is truthful and correct to the best of my knowledge. I hereby certify that I am the customer authorized to replace the clothes washer or toilet at the address listed above, and my old clothes washer has been recycled and is no longer in service.

Applicant's Signature: **X** _____ Date:

Office Use only:

Date received: Paperwork included y/n: Approved y/n:

2. Whenever a water user questions the accuracy of the meter, and desires that such meter be tested, such person shall reimburse the city for all testing costs plus an administrative fee set annually by an administrative policy if the meter tests accurate within a range of minus three percent (-3%) to plus one and one half percent (1-1/2%). If it is not accurate within this range, no charge will be made for testing and any administrative costs incurred. An-adjustment on the water bill will be made for the period of time that the meter is assumed to be inaccurate. (Ref 1191)

402.33. WATER CONSERVATION

In order to ensure an adequate water supply for human consumption, sanitary purposes, and fire fighting purposes, the City Council may establish by resolution water conservation regulations as they may be required from time to time. (Ref. 922)

402.34. TERMINATION NOTICE

Requests for turning off the water shall be made in writing thirty (30) days prior to the time for which payment has been made. Otherwise, the owner of the premises shall be liable for water rent for the next period.

402.35. INSPECTION & CORRECTION

The City Manager or any authorized employee or agent of the City shall have right to enter and be admitted to any lands and property in the City for the purpose of inspection of materials, plumbing work and fixtures of all kinds used by or in connection with the water and sewer systems. Any and all work, construction, alteration, repair, addition to, remodeling, moving, use, maintenance and occupancy of any building and the work and installation of any utility and appliance thereof and in use therewith to which the codes herein referred to apply shall be done and performed strictly in accordance with this Code. If, after inspection, any of the same are found not to be in accord with this Code, then the same shall be corrected upon notice from any duly authorized representative of the City of Fridley authorized to give such notice. If, after such written notice to any person performing any work which requires correction thereof, such person neglects or refuses to correct such work and fails to make the same conform to this and to the order of the City's representative, the City by any of its duly authorized representatives may remove such work and charge the cost thereon to the person installing the same. No person shall cover any such work without the same being first duly inspected.

402.36. SEPARATION FROM PRIVATE WATER

Whenever any premises are connected to the municipal water system, there shall be maintained a complete physical separation between the municipal water supply system and the private water supply system, so that it is impossible to intentionally or unintentionally allow any water produced by a private system to be introduced into the supply line from the municipal system.

ORDINANCE NO. 922

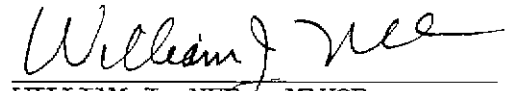
AN ORDINANCE AMENDING CHAPTER 402.27 OF THE FRIDLEY CITY
CODE PROVIDING FOR THE ESTABLISHMENT OF WATER
CONSERVATION REGULATIONS

The City Council of the City of Fridley does hereby ordain as follows:

402.27. WATER CONSERVATION.

In order to ensure an adequate water supply for human consumption, sanitary purposes, and fire fighting purposes, the City Council may establish by resolution water conservation regulations as they may be required from time to time.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF FRIDLEY THIS 17TH DAY OF APRIL, 1989


WILLIAM J. NEE - MAYOR

ATTEST:


SHIRLEY A. HAAPALA - CITY CLERK

First Reading: April 3, 1989
Second Reading: April 17, 1989
Publication: April 26, 1989

FRIDLEY CITY CODE
CHAPTER 208. STORMWATER MANAGEMENT AND EROSION CONTROL
(Ref. 1011, 1226)

208.01 PURPOSE AND INTENT

The purpose of this ordinance is to control or eliminate storm water pollution along with soil erosion and sedimentation within the City of Fridley. It establishes standards and specifications for conservation practices and planning activities, which minimize storm water pollution, soil erosion and sedimentation.

208.02 SCOPE

Except where a variance is granted, any person, firm, sole proprietorship, partnership, corporation, state agency, or political subdivision proposing a land disturbance activity within the City of Fridley shall apply to the city for the approval of the storm water pollution control plan. No land shall be disturbed until the plan is approved by the city and conforms to the standards set forth herein.

208.03 DEFINITIONS

These definitions apply to this ordinance. Unless specifically defined below, the words or phrases used in this ordinance shall have the same meaning as they have in common usage. When not inconsistent with the context, words used in the present tense include the future tense, words in the plural number include the singular number, and words in the singular number include the plural number. The words “shall” and “must” are always mandatory and not merely directive.

1. Applicant: Any person or group that applies for a building permit, subdivision approval, or a permit to allow land disturbing activities. Applicant also means that person's agents, employees, and others acting under this person's or group's direction. The term “applicant” also refers to the permit holder or holders and the permit holder's agents, employees, and others acting under this person's or group's direction.
2. Best Management Practices (BMPs): Erosion and sediment control and water quality management practices that are the most effective and practicable means of controlling, preventing, and minimizing the degradation of surface water, including construction-phasing, minimizing the length of time soil areas are exposed, prohibitions, and other management practices published by state or designated area-wide planning agencies.
3. Common Plan of Development or Sale: A contiguous area where multiple separate and distinct land disturbing activities may be taking place at different times, or on different schedules, but under one proposed plan. This item is broadly defined to include design, permit application, advertisement or physical demarcation indicating that land disturbing activities may occur.

4. **Developer:** Any person, group, firm, corporation, sole proprietorship, partnership, state agency, or political subdivision thereof engaged in a land disturbance activity.
5. **Development:** Any land disturbance activity that changes the site's runoff characteristics in conjunction with residential, commercial, industrial or institutional construction or alteration.
6. **Discharge:** The release, conveyance, channeling, runoff, or drainage, of storm water, including snowmelt, from a construction site.
7. **Energy Dissipation:** This refers to methods employed at pipe outlets to prevent erosion. Examples include, but are not limited to; aprons, riprap, splash pads, and gabions that are designed to prevent erosion.
8. **Erosion:** Any process that wears away the surface of the land by the action of water, wind, ice, or gravity. Erosion can be accelerated by the activities of people and nature.
9. **Erosion Control:** Refers to methods employed to prevent erosion. Examples include soil stabilization practices, horizontal slope grading, temporary or permanent cover, and construction phasing.
10. **Erosion and Sediment Practice Specifications or Practice:** The management procedures, techniques, and methods to control soil erosion and sedimentation as officially adopted by the state, county, city or local watershed group, whichever is most stringent.
11. **Exposed Soil Areas:** All areas of the construction site where the vegetation (trees, shrubs, brush, grasses, etc.) or impervious surface has been removed, thus rendering the soil more prone to erosion. This includes topsoil stockpile areas, borrow areas and disposal areas within the construction site. It does not include temporary stockpiles or surcharge areas of clean sand, gravel, concrete or bituminous. Once soil is exposed, it is considered "exposed soil," until it meets the definition of "final stabilization."
12. **Filter Strips:** A vegetated section of land designed to treat runoff as overland sheet flow. They may be designed in any natural vegetated form from a grassy meadow to a small forest. Their dense vegetated cover facilitates pollutant removal and infiltration.
13. **Final Stabilization:** Means that all soil disturbing activities at the site have been completed, and that a uniform (evenly distributed, e.g., without large bare areas) perennial vegetative cover with a density of seventy-five (75) percent of the cover for unpaved areas and areas not covered by permanent structures has been established, or equivalent permanent stabilization measures have been employed. Simply sowing grass seed is not considered final stabilization.
14. **Hydric Soils:** Soils that are saturated, flooded, or ponded long enough during the growing season to develop anaerobic conditions in the upper part.

15. **Hydrophytic Vegetation:** Macrophytic (large enough to be observed by the naked eye) plant life growing in water, soil or on a substrate that is at least periodically deficient in oxygen as a result of excessive water content.

16. **Impervious Surface:** A constructed hard surface that either prevents or retards the entry of water into the soil, and causes water to run off the surface in greater quantities and at an increased rate of flow than existed prior to development. Examples include rooftops, sidewalks, patios, driveways, parking lots, storage areas, and concrete, asphalt, or gravel roads.

17. **Land Disturbance Activity:** Any land change that may result in soil erosion from water or wind and the movement of sediments into or upon waters or lands within the City of Fridley, including construction, clearing & grubbing, grading, excavating, transporting and filling of land. Within the context of this rule, land disturbance activity does not mean:

- A. Minor land disturbance activities such as home gardens and an individual's home landscaping, repairs, and maintenance work.
- B. Additions or modifications to existing single family structures that which result in creating under five thousand (5,000) square feet of exposed soil or impervious surface.
- C. Construction, installation, and maintenance of fences, signs, posts, poles, and electric, telephone, cable television, utility lines or individual service connections to these utilities, which result in creating under five thousand (5,000) square feet of exposed soil or impervious surface.
- D. Tilling, planting, or harvesting of agricultural, horticultural, or forest crops.
- E. Emergency work to protect life, limb, or property and emergency repairs, unless the land disturbing activity would have otherwise required an approved erosion and sediment control plan, except for the emergency. If such a plan would have been required, then the disturbed land area shall be shaped and stabilized in accordance with the City of Fridley's requirements as soon as possible.
- F. Street and utility reconstruction projects that result in a net increase in impervious area of less than 5%.

18. **Native Vegetation:** The presettlement (Already existing in Minnesota at the time of statehood in 1858) group of plant species native to the local region, that were not introduced as a result of European settlement or subsequent human introduction.

19. **Ordinary High Water Mark:** Minnesota Statute 103G.005, subdivision 14 defines. "Ordinary high water level" as the boundary of waterbasins, watercourses, public waters, and public waters wetlands, and:

- A. the ordinary high water level is an elevation delineating the highest water level that has been maintained for a sufficient period of time to leave evidence upon the landscape, commonly the point where the natural vegetation changes from predominantly aquatic to predominantly terrestrial;
- B. for watercourses, the ordinary high water level is the elevation of the top of the bank of the channel; and
- C. for reservoirs and flowages, the ordinary high water level is the operating elevation of the normal summer pool.

The term “ordinary high water mark” is further defined in Minnesota Rule 6120.2500, subpart 11. Ordinary high water marks are determined by the Minnesota Department of Natural Resources’ area hydrologist.

- 20. Paved Surface: A constructed hard, smooth surface made of asphalt, concrete or other pavement material. Examples include, but are not limited to, roads, sidewalks, driveways and parking lots.
- 21. Permanent Cover: Means “final stabilization.” Examples include grass, gravel, asphalt, and concrete. See also the definition of “final stabilization.”
- 22. Permit: With in the context of this code a “permit” is a written warrant or license granted for construction, subdivision approval, or to allow land disturbing activities
- 23. Phased Project or Development: Clearing a parcel of land in distinct phases, with at least fifty percent (50%) of the project’s preceding phase meeting the definition of “final stabilization” and the remainder proceeding toward completion, before beginning the next phase of clearing.
- 24. Runoff Coefficient: The fraction of total precipitation that is not infiltrated into or otherwise retained by the soil, concrete, asphalt or other surface upon which it falls, that will appear at the conveyance as runoff. This coefficient is usually estimated for an event or on an average annual basis.
- 25. Sediment: The product of an erosion process; solid material both mineral and organic, that is in suspension, is being transported, or has been moved by water, wind, or ice, and has come to rest on the earth's surface either above or below water level.
- 26. Sedimentation: The process or action of depositing sediment.
- 27. Sediment Control: The methods employed to prevent sediment from leaving the development site. Examples of sediment control practices are silt fences, sediment traps, earth dikes, drainage swales, check dams, subsurface drains, pipe slope drains, storm drain inlet protection, and temporary or permanent sedimentation basins.

28. **Significant Redevelopment:** Alterations of a property that changes the “footprint” of a site or building in such a way that results in the disturbance of over one (1) acre of land. This term is not intended to include activities, which would not be expected to cause adverse storm water quality impacts and offer no new opportunity for storm water controls, such as exterior remodeling.
29. **Soil:** The unconsolidated mineral and organic material on the immediate surface of the earth. For the purposes of this document, temporary stockpiles of clean sand, gravel, aggregate, concrete or bituminous materials are not considered “soil” stockpiles.
30. **Stabilized:** The exposed ground surface after it has been covered by sod, erosion control blanket, riprap, pavement or other material that prevents erosion. Simply sowing grass seed is not considered stabilization.
31. **Steep Slope:** Any slope steeper than fifteen (15) percent (Fifteen (15) feet of rise for every one hundred (100) feet horizontal run).
32. **Storm Water:** Under Minnesota Rule 7077.0105, subpart 41b storm water, “means precipitation runoff, storm water runoff, snow melt runoff, and any other surface runoff and drainage.” (According to the Code of Federal Regulations (CFR) under 40 CFR 122.26 [b][13], “Storm water means storm water runoff, snow melt runoff and surface and drainage.”). Storm water does not include construction site dewatering.
33. **Storm Water Pollution Control Plan:** A joint storm water and erosion and sediment control plan that is a document containing the requirements of Section 208.05, that when implemented will decrease soil erosion on a parcel of land and off-site nonpoint pollution. It involves both temporary and permanent controls.
34. **Stormwater Pond or Basin:** A permanent man-made structure used for the temporary storage of runoff. Detention Pond is considered a permanent man-made structure containing a temporary pool of water. A Retention Pond or a Wet Retention Facility is considered a permanent man-made structure containing a permanent pool of water.
35. **Structure:** Anything manufactured, constructed or erected which is normally attached to or positioned on land, including portable structures, earthen structures, roads, parking lots, and paved storage areas.
36. **Subdivision:** Any tract of land divided into building lots for private, public, commercial, industrial, etc. development. Minnesota Rule 6120.2500, subpart 17 defines subdivision as, “land that is divided for the purpose of sale, rent, or lease, including planned unit development.”

37. Temporary Protection: Short-term methods employed to prevent erosion. Examples of such protection are straw, mulch, erosion control blankets, wood chips, and erosion netting.

38. Vegetated or Grassy Swale: A vegetated earthen channel that conveys storm water, while treating the storm water by biofiltration. Such swales remove pollutants by both filtration and infiltration.

39. Very Steep Slope: Any slope steeper than one foot of rise for each three feet of horizontal run (Thirty-three (33) percent slope)

40. Waters of the State: As defined in Minnesota Statutes section 115.01, subdivision 22 the term “. . . “waters of the state’ means all streams, lakes, ponds, marshes, watercourses, waterways, wells, springs, reservoirs, aquifers, irrigation systems, drainage systems and all other bodies or accumulations of water, surface or underground, natural or artificial, public or private, which are contained within, flow through, or border upon the state or any portion thereof.”

41. Wetlands: As defined in Minnesota Rules 7050.0130, subpart F, “. . . ‘wetlands’ are those areas that are inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Constructed wetlands designed for wastewater treatment are not waters of the state. Wetlands must have the following attributes:

- A. A predominance of hydric soils;
- B. Inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support a prevalence of hydrophytic vegetation typically adapted for life in a saturated soil condition; and
- C. Under normal circumstances support a prevalence of such vegetation.”

208.04 TECHNICAL GUIDES

The following handbooks are adopted by reference:

1. “Protecting Water Quality in Urban Areas”, Minnesota Pollution Control Agency
2. “Storm-Water and Wetlands: Planning and Evaluation Guidelines for Addressing Potential Impacts of Urban Storm-Water and Snow-Melt Runoff on Wetlands”, Minnesota Pollution Control Agency
3. “Minnesota Urban Small Sites BMP Manual”, Metropolitan Council
www.metrocouncil.org/environment/environment.htm

4. “Storm Water Management for Construction Activities: Developing Pollution Prevention Plans and Best Management Practices”, United States Environmental Protection Agency
5. “Erosion Control Design Manual”, Minnesota Department of Transportation
6. “Field Office Technical Guide of the United States Department of Agriculture”, Soil Conservation Service
7. “Soil Survey of Anoka County”, developed by the United States Department of Agriculture, Soil Conservation Service
8. Minnesota Construction Site Erosion and Sediment Control Planning Handbook

208.05 STORMWATER POLLUTION CONTROL PLAN

Every applicant for a building permit, subdivision approval, or a permit to allow land disturbing activities must submit a storm water pollution control plan to the city engineer. No building permit, subdivision approval, or permit to allow land disturbing activities shall be issued until the city approves this plan.

1. Storm Water Runoff Rates. Release rates from storm water treatment basins shall not increase over the predevelopment twenty-four (24) hour two (2) year, ten (10) year and one hundred (100) year peak storm discharge rates, based on the last ten (10) years of how that land was used. Accelerated channel erosion must not occur as a result of the proposed activity. For discharges to wetlands volume control is more important than discharge rate control.
2. The Storm Water Pollution Control Plan and the Grading Plan. The storm water pollution control plan’s measures, the limit of disturbed surface shall be marked on the approved grading plan, and identified with flags, stakes, signs etc. on the development site before work begins.
3. Inspections of the Storm Water Pollution Control Plan’s Measures. At a minimum, such inspections shall be done weekly by the developer or the developer’s designated representative, and within twenty-four (24) hours after every storm or snow melt event large enough to result in runoff from the site (approximately 0.25 inches or more in twenty-four (24) hours). At a minimum, these inspections shall be done during active construction.
4. Minimum Requirements of the Storm Water Pollution Control Plan. The plan shall contain or consider:
 - A. The name and address of the applicant and the location of the activity.

- B. Project description: the nature and purpose of the land disturbing activity and the amount of grading, utilities, and building construction involved.
 - C. Phasing of construction: time frames and schedules for the project's various aspects.
 - D. A map of the existing site conditions: existing topography, property information, steep and very steep slopes, existing drainage systems/patterns, type of soils, waterways, wetlands, vegetative cover, and one hundred (100) year flood plain boundaries.
 - E. A site construction plan that includes the location of the proposed land disturbing activities, stockpile locations, erosion and sediment control plan, construction schedule, and the plan for the maintenance and inspections of the storm water pollution control measures.
 - F. Adjacent areas: neighboring streams, lakes, residential areas, roads, etc., which might be affected by the land disturbing activity.
 - G. Designate the site's areas that have the potential for serious erosion problems.
 - H. Erosion and sediment control measures: the methods that will be used to control erosion and sedimentation on the site, both during and after the construction process.
 - I. Permanent stabilization: how the site will be stabilized after construction is completed, including specifications, time frames or schedules.
 - J. Calculations: any that were made for the design of such items as sediment basins, wet detention basins, diversions, waterways, infiltration zones and other applicable practices.
5. General Storm Water Pollution Control Plan Criteria. The plan shall address the following:
- A. Stabilizing all exposed soils and soil stockpiles and the related time frame or schedule.
 - B. Establishing permanent vegetation and the related time frame or schedule.
 - C. Preventing sediment damage to adjacent properties and other designated areas such as streams, wetlands, lakes and unique vegetation (Oak groves, rare and endangered species habitats, etc.)
 - D. Scheduling for erosion and sediment control practices.
 - E. Where permanent and temporary sedimentation basins will be located.
 - F. Engineering the construction and stabilization of steep and very steep slopes.
 - G. Measures for controlling the quality and quantity of storm water leaving a site.

- H. Stabilizing all waterways and outlets.
- I. Protecting storm sewers from the entrance of sediment.
- J. What precautions will be taken to contain sediment, when working in or crossing water bodies.
- K. Restabilizing utility construction areas as soon as possible.
- L. Protecting paved roads from sediment and mud brought in from access routes.
- M. The eventual disposing of temporary erosion and sediment control measures.
- N. How the temporary and permanent erosion and sediment controls will be maintained.
- O. The disposal of collected sediment and floating debris.

6. Minimum Storm Water Pollution Control Measures and Related Inspections. These minimum control measures are required where bare soil is exposed. Due to the diversity of individual construction sites, each site will be individually evaluated. Where additional control measures are needed, they will be specified at the discretion of the city engineer. The city will determine what action is necessary.

- A. All grading plans and building site surveys must be reviewed by the city for the effectiveness of erosion control measures in the context of site topography and drainage.
- B. Sediment control measures must be properly installed by the builder before construction activity begins. Such structures may be adjusted during dry weather to accommodate short term activities, such as those allowing the passage of very large vehicles. As soon as this activity is finished or before the next runoff event, the erosion and sediment control structures must be returned to the configuration specified by the city. A sediment control inspection must then be scheduled, and passed before a footing inspection will be done.
- C. Diversion of channeled runoff around disturbed areas, if practical, or the protection of the channel.
- D. Easements. If a storm water management plan involves directing some or all of the site's runoff, the applicant or his designated representative shall obtain from adjacent property owners any necessary easements or other property interests concerning the flowing of such water.
- E. The scheduling of the site's activities to lessen their impact on erosion and sediment creation, so as to minimize the amount of exposed soil.

F. Control runoff as follows (Either 1 and 2 or 1 and 3):

- (1) Unless precluded by moderate or heavy snow cover (Mulching can still occur if a light snow cover is present.), stabilize all exposed inactive disturbed soil areas within two hundred (200) feet of any water of the state, or within two hundred (200) feet of any conveyance (curb, gutter, storm sewer inlet, drainage ditch, etc.) with sod, seed or weed-free mulch. This must be done, if the applicant will not work the area for seven (7) days on slopes greater than three (3) feet horizontal to one (1) foot vertical (3:1), fourteen (14) days on slopes ranging from 3:1 to 10:1 and twenty-one (21) days for slopes flatter than 10:1.
- (2) For disturbed areas greater than five (5) acres construct temporary or permanent sedimentation basins. Sedimentation basins must have a minimum surface area equal of at least 1% of the area draining to basin, and be constructed in accordance with accepted design specifications including access for operations and maintenance. Basin discharge rates must also be controlled to prevent erosion in the discharge channel.
- (3) For disturbed areas less than five (5) acres sedimentation basins are encouraged, but not required, unless required by the city engineer. The applicant shall install erosion and sediment controls at locations directed by the city. Minimum requirements include silt fences, rock check dams, or other equivalent control measures along slopes. Silt fences are required along channel edges to reduce the amount of sediment reaching the channel. Silt fences, rock check dams, etc. must be regularly inspected and maintained. The applicant is also required to obtain a National Pollutant Discharge Elimination System/State Disposal System (NPDES/SDS) construction storm water permit from the Minnesota Pollution Control Agency for any project that disturbs one (1) acre or more of land. This one acre value also applies to a common plan of development or sale.

G. Sediment basins related to impervious surface area. Where a project's ultimate development replaces surface vegetation with one (1) or more acres of cumulative impervious surface, and all runoff has not been accounted for in a local unit of government's existing storm water management plan or practice, the runoff must be discharged to a wet sedimentation basin prior to entering waters of the state.

- (1) At a minimum the work shall conform with the current version of the Minnesota Pollution Control Agency's publication, "Protecting Water Quality in Urban Areas," and the current requirements found in the same agency's NPDES/SDS permits for storm water associated with construction activities.

- H. Generally, sufficient silt fence shall be required to hold all sheet flow runoff generated at an individual site, until it can either infiltrate or seep through silt fence's pores.
- I. Temporary stockpiling of fifty (50) or more cubic yards of excess soil on any lot or other vacant area shall not be allowed without issuance of a grading permit for the earth moving activity in question.
- J. For soil stockpiles greater than ten (10) cubic yards the toe of the pile must be more than twenty-five (25) feet from a road, drainage channel or storm water inlet. If such stockpiles will be left for more than seven (7) days, they must be stabilized with mulch, vegetation, tarps or other means. If left for less than seven (7) days, erosion from stockpiles must be controlled with silt fences or rock check dams.
- (1) If for any reason a soil or non-soil stockpile of any size is located closer than twenty-five (25) feet from a road, drainage channel or storm water inlet, and will be left for more than seven (7) days, it must be covered with tarps or controlled in some other manner.
 - (2) All non-soil (clean sand, gravel, concrete or bituminous) must at a minimum have a silt fencing or other effective sediment control measures installed.
- K. All sand, gravel or other mining operations taking place on the development site shall apply for a Minnesota Pollution Control Agency National Pollutant Discharge Elimination System General Storm Water permit for industrial activities and all required Minnesota Department of Natural Resources permits.
- L. Temporary rock construction entrances, or equally effective means of preventing vehicles from tracking sediment from the site, may be required wherever vehicles enter and exit a site.
- (1) Vehicle tracking of sediment from the site must be minimized by BMPs such as stone pads, concrete or steel wash racks, or equivalent systems. Street sweeping must be used if such BMPs are not adequate.
- M. Parking is prohibited on all bare lots and all temporary construction entrances, except where street parking is not available. Gravel entrances are to be used for deliveries only as per the development contract.
- N. Streets must be cleaned and swept whenever tracking of sediments occurs. Sediment shall not be allowed to remain on the streets if the site is to be left idle for weekends or holidays. A regular sweeping schedule should be established.

- O. Water (impacted by the construction activity) removed from the site by pumping must be treated by temporary sedimentation basins, geotextile filters, grit chambers, sand filters, up-flow chambers, hydro-cyclones, swirl concentrators or other appropriate controls. Such water shall not be discharged in a manner that causes erosion or flooding of the site, receiving channels, adjacent property or a wetland.
- P. All storm drain inlets must be protected during construction until control measures are in place with either silt fence or an equivalent barrier that meets accepted design criteria, standards and specifications as contained in the latest version of the Minnesota Pollution Control Agency's publication, "Protecting Water Quality in Urban Areas."
- Q. Roof drain leaders. All newly constructed and reconstructed buildings shall route roof drain leaders to pervious areas (not natural wetlands) where the runoff can infiltrate whenever practical. The discharge rate shall be controlled so that no erosion occurs in the pervious areas.
- R. Removal from the project's site of more than one (1) acre of topsoil shall not be done, unless written permission is given by the city engineer. Excessive removal of topsoil from the project's site can cause significant current and future soil erosion problems.
- S. Inspection and maintenance. All storm water pollution control management facilities must be designed to minimize the need of maintenance, to provide easy vehicle (typically eight (8) feet or wider) and personnel access for maintenance purposes and be structurally sound. These facilities must have Storm Water Maintenance Agreement that ensures continued effective removal of the pollutants carried in storm water runoff. The owner shall inspect all storm water management facilities during construction, twice during the first year of operation and at least once every year thereafter. The city will keep all inspection records on file for a period of six (6) years.
 - (1) Inspection and maintenance easements. It shall be the responsibility of the applicant to obtain any necessary easements or other property interests to allow access to the storm water management facilities for inspection and maintenance purpose.
- T. Follow-up inspections must be performed by the owner on a regular basis to ensure that erosion and sediment control measures are properly installed and maintained. In all cases the inspectors will attempt to work with the applicant and/or builder to maintain proper erosion and sediment control at all sites.
 - (1) In cases where cooperation is withheld, construction stop orders may be issued by the city, until all erosion and sediment control measures meet specifications. A second erosion and sediment control/grading inspection must then be scheduled and passed before the final inspection will be done.
- U. All infiltration areas must be inspected to ensure that sediment from ongoing construction activities is not reaching infiltration areas, and that these areas are also being protected from soil compaction from the movement of construction equipment.

7. Permanent Storm Water Pollution Controls.

A. The applicant shall install and construct all permanent storm water management facilities necessary to manage increased runoff, so that the discharge rates from storm water treatment basins, such that the predevelopment twenty-four (24) hour two (2) year, ten (10) year, and one hundred (100) year peak storm discharge rates are not increased. These predevelopment rates shall be based on the last ten (10) years of how that land was used. Accelerated channel erosion must not occur as a result of the proposed land disturbing or development activity.

(1) All calculations and information used in determining these peak storm discharge rates shall be submitted along with the storm water pollution control plan.

B. The applicant shall consider reducing the need for permanent storm water management facilities by incorporating the use of natural topography and land cover such as natural swales and depressions as they exist before development to the degree that they can accommodate the additional flow of treated (e.g., settled) water without compromising the integrity or quality of the wetland or pond.

C. The following permanent storm water management practices must be investigated in developing the storm water management part of the storm water pollution control plan in the following descending order of preference:

(1) Protect and preserve as much natural or vegetated area on the site as possible, minimizing impervious surfaces. Direct runoff to vegetated areas rather than to adjoining streets, storm sewers and ditches.

(2) Flow attenuation of treated storm water by the use of open vegetated swales and natural depressions.

(3) Storm water ponding facilities (including percolation facilities); and

(4) A combination of successive practices may be used to achieve the applicable minimum control requirements specified in subsection (C) above. The applicant shall provide justification for the method selected.

D. Redevelopment of existing parcels must provide treatment of stormwater from impervious surfaces even if the amount of impervious remains the same or is reduced.

Treatment may be accomplished through the use of ponding areas, infiltration areas, or structural stormwater treatment devices.

The applicant shall submit documentation showing the chosen method will remove in excess of 80% of suspended solids and other pollutants from a 1.5 inch 24 hour storm event.

- E .The applicant shall be required to sign and file a Stormwater Maintenance Agreement that ensures continued effective removal of the pollutants carried in storm water runoff. The Agreement also ensures continued maintenance, cleaning and upkeep of the facility.

8. Minimum Design Standards for Storm Water Wet Detention Facilities. At a minimum these facilities must conform to the most current technology as reflected in the current version of the Minnesota Pollution Control Agency's publication, "Protecting Water Quality in Urban Areas" and the current requirements found in the same agency's NPDES permits for storm water associated with construction activities.

9. Minimum Protection for Natural Wetlands.

A. Runoff must not be discharged directly into wetlands without appropriate quality (e.i., treated) and quantity runoff control, depending on the individual wetland's vegetation sensitivity. See the current version of the Minnesota Pollution Control Agency's publication, "Storm-Water and Wetlands: Planning and Evaluation Guidelines for Addressing Potential Impacts of Urban Storm-Water and Snow-Melt Runoff on Wetlands" for guidance.

B. Wetlands must not be drained or filled, wholly or partially, unless replaced by either restoring or creating wetland areas of at least equal public value. Compensation, including the replacement ratio and quality of replacement should be consistent with the requirements outlined in the Board of Water and Soil Resources rules that implement the Minnesota Wetland Conservation Act of 1991 including any and all amendments to it.

C. Work in and around wetlands must be guided by the following principles in descending order of priority:

- (1) Avoid both the direct and indirect impact of the activity that may destroy or diminish the wetland.
- (2) Minimize the impact by limiting the degree or magnitude of the wetland related activity.
- (3) Rectify the impact by repairing, rehabilitating, or restoring the affected wetland environment with one of at least equal public value.
- (4) Reduce or eliminate the adverse impact over time by preservation and maintenance operations during the life of the activity.

10. Models/Methodologies/Computations. Hydrologic models and design methodologies used for the determining runoff characteristics and analyzing storm water management structures must be approved by the city engineer. Plans, specifications and computations for storm water management facilities submitted for review must be sealed and signed by a registered professional engineer. All computations must appear in the plans submitted for review, unless otherwise approved by the city engineer.

208.06 REVIEW

The city engineer shall review the storm water pollution control plan.

1. Permit Required. If the city determines that the storm water pollution control plan meets the requirements of this ordinance, the city shall issue a permit valid for a specified period of time, that authorizes the land disturbance activity contingent on the implementation and completion of the storm water pollution control plan.

2. Permit Denial. If the city determines that the storm water pollution control plan does not meet the requirements of this ordinance, the city shall not issue a permit for the land disturbance activity.

A. All land use and building permits for the site in question must be suspended until the applicant has an approved storm water pollution control plan.

3. Permit Suspension and Revocation If the storm water pollution control plan is not being implemented the city can suspend or revoke the permit authorizing the land disturbance activity.

208.07 MODIFICATION OF PLAN

An approved storm water pollution control plan may be modified on submission of a written application for modification to the city, and after written approval by the city engineer. In reviewing such an application, the city engineer may require additional reports and data.

1. Records Retention. The city shall retain the written records of such modifications for at least three (3) years.

208.08 FINANCIAL SECURITIES

The applicant shall provide a financial security for the performance of the work, in conjunction with a building permit or land alteration permit, described and delineated on the approved grading plan involving the storm water pollution control plan and any storm water and pollution control plan related remedial work in, at a rate of three thousand dollars (\$3,000) per acre for the maximum acreage of soil that will be simultaneously exposed to erosion during the project's construction. (See the definitions of "exposed soil area" and "final stabilization" for clarification.) This security must be available prior to commencing the project. The form of the security must be:

A. By cash security deposited to the city for thirty percent (30%) of the total financial security when less than five (5) acres of soil will be simultaneously exposed. When over five (5) acres of soil will be simultaneously exposed to erosion, then the cash security increases to the first five thousand dollars (\$5,000) or ten percent (10%) of the total financial security, whichever is greater.

- B. The remainder of the financial security shall be placed either with the city, a responsible escrow agent, or trust company, at the option of the city, money, an irrevocable letter of credit, negotiable bonds of the kind approved for securing deposits of public money or other instruments of credit from one or more financial institutions, subject to regulation by the state and federal government wherein said financial institution pledges that the funds are on deposit and guaranteed for payment. This security shall save the city free and harmless from all suits or claims for damages resulting from the negligent grading, removal, placement or storage of rock, sand, gravel, soil or other like material within the city. The type of security must be of a type acceptable to the city.
- C. The city may request a greater financial security, if the city considers that the development site is especially prone to erosion, or the resource to be protected is especially valuable.
- D. If more soil is simultaneously exposed to erosion than originally planned, the amount of the security shall increase in relation to this additional exposure.

1. MAINTAINING THE FINANCIAL SECURITY

If at anytime during the course of the work this amount falls below 50% of the required deposit, the applicant shall make another deposit in the amount necessary to restore the deposit to the required amount within five (5) days. Otherwise the city may:

- A. Withhold the scheduling of inspections and/or the issuance of a Certificate of Occupancy.
- B. Revoke any permit issued by the city to the applicant for the site in question and any other of the applicant's sites within the city's jurisdiction.

2. PROPORTIONAL REDUCTION OF THE FINANCIAL SECURITY

When more than one-third of the applicant's maximum exposed soil area achieves final stabilization, the city can reduce the total required amount of the financial security by one-third, if recommended in writing by the city engineer. When more than two-thirds of the applicant's maximum exposed soil area achieves final stabilization, the city can reduce the total required amount of the financial security by two-thirds of the initial amount, if recommended in writing by the city engineer.

3. ACTION AGAINST THE FINANCIAL SECURITY

The city may act against the financial security, if any of the conditions listed below exist. The city shall use funds from this security to finance any corrective or remedial work undertaken by the city or a contractor under contract to the city and to reimburse the city for all direct cost incurred in the process of remedial work including, but not limited to, staff time and attorney's fees.

- A. The applicant ceases land disturbing activities and/or filling and abandons the work site prior to completion of the city approved grading plan.
- B. The applicant fails to conform to any city approved grading plan and/or the storm water pollution control plan as approved by the city, or related supplementary instructions.
- C. The techniques utilized under the storm water pollution control plan fail within one (1) year of installation.
- D. The applicant fails to reimburse the city for corrective action taken under 208.09.
- E. Emergency action under either 208.08.4 (below) or any part of 208.09.

4. EMERGENCY ACTION

If circumstances exist such that noncompliance with this ordinance poses an immediate danger to the public health, safety and welfare, as determined by the city engineer, the city may take emergency preventative action. The city shall also take every reasonable action possible to contact and direct the applicant to take any necessary action. Any cost to the city may be recovered from the applicant's financial security.

5. RETURNING THE FINANCIAL SECURITY

Any unspent amount of the financial security deposited with the city for faithful performance of the storm water pollution control plan and any storm water and pollution control plan related remedial work must be released not more than one (1) full year after the completion of the installation of all such measures and the establishment of final stabilization.

208.09 NOTIFICATION OF FAILURE OF THE STORM WATER POLLUTION CONTROL PLAN

The city shall notify the applicant, when the city is going to act on the financial securities part of this ordinance.

1. NOTIFICATION BY THE CITY

The initial contact will be to the party or parties listed on the application and/or the storm water pollution control plan as contacts. Except during an emergency action under 208.08.4, forty-eight (48) hours after notification by the city or seventy-two (72) hours after the failure of erosion control measures, whichever is less, the city at its discretion, may begin corrective work. Such notification should be in writing, but if it is verbal, a written notification should follow as quickly as practical. If after making a good faith effort to notify the responsible party or parties, the city has been unable to establish contact, the city may proceed with the corrective work.

- A. There are conditions when time is of the essence in controlling erosion. During such a condition the city may take immediate action, and then notify the applicant as soon as possible.

2. EROSION OFF-SITE

If erosion breaches the perimeter of the site, the applicant shall immediately develop a cleanup and restoration plan, obtain the right-of-entry from the adjoining property owner, and implement the cleanup and restoration plan within forty-eight (48) hours of obtaining the adjoining property owner's permission. In no case, unless written approval is received from the city, shall more than seven (7) calendar days go by without corrective action being taken. If in the discretion of the city, the applicant does not repair the damage caused by the erosion, the city may do the remedial work required and charge the cost to the applicant.

3. EROSION INTO STREETS, WETLANDS OR WATER BODIES

If eroded soils (including tracked soils from construction activities) enter or appear likely to enter streets, wetlands, or other water bodies, prevention strategies, cleanup and repair must be immediate. The applicant shall provide all traffic control and flagging required to protect the traveling public during the cleanup operations.

4. FAILURE TO DO CORRECTIVE WORK

When an applicant fails to conform to any provision of 208.08 or 208.09 within the time stipulated, the city may take the following actions:

- A. Withhold the scheduling of inspections and/or the issuance of a Certificate of Occupancy.
- B. Suspend or revoke any permit issued by the city to the applicant for the site in question or any other of the applicant's sites within the city's jurisdiction.
- C. Direct the correction of the deficiency by city forces or by a separate contract. The issuance of a permit for land disturbance activity constitutes a right-of-entry for the city or its contractor to enter upon the construction site for the purpose of correcting erosion control deficiencies.
- D. All costs incurred by the city in correcting storm water pollution control deficiencies must be reimbursed by the applicant. If payment is not made within thirty (30) days after costs are incurred by the city, payment will be made from the applicant's financial securities as described in 208.08.

- E. If there is an insufficient financial amount in the applicant's financial securities as described in 208.08, to cover the costs incurred by the city, then the city may assess the remaining amount against the property. As a condition of the permit for land disturbance activities, the owner shall waive notice of any assessment hearing to be conducted by the city, concur that the benefit to the property exceeds the amount of the proposed assessment, and waive all rights by virtue of Minnesota Statute 429.081 to challenge the amount or validity of the assessment.

208.10 VARIANCE

In any case where, upon application of the responsible person or persons, the city finds that by reason of exceptional circumstances, strict conformity with this ordinance would be unreasonable, impractical, or not feasible under the circumstances; the city in its discretion may grant a variance therefrom upon such conditions as it may prescribe for prevention, control, or abatement of pollution in harmony with the general purposes of this ordinance. The public shall be given the opportunity for comment.

1. Variance Request. The variance request must be in writing in a form acceptable to the city.
2. Variance Public Notice. The variance request shall be public noticed in the normal manner used for city council meeting items, to allow the public an opportunity for comment.
3. Variance Determination. After the public has been given the right to comment, the variance shall either be approved or disapproved by a vote of the city council.
4. Variance Response. The variance response must be in writing, and include the justification for either granting or denying the requested variance. A favorable response shall also include any special conditions imposed by the city.
5. Time Limit. If the variance is not acted upon within one (1) year of being granted, the variance shall become void.
6. Revocation. If any of the variance's conditions are violated, the city may revoke the variance.

208.11 ENFORCEMENT

The city shall be responsible enforcing this ordinance.

1. Penalties. Any person, firm, or corporation failing to comply with or violating any of these regulations, shall be deemed guilty of a misdemeanor and be subject to a fine or imprisonment or both as defined in Chapter 901. All land use and building permits shall be suspended until the applicant has corrected the violation. Each day that a separate violation exists shall constitute a separate offense.

208.012 RIGHT OF ENTRY AND INSPECTION

1. Powers. The applicant shall promptly allow the city and their authorized representatives, upon presentation of credentials to:

- A. Enter upon the permitted site for the purpose of obtaining information, examination of records, conducting investigations, inspections or surveys.
- B. Bring such equipment upon the permitted site as is necessary to conduct such surveys and investigations.
- C. Examine and copy any books, papers, records, or memoranda pertaining to activities or records required to be kept under the terms and conditions of this permitted site.
- D. Inspect the storm water pollution control measures.
- E. Sample and monitor any items or activities pertaining to storm water pollution control measures.
- F. Any temporary or permanent obstruction to the safe and easy access of such an inspection shall be promptly removed upon the inspector's request. The cost of providing such access shall be born by the applicant.

208.13 ABROGATION AND GREATER RESTRICTIONS

It is not intended to repeal, abrogate, or impair any existing easements, covenants, or deed restrictions. However, where this ordinance imposes greater restrictions, the provisions of this ordinance shall prevail. All other ordinances inconsistent with this ordinance are hereby repealed to the extent of the inconsistency only.

208.14 SEVERABILITY

The provisions of this ordinance are severable, and if any provisions of this ordinance, or application of any provision of this ordinance to any circumstance, is held invalid, the application of such provision to other circumstances, and the remainder of this ordinance must not be affected thereby.

(2) Trees.

(a) Over-story Deciduous.

((1)) A woody plant, which at maturity is thirty (30) feet or more in height, with a single trunk unbranched for several feet above the ground, having a defined crown which loses leaves annually.

((2)) Such trees shall have a 2 1/2 inch caliper minimum at planting.

(b) Ornamental.

((1)) A woody plant, which at maturity is less than thirty (30) feet in height, with a single trunk unbranched for several feet above the ground, having a defined crown which loses leaves annually.

((2)) Such trees shall have a 1 1/2 inch caliper minimum at planting.

(c) Coniferous.

((1)) A woody plant, which a maturity is at least thirty (30) feet or more in height, with a single trunk fully branched to the ground, having foliage on the outermost portion of the branches year-round.

((2)) Such trees shall be six (6) feet in height at planting.

(3) Shrubs.

(a) Deciduous or evergreen plant material, which at maturity is fifteen (15) feet in height or less. Such materials may be used for the formation of hedges. Such materials shall meet the following minimum standards at time of planting:

((1)) Dwarf deciduous shrubs shall be eighteen (18) inches tall.

((2)) Deciduous shrubs shall be twenty-four (24) inches tall, except as in Section D below.

((3)) Evergreen shrubs shall be of the eighteen (18) inch classification.

(4) Vines.

Vines shall be at least twelve (12) inches high at planting, and are generally used in conjunction with walls or fences.

(5) Slopes and Berms.

- (a) Final slope grades steeper than 3:1 will not be permitted without special approval or treatment such as terracing or retaining walls.
- (b) Earth berm screening parking lots and other open areas shall not have slopes exceeding 3:1. A minimum three (3) foot berm is required.

E. Perimeter Landscaping; Standards.

- (1) In order to achieve landscaping which is appropriate in scale with the size of a building and site, the minimum standards apply:
 - (a) One (1) tree for every one thousand (1,000) square feet of total building floor area or one (1) tree for every fifty (50) feet of site perimeter, whichever is greater. A minimum of thirty (30) percent of the trees required will be coniferous.
 - (b) Two (2) ornamental trees can be substituted for every one (1) over-story deciduous shade tree. In no case shall ornamental trees exceed fifty (50) percent of the required number of trees.
 - (c) Parking and driving areas between the building and frontage street shall be screened in the following manner:
 - ((1)) A continuous mass of plant materials; minimum of three (3) feet in height at time of planting; or
 - ((2)) A continuous earth berm with slopes no greater than 3:1 and a minimum of three (3) feet in height; or
 - ((3)) A combination of earth berms and plant materials such that a minimum of three (3) feet of continuous screening is achieved.

F. Interior Parking Lot Landscaping Standards.

- (1) All parking areas containing over one hundred (100) stalls shall include unpaved, landscaped islands that are reasonably distributed throughout the parking area to break up the expanses of paved areas. Landscaped islands shall be provided every two hundred fifty (250) feet or more of uninterrupted parking stalls.
- (2) All landscaped islands shall contain a minimum of one hundred eighty (180) square feet with a minimum width of five (5) feet and shall be provided with deciduous shade trees, or ornamental, or evergreen trees, plus ground cover, mulch, and/or shrubbery, in addition to the minimum landscape requirements of this ordinance. Parking area landscaping shall be contained in planting beds bordered by a six (6) inch raised concrete curb.

- (3) Trees shall be provided at the rate of one tree for each fifteen (15) surface parking spaces provided or a fraction thereof.

G. Screening and Buffering Standards.

- (1) Where the parcel abuts park or residentially zoned property, there shall be provided a landscaped buffer which shall be constructed in the following manner:
 - (a) A screening fence or wall shall be constructed within a five (5) foot strip along the property line(s) abutting the park or residentially zoned property. Said fence or wall shall be constructed of attractive, permanent finished materials, compatible with those used in the principal structure, and shall be a minimum of six (6) feet high and a maximum of eight (8) feet high. Chain link fences shall have non-wooden slats when used for screening purposes; or
 - (b) A planting screen shall be constructed in a fifteen (15) foot strip and shall consist of healthy, fully hardy plant materials and shall be designed to provide a minimum year-round opaqueness of eighty (80) percent at the time of maturity. The plant material shall be of sufficient height to achieve the required screening. Planting screens shall be maintained in a neat and healthful condition. Dead vegetation shall be promptly replaced.
 - (c) If the existing topography, natural growth of vegetation, permanent buildings or other barriers meet the standards for screening as approved by the City, they may be substituted for all or part of the screening fence or planting screen.
- (2) All loading docks must be located in the rear or side yards and be screened with a six (6) foot high minimum solid screening fence if visible from a public right-of-way or if within thirty (30) feet of a residential districts.
- (3) All external loading and service areas accessory to buildings shall be completely screened from the ground level view from contiguous residential properties and adjacent streets, except at access points.

H. Credit for Large Trees.

The total number of required over-story trees may be reduced by one-half (1/2) tree for each new deciduous tree measuring three (3) inches or more in diameter, or each new coniferous tree measuring eight (8) feet or more in height. In no event, however, shall the reduction be greater than twenty-five (25) percent of the total number of trees required.

5. Establishment of Tax Lien.

As provided by Minnesota Statutes, Section 444.075, Subdivision 3, it is hereby approved, adopted and established that if payment of the Strength Charge established by Section 402.29.2 above is not paid before the sixtieth (60th) day next succeeding the date of billing thereof to the industrial user by or on behalf of the City, said delinquent sewer strength charge, plus accrued interest established pursuant to Section 402.29.4, shall be deemed to be a charge against the owner, lessee and occupant of the property served, and the City or its agent shall certify such unpaid delinquent balance to the County Auditor with taxes against the property served for collection as other taxes are collected; provided, however, that such certification shall not preclude the City or its agent from recovery of such delinquent sewer strength charge and interest thereon under any other available remedy. (Ref. 629)

402.30. TAMPERING

It shall be unlawful for any person to tamper with, use, alter or damage any water line or connection of any type or part thereof or any fire hydrant, water service curb or valve box or street valves or any sewer line or connection of any type or part thereof without authority from the City. Any person who shall damage any part of the municipal water system, or any pipe or connection of any type or part thereof, including any hydrant or valve, or any part of the municipal sewer system or any pipe or connection of any type or part thereof, shall be liable for the damage or loss to the City caused thereby.

402.31. SURFACE WATER INTO SANITARY SEWER

It shall be unlawful for any owner, occupant or user of any premises to direct into or allow any surface water to drain into the sanitary sewer system of the City of Fridley. (Ref 1191)

402.32 CITY INSPECTION

1. All installation work or repair of connections to the municipal sewer and water system, including grades, bends and back-filling shall be performed under the direction and supervision of the City Manager or the City Manager's designee. No work shall be covered or back-filled until directed by the City Manager or the City Manager's designee. All work and excavations shall be protected by barricades and warning markers and lights reasonable and suitable to the purpose. The City shall be held harmless of any claim or loss as might otherwise arise for damage or loss of injury caused by or arising by reason of such work being performed; and the applicant, owner or user performing or causing such work to be done shall give a report to the City with respect thereto.. No digging on any permanent type street shall be permitted except by special permission from the City.

2. Whenever a water user questions the accuracy of the meter, and desires that such meter be tested, such person shall reimburse the city for all testing costs plus an administrative fee set annually by an administrative policy if the meter tests accurate within a range of minus three percent (-3%) to plus one and one half percent (1-1/2%). If it is not accurate within this range, no charge will be made for testing and any administrative costs incurred. An-adjustment on the water bill will be made for the period of time that the meter is assumed to be inaccurate. (Ref 1191)

402.33. WATER CONSERVATION

In order to ensure an adequate water supply for human consumption, sanitary purposes, and fire fighting purposes, the City Council may establish by resolution water conservation regulations as they may be required from time to time. (Ref. 922)

402.34. TERMINATION NOTICE

Requests for turning off the water shall be made in writing thirty (30) days prior to the time for which payment has been made. Otherwise, the owner of the premises shall be liable for water rent for the next period.

402.35. INSPECTION & CORRECTION

The City Manager or any authorized employee or agent of the City shall have right to enter and be admitted to any lands and property in the City for the purpose of inspection of materials, plumbing work and fixtures of all kinds used by or in connection with the water and sewer systems. Any and all work, construction, alteration, repair, addition to, remodeling, moving, use, maintenance and occupancy of any building and the work and installation of any utility and appliance thereof and in use therewith to which the codes herein referred to apply shall be done and performed strictly in accordance with this Code. If, after inspection, any of the same are found not to be in accord with this Code, then the same shall be corrected upon notice from any duly authorized representative of the City of Fridley authorized to give such notice. If, after such written notice to any person performing any work which requires correction thereof, such person neglects or refuses to correct such work and fails to make the same conform to this and to the order of the City's representative, the City by any of its duly authorized representatives may remove such work and charge the cost thereon to the person installing the same. No person shall cover any such work without the same being first duly inspected.

402.36. SEPARATION FROM PRIVATE WATER

Whenever any premises are connected to the municipal water system, there shall be maintained a complete physical separation between the municipal water supply system and the private water supply system, so that it is impossible to intentionally or unintentionally allow any water produced by a private system to be introduced into the supply line from the municipal system.

ORDINANCE NO. 922

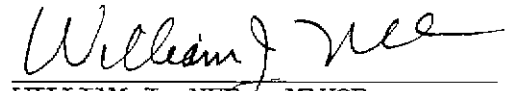
AN ORDINANCE AMENDING CHAPTER 402.27 OF THE FRIDLEY CITY
CODE PROVIDING FOR THE ESTABLISHMENT OF WATER
CONSERVATION REGULATIONS

The City Council of the City of Fridley does hereby ordain as follows:

402.27. WATER CONSERVATION.

In order to ensure an adequate water supply for human consumption, sanitary purposes, and fire fighting purposes, the City Council may establish by resolution water conservation regulations as they may be required from time to time.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF FRIDLEY THIS 17TH DAY OF APRIL, 1989


WILLIAM J. NEE - MAYOR

ATTEST:


SHIRLEY A. HAAPALA - CITY CLERK

First Reading: April 3, 1989
Second Reading: April 17, 1989
Publication: April 26, 1989

Mounds View Agreement

C O N T R A C T

THIS AGREEMENT entered into this 16th day of June, 1969, by and between the CITY OF FRIDLEY, a municipal corporation, party of the first part, and the VILLAGE OF MOUNDS VIEW, a municipal corporation, party of the second part,

WITNESSETH:

WHEREAS, the above municipalities have and maintain municipal water systems; and

WHEREAS, the Village of Mounds View may wish to be served with water from time to time by the City of Fridley; and

WHEREAS, the City of Fridley may wish to be served with water from time to time by the Village of Mounds View,

NOW, THEREFORE, IT IS AGREED AS FOLLOWS:

1. The Village of Mounds View shall construct an inter-connecting link between the two systems at the intersection of Stinson Boulevard (Pleasant View Drive) and 73rd Avenue (County Road H-2) in accordance with the plans attached hereto.
2. The City of Fridley shall pay to the Village of Mounds View an amount equal to one-half (1/2) of the total actual cost of constructing the interconnecting link. Said total cost to be estimated to be Four Thousand Eight Hundred and No/100 (\$4,800.00) Dollars.
3. This interconnection will be basically used by the communities as an additional source of water to fight any serious fires. If there is need to use this interconnection other than for fire needs by one community then formal permission should be obtained from the other community for the use of the water.

4. Each party will pay to the other the sum of twenty cents (\$.20) per one thousand (1,000) gallons of water furnished to the other.
5. Payments for water furnished shall be due thirty (30) days from the date of billing.
6. This agreement shall be in force and effect until and unless either party shall serve written notice upon the other of intention to terminate this agreement. This agreement shall be terminated only following one (1) year's notice, in writing, served upon one municipality by the other.

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed the day and year first above written.

IN THE PRESENCE OF:

Mary Lu Strom
Julia Mercer

CITY OF FRIDLEY

BY Jack O. Kirkham
ITS MAYOR
BY Thomas R. Beck
ITS CITY MANAGER

IN THE PRESENCE OF:

[Signature]
Shelby Boehm

VILLAGE OF MOUNDS VIEW

BY J. C. Bustal
ITS MAYOR
BY Dennis S. Zylla
ITS CLERK

Councilman Liebl asked to see the old plan and to have the alterations explained. Mr. Philip Hirsch did so and explained that it was not feasible to change the wings from one place to another, so this is the reason for the setback changes.

The City Engineer said that we have easements in the south portion, however, it was pointed out to him that they need not be considered at this time as they have no bearing on this request.

Mrs. Kubow, 6654 East River Road, was present and requested that a 3' berm be placed in the area between her property and the driveway with the plantings on top of this. Mr. Hirsch said they would be willing to do this, as they had already offered to do so. Mr. Plum asked how they would be assured of getting this and Councilman Harris said that it would be made a part of the building permit requirements.

Councilman Liebl asked Mr. Schroer if he is ready to start building if this rezoning request goes through. Mr. Schroer replied that his plans were being made now. Mr. Plum asked how the intersection plans will affect the area. Councilman Harris said that this will not in any way land-lock the area and will not affect it.

MOTION by Councilman Samuelson to close the Public Hearing on the Vacation Request SAV #68-01, Hirsch Bros. Seconded by Councilman Sheridan. Upon a voice vote, all voting aye, Mayor Kirkham declared the motion carried unanimously.

MOTION by Councilman Harris to concur with the new proposal presented by Hirsch Bros. and approve the rezoning and vacation request. Seconded by Councilman Sheridan. Upon a roll call vote, Kirkham, Liebl, Harris, Samuelson, and Sheridan voting aye, Mayor Kirkham declared the motion carried unanimously.

Councilman Liebl said he would like to say "Thank You" to Mr. Hirsch for his attitude toward, and consideration for these people, and his cooperation with the Council.

MOTION by Councilman Liebl to bring back the required Ordinances at the next regular Meeting. Motion seconded and upon a voice vote, all voting aye, Mayor Kirkham declared the motion carried unanimously.

DISCUSSION OF PROPOSED WATER SYSTEM INTERCONNECTION WITH MOUNDS VIEW:

Mayor Kirkham expressed the view that as the Fire Chief has reviewed this and found it to be beneficial, he would be in favor of this.

MOTION by Councilman Sheridan to authorize the Administration to enter into an agreement with the City of Mounds View and that it is to be funded from the Utilities Fund. Seconded by Councilman Samuelson. Upon a voice vote, all voting aye, Mayor Kirkham declared the motion carried unanimously.

DISCUSSION OF GARBAGE AND TRASH HAULING:

The City Manager gave a review of his study and in his opinion some thought should be given to a franchise system. The City Charter provides that an Ordinance could be passed by a 4/5 vote to initiate this system. It was the City Attorney's opinion that with a franchise system, there would have to be a referendum vote of the people. He said he had checked with Columbia Heights and they let bids. In this case the City enters into agreement with the property owners and would be administering the program, would be involved in collection of money, paying the Contractor, and would run the risk of not getting their money. He said that he had met with the garbage collectors at a meeting some time ago and they did not seem to favor the idea of splitting the City into sections and letting bids on each section, however, something could possibly be worked out to split the City into two sections, and letting bids on each section independently. Under the franchise system, it could be set up for a long term such as 25 years, but with the bid system, most lettings are for one year, or possibly two. When he checked with the City of Hopkins, he found that for 15,000 people it cost \$60,000 in taxes excluding the initial cost of the equipment. The Manager indicated that with either method burning barrels would be eliminated.

Carl Paulson, a visitor to the Meeting, said that if a 15,000 population needed two trucks, Fridley would probably need four trucks on the streets. He said in Hopkins the cost to the people was about 50¢ per month or \$6.00 per year, which certainly was reasonable and he was sure the people of Fridley would realize a tremendous saving. However, he felt that the people should be allowed to burn leaves in the fall as they are hard to move, store, and pick up. Other than in the case of the leaves in the fall he would like to see burning barrels banned. He would suggest a Public Hearing for the people to come and be informed and object if they wish.

The City Manager said that when he checked with Hopkins, he found that they use a sanitary land fill system, but it is rapidly being filled, and would ultimately have to go to some kind of incineration. It would be very expensive for the City of Fridley to obtain some kind of land fill area unless it was done on a County basis with all the communities participating.

Bill changes

**AGREEMENT BETWEEN
THE CITY OF NEW BRIGHTON
AND
THE CITY OF FRIDLEY
FOR THE INTERCONNECTION OF THEIR WATER DISTRIBUTION SYSTEMS:
DESIGN AND CONSTRUCTION PHASE**

May 11, 1993

AGREEMENT BETWEEN
THE CITY OF NEW BRIGHTON
AND
THE CITY OF FRIDLEY
FOR THE INTERCONNECTION OF THEIR WATER DISTRIBUTION SYSTEMS:
DESIGN AND CONSTRUCTION PHASE

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AGREEMENT BETWEEN
THE CITY OF NEW BRIGHTON
AND
THE CITY OF FRIDLEY
FOR THE INTERCONNECTION OF THEIR WATER DISTRIBUTION SYSTEMS:
DESIGN AND CONSTRUCTION PHASE

This Agreement is entered into by the city of New Brighton (New Brighton), a Minnesota municipal corporation, and the city of Fridley (Fridley), a Minnesota municipal corporation, concerning design and construction of a pipeline for the interconnection of their water distribution systems.

New Brighton and Fridley (sometimes referred to herein singly as Party or collectively as Parties), in consideration of their mutual covenants herein, agree as set forth below.

SECTION 1. GENERAL

1.01 Overview of the Interconnection System. Exhibit A, attached hereto and made a part hereof, is an overview of the Interconnection System and the intended relationship of the Parties with respect thereto.

1.02 Purpose of this Agreement. The purpose of this Agreement is to address the design and construction of the Interconnection System. This Agreement is one of two closely related and integrated documents that have been negotiated by New Brighton and Fridley. The other agreement is the Agreement Between the city of New Brighton and the city of Fridley for the Interconnection of their Water Distribution Systems: Operation, Maintenance, and Repair Phase.

1.03 Definitions. The following terms shall have the following meanings for purposes of this Agreement and Exhibit A:

1.03.01 Alliant. Alliant means Alliant Techsystems Inc.

1.03.02 Available Water. Available Water means water that is produced by the Remedial Production Facilities, which is not used by New Brighton and which is available for use by Fridley.

1.03.03 Army. Army means the United States Department of the Army.

1.03.04 Booster Station. Booster Station means the booster station located in Fridley that will control the flow of water delivered from New Brighton into Fridley's water system.

1.03.05 Control Valve Station. Control Valve Station means the control valve station in New Brighton that will control the flow of water from New Brighton to Fridley.

1.03.06 Control System Modifications. Control System Modifications means the modifications to Fridley's water system electrical controls.

1.03.07 Feasibility Evaluation. Feasibility Evaluation means the report entitled, "Final Report-Feasibility Evaluation: New Brighton-Fridley Water Supply System Interconnection, February, 1993," prepared by Barr Engineering Co. and Maier-Stewart Associates, Inc.

1.03.08 Fridley Acceptance. Fridley Acceptance means Resolution No. 45-1992, duly adopted by the City Council of Fridley on June 29, 1992.

1.03.09 Fund. Fund means the L²SAGIA Financing Fund.

1.03.10 Interconnection Pipeline. Interconnection Pipeline means the Pipeline located in New Brighton and the Pipeline located in Fridley up to the point that such Pipeline enters the Booster Station in Fridley.

1.03.11 Interconnection System. Interconnection System means the system interconnection of the New Brighton and Fridley water distribution systems, which system consists of the Control Valve Station, the Pipeline, the Booster Station, and the Control System Modifications. Collectively, the Primary Interconnection System Elements and the Secondary Interconnection System Elements constitute the entire Interconnection System.

1.03.12 Interconnection Telemetry System. Interconnection Telemetry System means that part of the Control System Modifications dedicated to the communications between Fridley's control system and New Brighton's control system.

1.03.13 Lawsuit. Lawsuit means the lawsuit filed by New Brighton against the Army and other defendants regarding the contamination of New Brighton's water supply.

1.03.14 LitsAG. LitsAG means the Litigation Settlement Agreement, effective August 5, 1988, entered into by and between the Army and New Brighton, and any amendments thereto.

1.03.15 L²SAGIA. L²SAGIA means the Long-term Litigation Settlement Agreement Implementing Agreement, dated June 22, 1992, entered into by and between the Army and New Brighton, and any amendments thereto.

1.03.16 LTC Beasley Letter. LTC Beasley Letter means the correspondence from LTC Beasley to Fridley dated May 19, 1992.

1.03.17 NBCGRS. NBCGRS means the New Brighton Contaminated Groundwater Recovery System.

1.03.18 Operable Unit #1. Operable Unit #1 means the north plume of groundwater contamination emanating from TCAAP.

1.03.19 Operable Unit #3. Operable Unit #3 means the south plume of groundwater contamination emanating from TCAAP.

1.03.20 PGACWTF. PGACWTF means New Brighton's Permanent Granular Activated Carbon Water Treatment Facility.

1.03.21 PGRS. PGRS means the Plume Groundwater Recovery System.

1.03.22 Pipeline. Pipeline means a dedicated, 20-inch water pipeline located in both New Brighton and Fridley used to convey water from New Brighton to Fridley; it includes both the Interconnection Pipeline as well as any part of the Pipeline in Fridley after the point the Pipeline enters the Booster Station.

1.03.23 Primary Interconnection System Elements. Primary Interconnection System Elements means the Control Valve Station located in New Brighton, the Interconnection Pipeline, and the Interconnection Telemetry System.

1.03.24 Remedial Production Facilities. Remedial Production Facilities means the PGRS and the PGACWTF.

1.03.25 Secondary Interconnection System Elements. Secondary Interconnection System Elements means the Booster Station located in Fridley, the Control System Modifications (other than the Interconnection Telemetry System), and only that portion of the Pipeline in Fridley from and after the point that such Pipeline enters the Booster Station in Fridley.

1.03.26 TCAAP. TCAAP means the Twin Cities Army Ammunition Plant.

SECTION 2. DESIGN ELEMENTS AND DESIGN PROCESS

2.01 Basis of Design. Design of the Interconnection System shall be in accordance with the design concepts set forth in the Feasibility Evaluation. New Brighton (through its design consultant) shall develop design documents for the Control Valve Station. Fridley (through its design consultant) shall prepare design documents for the Pipeline (including that portion of the Pipeline located in New Brighton as well as in Fridley), the Booster Station, and the Control System Modifications (including the Interconnection Telemetry System).

2.02 Design Consultants. Each Party shall select its own design consultant, which must have the expertise necessary to prepare the specified design documents. Design consultants shall contract to perform with the care and skill ordinarily used by members of the engineering profession practicing under similar conditions at the same time and in the same locality. Each Party shall promptly notify the other of any change in the identity of its design consultant. Barr Engineering Company is New Brighton's design consultant. Maier-Stewart Associates, Inc., is Fridley's design consultant.

2.03 Design Documents. New Brighton (through its design consultant) shall prepare design documents for the Control Valve Station, consisting of specifications and drawings, to describe and show the scope, extent, character, and design requirements and concepts. Fridley (through its design consultant) shall prepare design documents for the Pipeline, Booster Station, and Control System Modifications, consisting of specifications and drawings, to describe and show the scope, extent, character, and design requirements and concepts. Each

Party will provide all criteria and other information related to its requirements for the Interconnection System, including any design objectives, performance requirements, constraints, aesthetic concerns, flexibility, and expendability concerns, to the appropriate design consultant as soon as practicable during the design process.

2.04 Review and Comment on the Preliminary Design Documents. Each Party shall provide comments on preliminary design documents prepared by the other Party at intervals to be determined by the Parties in order to assure that the design of the Interconnection System will be in accordance with the concepts set forth in the Feasibility Evaluation, that design elements dependent on each other are appropriately coordinated, and that the overall design for the Interconnection System will result in an operable system for the efficient interconnection of the Parties' water systems. Each Party recognizes the need for timely design preparation, acknowledges that delay in providing review comments will delay production of the design documents, and agrees to provide its review comments promptly. The Parties' design consultants shall hold meetings as appropriate to aid and expedite the review process.

2.05 Final Design Documents. Each Party will attempt to accommodate the comments of the other regarding its respective design documents. Provided that a Party's design documents are in accordance with the concepts set forth in the Feasibility Evaluation, New Brighton shall determine the final design of the Control Valve Station and Fridley shall determine the final design for the Pipeline, Booster Station, and the Control System Modifications. Notwithstanding the foregoing, the final design for that portion of the Pipeline to be located in New Brighton shall be acceptable to New Brighton in its discretion. To the extent practicable, the final design documents shall include estimated costs to construct the Interconnection System. Following review of the preliminary design documents and preparation of the final design documents, the Parties shall acknowledge in writing that the final design documents have been completed, subject to review by the Army.

2.06 Review by the Army. Upon completion of the final design documents, Fridley acknowledges that New Brighton will submit the final design documents for the entire Interconnection System to the Army for its review and comment. New Brighton shall promptly communicate to Fridley any material comments received by New Brighton from the Army regarding the design of the Interconnection System. Changes to the design documents requested by the Army shall be duly considered by the Parties. The final design documents will be approved in writing by the Army, and the Army will authorize New Brighton to proceed with bidding. Without the written authorization from New Brighton, Fridley may not proceed with bidding for the construction of the Pipeline, Booster Station, or Control System Modifications.

2.07 Regulatory Approvals. New Brighton shall obtain all necessary and appropriate permits and approvals related to the Control Valve Station. Fridley shall obtain all necessary and appropriate permits and approvals related to the Pipeline, Booster Station, and Control System Modifications. The final design of the Interconnection System approved by the Parties under Section 2.05 herein may be modified during the design phase and prior to construction in order to obtain regulatory approval or permits.

2.08 Modifications Requested by the Parties. The final designs of the Interconnection System approved by the Parties under Section 2.05 herein may be modified during the design phase and prior to construction to accommodate the requests of the other Party. For requests for modification of the design for the Control Valve Station, New Brighton's design consultant shall determine the acceptability of requests for modification. For requests for modification of the design for the Pipeline, Booster Station, and Control System Modifications, Fridley's design consultant shall determine the acceptability of requests for modification. Other reasonable modification requests shall be accommodated to the extent practicable, subject to approval by the Parties. Each Party shall submit requests for modification as early in the design process as possible, to avoid unnecessary delay.

2.09 Design Schedule. The Parties agree to make every reasonable effort to expedite the design schedule, including prompt review of preliminary documents, appropriate staffing of the design teams, and coordination of work schedules. Any schedules prepared by either Party's design consultant are advisory, and do not bind either Party or its design consultant.

2.10 Right-of-Way and Property Acquisition. Consistent with its real property acquisition practices, Fridley will acquire all necessary or appropriate rights-of-way and property interests for construction and installation of the Interconnection System in Fridley.

SECTION 3. CONSTRUCTION

3.01 Construction Process. After final design documents have been completed by the Parties in accordance with Section 2, New Brighton shall contract for the construction of the Control Valve Station, and Fridley shall contract for the construction of the Pipeline (including the portion of the Pipeline in New Brighton), Booster Station, and Control System Modifications (including the Interconnection Telemetry System), in accordance with the final design documents.

3.02 Compliance with Minnesota Law. As municipal corporations, the Parties are organized under and subject to the laws and regulations of the State of Minnesota. The Parties acknowledge and agree that the State of Minnesota regulates municipal corporations in the bidding and awarding of contracts, labor law and relations, and accounting procedures and auditing requirements, among other aspects of contracting by municipal corporations. The Parties agree that they will comply with such laws and regulations of the State of Minnesota in connection with the bidding and procurement of the construction contracts for the construction of the Interconnection System as contemplated by this Agreement.

3.03 Other Bidding and Procurement Procedures.

3.03.01 Army Authorization to Solicit Bids. The Army will authorize commencement of the bidding process for the Interconnection System. Fridley

shall not commence the bidding process without New Brighton's written authorization.

3.03.02 Acceptance Period for Bids. The Parties agree to provide for an acceptance period for the construction contracts bids that provides for acceptance up to ninety days after receipt and opening of bids. The Parties shall reserve the right to reject any and all bids for any reason.

3.03.03 Army Authorization to Award Contracts. The Army will authorize the award of contracts for the construction of the Interconnection System. Fridley shall not award such contracts without New Brighton's written authorization.

3.04 Change Orders and Modifications. The Parties shall consult with each other prior to making any change orders or modifications to the construction contracts entered into by the Parties for the Interconnection System. Further, without New Brighton's consent, Fridley shall make no changes orders or modifications to the construction contracts for the Pipeline, Booster Station, or Control System Modifications if such change order or modification would increase the construction cost, or result in a material deviation or change from the approved design documents for the Pipeline, Booster Station, or Control System Modifications.

3.05 Construction Schedule. New Brighton shall be responsible for the construction schedule for the Control Valve Station and Fridley shall be responsible for the construction schedule of the Pipeline, Booster Station, and Control System Modifications. The Parties agree to include in their construction contracts the following durations for the substantial completion of construction:

Control Valve Station	180 calendar days
Pipeline	180 calendar days
Booster Station	180 calendar days
Control System Modifications	260 calendar days

The Parties agree to include appropriate liquidated damages clauses in their construction contracts to encourage adherence by contractors with the above schedules. The Parties agree to inform each other at regular intervals of the progress of the work and substantive changes in the schedule.

3.06 Site Access. New Brighton shall provide Fridley and its contractors with such access to land owned by New Brighton as is reasonably necessary for Fridley and its contractors to complete the construction of that portion of the Pipeline which is located in New Brighton. Site access shall not be provided until New Brighton has reviewed the evidence of required insurance coverage to be provided by Fridley or its contractors.

3.07 New Brighton Representative. New Brighton, in its discretion, may appoint a representative regarding the construction of that portion of the Pipeline to be located in New Brighton. Such representative, if so appointed, (1) may inspect and observe any work performed in New Brighton by or for Fridley, (2) shall represent the interests of New Brighton and its residents, and (3) shall be a point of contact for dealing with New Brighton's residents.

3.08 Ownership of the Interconnection System.

3.08.01 New Brighton's Ownership. New Brighton shall own the Primary Interconnection System Elements. Fridley hereby assigns and conveys to New Brighton any right, title, or interest which Fridley may have in or to the Primary Interconnection System Elements (including, without limitation, that portion of the Pipeline located in Fridley which constitutes part of the Primary Interconnection System Elements).

3.08.02 Fridley's Ownership. Fridley shall own the Secondary Interconnection System Elements. New Brighton hereby assigns and conveys to Fridley any right, title, or interest which New Brighton may have in or to the Secondary Interconnection System Elements.

SECTION 4. PAYMENT OF COSTS

4.01 Payment of Fridley's Costs. Pursuant to the LitsAG and L²SAGIA and the other authority referenced herein, New Brighton can use the Fund for all costs properly incurred by either Party under this Agreement, including, without limitation, costs incurred in connection with the design and construction of the Interconnection System, acquisition of rights-of-way and property interests, and acquisition of permits and approvals. Accordingly, Fridley shall submit invoices for such costs to New Brighton which shall be paid by New Brighton from the Fund.

Fridley shall also submit other appropriate evidence of such costs, along with appropriate descriptions of work performed, what the work relates to, and the progress of the work. New Brighton shall promptly review such documentation to determine if the work is reasonably related to the design and construction of the Pipeline, Booster Station, and Control System Modifications.

4.02 Limited Liability of New Brighton. New Brighton shall be obligated to pay Fridley for costs incurred by Fridley only to the extent that such costs are properly incurred in accordance with the terms and conditions of this Agreement. If subsequent to payment by New Brighton of any amounts to Fridley hereunder it is determined that such amounts were not properly reimbursable, Fridley shall promptly repay such amounts to New Brighton.

SECTION 5. COMMUNICATION

5.01 New Brighton Point of Contact. New Brighton's Point of Contact for administration of this Agreement shall be Leslie J. Proper, P.E., Director of Public Works, 803 Fifth Avenue NW, New Brighton, MN 55112, telephone: (612) 631-3736, FAX (612) 636-5053, or his successor. Fridley shall address all comments on administration of this Agreement to New Brighton's Point of Contact. Fridley shall address all communications on Interconnection System design and construction matters simultaneously to New Brighton's Point of Contact and to New Brighton's design consultant. New Brighton's Point of Contact shall provide Fridley with the appropriate contact person at New Brighton's design consultant.

5.02 Fridley Point of Contact. Fridley's Point of Contact for administration of this Agreement shall be John G. Flora, Director of Public Works, Fridley Municipal Center, 6431 University Avenue N.E., Fridley, MN 55432, telephone (612) 572-3550, FAX (612) 571-1287, or his successor. New Brighton shall address all communications on the administration of this Agreement to Fridley's Point of Contact. Fridley's Point of Contact shall provide New Brighton with the appropriate contact person at Fridley's design consultant.

SECTION 6. TERM

6.01 Term. This Agreement shall continue until final payment has been made under all construction contracts contemplated by this Agreement and the warranty periods applicable to such contracts have expired.

6.02 Grounds for Earlier Termination. This Agreement shall terminate earlier than specified in Section 6.01 as follows:

6.02.01 Failure to Obtain Regulatory Approvals. This Agreement may be terminated by either Party upon written notice to the other Party that such Party has failed to obtain necessary regulatory approvals or permits for the Interconnection System, after diligent efforts.

6.02.02 Failure of Army to Approve Designs or Other Matters. This Agreement may be terminated by either Party on sixty days' written notice to the other Party if the Army does not approve the final designs for the Interconnection System, or does not provide within a reasonable time any authorization, approval, consent, or acknowledgment contemplated hereunder to be provided by the Army. Without limiting the generality of the foregoing, if the Army has not provided the authorization to award contracts contemplated by Section 3.03.03 by a date which is one year from the effective date of this Agreement, either Party on sixty days' written notice to the other may terminate this Agreement.

6.02.03 Breach. This Agreement may be terminated by a Party, in its discretion, upon a breach of this Agreement by the other Party that continues for a period of thirty days after written notice thereof.

6.02.04 Failure of Army or Alliant to Pay or Reimburse Costs. This Agreement may be terminated by New Brighton upon sixty days' written notice to Fridley if the Army or Alliant cease to pay or reimburse (or consent to the use of the Fund for), or fail to provide appropriate written assurances satisfactory to New Brighton that they will pay or reimburse (or consent to the use of the Fund for), all of New Brighton's costs associated with New Brighton meeting New Brighton's obligations under this Agreement. Alternatively, in such event, New Brighton, in its discretion, may suspend this Agreement until such payments or reimbursements continue, or such consents or appropriate assurances are provided.

6.02.05 Failure to Execute Agreements with the Army and Alliant. This Agreement may be terminated by New Brighton upon sixty days' written notice to Fridley if New Brighton is unable to execute agreements, or amendments to existing agreements, with the Army and Alliant, in form and content satisfactory to New Brighton, regarding the Remedial Production Facilities and the Interconnection System.

6.03 Effect of Earlier Termination. Upon occurrence of any event specified in Section 6.02, each Party shall promptly notify its design consultant and other vendors or subcontractors to cease work under its contracts with those parties to the extent practicable. Upon termination of this Agreement, each Party shall promptly pay the other Party any outstanding amounts that have been incurred under this Agreement by the other Party and which are required to be paid or reimbursed by such Party.

SECTION 7. MISCELLANEOUS

7.01 Entire Agreement. This Agreement, which consists of the text of this Agreement and Exhibit A hereto, constitutes the entire agreement between New Brighton and Fridley regarding the design and construction phase of the

Interconnection System. It supersedes all prior oral and written understandings. In the event of any inconsistencies between the terms of this Agreement and Exhibit A, the terms of this Agreement shall control.

7.02 Modifications. This Agreement may be modified only by the written consent of both Parties. In no event shall the preprinted terms of any invoice or other standard form of either Party be considered an amendment or modification of this Agreement.

7.03 Successors, Assigns. This Agreement shall be binding upon Fridley and New Brighton, and their respective assignees, transferees, or successors-in-interest; provided, that neither Fridley nor New Brighton shall assign any rights or interest in this Agreement without the written consent of the other Party. Such assignment shall not relieve the assignor of its duties and responsibilities under this Agreement. This Agreement is intended to benefit only Fridley and New Brighton. This Agreement extends no rights or benefits to any other party, and does not create any rights for any third party.

7.04 Record Documents. Each Party agrees to provide to the other Party record documents ("as built") for the portion of the Interconnection System constructed by such Party. The Parties acknowledge that the record documents provided by the other Party are not intended or represented for reuse for purposes other than use by New Brighton and Fridley as reference documents for operation, maintenance, and repair activities of the Interconnection System.

7.05 Nature of Relationship. Under no circumstances shall this Agreement be interpreted to establish a relationship of agency or partnership between New Brighton and Fridley or Fridley and New Brighton.

7.06 Governing Law. This Agreement shall be governed by the laws of Minnesota.

7.07 Severability. It is the Parties' intent that the provisions of this Agreement shall be severable. Should any provisions be declared by a court of competent jurisdiction to be inconsistent with the governing law, and therefore unenforceable, the remaining clauses shall remain in full force and effect.

7.08 Indemnification.

7.08.01 By New Brighton. New Brighton hereby agrees to defend, indemnify, and hold Fridley and its employees, elected officials, agents, and independent contractors (collectively referred to as Indemnitees) harmless from and against all claims, losses, damages, liability, fines, penalties, costs, and expenses of any kind (including but not limited to reasonable attorneys' fees, expert witness fees, all other litigation expenses, and engineering costs) (Indemnified Losses), relating to, arising out of, or resulting in whole or in part from the design or construction phase of the Control Valve Station, including Indemnified Losses which are caused in whole or in part by or which arise out of the negligent act or omission or willful act or omission or breach of this Agreement by New Brighton or its employees, contractors, independent contractors, subcontractors, vendors, suppliers, or any other party in a contractual relationship with New Brighton. Any Indemnitee claiming any right hereunder shall provide written reasonable notice of such claim to New Brighton. Fridley shall have the right to approve counsel selected by New Brighton to defend any claims asserted hereunder and shall have the right to retain its own counsel at its own expense and to participate in the defense of such claim. No claim against any Indemnitee shall be settled or compromised without Fridley's written consent. New Brighton shall maintain contractually assumed liability insurance.

7.08.02 By Fridley. Fridley hereby agrees to defend, indemnify, and hold New Brighton and its employees, elected officials, agents, and independent contractors (collectively referred to as Indemnitees) harmless from and against all claims, losses, damages, liability, fines, penalties, costs, and expenses of any kind (including but not limited to reasonable attorneys' fees, expert witness

fees, all other litigation expenses, and engineering costs) (Indemnified Losses), relating to, arising out of, or resulting in whole or in part from the design or construction phase of the Pipeline, Booster Station, and Control System Modifications, including Indemnified Losses which are caused in whole or in part by or which arise out of the negligent act or omission or willful act or omission or breach of this Agreement by Fridley or its employees, contractors, independent contractors, subcontractors, vendors, suppliers, or any other party in a contractual relationship with Fridley. Any Indemnatee claiming any right hereunder shall provide written reasonable notice of such claim to Fridley. New Brighton shall have the right to approve counsel selected by Fridley to defend any claims asserted hereunder and shall have the right to retain its own counsel at its own expense and to participate in the defense of such claim. No claim against any Indemnatee shall be settled or compromised without New Brighton's written consent. Fridley shall maintain contractually assumed liability insurance.

7.09 Survival of Terms. The terms of Sections 7.08 and 7.10 shall survive termination of this Agreement for any reason.

7.10 Dispute Resolution.

7.10.01 Procedures for Dispute Resolution. The Parties shall use their best, good faith efforts to resolve informally any dispute arising under this Agreement. Except as expressly modified herein, in the event the Parties disagree as to whether any Party has properly performed its obligations under this Agreement, and the Parties are unable to informally resolve their differences, a Party may notify the other Party in writing of its intent to elevate the dispute to a first level Dispute Resolution Committee (DRC). The written notice shall include a description of the dispute and the aggrieved Party's proposed resolution. Such notice shall be directed to the Parties' respective Points of Contact.

The DRC shall consist of at least two and up to four authorized representatives from or appointed by each Party with decision-making authority

to meet and seek resolution of their differences. New Brighton's City Manager and Director of Public Works shall be two of New Brighton's representatives to the DRC. Fridley's City Manager and Director of Public Works shall be two of Fridley's representatives to the DRC. The Parties may agree on a Mediator who shall mediate the DRC meeting. The DRC shall meet within twenty calendar days of receipt of the written notification. The authorized representatives will use their best efforts within ten calendar days of their first meeting to negotiate in good faith an agreement resolving the difference(s). A dispute will be considered resolved only if both Parties reach a consensus on the issue in dispute, which shall then become a binding and integral part of this Agreement. The Mediator's costs and other costs of mediation shall be borne equally by the Parties.

If the dispute is not resolved as a result of mediation by the DRC, each Party shall provide the other Party with a written statement setting forth its position and its justification within ten days of the date of the last meeting of the DRC.

If the Parties cannot resolve their difference(s), they shall obtain the services of an Arbitrator with appropriate experience and expertise to aid in resolving the disagreement. If the Parties are unable to agree on an Arbitrator, each shall choose an Arbitrator who in turn shall choose a mutually-agreeable third Arbitrator. The Arbitrator or Arbitrators shall then hear and resolve the dispute according to the procedures agreed upon by the Parties or otherwise according to the rules of the American Arbitration Association (AAA). Unless otherwise mutually agreed to in writing by the Parties before the dispute is heard by the Arbitrator(s), and notwithstanding any rule of the AAA to the contrary, the Arbitrator(s)' decision shall be non-binding for disputes involving expenditures (exclusive of legal and consultant's fees) of more than \$50,000. In all other cases the decision shall be binding.

As a part of the decision, the Arbitrator(s), in his/her (their) discretion, shall apportion between the Parties the fees of the Arbitrator(s) and

any other costs of arbitration not specifically attributable to either Party. Each Party shall bear its own attorneys' fees and other costs incurred in the arbitration process.

The Parties acknowledge that New Brighton has agreed in Section 21.00 of the LitsAG to dispute resolution procedures with the Army that are substantially similar to those set forth above. Such dispute resolution procedures apply, among other possible disputes, to disputes by the Army over uses of the Fund by New Brighton alleged to be outside the scope of the Army's obligations under the LitsAG or the L²SAGIA. Any determination reached pursuant to such dispute resolution procedures whereby New Brighton becomes obligated to reimburse the Fund or the Army for any expenses paid from the Fund under this Agreement with respect to the Pipeline, Booster Station, and Control System Modifications shall result in a rebuttable presumption that Fridley is obligated to reimburse New Brighton for such amount.

7.10.02 State Court Action. If the procedure in this Section does not resolve the dispute to the Parties' satisfaction, or if that procedure is not completed within 180 days of the date of the notice which initiated it, the Parties reserve the right to bring a civil action in a State District Court of competent jurisdiction to enforce this Agreement, including any possible failure to reach agreement herein. In such action, the Parties may sue to compel performance under this Agreement.

7.11 Insurance. Fridley's contractors shall provide insurance as specified by New Brighton for work performed in New Brighton. Those insurance requirements shall be included in all relevant construction contracts.

SECTION 8. EFFECTIVE DATE

This Agreement shall become effective as of May 11, 1993. The Parties' rights and obligations under this Agreement shall commence upon such effective date.

SECTION 9. SIGNATURES

By their signatures below, the undersigned represent that they have the authority to bind the Parties that they represent, their agents, contractors, and subcontractors with respect to performance under this Agreement.

THE CITY OF NEW BRIGHTON

Date

By Robert J. Benke
Robert J. Benke, Mayor

Date

By David M. Childs
David M. Childs, City Manager

AS TO FORM

Date

05-07-93

By John E. Drawz
John E. Drawz, Special Environmental
Counsel to the city of New Brighton

THE CITY OF FRIDLEY

Date

By William J. Nee
William J. Nee, Mayor

Date

By William W. Burns
William W. Burns, City Manager

AS TO FORM

Date

By Virgil C. Herrick
Virgil C. Herrick, City Attorney

146946

AGREEMENT BETWEEN
THE CITY OF NEW BRIGHTON
AND
THE CITY OF FRIDLEY
FOR THE INTERCONNECTION OF THEIR WATER DISTRIBUTION SYSTEMS
EXHIBIT A:
OVERVIEW OF THE INTERCONNECTION SYSTEM AND THE PARTIES' RELATIONSHIP

SECTION 1. GENERAL

1.01 Recitals of Fact.

1.01.1 TCAAP. New Brighton is located southwest of and immediately downgradient from TCAAP. New Brighton is located over the Prairie du Chien-Jordan aquifer. TCAAP is a government-owned, contractor operated, federal facility that has produced munitions on an intermittent basis for the last 50 years. In addition, numerous private entities have leased space at TCAAP for a variety of activities, including manufacturing. In the course of operations at TCAAP, various industrial wastes were disposed of on TCAAP that have subsequently migrated and contaminated New Brighton's municipal water supply.

1.01.2 Combined Water Supply/Remediation Facilities.

a. Army Facilities. As a result of the detection in 1981 by the Minnesota Department of Health of contamination of several of New Brighton's Prairie du Chien-Jordan wells, New Brighton took steps to secure a safe, alternative water supply for its residents. In 1984 New Brighton filed the Lawsuit against the Army and other defendants. Pursuant to the LitsAG and the L²SAGIA, the Army agreed to construct the NBCGRS to treat contaminated groundwater emanating from Operable Unit #1. The NBCGRS consists of the PGACWTF, certain wells, and pipelines. The NBCGRS was constructed to restore a portion of New Brighton's supply of potable water for its residents. As part of the Army's remedial obligations with respect to off-TCAAP groundwater contamination, it is anticipated that the NBCGRS will be modified and supplemented for use in controlling the migration of contamination in the Prairie du Chien aquifer. Such changes will result in an increase in the amount of water treated by the NBCGRS. Pursuant to the Army's obligations under the LitsAG and the L²SAGIA, the Army

will pay for the operation and maintenance of the PGACWTF and any future facilities that become part of the NBCGRS.

b. Alliant Facilities. As part of an Agreement between Honeywell, Inc. (whose rights and obligations have passed to Alliant) and the Army, Alliant agreed to perform remedial actions on Operable Unit #3. In connection therewith, Alliant has agreed to construct the PGRS, which will consist of one or more wells and a treatment facility. The PGRS will produce potable water that will be discharged into the New Brighton municipal water distribution system. Pursuant to agreements between Alliant and New Brighton, Alliant will pay for most of the costs of operation and maintenance of the PGRS.

c. Combined Remedial Operation. When both of the Remedial Production Facilities are operating, more potable water will be produced than New Brighton can use for its residents under current demand conditions in non-peak seasons.

1.01.3 Excess Water Disposition.

a. Army's Responsibilities. Under Sections 8.04 and 9.04 of the LitsAG, the Army retained the obligation to dispose of any excess water generated by the NBCGRS.

b. Alliant's Responsibilities. New Brighton believes that Alliant and the Army have apportioned responsibilities for remediation of off-TCAAP groundwater and have agreed that the Army has retained responsibility for disposing of excess water generated by treatment of contaminated groundwater from Operable Unit #3.

c. Previous Studies and Alternatives. The Army has studied numerous alternatives for disposing of excess water generated by the NBCGRS. In particular, pursuant to a water management study performed by James M. Montgomery, Consulting Engineers, Inc., the Army considered the feasibility of surface water discharge and groundwater reinjection of excess water.

d. Proposal of Cities to Army (Highest and Best Use). In response to the water management study referenced above, New Brighton and Fridley

proposed to the Army that excess water from the PGACWTF and PGRS in New Brighton be delivered to Fridley as the highest and best use of such water.

e. Army's Response to Cities' Proposal. After much deliberation, the Army concluded that the proposal of New Brighton and Fridley regarding Fridley's use of the excess water was meritorious.

f. Army Offer to Fridley/Acceptance. Pursuant to the LTC Beasley Letter, the Army accepted New Brighton's and Fridley's proposal for delivery of excess water to Fridley and agreed to pay for the design, construction, operation, maintenance, and repair of an interconnection between Fridley's and New Brighton's water systems, and for such internal systems modifications as are needed to facilitate such interconnection. Pursuant to the Fridley Acceptance, Fridley accepted the Army's offer set forth in the LTC Beasley Letter.

1.01.4 Feasibility Evaluation. The LTC Beasley Letter proposed that New Brighton and Fridley cooperate in the study of an interconnection design for the use of excess water from the PGACWTF and PGRS facilities in an efficient manner. Accordingly, New Brighton and Fridley retained Barr Engineering Co. and Maier-Stewart Associates, Inc., respectively, to undertake such study. The results of such study were set forth in the Feasibility Evaluation.

1.01.5 Approved Design Concept. Pursuant to letter dated March 9, 1993, the Army approved the design elements for the Interconnection System described in the Feasibility Evaluation, and authorized New Brighton and Fridley to proceed to the design of the Interconnection System. The Feasibility Evaluation recommended that the design for the Interconnection System consist of four basic elements: the Control Valve Station, the Pipeline, the Booster Station, and the Control System Modifications.

1.02 Existing Relationships.

1.02.1 New Brighton's Relationship With Army. As a result of the Lawsuit and the settlement set forth in the LITSAG and the L²SAGIA, New Brighton has a relationship with the Army regarding the remediation of contaminated water and the use thereof. Further, the LITSAG and L²SAGIA provide for a mechanism for

funding activities performed by New Brighton on behalf of the Army. In particular, pursuant to the L²SAGIA, the Army has paid to New Brighton \$17 million which New Brighton has used to establish the Fund to fund the operation and maintenance of the NBCGRS and related matters.

1.02.2 New Brighton's Relationship With Alliant. In connection with the PGRS, New Brighton has entered, or will enter, into three agreements with Alliant regarding the design, construction, and operation, maintenance, and repair of the PGRS.

1.02.3 Fridley's Relationship With Army. Pursuant to the LTC Beasley Letter and the Fridley Acceptance, the Army and Fridley have established the intent of the Army and Fridley regarding the Interconnection System and Fridley's use of the excess water from the Remedial Production Facilities, but as of the date hereof, the Army and Fridley have not entered into any formal agreements.

1.03 Principles and Objectives.

1.03.1 Parties' Objectives.

a. New Brighton. New Brighton's objectives in connection with the Interconnection System are to:

i. secure additional peak water supply on a first priority basis;

ii. assure the highest and best use of water as a precious natural resource; and

iii. assist the Army and Alliant in carrying out their obligations in connection with the remediation of the contaminated groundwater emanating from TCAAP in order to secure a safe water supply for its residents.

b. Fridley. Fridley's objectives in connection with the Interconnection System are to:

i. secure an additional base water supply for its residents;

ii. reduce Fridley's dependence on contaminated wells and/or aquifers for its water supply; and

iii. assure the highest and best use of water as a precious natural resource.

1.03.2 Parties' Roles.

a. New Brighton's Role. New Brighton's role in connection with the Interconnection System is as follows:

i. To act as a facilitator. New Brighton wishes to assure that the Interconnection System is completed to meet the Army's needs (and, therefore, New Brighton's needs) regarding the remediation and use of contaminated water. New Brighton also wishes to facilitate oversight of the design, construction, operation, maintenance, and repair of the Interconnection System since a safe and secure water supply is critical to New Brighton, and by actively participating in connection therewith can help to assure that a safe and secure water system is available as soon as possible to meet New Brighton's water needs.

ii. To act as communicator and coordinator. New Brighton will be the primary contact for all communications with the Army regarding the Interconnection System. New Brighton has a relationship with the Army that is the appropriate basis for communicating with the Army and obtaining funding or reimbursement therefrom. Further, New Brighton wishes to assure that it has access to all material communications between various governmental agencies that affect New Brighton and its water supply.

iii. To act as an implementer. New Brighton will design and construct the Control Valve Station, and will operate, maintain, and repair the Primary Interconnection System Elements.

b. Limitations On New Brighton's Role.

i. New Brighton is not an agent for the Army. Rather, New Brighton is the party that substantially prevailed in the Lawsuit, and is undertaking certain actions, to be reimbursed by the Army pursuant to the LitsAG and L²SAGIA, in connection with the Interconnection System (as well as in connection with the Remedial Production Facilities).

ii. New Brighton does not have responsibility for financing the Interconnection System. The Army is ultimately to pay for or reimburse most costs of the Interconnection System. New Brighton is merely authorized to use the Fund to pay or reimburse certain costs of the Interconnection System.

iii. New Brighton is not responsible for the design or construction of the Pipeline, Booster Station, or Control System Modifications, or the operation, maintenance, and repair of the Secondary Interconnection System Elements.

c. Fridley's Role. Fridley's role in connection with the Interconnection System is as to act as an implementer. Fridley will design and construct the Pipeline, Booster Station, and Control System Modifications, and will operate, maintain, and repair the Secondary Interconnection System Elements. Fridley, as an independent contractor to New Brighton, may also maintain and repair the Interconnection Pipeline located in Fridley.

1.03.3 Principles. The Interconnection System shall be operated, maintained, and repaired in accordance with the following principles:

a. New Brighton's First Priority. New Brighton shall have the first priority to use the water produced by the Remedial Production Facilities.

b. Fridley to Take Maximum Practical Available Water. Fridley shall use whatever water is made available from the Remedial Production Facilities on a priority basis in so far as the first water utilized by Fridley for its water system shall be water delivered from the Interconnection System rather than from Fridley's own wells or other sources.

c. Army's Responsibility for Excess Water. New Brighton and Fridley anticipate that New Brighton and Fridley collectively will be able to utilize all of the water generated by the Remedial Production Facilities, but if all of such water cannot be utilized by New Brighton and Fridley for their water systems, the Army has the responsibility for disposition of any remaining water.

1.04 Authority. New Brighton and Fridley enter into the agreements regarding the design, construction, operation, maintenance, and repair of the Interconnection System pursuant to or in accordance with the following:

1.04.1 LitSAG. The LitSAG.

1.04.2 L²SAGIA. The L²SAGIA.

1.04.3 LTC Beasley Letter. The LTC Beasley Letter.

1.04.4 Fridley Acceptance. The Fridley Acceptance.

1.04.5 Army Approvals. The Army's letter to Barr Engineering Co. dated March 9, 1993.

146937

Interconnect Agreement with the City of Minneapolis
(Currently Under Development)
Draft Available Upon Request



Appendix D. Local Surface Water Management Plan





Local Water Plan 2018

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1.0 EXECUTIVE SUMMARY

This Local Water Management Plan (the Plan, the Water Plan) serves as a comprehensive planning document to guide the City of Fridley in the management of its water resources. The purposes of this plan, as stated in Minnesota Statute 103B.201, are to:

- Protect, preserve, and use natural surface and groundwater storage and retention systems;
- Minimize public capital expenditures needed to correct flooding and water quality problems;
- Identify and plan for means to effectively protect and improve surface and groundwater quality;
- Establish more uniform local policies and official controls for surface and groundwater management;
- Prevent erosion of soil into surface water systems;
- Promote groundwater recharge;
- Protect and enhance fish and wildlife habitat and water recreational facilities; and
- Secure the other benefits associated with the proper management of surface and groundwater.

This plan builds off of the previous Local Surface Water Management Plan approved in 2001 and included in Chapter 12 of the 2030 Comprehensive Plan. It is intended to meet the content requirements of Minnesota Statute 103B.235 and Minnesota Rules 8410, the Coon Creek Watershed District (CCWD), the Mississippi Watershed Management Organization (MWMO), and the Rice Creek Watershed District (RCWD). The goals and policies of this plan are also designed to meet the requirements of the City's Municipal Separate Storm Sewer System (MS4) permit and the associated Stormwater Pollution Prevention Plan (SWPPP) issued to the City of Fridley by the Minnesota Pollution Control Agency (MPCA) under the National Pollution Discharge Elimination System (NPDES) permit process.

The Plan is divided into the following sections:

Section 1.0 Executive Summary

Section 2.0 Introduction

Section 3.0 Community Setting presents detailed information about the City's physical and built environment including topography, land use, surface water, groundwater, soils, and recreational areas.

Section 4.0 Goals and Objectives outlines the City's goals and objectives for its water resources for this planning cycle.

Section 5.0 Issues and Corrective Actions presents the current water resource issues that must be addressed in order to achieve its water resource goals and objectives.

Section 6.0 Implementation Plan describes how the City will implement the corrective actions required to address its water resource issues.

Section 7.0 References lists the reports, studies, plans, etc. referenced in this document

Appendices:

Appendix A Figures

Appendix B City of Fridley Wetlands Inventory

Appendix C MS4 SWPPP Application for Reauthorization

Appendix D City of Fridley Codes Related to Water Resources

Appendix E MWMO Standards

Appendix F Implementation Plan

1.1 Summary of Community Setting

Section 3.0 provides background information relevant to the City of Fridley’s current water resource management. The City of Fridley (population 27,500) is located in Anoka County and covers approximately 10.2 square miles. Fridley is bordered by the Mississippi River to the west, the cities of Coon Rapids, Spring Lake Park, and Blaine to the north, the cities of Mounds View and New Brighton to the East, and the cities of Columbia Heights and Minneapolis to the south. The three largest land use categories in the City are Single Family Residential (29.9%), Right-of-Way (19.6%) and Industrial (19%); 1.6% of the City is currently classified as vacant.

1.1.1 Water Resource Management Responsibilities and Related Agreements

As a downstream community, the City receives stormwater runoff from all of its neighboring communities except for the City of Minneapolis. In general, surface water in Fridley drains westward through the City via the stormsewer system, Springbrook Creek (County Ditch #17), Oak Glen Creek, Stonybrook Creek, and Rice Creek toward the Mississippi River.

Fridley is located within three watershed organizations: Coon Creek Watershed District (CCWD), Mississippi Watershed Management Organization (MWMO), and Rice Creek Watershed District (RCWD). The City of Fridley has entered into a joint cooperation agreement for the creation of the MWMO with the City of Columbia Heights, the City of Hilltop, the City of Lauderdale, the City of Minneapolis, the City of Saint Paul, the City of St. Anthony Village, and the Minneapolis Park and Recreation Board. Refer to the MWMO for a copy of this agreement. The City of Fridley also coordinates the management of shared water resources with neighboring communities to maintain offsite rates and discharge volumes. Additionally, the City has informal arrangements with partner organizations such as Stevenson Elementary to assist with the maintenance of stormwater best management practices (BMPs). Assistance with maintenance of partner BMPs is dependent on the availability of City resources, partner need, and priority of BMP.

The City of Fridley is responsible for construction, maintenance, and operation of the City's

stormwater management system (i.e., catch basins, pipes, ponds, and treatment devices). Anoka County and the Minnesota Department of Transportation (MnDOT) also operate their own stormwater management systems within the city in order to manage drainage within their right-of-ways. Springbrook Creek (County Ditch #17) is the only County Ditch in Fridley and is managed by the Coon Creek Watershed District. Additionally, the Board of Water and Soil Resources (BWSR), MnDOT, the Minnesota Department of Health (MDH), the Minnesota Pollution Control Agency (MPCA), and the Minnesota Department of Natural Resources (MnDNR) oversee the City's water resources in varying capacities.

1.2 Summary of Goals and Objectives

Section 4 outlines the City's water resource goals and objectives for this planning cycle. The following goals have been identified by the City:

Goal #1: All of Fridley's surface waters can be enjoyed to their highest intended use.

Goal #2: Fridley properties and infrastructure are not impacted by flooding.

Goal #3: Wildlife habitat and habitat connectivity are enhanced alongside sustainable, equitable use of public water and public water accesses for recreational purposes.

Goal #4: The quantity and quality of the City of Fridley's groundwater resources are protected.

Goal #5: Fridley residents and businesses are aware of Fridley's water resources and engaged in their protection.

Goal #6: The City is resilient against the impacts of climate change, including the increased frequency of heavy rainfall events.

1.3 Summary of Issues Assessment

Section 5 identifies the issues that are currently preventing the City from reaching its stated goals and objectives. The primary issues in the City are:

- Some Fridley waterbodies are impaired for different uses
- Some Fridley waterbodies are vulnerable to chloride impairment
- Fridley is fully developed and some areas have insufficient stormwater management systems
- Stormwater management systems must be maintained to be effective
- The City does not have comprehensive monitoring data
- Certain areas of Fridley are prone to flooding
- Some shorelines in Fridley are experiencing erosion
- Certain areas of Fridley are vulnerable to groundwater contamination or are otherwise not suitable for infiltration, the preferred stormwater management practice

- A variety of educational strategies are necessary to reach Fridley residents and businesses
- Climate change is expected to disrupt normal weather patterns

1.4 Summary of Implementation Plan

Section 6 presents the implementation program for the City. Appendix F includes the City's Implementation Plan designed to address the issues described in this plan. This list will be updated annually in consultation with watershed organization partners.

2.0 INTRODUCTION

Located in Anoka County and bordered by the communities of Minneapolis, Columbia Heights, New Brighton, Mounds View, Spring Lake Park, Blaine, and Coon Rapids as well as the Mississippi River, Fridley is a 10.2 square mile, inner-ring Twin Cities Metropolitan Area suburb. The City of Fridley became fully developed following a period of rapid development between 1949 and 1963; however, much of the City was reconstructed after a devastating tornado in 1965. Since the 1970s, Fridley's population has remained fairly constant, with an estimated current population of 27,500 residents.

Fridley's desirability as a place to live and work is prompted, in part, by its location along important transit corridors such as the BNSF railroad and NorthStar Commuter Rail, Interstate 694, University Avenue, and Trunk Highway 65. Fridley's natural and recreational amenities also contribute to the City's high livability. In addition to Mississippi River frontage, Fridley contains eight public waterbodies and over 500-acres of parkland.

The City of Fridley has adopted the vision of a community that is a "safe, vibrant, friendly, and stable home for families and businesses." To achieve this vision, the City has adopted the following goals and objectives as part of its 2040 Comprehensive Plan:

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

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

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

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

Sustainable local water planning is crucial to achieving these goals and maintaining the City as a desirable place to live. This Local Water Plan (the Plan, the Water Plan) serves as a guide for both the City and its partners who maintain jurisdiction over water resources in the City. The Plan contains background information on Fridley, the City's water goals and policies, an assessment of issues preventing obtainment of these goals, and the necessary implementation tasks needed to address these issues in order to achieve these goals.

This Plan is intended to be in effect for 10 years until December 31st, 2027. The City may need to revise this Plan to keep it current. The City may amend this plan at any time in response to a City-identified need or a petition by a resident or business. Written petitions for plan amendments must be submitted to the Director of Public Works. The petition must state the reason for the requested amendment and provide supporting information for the City to consider the request. The City may reject the petition, delay action on the petition until the next full plan revision, or accept the petition as an urgent issue that requires immediate amendment of the plan.

Should it need to be amended, any amendments to the Plan will be provided to the Metropolitan Council and the Coon Creek Watershed District (CCWD), Mississippi Watershed Management Organization (MWMO), and Rice Creek Watershed District (RCWD) in compliance with Minnesota Rules 8410.

3.0 COMMUNITY SETTING

This chapter provides background information of the City of Fridley’s physical and built environment.

3.1 Topography and Geology

Fridley’s topography is varied and influenced by waterways. Higher elevations exist in the eastern and southeastern portions of the community while lower elevations are associated with the Mississippi River floodplain (See Appendix A, Figure 1).

The surficial deposits of the Fridley area are classified as part of the Anoka Sand Plain and were deposited primarily by glacial ice and meltwater during the most recent glaciation. However, the glacial landscape has been altered by soil formation and erosion during the postglacial periods. All of the glacial deposits were from the Grantsburg Sublobe and the overall thickness of the surficial deposits range from 50 to 100 feet. There are five surficial deposits located in Fridley. Two of the deposits are of glacial origin: lake sand and outwash deposits. The other three deposits are of postglacial origin: alluvium, eolian sand, and terrace deposits. The lake sand deposits are found along the eastern boundary of Fridley and consist of very fine to medium sand with minor silt, and include areas of fluvial sand at or near the surface. The outwash deposits located in the northern portion of the City generally consist of sand and gravel. Alluvium deposits have been identified along Rice Creek and the Mississippi River. These deposits consist of primarily silty sand overlaid in places by sandy loam or peat. Eolian deposits, dunes of very fine to medium sand, are found in the extreme southeastern corner of the City. The terrace deposits are mainly sand and gravel in nature and are found over most of the western two-thirds of the City.

3.2 Land Use

The City’s current land use is divided into the following existing and proposed categories:

Table 1. Land Use Distribution

Land Use	Existing ¹		Proposed ²	
	Acres	% Area	Acres	% Area
Single Family Residential	1981.9	29.9%	1952.2	29.5%
Right-of-Way	1294.7	19.6%	1300.2	19.6%
Industrial	1256.0	19.0%	1297.3	19.6%
Parks/Recreation	602.3	9.1%	583.9	8.8%
Commercial	357.2	5.4%	354.4	5.4%
Multi-Family Residential	333.7	5.0%	374.4	5.7%

Institutional	258.2	3.9%	238.1	3.6%
Open Water/Water Feature	159.9	2.4%	168.5	2.5%
Utility	149.1	2.3%	155.5	2.3%
Vacant Lands	108.6	1.6%	0.0	0.0%
Mixed Use	0.0	0.0%	85.9	1.3%
Railroad	92.8	1.4%	87.2	1.3%
Public/Semi-Public	15.0	0.2%	13.0	0.2%
Office	9.7	0.1%	10.1	0.2%
Vacated Right-of-Ways	1.6	0.0%	0.0	0.0%
Total	6620.7	100.00%	6620.7	100.0%

¹ See Appendix A, Figure 2

² See Appendix A, Figure 3

In general, Fridley is fully developed with the largest land use being single-family residential. According to the Minnesota Land Cover Classification System, the areas of the highest impervious surface typically correspond with the City’s industrial zones (See Appendix A, Figure 4). While future land use within the city is not expected to deviate significantly from the existing land use patterns, several areas of the City have also been identified for redevelopment. The City is also anticipating an increased shift from single-family residential to multi-family residential to meet growing housing needs, which will result in higher density. Further information on Fridley’s existing and proposed land use can be found in Section 1 of the 2040 Comprehensive Plan. Several roads have also been identified for redevelopment by the City within the plan cycle (see Appendix A, Figure 5).

3.3 Natural Communities and Rare Species

The DNR produces the Minnesota County Biological Survey (MCBS) identifying natural communities and rare species. The survey shows that rare plants and animals are present in Fridley along West Moore Lake in the Sand Dunes Natural History Area. This area, along with the Springbrook Nature Center and the Mississippi River islands are regarded as areas of biological significance (see Appendix A, Figure 6).

3.4 Surface Water

Within the City of Fridley there are several lakes, watercourses and wetlands (See Appendix A, Figure 7). These surface water features are divided amongst three major drainage areas, each corresponding to a watershed organization with jurisdiction in Fridley: Rice Creek Watershed, Coon Creek Watershed,

and the Mississippi River Watershed (See Appendix A, Figure 8). These three drainage areas are further defined into 796 catchment areas (See Appendix A Figures 9-11), based on hydraulic and hydrologic (H&H) modeling. These catchment areas generally drain westward to the Mississippi River. The City utilizes H and H models that have been designed and are maintained by its partner watershed organizations. As additional hydraulic and hydrologic (H&H) modeling is performed, these catchment areas will become further defined. H &H information is available as part of Rice Creek Watershed District’s Hydraulic and Hydrologic Model and Watershed Management Plan; Mississippi Watershed Management Organization’s Watershed Modeling; and the Coon Creek Watershed District’s Hydrologic model. These models are continually being updated, refer to the appropriate agency for the most recent version.

Some of Fridley’s surface water features have been deemed to meet the criteria of public waters set forth in Minnesota Statutes, Section 103G.005, subd. 15 by the Minnesota Department of Natural Resources and are ascribed a MnDNR number. None of the surface waters have been identified as a Priority Lake.

Table 2. Surface Water Features

Waterbody Name	MnDNR Number	Watershed District	Type	Description
Mississippi River	02001a		Watercourse	Fridley is located in the Middle Mississippi River Basin of the Upper Mississippi River which is characterized as a moderately flowing watercourse with sands and silts along the bottom
Oak Glen Creek	n/a	CCWD	Watercourse	Watercourse with the upstream portion piped
Springbrook Wetland	02-0688P	CCWD	Wetland	Large wetland in the Springbrook Nature Center
Springbrook Creek (County Ditch 17)	02009a	CCWD	Watercourse	Watercourse flowing out of Springbrook wetland that is surrounded by a steep ravine; flow is controlled by a manually operated weir located in the Springbrook Nature Center
Stonybrook Creek	n/a	CCWD	Watercourse	Watercourse that is intermittently piped into the Mississippi River due to erosion issues
Rice Creek	02010b	RCWD	Watercourse	Watercourse with a drainage area of approximately 200 square miles; flows to the Mississippi River through the Locke Lake impoundment

Norton Creek	n/a	RCWD	Watercourse	Watercourse that is intermittently piped to Rice Creek
East Moore Lake	02-007-01P	RCWD	Lake	Shallow lake to the east of Trunk Highway 65; a popular fishing destination that is also maintained as swimming and recreation basin on portion of the eastern shore; hydraulically connected to West Moore Lake via culverts
West Moore Lake	02-007-02P	RCWD	Lake	Shallow lake to the west of Trunk Highway 65; hydraulically connected to East Moore Lake via culverts.
Locke Lake	02-0077P	RCWD	Lake	Dredged, impounded basin on Rice Creek, upstream of the confluence with Mississippi River
Harris Pond	02-0684W	RCWD	Wetland	Excavated wetland utilized for stormwater management; undergoes treatment for algae and phosphorus reduction
Farr Lake	02-0078P	RCWD	Wetland	Deep water wetland utilized for stormwater management

3.4.1 Mississippi River

The portion of the Mississippi River in Fridley is part of the Mississippi River Corridor Critical Area (MRCCA) and contains the drinking water intakes for the cities of Minneapolis and St. Paul. It has a varying ordinary high water elevation that coincides with the top of the riverbank. Land use and management within the MRCCA is guided by the City’s Critical Area Plan. More information on the MRCCA and the City’s Critical Area Plan can be found in Section 9 of the 2040 Comprehensive Plan.

3.4.2 Wetlands

The City completed a Wetland Inventory in 1993 (included in Appendix B), including information on location, size and type of each wetland. This inventory provides a baseline for the location, vegetation, and hydrology of the City’s wetlands, but does not include a function or value assessment. The National Wetland Inventory, published in 2018 also includes approximate location of wetlands in the City (See Appendix A, Figure 12).

3.4.3 Floodplains and Shoreland

Floodplains provide valuable floodwater storage and habitat function. The floodplains associated with the Mississippi River, Rice Creek, Springbrook Creek, East Moore Lake, and West Moore Lake are located in Fridley and outlined in the Floodway Maps developed for the Flood Insurance Study for Anoka County in 1980. Slight modifications were made when the maps were digitized in December of

2015 (See Appendix A, Figure 12). Additional revisions to the maps are incorporated based on H&H modeling performed by the City's partners.

3.5 Recreational Areas

Fridley has a strong park and trails system consisting of 581.6 acres of parkland owned by the City and Anoka County, with additional parkland owned and managed by area school districts (See Appendix A, Figure 13). As the City is fully developed, the City is not actively pursuing new parkland. The City requires parkland dedication or payment of a park dedication fee as part of land subdivision in Chapter 211 of City Code. The amount of the dedication is specified by the City Council through the City's Park Dedication Policy

Surface water features are often a key attraction of these parks and trails, providing recreational and scenic amenities and uses. Additionally, some parks contain water quality treatment devices such as the large rain garden in Jay Park and the infiltration system at Summit Square Park.

3.5.1 City Parks

The following City Parks have been identified as having significant surface water features:

Springbrook Nature Center a 127-acre park featuring wetlands, Springbrook Creek, an interpretive center, boardwalks and trails.

Innsbruck Nature Center a 24-acre park featuring wetlands, boardwalks and trails.

Farr Lake a 6.6-acre park along Farr Lake featuring a short trail.

Meadowlands Park- a 9.9-acre park with a large wetland.

Moore Lake Park a 14-acre park along East Moore Lake featuring a swimming beach and fishing piers.

Riverview Heights a 7.4-acre riverfront park at the confluence of the Mississippi River and Springbrook Creek featuring trails.

River Edge Way an unimproved 1.3-acre riverfront park along the Mississippi River.

West Moore Lake Sand Dunes a 7.6-acre natural history area along West Moore Lake featuring trails.

Community Park a 21.0-acre park featuring walking and biking trails along a significant stormwater feature.

3.5.2 County Parks

The following County Parks have been identified as having significant surface water features:

Riverfront Park- a 60.0-acre riverfront park featuring trails and a boat landing.

Islands of Peace Park a 79.0-acre riverfront park featuring trails, a walk-in canoe landing, and an interpretive center currently used as an administrative building.

Manomin Park a 15.0-acre riverfront park including the confluence with Rice Creek that contains the Banfill-Locke Center for the Arts

Rice Creek West Regional Trail Corridor a 32.5-acre park containing a portion of the 4-mile long regional trail along Rice Creek.

Further information about Fridley’s parks and trails can be found in Section 4 of the 2040 Comprehensive Plan.

3.6 Stormwater Management System

Fridley has a city-wide storm sewer system which was primarily built between the 1960s-1970s (See Appendix A, Figure 14). During this time period, standard engineering practices called for swift conveyance of storm and melt water to the receiving waterbody or watercourse. The City has taken advantage of opportunities as they have become available to retrofit the system to remove sediment, reduce run-off rates, and promote infiltration and other low-impact design measures. Location and spacing of catch basins, as well as pipe sizes, have generally been designed based on a five- or ten-year storm, depending on the particulars of the road and to some extent the catchment area that is the subject of the design. However, the design for many of these roads are based on lower standards for rainfall events than are seen today. Additionally, many properties in the City were designed without sufficient stormwater management infrastructure. Redevelopment projects present a significant opportunity to the City to install retrofits and maximize stormwater treatment opportunities.

The stormwater management system also includes two dams: one on Rice Creek that creates the Locke Lake impoundment and another along Springbrook Creek within the Springbrook Nature Center.

3.6.1 Capital Investment Projects

Upgrades to the City’s stormwater management system are installed as Capital Investment Projects, particularly in conjunction with road and trail reconstruction projects. In addition to numerous retention and detention ponds, the City has installed and maintains several regional stormwater treatment facilities which offer the opportunity to efficiently treat runoff from larger areas. An underground infiltration system was installed at Summit Square Park in 2016 to treat residential stormwater runoff using grant funding from the Mississippi Watershed Management Organization. Oak Glen Creek Pond was expanded and retrofitted with an iron enhanced sand filter in 2017, in partnership with the Anoka Conservation District, to provide regional water quality treatment and flooding relief to neighboring businesses. The City, in partnership with the Rice Creek Watershed District installed an iron enhanced sand filter in 2018 as part of the stormwater management system at the City’s new civic campus. Further information on future, potential Capital Investment Projects can be found in Section 6. Implementation Plan.

3.6.2 Rain Gardens

Since 2005, the City has integrated curb-cut rain gardens into neighborhood stormwater systems. The City installs rain gardens on private property and in public right-of-ways through cost shares with local property owners, Anoka Conservation District, and the corresponding watershed organizations. As of 2017, over 40 rain gardens and bioswales have been installed (See Appendix A, Figure 15).

3.6.3 Monitoring

Baseline monitoring data in Fridley is collected by partner agencies as well as citizen volunteers through the MPCA's Citizen Lake Monitoring Program. Monitoring sites include:

- A continuous base flow station near 37th Avenue operated by USGS
- A continuous base flow station that was installed on October, 2014 at a stormwater outfall near the Minneapolis Water Works facility in the Anoka County Riverfront Regional Park by MWMO
- A monitoring station along Rice Creek immediately downstream of Highway 65 operated by Rice Creek Watershed District. This station has collected water quality data non-continuously since 1977 and flow data continuously since 1996
- A water quality station along East Moore Lake and West Moore Lake that is monitored by RCWD for Total Phosphorus and Chlorophyll
- A monitoring station at the outlet of Springbrook Creek at 79th Way that is monitored annually by CCWD
- A monitoring station at Springbrook Creek @ 85th Ave that was monitored annually by CCWD but is planned to be discontinued. 2013-2017 (planned to abandon annual monitoring due to redundancy with upstream site)
- A monitoring station at the outlet of Stonybrook creek monitored by CCWD
- A monitoring station at the outlet of Oak Glen Creek monitored by CCWD

Project specific monitoring is also completed, by the City, its watershed district partners, and the Anoka Conservation District.

3.6.4 Maintenance

The City began prioritizing the inspection and maintenance activities of publicly owned stormwater treatment devices using the Stormwater Asset Management Program (SWAMP) in 2016. SWAMP helps the City prioritize which best management practices need attention so that the City can plan and budget for maintenance.

The City requires maintenance agreements and easements from property owners that install stormwater BMPs on private property as part of a land alteration permit, or proof of a maintenance agreement of the BMP with the watershed district. The SWAMP program also allows the City to track these maintenance schedules in order to ensure compliance.

3.7 Groundwater Resources

Within the City of Fridley, there are multiple locations where groundwater and surface water interact (See Appendix A, Figure 16). As a result, the sensitivity rating for the water table aquifer to pollution in the Fridley area ranges from very high in the central portion and eastern half to high in the northeastern, southwestern, and extreme western portions of the City according to the Regional Hydrogeologic Assessment of the Anoka Sand Plain. Due to the heterogeneous nature of the glacial

deposits, the water table aquifer is highly variable in velocity and groundwater flow direction is generally west or southwest toward the Mississippi River.

In addition to the water table aquifer, there are three bedrock aquifers present in Fridley (the Prairie du Chien-Jordan, the Tunnel City Group (formerly the Franconia Formation)-Wonewoc Sandstone (formerly the Ironton and Galesvilles Sandstones), and the Mt. Simon-Hinckley). The Prairie du Chien-Jordan is the uppermost bedrock aquifer and is present throughout Fridley at thicknesses of up to 140 feet in some areas. The Tunnel City Group (formerly the Franconia Formation)-Wonewoc Sandstone (formerly the Ironton and Galesvilles Sandstones), bedrock aquifer exists beneath the Prairie du Chien-Jordan aquifer and has an approximate maximum thickness of the aquifer is 330 feet. The deepest bedrock aquifer is the Mt. Simon-Hinckley.

All three aquifers are utilized in the production of the City of Fridley’s drinking water. The City currently maintains thirteen wells to access this groundwater supply. Drinking Water Supply Management Areas (DWSMA) have been established around these wells and Wellhead Protection Plans have been developed to protect against groundwater contamination. Further information on Fridley’s drinking water supply can be found within the City of Fridley’s Wellhead Protection Plan and Water Supply Plan. In addition to the City of Fridley’s DWSMA, the DWSMAs for Brooklyn Center, New Brighton, and Spring Lake Park extend into Fridley’s city limits (See Appendix A, Figure 17). The City participates in Anoka County Municipal Wellhead protection Group which seeks to implement wellhead protection plans in a coordinated, efficient, and effective manner.

3.8 Jurisdictions

Fridley’s surface and ground water resources fall under the jurisdiction of several local, state, and federal entities. The City recognizes the roles of these other agencies and cooperates, coordinates, and partner with the agencies when possible. While this plan does not restate all other agency rules that are applicable to resource management, a brief summary is provided:

Table 3. Jurisdiction of Water Resources

Jurisdictional Entity	Jurisdictional Responsibility
United States Army Corps of Engineers (USACOE)	Section 404 permit program; Mississippi River-to the top-of-bank; jurisdictional wetlands
Minnesota Pollution Control Agency	Water quality protection through administration of 401 certification program and NPDES program; Administer the Clean Water Act
Minnesota Department of Natural Resources	Public waters; ground water and water appropriation; floodplain management and flood damage reduction grant program; the shoreland management program; the wild and scenic rivers program; aquatic plant management and fisheries permitting

Board of Water and Soil Resources (BWSR)	Oversight of watershed management organization; oversight of the Wetland Conservation Act
Minnesota Department of Health	Drinking water and groundwater protection; the Well Management program, the Wellhead Protection Program, the Safe Water Drinking Act
Minnesota Department of Transportation (MnDOT)	Drainage associated with MnDOT road right-of-ways.
Metropolitan Council	Regional planning and wastewater treatment
Anoka County	Facilitates and supports local water management and protection through cooperative projects including wellhead protection and loans to repair and seal water wells and septic systems.
Municipal Wellhead Protection Group (Joint Powers Organization)	Implements common elements of municipal wellhead protection plan to prevent contamination of the source of the City's drinking water supply.
Anoka County Community Health Board	Establishes priorities in the protection of water quality and drinking water for the protection of residents.
Coon Creek Watershed District	Surface waters and administration of the Wetland Conservation Act within the CCWD portion of the City; review of Fridley's local water management plan; permitting certain redevelopment and land disturbance activities
Mississippi Watershed Management Organization	Surface waters within the MWMO portion of the Cities; review of Fridley's local water management plan
Rice Creek Watershed District	Surface waters and administration of the Wetland Conservation Act within the RCWD portion of the City; review of Fridley's local water management plan; permitting certain redevelopment and land disturbance activities
City of Fridley	Surface waters and construction, maintenance, and operation of the City's stormwater management systems (i.e., catch basins, pipes, ponds, and treatment devices,); administration of the Wetland Conservation Act within the MWMO portion of the City; administration of MWMO standards within the MWMO portion of the City; local shoreland, critical area, and floodplain management

3.8.1 Watershed Organizations

Regional jurisdiction over Fridley's surface water is shared by three watershed organizations: 1) 22% of Fridley is in the Coon Creek Watershed District, 2) 34% of Fridley is in the Mississippi Watershed

Management Organization, and 3) 43.8% of Fridley is in the Rice Creek Watershed District. These watershed organizations review the City of Fridley’s Local Water Management Plan and prepare their own watershed management plans based on the Metropolitan Surface Water Management Act Chapter 509, Laws of 1982, Minnesota Statute Section 103B.201 to 103B.255 as amended). The law requires these plans to focus on:

- Preserving and using natural water storage and retention systems to improve water quality
- Preventing flooding and erosion from surface flows
- Promoting groundwater recharge
- Protecting and enhance fish and wildlife habitat and water recreation facilities
- Reducing, to the greatest practical extent, the public capital expenditures necessary to control excessive volumes and rate of runoff and to improve water quality
- Securing other benefits associated with proper management of surface water

To achieve these goals, watershed organizations complete monitoring and research efforts, install capital improvement projects, and provide education and technical assistance. Rice Creek Watershed District and Coon Creek Watershed District regulate land-disturbing activities, and Mississippi Watershed Management Organization develops standards for regulation that the City of Fridley implements. Further information on these watershed organizations and their plans can be found at:

Coon Creek Watershed District

<http://www.cooncreekwd.org/>

Rice Creek Watershed District

<http://www.ricecreek.org/>

Mississippi Water Management Organization

<https://www.mwmo.org/>

3.8.2 City of Fridley

The City of Fridley is responsible for managing its water resources to protect water quality and prevent flooding. This includes the construction, maintenance, and operation of the City’s stormwater management systems (i.e. catchbasins, pipes, ponds, and treatment devices). Since the City operates a Municipal Separate Storm Sewer System (MS4), it is regulated under the National Pollutant and Discharge Elimination System (NPDES) and holds a MS4 general permit. As a regulated MS4, the City must develop a Stormwater Pollution Prevention Plan (SWPPP) that includes:

1. Public Education and Outreach
2. Public Participation/Involvement
3. Illicit Discharge Detection and Elimination
4. Construction Site Stormwater Runoff Control

5. Post-Construction Stormwater Management
6. Pollution Prevention/Good Housekeeping for Municipal Operations

A copy of Fridley's SWPPP Application for Reauthorization can be found in Appendix C. To meet these NPDES Phase II requirements, the City has implemented water-resource related elements within the City of Fridley's code of ordinances including language related to stormwater management (Chapter 208), erosion control (Chapter 208), obstructions or drainage modifications of Public Waters and Waterways (Chapter 215), and illicit discharge prevention (Chapter 224), which can be found in Appendix D. A stormwater pollution control plan that includes pre-and post-construction stormwater and erosion controls is required as part of any land alteration permit. While each property owner must submit their own post-construction stormwater management plan, property owners can utilize the stormwater management system of another owner to meet their requirements, provided that the system has sufficient capacity and appropriate easements and documentation are provided. Triggers for a land disturbing activity permit can be found in Chapter 208 of City Code. Violations of a land alteration permit or Chapter 208 is handled through formalized enforcement procedures, which are available upon request. The City often works in partnership with Rice Creek Watershed District or Coon Creek Watershed District to address violations within their jurisdiction.

The City has additional regulation related to water resources. Chapters 205.27 and 205.32 of City Code regulate land use within the floodplain and shoreline respectively. The City also regulates potential impacts to wetlands under Chapter 205.29 of City Code and requires a wetland delineation whenever development is proposed that would potentially impact a wetland identified by the City's wetland inventory or the National Wetland Inventory in order to determine if the Wetland Conservation Act may be triggered. Copies of these codes can be found in Appendix D. The City also requires proof of any required watershed district permit.

Land use controls included within these codes can limit a site's impervious surface area and promote stormwater management, and are therefore an important tool in water resource planning. The City of Fridley's codes encourages low impact development by:

- Setting a rate control requirement
- Specifying that redevelopment of existing parcels remove in excess of 80% of suspended solids and other pollutants from a 1.5 inch 24-hour storm event
- Requiring a maintenance agreement for stormwater best management practices installed as part of a building permit
- Allowing shared stormwater management features provided that there is sufficient capacity and appropriate documentation is provided
- Requiring water quality and quantity controls before discharge to wetlands
- Removing the curb and gutter requirement for areas draining toward rain gardens or natural drainage features
- Allowing permeable pavers and reinforced turf grass for overflow parking areas as appropriate
- Setting tree planting requirements for most land uses

- Setting maximum lot coverages for buildings
- Requiring unpaved landscape islands for parking lots containing over 100 stalls
- Allowing for the reduction of parking stalls based on the particular nature of the proposed use and/or proof of parking
- Reducing parking stall width requirements in multi-family, industrial, and manufacturing uses
- Specifying maximum driveway widths
- Allowing shared parking to meet parking stall number requirements

However, certain areas of the City of Fridley’s code do not encourage low impact development such as:

- Lack of mitigation provisions for off-site treatment for those projects, including linear projects, where on-site treatment proves to be infeasible
- Lack of land use controls to limit infiltration in unsuitable areas
- Lack of buffer requirement around wetlands and streams
- Requiring parking stalls are a minimum of 10 feet in commercial land uses
- Establishing parking minimums
- Requiring the installation of irrigation systems in certain uses
- Limiting lot coverage based on building size rather than total hard surface
- Building setbacks, which encourage green space, but discourage higher density developments

3.8.2.1 *Good Housekeeping*

As part of its MS4 permit, the City of Fridley also conducts several good housekeeping practices:

Table 4. Good Housekeeping Practices

Activity	Frequency
Street Sweeping	One spring and one fall round of sweeping citywide
Inspection of Structural Pollution Control Devices	Annual inspection of all devices
Active Construction Inspection	During active construction
Inspection of outfalls, sediment basins, and ponds	Annual inspection of 20% of outfalls or more
SWPPP review	Public works and engineering personnel are certified in the design and review of SWPPPs
Inspection of exposed stockpile, storage, and material handling area	Annual inspection of all city-owned stockpile, storage, and material handling areas
Illicit discharge response	As needed, based on established protocols by the Fridley Fire Department
Record keeping	Maintain records of corrective actions and inspections per record retention policy
Corrective actions	Complete corrective actions associated with inspections

Smart Salting	Completion of Smart Salting Level 2; all plow operators obtain at least Level 1 Smart Salting training;
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4.0 GOALS AND OBJECTIVES

The City of Fridley has established priority goals and objectives for its water resource management program. The City has also identified performance measures which can be used to indicate if goals and objectives are being achieved.

Goal #1: All of Fridley's surface waters can be enjoyed to their highest intended use.

Objectives:

- 1.1** The established Total Maximum Daily Loads and Watershed District goals will be met for all impaired waters.
 - Performance Measure: Estimated amount of stressor (i.e. pounds of phosphorus) removed through point source and non-point source reduction methods annually
- 1.2** No additional waterbodies in Fridley will be added to the Impaired Waters List
 - Performance Measure: Number of new waterbodies included on the Minnesota Pollution Control Agency's draft lists of Impaired Waters
- 1.3** Impacts of illicit discharge are reduced
 - Performance Measure: Number of Minimum Control Measures of MS4 permit conditions achieved; Number of illicit discharges
- 1.4** All stormwater best management practices (BMPs) will be appropriately maintained to ensure functionality.
 - Performance Measure: Number of BMPs inspected and maintained annually

Goal #2: Fridley properties and infrastructure are not impacted by flooding.

Objectives:

- 2.1** The stormwater management system has sufficient capacity to control excessive runoff rates and prevent flooding with minimal environmental impact.
 - Performance Measure: Rate of stormwater discharging into the Mississippi at outlets; number and extent of damages to habitat and infrastructure resulting from flooding or drought.
- 2.2** To minimize public capital expenditures needed to correct flooding issues.
 - Performance Measure: Capital expenditures on flooding issues

Goal #3: Wildlife habitat and habitat connectivity is enhanced alongside sustainable, equitable use of public water and public water accesses for recreational purposes.

Objectives:

- 3.1** Habitat corridors are planted with pollinator-friendly and deep-rooted native, vegetated species.
 - Performance Measure: Acreage of significant areas of pollinator-friendly or deep-rooted, native vegetation; lineal feet of buffers along waterbodies
- 3.2** Fridley residents and visitors enjoy and appreciate the natural amenities of parks in Fridley

- Performance Measure: Number of visitors to Fridley’s parks, particularly those parks with a surface water feature

Goal #4: The quantity and quality of the City of Fridley’s groundwater resources are protected.

Objectives:

- 4.1** Water conservation strategies are implemented to ensure that a sufficient, sustainable groundwater supply is available for use as the City’s drinking water supply without negatively impacting the water levels of hydrologically connected surface water features.
- Performance Measure: Gallons of drinking water sold
- 4.2** The existing level of contaminants in Fridley’s drinking water is maintained or reduced.
- Performance Measure: Concentration of detected compounds in raw drinking water

Goal #5: Fridley residents and businesses are aware of Fridley’s water resources and engaged in their protection.

Objectives

- 5.1** Fridley residents and businesses understand the fundamentals of water resource management and water conservation.
- Performance Measure: Number of residents and businesses reached
- 5.2** Fridley residents and businesses implement stormwater best management practices on their private property.
- Performance Measure: Number of best management practices voluntarily installed or implemented

Goal #6: The City will be resilient against the impacts of climate change, including the increased frequency of heavy rainfall events.

Objectives

- 6.1** City capital investment projects are designed to withstand the impacts of climate change.
- Performance Measure: Amount of damage to publicly owned infrastructure from extreme weather events
- 6.2** The impact of development on water resources is reduced through site planning and implementation of best management practices.
- Performance Measure: Amount of impervious surface reduced; number of stormwater best management practices installed or implemented.
- 6.3** The City is prepared to protect its citizens, built environment, and natural environment during emergencies.
- Performance Measure: Demonstrated preparedness and response to future emergencies

5.0 ISSUES ASSESSMENT

The City of Fridley has identified the following existing issues that must be addressed in order to achieve the City’s water resource management goals outlined in Section 4.0. A map of the areas referenced in this section can be found in Appendix A, Figure 18.

5.1 Existing Issues:

Goal #1: All of Fridley’s surface waters can be enjoyed to their highest intended use.

Issue 1.1: The following waterbodies have been listed as impaired on the Minnesota Pollution Control Agency’s 2018 Draft Impaired Water’s List. Total Maximum Daily Loads (TMDLs) has been developed to address some of these impairments. Additional waterbodies may be at risk for impairment from upstream sources or contaminants of emerging concern.

Table 5. MPCA’s 2018 Draft Impaired Waters

Waterbody	Impairment (Stressor)	Approved TMDL (Yes/No)
Mississippi River	Aquatic Consumption (PCB in fish tissue)	No
	Aquatic Life (Nutrients)	No
	Aquatic Recreation (Fecal coliform)	No
	Mercury in fish tissue	Yes; statewide TMDL
Rice Creek	Aquatic Life (Aquatic Macroinvertebrate bioassessment)	No
	Aquatic Life (Fishes bioassessment)	No
	Aquatic Recreation (<i>E. coli</i>)	Yes; Upper Mississippi River Bacteria TMDL
East Moore Lake	Aquatic Recreation (Nutrients)	Yes; Southwest Urban Lakes TMDL
Springbrook Creek	Aquatic Life (Aquatic Macroinvertebrate bioassessment)	Yes; Coon Creek Watershed District WRAPS
	Aquatic Recreation (<i>E. coli</i>)	Yes; Upper Mississippi River Bacteria TMDL
Pike Lake ¹	Aquatic Recreation (Nutrients)	Yes; Southwest Urban Lakes TMDL

¹Pike Lake is located in New Brighton, but receives runoff from Fridley

Action 1.1.A The City, in coordination with partner agencies, will install stormwater best management practices during future capital investment projects and complete standalone water quality and quantity improvement projects.

Action 1.1.B The City will implement good housekeeping practices as described in the City's SWPPP.

Action 1.1.C The City will require pre- and post-construction stormwater controls as part of land alteration permits; the City will update Chapter 208 to include MWMO regulatory standards within the MWMO (see Appendix E); the City will continue to rely on CCWD and RCWD to implement their regulatory standards within their jurisdictions and require proof of any applicable permit under City Code Chapter 208.

Action 1.1.D The City will provide education to residents and businesses on how they can improve water quality.

Action 1.1.E The City will enforce City Code Chapter 204 and maintain an effective spill response plan to prevent and respond to illicit discharges.

Issue 1.2 The Twin Cities Metropolitan Area Chloride TMDL identifies Springbrook Creek as highly vulnerable to chloride impairment; other waterbodies may be vulnerable to chloride impairment due to stormwater runoff.

Action 1.2.A The City will maintain Smart Salting Level 2 certification from the MPCA.

Action 1.2.B All snow plow drivers will receive Smart Salting Level 1 certification from the MPCA.

Action 1.2.C The City will monitor salt use and adjust equipment and operations to decrease chloride application while maintaining safe winter driving conditions.

Action 1.2.D The City will work with its partners to educate residents and businesses on proper salt application.

Issue 1.3 The City of Fridley is fully developed and many properties and roads were constructed with high levels of impervious surface and insufficient stormwater management systems. Furthermore, areas with a high concentration of small properties and residential properties continue to be exempt from current stormwater management regulations.

Action 1.3.A See Corrective Action 1.1.A.

Action 1.3.B The City will evaluate opportunities to install regional treatment systems and stormwater best management practices in public spaces and right-of-ways in areas in areas

identified in H&H modeling and sub-watershed assessments as suitable for providing regional treatment, dependent on availability of land and financial feasibility.

Action 1.3.C The City will integrate water quality and water quantity improvements into road reconstruction projects and evaluate the opportunity to decrease road widths, install vegetation, and implement stormwater best management practices where appropriate during road reconstruction projects. The opportunities will be incorporated into any “Living Streets” policies.

Action 1.3.D See Corrective Action 1.1.C.

Action 1.3.E The City will evaluate incentivizing voluntary installation of stormwater best management practices and in the City through the stormwater utility fee and other measures; The City will evaluate strategies for achieving de-pavement through ordinance, the stormwater utility fee, incentives, or other measures.

Action 1.3.F The City will continue to implement the residential rain garden program.

Issue 1.4 Stormwater best management practices that are installed by public and private entities must be maintained in order to provide water quality benefits.

Action 1.4.A The City will continue to use the SWAMP program to prioritize maintenance of City-owned stormwater BMPs and inspection of private stormwater BMPs as well as evaluate sediment levels in waterbodies.

Action 1.4.B The City will remove sediment from City-owned stormwater BMPs identified by the SWAMP program.

Action 1.4.C The City will implement enforcement procedures in coordination with its watershed partners to ensure that approved pre- and post-construction controls are functioning and privately held maintenance agreements are followed.

Issue 1.5 Comprehensive monitoring data is needed to establish baselines, prioritize projects, and track progress toward meeting TMDL goals

Action 1.5.A The City will support watershed partners in establishment of baseline monitoring stations and data collection.

Action 1.5.B The City will provide project-specific monitoring where needed.

Goal #2: Fridley properties and infrastructure are not impacted by flooding.

Issue 2.1 Certain areas of the City have experienced flooding or are at-risk for flooding.

Action 2.1.A See Corrective Action 1.1.A

Action 2.1.B The City will replace undersized stormwater systems as opportunities arise and funding allows.

Action 2.1.C The City will partner with watershed organizations to perform comprehensive H &H modeling of the City and its floodplains and drainage areas.

Goal #3: Wildlife habitat and habitat connectivity is enhanced alongside sustainable, equitable use of public water and public water accesses for recreational purposes.

Issue 3.1 Shorelands of waterbodies have been developed and do not provide suitable wildlife habitat.

Action 3.1.A The City will encourage property owners along shoreland properties to plant natively vegetated buffers through targeted education.

Action 3.1.B The City will analyze City parks for suitable areas for no-mow grass or native perennial plantings and install natively vegetated buffers along waterbodies in City-owned parks.

Action 3.1.C The City will partner with appropriate agencies to remove invasive species that may negatively impact water quality.

Action 3.1.D The City will update the Critical Area overlay ordinance for consistency with updated MRCCA rules and to promote establishment of native vegetation.

Issue 3.2 The City has received reports of incidents of slope shifting, also known as mass wasting, along small portions of the Mississippi River. The City has also observed instances of erosion along other waterbodies

Action 3.2.A The City will partner with Watershed Districts to monitor erosion along Mississippi River.

Action 3.2.B The City will partner with Watershed Districts to repair erosion along waterbodies.

Goal #4: The quantity and quality of the City of Fridley's groundwater resources are protected.

Issue 4.1 The majority of the City is located within a Drinking Water Surface Management Area (DWSMA), which necessitates increased land use controls to protect groundwater-based drinking supplies from contamination. Potential wells and contaminants within the DWSMA were identified in the City's Wellhead Protection Plan. While the City generally promotes infiltration as a stormwater best management practice, it should be noted that this may not be appropriate on all sites.

Action 4.1.A The City will follow the Minnesota Department of Health's guidelines for stormwater management in Drinking Water Surface Management Areas.

Action 4.1.B The City will adopt the Minnesota Stormwater Manual by reference in Chapter 208.

Action 4.1.C The City will partner with Anoka County to continue the well sealing program.

Action 4.1.D The City will continue to participate in the Anoka County Municipal Wellhead Protection Group and coordinate with neighboring communities included within Fridley's DWSMA regarding wellhead protection.

Issue 4.2 Fridley's groundwater is also its drinking water supply. Unsustainable water use could deplete groundwater supply levels.

Action 4.2.A The City will update the Fridley City Code to promote water efficient landscaping.

Action 4.2.B The City will promote stormwater reuse and allow for internal building water reuse as permitted in the building code.

Action 4.2.C The City will provide rebates or incentives for installing water efficient appliances and Smart Irrigation when available.

Goal #5: Fridley residents and businesses are aware of Fridley's water resources and engaged in their protection.

Issue 5.1 The City of Fridley completes its education and outreach through the City's bi-monthly newsletter, social media, Springbrook Nature Center, and at community events. Audience numbers can be found in the City's MS4 reports. Common topics include illicit discharge prevention, lawn care, and Smart Salting. A variety of educational and outreach strategies are needed to increase awareness of Fridley's water resources and support positive behavior change.

Action 5.1.A The City will partner with watershed partners to continue existing educational activities and evaluate new outreach tactics to equitably engage all citizens.

Action 5.1.C See Corrective Action 1.3.E

Action 5.1.B See Corrective Action 3.1.A

Goal #6: The City will be resilient against the impacts of climate change, including the increased frequency of heavy rainfall events.

Issue 6.1 The increased frequency and intensity of large rain storms associated with climate change may require additional capacity to manage, store, and treat stormwater. In order to most accurately size stormwater management infrastructure for increased levels of precipitation, the City utilizes the National Oceanic and Atmospheric Administration's (NOAA) Atlas 14 precipitation data as its design

standard, since Atlas 14 estimations have a higher level of confidence than previous standards. The City also encourages increased stormwater treatment capacity through the capital investment projects and public-private projects described elsewhere in this Plan.

The City must also prepare for the potential impacts of drought which could affect the City's drinking water supply. The City's water conservation and protection initiatives are described in the Wellhead Protection Plan and Water Supply Plan.

Action 6.1.A The City will adjust design standards based on evolving climate data and best practices.

Action 6.1.B The City will update and enact the City of Fridley's Emergency Operations Plan to address impacts from climate change and extreme weather events.

Action 6.1.C The City will evaluate the installation of monitoring devices within stormwater infrastructure to better predict and respond to flooding during severe weather events.

Action 6.1.D The City will evaluate Fridley's codes every three years to identify opportunities to increase resiliency, greening and promote low-impact development.

5.2 Potential Issues

In the future, the City is anticipating that the following new issues will arise and need to be addressed:

Future Issue 1.0 Legacy chloride contamination may negatively impact water quality.

Action 1.1 The City will focus on preventing chloride contamination by implementing Smart Salting Best Management Practices

Future Issue 2.0 Chemicals of Emerging Concern may impact water quality and contaminate stormwater pond sediments

Action 2.1 The City will partner with watershed districts and other appropriate agencies to monitor for Chemicals of Emerging Concern

Action 2.2 The City will utilize the SWAMP program to manage and budget for the proper disposal of stormwater pond sediments

Future Issue 3.0 Unpredicted impacts of climate change may alter weather events and cause damage to infrastructure

Action 3.1 The City will continue to utilize the most relevant modeling data when reviewing and designing stormwater infrastructure.

Action 3.2 The City will evaluate the opportunity to integrate “Smart” infrastructure into the stormsewer system where feasible.

5.3 Policies

The following are the City’s policies when implementing the above corrective actions:

1. Work in partnership with other agencies to achieve efficiencies and achieve higher levels of water quality treatment.
2. Streamline processes and promote consistency to minimize public and private expenditures and allow for innovation.
3. Look for opportunities to integrate GreenStep Cities Best Practices, greening, habitat improvements, stormwater reuse, and other co-benefits in both public and private development.
4. Promote low-impact design, through comprehensive site planning, shared parking facilities, and other strategies to reduce impervious surface.
5. Utilize regional treatment to address issues where on-site detention is not feasible or appropriate.
6. Encourage groundwater recharge where feasible and appropriate.
7. Utilize the Development Review Committee, comprised of staff from multiple departments, to review redevelopment projects for improvements to stormwater treatment.

6 IMPLEMENTATION

6.1 Implementation Plan

Appendix F contains the City's Priority Projects and Program List. This list will be updated on an ongoing basis based on identified needs and inputs from agency partners including RCWD, CCWD, and MWMO. Further feasibility and analysis is required before implementation of many of the programs included in the Priority Projects and Program List.

6.2 Code Revision Process

As part of this process, the City identified the need to revise City Code Chapter 208 in order to integrate Mississippi Watershed Management Organization standards and additional MS4 permit requirements. A Memorandum of Understanding will be developed with the MWMO to include standards that meet or exceed MWMO standards within a code revision, which will also include updated MS4 standards.

All other code updates associated with the 2040 Comprehensive Plan, including the Critical Area Overlay code, will be updated within six months of the adoption of the 2040 Comprehensive Plan. At a minimum, the City will consider if policy or ordinance revisions are needed to keep this plan current every three years.

6.3 Interdepartmental Coordination

Implementation of this Local Water Plan requires the integration of land use and water resource planning, which is managed in Fridley through a weekly inter-departmental coordination meeting known as the Development Review Committee. As part of the Development Review Committee, a multi-department team including representatives from the Engineering and Planning departments simultaneously review development proposals and land use changes. This forum can identify opportunities for cost-savings, innovative stormwater treatment, and regional treatment and refer developers to the appropriate watershed district. The Environmental Planner position, which works within both the Engineering and Planning divisions, can serve as a liaison for property owners interested in installing stormwater best management practices on their own property.

6.4 Financial Considerations

The City will fund the implementation of the Local Water Plan through the Stormwater Utility Fund, grant funding from agency partners, and cost-sharing with property owners. The Stormwater Utility Fee is a flat rate, quarterly fee based on property type and size. In 2015, the City implemented a 75% increase in the rates to more comprehensively cover the costs associated with the stormwater management system. Additionally, certain parts of the stormwater management system, such as curb and gutter repairs, are paid for through the road assessment. If funds from these fees do not cover costs, the City can adjust the Stormwater Utility Fee as well as use general funds to cover the costs.

The Stormwater Utility fund is allocated into programs and projects through the City's Capital Investment Program (CIP) which is updated annually based on five-year projections. The Comprehensive Plan, the Local Water Plan, identified maintenance and improvement needs, and alignment of project schedules form the basis of the CIP.

6.5 Plan Approval and Adoption

This plan will be submitted to the Coon Creek Watershed District, Rice Creek Watershed District, Mississippi Watershed Management Organization and the Metropolitan Council for formal review and approval, in accordance with MN Statute 103B.235, Subp. 3. Within 120 days of approval by these entities, the City of Fridley will adopt and implement this plan. Within 30 days of adoption and implementation of this plan, including adoption of official controls, the City will notify the watershed district of the actions, in accordance with MN Rules 8410.0170, Subp. 12.

6.6 Plan Revision and Amendments

This Plan is intended to be in effect for 10 years until December 31st, 2027. The City may need to revise this Plan to keep it current. The City may amend this plan at any time in response a City-identified need or a petition by a resident or business. Written petitions for plan amendments must be submitted to the Director of Public Works. The petition must state the reason for the requested amendment and provide supporting information for the City to consider the request. The City may reject the petition, delay action on the petition until the next full plan revision, or accept the petition as an urgent issue that requires immediate amendment of the plan.

Should it need to be amended, any amendments to the Plan will be provided to the Metropolitan Council and the Coon Creek Watershed District (CCWD), Mississippi Watershed Management Organization (MWMO), and Rice Creek Watershed District (RCWD) in compliance with Minnesota Rules 8410.

7 REFERENCES

Coon Creek Watershed District. 2013. Coon Creek Watershed District Watershed Management Plan 2013-2023.

Coon Creek Watershed District. 2016. Coon Creek Watershed District Watershed Restoration and Protection Strategy Report (WRAPS). 59 pp.

Mississippi Watershed Management Organization. 2011. Watershed Management Plan 2011-2021 (11-09-2016)

MWMO Watershed Bulletin 2011-3. 186 pp.

Rice Creek Watershed District. 2016. 2010 Watershed Management Plan. 256 pp.

Rice Creek Watershed District. 2014. Southwest Urban Lakes: Total Maximum Daily Load Study. 71 pp.

Rice Creek Watershed District. 2009. Southwest Urban Lakes Study. 2009. 283 pp.

Rice Creek Watershed District. 2007. Southwest Urban Lakes Study Phase 1 Report. 45 pp.

Appendix A

Figures

Figure 1: Elevation

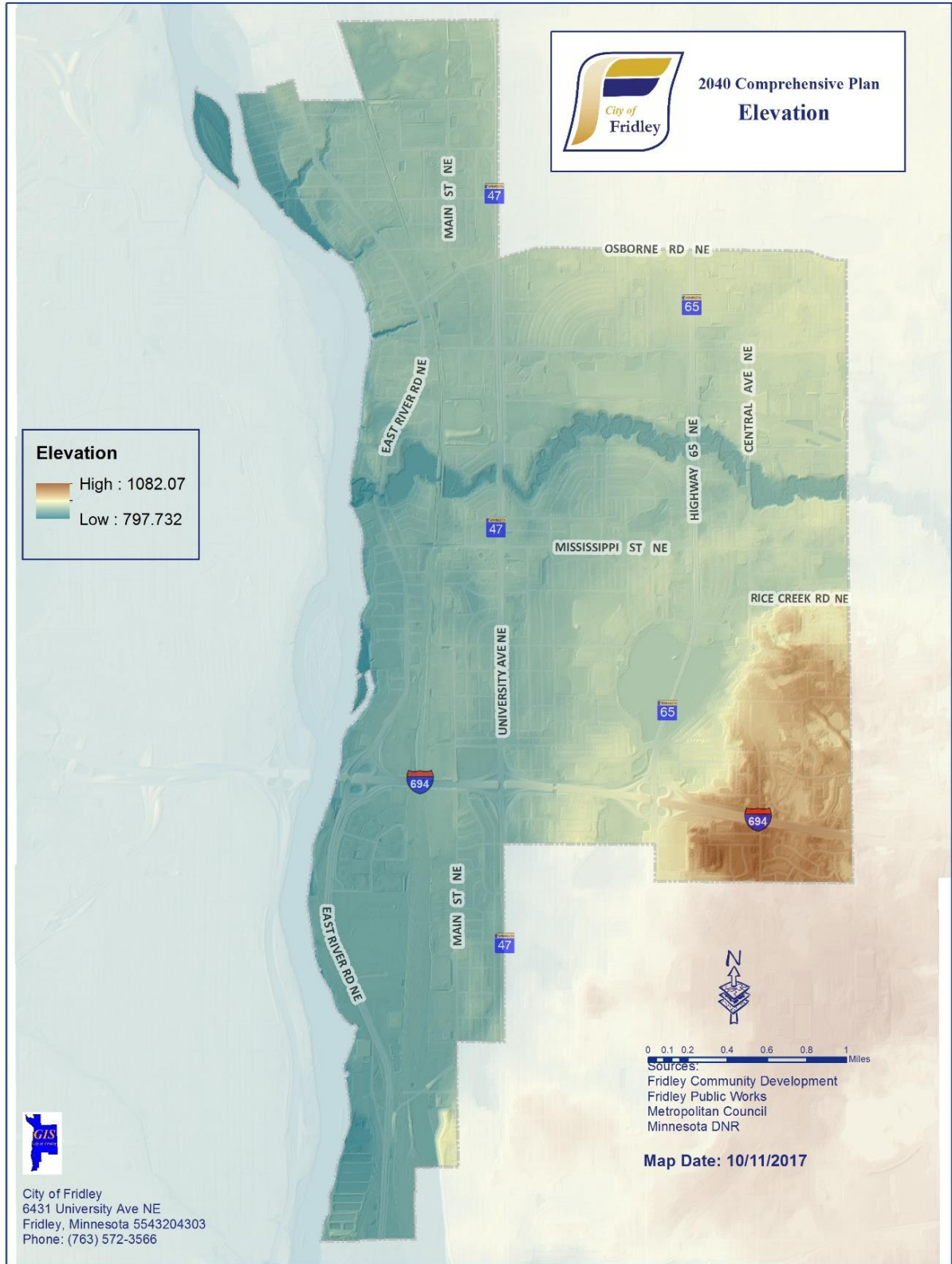


Figure 2. Existing Land Use

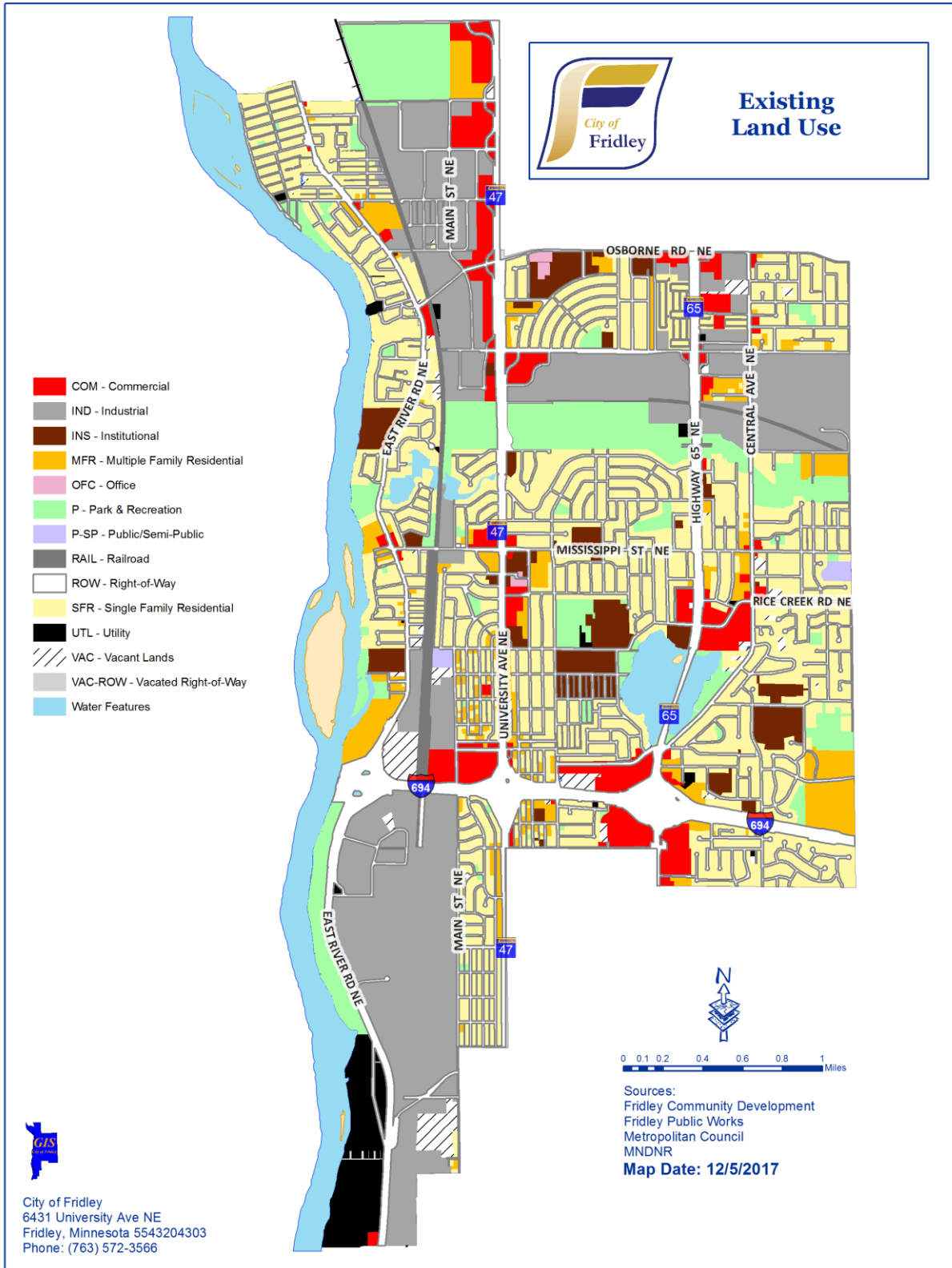


Figure 3. Future Land Use

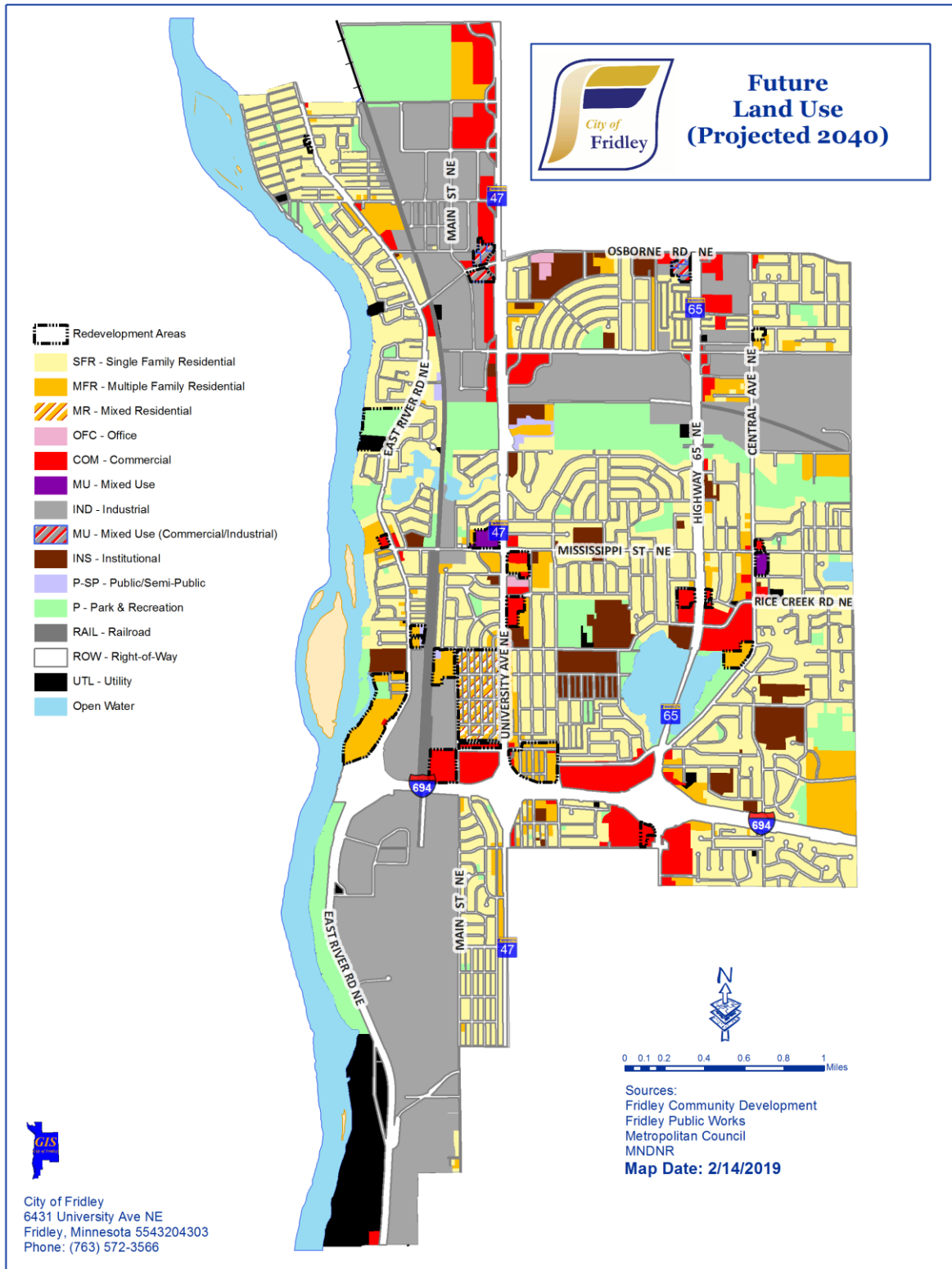


Figure 4. Minnesota Land Cover Classification System

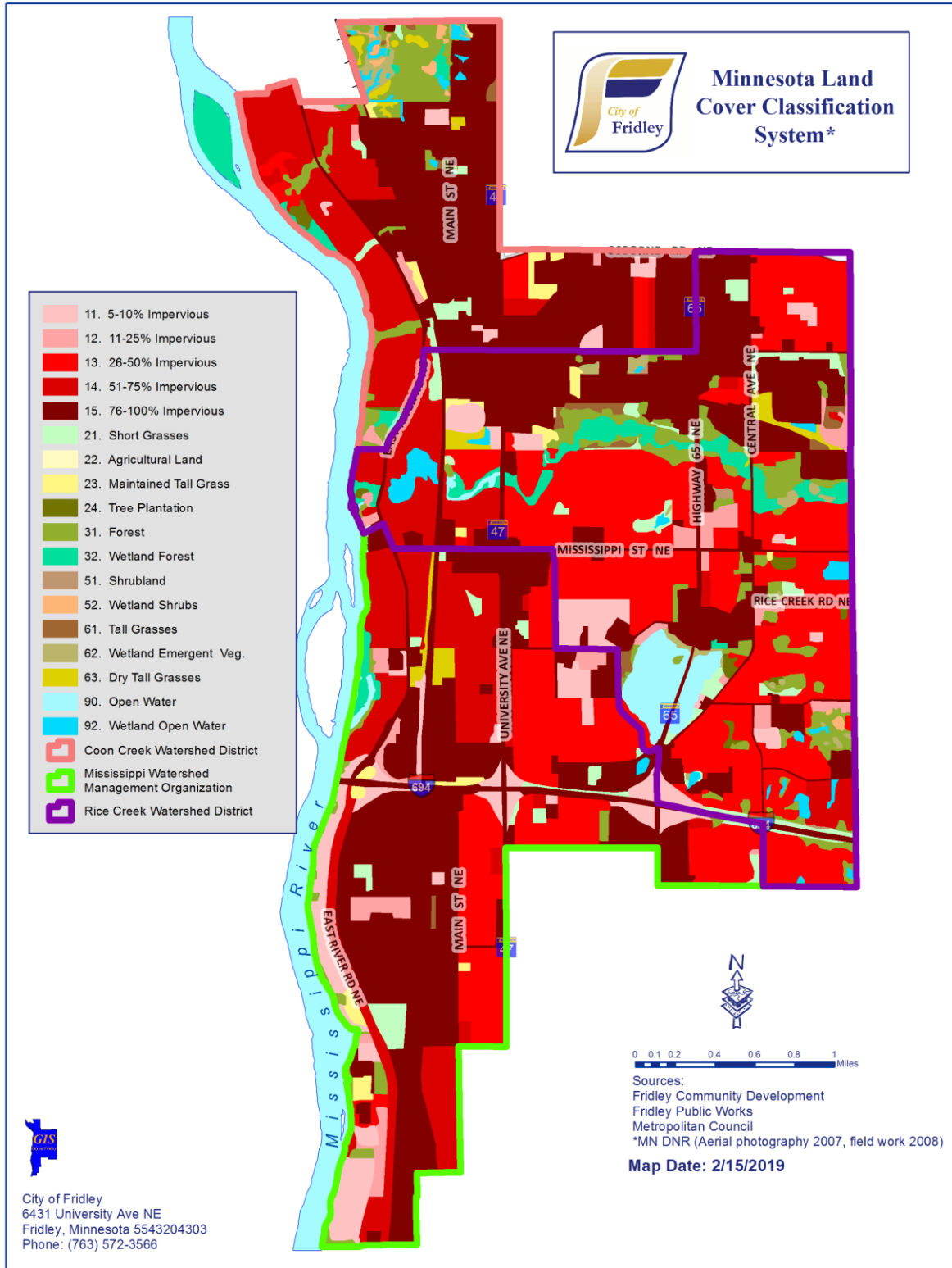


Figure 5. Street Resurfacing Plan 2018-2029

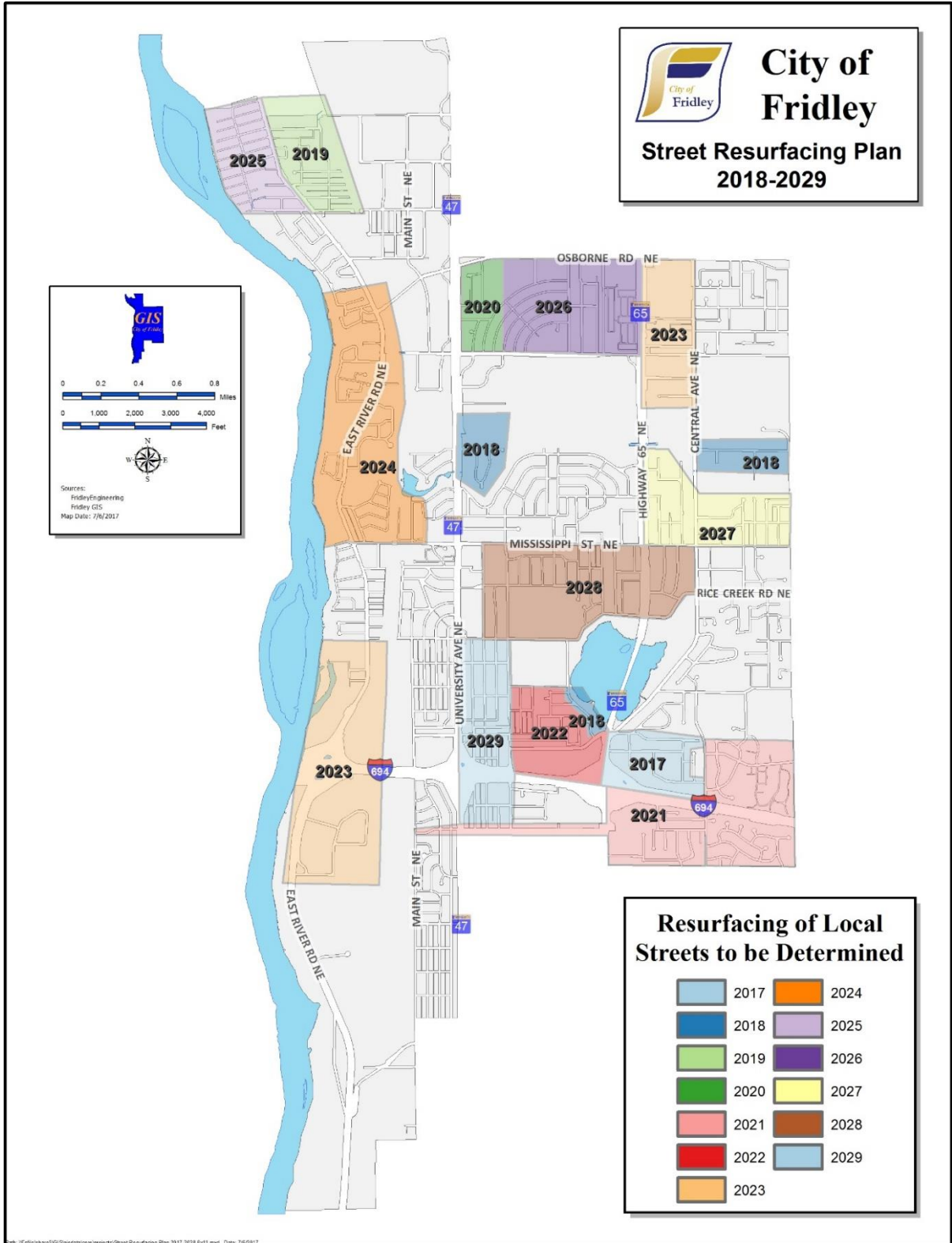


Figure 6. Areas of Biodiversity Significance

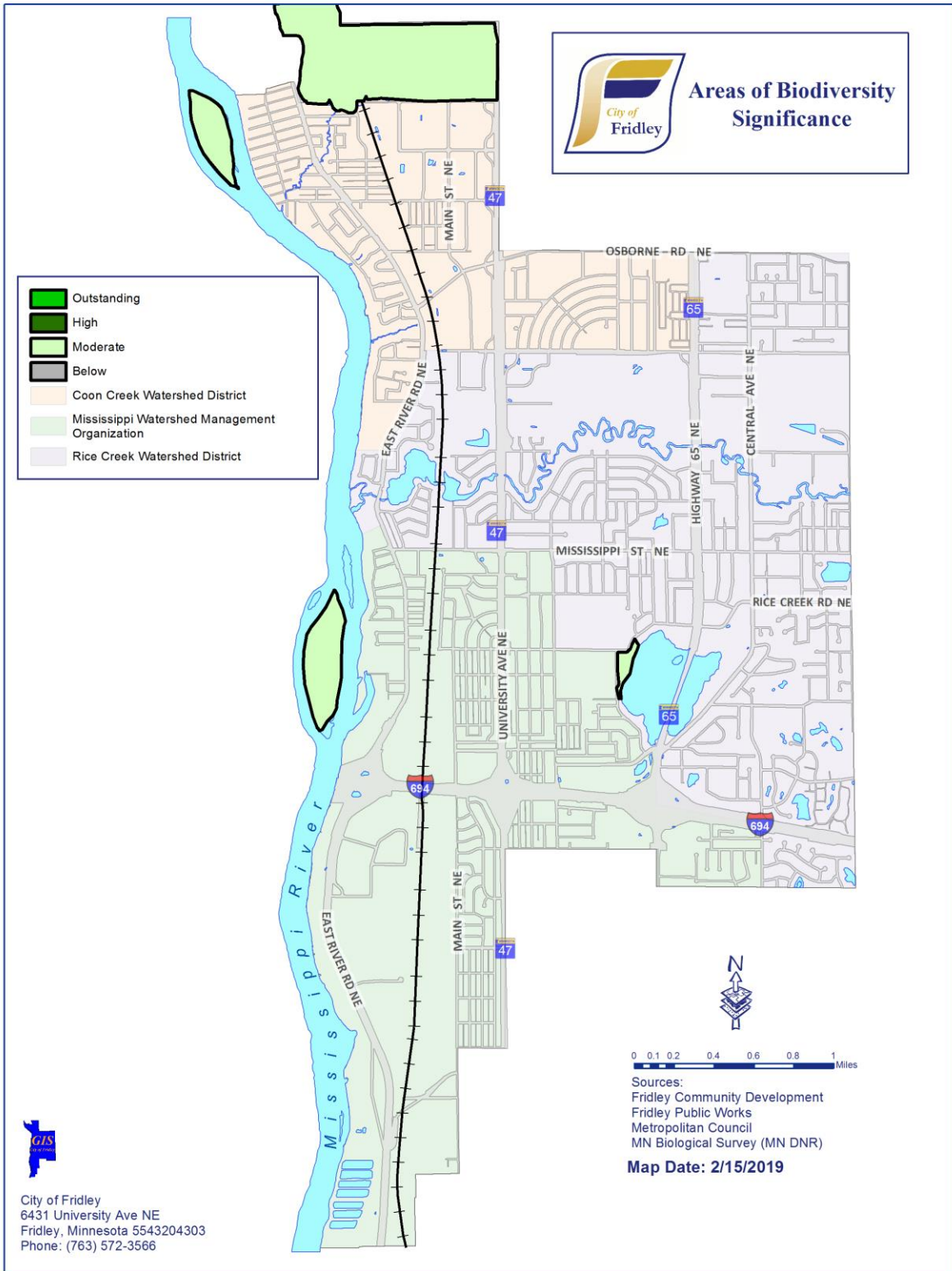


Figure 7. Surface Water Features

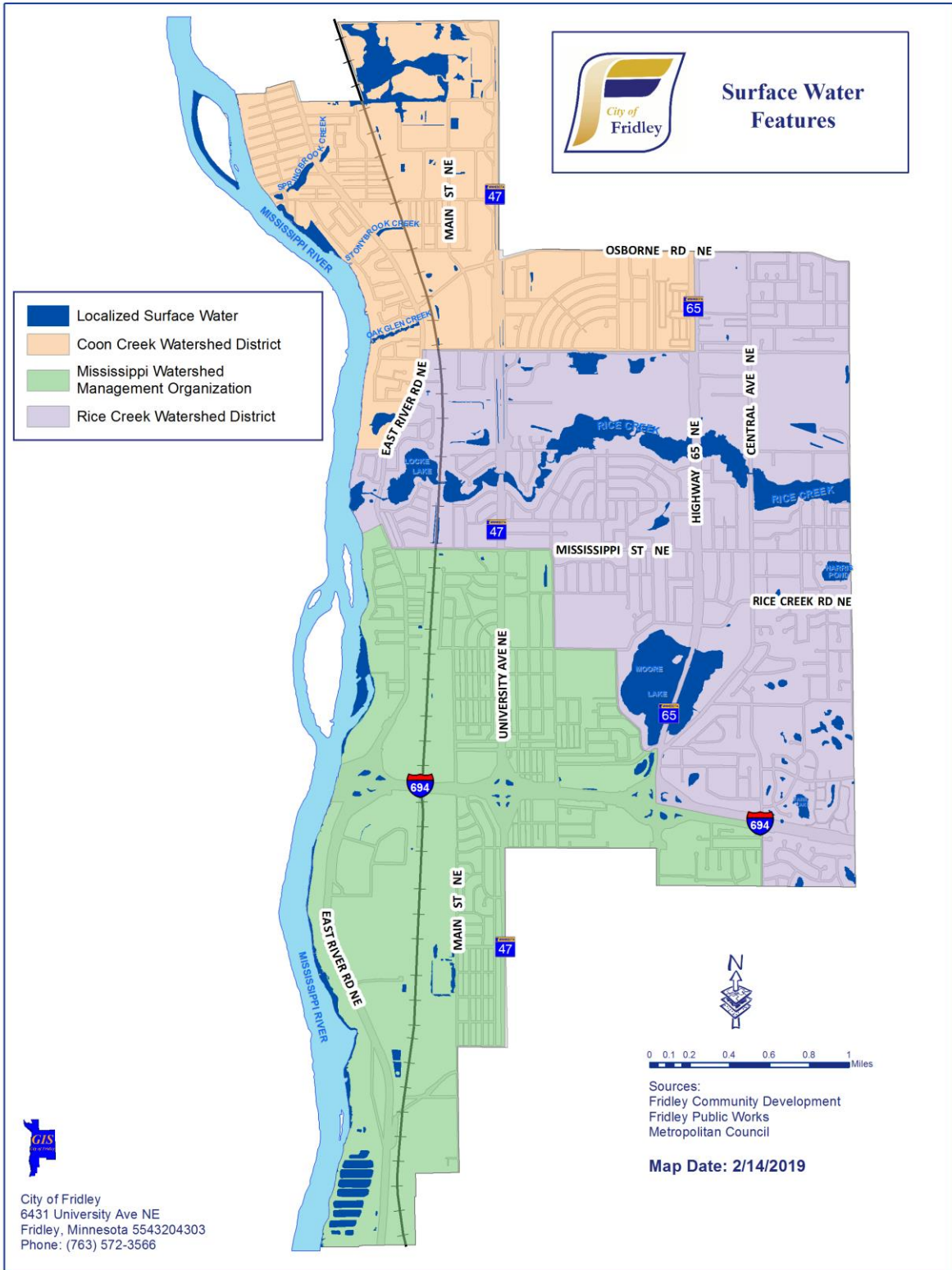


Figure 8. Watershed Organizations

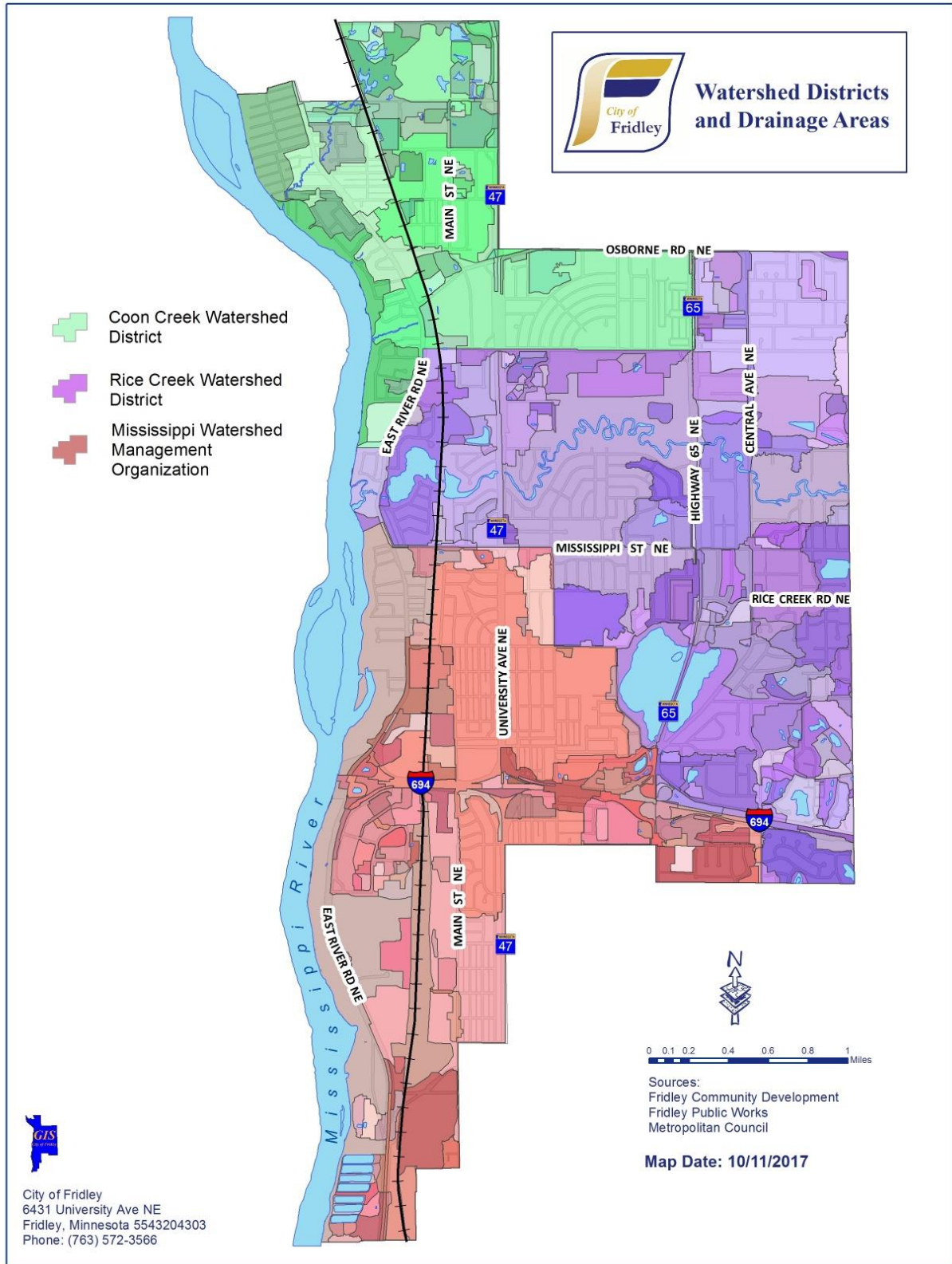


Figure 9. Coon Creek Watershed Drainage Areas

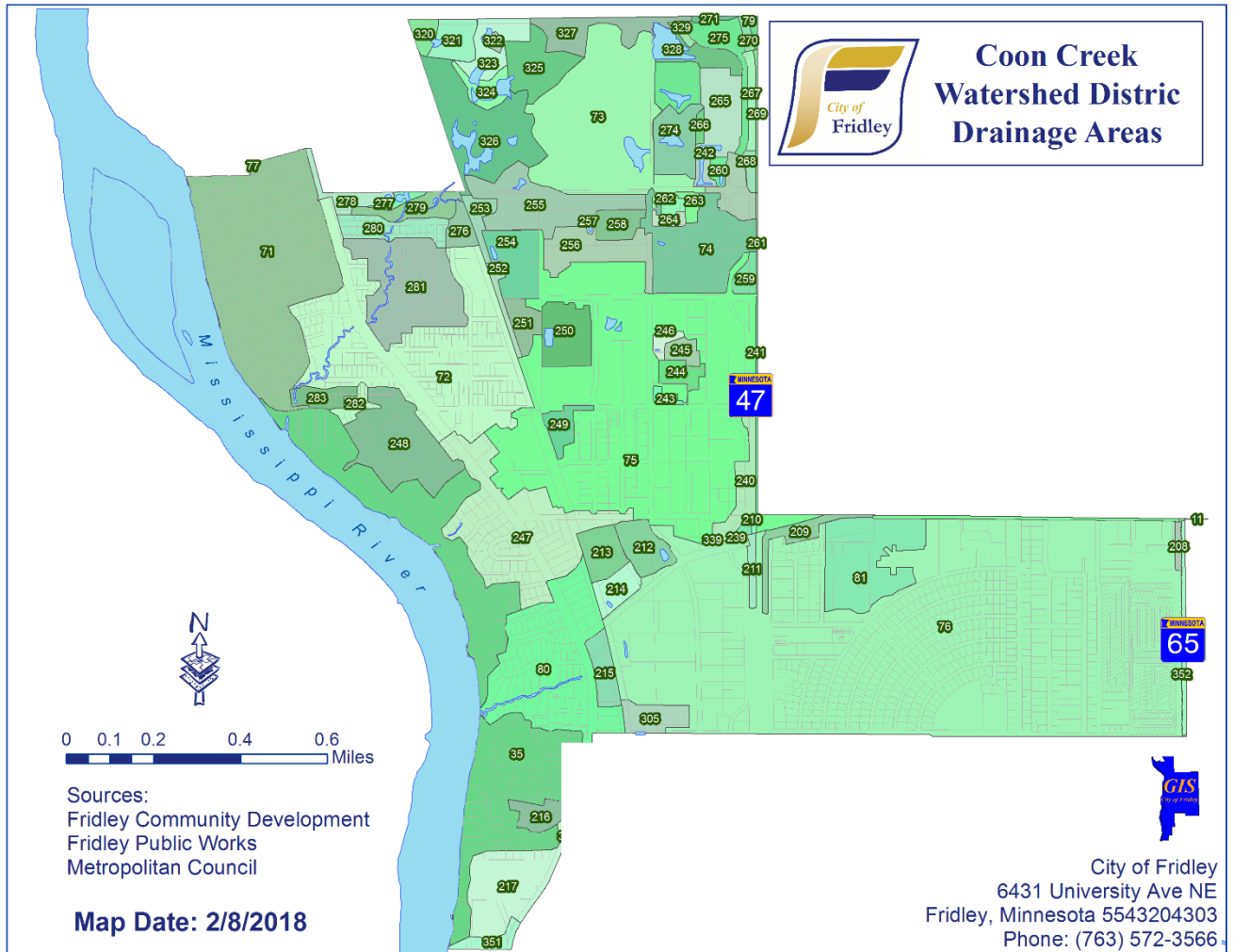


Figure 10. Rice Creek Watershed Drainage Areas

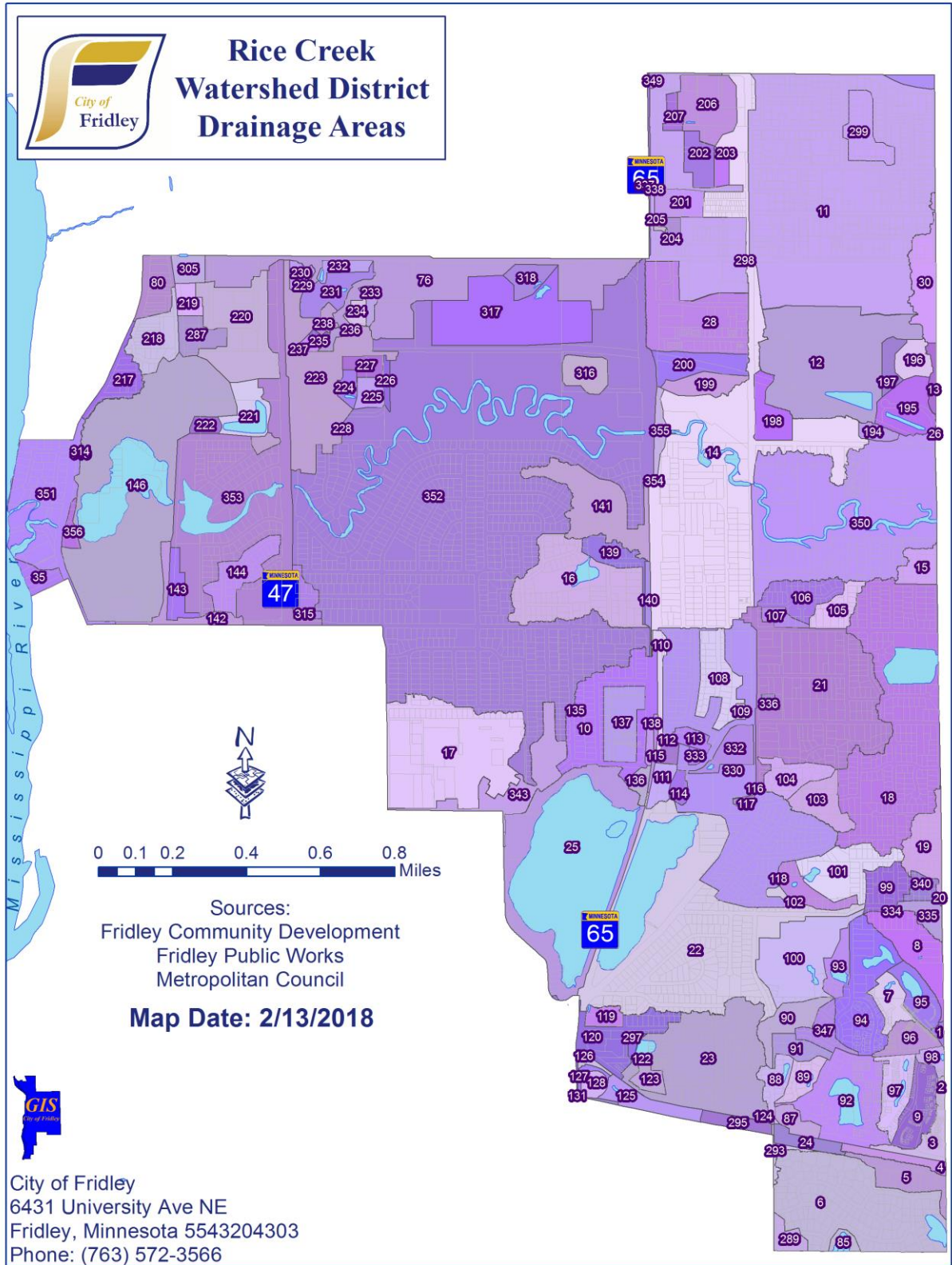


Figure 11. Mississippi Watershed Drainage Areas

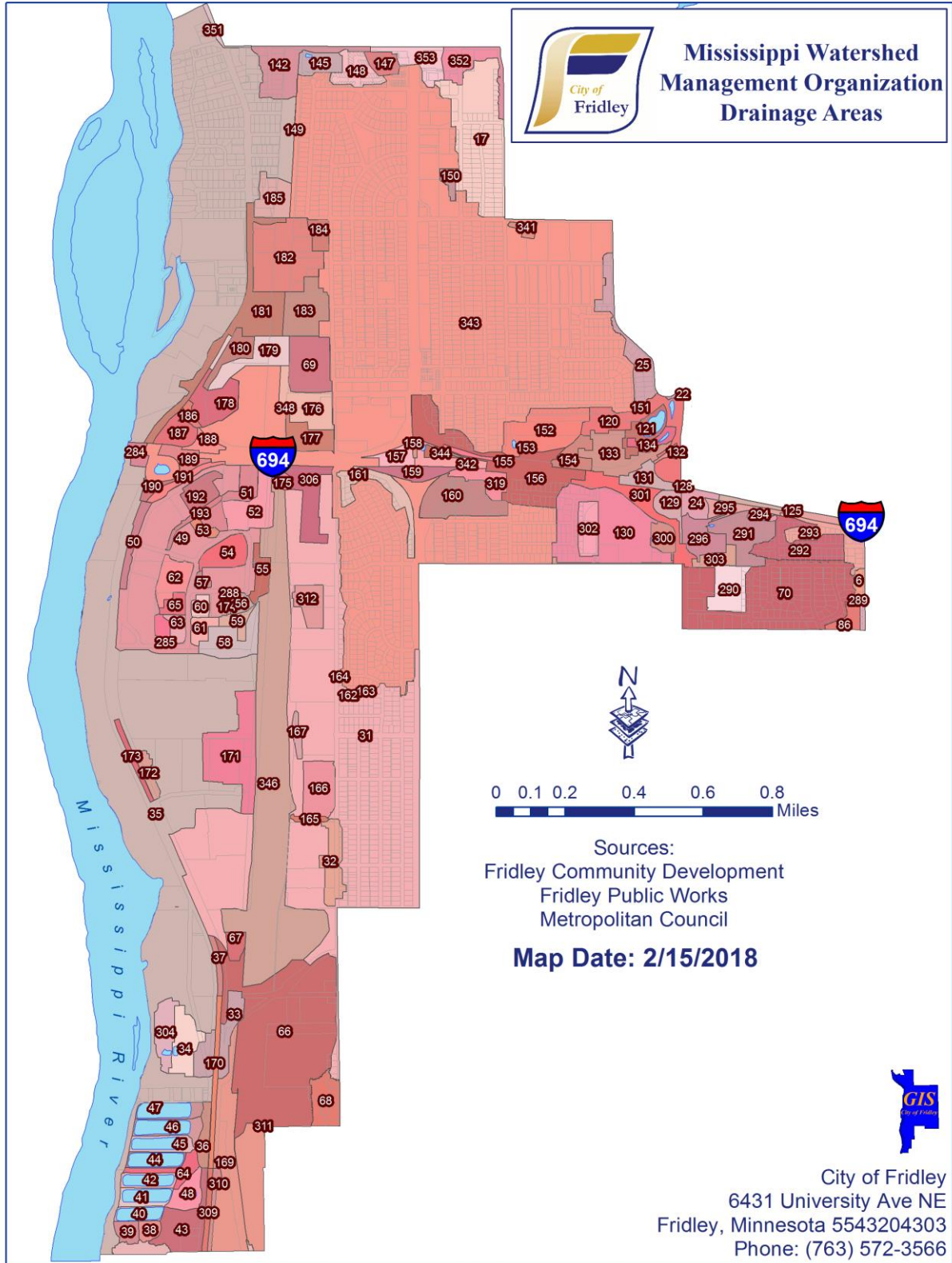


Figure 12. Wetlands, Floodplains, and Natural Drainage Routes

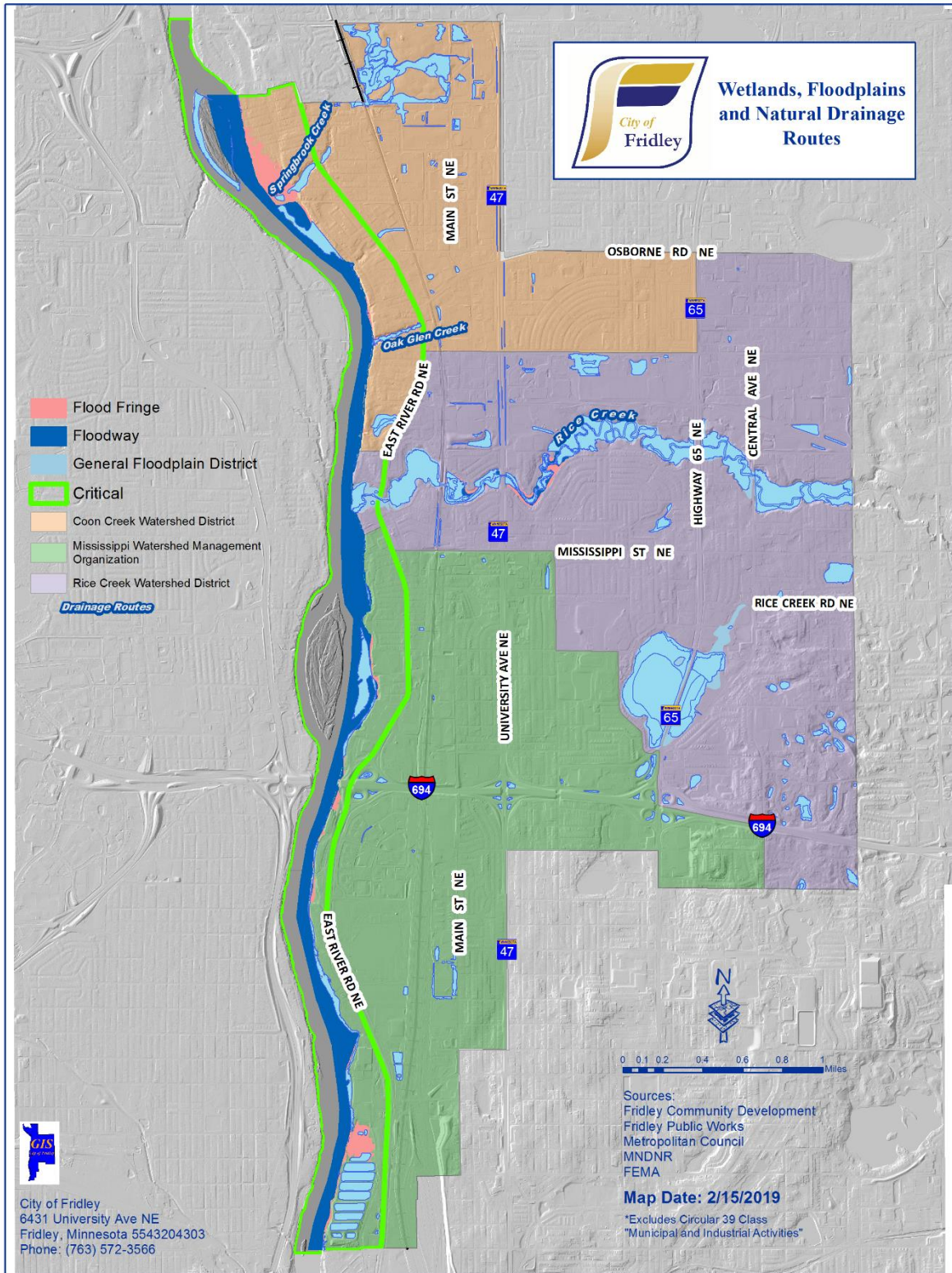


Figure 13. Parks

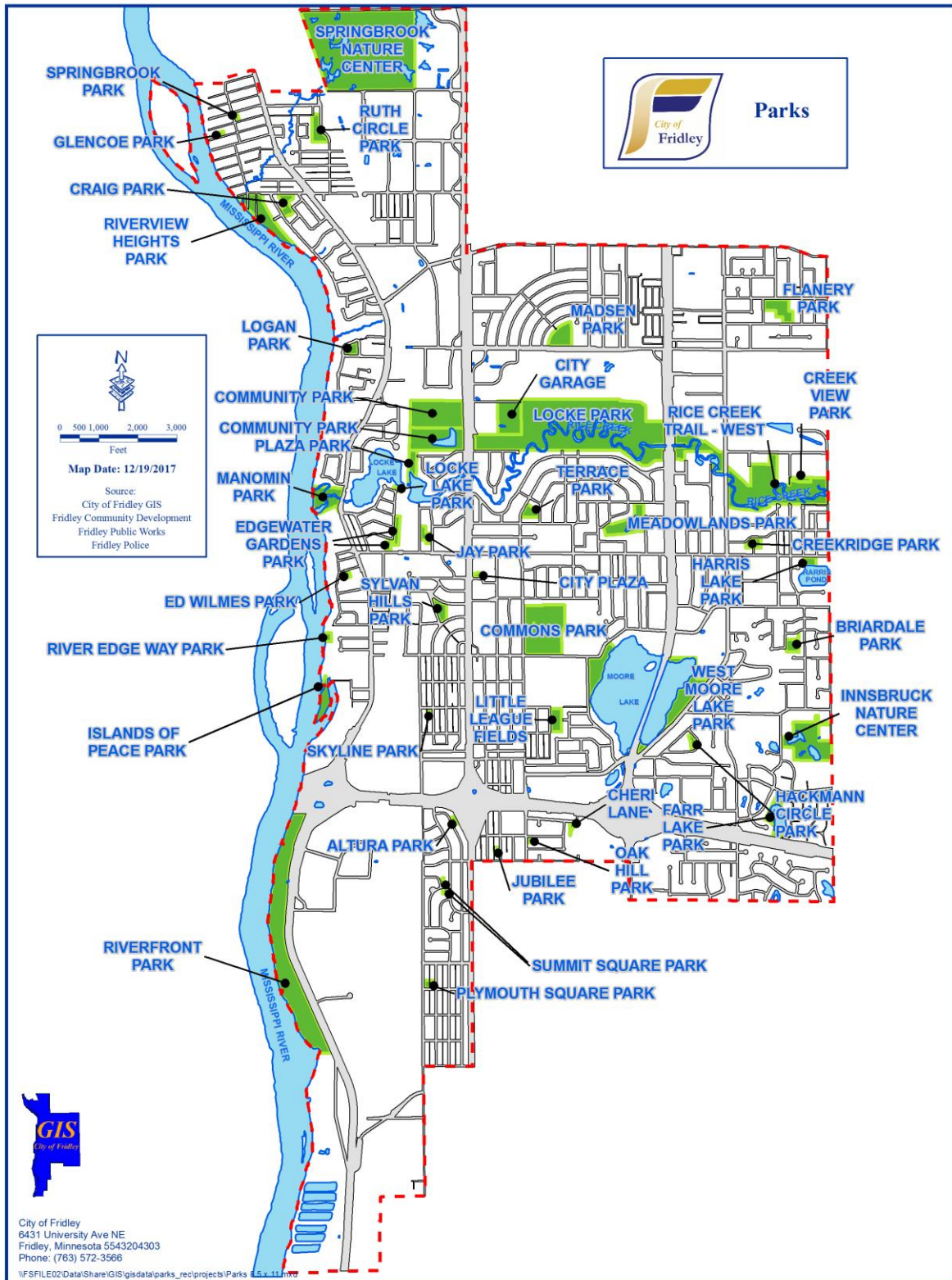


Figure 14. Stormwater Infrastructure

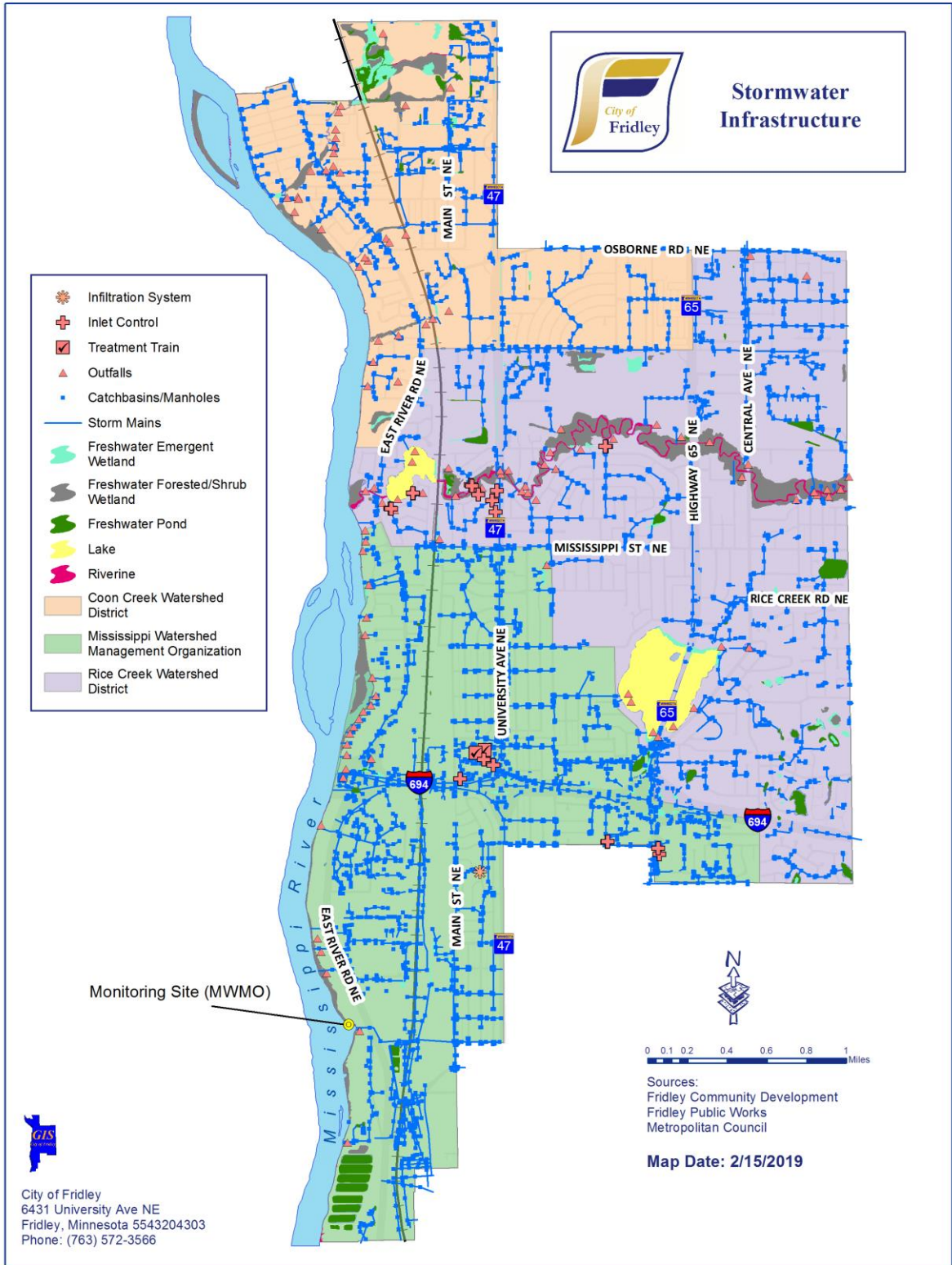


Figure 15. Rain Garden Locations

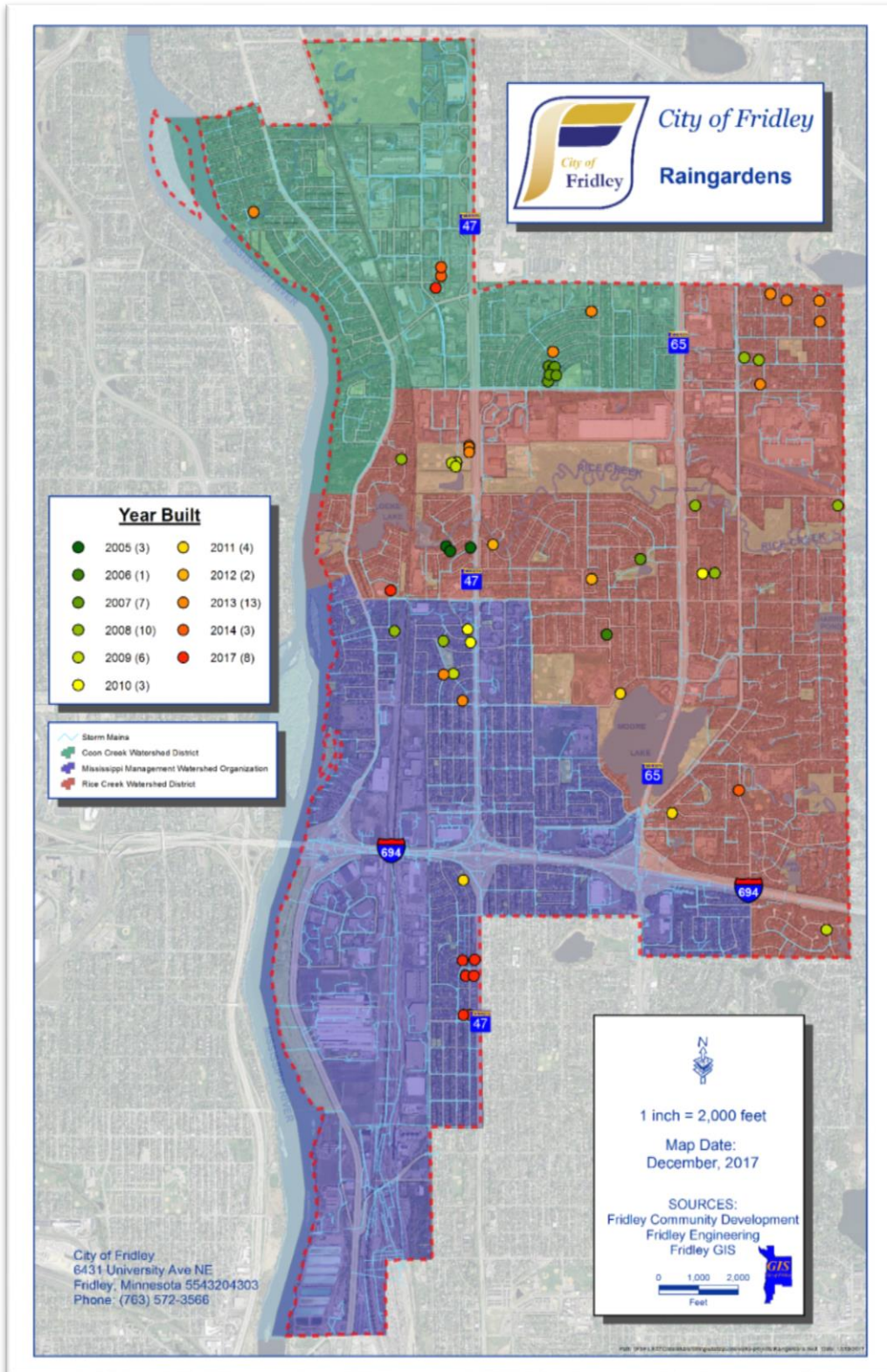
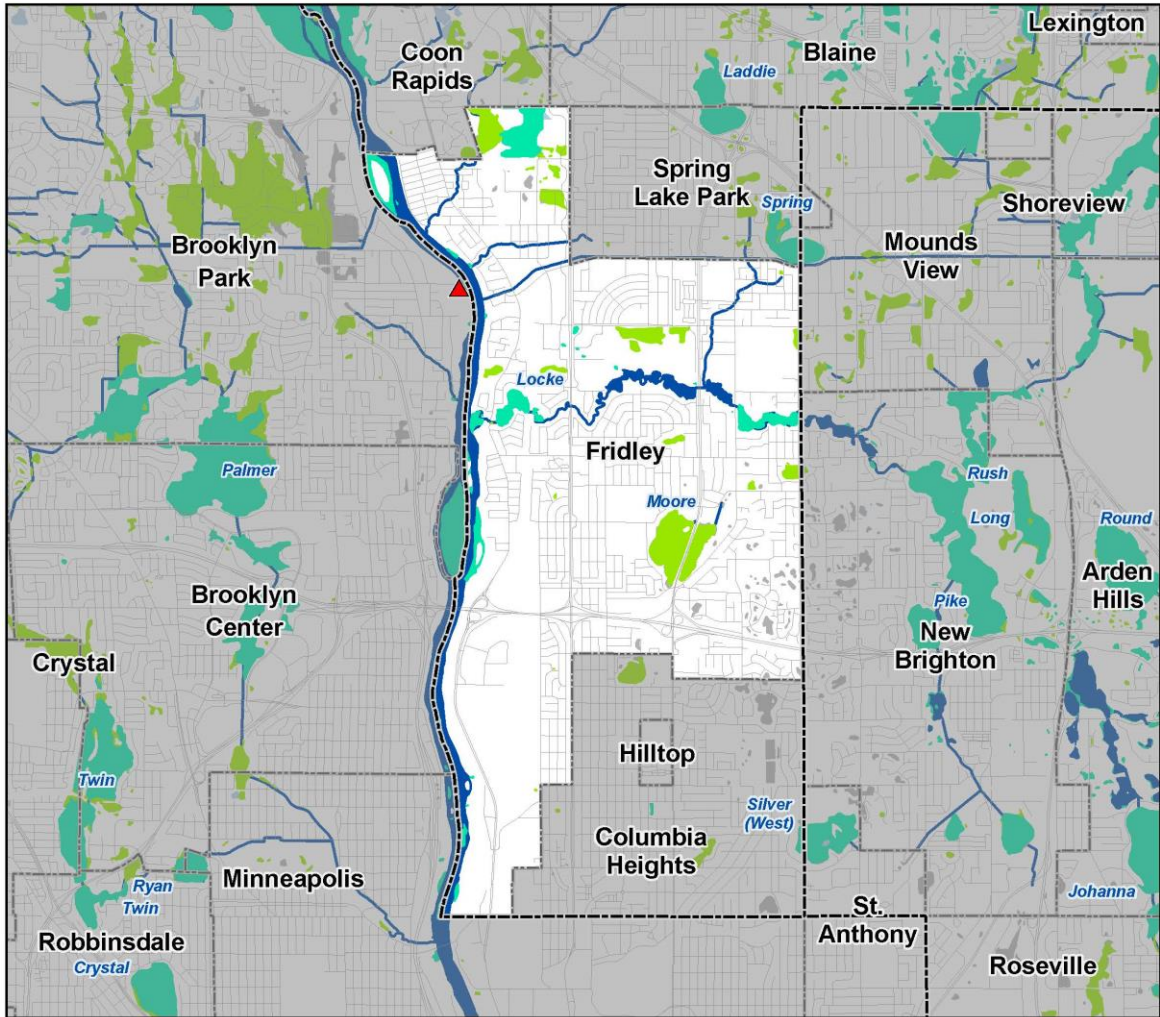


Figure 16. Surface Water and Groundwater Interaction

**Surface Water and Groundwater Interaction
City of Fridley, Anoka County**



Karst Features (DNR)

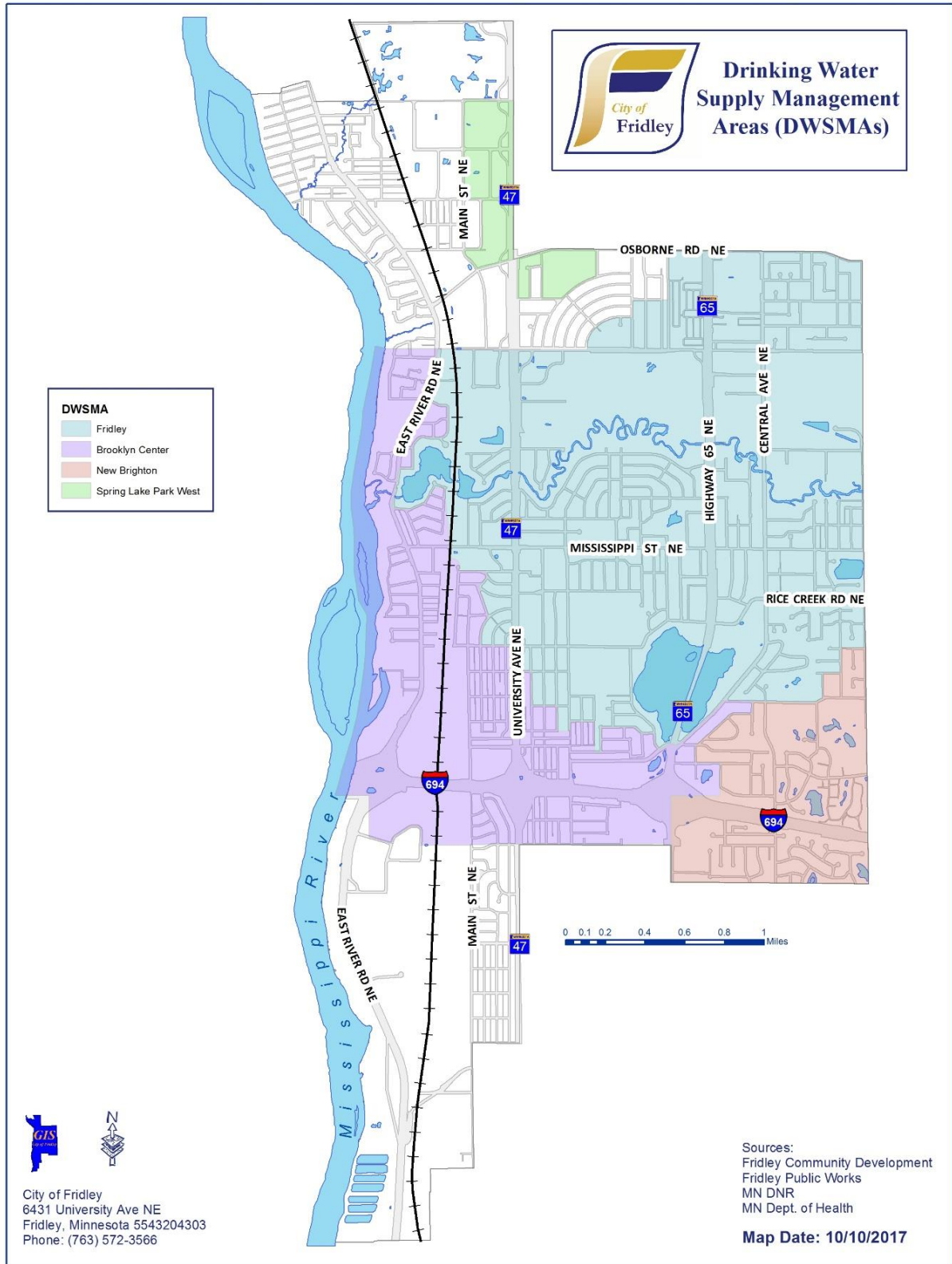
- ▲ Spring
- Sinkhole
- Calcareous Fens

Surface water type (regional screening by Met Council)

- Disconnected from the regional groundwater system
- Recharges aquifers
- Receives and discharges groundwater
- Supported by upwelling groundwater
- Trout Streams (DNR)

- County Boundaries
- City and Township Boundaries
- NCompass Street Centerlines
- Other Open Water Features

Figure 17. Drinking Water Supply Management Areas

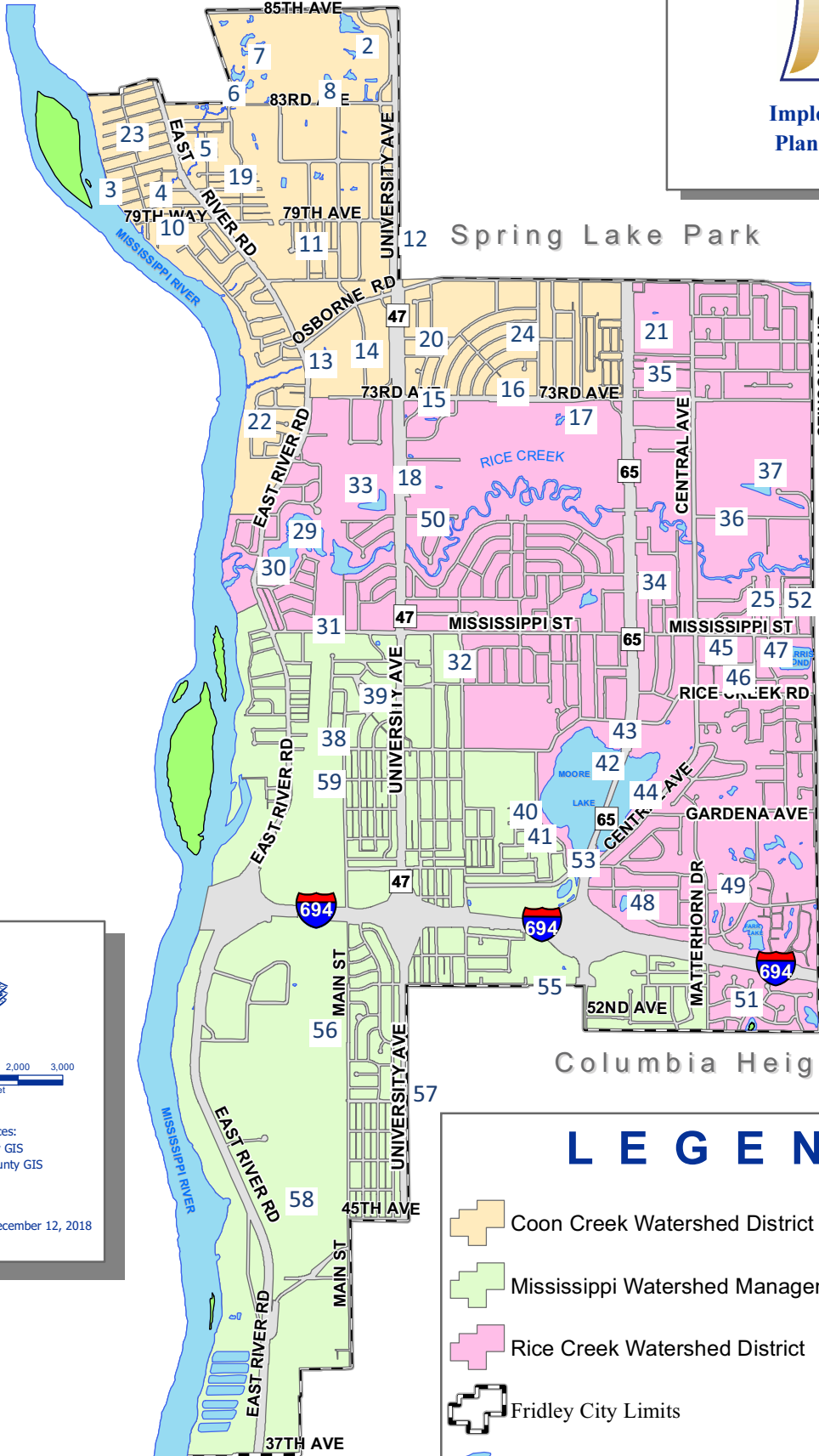


Coon Rapids

9



Implementation Plan Locations



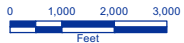
12 Spring Lake Park

Mounds View

New Brighton

Columbia Heights

Minneapolis



Sources: Fridley GIS, Anoka County GIS

Map Date: December 12, 2018

LEGEND

- Coon Creek Watershed District
- Mississippi Watershed Management Organization
- Rice Creek Watershed District
- Fridley City Limits
- Water



City of Fridley
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Appendix B
City of Fridley
1993 Wetland
Inventory

City of Fridley Wetland Inventory

Prepared for:



**Community Development
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February 1994

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Planning

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EXECUTIVE SUMMARY

Jurisdictional wetlands located within the City of Fridley were inventoried during July through December, 1993, to establish baseline data to be used by the City in local administration of the Minnesota Wetland Conservation Act of 1991. A total of 59 jurisdictional wetlands were identified within the City, including 11 basins that were not shown on National Wetland Inventory (NWI) mapping. Twenty of the wetlands shown on NWI mapping within the City were found not exist in the field. Storm water basins and ditches that had been excavated from upland were not identified as jurisdictional wetlands for purposes of Wetland Conservation Act administration by the City of Fridley. Information on the size, watershed, classification, and inlet/outlet characteristics of each wetland was tabulated to provide data for use in determining sequencing requirements and wetland replacement ratios. Thirty-five of the 59 basins fall within the Rice Creek Watershed District; the remaining 24 basin are located in the Six Cities Watershed Management Organization. The inventory included 6 DNR protected waters or wetlands and 3 DNR protected watercourses. The status of inventoried basins with respect to U.S. Army Corps of Engineers regulations under the Federal Clean Water Act is discussed. However, applicants are cautioned to confirm the regulatory status of each basin with the Corps of Engineers and local watershed authority before planning or requesting approval for any regulated activity.

METHODOLOGY

Existing wetland maps were reviewed in combination with half-section (1" = 200' scale) aerial photographs to identify areas needing a field review to delineate and verify wetland boundaries. In addition to National Wetland Inventory maps and Protected Waters Inventory maps, Metropolitan Mosquito Control District maps were reviewed to identify potential wetland locations. The Metropolitan Mosquito Control District maintains maps on 1" = 660' scale (8" = 1 mile) aerial photograph bases (dated 1989 to 1992) that show potential insect breeding areas and are useful in identifying potential wetland locations.

Although soils mapping would typically have been reviewed during this phase as well, the Anoka County Soil Survey shows that soils were not mapped in the Fridley area. The U.S. Soil Conservation Service confirmed that soil classifications were not determined for the southern extension of Anoka County. Thus, *soils information available for this area was not sufficient to determine the presence or absence of hydric soils.*

Wetland locations were verified in the field using the *Federal Manual for Identifying and Delineating Jurisdictional Wetlands* (Federal Interagency Committee for Wetland Delineation, 1989). Jurisdictional wetland boundaries were mapped on 1" = 200' scale aerial photographs. Flight dates for photographs used ranged from March, 1981 to April, 1993. Most photographs were dated May, 1989. Wetlands were classified according to *Wetlands of the United States* (U.S. Fish and Wildlife Service Circular 39;

Shaw and Fredine, 1971) and *Wetlands and Deepwater Habitats of the United States* (FWS/OBS Publication 79/31; Cowardin et al. 1979). It was necessary to determine Cowardin as well as Circular 39 classifications because, although the Circular 39 system is more broadly understood, the administrative rules of the Wetland Conservation Act use abbreviated Cowardin classifications.

Additional information collected during wetland site visits included predominant vegetation species, water source, inlet/outlet characteristics, evidence of past degradation or partial drainage, and unique natural features. Data were recorded on standard data sheets, which were prepared to ensure that data would meet the needs of the City. Wetlands classified as protected waters by the Minnesota DNR were noted.

Each basin was assigned an identification number based on its location within the City. The system used to assign basin identification numbers is the same system used in PID (property identification) numbers, which codes the basin location to the nearest 40 acres. Identification numbers are 10-digit numbers conforming to the following formula:

Section-Township-Range-Quarter quarter section-sequence within each quarter quarter.

The system used to number quarter quarters of each section is illustrated below:

Quarter quarter numbering system used in ID numbers of wetland basins

NW of NW 22	NE of NW 21	NW of NE 12	NE of NE 11
SW of NW 23	SE of NW 24	SW of NE 13	SE of NE 14
NW of SW 32	NE of SW 31	NW of SE 42	NE of SE 41
SW of SW 33	SE of SW 34	SW of SE 43	SE of SE 44

It should be clarified that the boundaries of each wetland basin were not "delineated" in the true sense of the word during each site visit. That is, the precise location of the wetland boundary (i.e., the limits of wetland vegetation, soils, and hydrology) was not determined for every 100-foot segment of wetland periphery, marked with construction stakes, and located by land surveyors. However, each basin was determined to meet hydrophytic vegetation and hydric soils criteria. While the wetland boundaries

identified during this inventory from aerial photographs are generally more reliable than wetland mapping efforts such as National Wetland Inventory (NWI) maps, which lack ground truthing, this wetland inventory has not been verified to the extent necessary to support wetland permitting without further confirmation. The boundaries provided on the city wetland maps are approximate and therefore are not suitable for direct use in wetland permitting. All wetland boundaries must be staked, surveyed, and verified with the relevant regulatory agencies prior to submitting wetland permit applications.

RESULTS

A total of 59 wetland basins were identified within the City of Fridley. Of the 59 basins, 11 were not shown on National Wetland Inventory mapping. Conversely, 20 of the wetlands shown on National Wetland Inventory (NWI) mapping were found not to exist in the field. Some of these NWI basins appeared to represent errors in interpretation of the aerial photograph used in NWI mapping. Included in such potential photo interpretation errors were ball fields at Totino Grace High School and the sand lots at Harris Lake and Summit Square Parks. Most of the NWI basins found not to exist probably did exist at one time, but were situated in areas that have undergone development.

Of the 59 basins, 19 were less than one-half acre in size. The size of each of these basins is provided in Table 1. Only 3 of the 59 basins were less than 4,356 square feet (0.1 acre) in size and could potentially be filled or drained under the Wetland Conservation Act without the applicant providing documentation on minimization and avoidance. However, wetland replacement would still be required for such fill or drainage, unless the wetland area affected is less than 400 square feet. None of the 59 basins were determined to be exempt under the Wetland Conservation Act. Although some basins were excavated from upland for a purpose other than wetland creation, such as storm water retention, these basins were recorded as storm water basins rather than jurisdictional wetlands for purposes of administration of the Wetland Conservation Act by the City of Fridley. *It should be noted, however, that other jurisdictions such as the U.S. Army Corps of Engineers and the Rice Creek Watershed District would need to independently verify the exempt or nonjurisdictional status of each storm water basin prior to any proposed modification.*

Storm Water Basins and Road Ditches

Under the permanent program rules of the Wetland Conservation Act, Exemption 10 specifies that: "Wetlands may be drained or filled if the landowner can show that the wetland was created solely by actions the purpose of which was not to create the wetland and were approved, permitted, funded, or overseen by a public entity. Impoundments or excavations constructed solely for the purpose of effluent treatment, storm water retention, soil and water conservation practices, and water quality improvements, and not as part of a compensatory wetland mitigation process that may, over time, take on wetland characteristics, are also exempted."

In other words, storm water drainage basins and ditches that were excavated outside of jurisdictional wetlands do not fall under the jurisdiction of the Wetland Conservation Act, even though they may meet all three wetland delineation parameters (i.e., wetland hydrology, hydrophytic vegetation, and hydric soils). The application of this exemption is particularly clear in cases where the storm water basin or ditch was created as part of a public project.

Based on the applicability of Exemption 10, storm water ponds, roadside ditches, and open storm water ditches located in Fridley were not identified as jurisdictional wetland in cases where the basin or ditch had clearly been excavated from upland. However, a small number of natural wetlands included in this inventory appear to have been modified to serve water quality and quantity functions almost exclusively (i.e., ID #s 13-30-24-34-01 and 23-30-24-14-01). Because these basins appear on NWI maps, whereas other excavated storm water basins do not, they were assumed to be natural wetlands prior to modification and therefore were included as Wetland Conservation Act jurisdictional wetlands.

Similarly, the U.S. Army Corps of Engineers Rules under the Federal Clean Water Act *generally do not* consider storm water basins and ditches created for purposes other than wetland replacement to be "Waters of the United States" or jurisdictional wetlands. Waters of the United States specifically exclude "Artificial lakes or ponds created by excavating and/or diking dry land to collect and retain water and which are used exclusively for such purposes as stock watering, irrigation, settling basins, or rice growing (33 CFR 328.3 (c)). To the extent that storm water basins are created on upland for purposes of removing sediment and pollutants from runoff, this exclusion would apply. *However, because the Corps reserves the right to make case-by-case determinations when considering whether specific basins are "Waters of the United States," written confirmation of no jurisdiction must be sought from the Corps before any modifications to storm water basins are conducted. The same confirmation procedure for nonjurisdictional basins needs to be followed with other jurisdictions, such as the Rice Creek Watershed District.*

PUBLIC VALUE, SEQUENCING, AND WETLAND REPLACEMENT RATIOS

The wetland replacement matrix from the Wetland Conservation Act rules (and the ancillary formulas for inlet/outlet characteristics and hydrologic units) provide ratios for "out-of-kind" and "off-site" wetland replacement. This report provides all of the elements required by the Wetland Conservation Act rules for determining wetland replacement needs. These include the: (1) abbreviated Cowardin wetland classification, (2) hydrologic unit, and (3) inlet/outlet characteristics. These data have been compiled for all identified wetlands to enable the City to readily apply the wetland replacement matrix and formulas to any project for which wetland replacement is necessary.

The Wetland Conservation Act rules set three levels of sequencing, which are based on the size of the wetland area to be filled or drained. Wetland fills of less than 400 square

feet are considered de minimis and therefore eligible for a no-loss determination under the Act. For wetland fills of 400 to 4,356 square feet (i.e., < 0.1 acre), the City may make a sequencing determination without requiring a project justification submitted by the applicant. Any project proposing more than 0.1 acre of wetland fill is subject to full sequencing under the Act.

The U.S. Army Corps of Engineers' Regional Conditions to Nationwide Permit 26 apply the de minimis determination to fills of less than one-half acre in isolated basins. In order to assist the City in determining acceptable sequencing and the regulatory status of each basin with respect to Corps of Engineers regulations, this report provides a size determination for all wetland basins encompassing one-half acre or less.

Wetland Replacement Ratios

The ratio of wetland replacement required for any activity that fills or drains wetland depends on: (1) the replacement wetland type in relation to the impacted wetland type, (2) the location of the replacement wetland with respect to the impacted wetlands, and (3) the inlet and outlet characteristics of each wetland. As shown in the following sections, the replacement ratio increases with the divergence between the classification, location, and inlet/outlet characteristics of the impacted and replacement wetland. Presumably, the intent of the Minnesota Board of Water and Soil Resources in devising this system was to ensure that replacement wetlands provide public value at least equal to impacted wetlands.

The required wetland replacement ratio for out-of-kind or out-of-watershed wetland replacement during the permanent program shall be 2 to 1 *or* the sum of the *wetland type ratio* plus the *hydrologic unit ratio* plus the *inlet and outlet characteristics ratio*, whichever is greater. For projects involving partial wetland drainage or partial restoration, see pages 68-70 of the Wetland Conservation Act Final Rule (dated June 6, 1993) for procedures for calculating the required wetland replacement.

Wetland Type Ratio

Abbreviated Cowardin classifications for each inventoried basin are provided in Table 1. The wetland classification equivalency chart and the wetland type replacement matrix, which were taken from the Wetland Conservation Act rules, are provided on the following pages.

Hydrologic Unit Ratio

For the purpose of the Wetland Conservation Act, the entire City of Fridley is in the Mississippi River (Metro) watershed. This is shown as Hydrologic Unit 20 on the State of Minnesota Watershed Boundaries map contained in the Wetland Conservation Act rules. *Please note that hydrologic unit boundaries do not correspond to the boundaries of Watershed Districts and Watershed Management Organizations.* Even though the City

City of Fridley Wetland Inventory

Wetland Classification Equivalency Chart (Adapted from Wetland Conservation Act Rules)

Cowardin Class or Subsystem & Water Regime	Abbreviated Cowardin	Approximate Circular 39 Equivalent	
PEMA	PEA (Palustrine emergent temporarily flooded)	1	Seasonally flooded basin
PEMB	PEB (Palustrine emergent saturated)	2	Wet meadow
PEMC	PEC (Palustrine emergent seasonally flooded)	3	Shallow marsh
PEMD	PEC	3	
PEME	PEC	3	
PEMF	PEF (Palustrine emergent semipermanently flooded)	4	Deep marsh
PEMG	PEF	4	
PEMH	PEF	4	
PEMJ	PEA	1	
PEMK	PEF	4	
PEMW	PEA	1	
PEMY	PEB	2	
PEMZ	PEF	4	
PEMU	PEF	4	
PSSA	PSA (Palustrine scrub/shrub temporarily flooded)	6	Shrub swamp
PSSB(except PSS3B)	PSB (Palustrine scrub/shrub saturated)	6	
PSS3B	PSX (Palustrine scrub/shrub broad-leaved evergreen)	8	Bog
PSSC	PSC (Palustrine scrub/shrub seasonally flooded)	6	
PSSD	PSC	6	
PSS E	PSC	6	
PSSF	PSC	6	
PSSG	PSC	6	
PSSH	PSC	6	
PSSJ	PSA	6	
PSSK	PSC	6	
PSSW	PSA	6	
PSSY	PSB	6	
PSSZ	PSC	6	
PSSU	PSC	6	
PFOA	PFA (Palustrine forested temporarily flooded)	1L	Bottomland hardwoods
PFOB	PFB (Palustrine forested saturated)	7	Wooded swamp
PFOC	PFC (Palustrine forested seasonally flooded)	7	
PFOD	PFC	7	
PFOE	PFC	7	
PFOF	PFC	7	
PFOG	PFC	7	
PFOH	PFC	7	
PFOJ	PFA	1	
PFOK	PFC	7	
PFOW	PFA	1	
PFOY	PFB	7	
PFOZ	PFC	7	
PFOU	PFC	7	
PML (all)	PSX (Palustrine moss lichen)	8	
PAB (all)	PA (Palustrine aquatic bed)	5	Open water
PUB (all)	PU (Palustrine unconsolidated bottom)	5	
PRB (all)	PU	5	
POW (all)	PU	5	
PUS (all)	PU	5	
L1 (all)	L1 (Lacustrine limnetic)	5*	
L2 (all)	L2 (Lacustrine littoral)	5	
R2 (all)	R2 (Riverine lower perennial)	**	
R3 (all)	R3 (Riverine upper perennial)	**	
R4 (all)	R4 (Riverine intermittent)	**	

* Circular 39 does not classify deep water habitats as a wetland type, but for the purpose of this table, the classification can be approximated as Type 5.

** Circular 39 does not provide classifications for riverine wetlands.

City of Fridley Wetland Inventory

Impacted Wetland Type	Replacement Wetland Type																	
	PFA	PFB	PFC	PSA	PSB	PSC	PSX	PEA	PEB	PEC	PEF	PA	PU	L1	L2	R2	R3	R4
PFA	1.0	1.5	1.5	2.0	1.5	2.0	3.0	3.0	1.5	1.0	1.0	1.5	1.5	1.5	1.5	2.0	1.5	2.0
PFB	1.5	1.0	1.0	2.0	1.0	2.0	2.0	2.0	1.0	1.0	1.0	1.5	1.5	1.5	1.5	3.0	1.5	3.0
PFC	1.5	1.5	1.0	2.0	1.0	2.0	2.0	2.0	1.0	1.0	1.0	1.5	1.5	1.5	1.5	3.0	1.5	3.0
PSA	1.5	1.5	1.0	1.0	1.0	1.5	2.0	2.0	1.0	1.0	1.0	1.5	1.5	1.5	1.5	3.0	1.5	3.0
PSB	1.5	1.5	1.0	1.0	1.0	1.5	2.0	2.0	1.0	1.0	1.0	1.5	1.5	1.5	1.5	3.0	1.5	3.0
PSC	1.5	1.5	1.0	1.0	1.0	1.0	2.0	2.0	1.0	1.0	1.0	1.5	1.5	1.5	1.5	2.0	1.5	2.0
PSX	1.0	1.5	1.0	2.0	1.0	2.0	1.0	1.0	1.0	1.0	1.0	1.5	1.5	1.5	1.5	2.0	1.5	2.0
PEA	1.5	1.5	1.0	2.0	1.0	2.0	1.5	1.0	1.0	1.0	1.0	1.5	1.5	1.5	1.5	3.0	1.5	3.0
PEB	1.5	1.5	1.0	2.0	1.0	2.0	2.0	2.0	1.0	1.0	1.0	1.5	1.5	1.5	1.5	3.0	1.5	3.0
PEC	1.5	1.5	1.5	3.0	3.0	3.0	3.0	3.0	1.5	1.0	1.0	1.5	1.5	1.5	1.5	3.0	1.5	3.0
PEF	1.5	1.5	1.5	3.0	3.0	3.0	3.0	3.0	1.5	1.0	1.0	1.5	1.5	1.5	1.5	3.0	1.5	3.0
PA	1.5	1.5	1.5	3.0	3.0	3.0	3.0	3.0	1.5	1.0	1.0	1.0	1.0	1.0	1.5	2.0	1.0	2.0
PU	1.5	1.5	1.5	3.0	3.0	3.0	3.0	3.0	1.5	1.0	1.0	1.0	1.0	1.0	1.5	2.0	1.0	2.0
L1	1.5	1.5	1.5	3.0	3.0	3.0	3.0	3.0	1.5	1.0	1.0	1.0	1.0	1.0	1.5	2.0	1.0	2.0
L2	1.0	1.5	1.5	2.0	1.5	2.0	3.0	3.0	1.5	1.0	1.0	1.0	1.0	1.0	1.0	2.0	1.0	2.0
R2	1.5	1.5	1.5	3.0	3.0	3.0	3.0	3.0	1.5	1.0	1.0	1.0	1.0	1.0	1.5	1.0	1.0	1.5
R3	1.5	1.5	1.5	3.0	3.0	3.0	3.0	3.0	1.5	1.0	1.0	1.0	1.0	1.0	1.5	2.0	1.0	2.0
R4	1.5	1.5	1.5	3.0	3.0	3.0	2.0	2.0	1.5	1.0	1.0	1.0	1.0	1.0	1.5	1.0	1.0	1.0

of Fridley is split between the Rice Creek Watershed District and the Six Cities Watershed Management Organization, proposing to replace a wetland impacted in the Rice Creek Watershed District by constructing a replacement area in the Six Cities Watershed Management Organization would not increase the replacement ratio required under the Wetland Conservation Act because both areas are in the Mississippi River (Metro) watershed (i.e., hydrologic unit). However, this proposed activity would still fall under the jurisdiction of both the Rice Creek Watershed District and the Six Cities Watershed Management Organization, which may place further stipulations or conditions on approval. The Rice Creek Watershed District formerly had a policy discouraging wetland replacement across watershed boundaries, but the district recently dropped the policy in favor of adopting the Wetland Conservation Act permanent program rules.

When a wetland replacement area is to be located in a different hydrologic unit, as shown on the U.S. Geological Survey Hydrologic Unit Map for Minnesota, from the impacted wetland, the following ratios must be applied.

Location of Sites	Replacement Ratio
Within same watershed	0.0
Different watershed	0.1
Different accounting unit	0.3
Different subregion	0.5
Different region	1.0

Inlet and Outlet Characteristics Ratio

Inlet and outlet characteristics are identified for each delineated basin in Table 1. Because the location or existence of inlets and outlets is sometimes obscured by dense vegetation, field reviews were supplemented by reviewing the City of Fridley Storm Sewer System map to determine the inlet/outlet characteristics presented in Table 1. However, even with the review of the Storm Sewer System map, it was not *always* possible to determine whether a pipe leading to a certain basin was placed to function as an inlet or an outlet. If only one pipe led to the basin, it was assumed to function as a basin inlet. Basins having a storm sewer inlet but no discernable outlet were categorized as "Isolated." Although Wetland Conservation Act rule definitions for inlets and outlets, which are provided verbatim below, identify wetlands having an outlet but no inlet as "Tributary," basins with an "inlet" but no "outlet" are technically *undefined* by the Act. *Due to the uncertainty of inlet and outlet characteristics for certain basins, and the need to make certain assumptions during this study, an effort to confirm the inlet and outlet characteristics of each basin must be made when and if an application for alteration of the basin is received.*

The following definitions were taken directly from the BWSR Wetland Conservation Act Rules:

Riverine wetland means a wetland contained within the banks of a channel that may contain moving water or that forms a connecting link between two bodies of standing water.

Flow-through wetland means a wetland with both a well defined outlet and one or more well defined inlets, including tile systems, ditches, or natural watercourses.

Tributary wetland means a wetland with a well defined outlet, including tile systems, ditches, or natural watercourses, but without a well defined inlet.

Floodplain wetland means a wetland located in the floodplain of a watercourse, with no well defined inlets or outlets, including tile systems, ditches, or natural watercourses. This may include the floodplain itself when it exhibits wetland characteristics.

Isolated wetland means a wetland without well defined inlets or outlets, including tile systems, ditches, or natural watercourses.

Please note that this system does not provide a category for wetlands having a well defined inlet but no outlet. When such wetlands were encountered during this inventory, they were categorized as Isolated.

City of Fridley Wetland Inventory

If the inlet and outlet characteristics of a replacement wetland would differ from those of an impacted wetland, the following ratios shall be applied.

Impacted Wetland	Replacement Wetland				
	Riverine	Flow-through	Tributary	Floodplain	Isolated
Riverine	0.0	0.2	0.4	0.6	1.0
Flow-through	0.2	0.0	0.4	0.6	0.8
Tributary	0.4	0.2	0.0	0.2	0.4
Floodplain	0.6	0.6	0.2	0.0	0.2
Isolated	1.0	0.8	0.4	0.2	0.0

FUTURE OUTLOOK

The City may wish to have its wetland map approved by its Technical Evaluation Panel (TEP) under the Wetland Conservation Act. Such approval would enable the City to make independent no-net-loss determinations without TEP involvement. Although TEP involvement is optional and at the discretion of the Local Government Unit, any party involved in a wetland determination, such as the City, the landowner, or a TEP member, can request the involvement of the TEP. If the TEP approves a City wetland map, and the map is incorporated into a City ordinance, the TEP would no longer be involved in wetland determinations within the City (see Minn. Rules 8420.0240). In the City of Fridley, the TEP includes a designee of the City Engineer, Jim Haertel of the Board of Water and Soil Resources, and a representative of the Anoka Soil and Water Conservation District (e.g., Chris Lord). *Although a number of municipalities have completed wetland inventories, no City wetland mapping project to date has received TEP approval.*

OTHER REGULATORY JURISDICTIONS

The relationship of each inventoried basin to other regulatory jurisdictions is summarized in Table 2. These jurisdictions include local watersheds, the Minnesota DNR, and the U.S. Army Corps of Engineers. The status of these jurisdictions is discussed below.

Local Watershed Authorities

Of the 59 basins inventoried, 35 fall within the jurisdiction of the Rice Creek Watershed District and 24 fall within the Six Cities Watershed Management Organization. *All applicants for wetland certifications under the Wetland Conservation Act should be advised that their proposals must also comply with local watershed rules.* It should be

recognized that the geographic limits of the Rice Creek Watershed District and the Six Cities Watershed Management Organization are in no way related to the Mississippi River Metro Hydrologic Unit, which is the local watershed unit cited in the Wetland Conservation Act rules. Whereas the City of Fridley is split between the Rice Creek Watershed District and the Six Cities Watershed Management Organization, the entire city falls within the Mississippi River Metro Hydrologic Unit. Although the Rice Creek Watershed District has a local wetland ordinance, the Six Cities Watershed Management Organization does not.

Minnesota DNR Protected Waters, Wetlands, and Watercourses

Wetlands within the city that are included in the DNR protected waters inventory include six protected wetlands or waters, and three protected watercourses. Characteristics of these basins and watercourses are summarized in Table 3. It should be recognized that Wetland Conservation Act jurisdiction is mutually exclusive from DNR jurisdiction. In other words, wetlands protected under the Wetland Conservation Act include only those wetlands located above the Ordinary High Water Level (OHWL) of DNR protected wetlands or waters, or outside the banks of the channel of DNR protected watercourses for those basins that include DNR protected wetlands, waters, or watercourses. All wetlands that are geographically distinct from DNR protected wetlands, waters, and watercourses fall under the jurisdiction of the Wetland Conservation Act.

Although the city could adopt an ordinance that claims jurisdiction over DNR protected wetlands and waters as well as Wetland Conservation Act wetlands, the benefits of such additional regulation would likely be negligible. DNR protected waters rules specifically prohibit filling in DNR protected wetlands and waters to create upland except where: (1) the project involves construction of a roadway or pathway proposed by a federal, state, or local government agency and lack of a permit would restrict the project and create a major conflict with public purposes or interests, (2) there are no feasible or practical alternatives to the project that would have less environmental impact, and (3) the public need for the project rules out the no-build alternative. In addition, applications for work in DNR protected waters or wetlands are routinely distributed to local governments, including cities, for comments before permits are issued.

Corps of Engineers Section 404 Jurisdiction

All of the wetlands identified in this inventory fall within the jurisdiction of the U.S. Army Corps of Engineers under Section 404 of the Federal Clean Water Act. While the definition of Waters of the United States, which are regulated under the Clean Water Act, generally excludes non-tidal drainage and irrigation ditches and basins excavated on dry land (i.e., storm water basins), *the Corps reserves the right to determine whether wetlands fall under their jurisdiction on a case by case basis. Therefore, confirmation of no jurisdiction should be sought from the Corps before any activity*

affecting storm water basins or open storm sewer ditches is undertaken. Because the Corps jurisdiction has recently been expanded under the Tulloch Rule, which took effect on September 24, 1993 (33 CFR Parts 323 and 328), to include mechanized land clearing, ditching, channelization, or other excavation activities that degrades or destroys wetlands, confirmation should be sought from the Corps regardless of whether the activity proposed involves fill or excavation.

The regional conditions to Nationwide Permit 26 (NWP 26) (33 CFR 330.5 (a) (26)) allow up to 0.5 acre of fill in *isolated* basins under Corps jurisdiction without notification to other federal and state agencies and without wetland replacement. For fill or adverse modifications (potentially including excavation) involving between 0.5 and 3 acres of fill in *isolated* basins, the Corps would require wetland replacement, documentation on avoidance and minimization, and notification to the Minnesota Pollution Control Agency (MPCA), the U.S. Fish and Wildlife Service, the U.S. Environmental Protection Agency, the State Historic Preservation Office, and the Minnesota DNR. A discretionary individual permit may be required for any project affecting between 0.5 and 3 acres in *isolated* basins. Any fill or adverse modification affecting over 3 or more acres of wetland would automatically require an individual permit from the Corps, which would be issued only after a public notice period, demonstration of impact avoidance and minimization to the greatest extent possible, and commitment to carry out a wetland replacement plan. Individual Section 401 Water Quality Certification from the Minnesota Pollution Control Agency is necessary for any project requiring an individual Corps permit.

The last three columns in Table 2 identify the status of each basin under Corps of Engineers regulations. *Please recognize that the status of each basin under Corps regulations, as provided herein, is tentative, based on certain assumptions, and has not been reviewed by or received the concurrence of Corps personnel. It is essential that Corps confirmation of the regulatory status of each basin identified herein be obtained before any regulated wetland activity is planned or submitted to the Corps for approval.* All but 5 of the 59 basins are "above the headwaters" and eligible for NWP 26 applicability by the Corps. Basins for which the median annual outflow is 5 cubic feet per second (cfs) or greater are considered below the headwaters and are not eligible for NWP applicability. These include the Mississippi River, Rice Creek, Locke Lake, and the outlet from Springbrook Nature Center, including associated wetlands. Although flow rates were not measured in field, we have assumed that the outlet from Springbrook Nature Center has a median flow rate of at least 5 cfs. We have assumed that other creeks draining to the Mississippi (Stonybrook and Oak Glen Creek; ID # 03-30-24-43-01 and 10-30-24-13-01) have flow rates less than 5 cfs. Ten of the 59 basins are listed as "adjacent" under Corps regulations. These basins are adjacent to and within 1,000 feet of DNR protected wetlands over 10 acres in size. Wetlands in this category include the Mississippi River, Moore Lake, Rice Creek, Springbrook Nature Center, Stonybrook, Oak Glen Creek, Camp Lockslea, and Spring Lake. For the 8 of these basins considered above the headwaters, NWP 26 would allow only 10,000 square feet of fill or adverse wetland impact. Any fill or adverse impact exceeding this

threshold would require an individual Corps permit. *Because Corps personnel have not reviewed and confirmed the accuracy of these data, all wetland certification applicants must confirm the regulatory status and permit requirements with the Corps before planning or proceeding with any regulated activity.*



TABLE 1. Classifications and Wetland Conservation Act parameters of wetlands located within the City of Fridley. Revised February 15, 1994.

Basin	ID Number	NWI Map	Classification			% Open Water	Water Source	Inlet/Outlet Character	Size		Sequencing
			Cowardin	Abbrev.	Circ.39				Acres	Sq. Ft.	
66	02-30-24-22-01	PEMBd	PUBF _x	PU	5	85	Both	Flow-through	>0.5		Full
51	02-30-24-23-01	PUBFd	PEMF	PEF	4	50	Both	Flow-through	>0.5		Full
64	02-30-24-23-02	PFOIB	PFOIA	PFA	1L	0	Surface	Isolated	>0.5		Full
49	02-30-24-32-01	PFOIB	PFOIA	PFA	1L	0	Surface	Isolated	>0.5		Full
53	03-30-24-11-01	PEMF/PEMC/ PFOIBd	PEMF/PFOIB/ PEMB	PEF/PFB/ PEB	4/1L/ 2	30	Both	Flow-through	>0.5		Full
50	03-30-24-13-01	PEMCd	PEMB	PEB	2	0	Surface	Isolated	>0.5		Full
52	03-30-24-14-01	PUBF _x	PEMF _x /PEMB	PEF/PEB	4/2	30	Both	Tributary	>0.5		Full
46	03-30-24-24-01	PEMBd/PFOIBd	PEMB/C/PSSIBd	PEB/PEC/PSB	2/3/6	5	Surface	Flow-through	>0.5		Full
59	03-30-24-31-01	not shown	R3UB2	R3	N/A	30	Both	River/Floodpln>0.5			Full
47	03-30-24-41-01	PUBF _x	PUBF _x	PU	5	75	Surface	Flow-through	0.40	17,360	Full
48	03-30-24-41-02	not shown	PFOIA/PEMA	PFA/PEA	1L/1	0	Surface	Isolated	>0.5		Full
61	03-30-24-43-01	not shown	R3UB2	R3	N/A	20	Both	River/Floodpln>0.5			Full
60	10-30-24-13-01	not shown	R3UB2	R3	N/A	30	Both	River/Floodpln>0.5			Full
45	10-30-24-43-01	PFOIB	PFOIA/PSSIA	PFA/PSA	1L/6	0	Both	Flow-through	>0.5		Full
30	11-30-24-31-01	not shown	PEMB	PEB	2	0	Surface	Isolated	0.16	6,940	Full
31	11-30-24-31-02	PEMC/PFOIC	PEMB/PFOIA	PEB/PFA	1L/2	0	Surface	Isolated	>0.5		Full
32	11-30-24-31-03	PEMC	PEMC	PEC	3	0	Both	Flow-through	0.17	7,595	Full
29	11-30-24-42-01	PFOB/PEMB/ PEMF	PFOIA/PEMB/ PEMC	PFA/PEB/ PEC	1L/2/ 3	0-25	Both	Flow-through	>0.5		Full
33	11-30-24-43-01	PFOIC	PFOIC	PFC	1L	0	Surface	Isolated	0.12	5,260	Full
28	12-30-24-11-01	L1UB	L1UB	L1	5	90-95	Surface	Flow-through	>0.5		Full
27	12-30-24-24-01	not shown	PEMA	PEA	1	0	Surface	Isolated	0.24	10,336	Full
23	12-30-24-32-01	PFOIB/PEMB	PFOIA/PEMA	PFA/PEA	1L/1	0	Both	Isolated	>0.5		Full
26	12-30-24-41-01	PSSIC/PEMC	PEMC	PEC	3	0-5	Surface	Isolated	0.42	18,395	Full
22	13-30-24-12-01	PFOIC	R3UB2/PFOIB/PEMB	R3/PFB/PEB	1L/2	15	Both	River/Floodpln>0.5			Full
65	13-30-24-23-01	PEMBd	PEMF	PEF	4	80	Both	Flow-through	<0.5		Full
19	13-30-24-32-01	PEMC	PEMB	PEB	2	0	Surface	Isolated	0.19	8,267	Full
18	13-30-24-34-01	PEMF	PEMC	PEC	3	0	Storm	Flow-through	0.16	7,020	Full
21	13-30-24-41-01	PUBG _x	PUBG _x	PU	5	100	Both	Flow-through	>0.5		Full
20	13-30-24-42-01	PEMB/PSSIBd	PFOIA/PEMBd	PFA/PEB	1L/2	<5	Both	Flow-through	>0.5		Full

TABLE 1, Continued. Classifications and Wetland Conservation Act parameters of wetlands located within the City of Fridley.

Basin	ID Number	Classification			Abbrv.	Circ.39	% Open Water	Water Source	Inlet/Outlet Character	Size		Sequencing
		NWI Map	Cowardin	Abbrv.						Acres	Sq. Ft.	
36	15-30-24-11-01	L2UBG	PSSIC/PUBG	PSC/PU	6/5	25-90	Both	Flow-through	>0.5		Full	
62	22-30-24-21-01	R2UB/PFOIC	R2UB/PFOIC	R2/PFC	N/A	90+	Both	River/Floodpln	>0.5		Full	
43	23-30-24-14-01	PEMC	PEMB/PEMC	PEB/PEC	2/3	0	Storm	Flow-through	0.09	4,005	Replacement	
39	23-30-24-43-01	not shown	PFOIA	PFA	1L	0	Both	Isolated	0.37	16,326	Full	
40	23-30-24-43-02	not shown	PEMC	PEC	3	20	Surface	Isolated	0.29	12,606	Full	
14	24-30-24-12-01	PEMF	PEMC	PEC	3	30	Surface	Isolated	>0.5		Full	
15	24-30-24-12-02	PEMF	PEMF	PEF	4	65	Surface	Isolated	>0.5		Full	
12	24-30-24-13-01	PUBF	PUB	PU	5	90-95	Both	Isolated	>0.5		Full	
13	24-30-24-13-02	PUBF	PUBF	PU	5	85	Both	Isolated	0.46	19,427	Full	
54	24-30-24-14-01	PEMF	PEMC	PEC	3	10	Both	Isolated	>0.5		Full	
55	24-30-24-14-02	PUBF	PEMF	PEF	4	55	Both	Isolated	>0.5		Full	
56	24-30-24-14-03	PUBF	PSSIC	PSC	6	20	Surface	Isolated	>0.5		Full	
57	24-30-24-14-04	PSSIC/PEMF	PSSIC/PEMC	PSC/PEC	6/3	10	Surface	Isolated	>0.5		Full	
58	24-30-24-14-05	PSSIC	PSSIC	PSC	6	0	Surface	Isolated	>0.5		Full	
1	24-30-24-32-01	PUBF/PEMC	PEMF/PUB	PEF/PU	4/5	85	Both	Flow-through	>0.5		Full	
2	24-30-24-32-02	not shown	PEMC	PEC	3	0	Both	Flow-through	>0.5		Full	
16	24-30-24-32-03	LIUBH	LIUB4/PEMC	LI/PEC	5	90+	Both	Flow-through	>0.5		Full	
11	24-30-24-41-01	not shown	PSSIB	PSB	6	0	Both	Isolated	0.06	2,660	Replacement	
3	24-30-24-42-01	PUBf	PUBF	PU	5	80	Both	Flow-through	>0.5		Full	
5	24-30-24-42-02	PUBF/PEMC	PUBF	PU	5	85	Both	Isolated	0.34	14,670	Full	
6	24-30-24-42-03	PUBF	PEMC	PEC	3	10	Both	Isolated	0.09	4,025	Replacement	
7	24-30-24-42-04	PUBF	PUBF	PU	5	80	Both	Isolated	0.17	7,233	Full	
4	24-30-24-43-01	PEMC	PSSIC	PSC	6	<10	Both	Isolated	0.38	16,740	Full	
8	24-30-24-43-02	PUBG	PUB/AB3	PU/PA	4/5	60-90	Both	Isolated	>0.5		Full	
9	24-30-24-44-01	PUBFfx	PUBFfx	PU	4/5	85	Surface	Isolated	>0.5		Full	
10	24-30-24-44-02	PUBFfx	PUBFfx	PU	5	85-90	Both	Isolated	0.36	15,500	Full	
42	25-30-24-11-01	PUBG	PUBG	PU	5	85	Both	Isolated	>0.5		Full	
41	25-30-24-12-01	PUBF/PEMF	PEMF/PSSIB	PEF/PSB	4/6	60	Surface	Tributary	>0.5		Full	
37	34-30-24-11-01	PUBFfx	PEMB	PEB	2	0	Surface	Isolated	0.11	4,957	Full	
38	34-30-24-31-01	not shown	PFOIA	PFA	1L	0	Surface	Isolated	>0.5		Full	
Wetlands deleted from draft table due to exemptions or revised delineation												
35	10-30-24-44-01	not shown	PEMCx	PEC	3	20	Both	Isolated	0.47	20,455	Exempt	
44	14-30-24-31-01	not shown	PEMA/PEMB	PEA/PEB	1/2	0	Both	Flow-through	>0.5		Exempt	
17	24-30-24-21-01	PEMB	PFOIA/PEMA	PFA/PEA	1L/1	0	Surface	Isolated	0.20	8,880	Exempt	

lacks hydric soils

TABLE 2. Location, vegetation, and regulatory status of wetlands located within the City of Fridley. Revised February 15, 1994.

Basin	ID Number	Street Location	Predominant Vegetation	DNR		Corps of Engineers		
				Protected	Headwaters Isolated	Adjacent	Adjacent	
66	02-30-24-22-01	200 85th Av. NE	No vegetation; construction recently completed	SCWMO	No	Yes	No	Yes
51	02-30-24-23-01	400 83rd Av. NE	50% water, cottonwood, willow, reed canary, cattail	SCWMO	No	Yes	Yes	No
64	02-30-24-23-02	250 83rd Av. NE	Boxelder, elm, stinging nettles	SCWMO	No	Yes	Yes	No
49	02-30-24-32-01	200 81st Av. NE	Boxelder, stinging nettles, jewelweed, reed canary	SCWMO	No	Yes	Yes	No
53	03-30-24-11-01	Springbrook Nat. Cir.	30% water, vegetation not surveyed	SCWMO	Yes	Yes	No	Yes
50	03-30-24-13-01	8100 Hickory St.	Reed canary grass, prairie cord grass	SCWMO	No	Yes	Yes	No
52	03-30-24-14-01	8200 Main St.	30% water, cottonwood, reed canary, willow, cattail	SCWMO	No	Yes	Yes	No
46	03-30-24-24-01	200 Ironton St.	Dogwood, reed canary grass, hummock sedge, willow, cattail, cottonwood	SCWMO	No	No	No	No
59	03-30-24-31-01	8050 East River Rd.	30% water, cottonwood, boxelder, elm	SCWMO	Yes	No	No	Yes
47	03-30-24-41-01	81st Av. NE & Beech St.	70% water, willow, reed canary grass	SCWMO	No	Yes	Yes	No
48	03-30-24-41-02	8050 Main St.	Cottonwood, reed canary grass, willow, stinging nettles, sedges, jewelweed	SCWMO	No	Yes	Yes	No
61	03-30-24-43-01	7730 East River Rd.	20% water, cottonwood, boxelder, elm	SCWMO	No	Yes	No	Yes
60	10-30-24-13-01	7400 East River Rd	30% water, cottonwood, boxelder, elm	SCWMO	No	Yes	No	Yes
45	10-30-24-43-01	Camp Lockeslea	Boxelder, elm, buckthorn, nettles, sedges, canary	SCWMO	No	Yes	No	Yes
30	11-30-24-31-01	400 73rd Ave. NE	Reed canary, Canada thistle, sedges, cattail, bulrush	RCWD	No	Yes	Yes	No
31	11-30-24-31-02	SE of University & 73rd Av. NE	Reed canary, nettles, boxelder, buckthorn, cottonwood, thistle	RCWD	No	Yes	Yes	No
32	11-30-24-31-03	N. of 320 71st Av	Reed canary, bulrush, cattail	RCWD	No	Yes	Yes	No
29	11-30-24-42-01	1090 73rd Ave. N.	Jewelweed, sedges, nettles, boxelder, cottonwood, elm, cattail	RCWD	No	Yes	Yes	No
33	11-30-24-43-01	Locke Park	Greenash, buckthorn, jewelweed	RCWD	No	Yes	Yes	No
28	12-30-24-11-01	1651 Osborne Road NE	90-95% open water; cattail, bulrush	RCWD	Yes	Yes	No	Yes
27	12-30-24-24-01	7530 Old Central Ave.	Reed canary grass, Canada thistle, boxelder	RCWD	No	Yes	Yes	No
23	12-30-24-32-01	1090 73rd Ave. N.	Cottonwood, nettles, Virginia creeper, jewelweed, canary grass	RCWD	No	Yes	Yes	No
26	12-30-24-41-01	S. of 1700 73rd Ave.	Sedges, reed canary, boxelder, willow	RCWD	No	Yes	Yes	No
22	13-30-24-12-01	Arthur St. & 66th Av.	Cottonwood, boxelder, elm, green ash, silver maple	RCWD	Yes	No	No	Yes
65	13-30-24-23-01	Meadowlands Park	No vegetation; construction recently completed	RCWD	No	Yes	Yes	No
19	13-30-24-32-01	6300 W. Hwy. 65 Svc Rd.	Sedges, smartweed	RCWD	No	Yes	Yes	No
18	13-30-24-34-01	E. Moore Lake Drive	Cattails, sedges, willow	RCWD	No	Yes	Yes	No
21	13-30-24-41-01	1700 Mississippi St.	100% open water	RCWD	Yes	Yes	Yes	No
20	13-30-24-42-01	1400 Rice Creek Rd.	Cottonwood, silver maple, elm, green ash, aspen, boxelder, willow, reed canary, nettles, sedges	RCWD	No	Yes	Yes	No

TABLE 2, Continued. Location, vegetation, and regulatory status of wetlands located within the City of Fridley.

Basin	ID Number	Street Location	Predominant Vegetation	Watershed	DNR		Corps of Engineers		
					Protected	Headwaters Isolated	Adjacent	Isolated	Adjacent
36	15-30-24-11-01	Locke Park	Willow, 25% water, boxelder, cottonwood, elm	RCWD	Yes	No	No	No	No
62	22-30-24-21-01	Mississippi River	90%+ water, cottonwood, boxelder, silver maple	SCWMO	Yes	No	No	Yes	No
43	23-30-24-14-01	5700 Moore Lake Dr.	Bulrush, sedges, reed canary, bluegrass	SCWMO	No	Yes	Yes	No	No
39	23-30-24-43-01	700 53rd Av. N.	Cottonwood, willow, boxelder	SCWMO	No	Yes	Yes	No	No
40	23-30-24-43-02	700 53rd Av. N.	Cattail, bulrush, reed canary, 20% water, willow, cottonwood	SCWMO	No	Yes	Yes	No	No
14	24-30-24-12-01	N. of 1400 Gardena Ave.	Bulrush, cattail, arrowhead, sedges, willow, cottonwood, boxelder	RCWD	No	Yes	Yes	No	No
15	24-30-24-12-02	N. of 1400 Gardena Ave.	65% water; cattails	RCWD	No	Yes	Yes	No	No
12	24-30-24-13-01	SE of Totino-Grace School	90%+ water; reed canary grass, cottonwood	RCWD	No	Yes	Yes	No	No
13	24-30-24-13-02	E. of Totino-Gracefields	85% water; cottonwood, willow, mud flats	RCWD	No	Yes	Yes	No	No
54	24-30-24-14-01	Innsbruck Nat. Cir.	10% water, reed canary, sedges, cattail, cottonwood	RCWD	No	Yes	Yes	No	No
55	24-30-24-14-02	Innsbruck Nat. Cir.	55% water, cattail, bulrush	RCWD	No	Yes	Yes	No	No
56	24-30-24-14-03	Innsbruck Nat. Cir.	20% water, willow, sedges, boxelder	RCWD	No	Yes	Yes	No	No
57	24-30-24-14-04	Innsbruck Nat. Cir.	10% water, willow, sedges, cattail	RCWD	No	Yes	Yes	No	No
58	24-30-24-14-05	Innsbruck Nat. Cir.	willow, sedges, silver maple	RCWD	No	Yes	Yes	No	No
1	24-30-24-32-01	Polk St. S. of Linde Dr.	85% open water; cattail, cottonwood, willow fringe	RCWD	No	Yes	Yes	No	No
2	24-30-24-32-02	Polk St. S. of Linde Dr.	Cattail, arrowhead, bulrush	RCWD	No	Yes	Yes	No	No
16	24-30-24-32-03	Central Av & Moore Lake Dr	90%+ water; cattails	RCWD	Yes	Yes	No	Yes	Yes
11	24-30-24-41-01	1550 N. Innsbruck Dr.	Cottonwood, dogwood, aspen	SCWMO	No	Yes	Yes	No	No
3	24-30-24-42-01	5555 Matterhorn Dr.	80% water; cottonwood, willow fringe	RCWD	No	Yes	Yes	No	No
5	24-30-24-42-02	5498 E. Danube	85% water; duckweed; cottonwood, willow edge	RCWD	No	Yes	Yes	No	No
6	24-30-24-42-03	1440 Innsbruck Dr.	Reed canary, cattail, willow, arrowhead, cottonwood	RCWD	No	Yes	Yes	No	No
7	24-30-24-42-04	1452 N. Danube Road	80% water; willow, cottonwood, reed canary grass	RCWD	No	Yes	Yes	No	No
4	24-30-24-43-01	1350 E. Danube	Buckthorn, stinging nettles	RCWD	No	Yes	Yes	No	No
8	24-30-24-43-02	1506 Bohnhof Junction	60% water; water lily, cattail, willow, cottonwood	RCWD	Yes	Yes	Yes	No	No
9	24-30-24-44-01	E. Oberlin Circle	85% water; duckweed, cottonwood, willow, canary, cattail, dogwood	RCWD	No	Yes	Yes	No	No
10	24-30-24-44-02	1550 N. Innsbruck Dr.	85-90% water; willow, cottonwood, dogwood	SCWMO	No	Yes	Yes	No	No
42	25-30-24-11-01	5257 St. Moritz Dr.	85% water; cottonwood, boxelder	SCWMO	No	Yes	Yes	No	No
41	25-30-24-12-01	5151 St. Moritz Dr.	60% water; cottonwood, willow, bluegrass	SCWMO	No	Yes	Yes	No	No
37	34-30-24-11-01	4500 Main St.	Curled dock, smartweed, barnyard grass	SCWMO	No	Yes	Yes	No	No
38	34-30-24-31-01	4100 E. River Rd.	Cottonwood, boxelder, Virginia creeper	SCWMO	No	Yes	Yes	No	No
Wetlands deleted from draft table due to exemptions or revised delineation									
35	10-30-24-44-01	E. of 7150 Ashton	Cattail, sedges, cottonwood	RCWD	No	Yes	Yes	No	No
44	14-30-24-31-01	6400 7th St. NE	Bluegrass, reed canary, legumes, smartweed, aster	SCWMO	No	Yes	Yes	No	No
17	24-30-24-21-01	Central Av S of Hillcrest Dr	Black willow, cottonwood, Ky. bluegrass	RCWD	No	Yes	Yes	No	No

TABLE 3. Characteristics of DNR protected waters, wetlands, and watercourses located entirely or partially within the City of Fridley.

Basin	ID Number	DNR Number	Name	Acres	Type	OHWL	Shoreland Classification
8	24-30-24-43-02	2-78P	Farr Lake	5	4	undetermined	Natural Environment
16	24-30-24-32-01	2-75P	Moore Lake	98	Lake	877.5	Recreational Development
21	13-30-24-41-01	2-685W	Harris Lake	8	4	undetermined	not applicable
28	12-30-24-11-01	2-71P	Spring Lake	55	Lake	904.2	Recreational Development
36	15-30-24-11-01	2-77P	Locke Lake	24	Lake	*	General Development
53	03-30-24-11-01	2-688P	Springbrook	37	4	undetermined	not applicable

DNR protected watercourses include the Mississippi River (Basin 62, ID# 22-30-24-21-01), the creek flowing from the Springbrook Nature Center to the Mississippi River (Basin 59, ID# 03-30-24-31-01), and Rice Creek (Basin 22; ID#13-30-24-12-01). In each of these cases, the limit of DNR jurisdiction (i.e., the OHWL) is the top of the bank of the channel. The DNR does not determine OHWLs for protected watercourses.

* The OHWL for Locke Lake is the normal summer pool elevation. Depending on the elevation set for crest of the dam when the dam is restored, this elevation may change from the OHWL that previously existed.

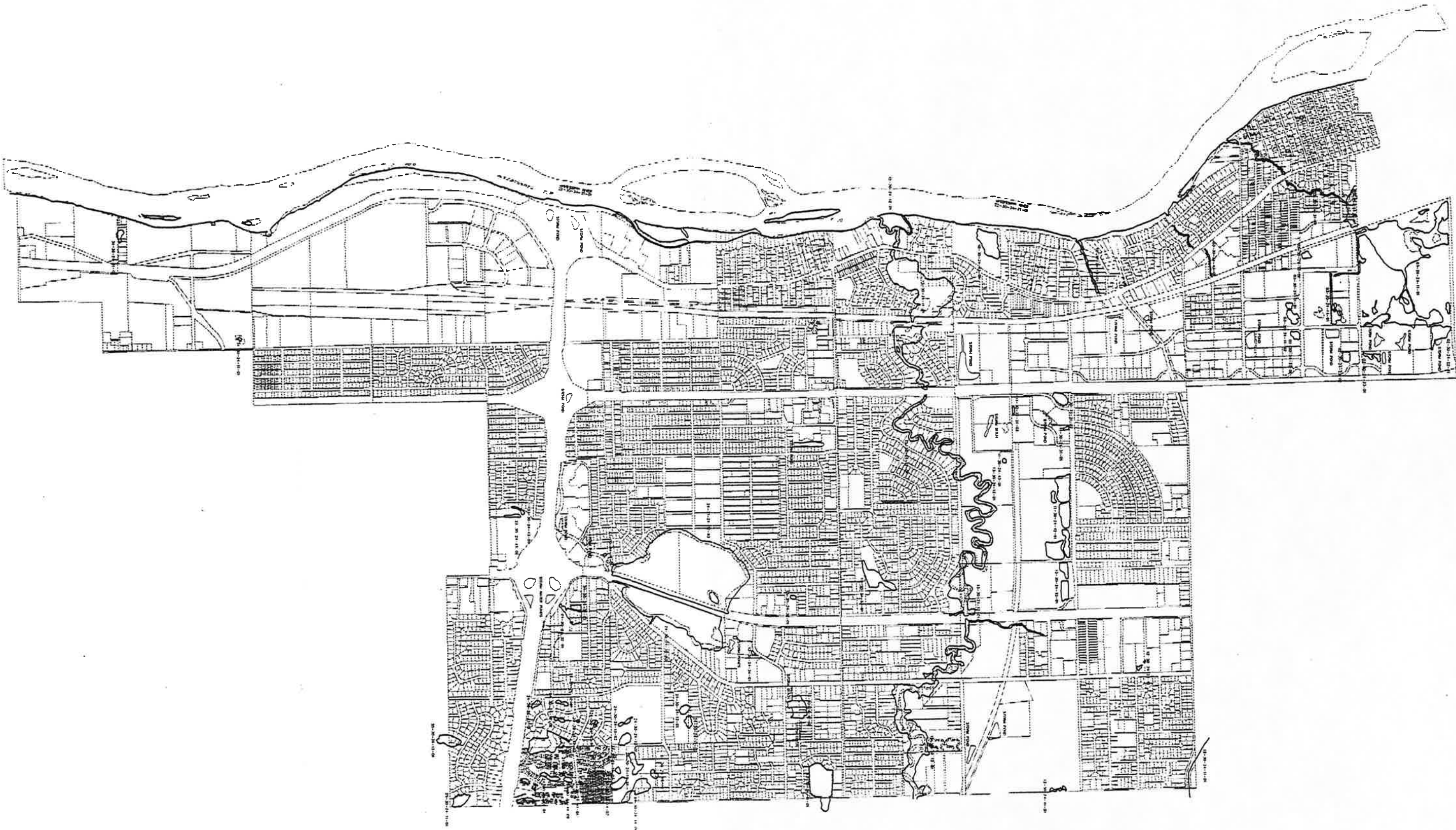
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Ordinance No. 12345
Adopted: 10/15/2024
Effective: 11/15/2024



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Appendix C
MS4 SWPPP
Application for
Reauthorization



Minnesota Pollution Control Agency

520 Lafayette Road North
St. Paul, MN 55155-4194

MS4 SWPPP Application for Reauthorization

for the NPDES/SDS General Small Municipal Separate Storm Sewer System (MS4) Permit MNR040000 reissued with an effective date of August 1, 2013
Stormwater Pollution Prevention Program (SWPPP) Document

Doc Type: Permit Application

Instructions: This application is for authorization to discharge stormwater associated with Municipal Separate Storm Sewer Systems (MS4s) under the National Pollutant Discharge Elimination System/State Disposal System (NPDES/SDS) Permit Program. **No fee** is required with the submittal of this application. Please refer to "Example" for detailed instructions found on the Minnesota Pollution Control Agency (MPCA) MS4 website at <http://www.pca.state.mn.us/ms4>.

Submittal: This MS4 SWPPP Application for Reauthorization form must be submitted electronically via e-mail to the MPCA at ms4permitprogram.pca@state.mn.us from the person that is duly authorized to certify this form. All questions with an asterisk (*) are required fields. All applications will be returned if required fields are not completed.

Questions: Contact Claudia Hochstein at 651-757-2881 or claudia.hochstein@state.mn.us, Dan Miller at 651-757-2246 or daniel.miller@state.mn.us, or call toll-free at 800-657-3864.

General Contact Information (*Required fields)

MS4 Owner (with ownership or operational responsibility, or control of the MS4)

*MS4 permittee name: City of Fridley *County: Anoka
(city, county, municipality, government agency or other entity)
*Mailing address: 6431 University Avenue NE
*City: Fridley *State: MN *Zip code: 55432
*Phone (including area code): (763) 572-3500 *E-mail: info@fridleymn.gov

MS4 General contact (with Stormwater Pollution Prevention Program [SWPPP] implementation responsibility)

*Last name: Kosluchar *First name: James
(department head, MS4 coordinator, consultant, etc.)
*Title: Director of Public Works / City Engineer
*Mailing address: 6431 University Avenue NE
*City: Fridley *State: MN *Zip code: 55432
*Phone (including area code): (763) 572-3550 *E-mail: jim.kosluchar@fridleymn.gov

Preparer information (complete if SWPPP application is prepared by a party other than MS4 General contact)

Last name: _____ First name: _____
(department head, MS4 coordinator, consultant, etc.)
Title: _____
Mailing address: _____
City: _____ State: _____ Zip code: _____
Phone (including area code): _____ E-mail: _____

Verification

- I seek to continue discharging stormwater associated with a small MS4 after the effective date of this Permit, and shall submit this MS4 SWPPP Application for Reauthorization form, in accordance with the schedule in Appendix A, Table 1, with the SWPPP document completed in accordance with the Permit (Part II.D.). Yes
- I have read and understand the NPDES/SDS MS4 General Permit and certify that we intend to comply with all requirements of the Permit. Yes

Certification (All fields are required)

- Yes - I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information submitted.

I certify that based on my inquiry of the person, or persons, who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete.

I am aware that there are significant penalties for submitting false information, including the possibility of civil and criminal penalties.

This certification is required by Minn. Stat. §§ 7001.0070 and 7001.0540. The authorized person with overall, MS4 legal responsibility must certify the application (principal executive officer or a ranking elected official).

By typing my name in the following box, I certify the above statements to be true and correct, to the best of my knowledge, and that this information can be used for the purpose of processing my application.

Name: James P. Kosluchar
(This document has been electronically signed)

Title: Director of Public Works / City Engineer Date (mm/dd/yyyy): 12/02/2013 (Rev. 01/06/14)

Mailing address: 6431 University Avenue NE

City: Fridley State: MN Zip code: 55432

Phone (including area code): (763) 572-3550 E-mail: jim.kosluchar@fridleymn.gov

Note: The application will not be processed without certification.

Stormwater Pollution Prevention Program Document

I. Partnerships: (Part II.D.1)

- A. List the **regulated small MS4(s)** with which you have established a partnership in order to satisfy one or more requirements of this Permit. Indicate which Minimum Control Measure (MCM) requirements or other program components that each partnership helps to accomplish (List all that apply). Check the box below if you currently have no established partnerships with other regulated MS4s. If you have more than five partnerships, hit the tab key after the last line to generate a new row.

No partnerships with regulated small MS4s

Name and description of partnership	MCM/Other permit requirements involved
Rice Creek Watershed District. There is a cooperative relationship between the RCWD and the City. The City of Fridley informally coordinates activities with the RCWD when opportunities for coordination are available.	MCMs 1, 2, 3, 4, 5, 6 at varying times
Coon Creek Watershed District. There is a cooperative relationship between the CCWD and the City. The City of Fridley informally coordinates activities with the CCWD when opportunities for coordination are available.	MCMs 1, 2, 3, 4, 5, 6 at varying times

- B. If you have additional information that you would like to communicate about your partnerships with other regulated small MS4(s), provide it in the space below, or include an attachment to the SWPPP Document, with the following file naming convention: *MS4NameHere_Partnerships*.

The City of Fridley has informal partnerships with other entities that are not regulated small MS4s that it coordinates MCM activities with including the Mississippi Watershed Management Organization, Anoka Conservation District, Anoka County Health Department, Springbrook Nature Center, and local school districts.

II. Description of Regulatory Mechanisms: (Part II.D.2)

Illicit discharges

- A. Do you have a regulatory mechanism(s) that effectively prohibits non-stormwater discharges into your small MS4, except those non-stormwater discharges authorized under the Permit (Part III.D.3.b.)? Yes No

1. If **yes**:

- a. Check which *type* of regulatory mechanism(s) your organization has (check all that apply):

Ordinance Contract language
 Policy/Standards Permits
 Rules
 Other, explain: _____

- b. Provide either a direct link to the mechanism selected above or attach it as an electronic document to this form; or if your regulatory mechanism is either an Ordinance or a Rule, you may provide a citation:

Citation:

Adoption of Ordinance 1288 created Fridley City Code Chapter 224 - Stormwater Illicit Discharge Detection and Elimination

Direct link:

http://www.ci.fridley.mn.us/images/article-files/citycode/Appendices/Ch_224_Stormwater_Illicit_Discharge_Detection_and_Elimination.pdf

Check here if attaching an electronic copy of your regulatory mechanism, with the following file naming convention: *MS4NameHere_IDDEreg*.

2. If **no**:

Describe the tasks and corresponding schedules that will be taken to assure that, within 12 months of the date permit coverage is extended, this permit requirement is met:

Construction site stormwater runoff control

A. Do you have a regulatory mechanism(s) that establishes requirements for erosion and sediment controls and waste controls? Yes No

1. If **yes**:

a. Check which *type* of regulatory mechanism(s) your organization has (check all that apply):

- Ordinance Contract language
 Policy/Standards Permits
 Rules
 Other, explain: _____

b. Provide either a direct link to the mechanism selected above or attach it as an electronic document to this form; or if your regulatory mechanism is either an Ordinance or a Rule, you may provide a citation:

Citation:

Adoption of Ordinance 1011 created and adoption of Ordinance 1226 amended Fridley City Code Chapter 208 - Erosion Control

Direct link:

<https://www.ci.fridley.mn.us/images/article-files/citycode/200%20Lands%20and%20Buildings/Ch%20208%20Erosion%20Control.pdf>

Check here if attaching an electronic copy of your regulatory mechanism, with the following file naming convention: *MS4NameHere_CSWreg.*

B. Is your regulatory mechanism at least as stringent as the MPCA general permit to Discharge Stormwater Associated with Construction Activity (as of the effective date of the MS4 Permit)? Yes No

If you answered **yes** to the above question, proceed to C.

If you answered **no** to either of the above permit requirements listed in A. or B., describe the tasks and corresponding schedules that will be taken to assure that, within 12 months of the date permit coverage is extended, these permit requirements are met:

Note that responses refer to Fridley City Code Chapter 208, and do not consider other regulatory mechanisms. The current combined regulatory measures generally address the same goals as the items listed above. To provide clarity, these regulatory mechanisms will be revised to directly conform to permit requirements. From the date Permit coverage is extended:

- 1. Staff will develop draft ordinance language to amend Fridley City Code Chapter 208 within 9 months.*
- 2. Ordinance language will be presented for first and second readings and publication (completing adoption) by the Fridley City Council within 12 months.*

C. Answer **yes** or **no** to indicate whether your regulatory mechanism(s) requires owners and operators of construction activity to develop site plans that incorporate the following erosion and sediment controls and waste controls as described in the Permit (Part III.D.4.a.(1)-(8)), and as listed below:

- | | |
|--|---|
| 1. Best Management Practices (BMPs) to minimize erosion. | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No |
| 2. BMPs to minimize the discharge of sediment and other pollutants. | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No |
| 3. BMPs for dewatering activities. | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |
| 4. Site inspections and records of rainfall events | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |
| 5. BMP maintenance | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No |
| 6. Management of solid and hazardous wastes on each project site. | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |
| 7. Final stabilization upon the completion of construction activity, including the use of perennial vegetative cover on all exposed soils or other equivalent means. | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No |
| 8. Criteria for the use of temporary sediment basins. | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No |

If you answered **no** to any of the above permit requirements, describe the tasks and corresponding schedules that will be taken to assure that, within 12 months of the date permit coverage is extended, these permit requirements are met:

Note that responses refer to Fridley City Code Chapter 208, along with other regulatory mechanisms. The current combined regulatory measures generally address the same goals as the items listed above. To provide clarity, these regulatory mechanisms will be revised to directly conform to permit requirements. From the date Permit coverage is extended:

1. Staff will develop draft ordinance language to amend Fridley City Code Chapter 208 within 9 months. This ordinance will provide a stand-alone regulatory mechanism that will require owners and operators of construction activities to develop site plans that incorporate erosion and sediment controls and waste controls as described in Part II.D.4.a.(1)-(8) of the Permit.

2. Ordinance language will be presented for first and second readings and publication (completing adoption) by the Fridley City Council within 12 months.

Post-construction stormwater management

A. Do you have a regulatory mechanism(s) to address post-construction stormwater management activities?

Yes No

1. If yes:

a. Check which type of regulatory mechanism(s) your organization has (check all that apply):

Ordinance Contract language

Policy/Standards Permits

Rules

Other, explain: _____

b. Provide either a direct link to the mechanism selected above or attach it as an electronic document to this form; or if your regulatory mechanism is either an Ordinance or a Rule, you may provide a citation:

Citation:

Adoption of Ordinance 1011 created and adoption of Ordinance 1226 amended Fridley City Code Chapter 208 - Erosion Control

Direct link:

<https://www.ci.fridley.mn.us/images/article-files/citycode/200%20Lands%20and%20Buildings/Ch%20208%20Erosion%20Control.pdf>

Check here if attaching an electronic copy of your regulatory mechanism, with the following file naming convention: *MS4NameHere_PostCSWreg*.

B. Answer **yes** or **no** below to indicate whether you have a regulatory mechanism(s) in place that meets the following requirements as described in the Permit (Part III.D.5.a.):

1. **Site plan review:** Requirements that owners and/or operators of construction activity submit site plans with post-construction stormwater management BMPs to the permittee for review and approval, prior to start of construction activity. Yes No

2. **Conditions for post construction stormwater management:** Requires the use of any combination of BMPs, with highest preference given to Green Infrastructure techniques and practices (e.g., infiltration, evapotranspiration, reuse/harvesting, conservation design, urban forestry, green roofs, etc.), necessary to meet the following conditions on the site of a construction activity to the Maximum Extent Practicable (MEP):

a. For new development projects – no net increase from pre-project conditions (on an annual average basis) of: Yes No

- 1) Stormwater discharge volume, unless precluded by the stormwater management limitations in the Permit (Part III.D.5.a(3)(a)).
- 2) Stormwater discharges of Total Suspended Solids (TSS).
- 3) Stormwater discharges of Total Phosphorus (TP).

b. For redevelopment projects – a net reduction from pre-project conditions (on an annual average basis) of: Yes No

- 1) Stormwater discharge volume, unless precluded by the stormwater management limitations in the Permit (Part III.D.5.a(3)(a)).
- 2) Stormwater discharges of TSS.
- 3) Stormwater discharges of TP.

3. **Stormwater management limitations and exceptions:**

a. Limitations

1) Prohibit the use of infiltration techniques to achieve the conditions for post-construction stormwater management in the Permit (Part III.D.5.a(2)) when the infiltration structural stormwater BMP will receive discharges from, or be constructed in areas: Yes No

- a) Where industrial facilities are not authorized to infiltrate industrial stormwater under an NPDES/SDS Industrial Stormwater Permit issued by the MPCA.
- b) Where vehicle fueling and maintenance occur.

- c) With less than three (3) feet of separation distance from the bottom of the infiltration system to the elevation of the seasonally saturated soils or the top of bedrock.
 - d) Where high levels of contaminants in soil or groundwater will be mobilized by the infiltrating stormwater.
 - 2) Restrict the use of infiltration techniques to achieve the conditions for post-construction stormwater management in the Permit (Part III.D.5.a(2)), without higher engineering review, sufficient to provide a functioning treatment system and prevent adverse impacts to groundwater, when the infiltration device will be constructed in areas:
 - a) With predominately Hydrologic Soil Group D (clay) soils.
 - b) Within 1,000 feet up-gradient, or 100 feet down-gradient of active karst features.
 - c) Within a Drinking Water Supply Management Area (DWSMA) as defined in Minn. R. 4720.5100, subp. 13.
 - d) Where soil infiltration rates are more than 8.3 inches per hour.
 - 3) For linear projects where the lack of right-of-way precludes the installation of volume control practices that meet the conditions for post-construction stormwater management in the Permit (Part III.D.5.a(2)), the permittee's regulatory mechanism(s) may allow exceptions as described in the Permit (Part III.D.5.a(3)(b)). The permittee's regulatory mechanism(s) shall ensure that a reasonable attempt be made to obtain right-of-way during the project planning process.
- 4. **Mitigation provisions:** The permittee's regulatory mechanism(s) shall ensure that any stormwater discharges of TSS and/or TP not addressed on the site of the original construction activity are addressed through mitigation and, at a minimum, shall ensure the following requirements are met:
 - a. Mitigation project areas are selected in the following order of preference:
 - 1) Locations that yield benefits to the same receiving water that receives runoff from the original construction activity.
 - 2) Locations within the same Minnesota Department of Natural Resource (DNR) catchment area as the original construction activity.
 - 3) Locations in the next adjacent DNR catchment area up-stream
 - 4) Locations anywhere within the permittee's jurisdiction.
 - b. Mitigation projects must involve the creation of new structural stormwater BMPs or the retrofit of existing structural stormwater BMPs, or the use of a properly designed regional structural stormwater BMP.
 - c. Routine maintenance of structural stormwater BMPs already required by this permit cannot be used to meet mitigation requirements of this part.
 - d. Mitigation projects shall be completed within 24 months after the start of the original construction activity.
 - e. The permittee shall determine, and document, who will be responsible for long-term maintenance on all mitigation projects of this part.
 - f. If the permittee receives payment from the owner and/or operator of a construction activity for mitigation purposes in lieu of the owner or operator of that construction activity meeting the conditions for post-construction stormwater management in Part III.D.5.a(2), the permittee shall apply any such payment received to a public stormwater project, and all projects must be in compliance with Part III.D.5.a(4)(a)-(e).
- 5. **Long-term maintenance of structural stormwater BMPs:** The permittee's regulatory mechanism(s) shall provide for the establishment of legal mechanisms between the permittee and owners or operators responsible for the long-term maintenance of structural stormwater BMPs not owned or operated by the permittee, that have been implemented to meet the conditions for post-construction stormwater management in the Permit (Part III.D.5.a(2)). This only includes structural stormwater BMPs constructed after the effective date of this permit and that are directly connected to the permittee's MS4, and that are in the permittee's jurisdiction. The legal mechanism shall include provisions that, at a minimum:
 - a. Allow the permittee to conduct inspections of structural stormwater BMPs not owned or operated by the permittee, perform necessary maintenance, and assess costs for those structural stormwater BMPs when the permittee determines that the owner and/or operator of that structural stormwater BMP has not conducted maintenance.
 - b. Include conditions that are designed to preserve the permittee's right to ensure maintenance

responsibility, for structural stormwater BMPs not owned or operated by the permittee, when those responsibilities are legally transferred to another party.

- c. Include conditions that are designed to protect/preserve structural stormwater BMPs and site features that are implemented to comply with the Permit (Part III.D.5.a(2)). If site configurations or structural stormwater BMPs change, causing decreased structural stormwater BMP effectiveness, new or improved structural stormwater BMPs must be implemented to ensure the conditions for post-construction stormwater management in the Permit (Part III.D.5.a(2)) continue to be met. Yes No

If you answered **no** to any of the above permit requirements, describe the tasks and corresponding schedules that will be taken to assure that, within twelve (12) months of the date permit coverage is extended, these permit requirements are met:

Note that responses refer to Fridley City Code Chapter 208, and do not consider other regulatory mechanisms. The current combined regulatory measures generally address the same goals as the items listed above. To provide clarity, these regulatory mechanisms will be revised to directly conform to permit requirements. From the date Permit coverage is extended:

1. Staff will develop draft ordinance language to amend Fridley City Code Chapter 208 within 9 months.
2. Ordinance language will be presented for first and second readings and publication (completing adoption) by the Fridley City Council within 12 months.

III. Enforcement Response Procedures (ERPs): (Part II.D.3)

- A. Do you have existing ERPs that satisfy the requirements of the Permit (Part III.B.)? Yes No

1. If **yes**, attach them to this form as an electronic document, with the following file naming convention: *MS4NameHere_ERPs*.
2. If **no**, describe the tasks and corresponding schedules that will be taken to assure that, with twelve (12) months of the date permit coverage is extended, these permit requirements are met:

The City of Fridley will adopt formalized ERPs using updated regulatory mechanisms within 12 months of the date Permit coverage is extended.

- B. Describe your ERPs:

Fridley City Code provides enforcement methods that can be followed in the event of a violation relating to illicit discharge and temporary and permanent erosion control. While these procedures are not currently formalized, the City of Fridley uses these methods for correction of ordinance violations, and to minimize future ordinance violations.

IV. Storm Sewer System Map and Inventory: (Part II.D.4.)

- A. Describe how you manage your storm sewer system map and inventory:

The storm sewer system map and inventory have traditionally been maintained in CAD format. The City of Fridley has recently converted this information to an integrated GIS system that can be updated and is accessible online for authorized users. The overview map shows the location of public and private storm sewers, culverts, manholes, catch basins, detention and retention basins, and other system components. Additional information about each system component can be accessed directly by clicking on the item of interest. The map is linked to a database that includes basic component information, and will soon be linked to additional pertinent information such as record drawings, reports, and other relevant computer files. The map is regularly updated with new system information and revisions as they become available.

- B. Answer **yes** or **no** to indicate whether your storm sewer system map addresses the following requirements from the Permit (Part III.C.1.a-d), as listed below:

1. The permittee's entire small MS4 as a goal, but at a minimum, all pipes 12 inches or greater in diameter, including stormwater flow direction in those pipes. Yes No
2. Outfalls, including a unique identification (ID) number assigned by the permittee, and an associated geographic coordinate. Yes No
3. Structural stormwater BMPs that are part of the permittee's small MS4. Yes No
4. All receiving waters. Yes No

If you answered **no** to any of the above permit requirements, describe the tasks and corresponding schedules that will be taken to assure that, within 12 months of the date permit coverage is extended, these permit requirements are met:

The City of Fridley is currently working on an update to its storm sewer map to include structural stormwater BMPs, and will perform the following activities from the date that Permit coverage is extended:

1. Within 6 months, complete a draft map of structural stormwater BMPs.

2. Within 9 months, complete a field review of the draft map of structural stormwater BMPs.
3. Within 12 months, revise the draft map of structural stormwater BMPs to create a final map.

- C. Answer **yes** or **no** to indicate whether you have completed the requirements of 2009 Minnesota Session Law, Ch. 172, Sec. 28: with the following inventories, according to the specifications of the Permit (Part III.C.2.a.-b.), including:
1. All ponds within the permittee's jurisdiction that are constructed and operated for purposes of water quality treatment, stormwater detention, and flood control, and that are used for the collection of stormwater via constructed conveyances. Yes No
 2. All wetlands and lakes, within the permittee's jurisdiction, that collect stormwater via constructed conveyances. Yes No
- D. Answer **yes** or **no** to indicate whether you have completed the following information for each feature inventoried.
1. A unique identification (ID) number assigned by the permittee. Yes No
 2. A geographic coordinate. Yes No
 3. Type of feature (e.g., pond, wetland, or lake). This may be determined by using best professional judgment. Yes No

If you have answered **yes** to all above requirements, and you have already submitted the Pond Inventory Form to the MPCA, then you do not need to resubmit the inventory form below.

If you answered **no** to any of the above permit requirements, describe the tasks and corresponding schedules that will be taken to assure that, within 12 months of the date permit coverage is extended, these permit requirements are met:

The City of Fridley is currently near completion of its first draft of this inventory, and will perform the following activities from the date that Permit coverage is extended:

1. Within 3 months, complete its first draft of required inventory elements.
2. Within 9 months, complete a field review of the draft inventory elements.
3. Within 12 months, revise the draft inventory elements to create a final inventory, and submit this inventory to MPCA.

- E. Answer **yes** or **no** to indicate if you are attaching your pond, wetland and lake inventory to the MPCA on the form provided on the MPCA website at: <http://www.pca.state.mn.us/ms4>, according to the specifications of Permit (Part III.C.2.b.(1)-(3)). Attach with the following file naming convention: *MS4NameHere_inventory*. Yes No

If you answered **no**, the inventory form must be submitted to the MPCA MS4 Permit Program within 12 months of the date permit coverage is extended.

V. Minimum Control Measures (MCMs) (Part II.D.5)

A. MCM1: Public education and outreach

1. The Permit requires that, within 12 months of the date permit coverage is extended, existing permittees revise their education and outreach program that focuses on illicit discharge recognition and reporting, as well as other specifically selected stormwater-related issue(s) of high priority to the permittee during this permit term. Describe your **current** educational program, including **any high-priority topics included**:

The City of Fridley has conducted an education and outreach program that is largely aimed at educating students, along with program components to inform residents, businesses, contractors, City staff and public officials about various storm water quality topics including water quality, impacts of illicit discharges, and proper waste disposal through cable television, handouts, newsletter articles, announcements, and formal and informal presentations. This program has been particularly effective in educating large numbers of K-12 students, with likely secondary education to family members. We plan to expand this educational effort to include an annual field presentation coordinated with the Fridley School District, and to add presentations to local businesses on proper hazardous waste storage and disposal. We also plan to eliminate our annual public meeting, as we have not had attendees from the public at these meetings.

2. List the categories of BMPs that address your public education and outreach program, including the distribution of educational materials and a program implementation plan. Use the first table for categories of BMPs that you have established and the second table for categories of BMPs that you plan to implement over the course of the permit term.

Include the measurable goals with appropriate timeframes that each BMP category will be implemented and completed. In addition, provide interim milestones and the frequency of action in which the permittee will implement and/or maintain the BMPs. Refer to the U.S. Environmental Protection Agency's (EPA) *Measurable Goals Guidance for Phase II Small MS4s* (<http://www.epa.gov/npdes/pubs/measurablegoals.pdf>).

If you have more than five categories, hit the tab key after the last line to generate a new row.

Established BMP categories	Measurable goals and timeframes
Distribute Educational Materials	Distribute 50 general handouts annually
Cable TV Videos and Interactive Activities	Air stormwater-related programming 20 times per year
Public Participation through Workshops, Events, and Curriculum	50 adult participants and 200 student participants per year
Illicit Discharge Detection and Elimination through Inlet Stenciling and Newsletter Articles	20 inlets per year and 2 newsletter articles per year
Construction Site Run-off Control through Handouts	Distribute 20 handouts per year
Post-Construction Stormwater Management in New Development and Redevelopment through Handouts	Distribute 20 handouts per year
Pollution Prevention/Good Housekeeping for Municipal Operations through Internal Workshops	One annual workshop with appropriate staff
Coordination of Education Program	Meet once per year with WDs to coordinate education program
Annual Public Stormwater Review Meeting	One annual meeting
Informing Local Officials	Advise local officials of all special workshops and events
BMP categories to be implemented	Measurable goals and timeframes
Field Presentations to Elementary School Students	Provide one field presentation on stormwater annually
Presentations to local businesses on hazardous waste management and disposal	Provide one annual presentation to local businesses

3. Provide the name or the position title of the individual(s) who is responsible for implementing and/or coordinating this MCM:

James Kosluchar (Director of Public Works / City Engineer), Kay Qualley (Environmental Planner)

B. MCM2: Public participation and involvement

1. The Permit (Part III.D.2.a.) requires that, within 12 months of the date permit coverage is extended, existing permittees shall revise their current program, as necessary, and continue to implement a public participation/involvement program to solicit public input on the SWPPP. Describe your current program:

The City of Fridley's public participation and involvement minimum control measure has revolved around the opportunity to comment at its annual public stormwater review meeting. This has been ineffective at obtaining public participation and involvement, as we have not had attendees from the public at these meetings. We therefore plan to eliminate this public meeting and provide other avenues for public participation under the new permit.

2. List the categories of BMPs that address your public participation/involvement program, including solicitation and documentation of public input on the SWPPP. Use the first table for categories of BMPs that you have established and the second table for categories of BMPs that you plan to implement over the course of the permit term.

Include the measurable goals with appropriate timeframes that each BMP category will be implemented and completed. In addition, provide interim milestones and the frequency of action in which the permittee will implement and/or maintain the BMPs. Refer to the EPA's *Measurable Goals Guidance for Phase II Small MS4s* (<http://www.epa.gov/npdes/pubs/measurablegoals.pdf>).
If you have more than five categories, hit the tab key after the last line to generate a new row.

Established BMP categories	Measurable goals and timeframes
Notice Public of Annual Public Stormwater Review Meeting	Notice one annual meeting
Presentation at Annual Public Stormwater Review Meeting	One presentation to the public and number of comments received
Consider Public Input from Annual Public Stormwater Review Meeting	Number of comments received, and reviewed
BMP categories to be implemented	Measurable goals and timeframes
Respond to comments provided by the public through completion of a survey at various meetings and workshops	Follow up on and respond to all comments when not anonymous

Solicit comments from the public on stormwater-related issues through the City's website	Follow up on and respond to all comments when not anonymous
Provide hands-on participation in the City's stormwater program by the public through volunteer participation in the City's rain garden program or other stormwater programs	Promote volunteerism so that 5 persons per year request information on these programs

3. Do you have a process for receiving and documenting citizen input? Yes No

If you answered **no** to the above permit requirement, describe the tasks and corresponding schedules that will be taken to assure that, within 12 months of the date permit coverage is extended, this permit requirement is met:

4. Provide the name or the position title of the individual(s) who is responsible for implementing and/or coordinating this MCM:

James Kosluchar (Director of Public Works / City Engineer), Kay Qualley (Environmental Planner)

C. MCM 3: Illicit discharge detection and elimination

1. The Permit (Part III.D.3.) requires that, within 12 months of the date permit coverage is extended, existing permittees revise their current program as necessary, and continue to implement and enforce a program to detect and eliminate illicit discharges into the small MS4. Describe your current program:

Our current program to address MCM3 in the City of Fridley consists of knowledgeable staff who regularly inspect outfalls and respond to field observations or complaints in addressing illicit discharges. While we currently keep records of these activities, the activities require documented procedures and records need to be centralized to conform to the new Permit. Training in aspects of the new permit is also needed.

2. Does your Illicit Discharge Detection and Elimination Program meet the following requirements, as found in the Permit (Part III.D.3.c.-g.)?

- a. Incorporation of illicit discharge detection into all inspection and maintenance activities conducted under the Permit (Part III.D.6.e.-f.) Where feasible, illicit discharge inspections shall be conducted during dry-weather conditions (e.g., periods of 72 or more hours of no precipitation). Yes No
- b. Detecting and tracking the source of illicit discharges using visual inspections. The permittee may also include use of mobile cameras, collecting and analyzing water samples, and/or other detailed procedures that may be effective investigative tools. Yes No
- c. Training of all field staff, in accordance with the requirements of the Permit (Part III.D.6.g.(2)), in illicit discharge recognition (including conditions which could cause illicit discharges), and reporting illicit discharges for further investigation. Yes No
- d. Identification of priority areas likely to have illicit discharges, including at a minimum, evaluating land use associated with business/industrial activities, areas where illicit discharges have been identified in the past, and areas with storage of large quantities of significant materials that could result in an illicit discharge. Yes No
- e. Procedures for the timely response to known, suspected, and reported illicit discharges. Yes No
- f. Procedures for investigating, locating, and eliminating the source of illicit discharges. Yes No
- g. Procedures for responding to spills, including emergency response procedures to prevent spills from entering the small MS4. The procedures shall also include the immediate notification of the Minnesota Department of Public Safety Duty Officer, if the source of the illicit discharge is a spill or leak as defined in Minn. Stat. § 115.061. Yes No
- h. When the source of the illicit discharge is found, the permittee shall use the ERPs required by the Permit (Part III.B.) to eliminate the illicit discharge and require any needed corrective action(s). Yes No

If you answered **no** to any of the above permit requirements, describe the tasks and corresponding schedules that will be taken to assure that, within 12 months of the date permit coverage is extended, these permit requirements are met:

Multiple procedures, trainings, and response plans exist within various departments within City of Fridley that generally deal with the requirements above relating to the prior MS4 permit. Relevant written City of Fridley resources and procedures for response and training will be developed to conform to the illicit discharge program requirements of the new Permit within 9 months from the date that Permit coverage is extended.

3. List the categories of BMPs that address your illicit discharge, detection and elimination program. Use the first table for categories of BMPs that you have established and the second table for categories of BMPs that you plan to implement over the course of the permit term.

Include the measurable goals with appropriate timeframes that each BMP category will be implemented and completed. In addition, provide interim milestones and the frequency of action in which the permittee will implement and/or maintain the BMPs. Refer to the EPA's *Measurable Goals Guidance for Phase II Small MS4s*

(<http://www.epa.gov/npdes/pubs/measurablegoals.pdf>).

If you have more than five categories, hit the tab key after the last line to generate a new row.

Established BMP categories	Measurable goals and timeframes
Storm Sewer System Map	Complete annual maintenance and revision
Regulatory Control Program	Complete annual review of ordinances and regulations
Illicit Discharge Detection and Elimination Plan	Inspection of 20% of outfalls annually and respond to any field observations or complaints regarding outfalls
Public and Employee Illicit Discharge Information Program	One annual workshop with appropriate staff
Identification of Non Stormwater Discharges and Flows	Log identified non-stormwater discharges and maintain action plans for any discharges of concern
BMP categories to be implemented	Measurable goals and timeframes
Complete and adopt Formalized Enforcement Response Procedures	Within 12 months of the date Permit coverage is extended
Complete Updated Mapping in Accordance with the New Permit	Within 12 months of the date Permit coverage is extended
Presentations to local businesses on hazardous waste management and disposal	Provide one annual presentation to local businesses
Review IDDE-related procedures	Complete annual review of procedures
Revise IDDE-related procedures	Revise procedures upon recommendation of review

4. Do you have procedures for record-keeping within your Illicit Discharge Detection and Elimination (IDDE) program as specified within the Permit (Part III.D.3.h.)? Yes No

If you answered **no**, indicate how you will develop procedures for record-keeping of your Illicit Discharge, Detection and Elimination Program, within 12 months of the date permit coverage is extended:

While records relating to illicit discharge are currently maintained under the prior MS4 permit, these record keeping methods need to be updated to conform to the illicit discharge program requirements of the new Permit. This will be completed within 9 months from the date that Permit coverage is extended.

5. Provide the name or the position title of the individual(s) who is responsible for implementing and/or coordinating this MCM:

James Kosluchar (Director of Public Works / City Engineer)

D. MCM 4: Construction site stormwater runoff control

1. The Permit (Part III.D.4) requires that, within 12 months of the date permit coverage is extended, existing permittees shall revise their current program, as necessary, and continue to implement and enforce a construction site stormwater runoff control program. Describe your current program:

The City of Fridley currently addresses MCM4 through permitting, plan reviews, and inspections by trained staff. While we currently keep records of these activities, the activities require documented procedures and records need to be centralized to conform to the new Permit.

2. Does your program address the following BMPs for construction stormwater erosion and sediment control as required in the Permit (Part III.D.4.b.):
- Have you established written procedures for site plan reviews that you conduct prior to the start of construction activity? Yes No
 - Does the site plan review procedure include notification to owners and operators proposing construction activity that they need to apply for and obtain coverage under the MPCA's general permit to *Discharge Stormwater Associated with Construction Activity No. MN R10001*? Yes No
 - Does your program include written procedures for receipt and consideration of reports of noncompliance or other stormwater related information on construction activity submitted by the public to the permittee? Yes No
 - Have you included written procedures for the following aspects of site inspections to determine compliance with your regulatory mechanism(s):
 - Does your program include procedures for identifying priority sites for inspection? Yes No
 - Does your program identify a frequency at which you will conduct construction site inspections? Yes No
 - Does your program identify the names of individual(s) or position titles of those responsible for conducting construction site inspections? Yes No

- 4) Does your program include a checklist or other written means to document construction site inspections when determining compliance? Yes No
- e. Does your program document and retain construction project name, location, total acreage to be disturbed, and owner/operator information? Yes No
- f. Does your program document stormwater-related comments and/or supporting information used to determine project approval or denial? Yes No
- g. Does your program retain construction site inspection checklists or other written materials used to document site inspections? Yes No

If you answered **no** to any of the above permit requirements, describe the tasks and corresponding schedules that will be taken to assure that, within 12 months of the date permit coverage is extended, these permit requirements are met.

The City of Fridley plan review and construction site inspection procedures currently address construction site runoff control well, but formalizing and documenting of written procedures regarding plan reviews, inspections, and recordkeeping is needed to meet the requirements of the new Permit. This will be completed within 9 months from the date that Permit coverage is extended.

3. List the categories of BMPs that address your construction site stormwater runoff control program. Use the first table for categories of BMPs that you have established and the second table for categories of BMPs that you plan to implement over the course of the permit term.

Include the measurable goals with appropriate timeframes that each BMP category will be implemented and completed. In addition, provide interim milestones and the frequency of action in which the permittee will implement and/or maintain the BMPs. Refer to the EPA's *Measurable Goals Guidance for Phase II Small MS4s* (<http://www.epa.gov/npdes/pubs/measurablegoals.pdf>). **If you have more than five categories**, hit the tab key after the last line to generate a new row.

Established BMP categories	Measurable goals and timeframes
Ordinance or other Regulatory Mechanism	Complete annual review of ordinances and regulations
Construction Site Implementation of Erosion and Sediment Control BMPs	>75% of inspections meeting requirements annually
Waste Controls for Construction Site Operators	>75% of inspections meeting requirements annually
Procedure for Site Plan Review	>20% of plans meeting storm water requirements with no revision annually
Establishment of Procedures for the Receipt and Consideration of Reports of Stormwater Noncompliance	>80% of applicable comments received related to stormwater annually
Establishment of Procedures for Site Inspections and Enforcement	>80% of inspections are permitted projects annually
BMP categories to be implemented	Measurable goals and timeframes
Update to Chapter 208 Fridley City Code	Complete within 12 months of the date Permit coverage is extended
Complete and adopt Formalized Enforcement Response Procedures	Within 12 months of the date Permit coverage is extended
Review CSSRC-related procedures	Complete annual review of procedures
Revise CSSRC-related procedures	Revise procedures upon recommendation of review

4. Provide the name or the position title of the individual(s) who is responsible for implementing and/or coordinating this MCM:

James Kosluchar (Director of Public Works / City Engineer)

E. MCM 5: Post-construction stormwater management

1. The Permit (Part III.D.5.) requires that, within 12 months of the date permit coverage is extended, existing permittees shall revise their current program, as necessary, and continue to implement and enforce a post-construction stormwater management program. Describe your current program:

There are a number processes that the City of Fridley uses to ensure an effective post-construction stormwater management program. Design checklists, template maintenance agreements and access agreements are used to ensure that BMPs can be maintained effectively after construction. These elements are commonly coordinated with our local WDs, enabling redundancy of review process and administration of long-term maintenance.

2. Have you established written procedures for site plan reviews that you will conduct prior to the start of construction activity? Yes No
3. Answer **yes** or **no** to indicate whether you have the following listed procedures for documentation of

post-construction stormwater management according to the specifications of Permit (Part III.D.5.c.):

- a. Any supporting documentation that you use to determine compliance with the Permit (Part III.D.5.a), including the project name, location, owner and operator of the construction activity, any checklists used for conducting site plan reviews, and any calculations used to determine compliance? Yes No
- b. All supporting documentation associated with mitigation projects that you authorize? Yes No
- c. Payments received and used in accordance with Permit (Part III.D.5.a.(4)(f))? Yes No
- d. All legal mechanisms drafted in accordance with the Permit (Part III.D.5.a.(5)), including date(s) of the agreement(s) and names of all responsible parties involved? Yes No

If you answered **no** to any of the above permit requirements, describe the steps that will be taken to assure that, within 12 months of the date permit coverage is extended, these permit requirements are met.

The City of Fridley post-construction stormwater management procedures are currently effective, but formalizing and documenting of written procedures regarding checklists, agreements, and recordkeeping is needed to meet the requirements of the new Permit. This will be completed within 9 months from the date that Permit coverage is extended.

4. List the categories of BMPs that address your post-construction stormwater management program. Use the first table for categories of BMPs that you have established and the second table for categories of BMPs that you plan to implement over the course of the permit term.

Include the measurable goals with appropriate timeframes that each BMP category will be implemented and completed. In addition, provide interim milestones and the frequency of action in which the permittee will implement and/or maintain the BMPs. Refer to the EPA's *Measurable Goals Guidance for Phase II Small MS4s* (<http://www.epa.gov/npdes/pubs/measurablegoals.pdf>). **If you have more than five categories**, hit the tab key after the last line to generate a new row.

Established BMP categories	Measurable goals and timeframes
Development and Implementation of Structural and/or Non-structural BMPs	> One BMP implemented per site redeveloped
Regulatory Mechanism to Address Post Construction Runoff from New Development and Redevelopment	Complete annual review of ordinances and regulations
Long-term Operation and Maintenance of BMPs	Maintenance agreements filed for each large site
BMP categories to be implemented	Measurable goals and timeframes
Complete and adopt Formalized Enforcement Response Procedures	Within 12 months of the date Permit coverage is extended
Review PCSM-related procedures	Complete annual review of procedures
Revise PCSM-related procedures	Revise procedures upon recommendation of review

5. Provide the name or the position title of the individual(s) who is responsible for implementing and/or coordinating this MCM:

James Kosluchar (Director of Public Works / City Engineer)

F. MCM 6: Pollution prevention/good housekeeping for municipal operations

1. The Permit (Part III.D.6.) requires that, within 12 months of the date permit coverage is extended, existing permittees shall revise their current program, as necessary, and continue to implement an operations and maintenance program that prevents or reduces the discharge of pollutants from the permittee owned/operated facilities and operations to the small MS4. Describe your current program:

2. Do you have a facilities inventory as outlined in the Permit (Part III.D.6.a.)? Yes No
3. If you answered **no** to the above permit requirement in question 2, describe the tasks and corresponding schedules that will be taken to assure that, within 12 months of the date permit coverage is extended, this permit requirement is met:

The City of Fridley will complete an inventory of municipal facilities will be completed as outlined in the Permit, and this will be added to our GIS stormwater management system database within 12 months of the date Permit coverage is extended.

4. List the categories of BMPs that address your pollution prevention/good housekeeping for municipal operations program. Use the first table for categories of BMPs that you have established and the second table for categories of BMPs that you plan to implement over the course of the permit term.

Include the measurable goals with appropriate timeframes that each BMP category will be implemented and completed. In addition, provide interim milestones and the frequency of action in which the permittee will implement and/or maintain the BMPs. For an explanation of measurable goals, refer to the EPA's *Measurable Goals Guidance for Phase II Small MS4s* (<http://www.epa.gov/npdes/pubs/measurablegoals.pdf>).

If you have more than five categories, hit the tab key after the last line to generate a new row.

Established BMP categories	Measurable goals and timeframes
Municipal Operations and Maintenance Program	One annual workshop with appropriate staff accommodating feedback
Street Sweeping	Complete one spring and one fall round of sweeping citywide
Inspection of Structural Pollution Control Devices	Complete annual inspection of all structural pollution control devices
Inspection of Outfalls, Sediment Basins and Ponds Each Year on a Rotating Basis	Inspect 20% or more annually
Inspection of Exposed Stockpile, Storage and Material Handling Areas	Complete quarterly inspection of all stockpile, storage and material handling areas
Corrective actions	Complete corrective actions associated with above inspections
Recordkeeping	Maintain records of above corrective action and inspections per record retention policy
BMP categories to be implemented	Measurable goals and timeframes
Complete inventory of municipal facilities as outlined in new Permit	Complete within 12 months of the date Permit coverage is extended

5. Does discharge from your MS4 affect a Source Water Protection Area (Permit Part III.D.6.c.)? Yes No
- a. If **no**, continue to 6.
- b. If **yes**, the Minnesota Department of Health (MDH) is in the process of mapping the following items. Maps are available at <http://www.health.state.mn.us/divs/eh/water/swp/maps/index.htm>. Is a map including the following items available for your MS4:
- 1) Wells and source waters for drinking water supply management areas identified as vulnerable under Minn. R. 4720.5205, 4720.5210, and 4720.5330? Yes No
- 2) Source water protection areas for surface intakes identified in the source water assessments conducted by or for the Minnesota Department of Health under the federal Safe Drinking Water Act, U.S.C. §§ 300j – 13? Yes No
- c. Have you developed and implemented BMPs to protect any of the above drinking water sources? Yes No
6. Have you developed procedures and a schedule for the purpose of determining the TSS and TP treatment effectiveness of all permittee owned/operated ponds constructed and used for the collection and treatment of stormwater, according to the Permit (Part III.D.6.d.)? Yes No
7. Do you have inspection procedures that meet the requirements of the Permit (Part III.D.6.e.(1)-(3)) for structural stormwater BMPs, ponds and outfalls, and stockpile, storage and material handling areas? Yes No
8. Have you developed and implemented a stormwater management training program commensurate with each employee's job duties that:
- a. Addresses the importance of protecting water quality? Yes No
- b. Covers the requirements of the permit relevant to the duties of the employee? Yes No
- c. Includes a schedule that establishes initial training for new and/or seasonal employees and recurring training intervals for existing employees to address changes in procedures, practices, techniques, or requirements? Yes No
9. Do you keep documentation of inspections, maintenance, and training as required by the Permit (Part III.D.6.h.(1)-(5))? Yes No

If you answered **no** to any of the above permit requirements listed in **Questions 5 – 9**, then describe the tasks and corresponding schedules that will be taken to assure that, within 12 months of the date permit coverage is extended, these permit requirements are met:

The City of Fridley will updated its training program as outlined in the new Permit within 12 months of the date Permit coverage is extended In addition, procedures and a schedule for determining TP and TSS treatment effectiveness of stormwater ponds will be developed with this same timeframe for completion and documentation. Inspection procedures that meet the requirements of the Permit (Part III.D.6.e.(1)-(3)) will also be developed within 12 months of the date Permit coverage is extended.

10. Provide the name or the position title of the individual(s) who is responsible for implementing and/or coordinating this MCM:

James Kosluchar (Director of Public Works / City Engineer)

VI. Compliance Schedule for an Approved Total Maximum Daily Load (TMDL) with an Applicable Waste Load Allocation (WLA) (Part II.D.6.)

- A. Do you have an approved TMDL with a Waste Load Allocation (WLA) prior to the effective date of the Permit? Yes No

1. If **no**, continue to section VII.
2. If **yes**, fill out and attach the MS4 Permit TMDL Attachment Spreadsheet with the following naming convention: *MS4NameHere_TMDL*.

This form is found on the MPCA MS4 website: <http://www.pca.state.mn.us/ms4>.

VII. Alum or Ferric Chloride Phosphorus Treatment Systems (Part II.D.7.)

- A. Do you own and/or operate any Alum or Ferric Chloride Phosphorus Treatment Systems which are regulated by this Permit (Part III.F.)? Yes No

1. If **no**, this section requires no further information.
2. If **yes**, you own and/or operate an Alum or Ferric Chloride Phosphorus Treatment System within your small MS4, then you must submit the Alum or Ferric Chloride Phosphorus Treatment Systems Form supplement to this document, with the following naming convention: *MS4NameHere_TreatmentSystem*.

This form is found on the MPCA MS4 website: <http://www.pca.state.mn.us/ms4>.

VIII. Add any Additional Comments to Describe Your Program

Appendix D
City of Fridley Codes
Related to Water
Resources

**FRIDLEY CITY CODE
CHAPTER 205. ZONING**

**SECTION 205.27 0-1 FLOODPLAIN MANAGEMENT OVERLAY DISTRICT
(Ref Ord 55, 728, 1056 and 1325**

SECTION 1.0 STATUTORY AUTHORIZATION, FINDINGS OF FACT AND PURPOSE

1.1 Statutory Authorization: The legislature of the State of Minnesota has, in Minnesota Statutes Chapter 103F and Chapter 462 delegated the responsibility to local government units to adopt regulations designed to minimize flood losses. Therefore, the City Council of Fridley, Minnesota, does ordain as follows.

1.2 Purpose:

- 1.21 This ordinance regulates development in the flood hazard areas of Fridley, Minnesota. These flood hazard areas are subject to periodic inundation, which may result in loss of life and property, health and safety hazards, disruption of commerce and governmental services, extraordinary public expenditures for flood protection and relief, and impairment of the tax base. It is the purpose of this ordinance to promote the public health, safety, and general welfare by minimizing these losses and disruptions.
- 1.22 National Flood Insurance Program Compliance. This ordinance is adopted to comply with the rules and regulations of the National Flood Insurance Program codified as 44 Code of Federal Regulations Parts 59-78, as amended, so as to maintain the community's eligibility in the National Flood Insurance Program.
- 1.23 This ordinance is also intended to preserve the natural characteristic and function of water courses and floodplains in order to moderate flood and storm water impacts, improve water quality, reduce soil erosion, protect aquatic and riparian habitat, provide recreational opportunities, provide aesthetic benefits and enhance community and economic development.

SECTION 2.0 GENERAL PROVISIONS

2.1 How to Use This Ordinance: This ordinance adopts the floodplain maps applicable to Fridley and includes three floodplain districts: Floodway, Flood Fringe, and General Floodplain.

- 2.11 Where Floodway and Flood Fringe districts are delineated on the floodplain maps, the standards in Sections 4 or 5 will apply, depending on the location of a property.

2.12 Locations where Floodway and Flood Fringe districts are not delineated on the floodplain maps are considered to fall within the General Floodplain district. Within the General Floodplain district, the Floodway District standards in Section 4 apply unless the floodway boundary is determined, according to the process outlined in Section 6. Once the floodway boundary is determined, the Flood Fringe District standards in Section 5 may apply outside the floodway.

2.2 Lands to Which Ordinance Applies: This ordinance applies to all lands within the City of Fridley shown on the official zoning map which are within the boundaries of the Floodway, Flood Fringe, or General Floodplain districts.

2.3 Incorporation of Maps by Reference: The following maps together with all attached material are hereby adopted by reference and declared to be a part of the Official Zoning Map and this ordinance. The attached material includes the Flood Insurance Study for Anoka County, Minnesota, and Incorporated Areas and the Flood Insurance Rate Map enumerated below, all dated December 16, 2015 and all prepared by the Federal Emergency Management Agency. These materials are on file in the Planning Division of the City Office.

- | | |
|-------------|-------------|
| 27003C0381E | 27003C0392E |
| 27003C0382E | 27003C0401E |
| 27003C0383E | 27003C0403E |
| 27003C0384E | 27003C0411E |
| 27003C0391E | |

Approved Letters of Map Change (LOMC) existing on December 16, 2015 are also herein incorporated by reference.

2.4 Regulatory Flood Protection Elevation: The regulatory flood protection elevation (RFPE) is an elevation no lower than one foot above the elevation of the regional flood plus any increases in flood elevation caused by encroachments on the floodplain that result from designation of a floodway.

2.5 Interpretation: The boundaries of the zoning districts are determined by scaling distances on the Flood Insurance Rate Map.

2.51 Where a conflict exists between the floodplain limits illustrated on the official zoning map and actual field conditions, the flood elevations shall be the governing factor. The Zoning Administrator must interpret the boundary location based on the ground elevations that existed on the site on the date of the first National Flood Insurance Program map showing the area within the regulatory floodplain, and other available technical data.

2.52 Persons contesting the location of the district boundaries will be given a reasonable opportunity to present their technical evidence to the Federal Emergency Management Agency, according to the Code of Federal Regulations 44, part 65, and may apply to FEMA for revisions, changes, or amendments to maps in Section 2.3 .

2.6 Abrogation and Greater Restrictions: It is not intended by this ordinance to repeal, abrogate, or impair any existing easements, covenants, or other private agreements. However, where this ordinance imposes greater restrictions, the provisions of this ordinance prevail. All other ordinances inconsistent with this ordinance are hereby repealed to the extent of the inconsistency only.

2.7 Warning and Disclaimer of Liability: This ordinance does not imply that areas outside the floodplain districts or land uses permitted within such districts will be free from flooding or flood damages. This ordinance does not create liability on the part of the City of Fridley or its officers or employees for any flood damages that result from reliance on this ordinance or any administrative decision lawfully made hereunder.

2.8 Severability: If any section, clause, provision, or portion of this ordinance is adjudged unconstitutional or invalid by a court of law, the remainder of this ordinance shall not be affected and shall remain in full force.

2.9 Definitions: Unless specifically defined below, words or phrases used in this ordinance must be interpreted according to common usage and so as to give this ordinance its most reasonable application.

2.911 Accessory Use or Structure - A subordinate building or use which is located on the same lot as the principal building or use and is necessary or incidental to the conduct of the principal building or use.

2.912 Base Flood Elevation - The elevation of the “regional flood.” The term “base flood elevation” is used in the flood insurance survey.

2.913 Basement - any area of a structure, including crawl spaces, having its floor or base subgrade (below ground level) on all four sides, regardless of the depth of excavation below ground level.

2.914 Provisional Use - a specific type of structure or land use listed in the official control that may be allowed but only after an in-depth review procedure and with appropriate conditions or restrictions as provided in the official zoning controls or building codes and upon a finding that:

(a) The certain conditions as detailed in the zoning ordinance exist.

(b) The structure and/or land use conform to the comprehensive land use plan if one exists and are compatible with the existing neighborhood.

- 2.915 Critical Facilities - facilities necessary to a community's public health and safety, those that store or produce highly volatile, toxic or water-reactive materials, and those that house occupants that may be insufficiently mobile to avoid loss of life or injury. Examples of critical facilities include hospitals, correctional facilities, schools, daycare facilities, nursing homes, fire and police stations, wastewater treatment facilities, public electric utilities, water plants, fuel storage facilities, and waste handling and storage facilities.
- 2.916 Development - any manmade change to improved or unimproved real estate, including buildings or other structures, mining, dredging, filling, grading, paving, excavation or drilling operations, or storage of equipment or materials.
- 2.917 Equal Degree of Encroachment - a method of determining the location of floodway boundaries so that floodplain lands on both sides of a stream are capable of conveying a proportionate share of flood flows.
- 2.918 Fence - A structure, partition, or wall erected for the purpose of enclosing a piece of land or to divide a piece of land into distinct portions. The term "fence" includes an enclosure made of a permanent material, such as wood or iron.
- 2.919 Fence, Open - A structure of rails, planks, stakes, strung wire, or similar material erected as an enclosure, barrier, or boundary. Open fences are those with 50 percent or less of their surface area open for free passage of light, air, and water. Examples of such fences include but are not limited to picket and split rail fences. An open type fence of posts and wire is not considered to be a structure under this ordinance. Fences that have the potential to obstruct flood flows, such as chain link fences and rigid walls, are regulated as structures under this ordinance.
- 2.920 Flood - a temporary increase in the flow or stage of a stream or in the stage of a wetland or lake that results in the inundation of normally dry areas.
- 2.921 Flood Frequency - the frequency for which it is expected that a specific flood stage or discharge may be equaled or exceeded.
- 2.922 Flood Fringe - that portion of the floodplain outside of the floodway. Flood fringe is synonymous with the term "floodway fringe" used in the Flood Insurance Study for Anoka County, Minnesota.
- 2.923 Flood Prone Area - any land susceptible to being inundated by water from any source (see "Flood").
- 2.924 Floodplain - the beds proper and the areas adjoining a wetland, lake or watercourse which have been or hereafter may be covered by the regional flood.

- 2.925 Floodproofing - a combination of structural provisions, changes, or adjustments to properties and structures subject to flooding, primarily for the reduction or elimination of flood damages.
- 2.926 Floodway - the bed of a wetland or lake and the channel of a watercourse and those portions of the adjoining floodplain which are reasonably required to carry or store the regional flood discharge.
- 2.927 Lowest Floor - the lowest floor of the lowest enclosed area (including basement). An unfinished or flood resistant enclosure, used solely for parking of vehicles, building access, or storage in an area other than a basement area, is not considered a building's lowest floor.
- 2.928 Manufactured Home – a structure, transportable in one or more sections, which is built on a permanent chassis and is designed for use with or without a permanent foundation when attached to the required utilities. The term “manufactured home” does not include the term “recreational vehicle.”
- 2.929 Obstruction - any dam, wall, wharf, embankment, levee, dike, pile, abutment, projection, excavation, channel modification, culvert, building, wire, fence, stockpile, refuse, fill, structure, or matter in, along, across, or projecting into any channel, watercourse, or regulatory floodplain which may impede, retard, or change the direction of the flow of water, either in itself or by catching or collecting debris carried by such water.
- 2.930 One Hundred Year Floodplain - lands inundated by the “Regional Flood” (see definition).
- 2.931 Principal Use or Structure - all uses or structures that are not accessory uses or structures.
- 2.932 Reach - a hydraulic engineering term to describe a longitudinal segment of a stream or river influenced by a natural or man-made obstruction. In an urban area, the segment of a stream or river between two consecutive bridge crossings would most typically constitute a reach.
- 2.933 Recreational Vehicle - a vehicle that is built on a single chassis, is 400 square feet or less when measured at the largest horizontal projection, is designed to be self-propelled or permanently towable by a light duty truck, and is designed primarily not for use as a permanent dwelling but as temporary living quarters for recreational, camping, travel, or seasonal use. For the purposes of this ordinance, the term recreational vehicle is synonymous with the term “travel trailer/travel vehicle.”

- 2.934 Regional Flood - a flood which is representative of large floods known to have occurred generally in Minnesota and reasonably characteristic of what can be expected to occur on an average frequency in the magnitude of the 1% chance or 100-year recurrence interval. Regional flood is synonymous with the term "base flood" used in a flood insurance study.
- 2.935 Regulatory Flood Protection Elevation (RFPE) - an elevation not less than one foot above the elevation of the regional flood plus any increases in flood elevation caused by encroachments on the floodplain that result in designation of a floodway.
- 2.936 Repetitive Loss -Flood related damages sustained by a structure on two separate occasions during a ten year period for which the cost of repairs at the time of each such flood event on the average equals or exceeds 25% of the market value of the structure before the damage occurred.
- 2.937 Special Flood Hazard Area - a term used for flood insurance purposes synonymous with "One Hundred Year Floodplain."
- 2.938 Structure - anything constructed or erected on the ground or attached to the ground or on-site utilities, including, but not limited to, buildings, sheds, detached garages, cabins, manufactured homes, recreational vehicles not meeting the exemption criteria specified in Section 9.22 of this ordinance and other similar items.
- 2.939 Substantial Damage - means damage of any origin sustained by a structure where the cost of restoring the structure to its before damaged condition would equal or exceed 50 percent of the market value of the structure before the damage occurred.
- 2.940 Substantial Improvement - within any consecutive 365-day period, any reconstruction, rehabilitation (including normal maintenance and repair), repair after damage, addition, or other improvement of a structure, the cost of which equals or exceeds 50 percent of the market value of the structure before the "start of construction" of the improvement. This term includes structures that have incurred "substantial damage," regardless of the actual repair work performed. The term does not, however, include either:
- (a) Any project for improvement of a structure to correct existing violations of state or local health, sanitary, or safety code specifications which have been identified by the local code enforcement official and which are the minimum necessary to assure safe living conditions.
 - (b) Any alteration of a "historic structure," provided that the alteration will not preclude the structure's continued designation as a "historic structure." For the purpose of this ordinance, "historic structure" is as defined in 44 Code of Federal Regulations, Part 59.1.

2.10 Annexations: The Flood Insurance Rate Map panels adopted by reference into Section 2.3 above may include floodplain areas that lie outside of the corporate boundaries of the City of Fridley at the time of adoption of this ordinance. If any of these floodplain land areas are annexed into the City after the date of adoption of this ordinance, the newly annexed floodplain lands will be subject to the provisions of this ordinance immediately upon the date of annexation.

SECTION 3.0 ESTABLISHMENT OF FLOOD OVERLAY DISTRICTS

3.1 Districts:

3.11 Floodway District. The Floodway District includes those areas designated as floodway on the Flood Insurance Rate Map adopted in Section 2.3.

3.12 Flood Fringe District. The Flood Fringe District includes those areas designated as Special Flood Hazard Areas on the Flood Insurance Rate Map adopted in Section 2.3, as being within Zones AE, AO, or AH and are adjacent to a floodway

3.13 General Floodplain District. The General Floodplain District are the Special Flood Hazard Areas designated as Zone A or Zone AE, AO, or AH which are not adjacent to a floodway on the Flood Insurance Rate Map adopted in Section 2.3.

3.2 Compliance: Within the floodplain districts established in this ordinance, the use of any land, the use, size, type and location of structures on lots, the installation and maintenance of transportation, utility, water supply and waste treatment facilities, and the subdivision of land must comply with the terms of this ordinance and other applicable regulations. All uses not listed as permitted uses or provisional uses in Sections 4.0, 5.0 and 6.0, respectively, are prohibited.

In addition, a caution is provided here that:

3.21 New and replacement manufactured homes and certain recreational vehicles are subject to the general provisions of this ordinance and specifically Section 9.0.

3.22 Modifications, additions, structural alterations, normal maintenance and repair, or repair after damage to existing nonconforming structures and nonconforming uses of structures or land are regulated by the general provisions of this ordinance and specifically Section 11.0.

3.23 All structures must be constructed with electrical, heating, ventilation, plumbing, and air conditioning equipment and other service facilities that are designed and/or located so as to prevent water from entering or accumulating within the components during conditions of flooding.

- 3.24 As-built elevations for elevated or floodproofed structures must be certified by ground surveys and flood-proofing techniques must be designed and certified by a registered professional engineer or architect as specified in the general provisions of this ordinance and specifically as stated in Section 10.0 of this ordinance.
- 3.25 Critical facilities, as defined in Section 2.915, are prohibited in all floodplain districts.

SECTION 4.0 FLOODWAY DISTRICT (FW)

4.1 Permitted Uses: The following uses, subject to the standards set forth in Section 4.2, are permitted uses if otherwise allowed in the underlying zoning district or any applicable overlay district:

- 4.11 General farming, pasture, grazing, outdoor plant nurseries, horticulture, truck farming, forestry, sod farming, and wild crop harvesting.
- 4.12 Industrial-commercial loading areas and parking areas.
- 4.13 Open space uses, including but not limited to private and public golf courses, tennis courts, driving ranges, archery ranges, picnic grounds, boat launching ramps, swimming areas, parks, wildlife and nature preserves, game farms, fish hatcheries, shooting preserves, hunting and fishing areas, and single or multiple purpose recreational trails.
- 4.14 Residential lawns, gardens, parking areas, and play areas.
- 4.15 Railroads, streets, bridges, utility transmission lines and pipelines, provided that the Department of Natural Resources' Area Hydrologist is notified at least ten days prior to issuance of any permit if any portions of improvements are above existing grade of land and/or the bottom of a water body, and that the standards in Section 8.0 of this ordinance are met.

4.2 Standards for Floodway Permitted Uses:

- 4.21 The use must have low flood damage potential.
- 4.22 With the exception of the uses listed in Section 4.15, the use must not obstruct flood flows or increase flood elevations and must not involve structures, fill, obstructions, excavations or storage of materials or equipment.
- 4.23 Any facility that will be used by employees or the general public must be designed with a flood warning system that provides adequate time for evacuation if the area is inundated to a depth and velocity such that the depth (in feet) multiplied by the velocity (in feet per second) would exceed a product of four upon occurrence of the regional (1% chance) flood.

4.3 Provisional Uses: The following uses, may be allowed as provisional uses following the standards and procedures set forth in Section 10.4 of this ordinance and further subject to the standards set forth in Section 4.4, if otherwise allowed in the underlying zoning district or any applicable overlay district.

- (a) Structures accessory to the uses listed in 4.1 above and the uses listed in 4.3(b) - (f) below.
- (b) Extraction and storage of sand, gravel, and other materials.
- (c) Marinas, boat rentals, docks, piers, wharves, and water control structures.
- (d) Storage yards for equipment, machinery, or materials.
- (e) Placement of fill or construction of fences that obstruct flood flows.
- (f) Levees or dikes intended to protect agricultural crops for frequency flood events equal to or less than the 10-year frequency flood event.

4.4 Standards for Floodway Provisional Uses:

4.41 All Uses. A provisional use must not cause any increase in the stage of the 1% chance or regional flood or cause an increase in flood damages in the reach or reaches affected.

4.42 Fill; Storage of Materials and Equipment:

- (a) The storage or processing of materials that are, in time of flooding, flammable, explosive, or potentially injurious to human, animal, or plant life is prohibited.
- (b) Fill, dredge spoil, and other similar materials deposited or stored in the floodplain must be protected from erosion by vegetative cover, mulching, riprap or other acceptable method. Permanent sand and gravel operations and similar uses must be covered by a long-term site development plan.
- (c) Temporary placement of fill, other materials, or equipment which would cause an increase to the stage of the 1% percent chance or regional flood may only be allowed if the City has approved a plan that assures removal of the materials from the floodway based upon the flood warning time available.

4.43 Accessory Structures:

- (a) Accessory structures must not be designed for human habitation.

- (b) Accessory structures, if permitted, must be constructed and placed on the building site so as to offer the minimum obstruction to the flow of flood waters:
 - (1) Whenever possible, structures must be constructed with the longitudinal axis parallel to the direction of flood flow; and
 - (2) So far as practicable, structures must be placed approximately on the same flood flow lines as those of adjoining structures.
 - (c) Accessory structures must be elevated on fill or structurally dry floodproofed in accordance with the FP-1 or FP-2 floodproofing classifications in the State Building Code. All floodproofed accessory structures must meet the following additional standards:
 - (1) The structure must be adequately anchored to prevent flotation, collapse or lateral movement and designed to equalize hydrostatic flood forces on exterior walls; and
 - (2) Any mechanical and utility equipment in the structure must be elevated to or above the regulatory flood protection elevation or properly floodproofed.
 - (d) As an alternative, an accessory structure may be internally/wet floodproofed to the FP-3 or FP-4 floodproofing classifications in the State Building Code, provided the accessory structure constitutes a minimal investment and does not exceed 576 square feet in size. A detached garage may only be used for parking of vehicles and limited storage. All structures must meet the following standards:
 - (1) To allow for the equalization of hydrostatic pressure, there must be a minimum of two “automatic” openings in the outside walls of the structure, with a total net area of not less than one square inch for every square foot of enclosed area subject to flooding; and
 - (2) There must be openings on at least two sides of the structure and the bottom of all openings must be no higher than one foot above the lowest adjacent grade to the structure. Using human intervention to open a garage door prior to flooding will not satisfy this requirement for automatic openings.
- 4.44 Structural works for flood control that will change the course, current or cross section of protected wetlands or public waters are subject to the provisions of Minnesota Statutes, Section 103G.245.
- 4.45 A levee, dike or floodwall constructed in the floodway must not cause an increase to the 1% chance or regional flood. The technical analysis must assume equal conveyance or storage loss on both sides of a stream.

4.46 Floodway developments must not adversely affect the hydraulic capacity of the channel and adjoining floodplain of any tributary watercourse or drainage system.

SECTION 5.0 FLOOD FRINGE DISTRICT (FF)

5.1 Permitted Uses: Permitted uses are those uses of land or structures allowed in the underlying zoning district(s) that comply with the standards in Section 5.2.

5.2 Standards for Flood Fringe Permitted Uses:

- 5.21 All structures, including accessory structures, must be elevated on fill so that the lowest floor, as defined, is at or above the regulatory flood protection elevation. The finished fill elevation for structures must be no lower than one foot below the regulatory flood protection elevation and the fill must extend at the same elevation at least 15 feet beyond the outside limits of the structure unless alternative methods of protection are provided in accordance with Section 5.46.
- (a) All service utilities, including ductwork, must be elevated or water-tight to prevent infiltration of floodwaters.
 - (b) As an alternative to elevation on fill, an accessory structure that constitutes a minimal investment and that does not exceed 576 square feet in size may be internally floodproofed in accordance with Section 4.43.
- 5.22 The cumulative placement of fill or similar material on a parcel must not exceed 1,000 cubic yards, unless the fill is specifically intended to elevate a structure in accordance with Section 5.21 of this ordinance, or if allowed as a provisional use under Section 5.33 below.
- 5.23 The storage of any materials or equipment must be elevated on fill to the regulatory flood protection elevation.
- 5.24 The storage or processing of materials that are, in time of flooding, flammable, explosive, or potentially injurious to human, animal, or plant life is prohibited.
- 5.25 Fill must be properly compacted and the slopes must be properly protected by the use of riprap, vegetative cover or other acceptable method.
- 5.26 All new principal structures must have vehicular access at or above an elevation not more than two feet below the regulatory flood protection elevation, or must have a flood warning /emergency evacuation plan acceptable to the City.

- 5.27 Accessory uses such as yards, railroad tracks, and parking lots may be at an elevation lower than the regulatory flood protection elevation. However, any facilities used by employees or the general public must be designed with a flood warning system that provides adequate time for evacuation if the area is inundated to a depth and velocity such that the depth (in feet) multiplied by the velocity (in feet per second) would exceed a product of four upon occurrence of the regional (1% chance) flood.
- 5.28 Interference with normal manufacturing/industrial plant operations must be minimized, especially along streams having protracted flood durations. In considering permit applications, due consideration must be given to the needs of industries with operations that require a floodplain location.
- 5.29 Flood fringe developments must not adversely affect the hydraulic capacity of the channel and adjoining floodplain of any tributary watercourse or drainage system.
- 5.30 Manufactured homes and recreational vehicles must meet the standards of Section 9 of this ordinance.

5.3 Provisional Uses: The following uses and activities may be allowed as provisional uses, if allowed in the underlying zoning district(s) or any applicable overlay district, following the procedures in Section 10.4 of this ordinance. Provisional uses must meet the standards in Sections 5.21 through 5.30 and Section 5.4.

- 5.31 Any structure that is not elevated or floodproofed in accordance with Section 5.21 of this ordinance.
- 5.32 Storage of any material or equipment below the regulatory flood protection elevation.
- 5.33 The cumulative placement of more than 1,000 cubic yards of fill when the fill is not being used to elevate a structure in accordance with Section 5.21 of this ordinance.

5.4 Standards for Flood Fringe Provisional Uses:

- 5.41 The standards listed in Sections 5.24 through 5.30 apply to all provisional uses.
- 5.42 Basements, as defined by Section 2.913 of this ordinance, are subject to the following:
- (a) Residential basement construction is not allowed below the regulatory flood protection elevation.
 - (b) Non-residential basements may be allowed below the regulatory flood protection elevation provided the basement is structurally dry floodproofed in accordance with Section 5.43 of this ordinance.

- 5.43 All areas of nonresidential structures, including basements, to be placed below the regulatory flood protection elevation must be floodproofed in accordance with the structurally dry floodproofing classifications in the State Building Code. Structurally dry floodproofing must meet the FP-1 or FP-2 floodproofing classification in the State Building Code, which requires making the structure watertight with the walls substantially impermeable to the passage of water and with structural components capable of resisting hydrostatic and hydrodynamic loads and the effects of buoyancy. Structures wet floodproofed to the FP-3 or FP-4 classification are not permitted.
- 5.44 The placement of more than 1,000 cubic yards of fill or other similar material on a parcel (other than for the purpose of elevating a structure to the regulatory flood protection elevation) must comply with an approved erosion/sedimentation control plan.
- (a) The plan must clearly specify methods to be used to stabilize the fill on site for a flood event at a minimum of the regional (1% chance) flood event.
 - (b) The plan must be prepared and certified by a registered professional engineer or other qualified individual acceptable to the City.
 - (c) The plan may incorporate alternative procedures for removal of the material from the floodplain if adequate flood warning time exists.
- 5.45 Storage of materials and equipment below the regulatory flood protection elevation must comply with an approved emergency plan providing for removal of such materials within the time available after a flood warning.
- 5.46 Alternative elevation methods other than the use of fill may be utilized to elevate a structure's lowest floor above the regulatory flood protection elevation. These alternative methods may include the use of stilts, pilings, parallel walls, etc., or above-grade, enclosed areas such as crawl spaces or tuck under garages. The base or floor of an enclosed area shall be considered above-grade and not a structure's basement or lowest floor if: 1) the enclosed area is above-grade on at least one side of the structure; 2) it is designed to internally flood and is constructed with flood resistant materials; and 3) it is used solely for parking of vehicles, building access or storage. The above-noted alternative elevation methods are subject to the following additional standards:
- (a) Design and Certification - The structure's design and as-built condition must be certified by a registered professional engineer or architect as being in compliance with the general design standards of the State Building Code and, specifically, that all electrical, heating, ventilation, plumbing and air conditioning equipment and other service facilities must be at or above the regulatory flood protection elevation or be designed to prevent flood water from entering or accumulating within these components during times of flooding.

(b) Specific Standards for Above-grade, Enclosed Areas - Above-grade, fully enclosed areas such as crawl spaces or tuck under garages must be designed to internally flood and the design plans must stipulate:

- (1) The minimum area of openings in the walls where internal flooding is to be used as a floodproofing technique. There shall be a minimum of two openings on at least two sides of the structure and the bottom of all openings shall be no higher than one foot above grade. The automatic openings shall have a minimum net area of not less than one square inch for every square foot of enclosed area subject to flooding unless a registered professional engineer or architect certifies that a smaller net area would suffice. The automatic openings may be equipped with screens, louvers, valves, or other coverings or devices provided that they permit the automatic entry and exit of flood waters without any form of human intervention; and
- (2) That the enclosed area will be designed of flood resistant materials in accordance with the FP-3 or FP-4 classifications in the State Building Code and shall be used solely for building access, parking of vehicles or storage.

SECTION 6.0 GENERAL FLOODPLAIN DISTRICT (GF)

6.1 Permitted Uses:

- 6.11 The uses listed in Section 4.1 of this ordinance, Floodway District Permitted Uses, are permitted uses.
- 6.12 All other uses are subject to the floodway/flood fringe evaluation criteria specified in Section 6.2 below. Section 4.0 applies if the proposed use is determined to be in the Floodway District. Section 5.0 applies if the proposed use is determined to be in the Flood Fringe District.

6.2 Procedures for Floodway and Flood Fringe Determinations:

- 6.21 Upon receipt of an application for a permit or other approval within the General Floodplain District, the Zoning Administrator must obtain, review and reasonably utilize any regional flood elevation and floodway data available from a federal, state, or other source.
- 6.22 If regional flood elevation and floodway data are not readily available, the applicant must furnish additional information, as needed, to determine the regulatory flood protection elevation and whether the proposed use would fall within the Floodway or Flood Fringe District. Information must be consistent with accepted hydrological and hydraulic engineering standards and the standards in 6.23 below.

- 6.23 The determination of floodway and flood fringe must include the following components, as applicable:
- (a) Estimate the peak discharge of the regional (1% chance) flood.
 - (b) Calculate the water surface profile of the regional flood based upon a hydraulic analysis of the stream channel and overbank areas.
 - (c) Compute the floodway necessary to convey or store the regional flood without increasing flood stages more than one-half (0.5) foot. A lesser stage increase than 0.5 foot is required if, as a result of the stage increase, increased flood damages would result. An equal degree of encroachment on both sides of the stream within the reach must be assumed in computing floodway boundaries.
- 6.24 The Zoning Administrator will review the submitted information and assess the technical evaluation and the recommended Floodway and/or Flood Fringe District boundary. The assessment must include the cumulative effects of previous floodway encroachments. The Zoning Administrator may seek technical assistance from a designated engineer or other expert person or agency, including the Department of Natural Resources. Based on this assessment, the Zoning Administrator may approve or deny the application.
- 6.25 Once the Floodway and Flood Fringe District boundaries have been determined, the Zoning Administrator must process the permit application consistent with the applicable provisions of Section 4.0 and 5.0 of this ordinance.

SECTION 7.0 LAND DEVELOPMENT STANDARDS

- 7.1 In General:** Recognizing that flood prone areas may exist outside of the designated floodplain districts, the requirements of this section apply to all land within the City of Fridley.
- 7.2 Subdivisions:** No land may be subdivided which is unsuitable for reasons of flooding or inadequate drainage, water supply or sewage treatment facilities. Manufactured home parks and recreational vehicle parks or campgrounds are considered subdivisions under this ordinance.
- 7.21 All lots within the floodplain districts must be able to contain a building site outside of the Floodway District at or above the regulatory flood protection elevation.

- 7.22 All subdivisions must have road access both to the subdivision and to the individual building sites no lower than two feet below the regulatory flood protection elevation, unless a flood warning emergency plan for the safe evacuation of all vehicles and people during the regional (1% chance) flood has been approved by the City. The plan must be prepared by a registered engineer or other qualified individual, and must demonstrate that adequate time and personnel exist to carry out the evacuation.
- 7.23 For all subdivisions in the floodplain, the Floodway and Flood Fringe District boundaries, the regulatory flood protection elevation and the required elevation of all access roads must be clearly labeled on all required subdivision drawings and platting documents.
- 7.24 In the General Floodplain District, applicants must provide the information required in Section 6.2 of this ordinance to determine the regional flood elevation, the Floodway and Flood Fringe District boundaries and the regulatory flood protection elevation for the subdivision site.
- 7.25 If a subdivision proposal or other proposed new development is in a flood prone area, any such proposal must be reviewed to assure that:
- (a) All such proposals are consistent with the need to minimize flood damage within the flood prone area,
 - (b) All public utilities and facilities, such as sewer, gas, electrical, and water systems are located and constructed to minimize or eliminate flood damage, and
 - (c) Adequate drainage is provided to reduce exposure of flood hazard.

7.3 Building Sites: If a proposed building site is in a flood prone area, all new construction and substantial improvements (including the placement of manufactured homes) must be:

- (a) Designed (or modified) and adequately anchored to prevent floatation, collapse, or lateral movement of the structure resulting from hydrodynamic and hydrostatic loads, including the effects of buoyancy;
- (b) Constructed with materials and utility equipment resistant to flood damage;
- (c) Constructed by methods and practices that minimize flood damage; and
- (d) Constructed with electrical, heating, ventilation, plumbing, and air conditioning equipment and other service facilities that are designed and/or located so as to prevent water from entering or accumulating within the components during conditions of flooding.

SECTION 8.0 PUBLIC UTILITIES, RAILROADS, ROADS, AND BRIDGES

8.1 Public Utilities: All public utilities and facilities such as gas, electrical, sewer, and water supply systems to be located in the floodplain must be floodproofed in accordance with MN Rules 1335 or elevated to the regulatory flood protection elevation.

8.2 Public Transportation Facilities: Railroad tracks, roads, and bridges to be located within the floodplain must comply with Sections 4.0 and 5.0 of this ordinance. These transportation facilities must be elevated to the regulatory flood protection elevation where failure or interruption of these facilities would result in danger to the public health or safety or where such facilities are essential to the orderly functioning of the area. Minor or auxiliary roads or railroads may be constructed at a lower elevation where failure or interruption of transportation services would not endanger the public health or safety.

8.3 On-site Water Supply and Sewage Treatment Systems: Where public utilities are not provided: 1) On-site water supply systems must be designed to minimize or eliminate infiltration of flood waters into the systems; and 2) New or replacement on-site sewage treatment systems must be designed to minimize or eliminate infiltration of flood waters into the systems and discharges from the systems into flood waters and they must not be subject to impairment or contamination during times of flooding. Any sewage treatment system designed in accordance with the state's current statewide standards for on-site sewage treatment systems is considered to be in compliance with this Section.

SECTION 9.0 MANUFACTURED HOMES, MANUFACTURED HOME PARKS, AND RECREATIONAL VEHICLES

9.1 Manufactured Homes: New manufactured home parks and expansions to existing manufactured home parks are prohibited in any floodplain district. For existing manufactured home parks or lots of record, the following requirements apply:

9.11 Placement or replacement of manufactured home units is prohibited in the Floodway District.

9.12 If allowed in the Flood Fringe District, placement or replacement of manufactured home units is subject to the requirements of Section 5 of this ordinance and the following standards.

- (a) New and replacement manufactured homes must be elevated in compliance with Section 5 of this ordinance and must be securely anchored to an adequately anchored foundation system that resists flotation, collapse and lateral movement. Methods of anchoring may include, but are not limited to, use of over-the-top or frame ties to ground anchors. This requirement is in addition to applicable state or local anchoring requirements for resisting wind forces.

- (b) New or replacement manufactured homes in existing manufactured home parks must meet the vehicular access requirements for subdivisions in Section 7.22.

9.2 Recreational Vehicles: New recreational vehicle parks or campgrounds and expansions to existing recreational vehicle parks or campgrounds are prohibited in any floodplain district. Placement of recreational vehicles in existing recreational vehicle parks or campgrounds in the floodplain must meet the exemption criteria below or be treated as new structures meeting the requirements of this ordinance.

9.21 Recreational vehicles are exempt from the provisions of this ordinance if they are placed in any of the following areas and meet the criteria listed in Section 9.22:

- (a) Individual lots or parcels of record.
- (b) Existing commercial recreational vehicle parks or campgrounds.
- (c) Existing condominium-type associations.

9.22 Criteria for Exempt Recreational Vehicles:

- (a) The vehicle must have a current license required for highway use.
- (b) The vehicle must be highway ready, meaning on wheels or the internal jacking system, attached to the site only by quick disconnect type utilities commonly used in campgrounds and recreational vehicle parks.
- (c) No permanent structural type additions may be attached to the vehicle.
- (d) The vehicle and associated use must be permissible in any pre-existing, underlying zoning district.
- (e) Accessory structures are not permitted within the Floodway District. Any accessory structure in the Flood Fringe District must be constructed of flood-resistant materials and be securely anchored, meeting the requirements applicable to manufactured homes in Section 9.22.
- (f) An accessory structure must constitute a minimal investment.

9.23 Recreational vehicles that are exempt in Section 9.22 lose this exemption when development occurs on the site that exceeds a minimal investment for an accessory structure such as a garage or storage building. The recreational vehicle and all accessory structures will then be treated as new structures subject to the elevation and floodproofing requirements of Section 5.0 of this ordinance. No development or improvement on the parcel or attachment to the recreational vehicle is allowed that would hinder the removal of the vehicle should flooding occur.

SECTION 10.0 ADMINISTRATION

10.1 Zoning Administrator: The Zoning Administrator or other official designated by the City Council to administer and enforce this ordinance.

10.2 Permit Requirements:

10.21 Permit Required. A Building or Land Alteration Permit must be obtained from the City prior to conducting the following activities within a floodplain:

- (a) The erection, addition, modification, rehabilitation, or alteration of any building, structure, or portion thereof. Normal maintenance and repair also requires a permit if such work, separately or in conjunction with other planned work, constitutes a substantial improvement as defined in this ordinance.
- (b) The use or change of use of a building, structure, or land.
- (c) The construction of a dam, fence, or on-site septic system, although a permit is not required for an open fence as defined in this ordinance.
- (d) The change or extension of a nonconforming use.
- (e) The repair of a structure that has been damaged by flood, fire, tornado, or any other source.
- (f) The placement of fill, excavation of materials, or the storage of materials or equipment.
- (g) Relocation or alteration of a watercourse - including new or replacement culverts and bridges), unless a public waters work permit has been applied for.
- (h) Any other type of "Development" as defined in this ordinance.

10.22 Application for Permit. Permit applications must be submitted to the City on forms provided by the City.

- 10.23 Certificate of Zoning Compliance for a New, Altered, or Nonconforming Use. No building, land or structure may be occupied or used in any manner until a Zoning letter has been issued by the City stating that the use of the building or land conforms to the requirements of this ordinance.
- 10.24 Certification. The applicant is required to submit certification by a registered professional engineer, registered architect, or registered land surveyor that the finished fill and building elevations were accomplished in compliance with the provisions of this ordinance. Floodproofing measures must be certified by a registered professional engineer or registered architect.
- 10.25 Record of First Floor Elevation. The Zoning Administrator must maintain a record of the elevation of the lowest floor (including basement) of all new structures and alterations or additions to existing structures in the floodplain. The Zoning Administrator must also maintain a record of the elevation to which structures and alterations or additions to structures are floodproofed.
- 10.26 Notifications for Watercourse Alterations. Before authorizing any alteration or relocation of a river or stream, the Zoning Administrator must notify potentially impacted communities. If the applicant has applied for a permit to work in public waters pursuant to Minnesota Statutes, Section 103G.245, this will suffice as adequate notice. A copy of the notification must also be submitted to the Commissioner of the Minnesota Department of Natural Resources.
- 10.27 Notifications to FEMA When Physical Changes Increase or Decrease Base Flood Elevations. As soon as is practicable, but not later than six months after the date such supporting information becomes available, the Zoning Administrator must notify the Chicago Regional Office of FEMA of the changes by submitting a copy of the relevant technical or scientific data.

10.3 Variances:

- 10.31 Variance Applications. An application for a variance to the provisions of this ordinance will be processed and reviewed in accordance with applicable state statutes and Section 205.05.6 of the zoning ordinance.
- 10.32 Adherence to State Floodplain Management Standards. A variance must not allow a use that is not allowed in that district, permit a lower degree of flood protection than the regulatory flood protection elevation for the particular area, or permit standards lower than those required by state law.

10.33 Additional Variance Criteria. The following additional variance criteria of the Federal Emergency Management Agency must be satisfied:

- (a) Variances must not be issued by a community within any designated regulatory floodway if any increase in flood levels during the base flood discharge would result.
- (b) Variances may only be issued by a community upon (i) a showing of good and sufficient cause, (ii) a determination that failure to grant the variance would result in exceptional hardship to the applicant, and (iii) a determination that the granting of a variance will not result in increased flood heights, additional threats to public safety, extraordinary public expense, create nuisances, cause fraud on or victimization of the public, or conflict with existing local laws or ordinances.
- (c) Variances may only be issued upon a determination that the variance is the minimum necessary, considering the flood hazard, to afford relief of documented exceptional hardship.

10.34 Flood Insurance Notice. The Zoning Administrator must notify the applicant for a variance that: 1) The issuance of a variance to construct a structure below the base flood level will result in increased premium rates for flood insurance; and 2) Such construction below the base or regional flood level increases risks to life and property. Such notification must be maintained with a record of all variance actions.

10.35 General Considerations. The community may consider the following factors in evaluating variance requests and imposing conditions on variances and provisional uses in floodplains:

- (a) The potential danger to life and property due to increased flood heights or velocities caused by encroachments;
- (b) The danger that materials may be swept onto other lands or downstream to the injury of others;
- (c) The proposed water supply and sanitation systems, if any, and the ability of these systems to minimize the potential for disease, contamination and unsanitary conditions;
- (d) The susceptibility of any proposed use and its contents to flood damage and the effect of such damage on the individual owner;
- (e) The importance of the services to be provided by the proposed use to the community;

- (f) The requirements of the facility for a waterfront location;
- (g) The availability of viable alternative locations for the proposed use that are not subject to flooding;
- (h) The compatibility of the proposed use with existing development and development anticipated in the foreseeable future;
- (i) The relationship of the proposed use to the Comprehensive Land Use Plan and flood plain management program for the area;
- (j) The safety of access to the property in times of flood for ordinary and emergency vehicles; and
- (k) The expected heights, velocity, duration, rate of rise and sediment transport of the flood waters expected at the site.

10.36 Submittal of Hearing Notices to the Department of Natural Resources (DNR). The Zoning Administrator must submit hearing notices for proposed variances to the DNR sufficiently in advance to provide at least ten days' notice of the hearing. The notice may be sent by electronic mail or U.S. Mail to the respective DNR area hydrologist.

10.37 Submittal of Final Decisions to the DNR. A copy of all decisions granting variances must be forwarded to the DNR within ten days of such action. The notice may be sent by electronic mail or U.S. Mail to the respective DNR area hydrologist.

10.38 Record Keeping. The Zoning Administrator must maintain a record of all variance actions, including justification for their issuance, and must report such variances in an annual or biennial report to the Administrator of the National Flood Insurance Program, when requested by the Federal Emergency Management Agency.

10.4 Provisional Uses:

10.41 Administrative Review. An application for a provisional use permit under the provisions of this ordinance will be processed and reviewed by the Zoning Administrator or designee, who will provide a copy of the provisional use permit to the Commissioner of the Department of Natural Resources within ten (10) days of its issuance..

10.42 Factors Used in Decision-Making. In passing upon provisional use applications, the City must consider all relevant factors specified in other sections of this ordinance, and those factors identified in Section 10.35 of this ordinance.

10.43 Conditions Attached to Provisional Use Permits. The City may attach such conditions to the granting of provisional use permits as it deems necessary to fulfill the purposes of this ordinance. Such conditions may include, but are not limited to, the following:

- (a) Modification of waste treatment and water supply facilities.
- (b) Limitations on period of use, occupancy, and operation.
- (c) Imposition of operational controls, sureties, and deed restrictions.
- (d) Requirements for construction of channel modifications, compensatory storage, dikes, levees, and other protective measures.
- (e) Floodproofing measures, in accordance with the State Building Code and this ordinance. The applicant must submit a plan or document certified by a registered professional engineer or architect that the floodproofing measures are consistent with the regulatory flood protection elevation and associated flood factors for the particular area.

10.44 Submittal of Final Decisions to the DNR. A copy of all decisions granting provisional uses must be forwarded to the DNR within ten days of such action. The notice may be sent by electronic mail or U.S. Mail to the respective DNR area hydrologist.

SECTION 11.0 NONCONFORMITIES

11.1 Continuance of Nonconformities: A use, structure, or occupancy of land which was lawful before the passage or amendment of this ordinance but which is not in conformity with the provisions of this ordinance may be continued subject to the following conditions. Historic structures, as defined in Section 2.940 of this ordinance, are subject to the provisions of Sections 11.11 – 11.16 of this ordinance.

11.11 A nonconforming use, structure, or occupancy must not be expanded, changed, enlarged, or altered in a way that increases its flood damage potential or degree of obstruction to flood flows except as provided in 11.12 below. Expansion or enlargement of uses, structures or occupancies within the Floodway District is prohibited.

11.12 Any addition or structural alteration to a nonconforming structure or nonconforming use that would result in increasing its flood damage potential must be protected to the regulatory flood protection elevation in accordance with any of the elevation on fill or floodproofing techniques (i.e., FP-1 thru FP-4 floodproofing classifications) allowable in the State Building Code, except as further restricted in 11.13 and 11.17 below.

- 11.13 If the cost of all previous and proposed alterations and additions exceeds 50 percent of the market value of any nonconforming structure, then the entire structure must meet the standards of Section 4.0 or 5.0 of this ordinance for new structures depending upon whether the structure is in the Floodway or Flood Fringe District, respectively. The cost of all structural alterations and additions must include all costs such as construction materials and a reasonable cost placed on all manpower or labor.
- 11.14 If any nonconforming use, or any use of a nonconforming structure, is discontinued for more than one year, any future use of the premises must conform to this ordinance. The Assessor must notify the Zoning Administrator in writing of instances of nonconformities that have been discontinued for a period of more than one year.
- 11.15 If any nonconformity is substantially damaged, as defined in Section 2.939 of this ordinance, it may not be reconstructed except in conformity with the provisions of this ordinance. The applicable provisions for establishing new uses or new structures in Sections 4.0 or 5.0 will apply depending upon whether the use or structure is in the Floodway or Flood Fringe, respectively.
- 11.16 If any nonconforming use or structure experiences a repetitive loss, as defined in Section 2.936 of this ordinance, it must not be reconstructed except in conformity with the provisions of this ordinance.
- 11.17 Any substantial improvement, as defined in Section 2.940 of this ordinance, to a nonconforming structure requires that the existing structure and any additions must meet the requirements of Section 4.0 or 5.0 of this ordinance for new structures, depending upon whether the structure is in the Floodway or Flood Fringe District.

SECTION 12.0 PENALTIES AND ENFORCEMENT

- 12.1 Violation Constitutes a Misdemeanor:** Violation of the provisions of this ordinance or failure to comply with any of its requirements (including violations of conditions and safeguards established in connection with grants of variances or provisional uses) constitute a misdemeanor and will be punishable as defined by law.
- 12.2 Other Lawful Action:** Nothing in this ordinance restricts the City from taking such other lawful action as is necessary to prevent or remedy any violation. If the responsible party does not appropriately respond to the Zoning Administrator within the specified period of time, each additional day that lapses will constitute an additional violation of this ordinance and will be prosecuted accordingly.

12.3 Enforcement: In responding to a suspected ordinance violation, the Zoning Administrator and City may utilize the full array of enforcement actions available to it including but not limited to prosecution and fines, injunctions, after-the-fact permits, orders for corrective measures or a request to the National Flood Insurance Program for denial of flood insurance availability to the guilty party. The City must act in good faith to enforce these official controls and to correct ordinance violations to the extent possible so as not to jeopardize its eligibility in the National Flood Insurance Program.

12.31 When a violation is either discovered by or brought to the attention of the Zoning Administrator, the Zoning Administrator shall immediately investigate the situation and document the nature and extent of the violation of the official control. As soon as it is reasonably possible, this information will be submitted to the State Department of Natural Resources and Federal Emergency Management Agency regional office along with the City's plan of action to correct the violation to the degree possible.

12.32 The Zoning Administrator shall notify the suspected party of the requirements of this chapter and all other official controls and the nature and extent of the suspected violation of these controls. If the structure or use is under construction or development, the Zoning Administrator may order the construction or development immediately halted until a proper permit or approval is granted by the city. If the construction or development is already completed, the Zoning Administrator may either: 1) issue an order identifying the corrective actions that must be made within a specified time period to bring the use or structure into compliance with the official controls; or 2) notify the responsible party to apply for an after the fact permit/development approval within a specified period of time not to exceed 30 days.

SECTION 13.0 AMENDMENTS

13.1 Floodplain Designation – Restrictions on Removal: The floodplain designation on the Official Zoning Map must not be removed from floodplain areas unless it can be shown that the designation is in error or that the area has been filled to or above the elevation of the regulatory flood protection elevation and is contiguous to lands outside the floodplain. Special exceptions to this rule may be permitted by the Commissioner of the Department of Natural Resources (DNR) if the Commissioner determines that, through other measures, lands are adequately protected for the intended use.

13.2 Amendments Require DNR Approval: All amendments to this ordinance must be submitted to and approved by the Commissioner of the Department of Natural Resources (DNR) prior to adoption. The Commissioner must approve the amendment prior to community approval.

13.3 Map Revisions Require Ordinance Amendments. The floodplain district regulations must be amended to incorporate any revisions by the Federal Emergency Management Agency to the floodplain maps adopted in Section 2.3 of this ordinance.

FRIDLEY CITY CODE
SECTION 205-28. 0-2 CRITICAL AREA DISTRICT REGULATIONS

1. PURPOSE AND INTENT

It is the purpose and intent of this district to prevent or mitigate irreversible damage to the Mississippi River Corridor and to preserve and enhance its values to the public. The Mississippi River Corridor is a unique and essential element in the local, regional, state and national transportation, sewer and water, and recreational systems, as well as serving important biological and ecological functions, and shall be protected and preserved in accordance with the following policies:

- A. The Mississippi River Corridor shall be managed as a multi-purpose public resource that provides for the development of a variety of urban uses within the river corridor while conserving the scenic, environmental, recreational, mineral, economic, cultural, and historic resources and functions of the river corridor.
- B. The Mississippi River Corridor shall be managed in a manner consistent with its natural characteristics and its existing development and in accordance with regional plans for the development of the Metropolitan Area.
- C. The Mississippi River Corridor shall be managed in accordance with the Critical Areas Act of 1973, the Minnesota Environmental Policy Act of 1973, and the Governor's critical area designation, Executive Order No. 130, dated November 23, 1976, and other applicable state and federal laws.

2. DISTRICT BOUNDARIES

The boundaries of the 0-2 District shall be located on the official zoning map of the City of Fridley, and shall encompass all property located between the center line of Anoka County Trunk Highway 1 and the normal high water line of the east bank of the Mississippi River running from the north boundary to the south boundary line of the City.

3. DEFINITIONS

For the purpose of this district the following definitions shall apply:

A. Bluff.

Those steep slopes lying between the normal high water mark and the River Corridor boundary having an angle of ascent from the river of more than twelve percent (12%) from the horizontal.

B. Bluffline.

A line delineating the top of the bluff connecting the points at which the angle of ascent becomes less than twelve percent (12%). More than one (1) bluffline may be encountered.

C. Clear-cutting.

The indiscriminate cutting down of large numbers of trees in a given areas.

D. Critical Area.

The area known as the Mississippi River Corridor Critical Area designated by the Governor in the Executive Order No. 130.

E. Development.

The making of any material change in the use or appearance of any structure or land including reconstruction; alteration of the size of any structure; alteration of the land; alteration of a shore or bank of a river, stream, lake or pond; a commencement of drilling (except to obtain soil samples); mining or excavation; demolition of a structure; clearing of land as an adjunct to construction; deposit of refuse, solid or liquid waste, or fill on a parcel of land; the dividing of land into two (2) or more parcels.

F. Essential Services.

Means underground or overhead gas, electrical, steam or water distribution systems including poles, wires, mains, drains, sewer pipes, conduits, cables and other similar equipment and accessories in conjunction therewith.

G. Public Safety Facilities.

Hydrants, fire alarm boxes, street lights, railway crossings signals and similar accessories including buildings.

H. Retaining Wall.

A structure utilized to hold a slope in a position in which it would not naturally remain.

I. Terrace.

A relatively level area bordered on one (I)or more sides by retaining walls.

J. Utility Facility.

Physical facilities of electric, telephone, telegraph, cable, television, water, sewer, solid waste, gas and similar service operations.

K. Wetlands.

Low lying areas which may be covered with shallow and sometimes intermittent water. They are frequently associated with a high water table. Wetlands are generally too wet for cultivation or development without artificial drainage. Swamps, bogs, marshes, potholes, wet meadows and sloughs are wetlands.

4. USES PERMITTED

Any use permitted within the existing zoned district.

5. USES EXCLUDED

- A. Any use that was excluded within the existing zoned district.
- B. Any barge fleeting or barge loading.
- C. Any waste storage use or treatment facilities.
- D. Any mining or extraction uses other than soil preparation or peat removal.

6. SITE PLAN REQUIREMENTS

- A. No building permit, zoning, or subdivision approval shall be issued for any action located in this district until a site plan has been prepared and approved in accordance with the provisions of this Section.
- B. No site plans shall be required for a single family dwelling or for the extension, enlargement, change, or alteration thereof, nor accessory structures thereto.

7. SITE PLAN CONTENTS

- A. Site plans shall be prepared to a scale appropriate to the size of the project and suitable for review.
- B. The following information shall be provided in the site plan:
 - (1) Location of the property including such information as the name and numbers of adjoining roads, railroads, existing subdivisions, or other landmarks.
 - (2) The name and address of the owner(s) or developer(s), the Section, township and range, northpoint, date and scale of drawing and number of sheets.
 - (3) Existing topography as indicated on a contour map having a contour interval no greater than two (2) feet per contour. The topography map shall also clearly delineate the river and any bluffline, all streams, including intermittent streams and swales, river, waterbodies and wetlands. The topography map shall indicate the floodway and/or flood fringe lines and the normal highwater mark of the river.
 - (4) A plan delineating existing drainage of the water setting forth the direction, the volume, and at what rate storm water is conveyed from the site, and setting forth those areas of the site where storm water collects and is gradually percolated into the ground or slowly released to a creek, river or lake.

- (5) A proposed drainage plan of the developed site delineating the direction, the volume, and at what rate storm water will be conveyed from the site and setting forth the areas of the site where storm water will be allowed to collect and gradually percolate into the ground, or be slowly released to a creek, river or lake. The plan shall also set forth the hydraulic capacity of all structures to be constructed, existing structures to be utilized, and volume of holding ponds for the design storm (i.e. six inch (6"), twenty-four (24) hour rain).
- (6) A description of the soils of the site including a map indicating soil types by areas to be disturbed as well as a soil report prepared by a soil scientist containing information on the suitability of the soils for the type of development proposed and for the type of sewage disposal proposed and describing any remedial steps to be taken by the developer to render the soils suitable. All areas proposed for grading shall be identified by soil type, including the existing top soil and the soil type of the new contour. The location and extent of any erosion areas shall be indicated. The stability of rock outcroppings along blufflines and faces shall be included in the soils description.
- (7) A map indicating proposed finished grade having a contour at the same intervals as provided on the existing topographic map or as required to clearly indicate the relationship of proposed changes in existing topography and remaining features.
- (8) An erosion and sedimentation control plan indicating the type, location, and necessary technical information on control measures to be used during and after construction including a statement expressing the calculated anticipated gross soil loss expressed in tons per acre per year during and after construction.
- (9) A delineation of the location and amounts of excavated soils to be stored on the site during construction.
- (10) A description of the flora and fauna, which occupy the site or are occasionally found thereon, setting forth in detail those areas where unique plant or animal species may be found on the site.
- (11) A description of any features, buildings or areas which are of historic significance.
- (12) A landscape plan drawn to an appropriate scale, including dimensions, distances, location, type, size and description of all existing vegetation proposed for removal and all proposed landscape materials which will be added to the site as part of the development.
- (13) The proposed size, alignment, height and intended use of any structure to be erected or located on the site.

- (14) A clear delineation of all land which shall be paved or hard surfaced including a description of the surfacing material to be used.
- (15) A description of the method to be provided for vehicular and pedestrian access to the proposed development and public access to river and/or public river view opportunities both before and after development. A description of the development's impact on existing view of and along the river. A description of all parking facilities to be provided as part of the development of the site including an analysis of parking needs generated by the proposed development.
- (16) A delineation of the area or areas to be dedicated for public use.
- (17) Any other information pertinent to the particular project which in the opinion of the City or applicant is necessary or helpful for the review of the project.

8. ADDITIONAL REQUIREMENTS FOR ALL STRUCTURES

A. Lot Size.

Lot size shall be governed by the existing zoning district.

B. Building Height.

Building height shall be governed by the existing zoning district.

C. Setbacks.

Setbacks shall be governed by the existing zoning districts except as follows:

- (1) All new structures and uses shall be placed not less than forty (40) feet from the top of the bluffline overlooking the Mississippi River.
- (2) All new structures and uses shall be placed not less than 100 feet from the Mississippi River normal high water line as defined by the Federal Insurance Administration's Flood Insurance Study.
- (3) Exceptions to setback requirements shall include public safety facilities, public bridges and approaches, public roadways, public recreation facilities, scenic overlooks, regional and local trails; docks and boat launching facilities, approved river crossings of essential services and distribution services and historical sites designated by the National and State Register of Historic Places.
- (4) The following agencies shall be notified of all variance requests to the above setback requirements: The Minnesota Department of Natural Resources and Environmental Quality Board.

D. Placement of Structures.

- (1) Placement of structures in areas subject to flooding as designated in Section 205.24 of this Chapter shall be governed by the regulations of that Section.
- (2) No land with slopes, before alteration, in excess of eighteen percent (18%) will be developed for use except for necessary erosion control structures which are in conformance with all other guidelines and standards. All applicable local, state and federal laws, rules and regulations and Metropolitan plan guidelines and standards must be met for bridge construction and bridge approach roadways.
- (3) Development on slopes in excess of twelve percent (12%), but less than eighteen percent (18%), will be permitted provided that the applicant can meet the following conditions:
 - (a) The foundation and underlying material shall be adequate for the slope condition and soil type.
 - (b) The developer can demonstrate that development during and after construction can be accomplished without increasing erosion and that there are proper controls to reduce runoff to nondestructive levels.
 - (c) The proposed development presents no danger of falling rock, mud, uprooted trees and other material to structures, recreational facilities, public lands and public water down hill.
- (4) Line of Sight. The development of new, or the expansion of existing structures, shall be placed so that the development is consistent with the preservation of the view of the river corridor from other properties on both sides of the river and by the public. The walling off of views of the river corridor from other properties and public right-of-ways shall be prohibited.

9. NATURAL RESOURCE MANAGEMENT

- A. Grading and Filling. Grading and filling or otherwise changing the changing the topography landward of the ordinary high water mark shall not be conducted without a City permit, and in compliance with the provisions of Minnesota Regulation MR 79, Section (h), of the Wild and Scenic Rivers Regulation, paragraphs (1), (2) and (3).
- B. Retaining walls and erosion control structures waterward of the normal high water mark are permitted structures 'if the applicable permits issued by the Army Corps of Engineers and the Minnesota Department of Natural Resources have been obtained.
- C. Retaining walls and erosion control structures on the landward side of the normal high water mark that are visible from the water surface shall meet the following design criteria:

- (1) Retaining walls or terrace contours shall not exceed five (5) feet in height.
- (2) The minimum space in between retaining walls shall be twenty (20) feet.

D. Vegetative management.

- (1) Clear-cutting of trees on the slope or face of bluffs and within forty (40) feet landward from the bluffline or river bank area shall not be permitted.
- (2) The selective cutting of trees greater than four inches (4") in diameter may be authorized by the City, when cutting is appropriately spaced and staged to maintain a continuous natural cover.
- (3) The development of new or the expansion of existing structures shall be accomplished so as to minimize the need for tree removal. If trees over four inches (4") are cut, the density of tree cover shall be restored to that which existed before cutting. The applicant shall demonstrate that all grading which takes place will be conducted in a manner that preserves the root zone aeration and stability of existing trees and provides an adequate watering area equal to at least one-half (1/2) of each tree crown cover.
- (4) Exceptions to the above include the removal of diseased or damaged trees.

E. Standards for surface water management and erosion control.

- (1) Storm water run-off from any new development may be directed into public water bodies and drainage systems provided that it is substantially free from silt, debris and chemical pollutants, and only at rates equal to that on the property before development.
- (2) Any new development shall provide for erosion protection measures which make maximum use of natural in-place vegetation. During construction and until such time as final control measures are fully implemented and established, adequate development practices will be maintained to insure that gross soil loss levels shall not exceed five (5) tons per acre per year during construction or two (2) tons per acre per year during construction when the site is adjacent to a water body or water course; and one-half (1/2) ton per acre per year after the construction activities are completed.
- (3) Structures, trails and roadways shall be sited to minimize levels of pedestrian and vehicular traffic in areas where soil compaction and loss of vegetation cover can contribute to erosion problems.

10. TRANSMISSION SERVICES, PUBLIC TRANSPORTATION, AND RIVER CROSSING

A. Transmission and Essential Services.

- (1) Primary consideration shall be given to underground placement of services in order to minimize aesthetic, environmental and public safety aspects. When considering overhead placement, the developer must show the reasoning that makes underground placement unfeasible.
- (2) All transmission service crossing of the Mississippi River require a permit pursuant to Minnesota Statute 84.415 or 105.42 by the Department of Natural Resources.
- (3) All transmission crossing of land within the district shall require a Special Use Permit as required by this Chapter.

B. Transportation Facilities.

Transportation crossings shall be permitted in accord with NR 79, Section (j), except paragraph (ddd) under (i), route design of the Wild and Scenic River regulations.

- (1) In planning and designing the construction or reconstruction of all public transportation facilities which closely parallel the river or blufflines, careful consideration should be given to the provision of scenic overlooks for motorists, safe pedestrian access from areas on the landward side of these transportation facilities and safe pedestrian facilities along the riverward of these facilities.
- (2) The construction or reconstruction of all public transportation facilities shall be located and designed in such a manner that will maintain the safe use and access to the riverfront in public ownership, allow reasonable use of the land between the river and the transportation facility and maintain the aesthetic quality of the river environment.

11. PUBLIC ACCESS

- A. Public pedestrian right-of-way including river access shall be provided for any new development that is adjacent to or part of an overall plan of the city for pedestrian movement within the district.
- B. Public pedestrian access shall be provided to the riverfront of developments on publicly owned and publicly controlled riverfront property. Access will not be provided where:
 - (1) Unavoidable hazards exist to the public.
 - (2) Public pedestrian access at a particular location cannot be designed or developed to provide a pleasant view or recreational experience.

12. RIGHT OF WAY MAINTENANCE

- A. Natural vegetation of value to fish or wildlife, which does not pose a hazard or restrict reasonable use of the property, shall be allowed to grow in the right-of-way.
- B. Where vegetation has been removed, new vegetation consisting of native grasses, herbs, shrubs and low growing trees, shall be planted and maintained on the right-of-way.
- C. Chemical control of vegetation should be avoided when practicable, but where such methods are necessary, chemicals used and the manner of their use must be in accordance with rules and regulations of all state and federal agencies with authority over the use.

FRIDLEY CITY CODE
205.29. 0-4 WETLAND DISTRICT

1. PURPOSE AND INTENT

It is the purpose and intent of this section to establish special controls to protect the unique and valuable wetland resources within the City of Fridley.

2. DISTRICT BOUNDARIES

The boundaries of the 0-4 district shall be located on the official overlay map of the City of Fridley and shall encompass all areas delineated within the Wetland Delineation and Evaluation Study, Westwood Engineering 1993. The boundaries of the 0-4 district are subject to change due to site-specific delineations accepted by the City.

3. POLICY

- A. The preservation and use of significant wetlands is critical to the environment. The City will coordinate with federal, state and local agencies in order to achieve no net loss of wetlands.
- B. Significant wetlands will be maintained in their natural condition or improved to provide more benefits for water quality management, with consideration for other amenities.
- C. The City encourages sound, contemporary land use development that incorporates grassed, open, and wetland spaces to allow infiltration of precipitation in all land use categories.
- D. The City proposes to preserve and enhance wetlands within the community through implementation of development regulations that will ensure the design and construction of adequate on-site storm water sedimentation and retention and detention basins, flow control devices, and implementation of effective erosion control techniques.
- E. The City will comply with I and implement the 1991 Wetland Conservation Act and the accompanying rules of the Minnesota Board of Water and Soil Resources.

4. INCORPORATION BY REFERENCE

- A. The 1991 Wetland Conservation Act (the Act) and Minnesota Rules, 8420.
- B. The Federal Manual for Identifying and Delineating Jurisdictional Wetlands dated January 1989, with appropriate amendments.
- C. The United States Fish and Wildlife Service Classification of Wetlands and Designation Habitats, Table 4.
- D. Wetlands and Deep water Habitats of the United States.

E. Minnesota Statutes, Chapter 103.

5. WETLAND OVERLAY DISTRICT REGULATIONS

A. No development shall be allowed within a wetland overlay district without first:

- (1) Having the City or the Local Government Unit certify that the activity is exempt as defined in Section 205.27.04, or
- (2) Having the City or the Local Government Unit certify an acceptable wetland replacement plan submitted by the applicant for compliance with the Act.

B. Prior to the issuance of a City permit, the petitioner must show proof of compliance or exemption from the DNR and Corps of Engineers regulations concerning drainage, grading, or filling of wetlands. In addition, the application must show consideration of the affected wetland values for stormwater runoff storage and detention, sedimentation and nutrient trapping and retention, fish and wildlife habitat, and the recreation and open space needs of the community.

C. Sequencing

- (1) The following principles of wetland mitigation are listed in descending priority. A wetland replacement plan shall not be approved unless the applicant has demonstrated that the activity impacting a wetland has complied with the highest priority possible:
 - (a) Avoids direct or indirect impacts to the wetland that may destroy or diminish the wetland;
 - (b) Minimizes the impact to the wetland by limiting the degree or magnitude of the wetland activity and its implementation;
 - (c) Rectifies the impact by repairing, rehabilitating, or restoring the affected wetland;
 - (d) Reduces or eliminates the impact to the wetland over time by preservation and maintenance operations; and
 - (e) Replaces unavoidable impacts to the wetland by restoring or creating substitute wetland areas having equal or greater public value.
- (2) The applicant may either submit the information required for sequencing analysis as part of the application for replacement plan approval or apply for a preliminary sequencing determination from the City. For projects impacting wetland areas less than 4,356 square feet, the City may provide on-site sequencing determinations without written documentation from the applicant.

D. Sequencing Determinations

- (1) The City shall determine whether any feasible and prudent alternatives are available that would avoid impacts to wetlands. An alternative shall be considered feasible and prudent if:
 - (a) It is in accordance with accepted engineering standards and practices;
 - (b) It is consistent with reasonable requirements of the public health, safety and general welfare;
 - (c) It is an environmentally preferable alternative based on a review of social, economic, and environmental impacts; and
 - (d) It would create no truly unusual problems.
- (2) The City shall consider the following in evaluating alternatives:
 - (a) The basic project purpose can be reasonably accomplished using one or more other sites in the same general area that would avoid wetland impacts. An alternate site may not be excluded from consideration only because it includes or requires an area not owned by the applicant that could be easily obtained, used, expanded, or managed to fulfill the basic purpose of the proposed project;
 - (b) The general suitability of alternate sites considered by the applicant;
 - (c) Whether reasonable modification of the size, scope, configuration, or density of the project would avoid impacts to wetlands;
 - (d) Efforts by the applicant to accommodate or remove constraints on alternatives imposed by zoning standards or infrastructure, including requests for special use permits, variances, or planned unit developments; and
 - (e) The physical, economic, and demographic requirements of the project. Economic considerations alone do not make an alternative not feasible and prudent.
- (3) If the City determines that a feasible and prudent alternative exists that would avoid impacts to wetlands, it shall deny the replacement plan.

- (4) If no feasible and prudent alternative is available that would avoid impacts to wetlands, the City shall evaluate the replacement plan to determine that it will minimize impacts to wetlands. The City shall use the following criteria to determine the sufficiency of the applicant's efforts to minimize impacts to wetlands:
 - (a) The spatial requirements of the project;
 - (b) The location of existing structural or natural features that may dictate the placement or configuration of the project;
 - (c) The purpose, of the project and how the purpose relates to the placement, configuration, or density;
 - (d) The sensitivity of the site design to the natural features of the site, including topography, hydrology, and existing vegetation;
 - (e) The value, function, and spatial distribution of wetlands on the site;
 - (f) Individual and cumulative impacts, and
 - (g) An applicant's efforts to:
 - ((1)) Modify the size, scope, configuration or density of the project;
 - ((2)) Remove or accommodate site constraints including zoning, infrastructure, access, or other features; and
 - ((3)) Minimize other impacts.
- (5) If the City finds that an applicant has not complied with the requirements to minimize wetland impacts, the City shall list, in writing, its objections to the project. If, within 30 days, the applicant does not withdraw the project proposal or indicate intent to submit an amended project proposal satisfying the City's objections, the statement of objections shall constitute a denial.
- (6) Temporary impacts to a wetland shall be rectified by repairing, rehabilitating, or restoring the affected wetlands. The City may determine that an applicant's activity may qualify for a no-loss determination if the following criteria are met:
 - (a) The physical characteristics of the affected wetlands including ground elevations, contours, inlet dimensions, outlet dimensions, substrate, hydrologic regime, are restored to pre-project conditions sufficient to ensure that all pre-project functions and values are restored;

- (b) The activity is completed and the physical characteristics of the wetland are restored within six months-of the start of the activity;
 - (c) The party responsible for the activity provides a performance bond to the City for an amount sufficient to cover the estimated cost to restore the wetland to preproject conditions. The City shall return the performance bond to the responsible party upon a determination by the City that the conditions in Section 205.27.5.D. (6). (c) and Section 205.27.5.D.(4).
 - (d) An applicant shall be granted a no-loss determination under the criteria a through c above once in a ten-year period for a particular site within a wetland, except that repairs to the original project shall be allowed under the no-loss determination, if the City determines the request to be necessary and reasonable.
- (7) After an activity is completed, further wetland impacts from the draining or filling must be reduced or eliminated by maintaining, operating, and managing the project in a manner that preserves and maintains remaining wetland functions and values. The City will require applicants to implement best management practices to protect wetland functions and values.
- (8) Unavoidable wetland impacts that remain after efforts to minimize, rectify, reduce, or eliminate them must be replaced.

6. EXEMPTIONS

A. The following activities are exempt from the 0-4. Wetland Overlay District regulations:

- (1) Activities in a wetland created solely as a result of:
 - (a) Beaver dam construction;
 - (b) Blockage of culverts through roadways maintained by a public or private entity;
 - (c) Actions by public entities that were taken for a purpose other than creating the wetland;
 - (d) Any combination of (a) to (c).
- (2) Impoundments or excavations constructed in non-wetlands solely for the purpose of effluent treatment, storm water retention, soil and water conservation practices, and water quality improvements, and not as part of a compensatory wetland mitigation process, that may, over time, take on wetland characteristics, are also exempted.

- (3) Placement, maintenance, repair, enhancement, or replacement of utility or utility-type service, including the transmission, distribution, or furnishing, at wholesale or retail, of natural or manufactured gas, electricity, telephone, or radio service or communications;
- (4) Activities associated with routine maintenance of utility and pipeline rights-of-way, provided the activities do not result in additional intrusion into the wetland;
- (5) Activities associated with routine maintenance or repair of existing public highways, roads, streets, and bridges, provided the activities so not result in additional intrusion into the wetland outside of the existing right of way;
- (6) Emergency repair and normal maintenance of existing public works, provided the activity does not result in additional intrusion of the public works into the wetland and do not result in the draining or filling, wholly or partially, of a wetland.
- (7) Normal maintenance and repair of structures causing no additional intrusion of an existing structure into the wetland, and maintenance and repair of private crossings that do not result in the draining or filling, wholly or partially, of a wetland. This exemption applies to private structures, such as buildings or road crossings;
- (8) Activities that result in the draining or filling of less than 400 square feet of wetlands. This exemption applies if the total wetland loss by draining and filling will be less than 400 square feet per year per landowner, and the cumulative impact by all persons on a wetland over time after January 1, 1992, does not exceed five percent of the wetland's area.

7. REPLACEMENT PLAN DETERMINATIONS

- A. A landowner intending to drain or fill a wetland who does not qualify for in exemption in Section 14 or a no-loss determination in Section 205.27.5D.(6). (a-d) shall obtain approval of a replacement plan from the City or local government unit before beginning draining or filling.
- B. The City shall, within ten days of receipt of the application, mail a copy of the application and an invitation to submit comments to the Board of Water and Soil Resources (the board), which will publish it in the Environmental Quality Board Monitor; members of the public who have requested a copy; the soil and water conservation district; the watershed district or watershed management organization; the county board; mayors of cities within the watershed; and the commissioners of agriculture and natural resources. At the same time, the City shall publish notice of the application with an invitation for comment in the City's official newspaper.

- C. The City shall not make its decision before 30 days and not more than 60 days have elapsed from the mailing of notice, publication in the Environmental Quality Board Monitor, when required, or publication in the newspaper, whichever is later. The City's decision shall not be effective until 30 days after a copy of the decision has been mailed to the Environmental Quality Board Monitor for publication, when required, and mailed to the same list specified above for notice of the application, and to the applicant. The mailing to the applicant shall be by registered mail and shall advise that the decision is not effective for 30 days and is stayed if it is appealed.
- D. The City's decision shall be based on the replacement standards in Section 205.27.8 and on the determination of the Technical Evaluation Panel concerning the public values, location, size, and type of wetland being altered. The City shall consider the recommendation of the Technical Evaluation Panel to approve, modify, or reject the proposed replacement plan.

8. REPLACEMENT PLAN COMPONENTS

- A. On a Combined Joint Notification form provided by the City, and with needed attachments supplied by the applicant, the following documentation shall be provided:
 - (1) Organizational information, including the following:
 - (a) The post office address of the applicant;
 - (b) For corporations, the principal officers of the corporation, any parent companies, owners, partners, and joint ventures, and a designated contact person;
 - (c) Managing agents, subsidiaries, or consultants that are or may be involved with the wetland draining or filling project;
 - (2) An affidavit confirming that the wetland values will be replaced before or concurrent with the actual draining or filling of a wetlands The City may require an irrevocable bank letter of credit or other security acceptable to the City to guarantee the successful completion of the project;
 - (3) For the impacted wetland:
 - (a) A recent aerial photograph or accurate map of the impacted wetland area;
 - (b) The location of the wetland, including the county, watershed name or number, and public land survey with the coordinate of the approximate wetland center;
 - (c) The size of the wetland, in acres or square feet;

- (d) The type of wetland using USFWS Circular 39, and NWI mapping conventions;
- (e) A list of the dominant vegetation in the impacted wetland area, including common names of the vegetation exceeding 20 percent coverage and an estimate of coverage;
- (f) A soils map of the site showing soil type and substrate, where available;
- (g) The size of the watershed that drains surface water into the wetland as determined from a United States Government Survey topographical map or other suitable topographical survey;
- (h) The locations of any surface inlets or outlets, natural or otherwise, draining into or out of the wetland, and if the wetland is within the floodplain of a stream, river, or other watercourse, the distance and direction to the watercourse;
- (i) A map, photograph, or written description of the land use of the immediate watershed within one mile of the impacted wetland. The surrounding land use information shall also indicate the presence and location, if any, of wetland preservation regions and areas, wetland development avoidance regions and areas, and wetland deficient regions and areas as identified in the comprehensive water plan;
- (j) The nature of the proposed project, its areal extent, and the impact on the wetland must be shown in sufficient detail to allow the City to determine the amount and types of wetland to be impacted and to demonstrate compliance with the replacement sequencing criteria in Section 5D;
- (k) Evidence of ownership or rights to the affected areas, including a legal description. When two or more landowners are involved, including both the impact site and the proposed replacement site, a contract or other evidence of agreement signed by all landowners and notarized must be included with the replacement plan. The contract or agreement must contain an acknowledgement of the covenant provisions in Section 205.27.7.4.9, by landowners on which a replacement wetland is proposed and the location and acreage of replacement wetlands. The contract becomes binding upon final approval of the replacement plan;
- (l) A list of all other local, state, and federal permits and approvals required for the activity; and
- (m) Other information considered necessary by the City for evaluation of the activity.

(4) For the replacement wetland:

- (a) A recent aerial photograph or accurate map of the replacement wetland area;
- (b) The location of the wetland, including the county, watershed name or number, and public land survey coordinate of the approximate wetland center;
- (c) The size of the wetland, in acres or square feet;
- (d) The type of wetland using USFWS Circular 39, and NWI mapping conventions;
- (e) A list of the dominant vegetation in the impacted wetland area, including common names of the vegetation exceeding 20 percent coverage and an estimate of coverage;
- (f) A soils map of the site showing soil type and substrate, where available;
- (g) The size of the watershed that drains surface water into the wetland as determined from a United States Government Survey topographical map or other suitable topographical survey;
- (h) The locations of any surface inlets or outlets, natural or otherwise, draining into or out of the wetland, and if the wetland is within the floodplain of a stream, river, or other watercourse, the distance and direction to the watercourse;
- (i) A map, photograph, or written description of the land use of the immediate watershed within one mile of the impacted wetland. The surrounding land use information shall also indicate the presence and location, if any, of wetland preservation regions and areas, wetland development avoidance regions and areas, and wetland deficient regions and areas as identified in the comprehensive water plan;
- (j) Evidence of ownership or rights to the affected areas, including a legal description. When two or more landowners are involved, including both the impact site and the proposed replacement site, a contract or other evidence of agreement signed by all landowners and notarized must be included with the replacement plan. The contract or agreement must contain an acknowledgement of the covenant provisions in paragraph 9, by landowners on which a replacement wetland is proposed and the location and acreage of replacement wetlands, The contract becomes binding upon final approval of the replacement plan;

- (k) A list of all other local, state, and federal permits and approvals required for the activity;
- (l) An explanation of the size and type of wetland that will result from successful completion of the replacement plan;
- (m) Scale drawings showing plan and profile views of the replacement wetland and fixed photo-reference points for monitoring purposes. Photo-reference points should include views of any control structures and enough additional points to accurately depict the entire project;
- (n) How the replacement wetland shall be constructed, including the best management practices that will be implemented to prevent erosion or site degradation;
- (o) For created wetlands only, additional soils information sufficient to determine the capability of the site to produce and maintain wetland characteristics;
- (p) A timetable that clearly states how and when implementation of the replacement plan shall proceed, and when construction of the replacement wetland shall be finalized;
- (q) A notice in a form provided by the BWSR attached to and recorded with the deed for lands containing a replacement wetland, specifying the following:
 - ((1)) The location of the replacement wetland;
 - ((2)) That the wetland is subject to the act;
 - ((3)) That the fee title owner is responsible for the costs of repairs or reconstruction, if necessary, or for replacement costs;
 - ((4)) That reasonable access to the replacement wetland shall be granted to the proper authorities for inspection, monitoring, and enforcement purposes;
 - ((5)) That costs of title review and document recording is the responsibility of the fee title owner; and
 - ((6)) That the City or board can require necessary repairs or reconstruction work to return the wetland to the specifications of the approved replacement plan and require reimbursement or reasonable costs from the wetland owner, or can require! replacement of the wetland according to the Act;

- (r) A statement that the replacement wetland was not previously restored or created under a prior approved replacement plan;
 - (s) A statement that the replacement wetland was not drained or filled under an exemption during the previous ten years;
 - (t) A statement that the replacement wetland was not restored with financial assistance from public conservation programs;
 - (u) A statement that the replacement wetland was not restored using private funds other than those of the landowner unless the funds are paid back with interest to the individual or organization that funded the restoration and the individual or organization notifies the City in writing that the restored wetland may be considered for replacement;
 - (v) A plan for monitoring the success of the replacement plan in meeting the project goal in paragraph I and as specified in Section 205.27.12; and
 - (w) Other information considered for evaluation of the project by the City.
- (5) The applicant must provide information considering the special considerations criteria in Section 205.27.8.G.

9. REPLACEMENT PLAN EVALUATION CRITERIA

- A. Before consideration or approval of the replacement plan, the City shall ensure that the applicant has exhausted all possibilities to avoid and minimize possibilities to avoid and minimize adverse impacts according to sequencing in Section 5D.
- B. The order of preference for the method of replacement, from the most preferred to least preferred:
 - (1) Project-specific restoration;
 - (2) Project-specific creation;
 - (3) Wetland banking.

Modification or conversion of non-degraded wetland from one wetland type to another does not constitute adequate replacement. Wetlands drained or filled under an exemption may not be restored for replacement credit for ten years after draining or filling.

- C. Replacement of wetland values shall be completed before or concurrent with the actual draining or filling of a wetland, unless an irrevocable bank letter of credit or other security acceptable to the City is submitted to the City to guarantee successful completion of the replacement. All wetlands to be restored or created as part of an approved replacement plan shall be clearly designated prior to approval of the replacement plan by the City.
- D. Replacement wetlands shall be located in the same watershed as the impacted wetlands, or the ratio in Section 205.27.10 shall apply.
- E. Replacement wetlands must be of a size sufficient to ensure that they provide equal or greater public value than the wetland that was drained or filled. The minimum size of the replacement wetland must be in the ratio of two acres of replaced wetland for each acre of drained or filled wetland. The actual replacement ratios required for a replacement wetland may be more than the minimum, subject to the evaluation of wetland functions in Section 9. Future owners may make no use of the wetland after it is altered for a period of ten years unless future replacement to achieve a 2:1 ratio occurs. The landowner shall record a notice of this restriction in the office of the county recorder in which the project is located.
- F. Restoration and replacement of wetlands must be accomplished according to the ecology of the landscape area affected. A replacement plan that would result in wetlands or wetland characteristics that do not naturally occur in the landscape area in which the replacement will occur will not be approved.
- G. The following factors when, applicable to an impact or replacement site, shall be considered by the City:
 - (1) The site contains endangered species listed in Minnesota Rules, parts 6134.0200 to 6134.0400 and the proposed activities would take those species, the replacement plan shall not be approved.
 - (2) The site contains a rare natural community, and the proposed activity would adversely affect the community, the replacement plan shall not be approved.
 - (3) The site contains a significant fish and wildlife resource; including but not limited to fish passage and spawning areas, colonial waterbird nesting colonies, migratory waterfowl concentration areas, deer wintering areas, or wildlife travel corridors, and the proposed activity would adversely impact those resources, the replacement plan shall not be approved.
 - (4) The site contains archaeological or historic areas, and the activity would adversely affect those areas, the replacement plan shall not be approved.
 - (5) The proposed activity would have significant adverse impact on the groundwater quality, the replacement plan shall not be approved.

- (6) The proposed activity would have significant adverse impact on the water quality of outstanding resource value waters as listed in Minnesota Rules, 7050.0180 or on trout waters, the replacement plan shall not be approved.
- (7) Wetlands used for educational or research purposes shall be maintained or adequately replaced.
- (8) The proposed activity involves known or potential hazardous wastes. Such activities shall be conducted in accordance with applicable federal or state standards.
- (9) The proposed activity shall be consistent with other plans, including, but not limited to zoning, comprehensive, watershed management, and land use plans.

10. EVALUATION OF WETLAND FUNCTIONS AND VALUES

- A. Replacement wetlands shall replace the functions and values that are lost that are lost from a wetland that is drained or killed. A replacement wetland should replace the same combination or functions and values provided by the impacted wetland. The wetland type index system in Minnesota Rules 8420.0540, subpt 10, item B, uses relative values of wetland functions compared across wetland types to evaluate the adequacy of wetland replacement. The City may allow the evaluation of wetlands by measuring and comparing public values specified in Minnesota Statutes, section 103b. 3355, with the current version of the Minnesota wetland evaluation methodology or another scientifically acceptable methodology.
- B. Table 4, Minnesota Rules, part 8420.0550, provides technical specifications for constructing wetland types. In evaluating a wetland replacement plan, the City shall determine whether the wetland type stated as the replacement plan goal will result from the replacement plan specifications. If a wetland type other than the replacement plan goal is likely to result, the City shall evaluate the plan based on this determination.
- C. The City may consider allowing constructed stormwater detention basins for replacement credit if the basin conforms to the following specifications:
 - (1) The basin design uses a two-cell system in which the upstream cell has a 24-hour retention time for a two-year storm event;
 - (2) The downstream cell is designed for a maximum 12-inch rise in water level for a ten-year storm event;
 - (3) The standards in Minnesota Rules, part 8420.0550 are followed;

- (4) The design goal is a palustrine emergent wetland that meets all statutory definitions of a wetland, for example, soils, hydrology, and vegetation. Only the downstream cell can be counted for wetland credit, and the replacement plan must include a plan and schedule for maintenance of the storm water basin system. Storm water basins which allowed for replacement are not eligible for an exemption; and
 - (5) Storm water management basins constructed for the primary purpose of controlling or treating stormwater runoff from impervious surfaces or developed areas, not conforming to the units in 1-4 above, are not considered wetlands. These are therefore exempt from replacement plan requirements when constructed in non-wetlands, and also cannot be considered for credit as part of a replacement plan, regardless of their location.
- D. When wetland functions lost as a result of drainage or filling are replaced by restoring a wetland of the same type and in the same watershed with the same inlet and outlet characteristics as described in Section 205.27.9.E, and related definitions, the replacement shall be considered to be in-kind and the minimal replacement ratio shall be used to determine the necessary size of the replacement wetland. The minimum replacement ratio is 2:1, requiring two times the impacted area be replaced.
- E. If the wetland functions lost as a result of drainage or filling are to be replaced by creating a wetland or restoring a wetland of a different type than the impacted wetland, or if the replacement wetland is in a watershed other than the impacted wetland or had different inlet and outlet characteristics than the impacted wetland, the replacement shall be considered out of kind, and the City shall use the replacement ratios in Minnesota Rules, 8420.0540, subpt b, item D, Table 2, to determine the amount of replacement wetland needed to replace the lost wetland values.
- (1) Differences in wetland functions and values among wetland types are to be evaluated and replaced using the wetland type ratio table located and, to be applied as specified in Administrative Rules, 8420.0540, subpt 10, Table 2. The wetland type ratio table incorporates an evaluation of public values as specified in Minnesota Statutes, section 103B.3355, for the purposes of comparison among wetland types.
 - (2) If a wetland to be drained or filled exhibits more than one wetland type as determined by the Technical Evaluation Panel, and more than one wetland type is proposed to be drained or filled, the City shall use the following procedure to determine needed replacement. The acreage of each wetland type to be converted to non-wetland shall be determined. The wetland type ratio table shall then be used to determine the amount of replacement wetland for each wetland type. The sum of the replacement for each wetland type shall be the resultant acreage requirement for the wetland type ratio.

- (3) When a replacement wetland is located in a different hydrologic unit than the impacted wetland, as indicated by-the USGS Hydrologic Unit Map for Minnesota, the ratios in Minnesota Rules 8420.0540 must be followed.
- (4) If the inlet and outlet characteristics of a replacement wetland differ from those of the impacted wetland, the ratios in Minnesota Rules 8420.0540 Table 3 shall be applied.
- (5) The City may, by local ordinance, establish additional local public value to address wetland conservation or preservation issues of local concern. These ratios shall have a minimum value of zero and shall be based on wetland management objectives of a local water management plan adopted under Minnesota Statutes, Chapter 103B or 1036.
- (6) The required replacement ratio for out-of kind replacement shall be the sum of the wetland type ratio plus the hydrologic unit ratio plus the inlet and outlet characteristic ratio plus the local public value ratio. If this ratio is less than the minimum in-kind ratio, the minimum in-kind ratio shall be the required replacement ratio.
- (7) In cases of partial drainage, the amount of wetland to be replaced shall be calculated using the formulas in Minnesota Rules 8420.0540, Item E.
- (8) In cases where partially drained wetlands are restored to their former state, credit may be received as calculated in Administrative Rules 8420.0540, Item F.
- (9) For projects of unusual complexity, or replacement plans that have been denied and are being appealed, and for which the City believes an alternative evaluation process may produce a substantially different replacement requirement, the City may evaluate the replacement plan using the current version of the Minnesota wetland evaluation methodology or another scientifically accepted methodology approved by the board, in consultation with the Commissioner, that evaluates all wetland functions and values for both the impacted and replacement wetlands.

When using the Minnesota wetland evaluation methodology or another board, in consultation with the Commissioner, approved methodology to evaluate replacement plans, the ratio of impact wetland to replacement wetland shall not be less than the minimum required. Further, the hydrologic unit ratio, the inlet and outlet characteristics ration, and the local public value ratio, shall also be considered when using the Minnesota wetland evaluation methodology or another board, in consultation with the Commissioner, approved methodology.

- (10) A replacement plan that fails to meet the requirements in items 1-8 shall be considered inadequate in replacing lost functions and values and shall not be approved by the City. A replacement plan that has been considered by the City and not approved may be revised and resubmitted for consideration by the City. The decision of the City to approve, approve with conditions, or not approve a replacement plan becomes final if not appealed to the board within 30 days after the date on which the decision is mailed to those required to receive notice of the decision. Before construction of the wetland, a notice as required in Section 205.27.7.4.9 must be recorded and proof of recording provided to the City.

11. WETLAND REPLACEMENT STANDARDS

- A. The standards and guidelines in this part shall be used in wetland creation wetland creation and restoration efforts to ensure adequate replacement of wetland functions and values. Minnesota Rules 8420.0540, Table 4 provides general guidelines for the physical characteristics that each type of replacement wetland should have
- B. The standards in items 1 to 8 shall be followed in all wetland replacements unless the technical evaluation panel determines that a standard is clearly not appropriate.
- (1) Water control structures must be constructed using specification provided in the Minnesota Wetland Restoration Guide or their equivalent. Control structures may be subject to the department dam safety regulations.
 - (2) Best management practices must be established and maintained to the entire perimeter of all replacement wetlands.
 - (3) For replacement wetlands where the dominant vegetation of the wetland type identified as the replacement goal in Section 205.27.7.A.4.1, is not likely to recover naturally in a five-year period, wooded and shrub wetlands especially, the replacement wetland must be seeded or planted with appropriate wetland origin species, as determined by the soil and water conservation district, the seed or planting stock should be of local to preserve local genotypes. During the monitoring period, the applicant must take reasonable steps to prevent invasion by any species, for example, purple loosestrife and Eurasian water milfoil, that would defeat the re-vegetation goal of the replacement plan.
 - (4) Erosion control measures as determined by the soil and water conservation district must be employed during construction and until permanent ground cover is established to prevent siltation of the replacement wetland or nearby water bodies.
 - (5) For all restored wetlands where the original organic substrate has been striped away and for all created wetlands, provisions must be made for providing an organic substrate. When feasible, the organic soil used for backfill should be taken from the drained or filled wetland.

- (6) The bottom contours of created types 3, 4, and 5 wetlands should be undulating, rather than flat, to provide a variety of water depth.
- (7) Sideslopes of created wetlands and buffer strip must not be steeper than 5:1, five feet horizontal for every one foot vertical as averaged around the wetlands Sideslopes of 10:1 and 15:1 are preferred.
- (8) Created wetlands should have an irregular edge to create points and bays to be consistent with Section 205.27.8.F.

12. MONITORING ANNUAL REPORT

- A. The purpose of wetland value replacement monitoring is to ensure that the replacement wetland achieves the goal of replacing lost functions and values.
- B. The applicant shall submit the annual report to the City on a date determined by the City until the applicant has fulfilled all of the requirements of the City.
- C. The purpose of the annual report is to describe actual wetland restoration or creation activities completed during the past year, activities planned for the upcoming year, and the information in Section B.
- D. The annual report shall include the following information and other site-specific information identified by the City:
 - (1) A description of the project location, size, current wetland type (Cowardin classification), and desired wetland type (goal);
 - (2) A comparison of the as-built specifications versus the design specifications (first annual plan only) and a rationale for significant changes;
 - (3) Hydrology measurements: seasonal water level elevations during the period April through October (msl or referenced to a known benchmark);
 - (4) A list of the dominant vegetation in the wetland, including common names of the vegetation exceeding 20 percent coverage and an estimate of coverage.
 - (5) Color photographs of the project area taken anytime during the period June through August, referenced to the fixed photo reference points identified on the wetland replacement plan and labeled accordingly.

13. MONITORING DETERMINATIONS BY THE CITY

The City:

- A. Shall inspect the project when construction is complete and certify compliance with construction specifications, and may inspect the project at any time during the construction and monitoring period, and any time after that to assess the long-term viability of the replaced wetland. When the City certifies that the construction specifications have been met, the City shall so advise the applicant and return any bond or other security that the applicant had provided;
- B. May order corrective action at any time during the required monitoring period if it determines that the goal of the approved replacement plan will not be met, and may require the applicant to prepare an amended wetland value replacement plan for review and approval by the City, which describes in detail the corrective measures to be taken to achieve the goal of replacing the lost wetland functions and values;
- C. Shall make a finding based on a site visit at the end of the monitoring period as to whether the goal of the replacement plan has been met. If the goal of the replacement plan has not been met, the City shall order corrective action and extend the monitoring period; and
- D. Shall require one or more of the following actions if, during the monitoring period, the City finds that the goal of the replacement plan will not be met:
 - (1) Order the applicant to prepare and implement a new replacement plan;
 - (2) Issue a cease and desist order on the draining and filling activity if it has not been completed;
 - (3) Order restoration of the impacted wetland;
 - (4) Obtain forfeiture of a bond or other security and use the proceeds to replace the lost wetland values;
 - (5) Ask the district court to order the applicant to fulfill the replacement plan; or
 - (6) Other actions that the City determines necessary to achieve the goal of the replacement plan.
- E. A landowner intending to drain or fill a wetland without replacement, claiming exemption under Section 205.27.14, shall contact the City before beginning draining or filling activities for determination whether or not the activity is exempt. The City shall keep in file all documentation and findings of fact concerning exemption determinations for a period of ten years.

- F. The City shall issue a certificate of exemption to the landowner.
- G. The landowner requesting the exemption is responsible for submitting the proof necessary to show qualifications for the particular exemption claimed. The landowner shall ensure that proper erosion control measures are taken to prevent sedimentation in the water, the drain or fill does not block fish passage, and the drain or fill is conducted in compliance with all other federal, state, and local requirements, including best management practices and water resource protection requirements established under Minnesota Statutes, Chapter 103H.

14. NO LOSS DETERMINATIONS

A landowner unsure if the proposed work will result in a loss of wetland shall apply to the City for a determination. The City shall keep on file all documentation and findings of fact concerning no-loss determinations for a period of ten years.

The landowner applying for a no-loss determination is responsible for submitting the proof necessary to show qualification for the claim.

The City shall issue a no-loss certificate if:

- A. The work will not drain or fill a wetland;
- B. Water level management activities will not result in the conversion of a wetland to another use;
- C. The activities are in a surface impoundment for containment of fossil fuel combustion waste or water retention, and are not part of a compensatory wetland mitigation program; or
- D. The activity is being conducted as part of an approved replacement plan or is conducted or authorized by public agencies for the purpose of wetland restoration and the activity is restricted to placing fill in a previously excavated drainage system to restore a wetland to its original condition.
- E. The activity meets the conditions in Section 205.27.5.D.6.

15. TECHNICAL EVALUATION PANEL PROCEDURES

For the City, there is a Technical Evaluation Panel of three persons a technical professional employee of the board, a technical professional employee of the soil and professional employee of the soil and water conservation district of Anoka county, and a technical professional with expertise in water resources management appointed by the City. One member selected by the City shall act as the contact person and coordinator for the panel. Two members of the panel must be knowledgeable and trained in applying methodologies of the Federal Manual for Identifying and Delineating Jurisdictional Wetlands, and evaluation of public values. The Technical Evaluation Panel may invite additional wetland experts in its work.

The panel shall make technical determinations on questions of public values, location, size, and type for replacement plans if requested to do so by the City, the landowner, or a member of the Technical Evaluation Panel. The panel may review replacement plans and recommend to the City either approval, approval with changes or conditions or rejection. The panel shall make no determinations or recommendations without at least one member having made an on-site inspection. Panel determinations and recommendations must be endorsed by at least two of the three members.

The panel, or one of its members when so authorized by all of the members, may assist the City in making wetland size and type determinations when asked to do so by the City as part of making an exemption or no-loss determination.

If requested by the City, the landowner, or a member of the Technical Evaluation Panel, the panel shall answer technical questions or participate in the monitoring of replacement wetlands according to Section 205.27.13.

16. APPEAL OF CITY DECISIONS

- A. The decision of the City to approve, approve with conditions, or reject a replacement plan, or determination of exemption or no loss, becomes final if not appealed to the board within 30 days after the date on which the decision is mailed to those required to receive notice of the decision.
- B. Appeal may be made by the landowner, by any of those required to receive notice of the decision, or by 100 residents of the county in which a majority of the wetland is located.
- C. Appeal is effective upon mailing of the notice of appeal to the board with an affidavit that a copy of the notice of appeal has been mailed to the City. The City shall then mail a copy of the notice of the appeal to all those to whom it was required by Section 205.27.6.B to mail a copy of the notice of decision.
- D. An exemption or no-loss determination may be appealed to the board by the landowner after first exhausting all local administrative appeal options.
- E. Those required to receive notice of replacement plan decisions as provided for in Section 205.27.6.B may petition the board to hear an appeal from an exemption or no-loss determination. The board shall grant the petition unless it finds that the appeal is merit-less, trivial, or brought solely for the purposes of delay. In determining whether to grant the appeal, the board shall give consideration to the size of the wetland, other factors in controversy, any patterns of similar acts by the City or landowner of petition, and the consequences of the delay.

17. APPEAL FROM BOARD DECISION

An appeal of a board decision is taken to the state court of appeals and must be considered and must be considered an appeal from a contested case decision for purposes of judicial review under Minnesota Statutes, section 14.63 to 14.69.

18. COMPENSATION

- A. Replacement plan applicants who have completed the City's process and the board appeal process, and the plan has not been approved as submitted, may apply to the board for compensation under Minnesota Statutes, section 103G.237.
- B. The application must identify the applicant, locate the wetland, and refer the board to its appeal file in the matter.
- C. The application must include an agreement that in exchange for compensation the applicant will convey to the state a perpetual conservation easement in the form required by Minnesota Statutes, section 103F.516. The applicant must provide an abstract of title demonstrating the ability to convey the easement free of any prior title, lien, or encumbrance. Failure to provide marketable title negates the state's obligation to compensate.
- D. The applicant must submit official documentation from the US Army Corps of engineers, the Minnesota Pollution Control Agency, the watershed district or water management organization if any, the county, and the City, as applicable, that the proposed drain or fill activity and the proposed subsequent use of the wetland are lawful under their respective legal requirements.
- E. The landowner must demonstrate that the proposed drain or fill is a feasible and prudent project and that the replacement plan as proposed is a reasonable good faith effort to fulfill the replacement requirements of Sections 205.27.7 to 205.27.10 and the Act.
- F. If the plan was approved, but with conditions or modifications, the applicant must show that the conditions or modifications make the replacement unworkable or not feasible. A plan is unworkable or not feasible if the replacement must be on land that the applicant does not own, the applicant has made good faith efforts to acquire a replacement site and not succeeded, and there is not a qualifying replacement available in a wetland bank. A plan is also unworkable or not feasible if it is not possible to carry out for engineering reasons. The applicant must show that not going ahead with the project will cause the applicant damages and that disallowing the proposed use will enhance the public values of the wetland.
- G. The applicant must submit the requirements of this Section in writing, by certified mail, to the board. If the applicant wants to make oral argument to the board, it must be indicated at the time of the application. The board may require that the applicant appear before the board.

H. If the board finds that the applicant has submitted a complete application and proved the requirements in this Section, the board shall compensate the applicant as required by law within 90 days after the board received a completed application, provided that within the same time period the applicant must convey to the board a conservation easement in the form required by Minnesota Statutes, section 103F.516. If the board does not provide the required compensation in exchange for the conservation easement, the applicant may drain or fill the wetland in the manner proposed, without replacement.

19. WETLAND BANKING

The applicant may use wetland banking credits if the project complies with Minnesota Rules 8420.0740 subparagraph 2 if no alternative site is available.

20. PENALTIES

Any violation of this Chapter is a misdemeanor and is subject to all penalties provided for such violations under the provisions of Chapter 901 of this Code.

FRIDLEY CITY CODE
CHAPTER 208. STORMWATER MANAGEMENT AND EROSION CONTROL
(Ref. 1011, 1226)

208.01 PURPOSE AND INTENT

The purpose of this ordinance is to control or eliminate storm water pollution along with soil erosion and sedimentation within the City of Fridley. It establishes standards and specifications for conservation practices and planning activities, which minimize storm water pollution, soil erosion and sedimentation.

208.02 SCOPE

Except where a variance is granted, any person, firm, sole proprietorship, partnership, corporation, state agency, or political subdivision proposing a land disturbance activity within the City of Fridley shall apply to the city for the approval of the storm water pollution control plan. No land shall be disturbed until the plan is approved by the city and conforms to the standards set forth herein.

208.03 DEFINITIONS

These definitions apply to this ordinance. Unless specifically defined below, the words or phrases used in this ordinance shall have the same meaning as they have in common usage. When not inconsistent with the context, words used in the present tense include the future tense, words in the plural number include the singular number, and words in the singular number include the plural number. The words “shall” and “must” are always mandatory and not merely directive.

1. Applicant: Any person or group that applies for a building permit, subdivision approval, or a permit to allow land disturbing activities. Applicant also means that person's agents, employees, and others acting under this person's or group's direction. The term “applicant” also refers to the permit holder or holders and the permit holder's agents, employees, and others acting under this person's or group's direction.
2. Best Management Practices (BMPs): Erosion and sediment control and water quality management practices that are the most effective and practicable means of controlling, preventing, and minimizing the degradation of surface water, including construction-phasing, minimizing the length of time soil areas are exposed, prohibitions, and other management practices published by state or designated area-wide planning agencies.
3. Common Plan of Development or Sale: A contiguous area where multiple separate and distinct land disturbing activities may be taking place at different times, or on different schedules, but under one proposed plan. This item is broadly defined to include design, permit application, advertisement or physical demarcation indicating that land disturbing activities may occur.

4. **Developer:** Any person, group, firm, corporation, sole proprietorship, partnership, state agency, or political subdivision thereof engaged in a land disturbance activity.
5. **Development:** Any land disturbance activity that changes the site's runoff characteristics in conjunction with residential, commercial, industrial or institutional construction or alteration.
6. **Discharge:** The release, conveyance, channeling, runoff, or drainage, of storm water, including snowmelt, from a construction site.
7. **Energy Dissipation:** This refers to methods employed at pipe outlets to prevent erosion. Examples include, but are not limited to; aprons, riprap, splash pads, and gabions that are designed to prevent erosion.
8. **Erosion:** Any process that wears away the surface of the land by the action of water, wind, ice, or gravity. Erosion can be accelerated by the activities of people and nature.
9. **Erosion Control:** Refers to methods employed to prevent erosion. Examples include soil stabilization practices, horizontal slope grading, temporary or permanent cover, and construction phasing.
10. **Erosion and Sediment Practice Specifications or Practice:** The management procedures, techniques, and methods to control soil erosion and sedimentation as officially adopted by the state, county, city or local watershed group, whichever is most stringent.
11. **Exposed Soil Areas:** All areas of the construction site where the vegetation (trees, shrubs, brush, grasses, etc.) or impervious surface has been removed, thus rendering the soil more prone to erosion. This includes topsoil stockpile areas, borrow areas and disposal areas within the construction site. It does not include temporary stockpiles or surcharge areas of clean sand, gravel, concrete or bituminous. Once soil is exposed, it is considered "exposed soil," until it meets the definition of "final stabilization."
12. **Filter Strips:** A vegetated section of land designed to treat runoff as overland sheet flow. They may be designed in any natural vegetated form from a grassy meadow to a small forest. Their dense vegetated cover facilitates pollutant removal and infiltration.
13. **Final Stabilization:** Means that all soil disturbing activities at the site have been completed, and that a uniform (evenly distributed, e.g., without large bare areas) perennial vegetative cover with a density of seventy-five (75) percent of the cover for unpaved areas and areas not covered by permanent structures has been established, or equivalent permanent stabilization measures have been employed. Simply sowing grass seed is not considered final stabilization.
14. **Hydric Soils:** Soils that are saturated, flooded, or ponded long enough during the growing season to develop anaerobic conditions in the upper part.

15. **Hydrophytic Vegetation:** Macrophytic (large enough to be observed by the naked eye) plant life growing in water, soil or on a substrate that is at least periodically deficient in oxygen as a result of excessive water content.

16. **Impervious Surface:** A constructed hard surface that either prevents or retards the entry of water into the soil, and causes water to run off the surface in greater quantities and at an increased rate of flow than existed prior to development. Examples include rooftops, sidewalks, patios, driveways, parking lots, storage areas, and concrete, asphalt, or gravel roads.

17. **Land Disturbance Activity:** Any land change that may result in soil erosion from water or wind and the movement of sediments into or upon waters or lands within the City of Fridley, including construction, clearing & grubbing, grading, excavating, transporting and filling of land. Within the context of this rule, land disturbance activity does not mean:

- A. Minor land disturbance activities such as home gardens and an individual's home landscaping, repairs, and maintenance work.
- B. Additions or modifications to existing single family structures that which result in creating under five thousand (5,000) square feet of exposed soil or impervious surface.
- C. Construction, installation, and maintenance of fences, signs, posts, poles, and electric, telephone, cable television, utility lines or individual service connections to these utilities, which result in creating under five thousand (5,000) square feet of exposed soil or impervious surface.
- D. Tilling, planting, or harvesting of agricultural, horticultural, or forest crops.
- E. Emergency work to protect life, limb, or property and emergency repairs, unless the land disturbing activity would have otherwise required an approved erosion and sediment control plan, except for the emergency. If such a plan would have been required, then the disturbed land area shall be shaped and stabilized in accordance with the City of Fridley's requirements as soon as possible.
- F. Street and utility reconstruction projects that result in a net increase in impervious area of less than 5%.

18. **Native Vegetation:** The presettlement (Already existing in Minnesota at the time of statehood in 1858) group of plant species native to the local region, that were not introduced as a result of European settlement or subsequent human introduction.

19. **Ordinary High Water Mark:** Minnesota Statute 103G.005, subdivision 14 defines. "Ordinary high water level" as the boundary of waterbasins, watercourses, public waters, and public waters wetlands, and:

- A. the ordinary high water level is an elevation delineating the highest water level that has been maintained for a sufficient period of time to leave evidence upon the landscape, commonly the point where the natural vegetation changes from predominantly aquatic to predominantly terrestrial;
- B. for watercourses, the ordinary high water level is the elevation of the top of the bank of the channel; and
- C. for reservoirs and flowages, the ordinary high water level is the operating elevation of the normal summer pool.

The term “ordinary high water mark” is further defined in Minnesota Rule 6120.2500, subpart 11. Ordinary high water marks are determined by the Minnesota Department of Natural Resources’ area hydrologist.

- 20. Paved Surface: A constructed hard, smooth surface made of asphalt, concrete or other pavement material. Examples include, but are not limited to, roads, sidewalks, driveways and parking lots.
- 21. Permanent Cover: Means “final stabilization.” Examples include grass, gravel, asphalt, and concrete. See also the definition of “final stabilization.”
- 22. Permit: With in the context of this code a “permit” is a written warrant or license granted for construction, subdivision approval, or to allow land disturbing activities
- 23. Phased Project or Development: Clearing a parcel of land in distinct phases, with at least fifty percent (50%) of the project’s preceding phase meeting the definition of “final stabilization” and the remainder proceeding toward completion, before beginning the next phase of clearing.
- 24. Runoff Coefficient: The fraction of total precipitation that is not infiltrated into or otherwise retained by the soil, concrete, asphalt or other surface upon which it falls, that will appear at the conveyance as runoff. This coefficient is usually estimated for an event or on an average annual basis.
- 25. Sediment: The product of an erosion process; solid material both mineral and organic, that is in suspension, is being transported, or has been moved by water, wind, or ice, and has come to rest on the earth's surface either above or below water level.
- 26. Sedimentation: The process or action of depositing sediment.
- 27. Sediment Control: The methods employed to prevent sediment from leaving the development site. Examples of sediment control practices are silt fences, sediment traps, earth dikes, drainage swales, check dams, subsurface drains, pipe slope drains, storm drain inlet protection, and temporary or permanent sedimentation basins.

28. **Significant Redevelopment:** Alterations of a property that changes the “footprint” of a site or building in such a way that results in the disturbance of over one (1) acre of land. This term is not intended to include activities, which would not be expected to cause adverse storm water quality impacts and offer no new opportunity for storm water controls, such as exterior remodeling.
29. **Soil:** The unconsolidated mineral and organic material on the immediate surface of the earth. For the purposes of this document, temporary stockpiles of clean sand, gravel, aggregate, concrete or bituminous materials are not considered “soil” stockpiles.
30. **Stabilized:** The exposed ground surface after it has been covered by sod, erosion control blanket, riprap, pavement or other material that prevents erosion. Simply sowing grass seed is not considered stabilization.
31. **Steep Slope:** Any slope steeper than fifteen (15) percent (Fifteen (15) feet of rise for every one hundred (100) feet horizontal run).
32. **Storm Water:** Under Minnesota Rule 7077.0105, subpart 41b storm water, “means precipitation runoff, storm water runoff, snow melt runoff, and any other surface runoff and drainage.” (According to the Code of Federal Regulations (CFR) under 40 CFR 122.26 [b][13], “Storm water means storm water runoff, snow melt runoff and surface and drainage.”). Storm water does not include construction site dewatering.
33. **Storm Water Pollution Control Plan:** A joint storm water and erosion and sediment control plan that is a document containing the requirements of Section 208.05, that when implemented will decrease soil erosion on a parcel of land and off-site nonpoint pollution. It involves both temporary and permanent controls.
34. **Stormwater Pond or Basin:** A permanent man-made structure used for the temporary storage of runoff. Detention Pond is considered a permanent man-made structure containing a temporary pool of water. A Retention Pond or a Wet Retention Facility is considered a permanent man-made structure containing a permanent pool of water.
35. **Structure:** Anything manufactured, constructed or erected which is normally attached to or positioned on land, including portable structures, earthen structures, roads, parking lots, and paved storage areas.
36. **Subdivision:** Any tract of land divided into building lots for private, public, commercial, industrial, etc. development. Minnesota Rule 6120.2500, subpart 17 defines subdivision as, “land that is divided for the purpose of sale, rent, or lease, including planned unit development.”

37. Temporary Protection: Short-term methods employed to prevent erosion. Examples of such protection are straw, mulch, erosion control blankets, wood chips, and erosion netting.

38. Vegetated or Grassy Swale: A vegetated earthen channel that conveys storm water, while treating the storm water by biofiltration. Such swales remove pollutants by both filtration and infiltration.

39. Very Steep Slope: Any slope steeper than one foot of rise for each three feet of horizontal run (Thirty-three (33) percent slope)

40. Waters of the State: As defined in Minnesota Statutes section 115.01, subdivision 22 the term “. . .”waters of the state’ means all streams, lakes, ponds, marshes, watercourses, waterways, wells, springs, reservoirs, aquifers, irrigation systems, drainage systems and all other bodies or accumulations of water, surface or underground, natural or artificial, public or private, which are contained within, flow through, or border upon the state or any portion thereof.”

41. Wetlands: As defined in Minnesota Rules 7050.0130, subpart F, “. . . ‘wetlands’ are those areas that are inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Constructed wetlands designed for wastewater treatment are not waters of the state. Wetlands must have the following attributes:

- A. A predominance of hydric soils;
- B. Inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support a prevalence of hydrophytic vegetation typically adapted for life in a saturated soil condition; and
- C. Under normal circumstances support a prevalence of such vegetation.”

208.04 TECHNICAL GUIDES

The following handbooks are adopted by reference:

1. “Protecting Water Quality in Urban Areas”, Minnesota Pollution Control Agency
2. “Storm-Water and Wetlands: Planning and Evaluation Guidelines for Addressing Potential Impacts of Urban Storm-Water and Snow-Melt Runoff on Wetlands”, Minnesota Pollution Control Agency
3. “Minnesota Urban Small Sites BMP Manual”, Metropolitan Council
www.metrocouncil.org/environment/environment.htm

4. “Storm Water Management for Construction Activities: Developing Pollution Prevention Plans and Best Management Practices”, United States Environmental Protection Agency
5. “Erosion Control Design Manual”, Minnesota Department of Transportation
6. “Field Office Technical Guide of the United States Department of Agriculture”, Soil Conservation Service
7. “Soil Survey of Anoka County”, developed by the United States Department of Agriculture, Soil Conservation Service
8. Minnesota Construction Site Erosion and Sediment Control Planning Handbook

208.05 STORMWATER POLLUTION CONTROL PLAN

Every applicant for a building permit, subdivision approval, or a permit to allow land disturbing activities must submit a storm water pollution control plan to the city engineer. No building permit, subdivision approval, or permit to allow land disturbing activities shall be issued until the city approves this plan.

1. Storm Water Runoff Rates. Release rates from storm water treatment basins shall not increase over the predevelopment twenty-four (24) hour two (2) year, ten (10) year and one hundred (100) year peak storm discharge rates, based on the last ten (10) years of how that land was used. Accelerated channel erosion must not occur as a result of the proposed activity. For discharges to wetlands volume control is more important than discharge rate control.
2. The Storm Water Pollution Control Plan and the Grading Plan. The storm water pollution control plan’s measures, the limit of disturbed surface shall be marked on the approved grading plan, and identified with flags, stakes, signs etc. on the development site before work begins.
3. Inspections of the Storm Water Pollution Control Plan’s Measures. At a minimum, such inspections shall be done weekly by the developer or the developer’s designated representative, and within twenty-four (24) hours after every storm or snow melt event large enough to result in runoff from the site (approximately 0.25 inches or more in twenty-four (24) hours). At a minimum, these inspections shall be done during active construction.
4. Minimum Requirements of the Storm Water Pollution Control Plan. The plan shall contain or consider:
 - A. The name and address of the applicant and the location of the activity.

- B. Project description: the nature and purpose of the land disturbing activity and the amount of grading, utilities, and building construction involved.
 - C. Phasing of construction: time frames and schedules for the project's various aspects.
 - D. A map of the existing site conditions: existing topography, property information, steep and very steep slopes, existing drainage systems/patterns, type of soils, waterways, wetlands, vegetative cover, and one hundred (100) year flood plain boundaries.
 - E. A site construction plan that includes the location of the proposed land disturbing activities, stockpile locations, erosion and sediment control plan, construction schedule, and the plan for the maintenance and inspections of the storm water pollution control measures.
 - F. Adjacent areas: neighboring streams, lakes, residential areas, roads, etc., which might be affected by the land disturbing activity.
 - G. Designate the site's areas that have the potential for serious erosion problems.
 - H. Erosion and sediment control measures: the methods that will be used to control erosion and sedimentation on the site, both during and after the construction process.
 - I. Permanent stabilization: how the site will be stabilized after construction is completed, including specifications, time frames or schedules.
 - J. Calculations: any that were made for the design of such items as sediment basins, wet detention basins, diversions, waterways, infiltration zones and other applicable practices.
5. General Storm Water Pollution Control Plan Criteria. The plan shall address the following:
- A. Stabilizing all exposed soils and soil stockpiles and the related time frame or schedule.
 - B. Establishing permanent vegetation and the related time frame or schedule.
 - C. Preventing sediment damage to adjacent properties and other designated areas such as streams, wetlands, lakes and unique vegetation (Oak groves, rare and endangered species habitats, etc.)
 - D. Scheduling for erosion and sediment control practices.
 - E. Where permanent and temporary sedimentation basins will be located.
 - F. Engineering the construction and stabilization of steep and very steep slopes.
 - G. Measures for controlling the quality and quantity of storm water leaving a site.

- H. Stabilizing all waterways and outlets.
- I. Protecting storm sewers from the entrance of sediment.
- J. What precautions will be taken to contain sediment, when working in or crossing water bodies.
- K. Restabilizing utility construction areas as soon as possible.
- L. Protecting paved roads from sediment and mud brought in from access routes.
- M. The eventual disposing of temporary erosion and sediment control measures.
- N. How the temporary and permanent erosion and sediment controls will be maintained.
- O. The disposal of collected sediment and floating debris.

6. Minimum Storm Water Pollution Control Measures and Related Inspections. These minimum control measures are required where bare soil is exposed. Due to the diversity of individual construction sites, each site will be individually evaluated. Where additional control measures are needed, they will be specified at the discretion of the city engineer. The city will determine what action is necessary.

- A. All grading plans and building site surveys must be reviewed by the city for the effectiveness of erosion control measures in the context of site topography and drainage.
- B. Sediment control measures must be properly installed by the builder before construction activity begins. Such structures may be adjusted during dry weather to accommodate short term activities, such as those allowing the passage of very large vehicles. As soon as this activity is finished or before the next runoff event, the erosion and sediment control structures must be returned to the configuration specified by the city. A sediment control inspection must then be scheduled, and passed before a footing inspection will be done.
- C. Diversion of channeled runoff around disturbed areas, if practical, or the protection of the channel.
- D. Easements. If a storm water management plan involves directing some or all of the site's runoff, the applicant or his designated representative shall obtain from adjacent property owners any necessary easements or other property interests concerning the flowing of such water.
- E. The scheduling of the site's activities to lessen their impact on erosion and sediment creation, so as to minimize the amount of exposed soil.

F. Control runoff as follows (Either 1 and 2 or 1 and 3):

- (1) Unless precluded by moderate or heavy snow cover (Mulching can still occur if a light snow cover is present.), stabilize all exposed inactive disturbed soil areas within two hundred (200) feet of any water of the state, or within two hundred (200) feet of any conveyance (curb, gutter, storm sewer inlet, drainage ditch, etc.) with sod, seed or weed-free mulch. This must be done, if the applicant will not work the area for seven (7) days on slopes greater than three (3) feet horizontal to one (1) foot vertical (3:1), fourteen (14) days on slopes ranging from 3:1 to 10:1 and twenty-one (21) days for slopes flatter than 10:1.
- (2) For disturbed areas greater than five (5) acres construct temporary or permanent sedimentation basins. Sedimentation basins must have a minimum surface area equal of at least 1% of the area draining to basin, and be constructed in accordance with accepted design specifications including access for operations and maintenance. Basin discharge rates must also be controlled to prevent erosion in the discharge channel.
- (3) For disturbed areas less than five (5) acres sedimentation basins are encouraged, but not required, unless required by the city engineer. The applicant shall install erosion and sediment controls at locations directed by the city. Minimum requirements include silt fences, rock check dams, or other equivalent control measures along slopes. Silt fences are required along channel edges to reduce the amount of sediment reaching the channel. Silt fences, rock check dams, etc. must be regularly inspected and maintained. The applicant is also required to obtain a National Pollutant Discharge Elimination System/State Disposal System (NPDES/SDS) construction storm water permit from the Minnesota Pollution Control Agency for any project that disturbs one (1) acre or more of land. This one acre value also applies to a common plan of development or sale.

G. Sediment basins related to impervious surface area. Where a project's ultimate development replaces surface vegetation with one (1) or more acres of cumulative impervious surface, and all runoff has not been accounted for in a local unit of government's existing storm water management plan or practice, the runoff must be discharged to a wet sedimentation basin prior to entering waters of the state.

- (1) At a minimum the work shall conform with the current version of the Minnesota Pollution Control Agency's publication, "Protecting Water Quality in Urban Areas," and the current requirements found in the same agency's NPDES/SDS permits for storm water associated with construction activities.

- H. Generally, sufficient silt fence shall be required to hold all sheet flow runoff generated at an individual site, until it can either infiltrate or seep through silt fence's pores.
- I. Temporary stockpiling of fifty (50) or more cubic yards of excess soil on any lot or other vacant area shall not be allowed without issuance of a grading permit for the earth moving activity in question.
- J. For soil stockpiles greater than ten (10) cubic yards the toe of the pile must be more than twenty-five (25) feet from a road, drainage channel or storm water inlet. If such stockpiles will be left for more than seven (7) days, they must be stabilized with mulch, vegetation, tarps or other means. If left for less than seven (7) days, erosion from stockpiles must be controlled with silt fences or rock check dams.
- (1) If for any reason a soil or non-soil stockpile of any size is located closer than twenty-five (25) feet from a road, drainage channel or storm water inlet, and will be left for more than seven (7) days, it must be covered with tarps or controlled in some other manner.
 - (2) All non-soil (clean sand, gravel, concrete or bituminous) must at a minimum have a silt fencing or other effective sediment control measures installed.
- K. All sand, gravel or other mining operations taking place on the development site shall apply for a Minnesota Pollution Control Agency National Pollutant Discharge Elimination System General Storm Water permit for industrial activities and all required Minnesota Department of Natural Resources permits.
- L. Temporary rock construction entrances, or equally effective means of preventing vehicles from tracking sediment from the site, may be required wherever vehicles enter and exit a site.
- (1) Vehicle tracking of sediment from the site must be minimized by BMPs such as stone pads, concrete or steel wash racks, or equivalent systems. Street sweeping must be used if such BMPs are not adequate.
- M. Parking is prohibited on all bare lots and all temporary construction entrances, except where street parking is not available. Gravel entrances are to be used for deliveries only as per the development contract.
- N. Streets must be cleaned and swept whenever tracking of sediments occurs. Sediment shall not be allowed to remain on the streets if the site is to be left idle for weekends or holidays. A regular sweeping schedule should be established.

- O. Water (impacted by the construction activity) removed from the site by pumping must be treated by temporary sedimentation basins, geotextile filters, grit chambers, sand filters, up-flow chambers, hydro-cyclones, swirl concentrators or other appropriate controls. Such water shall not be discharged in a manner that causes erosion or flooding of the site, receiving channels, adjacent property or a wetland.
- P. All storm drain inlets must be protected during construction until control measures are in place with either silt fence or an equivalent barrier that meets accepted design criteria, standards and specifications as contained in the latest version of the Minnesota Pollution Control Agency's publication, "Protecting Water Quality in Urban Areas."
- Q. Roof drain leaders. All newly constructed and reconstructed buildings shall route roof drain leaders to pervious areas (not natural wetlands) where the runoff can infiltrate whenever practical. The discharge rate shall be controlled so that no erosion occurs in the pervious areas.
- R. Removal from the project's site of more than one (1) acre of topsoil shall not be done, unless written permission is given by the city engineer. Excessive removal of topsoil from the project's site can cause significant current and future soil erosion problems.
- S. Inspection and maintenance. All storm water pollution control management facilities must be designed to minimize the need of maintenance, to provide easy vehicle (typically eight (8) feet or wider) and personnel access for maintenance purposes and be structurally sound. These facilities must have Storm Water Maintenance Agreement that ensures continued effective removal of the pollutants carried in storm water runoff. The owner shall inspect all storm water management facilities during construction, twice during the first year of operation and at least once every year thereafter. The city will keep all inspection records on file for a period of six (6) years.
 - (1) Inspection and maintenance easements. It shall be the responsibility of the applicant to obtain any necessary easements or other property interests to allow access to the storm water management facilities for inspection and maintenance purpose.
- T. Follow-up inspections must be performed by the owner on a regular basis to ensure that erosion and sediment control measures are properly installed and maintained. In all cases the inspectors will attempt to work with the applicant and/or builder to maintain proper erosion and sediment control at all sites.
 - (1) In cases where cooperation is withheld, construction stop orders may be issued by the city, until all erosion and sediment control measures meet specifications. A second erosion and sediment control/grading inspection must then be scheduled and passed before the final inspection will be done.
- U. All infiltration areas must be inspected to ensure that sediment from ongoing construction activities is not reaching infiltration areas, and that these areas are also being protected from soil compaction from the movement of construction equipment.

7. Permanent Storm Water Pollution Controls.

A. The applicant shall install and construct all permanent storm water management facilities necessary to manage increased runoff, so that the discharge rates from storm water treatment basins, such that the predevelopment twenty-four (24) hour two (2) year, ten (10) year, and one hundred (100) year peak storm discharge rates are not increased. These predevelopment rates shall be based on the last ten (10) years of how that land was used. Accelerated channel erosion must not occur as a result of the proposed land disturbing or development activity.

(1) All calculations and information used in determining these peak storm discharge rates shall be submitted along with the storm water pollution control plan.

B. The applicant shall consider reducing the need for permanent storm water management facilities by incorporating the use of natural topography and land cover such as natural swales and depressions as they exist before development to the degree that they can accommodate the additional flow of treated (e.g., settled) water without compromising the integrity or quality of the wetland or pond.

C. The following permanent storm water management practices must be investigated in developing the storm water management part of the storm water pollution control plan in the following descending order of preference:

(1) Protect and preserve as much natural or vegetated area on the site as possible, minimizing impervious surfaces. Direct runoff to vegetated areas rather than to adjoining streets, storm sewers and ditches.

(2) Flow attenuation of treated storm water by the use of open vegetated swales and natural depressions.

(3) Storm water ponding facilities (including percolation facilities); and

(4) A combination of successive practices may be used to achieve the applicable minimum control requirements specified in subsection (C) above. The applicant shall provide justification for the method selected.

D. Redevelopment of existing parcels must provide treatment of stormwater from impervious surfaces even if the amount of impervious remains the same or is reduced.

Treatment may be accomplished through the use of ponding areas, infiltration areas, or structural stormwater treatment devices.

The applicant shall submit documentation showing the chosen method will remove in excess of 80% of suspended solids and other pollutants from a 1.5 inch 24 hour storm event.

- E .The applicant shall be required to sign and file a Stormwater Maintenance Agreement that ensures continued effective removal of the pollutants carried in storm water runoff. The Agreement also ensures continued maintenance, cleaning and upkeep of the facility.

8. Minimum Design Standards for Storm Water Wet Detention Facilities. At a minimum these facilities must conform to the most current technology as reflected in the current version of the Minnesota Pollution Control Agency's publication, "Protecting Water Quality in Urban Areas" and the current requirements found in the same agency's NPDES permits for storm water associated with construction activities.

9. Minimum Protection for Natural Wetlands.

A. Runoff must not be discharged directly into wetlands without appropriate quality (e.i., treated) and quantity runoff control, depending on the individual wetland's vegetation sensitivity. See the current version of the Minnesota Pollution Control Agency's publication, "Storm-Water and Wetlands: Planning and Evaluation Guidelines for Addressing Potential Impacts of Urban Storm-Water and Snow-Melt Runoff on Wetlands" for guidance.

B. Wetlands must not be drained or filled, wholly or partially, unless replaced by either restoring or creating wetland areas of at least equal public value. Compensation, including the replacement ratio and quality of replacement should be consistent with the requirements outlined in the Board of Water and Soil Resources rules that implement the Minnesota Wetland Conservation Act of 1991 including any and all amendments to it.

C. Work in and around wetlands must be guided by the following principles in descending order of priority:

- (1) Avoid both the direct and indirect impact of the activity that may destroy or diminish the wetland.
- (2) Minimize the impact by limiting the degree or magnitude of the wetland related activity.
- (3) Rectify the impact by repairing, rehabilitating, or restoring the affected wetland environment with one of at least equal public value.
- (4) Reduce or eliminate the adverse impact over time by preservation and maintenance operations during the life of the activity.

10. Models/Methodologies/Computations. Hydrologic models and design methodologies used for the determining runoff characteristics and analyzing storm water management structures must be approved by the city engineer. Plans, specifications and computations for storm water management facilities submitted for review must be sealed and signed by a registered professional engineer. All computations must appear in the plans submitted for review, unless otherwise approved by the city engineer.

208.06 REVIEW

The city engineer shall review the storm water pollution control plan.

1. Permit Required. If the city determines that the storm water pollution control plan meets the requirements of this ordinance, the city shall issue a permit valid for a specified period of time, that authorizes the land disturbance activity contingent on the implementation and completion of the storm water pollution control plan.

2. Permit Denial. If the city determines that the storm water pollution control plan does not meet the requirements of this ordinance, the city shall not issue a permit for the land disturbance activity.

A. All land use and building permits for the site in question must be suspended until the applicant has an approved storm water pollution control plan.

3. Permit Suspension and Revocation If the storm water pollution control plan is not being implemented the city can suspend or revoke the permit authorizing the land disturbance activity.

208.07 MODIFICATION OF PLAN

An approved storm water pollution control plan may be modified on submission of a written application for modification to the city, and after written approval by the city engineer. In reviewing such an application, the city engineer may require additional reports and data.

1. Records Retention. The city shall retain the written records of such modifications for at least three (3) years.

208.08 FINANCIAL SECURITIES

The applicant shall provide a financial security for the performance of the work, in conjunction with a building permit or land alteration permit, described and delineated on the approved grading plan involving the storm water pollution control plan and any storm water and pollution control plan related remedial work in, at a rate of three thousand dollars (\$3,000) per acre for the maximum acreage of soil that will be simultaneously exposed to erosion during the project's construction. (See the definitions of "exposed soil area" and "final stabilization" for clarification.) This security must be available prior to commencing the project. The form of the security must be:

A. By cash security deposited to the city for thirty percent (30%) of the total financial security when less than five (5) acres of soil will be simultaneously exposed. When over five (5) acres of soil will be simultaneously exposed to erosion, then the cash security increases to the first five thousand dollars (\$5,000) or ten percent (10%) of the total financial security, whichever is greater.

- B. The remainder of the financial security shall be placed either with the city, a responsible escrow agent, or trust company, at the option of the city, money, an irrevocable letter of credit, negotiable bonds of the kind approved for securing deposits of public money or other instruments of credit from one or more financial institutions, subject to regulation by the state and federal government wherein said financial institution pledges that the funds are on deposit and guaranteed for payment. This security shall save the city free and harmless from all suits or claims for damages resulting from the negligent grading, removal, placement or storage of rock, sand, gravel, soil or other like material within the city. The type of security must be of a type acceptable to the city.
- C. The city may request a greater financial security, if the city considers that the development site is especially prone to erosion, or the resource to be protected is especially valuable.
- D. If more soil is simultaneously exposed to erosion than originally planned, the amount of the security shall increase in relation to this additional exposure.

1. MAINTAINING THE FINANCIAL SECURITY

If at anytime during the course of the work this amount falls below 50% of the required deposit, the applicant shall make another deposit in the amount necessary to restore the deposit to the required amount within five (5) days. Otherwise the city may:

- A. Withhold the scheduling of inspections and/or the issuance of a Certificate of Occupancy.
- B. Revoke any permit issued by the city to the applicant for the site in question and any other of the applicant's sites within the city's jurisdiction.

2. PROPORTIONAL REDUCTION OF THE FINANCIAL SECURITY

When more than one-third of the applicant's maximum exposed soil area achieves final stabilization, the city can reduce the total required amount of the financial security by one-third, if recommended in writing by the city engineer. When more than two-thirds of the applicant's maximum exposed soil area achieves final stabilization, the city can reduce the total required amount of the financial security by two-thirds of the initial amount, if recommended in writing by the city engineer.

3. ACTION AGAINST THE FINANCIAL SECURITY

The city may act against the financial security, if any of the conditions listed below exist. The city shall use funds from this security to finance any corrective or remedial work undertaken by the city or a contractor under contract to the city and to reimburse the city for all direct cost incurred in the process of remedial work including, but not limited to, staff time and attorney's fees.

- A. The applicant ceases land disturbing activities and/or filling and abandons the work site prior to completion of the city approved grading plan.
- B. The applicant fails to conform to any city approved grading plan and/or the storm water pollution control plan as approved by the city, or related supplementary instructions.
- C. The techniques utilized under the storm water pollution control plan fail within one (1) year of installation.
- D. The applicant fails to reimburse the city for corrective action taken under 208.09.
- E. Emergency action under either 208.08.4 (below) or any part of 208.09.

4. EMERGENCY ACTION

If circumstances exist such that noncompliance with this ordinance poses an immediate danger to the public health, safety and welfare, as determined by the city engineer, the city may take emergency preventative action. The city shall also take every reasonable action possible to contact and direct the applicant to take any necessary action. Any cost to the city may be recovered from the applicant's financial security.

5. RETURNING THE FINANCIAL SECURITY

Any unspent amount of the financial security deposited with the city for faithful performance of the storm water pollution control plan and any storm water and pollution control plan related remedial work must be released not more than one (1) full year after the completion of the installation of all such measures and the establishment of final stabilization.

208.09 NOTIFICATION OF FAILURE OF THE STORM WATER POLLUTION CONTROL PLAN

The city shall notify the applicant, when the city is going to act on the financial securities part of this ordinance.

1. NOTIFICATION BY THE CITY

The initial contact will be to the party or parties listed on the application and/or the storm water pollution control plan as contacts. Except during an emergency action under 208.08.4, forty-eight (48) hours after notification by the city or seventy-two (72) hours after the failure of erosion control measures, whichever is less, the city at its discretion, may begin corrective work. Such notification should be in writing, but if it is verbal, a written notification should follow as quickly as practical. If after making a good faith effort to notify the responsible party or parties, the city has been unable to establish contact, the city may proceed with the corrective work.

- A. There are conditions when time is of the essence in controlling erosion. During such a condition the city may take immediate action, and then notify the applicant as soon as possible.

2. EROSION OFF-SITE

If erosion breaches the perimeter of the site, the applicant shall immediately develop a cleanup and restoration plan, obtain the right-of-entry from the adjoining property owner, and implement the cleanup and restoration plan within forty-eight (48) hours of obtaining the adjoining property owner's permission. In no case, unless written approval is received from the city, shall more than seven (7) calendar days go by without corrective action being taken. If in the discretion of the city, the applicant does not repair the damage caused by the erosion, the city may do the remedial work required and charge the cost to the applicant.

3. EROSION INTO STREETS, WETLANDS OR WATER BODIES

If eroded soils (including tracked soils from construction activities) enter or appear likely to enter streets, wetlands, or other water bodies, prevention strategies, cleanup and repair must be immediate. The applicant shall provide all traffic control and flagging required to protect the traveling public during the cleanup operations.

4. FAILURE TO DO CORRECTIVE WORK

When an applicant fails to conform to any provision of 208.08 or 208.09 within the time stipulated, the city may take the following actions:

- A. Withhold the scheduling of inspections and/or the issuance of a Certificate of Occupancy.
- B. Suspend or revoke any permit issued by the city to the applicant for the site in question or any other of the applicant's sites within the city's jurisdiction.
- C. Direct the correction of the deficiency by city forces or by a separate contract. The issuance of a permit for land disturbance activity constitutes a right-of-entry for the city or its contractor to enter upon the construction site for the purpose of correcting erosion control deficiencies.
- D. All costs incurred by the city in correcting storm water pollution control deficiencies must be reimbursed by the applicant. If payment is not made within thirty (30) days after costs are incurred by the city, payment will be made from the applicant's financial securities as described in 208.08.

- E. If there is an insufficient financial amount in the applicant's financial securities as described in 208.08, to cover the costs incurred by the city, then the city may assess the remaining amount against the property. As a condition of the permit for land disturbance activities, the owner shall waive notice of any assessment hearing to be conducted by the city, concur that the benefit to the property exceeds the amount of the proposed assessment, and waive all rights by virtue of Minnesota Statute 429.081 to challenge the amount or validity of the assessment.

208.10 VARIANCE

In any case where, upon application of the responsible person or persons, the city finds that by reason of exceptional circumstances, strict conformity with this ordinance would be unreasonable, impractical, or not feasible under the circumstances; the city in its discretion may grant a variance therefrom upon such conditions as it may prescribe for prevention, control, or abatement of pollution in harmony with the general purposes of this ordinance. The public shall be given the opportunity for comment.

1. Variance Request. The variance request must be in writing in a form acceptable to the city.
2. Variance Public Notice. The variance request shall be public noticed in the normal manner used for city council meeting items, to allow the public an opportunity for comment.
3. Variance Determination. After the public has been given the right to comment, the variance shall either be approved or disapproved by a vote of the city council.
4. Variance Response. The variance response must be in writing, and include the justification for either granting or denying the requested variance. A favorable response shall also include any special conditions imposed by the city.
5. Time Limit. If the variance is not acted upon within one (1) year of being granted, the variance shall become void.
6. Revocation. If any of the variance's conditions are violated, the city may revoke the variance.

208.11 ENFORCEMENT

The city shall be responsible enforcing this ordinance.

1. Penalties. Any person, firm, or corporation failing to comply with or violating any of these regulations, shall be deemed guilty of a misdemeanor and be subject to a fine or imprisonment or both as defined in Chapter 901. All land use and building permits shall be suspended until the applicant has corrected the violation. Each day that a separate violation exists shall constitute a separate offense.

208.012 RIGHT OF ENTRY AND INSPECTION

1. Powers. The applicant shall promptly allow the city and their authorized representatives, upon presentation of credentials to:

- A. Enter upon the permitted site for the purpose of obtaining information, examination of records, conducting investigations, inspections or surveys.
- B. Bring such equipment upon the permitted site as is necessary to conduct such surveys and investigations.
- C. Examine and copy any books, papers, records, or memoranda pertaining to activities or records required to be kept under the terms and conditions of this permitted site.
- D. Inspect the storm water pollution control measures.
- E. Sample and monitor any items or activities pertaining to storm water pollution control measures.
- F. Any temporary or permanent obstruction to the safe and easy access of such an inspection shall be promptly removed upon the inspector's request. The cost of providing such access shall be born by the applicant.

208.13 ABROGATION AND GREATER RESTRICTIONS

It is not intended to repeal, abrogate, or impair any existing easements, covenants, or deed restrictions. However, where this ordinance imposes greater restrictions, the provisions of this ordinance shall prevail. All other ordinances inconsistent with this ordinance are hereby repealed to the extent of the inconsistency only.

208.14 SEVERABILITY

The provisions of this ordinance are severable, and if any provisions of this ordinance, or application of any provision of this ordinance to any circumstance, is held invalid, the application of such provision to other circumstances, and the remainder of this ordinance must not be affected thereby.

CITY OF FRIDLEY ZONING CODE
CHAPTER 205.32 O-7. SHORELAND OVERLAY DISTRICT
(Ref 1224)

205.32 O-7 SHORELAND OVERLAY DISTRICT

1. PURPOSE AND INTENT

- A. The unregulated use of shorelands in the city affects the public health, safety and general welfare not only by contributing to pollution of public waters, but also by impairing the local tax base. Therefore, it is in the best interests of the public health, safety and welfare to provide for the wise use and development of shorelands of public waters.
- B. Statutory authorization. These shoreland regulations are adopted pursuant to the authorization and policies contained in Minn. Stat. Ch. 103F, Minnesota Regulations, Parts 6120.2500 through 6120.3900, and the planning and zoning enabling legislation in Minn. Stat. Ch. 462.
- C. Jurisdiction. The provisions of this Code shall apply to shorelands of the public water bodies as classified in Section 205.32.4.B of this Code. A body of water created by a private user where there was no previous shoreland may, at the discretion of the governing body, be exempt from this Code.
- D. Compliance. The use of any shoreland of public waters; the size and shape of lots; the use, size, type and location of structures on lots; the grading and filling of any shoreland area; and the cutting of shoreland vegetation shall be in full compliance with the terms of this Code and other applicable regulations.
- E. District application. The shoreland overlay district shall be superimposed (overlaid) upon all the zoning districts as identified in Chapter 205 of this Code as existing or amended by the text and map of this Code. The regulations and requirements imposed by the shoreland overlay district shall be in addition to those established by the base zoning district which jointly apply. Under joint application of the districts, the more restrictive requirements shall apply.
- F. Exemption. A structure or use which was lawful before adoption of this Chapter, but which is not in conformity with the provisions of the shoreland overlay district, may be continued subject to Section 205.04.3 of this Code.

2. DISTRICT BOUNDARIES

The boundaries of the shoreland permit overlay district within the city consists of the first tier of riparian lots abutting a protected lake or tributary identified in Section 205.32.4.B of this Code. The specific boundaries of the shoreland permit overlay district are shown on the official Fridley Shoreland Overlay District Map in the Fridley Zoning Code.

3. DEFINITIONS

For the purpose of this Chapter certain terms and words are hereby defined: Words used in the present tense shall include the future; words in the singular include the plural, and the plural the singular; the word “building” shall include the word “structure”; and the word “lot” shall include the word “plot”; and the word “shall” is mandatory and not directory; and the word “including” shall mean “including, but not limited to”.

For the purpose of this district the following definitions shall apply:

A. Accessory Building.

A subordinate building or use which is located on the same lot as the principal building or use and is necessary or incidental to the conduct of the principal building or use.

B. Bluff.

Those steep slopes lying between the ordinary high water mark and the River Corridor boundary having an angle of ascent from the river of more than twelve percent (12%) from the horizontal.

C. Bluffline.

A line delineating the top of the bluff connecting the points at which the angle of ascent becomes less than twelve percent (12%). More than one (1) bluffline may be encountered.

D. Bluff Impact Zone

The area between the Bluffline and forty (40) feet inland from the bluff.

E. Commission.

The City of Fridley Planning Commission.

F. Commissioner.

The Commissioner of the Department of Natural Resources of the State of Minnesota.

G. Council.

The Fridley City Council.

H. Critical Area.

The area known as the Mississippi River Corridor Critical Area designated by the Governor in the Executive Order No. 130.

I. Development.

The making of any material change in the use or appearance of any structure or land including reconstruction; alteration of the size of any structure; alteration of the land; alteration of a shore or bank of a river, stream, lake or pond; a commencement of drilling (except to obtain soil samples); mining or excavation; demolition of a structure; clearing of land as an adjunct to construction; deposit of refuse, solid or liquid waste, or fill on a parcel of land; the dividing of land into two (2) or more parcels.

J. Impervious Surface.

A constructed hard surface that either prevents or retards the entry of water into the soil, and causes water to run off the surface in greater quantities and at an increased rate of flow than existed prior to development. Examples include rooftops, sidewalks, patios, driveways, parking lots, storage areas, and concrete, asphalt, or gravel roads.

K. Lot Coverage.

The amount of impervious surface on a lot.

L. Ordinary High Water Level.

Minnesota State Statute 103G.005, subdivision 14 defines ordinary high water level as the boundary of waterbasins, watercourses, public waters, and public waters wetlands, and:

- (1) the ordinary high water level is an elevation delineating the highest water level that has been maintained for a sufficient period of time to leave evidence upon the landscape, commonly the point where the natural vegetation changes from predominantly aquatic to predominantly terrestrial;
- (2) for watercourses, the ordinary high water level is the elevation of the top of the bank of the channel; and
- (3) for reservoirs and flowages, the ordinary high water level is the operating elevation of the normal summer pool.

M. Shoreland

Shoreland means land located within the following distances from the ordinary high water elevation of public waters:

- (1) land within 1,000 feet from the normal high watermark of a lake, pond, or flowage; and
- (2) land within 300 feet of a river or stream or the landward side of a floodplain delineated by ordinance on the river or stream, whichever is greater.

N. Shore Impact Zone

The area between the ordinary high water mark and fifty (50) feet inland from the ordinary high water mark.

O. Structure.

Anything constructed or erected which requires location on or underground or attachment to something having location on or underground. This includes an edifice or building of any kind, or any piece of work artificially built up or composed of parts joined together in some definite manner, whether of a temporary or permanent character.

4. SHORELAND CLASSIFICATION SYSTEM

- A. Public waters. The public waters of Fridley have been classified below consistent with the criteria found in Minnesota Regulations, Part 6120.3300, and the DNR Protected Waters Inventory Map for Anoka County, Minnesota.

- B. Official map. The shoreland permit district for the waterbodies listed below shall be shown on the Fridley Zoning Map.

(1) Lakes

<i>Recreational Development Lakes</i>	<i>Protected Waters Inventory I.D. #</i>
Moore Lake	2-75P
Spring Lake	2-71P

<i>General Development Lakes</i>	<i>Protected Waters Inventory I.D. #</i>
Locke Lake	2 - 77P
Harris Pond	2-684W
Farr Lake	2-78P

<i>Natural Environment Lakes</i>	<i>Protected Waters Inventory I.D. #</i>
Public Water in Springbrook Park	2-688P

(2) Rivers and streams

<i>Rivers</i>	<i>From</i>	<i>To</i>
Mississippi River	Sec 3, T30N, R24W	Sec 34, T30N, R24W

- Tributary Streams*
- Norton Creek
 - Oak Glen Creek
 - Rice Creek
 - Springbrook Creek
 - Stoneybrook Creek

5. ADMINISTRATION

- A. Building permit required. A permit is required for the construction of buildings or building additions (and including such related activities as construction of decks and signs), and those grading and filling activities not exempted by this Code that occur within the shoreland district. Application for a building permit shall be filed with the zoning administrator or any staff persons designated by the city manager on an official application form of the city, accompanied by a fee as set forth in Chapter 11 of this Code. Where required by law, the building permit application shall be forwarded to the applicable watershed district for review and comment. The application shall include the necessary information so that the zoning administrator can determine the site's suitability for the intended use.
- B. Variance. Variances may only be granted in accordance with Section 205.05.6 of this Code. A variance may not circumvent the general purposes and intent of this Code. No variance may be granted that would allow any use that is prohibited in the underlying zoning district in which the subject property is located.

C. Notifications to the Department of Natural Resources.

- (1) *Public hearings.* Copies of all notices of any public hearings to consider variances, amendments, or special uses under local shoreland management controls must be sent to the commissioner or the commissioner's designated representative and postmarked at least ten days before the hearings. Notices of hearings to consider proposed subdivisions/plats must include copies of the subdivision/plat.
- (2) *Approval.* A copy of approved amendments and subdivisions/plats, and final decisions granting variances or special uses under local shoreland management controls must be sent by the City to the commissioner or the commissioner's designated representative and postmarked within ten days of final action.

6. LAND USE DISTRICT DESCRIPTIONS

Allowed land uses within the shoreland district shall be determined by the underlying zoning district, as listed within Chapter 205 of City Code.

7. LOT AREA AND WIDTH STANDARDS

Lot area and width standards for residential development shall be regulated per the underlying zoning district in Chapter 205 of City Code.

8. PLACEMENT, DESIGN, AND HEIGHT OF STRUCTURES

A. Placement of structures on lots. When more than one setback applies to a site, structures and facilities must be located to meet all setbacks. Where structures exist on the adjoining lots on both sides of a proposed building site, structure setbacks may be altered without a variance to conform to the adjoining setbacks from the ordinary high water level, provided the proposed building site is not located in a shore impact zone or in a bluff impact zone. Structures shall be located as follows:

- (1) *Required setbacks.* All required rear yard, side yard and front yard setbacks shall be met per the underlying zoning district.
- (2) *Ordinary high water level setback.* Structure setbacks (in feet) from the ordinary high water level.

<u>Classes of Public Waters</u>	<u>Structure Setbacks</u>
General Development Lake	50 feet
Natural Environment Lake	150 feet
Recreational Development Lake	75 feet
River	100 feet
Tributary Stream	50 feet

- (3) *Required bluff setback.* The following setback shall be applied, regardless of the classification of the water body:

<u>Classes of Land</u>	<u>Structure Setback</u>
Top of Bluff	40 feet

- (4) *Bluff impact zones.* Structures and accessory facilities, except stairways and landings, must not be placed within bluff impact zones.
- (5) *Height of structures.* Maximum allowable height for all structures shall be regulated per underlying zoning district in Chapter 205 of City Code.
- B. Shoreland alterations. Alterations of vegetation and topography will be regulated to prevent erosion into public waters, fix nutrients, preserve shoreland aesthetics, preserve historic values, prevent bank slumping, and protect fish and wildlife habitat.
- (1) *Vegetation alteration.* Removal or alteration of vegetation is allowed subject to the following standards:
- a. Intensive vegetation clearing within the shore and bluff impact zones and on steep slopes is not allowed.
 - b. In shore and bluff impact zones and on steep slopes, limited clearing of trees and shrubs and cutting, pruning, and trimming of trees is allowed to provide a view to the water from the principal dwelling site and to accommodate the placement of stairways and landings, picnic areas, access paths, beach and watercraft access areas, and permitted water-oriented accessory structures or facilities provided that:
 - ((i)). The screening of structures, vehicles, or other facilities as viewed from the water, assuming summer, leaf-on conditions, is not substantially reduced.
 - ((ii)). Along rivers, existing shading of water surfaces is preserved.
 - ((iii)). The above provisions are not applicable to the removal of trees, limbs, or branches that are dead, diseased, or pose safety hazards and the removal of plants deemed noxious under the Minnesota Noxious Weed Law.
- (2) *Building permit.* Grading and filling and excavations necessary for the construction of structures and driveways under validly issued building permits for these facilities do not require the issuance of a separate shoreland grading and filling permit.
- (3) *Land alteration permit.* Notwithstanding (2) above, a land alteration permit will be required for:
- a. The movement of more than ten cubic yards of material on steep slopes or within shore or bluff impact zones.
 - b. The movement of more than 50 cubic yards of material outside of steep slopes and shore and bluff impact zones.

- (4) *Conditions.* The following considerations and conditions must be adhered to during the issuance of building permits, land alteration permits, special use permits, variances and subdivision approvals:
- a. Grading or filling in any type 2-8 wetland must be evaluated to determine how extensively the proposed activity would affect the following functional qualities of the wetland (This evaluation shall also include a determination of whether the wetland alteration being proposed requires permits, reviews, or approvals by other local, state, or federal agencies such as a watershed district, the Minnesota Department of Natural Resources, or the United States Army Corps of Engineers):
 - ((i)) Sediment and pollutant trapping and retention.
 - ((ii)) Storage of surface runoff to prevent or reduce flood damage.
 - ((iii)) Fish and wildlife habitat.
 - ((iv)) Recreational use.
 - ((v)) Shoreline or bank stabilization.
 - ((vi)) Noteworthiness, including special qualities such as historic significance, critical habitat for endangered plants and animals, or others.
 - b. Alterations must be designed and conducted in a manner that ensures only the smallest amount of bare ground is exposed for the shortest time possible.
 - c. Mulches or similar materials must be used, where necessary, for temporary bare soil coverage, and a permanent vegetation cover must be established as soon as possible.
 - d. Methods to minimize soil erosion and to trap sediments before they reach any surface water feature must be used.
 - e. Altered areas must be stabilized to acceptable erosion control standards consistent with the field office technical guides of the local soil and water conservation districts and the United States Soil Conservation Service.
 - f. Fill or excavated material must not be placed in a manner that creates an unstable slope.
 - g. Plans to place fill or excavated material on steep slopes must be reviewed by qualified professionals for continued slope stability and must create finished slopes of less than 3:1 slope.
 - h. Fill or excavated material must not be placed in bluff impact zones.
 - i. Any alterations below the ordinary high water level of public waters must first be authorized by the commissioner under Minn. Stat. § 103G.245.
 - j. Alterations of topography must only be allowed if they are accessory to permitted or special uses and do not adversely affect adjacent or nearby properties.

- k. Placement of natural rock rip rap, including associated grading of the shoreline and placement of a filter blanket, is permitted if the finished slope does not exceed three feet horizontal to one foot vertical, the landward extent of the rip rap is within ten feet of the ordinary high water level, and the height of the rip rap above the ordinary high water level does not exceed three feet. Must be done in accordance with other State and Federal regulations. Permit from DNR is required.
- (5) *Connections to public waters.* Excavations where the intended purpose is connection to a public water, such as boat slips, canals, lagoons, and harbors, must be controlled by local shoreland controls. Permission for excavations may be given only after written authorization has been obtained from the Minnesota Department of Natural Resources approving the proposed connection to public waters.
- C. Stormwater management. The following general and specific standards shall apply:
- (1) *General standards.*
 - a. When possible, existing natural drainage-ways, wetlands, and vegetated soil surfaces must be used to convey, store, filter, and retain stormwater runoff before discharge to public waters.
 - b. Development must be planned and conducted in a manner that will minimize the extent of disturbed areas, runoff velocities, erosion potential, and reduce and delay runoff velocities, erosion potential, and reduce and delay runoff volumes. Disturbed areas must be stabilized and protected as soon as possible and facilities or methods used to retain sediment on the site.
 - c. When development density, topographic features, and soil and vegetation conditions are not sufficient to adequately handle stormwater runoff using natural features and vegetation, various types of constructed facilities such as diversions, settling basins, skimming devices, dikes, waterways, and ponds may be used. Preference must be given to designs using surface drainage, vegetation, and infiltration rather than buried pipes and manmade materials and facilities.
 - (2) *Specific standards.*
 - a. Impervious surface lot coverage shall not exceed 35 percent of the lot area, except as a variance, which shall comply with the following standards:
 - ((i)) All structures, additions or expansions shall meet setback and other requirements of this Code.
 - ((ii)) The lot shall be served with municipal sewer and water.
 - ((iii)) The lot shall provide for the collection and treatment of stormwater in compliance with Chapter 208 of City Code if determined that the site improvements will result in increased runoff directly entering a public water. All development plans shall require review and approval by the city engineer and the underlying watershed district.
 - ((iv)) Measures to be taken from the treatment of stormwater runoff and/or prevention of stormwater from directly entering a public water. The measures may include, but not be limited to the following:

- (A) Appurtenances as sedimentation basins debris basins, desilting basins, or silt traps.
 - (B) Installation of debris guards and microsilt basins on storm sewer inlets.
 - (C) Use where practical, oil skimming devices or sump catch basins.
 - (D) Direct drainage away from the lake and into pervious, grassed, yards through site grading, use of gutters and down spouts.
 - (E) Construction sidewalks of partially pervious raised materials such as decking which has natural earth or other pervious material beneath or between the planking.
 - (F) Use grading and construction techniques which encourage rapid infiltration, e.g., sand and gravel under impervious materials with adjacent infiltration swales graded to lead into them.
 - (G) Install berms, water bars, or terraces which temporarily detain water before dispersing it into pervious area.
- b. When constructed facilities are used for stormwater management, documentation must be provided by a qualified individual that they are designed and installed consistent with the field office technical guide of the local soil and water conservation districts.
- c. New constructed stormwater outfall to public waters must provide for filtering or settling of suspended solids and skimming or surface debris before discharge.
- (3) *Nonconformities.* All legally established nonconformities as of the date of this section may continue, but they will be managed according to section 205.32.5.B of this Code with the following exceptions:
- a. Decks are allowed as a conforming use provided all of the following criteria and standards are met:
 - ((i)). The principle structure existed on the date the structure setbacks were established.
 - ((ii)). No other reasonable location for a deck exists.
 - ((iii)). The deck encroachment toward the ordinary high water level maintains a minimum setback in accordance with applicable code sections and a maximum encroachment of 10 feet into the Bluff Impact Zone or Shore Impact Zone.
 - ((iv)). The deck is framed construction, and is not roofed or screened.

9. PUBLIC NUISANCE: PENALTY

- A. Any person who violates any provisions of this district or fails to comply with any of its terms or requirements shall be guilty of a misdemeanor punishable by a fine of not more than \$500 or imprisoned for not more than ninety (90) days, or both, and in addition shall pay all costs of prosecution and expenses involved in the case. Each day such violation continues shall be considered a separate offense.
- B. Every obstruction or use placed or maintained in the Preservation District in violation of this Chapter is hereby declared to be a public nuisance and creation thereof may be enjoined and the maintenance thereof abated by appropriate judicial action.
- C. Nothing herein contained shall prevent the City from taking such other lawful action as is necessary to prevent, remedy or remove any violation.



**CITY OF
FRIDLEY**

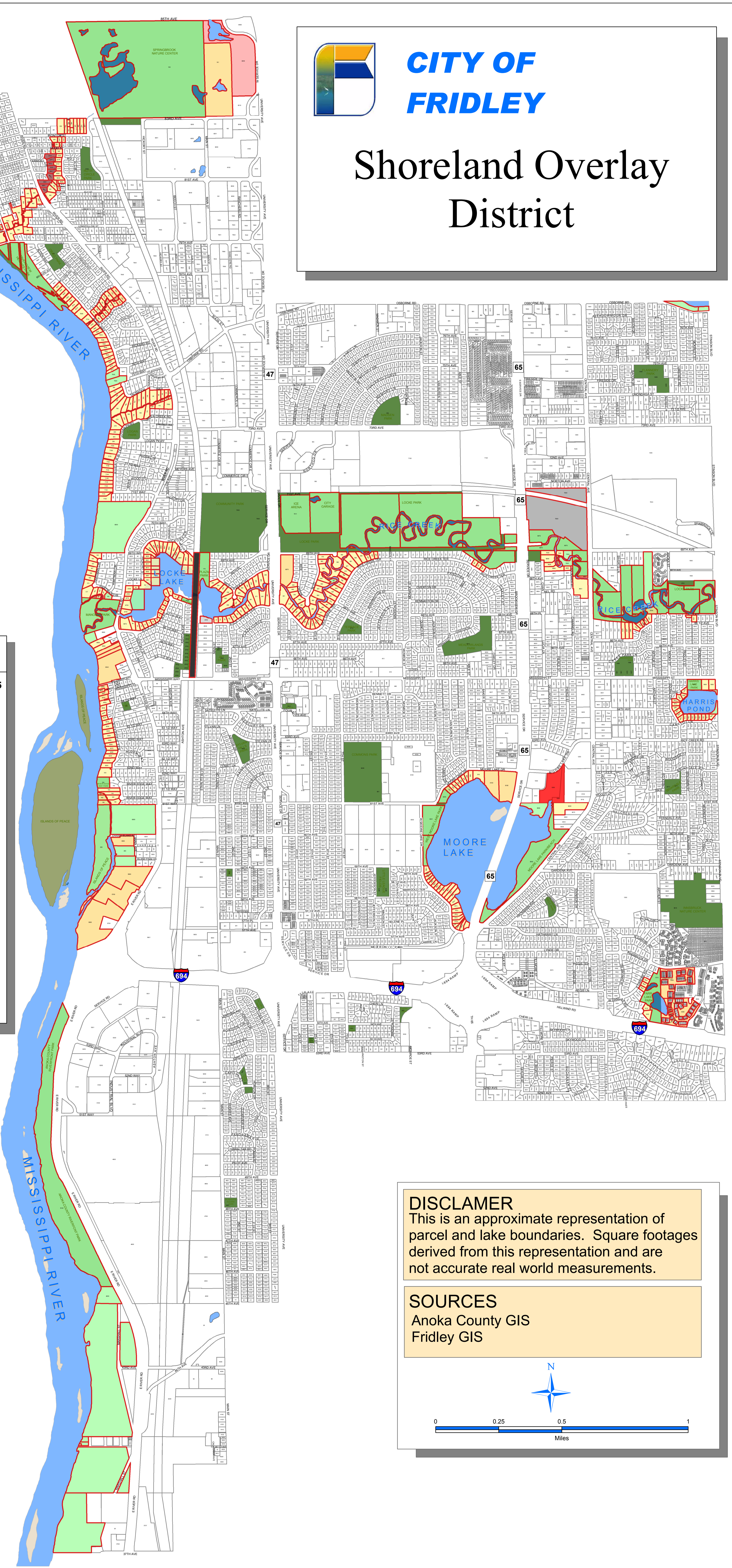
Shoreland Overlay District



MAP DATE
January 4, 2005

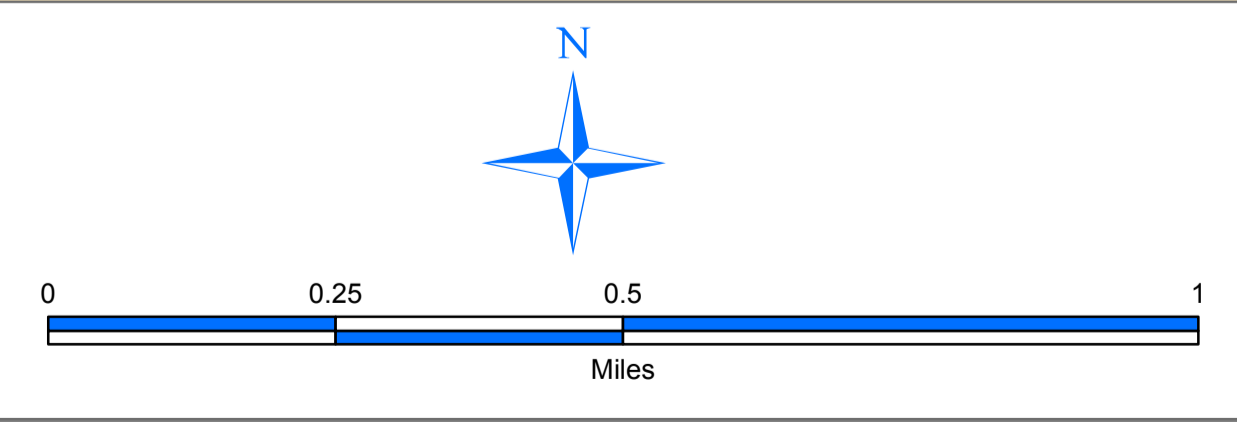
MAP REVISION DATE
August 16, 2005

Shoreland Parcels with Zoning	Parcel Count
R-1 - One Family Units	395
R-2 - Two Family Units	27
R-3 - General Multiple Units	1
R-4 - Mobile Home Parks	
PUD - Planned Unit Development	9
S-1 - Hyde Park Neighborhoods	
S-2 - Redevelopment District	
S-3 - Heavy Ind, Onaway Addition	
C-1 - Local Business	
C-2 - General Business	1
C-3 - General Shopping	2
C-R1 - General Office	
M-1 - Light Industrial	1
M-2 - Heavy Industrial	1
M-3 - Outdoor Intensive Heavy Industrial	
M-4 Manufacturing Only	
RR - Railroads	
P - Public Facilities	59



DISCLAIMER
This is an approximate representation of parcel and lake boundaries. Square footages derived from this representation and are not accurate real world measurements.

SOURCES
Anoka County GIS
Fridley GIS



FRIDLEY CITY CODE
CHAPTER 215. PUBLIC WATERS AND WATERWAYS
(Ref. 465)

215.01. PERMIT REQUIRED

No person shall change, alter or construct any bridge or structure over the water's surface or cause any obstruction or change in the course, current or cross section of any of the following public waterways and lakes within the City of Fridley: Rice Creek, Oak Glen Creek, Spring Brook Creek, Stonybrook Creek, Norton Creek, Moore Lake and Locke Lake without a permit from the City Engineer of the City of Fridley.

215.02. APPLICATION

Any person desiring a permit shall first submit a written application to the City Engineer of Fridley containing the following information:

1. Names and addresses of applicant;
2. Legal description and location of waterways and lands adjacent thereto;
3. Nature of proposed construction or alteration;
4. Starting date and approximate completion date of the operation or alteration;
5. The names and addresses of all owners and occupants of the adjoining land that may be affected by said construction or alteration of the waterway; and,
6. A copy of a permit or waiver from State of Minnesota Commissioner of Conservation.

215.03. APPROVAL AND HEARING

The City Engineer may issue the permit upon receipt of the completed application and upon approval of the City Council, after a public hearing in which the questions of public benefit has been considered.

215.04. PENALTIES

Any violation of this Chapter is a misdemeanor and is subject to all penalties provided for such violations under the provisions of Chapter 901 of this Code.

FRIDLEY CITY CODE

CHAPTER 224. STORMWATER ILLICIT DISCHARGE DETECTION AND ELIMINATION (Ref Ord 1288)

224.01. PURPOSE OF CHAPTER

The purpose of this chapter is to provide for the health, safety, and general welfare of the citizens of the City of Fridley through the regulation of non-stormwater discharges to the storm drainage system to the maximum extent practicable as required by federal and state law. This chapter establishes methods for controlling the introduction of pollutants into the municipal separate storm sewer system (MS4) in order to comply with requirements of the MS4 permit issued to the City of Fridley by the Minnesota Pollution Control Agency (MPCA) under the National Pollutant Discharge Elimination System (NPDES) permit process. The objectives of this chapter are:

1. To regulate the contribution of pollutants to the MS4 by stormwater discharges by any user.
2. To prohibit illicit connections and discharges to the MS4.
3. To establish legal authority to carry out all inspection, surveillance, monitoring, and enforcement procedures necessary to ensure compliance with this chapter.

224.02. DEFINITIONS

The following words, terms and phrases, when used in this chapter, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

1. Best Management Practices or BMPs means practices approved by the City of Fridley to prevent or reduce the pollution of the Waters of the State, including schedules of activities, prohibitions of practices, and other management practices, and also includes treatment requirements, operating procedures and practices to control plant site runoff, spillage or leaks, sludge, or waste disposal or drainage from raw material storage.
2. City Manager means the City Manager as defined in the City of Fridley Charter, or the City Manager's designee.
3. Hazardous materials means any material, including any substance, waste, or combination thereof, which because of its quantity, concentration, or physical, chemical, or infectious characteristics may cause, or significantly contribute to, a substantial present or potential hazard to human health, safety, property, or the environment when improperly treated, stored, transported, disposed of, or otherwise managed.
4. Illicit discharge means any direct or indirect non-stormwater discharge to the storm drainage system, except as exempted in Section 224.08 of this chapter.

5. Illicit connection is defined as either of the following:
 - A. Any drain or conveyance, whether on the surface or subsurface that allows an illicit discharge to enter the storm drainage system including but not limited to sewage, process wastewater, wash water and any connections to the storm drainage system from indoor drains and sinks, regardless of whether said drain or connection had been previously allowed, permitted, or approved by an authorized enforcement agency; or
 - B. Any drain or conveyance connected from a commercial or industrial land use to the storm drainage system that has not been documented in plans, maps, or equivalent records and approved by an authorized enforcement agency.
6. Industrial activity means activities subject to NPDES Industrial Stormwater Permits as defined in 40 CFR, Section 122.26 (b)(14) titled Storm water discharge associated with industrial activity.
7. Municipal separate storm sewer system (MS4) means the system of conveyances (including sidewalks, roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, man-made channels, or storm drains) owned and operated by the City of Fridley and designed or used for collecting or conveying stormwater, and that is not used for collecting or conveying sewage.
8. National Pollutant Discharge Elimination System (NPDES) Stormwater Discharge Permit means a permit issued by Minnesota Pollution Control Agency (MPCA) that authorizes the discharge of pollutants to Waters of the State, whether the permit is applicable on an individual, group, or general area-wide basis.
9. Non-stormwater discharge means any discharge to the storm drainage system that is not composed entirely of stormwater.
10. Person means any individual, association, organization, partnership, firm, corporation or other entity recognized by law and acting as either the owner or as the owner's agent.
11. Pollutant means anything which causes or contributes to pollution. Pollutants may include, but are not limited to: paints, varnishes, and solvents; oil and other automotive fluids; non-hazardous liquid and solid wastes and yard wastes; refuse, rubbish, garbage, litter, or other discarded or abandoned objects, ordinances, and accumulations, so that same may cause or contribute to pollution; floatables; pesticides, herbicides, and fertilizers; hazardous substances and wastes; sewage, fecal coliform and pathogens; dissolved and particulate metals; animal wastes; wastes and residues that result from constructing a building or structure; and noxious or offensive matter of any kind.
12. Premises means any building, structure, facility, lot, parcel of land, or portion of land whether improved or unimproved including adjacent sidewalks and parking strips.
13. Storm drainage system means publicly-owned facilities by which stormwater is collected and/or conveyed, including but not limited to any roads with drainage systems, municipal streets, gutters, curbs, inlets, piped storm drains, pumping facilities, retention and detention basins, natural and human-made or altered drainage channels, reservoirs, and other drainage structures.
14. Stormwater (also storm water) means any surface flow, runoff, and drainage consisting entirely of water from any form of natural precipitation, and resulting from such precipitation.

15. Stormwater management plan means a document which describes the best management practices and activities to be implemented by a person or business to identify sources of pollution or contamination at a site and the actions to eliminate or reduce pollutant discharges to stormwater, stormwater conveyance systems, and/or receiving waters to the maximum extent practicable.
16. Wastewater means any water or other liquid, other than uncontaminated stormwater, discharged from a premises.
17. Watercourse means a ditch, stream, creek, or other defined channel intended for the conveyance of water runoff, groundwater discharge or similar hydraulic or hydrologic purpose.
18. Waters of the State means, “all streams, lakes, ponds, marshes, watercourses, waterways, wells, springs, reservoirs, aquifers, irrigation systems, drainage systems and all other bodies or accumulations of water, surface or underground, natural or artificial, public or private, which are contained within, flow through, or border upon the state or any portion thereof” as currently defined in Minnesota Statutes Section 115.01, Subdivision 22, and as may be further amended from time to time.

224.03. APPLICABILITY

This chapter shall apply to all water entering the storm drainage system generated on any developed and undeveloped lands unless explicitly exempted by the City of Fridley.

224.04. RESPONSIBILITY FOR ADMINISTRATION

The City of Fridley shall administer, implement, and enforce the provisions of this chapter. Any powers granted or duties imposed upon the City of Fridley may be delegated in writing by the City Manager to persons or entities acting in the beneficial interest of or in the employ of the City.

224.05. COMPATIBILITY WITH OTHER REGULATIONS

This chapter is not intended to modify or repeal any other ordinance, rule, regulation, or other provision of law. The requirements of this chapter are in addition to the requirements of any other ordinance, rule, regulation, or other provision of law, and where any provision of this chapter imposes restrictions different from those imposed by any other ordinance, rule, regulation, or other provision of law, whichever provision is more restrictive or imposes higher protective standards for human health or the environment shall control.

224.06. SEVERABILITY

The provisions of this chapter are hereby declared to be severable. If any provision, clause, sentence, or paragraph of this chapter or the application thereof to any person, establishment, or circumstances shall be held invalid, such invalidity shall not affect the other provisions or application of this chapter.

224.07. ULTIMATE RESPONSIBILITY

The standards set forth herein and promulgated pursuant to this chapter are minimum standards; therefore this chapter does not intend or imply that compliance by any person will ensure that there will be no contamination, pollution, or unauthorized discharge of pollutants.

224.08. DISCHARGE PROHIBITIONS

1. Prohibition of illicit discharges. No person shall throw, drain, or otherwise discharge, cause, or allow others under its control to throw, drain, or otherwise discharge into the MS4 any pollutants or waters containing any pollutants, other than stormwater. The commencement, conduct or continuance of any illicit discharge to the storm drainage system is prohibited except as described as follows:
 - A. Discharges from the following sources are exempt from discharge prohibitions established by this chapter: flows from riparian habitats and wetlands, diverted stream flows, rising groundwater, springs, uncontaminated groundwater infiltration, uncontaminated pumped groundwater, uncontaminated water from foundation or footing drains, crawl space pumps, air conditioning condensate, irrigation water, lawn watering discharge, individual residential car washing, water hydrant flushing or other water treatment or distribution system, discharges from potable water sources, and street wash water.
 - 1) Discharge of swimming pools, crawl spaces, sump pumps, footing drains, and other sources that may be determined to contain sediment or other forms of pollutants may not be discharged directly to a gutter or storm sewer. This discharge must flow over a vegetated area to allow filtering of pollutants, evaporation of chemicals, and infiltration of water consistent with the stormwater requirements of the City of Fridley.
 - B. Discharges or flow from firefighting and other discharges specified in writing by the City of Fridley as being necessary to protect public health and safety.
 - C. Discharges associated with dye testing; however this activity requires a verbal notification to the City of Fridley prior to the start of any testing.
 - D. Discharges associated with the necessary use of snow and ice control materials on paved surfaces.
 - E. Any non-stormwater discharge permitted under and NPDES permit, waiver, or waste discharge order issued to the discharger and administered under the authority of Minnesota Pollution Control Agency (MPCA), provided that the discharger is in full compliance with all requirements of the permit, waiver, or order and other applicable laws and regulations, and provided that written approval has been granted for any discharge to the storm drainage system.
2. Prohibition of illicit connections.
 - A. The construction, use, maintenance or continued existence of illicit connections to the storm drainage system is prohibited.
 - B. This prohibition expressly includes, without limitation, illicit connections made in the past, regardless of whether the connection was permissible under law or practices applicable or prevailing at the time of connection.
 - C. A person is considered to be in violation of this chapter if the person connects a line conveying sewage to the MS4, or allows such a connection to continue.

- D. Connections in violation of this chapter must be disconnected and redirected, if necessary, to an approved onsite wastewater management system or the sanitary sewer system upon approval of the City of Fridley.
- E. Any drain or conveyance that has not been documented in plans, maps or equivalent, and which may be connected to the storm sewer system, shall be located by the owner or occupant of that property at the owner's or occupant's sole expense upon receipt of written notice of violation from the City of Fridley requiring that such locating be completed. Such notice will specify a reasonable time period within which the location of the drain or conveyance is to be determined, that the drain or conveyance be identified as storm sewer, sanitary sewer or other, and that the outfall location or point of connection to the storm sewer system, sanitary sewer system or other discharge point be identified. Results of these investigations are to be documented and provided to the City of Fridley.

224.09. WATERCOURSE PROTECTION

Every person owning property through which a watercourse passes, or such person's lessee, shall keep and maintain that part of the watercourse within the property free of trash, debris, yard waste, excessive vegetation, and other obstacles that would pollute, contaminate, or significantly retard the flow of water through the watercourse. In addition, the owner or lessee shall maintain existing privately owned structures at the owner's or lessee's sole expense within or adjacent to a watercourse, so that such structures will not become a hazard to the use, function, or physical integrity of the watercourse.

224.10. RIGHT OF ENTRY

Provided the City of Fridley gives 24-hours advance notice, the City of Fridley shall be permitted to enter and inspect premises subject to regulation under this chapter as often as may be necessary when entrance is deemed by the City to be necessary to determine compliance with this chapter. However, in cases of emergency or ongoing discharge, the City of Fridley shall be given immediate access.

1. Unreasonable delay in allowing the City of Fridley access to a premises is a violation of this ordinance.
2. The City of Fridley may seek issuance of an administrative search warrant from any court of competent jurisdiction if it has been refused access to any part of the premises from which storm water is discharged, and 1) is able to demonstrate probable cause to believe that there may be a violation of this chapter, or 2) that there is a need to inspect and/or sample as part of a routine inspection and such sampling program is designed to verify compliance with this ordinance or any order issued hereunder, or 3) to protect the overall public health, safety, and welfare of the community.

224.11. REQUIREMENT TO PREVENT, CONTROL, AND REDUCE STORMWATER POLLUTANTS BY THE USE OF BEST MANAGEMENT PRACTICES

The City of Fridley will adopt requirements identifying BMPs for any activity, operation, or premises which may cause or contribute to pollution or contamination of stormwater, the storm drainage system, or Waters of the State. The owner or operator of such activity, operation, or premises shall provide, at their owner's or operator's sole expense, reasonable protection from accidental discharge of prohibited materials or other wastes into the municipal storm drainage system or watercourses through the use of these structural and nonstructural BMPs.

Further, any person responsible for a property or premises that is, or may be, the source of an illicit discharge, may be required to implement, at said person's sole expense, additional structural and non-structural BMPs to prevent the further discharge of pollutants to the MS4. Compliance with all terms and conditions of a valid NPDES permit authorizing the discharge of stormwater associated with industrial activity, to the extent practicable, shall be deemed proof of compliance with the provisions of this section. These BMPs shall be part of a stormwater management plan (SWMP) as necessary for compliance with requirements of the NPDES permit.

224.12. VIOLATIONS AND PENALTIES

Any person violating any provision of this chapter is guilty of a misdemeanor and may be prosecuted for violations of this chapter. In addition to criminal prosecution for violations of this chapter, the City of Fridley may, in its discretion, invoke any of the following remedies for violations of this chapter:

1. Emergency cease and desist orders. When the City of Fridley finds that any person has violated, or continues to violate, any provision of this chapter, or any order issued hereunder, or that the person's past violations are likely to recur, and that the person's violation(s) has (have) caused or contributed to an actual or threatened discharge to the MS4 or Waters of the State which reasonably appears to present an imminent or substantial endangerment to the health or welfare of persons or to the environment, the City of Fridley may issue an order to the violator directing it immediately to cease and desist all such violations.
2. Stop work orders. When the City of Fridley finds that construction activity has resulted in violations of any provision of this chapter or any order issued hereunder, or that the person's past violations are likely to recur, the City of Fridley may issue a stop work to the violator, directing the violator to stop work immediately and directing that no further work be performed until compliance with this chapter is demonstrated.
3. Written warnings. When the City of Fridley finds that a person has violated a prohibition or failed to meet a requirement of this chapter and the violation or failure to meet a requirement has no ongoing adverse impact to the MS4 or Waters of the State, it may issue a written warning to the violator, provided that it is the person's first violation or failure to meet a requirement, to obtain voluntary compliance with this chapter.
4. Notice of violation. Whenever the City of Fridley finds that a person has violated a prohibition or failed to meet a requirement of this chapter, it may order compliance by written notice of violation to the person. Such notice may require without limitation:
 - A. The performance of monitoring, analysis, and reporting;
 - B. The elimination of illicit connections or discharges;
 - C. That violating discharges, practices, or operations shall cease and desist;
 - D. The abatement or remediation of stormwater pollution or contamination hazards and the restoration of any affected property;

- E. The implementation of source control or treatment BMPs. If abatement of a violation and/or restoration of affected property is required, the notice shall set forth a deadline within which such remediation or restoration must be completed. Said notice shall further advise that, should the violator fail to remediate or restore within the established deadline, the work will be done by a designated governmental agency or a contractor and the expense thereof shall be charged to the violator;
 - F. The notice shall state that the determination of violation may be appealed by the use of the process described in this chapter.
 - G. Any person receiving a notice of violation may appeal the determination of the City of Fridley. The notice of appeal must be received by the City Clerk within seven (7) calendar days from the date of the notice of violation. Hearing on the appeal before the City Manager shall take place within seven (7) calendar days from the date of receipt of the notice of appeal. The decision of the City Manager or shall be final.
 - H. If the violation has not been corrected pursuant to the requirements set forth in the notice of violation, or, in the event of an appeal within fifteen (15) days of the decision of the City Manager upholding the decision of the City of Fridley, then representatives of the City of Fridley may enter upon the subject private property and are authorized to take any and all measures necessary to abate the violation and/or restore the property. It shall be unlawful for any person, owner, agent or person in possession of any premises to refuse to allow the government agency or designated contractor to enter upon the premises for the purposes set forth above.
5. Suspension due illicit discharge. The City of Fridley may suspend MS4 discharge access under the following circumstances:
- A. Suspension due to illicit discharge in emergency situations. The City of Fridley may, without prior notice, suspend MS4 discharge access to a person when such suspension is necessary to stop an actual or threatened discharge that presents or may present imminent and substantial danger to the environment, or to the health or welfare of persons, or to the MS4 or Waters of the State. If the violator fails to comply with a suspension order issued in an emergency, the City of Fridley may take such steps as it deems necessary to prevent or minimize damage to the MS4 or Waters of the State.
 - B. Suspension due to detection of illicit discharge. Any person discharging to the MS4 in violation of this chapter may have its MS4 access suspended if such suspension would abate or reduce an illicit discharge. The City of Fridley will notify the violator of the proposed suspension of its MS4 access. The person may petition the City of Fridley for reconsideration and hearing. A person commits an offense if the violator reinstates MS4 access to premises suspended pursuant to this chapter, without the prior approval of the City of Fridley.
6. Violations deemed a public nuisance. In addition to the enforcement processes and penalties provided, any condition caused or permitted to exist in violation of any of the provisions of this chapter is a threat to public health, safety, and welfare, and is declared and deemed a nuisance.

224.13 COST OF ABATEMENT

Within thirty (30) days after abatement of a violation of this chapter, the owner of the property will be notified of the cost of abatement, including administrative costs. If the amount due is not paid within thirty (30) days, or other term approved by the City Manager, the City of Fridley may levy the charges as a special assessment against the property pursuant to Chapter 429 of Minnesota Statutes, including Minnesota Statutes § 429.101. The assessments shall constitute a lien on the property for the amount of the assessment. Any person violating any of the provisions of this chapter shall become liable to the City by reason of such violation.

224.14. REMEDIES NOT EXCLUSIVE

The remedies listed in this chapter are not exclusive of any other remedies, including but not limited to civil action to enjoin or otherwise compel the cessation of any violation of this chapter, available under any applicable federal, state or local law, and it is within the discretion of the City of Fridley to seek cumulative remedies. The City of Fridley may recover all attorneys' fees, court costs and other expenses associated with enforcement of this chapter, including sampling and monitoring expenses.

Appendix E

MWMO Standards

3.1.3 THE MWMO'S STANDARDS LANGUAGE

1. Stormwater Management Standards

- a. Any project creating greater than one acre of land disturbance is subject to the standards below.
- b. The MWMO's Standards, or higher, must be adopted by local units of government and incorporated into their stormwater ordinance or other regulatory control.
- c. In order to reduce regulatory complexity, a member may request the MWMO to allow stormwater rules set forth by adjacent watershed management organizations to govern development so long as they can be shown to be substantially equal to or greater than the level of protection afforded by the MWMO Standards.
- d. Road mill and overlay project activities need only to comply with MWMO erosion and sediment control standards.
- e. See the land disturbance definition for activities that shall not be considered land disturbance for the purposes of determining permanent stormwater management requirements.

2. Rate Control

Runoff rates for the proposed activity shall meet the member cities and MS4's runoff rate control requirements, using the member cities' and MS4's required critical storm events (as defined by Atlas 14 Volume 8 and/or subsequent revisions). Runoff rates for the proposed activity and pre-development shall be determined using an Atlas 14-based (nested, regional, state) rainfall distribution using NRCS-approved methodology.

All area contributing to the practice shall be accounted for in the design of the rate control practice. This includes areas off site and beyond the public right-of-way that will be contributing to the practice.

3. Water Quality / Volume Control

- a. For nonlinear projects, without limitations, that disturb one or more acre of land, 1.1 inches of runoff from the new and fully reconstructed impervious surfaces shall be captured and retained on site.
- b. For linear projects on sites, without limitations, that disturb one or more acre of land, the larger of the following shall be captured and retained on site:
 - i. 0.55 inches of runoff from the new and fully reconstructed impervious surfaces
 - ii. 1.1 inches of runoff from the net increase in impervious area
- c. For projects on sites with limitations, the MWMO Design Sequence Flow Chart (Appendix Q) or a MWMO-approved alternative shall be used to identify a path to compliance through Flexible Treatment Options.
 - i. The MWMO will develop a MOU with individual member cities and MS4's to address flexible treatment option #3 off site mitigation conditions.

4. Volume Control Guidance (recommended procedures for volume control projects)

- a. Infiltration volumes and facility sizes shall be calculated using the appropriate hydrologic soil group classification, ASTM Unified Soil Class Symbol, and design infiltration rate from Table B. Select the design infiltration rate from Table B based on the least permeable soil horizon within the first five feet below the bottom elevation of the proposed infiltration management practice. The information provided in Table B is intended to be used in the following manner:

- i. For preliminary design purposes, refer to the NRCS soil survey to identify the hydrologic soil groups found on site. This information provides a preliminary indication of the infiltration capacity of the underlying soils.
- ii. After volume control/infiltration practices have been located on the grading plans, perform soil borings in the exact location of the proposed practices and in the quantity as described in the Minnesota Stormwater Manual Wiki (Minnesota Pollution Control Agency, 2014) as amended. Soil borings should be logged using the USDA Soil Textural Classification System and the ASTM Unified Soil Class Symbol.
- iii. The combination of all the aforementioned information will allow the designer to identify the appropriate design infiltration rate. As the Minnesota Stormwater Manual States, “these infiltration rates represent the long-term infiltration capacity of a constructed infiltration practice and are not meant to exhibit the capacity of the soils in the natural state”. A permit applicant can submit field measurements and revised rates (using the correction factors provided in the Minnesota Stormwater Manual) if there is reason to believe the long-term infiltration rates will be other than the design infiltration rates provided in Table B.
- b. A geotechnical investigation shall be performed in the location of the proposed volume control practices to confirm or determine underlying soil types, the depth to the seasonally high groundwater table, and the depth to bedrock or other impermeable layer.
- c. Infiltration BMPs shall drawdown in the time specified in the Minnesota Stormwater Manual Wiki for that BMP, or less if required by another entity with jurisdiction. Drawdown time and maximum ponding depths are defined in the Minnesota Stormwater Manual Wiki.
- d. Infiltration stormwater management practices must be designed to include adequate pretreatment measures before discharge of runoff to the primary infiltration area, consistent with the Minnesota Stormwater Manual Wiki.
- e. Design and placement of infiltration stormwater management practices shall be done in accordance with the Minnesota Department of Health guidance called “Evaluating Proposed Stormwater Infiltration Projects in Vulnerable Wellhead Protection Areas.” (Final version to govern)
- f. Specific site conditions may make infiltration difficult, undesirable, or impossible. Some of these conditions are listed in Table A. A more comprehensive list is provided in the MWMO Design Sequence Flow Chart in Appendix Q.

Table A: Site Conditions Considered Undesirable for Infiltration Stormwater Management Practices

Type	Specific Site Conditions	Submittal Requirements
Potential Contamination	Potential Stormwater Hotspots (PSHs)	PSH locations and flow paths, Remediation Alternatives Considered
	Contaminated Soils	State Permitted Brownfield Documentation, Soil Borings, Remediation Alternatives Considered, Site design alternatives considered
Physical Limitations	Low Permeability (Type D Soils)	Soil Borings
	High Permeability (soils infiltrating greater than	Soil Borings

	8.3 inches/hour)	
	Bedrock within 5 vertical feet of bottom of infiltration area	Soil Borings
	Potential Adverse Hydrologic Impacts (e.g., impacting perched wetland)	Documentation of Potential Adverse Hydrologic Impacts
	Seasonal High Groundwater within 5 vertical feet of bottom of infiltration area	Soil Borings
	Karst Areas	Soil Borings
	Steep Slopes	Steep Slope Determination
Land Use Limitations	Utility Locations	Site Map, Alternatives considered
	Zoning or Land Use Limitations (Parking, Density, Setbacks, etc.)	Alternatives considered, Documentation of Infeasibility
	Adjacent Wells within 200 feet or inside Wellhead Protection Area or Drinking Water Supply Management Areas (DWSMA)	Well Locations or DWSMA
	Building Foundation	Ten (10) feet

Source: Modified from Minnesota Pollution Control Agency Minimal Impact Design Standards Design Sequence Flow Chart, December 5, 2013

Note: the most recent version of the Minnesota Stormwater Manual should be used; Table A is provided as optional guidance to the cities

Table B. Design Infiltration Rates

Hydrologic Soil Group	Soil Textures ¹	ASTM Unified Soil Class Symbols	Rate
A	Gravel, sandy gravel, silty gravel	GW, GP, GM, SW	1.63 in/hr
	Sand, loamy sand, sandy loam	SP	0.80 in/hr
B	Loam, silt loam	SM	0.45 in/hr
		MH	0.30 in/hr
C	Sandy clay loam	ML	0.20 in/hr
D	Clay, clay loam, silty clay loam, sandy clay, silty clay	CL, CH, OH, OL, GC, SC	0.06 in/hr

Source: Minnesota Stormwater Manual Wiki, October 2014

Note: Design infiltration rates from the most recent version of the Minnesota Stormwater Manual should be used

¹ Adapted from the U.S. Department of Agriculture, Natural Resources Conservation Services, 2005. National Soil Survey Handbook, title 430-VI.

5. Maintenance

- a. Practices must continue to perform as approved. Owners must follow an inspection and maintenance schedule that has been approved by the permitting entity and correct any post-construction performance issues that arise.
- b. All stormwater management structures and facilities, including volume reduction stormwater management practices, shall be maintained to assure that the structures and facilities function as originally designed. The maintenance responsibilities must be assumed by either the municipality's acceptance of the required easements dedicated to stormwater management purposes, or by the applicant executing and recording a maintenance agreement, or by another enforceable means acceptable to the LGU. If used, the recordable executed agreement must be submitted to the municipality prior to issuance of the project approval from the city." Public developments will require a maintenance agreement in the form of a Memorandum of Agreement or an approved Local Water Management Plan or in compliance with an MS4 Permit that details the methods, schedule, and responsible parties for maintenance of stormwater management facilities for permitted development. A single Memorandum of Agreement for each local government unit may be used to cover all stormwater management structures and facilities required herein, including volume reductions management practices, within the LGU's jurisdiction. This maintenance plan shall address snow management.

6. Drainage Alterations

No person shall alter stormwater flows (resulting in an increase in stormwater flows or a change in existing flow route) at a property boundary by changing land contours, diverting or obstructing surface or channel flow, or creating a basin outlet, without first obtaining any necessary permits from the city..

7. Bounce and Duration Control

- a. The project must meet hydroperiod standards adapted from "Stormwater and Wetlands Planning and Evaluation Guidelines for Addressing Potential Impacts of Urban Stormwater and Snowmelt Runoff on Wetlands," (Minnesota Stormwater Advisory Group, June 1997), as follows:
 - i. Wetland Susceptibility Class = Highly Susceptible; Permit Storm Bounce = Existing; Inundation Period for 2-Year event = Existing; Inundation Period for 10-year or Greater Event = Existing
 - ii. Wetland Susceptibility Class = Moderately Susceptible; Permit Storm Bounce = Existing plus 0.5 feet; Inundation Period for 2-Year event = Existing plus 1 days; Inundation Period for 10-year or Greater Event = Existing plus 7 days
 - iii. Wetland Susceptibility Class = Slightly Susceptible; Permit Storm Bounce = Existing plus 1.0 feet; Inundation Period for 2-Year event = Existing plus 2 days; Inundation Period for 10-year or Greater Event = Existing plus 14 days
 - iv. Wetland Susceptibility Class = Least Susceptible; Permit Storm Bounce = No Limit; Inundation Period for 2-Year event = Existing plus 7 days; Inundation Period for 10-year or Greater Event = Existing plus 21 days

8. Flood Control

Flood control for the proposed activity shall meet the member cities or MS4's flood control requirements. Member cities and MS4's flood control requirements should minimize property damage due to excess water.

9. Erosion and Sediment Control

- a. Erosion and sediment control measures shall meet the standards for the General Permit Authorization to Discharge Stormwater Associated with Construction Activity Under the National Pollutant Discharge Elimination System/State Disposal System Permit Program, Permit MN R100001 (NPDES General Construction Permit), issued by the Minnesota Pollution Control Agency, except where more specific requirements are required.
- b. Activity shall be phased to minimize disturbed areas subject to erosion at any one time.
- c. All construction site waste—such as discarded building materials, concrete truck washout, chemicals, litter, and sanitary waste at the construction site—shall be properly managed and disposed of so they will not have an adverse impact on water quality.
- d. If silt fence is installed it shall conform to sections 3886.1 and 3886.2, Standard Specifications for Construction, Minnesota Department of Transportation (2005 ed.), as it may be amended.

Appendix F

Implementation

Plan

The following list was developed to identify and prioritize feasibility analyses and projects that would benefit Fridley’s water quantity and quality for inclusion within the City’s long term planning efforts, Capital Investment Program, and external grant applications. This list is not exclusive; additional projects, can be found in other reports including the Southwest Urban Lakes Study Phase 1 report, the Coon Creek, Watershed District WRAPs, and the Watershed Management Plans of the City’s Watershed partners. This list is to be reviewed and updated annually in consultation with Watershed partners.

	Project Description	Action Number(s)	Potential Partners	Benefit (S=Safety, R=Regulatory, C=Cost-Effectiveness, L=Increased Level of Service)	Feasibility Study Needed	Proposed Cost By Year[\$Thousands]*										
						2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	10-Year Total Cost Estimate
	Watershed Management and BMP Implementation					829	1,366	915	1,866	634	1,031	1,060	1,291	764	951	10,707
0	BMPs Construction water quality and quantity improvement projects during future reconstruction projects or a stand alone projects															
1	CCWD TMDL Projects: Construct water quality and quantity improvements during future reconstruction projects or complete stand alone projects to address Springbrook Creek Total Phosphorus and <i>E.coli</i> TMDLs	1.1.A; 1.3.B; 2.1.A	CCWD (technical assistance, financial assistance, educational assistance), DNR (financial assistance), Met Council (financial assistance), ACD (financial assistance, technical assistance, educational assistance), MPCA (financial assistance), other agencies (financial assistance)	R	X				200					100		300

21	2023 Road Reconstruction Project: Improvements to stormwater drainage system between Highway 65 and Central Avenue north of Rice Creek	1.1.A; 1.3.C; 2.1.A; 2.1.B	RCWD (technical assistance; financial assistance)	R, C, L						65						65
22	2024 Road Reconstruction Project: Improvements to stormwater drainage system within Hartman Circle and Logan Park neighborhoods	1.1.A; 1.3.C; 2.1.A	CCWD (technical assistance; financial assistance); RCWD (technical assistance; financial assistance)	R, C, L							65					65
23	2025 Road Reconstruction Project: Improvements to stormwater drainage system within Springbrook Neighborhood	1.1.A; 1.3.C; 2.1.A; 2.1.B	CCWD (technical assistance; financial assistance)	R, C, L								70				70
24	2026 Road Reconstruction Project: Improvements to stormwater drainage system within Melody Manor Neighborhood	1.1.A; 1.3.C; 2.1.A; 2.1.B	CCWD (technical assistance; financial assistance)	R, C, L									70			70
25	2027 Road Reconstruction Project: Improvements to stormwater drainage system within Brookview, Creek Ridge, and Oak Grove Neighborhoods	1.1.A; 1.3.C; 2.1.A; 2.1.B	CCWD (technical assistance; financial assistance)	R, C, L										70		70

26	RCWD TMDL WQ Projects: Construct water quality and quantity improvements during future reconstruction projects or complete stand alone projects to address Upper Mississippi TMDL for <i>E. Coli</i> and impairment of Rice Creek for Aquatic Life and Aquatic Recreation including, but not limited to, projects listed in the Southwest Urban Lakes Report Locke Lake Management Action Plan.	1.1.A; 1.3.C; 2.1.A; 2.1.B	RCWD (technical assistance, financial assistance, educational assistance), DNR (financial assistance), Met Council (financial assistance), ACD (financial assistance, technical assistance, educational assistance), MPCA (financial assistance), other agencies (financial assistance)	R, C, L	X							100				100
27	Moore Lake WQ Projects: Construct water quality and quantity improvements during future reconstruction projects or complete stand alone projects to address Southwest Urban Lakes TMDL for nutrients and impairment for Aquatic Life including, but not limited to, projects listed in the <i>Southwest Urban Lakes Report Moore Lake Management Action Plan</i>	1.1.A; 2.1.A	RCWD (technical assistance, financial assistance, educational assistance), DNR (financial assistance), Met Council (financial assistance), ACD (financial assistance, technical assistance, educational assistance), MPCA (financial assistance), other agencies (financial assistance)	R, C, L	X		250								250	500

28	Locke Lake WQ Projects: Construct water quality and quantity improvements during future reconstruction projects or complete stand alone projects to address Southwest Urban Lakes TMDL for phosphorus and impairment for Aquatic Recreation and Aquatic Life including, but not limited to, projects listed in the <i>Southwest Urban Lakes Report Pike Lake Management Action Plan</i>	1.1.A; 2.1.A	RCWD (technical assistance, financial assistance, educational assistance), DNR (financial assistance), Met Council (financial assistance), ACD (financial assistance, technical assistance, educational assistance), MPCA (financial assistance), other agencies (financial assistance)	R, C, L	X								200			200
29	Locke Lake dredging: This project would remove sediment from Locke Lake, an impoundment along Rice Creek. The project would include a preliminary bathymetric survey to determine proper timing for sediment removal	1.1.A; 1.1.B; 2.1.A	RCWD (technical assistance, financial assistance); DNR (permitting)	C, L			100									100
30	Locke Lake dam upgrade: Update dam to allow for automated monitoring and control, general repairs	2.1.A	RCWD (technical assistance, financial assistance); DNR (permitting)	S, L			35							200		235

31	Mississippi Stormwater Pumping Station Rehabilitation Project: Rehabilitate and reconstruct the City's stormwater pumping station located near the underpass at Mississippi Street and the BNSF railroad. Potential for stormwater reuse and water quality improvements would be evaluated and included if feasible as a part of this project	1.1.A; 2.1.A	RCWD (technical assistance, financial assistance);BNSF Railroad (technical assistance, financial assistance); Anoka County (technical assistance, financial assistance)	S, C		100							500			600
32	Village Green Flood Control Improvement Project: Address flooding issues around Village Green	1.1.A; 2.1.A	RCWD, MWMO (technical assistance, financial assistance); Private Property Owners (financial assistance)	S, C, L	X		150									150
33	Community Park Pond Improvement Project: Increase the capacity and performance of the Community Park drainage system in conjunction with other entities.	1.1.A; 2.1.A	RCWD (technical assistance, financial assistance); BNSF (financial assistance); Anoka County (financial assistance)	S, R, C, L									150	250		400
34	Lucia Lane Drainage Improvements: Reduce flooding and improve water quality in the vicinity of Lucia Lane between Mississippi Street and 68th Avenue. This would address relatively infrequent flooding conditions on Lucia Lane	1.1.A; 2.1.A	RCWD (technical assistance, financial assistance); Private Property Owners	R, L	X					100						100

35	Norton Creek Improvements: Reduce peak flows, improve water quality a, and reduce erosion along Norton creek north of the Minnesota commercial railroad crossing and at 73rd between Highway 65 and Central; reduce flows from east and north entering the conveyance system	1.1.A; 2.1.A	RCWD (technical assistance, financial assistance, project management); Railroad; Private Property Owners	S, R, C, L	X				900										900
36	69th Avenue Water Quality Improvements: Reduce pavement and provide water quality improvements along 69th Avenue from Central Avenue to the eastern city limits	1.1.A; 2.1.A	RCWD (technical assistance, financial assistance, education and outreach)	R, L		120													120
37	Shamrock Lane Stormwater Pond Optimization: Evaluate storage of the Shamrock Lane pond in attempt to optimize both area of treatment and efficiency	1.1.A; 2.1.A	RCWD (technical assistance, financial assistance, education and outreach)	R, L	X												50		50
38	BNSF Drainage Improvements near 61st Avenue: Provide storage and mitigate flows from BNSF property onto streets (Alden Way) and private property (Sylvan Hills) north of 61 st Avenue	1.1.A; 2.1.A	MWMO (technical assistance; financial assistance); BNSF Railroad	S, L													50		50
39	Sylvan Park Stormwater Drainage Improvements: Evaluate opportunity for stormwater storage and treatment at Sylvan Park at Rainbow Drive and Jupiter Road	1.1.A; 2.1.A	MWMO (technical assistance, financial assistance, education and outreach)	S, R, L	X						20								20

40	West Moore Lake Emergency Pumping System Upgrade: Install a sump connected to West Moore Lake to facilitate emergency pumping of the lake when extreme lake levels are observed. The lake is currently dependent on a single outlet, and has limited storage that was exceeded in 2011	1.1.A; 2.1.A	RCWD (technical assistance, financial assistance, education and outreach)	S, L		50										50
41	West Moore Lake Neighborhood Sump Pump Connections: Sump pumps would be connected to a proposed storm sewer interceptor in the vicinity of West Moore Lake Drive and Marigold Terrace, which would limit pavement damage and icing conditions on the road	1.1.A; 2.1.A	RCWD (technical assistance, financial assistance, education and outreach)	C, L			20									20
42	West Moore Lake Outlet Control Improvements: Retrofit the outlet for Moore Lake to move the control point closer to the lake through construction of a weir or other control system. This would reduce MnDOT and City maintenance in the ditch between the lake and West Moore Lake Drive	1.1.A; 2.1.A	RCWD (technical assistance, financial assistance, education and outreach)	S, L			40									40
43	West Moore Lake Outlet Water Quality Improvements: Install a BMP east of the church parking lot and west of the existing MnDOT to ditch to infiltration or other water quality improvements from runoff from the St. Phillips Church	1.1.A; 2.1.A	RCWD (technical assistance, financial assistance, education and outreach); St. Phillips Church (financial assistance; easements, education and outreach)	R, C, L	X		10									10

44	Moore Lake Park Water Quality Improvements: Install BMPs identified in the Moore Lake Park Master Plan, including reducing pervious surface and treatment of reconfigured main parking lot runoff, reestablishing a wetland that accepts discharge from the north parking lot, installation of native vegetation buffer, and treatment of the inlet channel flow into the lake at the south end of the main parking lot	1.1.A; 2.1.A	RCWD (technical assistance, financial assistance, education and outreach)	C, L	X				190							190
45	Mississippi Street Water Quality Improvements: Install a detention or retention system on private property south of Mississippi Street and approximately 600' east of Central Avenue. A preliminary analysis has been performed	1.1.A; 2.1.A	RCWD (technical assistance, financial assistance, education and outreach); Private Property Owners	R, L	X					300						300
46	Rice Creek Road Wetland Restoration: Restore a historic wetland north of Rice Creek Road and east of Central Avenue	1.1.A; 2.1.A	RCWD (technical assistance, financial assistance, education and outreach); private property owners	R, L	X			100								100
47	Harris Pond Optimization: Analyze improvements to Harris Pond, a constructed impoundment, to optimize its effectiveness and improve the quality of the water discharging from the Pond	1.1.A; 2.1.A	RCWD (technical assistance, financial assistance, education and outreach); Private Property Owners	R, L	X					130						130

53	2019 West Moore Lake Trail Project: Improvements to stormwater drainage system along West Moore Lake trail system	1.1.A; 2.1.A	RCWD (technical assistance, financial assistance, education and outreach); MWMO (technical assistance, financial assistance, education and outreach);	C, L		50										50
54	MWMO TMDL WQ Projects: Construct water quality and quantity improvements during future reconstruction projects or complete stand alone projects to address Upper Mississippi TMDL for <i>E. Coli</i> , Statewide TMDL for mercury, and Mississippi River impairments for Aquatic Consumption, Aquatic Life, and Aquatic Recreation	1.1.A; 1.3.B; 2.1.A	MWMO (technical assistance, financial assistance, educational assistance)	R, C, L	X			100		100						200
55	53rd Avenue Stormwater Improvements: This project would be installed in conjunction with a roadway reconstruction project on 53 rd Avenue and would look for opportunities to treat runoff from public and private sources. Property acquisition would be required for the candidate site	1.1.A; 2.1.A	MWMO (technical assistance, financial assistance, educational assistance), City of Columbia Heights (?); Private Property Owners (easements)	S, L	X			260								260

56	Main Street Industrial Property Stormwater Improvements: Provide stormwater improvements for runoff from several industrial properties along Main Street near 53 rd Avenue. The stormwater runs to the railroad right-of-way untreated via an ad-hoc impoundment that has adverse property effects. A meeting was held with the property owners and the MWMO previously, but the owners have declined proceeding with project analysis at that time	1.1.A; 2.1.A	MWMO (technical assistance, financial assistance, educational assistance); Private Property Owners (easements)	C, L	X		10									10
57	University Avenue Drainage Improvements: Work in collaboration with the City of Columbia Heights and MnDOT to implement a stormwater management solution at University Avenue that will reduce peak flows and improve water quality of University Avenue near 49 th Avenue identified in modeling by MWMO	1.1.A; 2.1.A	MWMO (technical assistance, financial assistance, educational assistance); City of Columbia Heights (financial assistance); MnDOT	R, C, L	X						200					200
58	BNSF Stormwater Improvements. Evaluate stormwater flooding and water quality improvements with the BNSF railroad, and provide a plan and means for implementation of improvements selected	1.1.A; 2.1.A	MWMO (technical assistance, financial assistance, educational assistance); BNSF (financial assistance?)	L	X								100			100
59	NorthStar Transit Overlay District Regional Treatment: Work in collaboration with developers implement a stormwater management solution at the NorthStar rail area that will reduce peak flows and improve water quality to receiving waters	1.1.A; 2.1.A	MWMO (technical assistance, financial assistance, educational assistance); Private Property Owners (financial assistance, easements)	R, L	X		20									20

60	Regional Treatment: The City will evaluate opportunities to install regional treatment systems and stormwater best management practices in public spaces and right-of-ways in areas identified in H&H modeling and sub-watrshed assessments as suitable for providing regional treatment, dependent on availability of land and financial feasibility.	1.3.B	Watershed Districts (technical assistance, financial assistance, educational assistance); Private Property Owners (financial assistance, easements)	R, C, L	X			50										50
61	Erosion Control/Bank Stabilization: Partner with Watershed Districts to repair erosion along waterbodies.	1.1.A 3.2.B	Watershed Districts (technical assistance, financial assistance)	S, R, C, L					20					80				100
62	Sediment Removal Projects: Remove sediment to maximize performance of stormwater storage elements	1.4.B		R, C, L							300			300				600
63	Residential Rain Garden Program: Continue residential raingarden program to incentivize raingardens and other stormwater BMPs on private property	1.1.A; 1.3.E; 1.3.F	Watershed Districts (educational assistance; technical assistance, financial assistance); ACD (technical assistance)	R, L		20	20	20	25	25	25	25	30	30	30			250
64	Blue Parks Program: Analyze City and County parks for suitable areas for no-mow grass or native perennial plantings and install natively vegetated buffers along waterbodies in City-owned parks	3.1.B	Watershed Districts (educational assistance; technical assistance, financial assistance); ACD (technical assistance)	R, L	X		30	30							30	30		120

65	Invasive Species Management: Partner with appropriate agencies to remove invasive species that may negatively impact water quality.	3.1.C	Watershed Districts (educational assistance; technical assistance, financial assistance); ACD (technical assistance); MDA (technical assistance, financial assistance); DNR (technical assistance, financial assistance)	R, L			10	10						10	10	40
66	Smart Stormwater Innovations: Evaluate the installation of "Smart" stormwater infrastructure to better predict and respond to flooding during severe weather event	Future 3.2	Watershed Districts (technical assistance, financial assistance, educational assistance)	R, C, L	X			20							100	120
67	Stormwater Reuse: Evaluate opportunities and install BMPS that allow for stormwater reuse	4.2.B	Watershed Districts (technical assistance, financial assistance)	R, C, L												

Data Collection and Analysis

67	Monitoring Support: Support watershed partners in establishment of baseline monitoring stations and data collection.	1.5.A	Watershed Districts (technical assistance, financial assistance)	R, L		5	5	5	5	5	5	5	5	5	5	50
68	Monitoring: Partner with Watershed Districts to monitor erosion along Mississippi River.		Watershed Districts (technical assistance, financial assistance)	R, L		2		2		2		2		2		10
69	Monitoring: Partner with watershed districts and other appropriate agencies to monitor for Chemicals of Emerging Concern	Future 2.1	Watershed Districts (technical assistance, financial assistance)	R, L				3				3				6

70	Project Specific Monitoring: Provide project specific monitoring	1.5.A	Watershed Districts (technical assistance, financial assistance)	R, L		1	1	1	1	1	1	1	1	1	1	10
71	Modeling Support: Provide equipment and personnel to assist in improving the accuracy of stormwater models	2.1.C	Watershed Districts (technical assistance, financial assistance)	R, L				3				3				6
72	Floodplain Modeling: Partner with watershed organizations to perform comprehensive H& H modeling of the City and its floodplains and drainage areas.	2.1.C	Watershed Districts (technical assistance, financial assistance)	R, L		30	5	15		5	15		5	15		90
73	Adjust Design Standards: The City will adjust design standards based on evolving climate data and best practices.	6.1.A; Future 3.1	Watershed Districts (technical assistance)	R, C, L		1		1		1		1		1		5

Housekeeping

74	Inventory: Maintain inventory of stormwater infrastructure and maintenance via GIS database, stormsewer map, and SWAMP program	1.1.B; 1.4.A; Future 2.2		S, R, C, L		2	2	2	2	2	2	2	2	2	2	20
75	BMP Maintenance: Annual maintenance and repairs to existing storm sewer system	1.1.B; 1.4.A; 1.4.B		R, C, L		25	25	25	25	25	25	25	25	25	25	250
76	Salt Usage: The City will maintain Smart Salting Level 2 certification from the MPCA	1.1.B; 1.2.A; Future 1.1	MPCA	R		2		2		2		2		2		10
77	Salt Usage: All snow plow drivers will receive Smart Salting Level 1 certification from the MPCA	1.2.B; Future 1.1	MPCA	R			2		2		2		2		2	10

78	Salt Usage: The City will monitor salt use and adjust equipment and operations to decrease chloride application while maintaining safe winter driving conditions.	1.2.C; Future 1.1	MPCA; Watershed Districts (financial assistance, educational assistance)	R		120		20		20		20		20		200
79	Training: Provide staff annual training on illicit discharge inspection; provide all new relevant staff training on salt application and fertilizer use	1.1.B; 1.2.A; 1.2.B	Watershed Districts (technical assistance)	R, C, L		4	4	4	4	4	4	4	4	4	4	40
80	Street Sweeping: Sweep streets twice annually, clear inlets as needed	1.1.B		R, C, L		280	50	50	50	50	240	50	50	50	50	920
81	Inspections 20% of stormwater ponds and MS4 outfalls each year; annually inspect all pollution control devices and exposed stock piles	1.1.B		R, C, L		4	4	4	4	4	4	4	4	4	4	40
82	Illicit Discharge: Maintain and submit annual inspection reports, maintenance records, and other documentation in conformance with NPDES permit	1.1.B	Watershed Districts (technical assistance)	R, C, L		6	6	6	6	6	6	6	6	6	6	60
83	Enforcement: Develop and coordinate enforcement procedures in coordination with watershed districts to ensure that privately held maintenance agreements are followed	1.4.C	Watershed Districts (technical assistance)	R, C, L		5	5	5	5	5	5	5	5	5	5	50

Education and Outreach

84	Education: Continue water resource and stormwater education program	1.1.D; 1.3.E; 5.1.A	Watershed Districts (educational assistance)	R, C, L		5	5	5	5	5	5	5	5	5	5	50
85	Targeted Education: Encourage property owners along shoreland properties to plant natively vegetated buffers through targeted education	3.1.A	Watershed Districts (educational assistance; technical assistance, financial assistance); ACD (technical assistance)	R, C, L		2		2		2		2		2		10

92	Regulation: Require pre- and post- construction stormwater controls as part of land alteration permits.	1.1.C	Watershed Districts (educational assistance)	R, L		2				2				2		6
93	Regulation: Update Chapter 208 of City Code to include MWMO Standards, include MIDS, reference the Minnesota Stormwater Manual by reference, and integrate the Minnesota Department of Health's guidelines for stormwater management in Drinking Water Surface Management Areas	1.1.C; 4.1.A; 4.1.B	MWMO	R, L		10				4				4		18
94	Regulation: Continue to rely on CCWD and RCWD to implement their regulatory standard within their jurisdictions, with coordinated additions from City Chapter 208.	1.1.C	CCWD; RCWD	R, L		2										2
95	Regulation: Review codes related to water planning every three years to determine adequacy	6.1.C	Watershed Districts (technical assistance)	R		4			4			4			4	16
96	Regulation: Update the Critical Area overlay ordinance for consistency with updated MRCCA rules and to promote establishment of native vegetation	3.1.D	DNR (technical assistance)	R			4			4			4			12
97	Regulation: Update the City Code to promote water-efficient landscaping	4.1.C	Watershed Districts (technical assistance)	L			2				2				2	6
98	Emergency Action: The City will update and enact the City of Fridley's Emergency Operations Plan to address impacts from climate change and extreme weather events.	6.1.B	DNR (technical assistance)	S, R, L			4			4			4			12

99	Floodplain Management: The City will update and enact the City of Fridley's Floodplain Ordinance to address impacts from climate change and extreme weather events.	6.1.B	DNR (technical assistance); Watershed Districts (technical assistance)	S, R, L			2			2			2			6
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* Cost estimates are preliminary and subject to review and revision as more information becomes available.



Appendix E. Intercommunity Agreements



AGREEMENT BETWEEN THE CITY OF FRIDLEY AND THE CITY OF COON RAPIDS FOR THE PURPOSE OF PERMITTING CERTAIN RESIDENTS IN THE CITY OF COON RAPIDS TO CONNECT ONTO THE CITY OF FRIDLEY'S MUNICIPAL WATER AND SANITARY SEWER SYSTEM

THIS AGREEMENT, made and entered into this 5th day of January, 1926 by and between the City of Fridley and the City of Coon Rapids;

WHEREAS, it is mutually beneficial that certain residents of the City of Coon Rapids be permitted to connect onto the water and sanitary sewer system of the City of Fridley;

NOW, THEREFORE, it is mutually agreed as follows: The certain property fronting on Broad Avenue (Kimball Street to Lafayette Street) in the City of Coon Rapids be permitted to connect onto the City of Fridley's municipal water and sanitary sewer system subject to the following conditions:

1. The type of service to be connected shall be limited to one-family residential units only.
2. That the residents of the City of Coon Rapids who propose to connect to the utilities of the City of Fridley apply to the City of Fridley for a permit to connect. The application for permit shall include a copy of the survey certificate describing property to be connected to Fridley utilities. Said survey certificate shall be certified by the City Engineer of Coon Rapids as being a correct representation of the property to be served by Fridley utilities.
3. That the residents of the City of Coon Rapids prior to obtaining a permit from the City of Fridley shall pay to the City of Fridley the equivalent lateral charge as is called for in the City of Fridley Ordinance No. 113, the same as is being charged to the residents of the City of Fridley who connect to the municipal system and who have not previously paid a lateral assessment. The rate per foot charged for the equivalent lateral charge will be recomputed at the end of each year.
4. That the residents of the City of Coon Rapids who connect to the City of Fridley utilities shall be subject to all codes, specifications, rules, regulations, and inspection of the City of Fridley insofar as they relate to this agreement.
5. That the City of Fridley shall notify the City of Coon Rapids upon completion of each utility connection.
6. That the residents of the City of Coon Rapids will pay to the City of Fridley sewer use charges at the same rate as is charged residents of the City of Fridley.
7. That the residents of the City of Coon Rapids will pay to the City of Fridley water use charges at the same rate as is charged residents of the City of Fridley.

8. That the City of Fridley will have the right to shut off the water to residents of the City of Coon Rapids who do not pay the appropriate charge for the services received; also, the City of Coon Rapids will pay to the City of Fridley charges which have not been paid and the City of Coon Rapids will assess these charges against the delinquent property in order to be reimbursed.

The City of Fridley will, pursuant to the above conditions, permit the above named properties in the City of Coon Rapids to connect to the municipal water and sewer system of the City of Fridley. This agreement shall be perpetual, subject to the above conditions.

Monies due for the privilege of connecting to the existing City of Fridley water and sewer system shall be paid before construction is commenced or connections made.

The City of Fridley shall be responsible for the maintenance of only the water lines and water services and the sanitary sewer mains and sanitary services within the above described streets and shall be responsible for the disposal of sewage introduced into said sewer mains.

Should the City of Coon Rapids sometime in the future provide sanitary and/or water service to properties to be served by the City of Fridley under this agreement, the City of Fridley shall pay to the City of Coon Rapids any and all lateral charges paid by residents of the City of Coon Rapids to the City of Fridley under the terms of this agreement, such payments by the City of Fridley to the City of Coon Rapids shall be in lieu of any additional sewer and water assessments against the existing dwelling unit connected to the City of Fridley system.

Inspection of sewer and/or water services within the street right-of-way shall be done by personnel of the City of Fridley. All inspections outside of street right-of-way shall be done by the City of Coon Rapids.

This agreement shall be binding and effective upon the approval of the respective councils of the City of Fridley and the City of Coon Rapids.

IN TESTIMONY WHEREOF, the contracting parties hereto have caused this agreement to be executed in their behalf by the proper officers who have been duly authorized to sign on behalf of the municipalities and have caused their corporate seals to be affixed as of the day and year first above written.

In Presence of:

Paul J. Mercer
Mary Lu Strom

(SEAL)

Betty Bell, City Clerk

(SEAL)

THE CITY OF FRIDLEY

By Nasim M. Qureshi
Nasim M. Qureshi, City Manager
By William J. Weil
Wil. Mayor

THE CITY OF COON RAPIDS

By [Signature]
City Manager
By Donald J. Sanderson
Mayor

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AGREEMENT BETWEEN THE CITY OF FRIDLEY AND THE CITY OF COON RAPIDS FOR THE PURPOSE OF PERMITTING CERTAIN PROPERTIES IN THE CITY OF FRIDLEY TO CONNECT ONTO THE CITY OF COON RAPIDS MUNICIPAL WATER AND SANITARY SEWER SYSTEM

THIS AGREEMENT, made and entered into this 21st day of November 1978, by and between the City of Fridley and the City of Coon Rapids;

WHEREAS, it is mutually beneficial that certain parcels of property in the City of Fridley be permitted to connect onto the water and sanitary sewer system of the City of Coon Rapids.

NOW, THEREFORE, it is mutually agreed as follows: The certain property fronting on 85th Avenue NE (Anoka County Highway No. 132) and noted as Parcels 10, 60, 300, 600 and 700 in the North $\frac{1}{2}$ Section 3, Township 30, Range 24 and also known as North Park (see attached Exhibit A), in the City of Fridley be permitted to connect onto the City of Coon Rapids municipal water and sanitary sewer system subject to the following conditions:

- 1) The type of services to be connected shall be of sufficient size to provide service for a building, including restroom facilities.
- 2) That application will be made to the City of Coon Rapids for a permit to connect to the utilities. The application for permit shall include a copy of the survey certificate describing property to be connected to Coon Rapids facilities. Said survey certificate shall be certified by the City Engineer of Fridley as being a correct representation of the property to be served by Coon Rapids facilities.
- 3) That the City of Fridley shall be subject to all codes, specifications, rules, regulations, and inspection of the City of Coon Rapids insofar as they relate to this agreement.
- 4) That the City of Fridley shall notify the City of Coon Rapids upon completion of each utility connection.
- 5) That the City of Fridley will pay to the City of Coon Rapids water and sewer use charges at the same rate as is charged residents of the City of Coon Rapids.
- 6) That the City of Coon Rapids will have the right to shut off the water to properties within the City of Fridley who do not pay the appropriate charge for the services received; also, the City of Fridley will pay to the City of Coon Rapids charges which have not been paid and the City of Fridley will assess these charges against the delinquent property in order to be reimbursed.
- 7) That the City of Fridley will pay the Service Availability Charges (SAC) as required by the Metropolitan Waste Control Commission.
- 8) That the City of Fridley will pay special assessments for the sewer and water laterals on the basis of an eighty (80') foot unit for each connection.

Springbrook Nature Center X

Commission Meeting of October 19, 1978. Seconded by Councilman Hamernik. Upon a voice vote, all voting aye, Mayor Nee declared the motion carried unanimously.

CONSIDERATION OF AGREEMENT BETWEEN CITY OF FRIDLEY AND CITY OF COON RAPIDS FOR SEWER AND WATER FACILITIES FOR SPRINGBROOK NATURE CENTER:

Councilman Barnette questioned where the funds would be coming from to pay for these sewer and water facilities.

Mr. Qureshi, City Manager, stated the cost would be paid from what is left of the grant monies and anything beyond this amount would be paid for by the Springbrook Nature Foundation.

Councilman Barnette stated he was concerned about references to the City of Fridley paying under Items 5, 6 and 7.

Mr. Qureshi stated any services requested by the Springbrook Nature Foundation and provided to them, they would have to reimburse the City. He stated, if the City wishes to participate in any of the cost, it would have to be authorized by the Council.

Councilman Barnette felt in the third paragraph, "The Springbrook Nature Center" should be changed to "North Park" and in Item 1, "nature interpretive center" should be changed to "building".

MOTION by Councilman Barnette to authorize entering into the agreement with Coon Rapids, with the following changes: third paragraph, change the words "The Springbrook Nature Center" to "North Park" and under Item 1, change the words "nature interpretive center" to "building". Seconded by Councilman Schneider. Upon a voice vote, all voting aye, Mayor Nee declared the motion carried unanimously.

CONSIDERATION OF GETTING OUTRIGHT DEED ON PROPERTY ON LUCIA LANE:

Mr. Qureshi, City Manager, stated the City has an easement, subject to utility and drainage, over the entire lot, which is Auditor's Subdivision No. 21 (2nd Rev.), Lot 6A. He felt it would be in the best interests of the City to purchase the lot and obtain outright ownership for a total cost of \$2,088.83.

MOTION by Councilman Schneider to authorize staff to proceed to acquire an outright deed and purchase Lot 6A, Auditor's Subdivision No. 21 (2nd Rev.). Seconded by Councilman Barnette. Upon a voice vote, all voting aye, Mayor Nee declared the motion carried unanimously.

RESOLUTION NO. 109-1978 ORDERING PRELIMINARY PLANS, SPECIFICATIONS AND ESTIMATES OF THE COSTS THEREOF: STREET IMPROVEMENT PROJECT ST. 1978-1, ADDENDUM #7:

MOTION by Councilman Hamernik to adopt Resolution No. 109-1978. Seconded by Councilman Fitzpatrick. Upon a voice vote, all voting aye, Mayor Nee declared the motion carried unanimously.

RESOLUTION NO. 110-1978 RECEIVING PRELIMINARY REPORT AND RECEIVING PETITION NO. 23 WAIVING PUBLIC HEARING ON THE MATTER OF THE CONSTRUCTION OF CERTAIN IMPROVEMENTS: STREET IMPROVEMENT PROJECT ST. 1978-1, ADDENDUM # 7:

MOTION by Councilman Schneider to adopt Resolution No. 110-1978, and receive Petition No. 23-1978. Seconded by Councilman Fitzpatrick. Upon a voice vote, all voting aye, Mayor Nee declared the motion carried unanimously.

RESOLUTION NO. 111-1978 ORDERING IMPROVEMENT AND FINAL PLANS AND SPECIFICATIONS AND ESTIMATES OF THE COSTS THEREOF: STREET IMPROVEMENT PROJECT ST. 1978-1, ADDENDUM #7:

MOTION by Councilman Hamernik to adopt Resolution No. 111-1978. Seconded by Councilman Schneider. Upon a voice vote, all voting aye, Mayor Nee declared the motion carried unanimously.



Appendix F. Ordinance No. 1044



ORDINANCE NO. 1044

AN ORDINANCE ESTABLISHING CHAPTER 403 ENTITLED "SANITARY SEWER CONNECTIONS" TO THE FRIDLEY CITY CODE

The City Council of the City of Fridley does ordain as follows:

403. SANITARY SEWER CONNECTIONS

403.01. PURPOSE

In adopting this ordinance, the City Council finds that the discharge of water from any roof, surface, ground, sump pump, footing tile or other natural precipitation into the City sewerage system will and has on numerous occasions in the past, flooded and overloaded the sewerage system to such an extent as to cause significant and grave damage to the property of large numbers of city residents. Such damage is caused by the backup of sewage into the living quarters of residents, an increase in sewage treatment costs, and in addition to other damage creates a hazard to health. The City Council, therefore, finds it essential to the maintenance of health and to minimize sewage treatment costs and damage to property that the provisions of this ordinance be strictly enforced to avoid emergencies in the future.

403.02. DEFINITION AND METHOD

No water from any roof, surface, ground, sump pump, footing tile, or other natural precipitation shall be discharged into the sanitary sewerage system. Dwellings and other buildings and structures which require, because of the infiltration of water into basements, crawl spaces and the like, a sump pump system to discharge excess water, shall have a permanently installed discharge line which shall not at any time discharge water into the sanitary sewerage system. A permanent installation shall be one which provides for year-around discharge capability to either the outside of the dwelling, building or structure, or is connected to the City storm sewer or discharges to the street or drainage easement. It shall consist of a rigid discharge line, without valving or quick connections for altering the path of discharge.

403.03. DISCONNECTION

Before July 1, 1995, any person, firm or corporation having a roof, surface, ground, sump pump, or footing tile now connected and/or discharging into the sanitary sewer system shall disconnect and/or remove same. Any disconnects or openings in the sanitary sewer shall be closed or repaired in an effective, workmanlike manner, as approved by the City Building Inspector.

403.04. INSPECTION

Every person owning improved real estate that discharges into the City's sanitary sewer system shall allow an employee of the City of Fridley or their designated representative to inspect the buildings to confirm that there is no sump pump or other prohibited discharge into the sanitary sewer system. In lieu of having the City inspect their property, any person may furnish a certificate certifying that their property is in and will remain in compliance with this Ordinance. Any person refusing to allow their property to be inspected or refusing to furnish a certificate within (14) days of the date City employee(s) or their designated representatives are denied admittance to the property, shall become subject to the surcharge hereinafter provided for. Any property found to violate this Ordinance shall make the necessary changes to comply with the Ordinance and furnish proof of the changes to the City by July 1, 1995.

403.05. FUTURE INSPECTIONS

At any future time, if the City has reason to suspect that an illegal connection may exist in a premises, the owner, by written notice shall comply with the provisions of Paragraph 4 above.

403.06. INCENTIVE

There are a number of methods to dispose of sump pump effluent. The City's recommended solution is to pump the water into a cistern. Any property which has an existing illegal connection may apply for City financial assistance by requesting a City inspector to verify the illegal connection, have the repair completion verified and submit a receipt for labor and/or materials (self-help labor rate valued at \$40). Upon verification of the corrective action and costs, the City will remit to the property owner one-half of the cost to correct the illegal connection to a maximum of \$450 per installation. The property owner may petition the City to abate the problem and assess the property owners cost for the corrective work over a 3-year period. This incentive program is in effect until December 31, 1996.

403.07. SURCHARGE

A surcharge of \$300 per quarter is hereby imposed and added to every sewer billing mailed on and after July 1, 1995 to property owners that are not in compliance with this ordinance. The surcharge shall be added for the entire quarter until the property is in compliance.

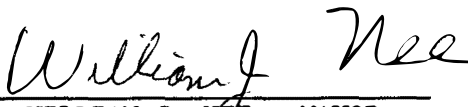
403.08. PENALTIES

Any violation of this Chapter is a misdemeanor and is subject to penalties provided for such violations under provision of Chapter 901 of this Code.

403.09. EFFECTIVE DATE

This ordinance shall be effective from, and after its adoption and publication as provided by City Charter.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF FRIDLEY THIS 23RD DAY OF JANUARY, 1995


WILLIAM J. NEE - MAYOR

ATTEST:


WILLIAM A. CHAMPA - CITY CLERK

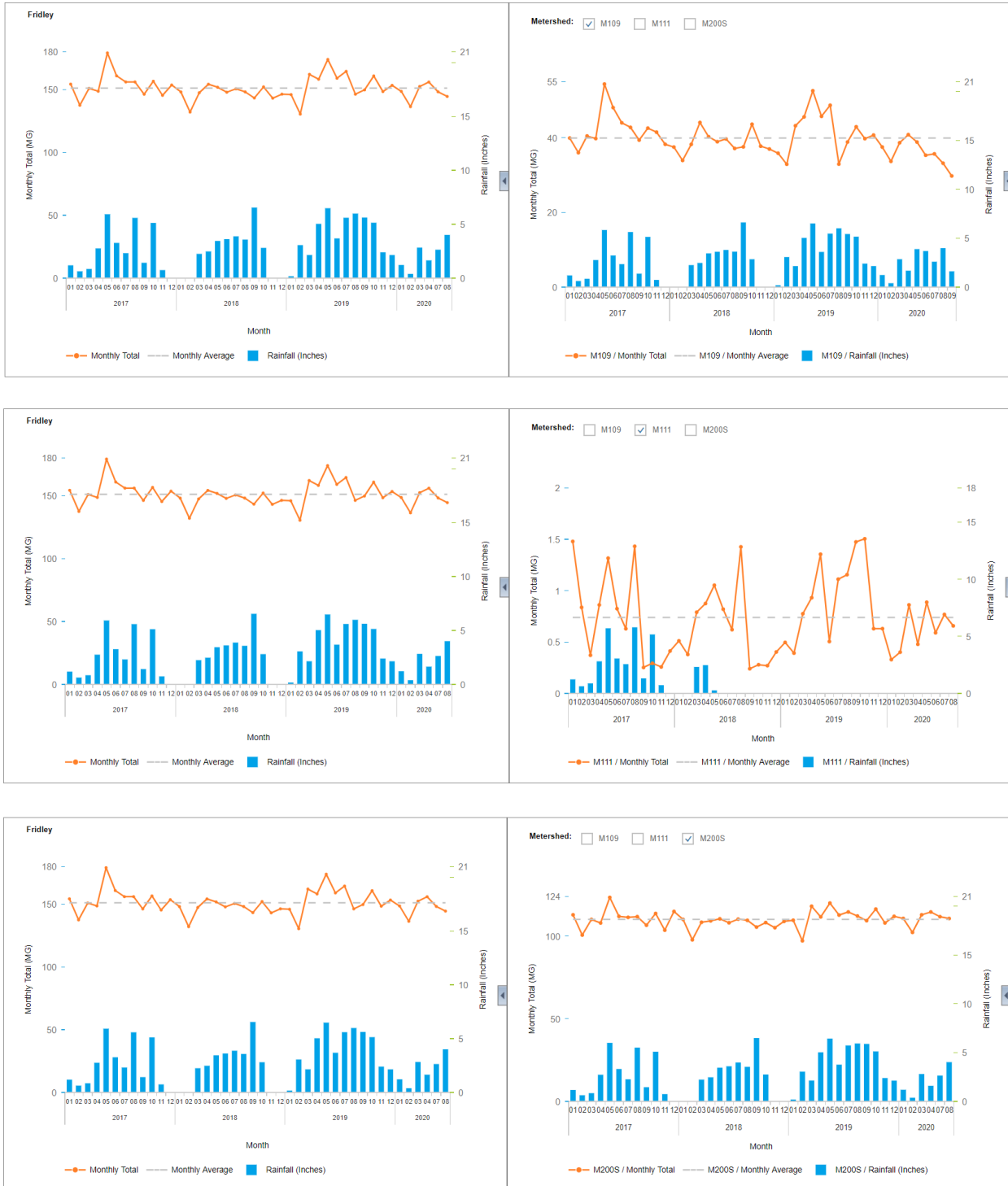
First Reading: January 9, 1995
Second Reading: January 23, 1995
Publication: January 31, 1995



**Appendix G. Recent Flow Data from
City of Fridley's Three
Metersheds**



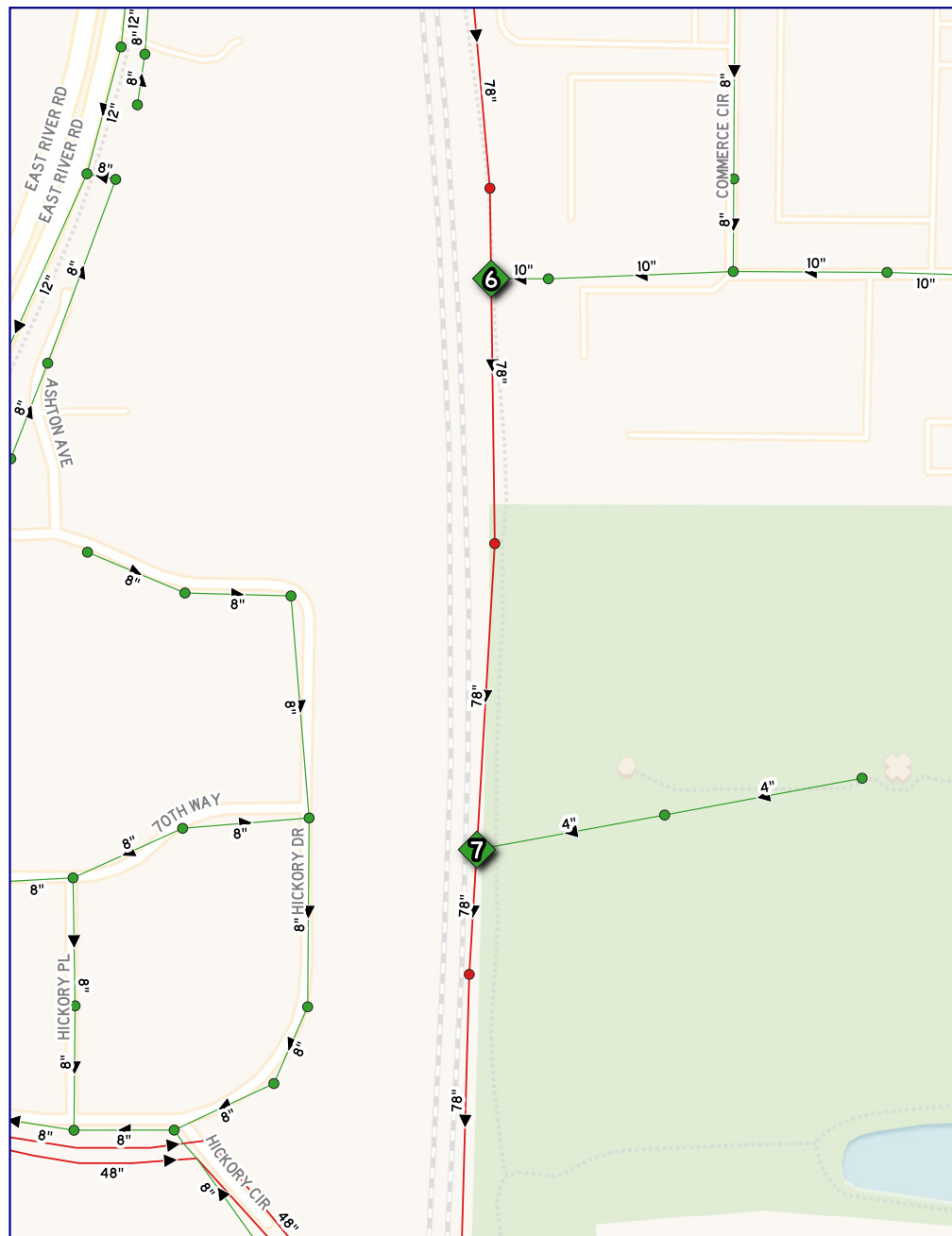
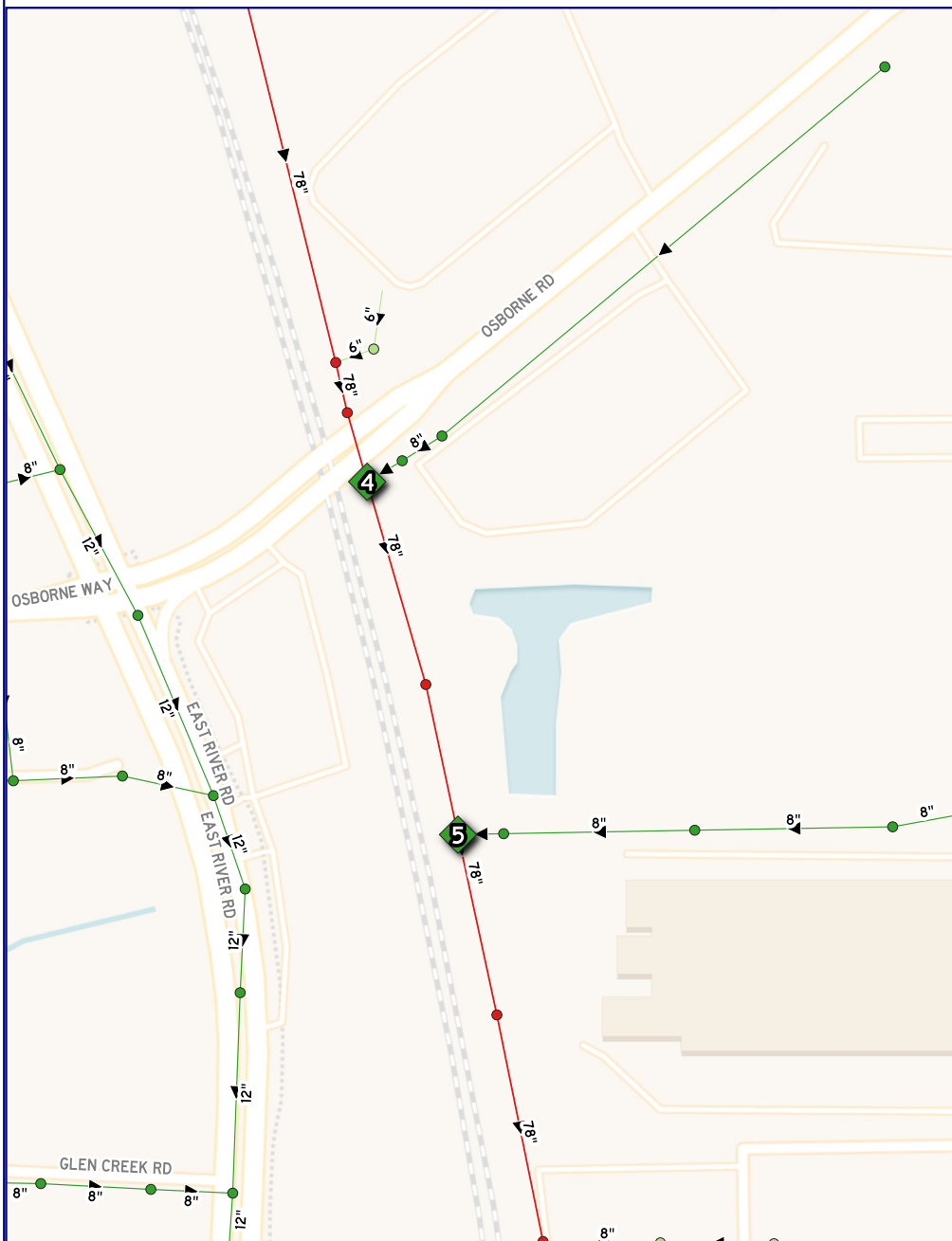
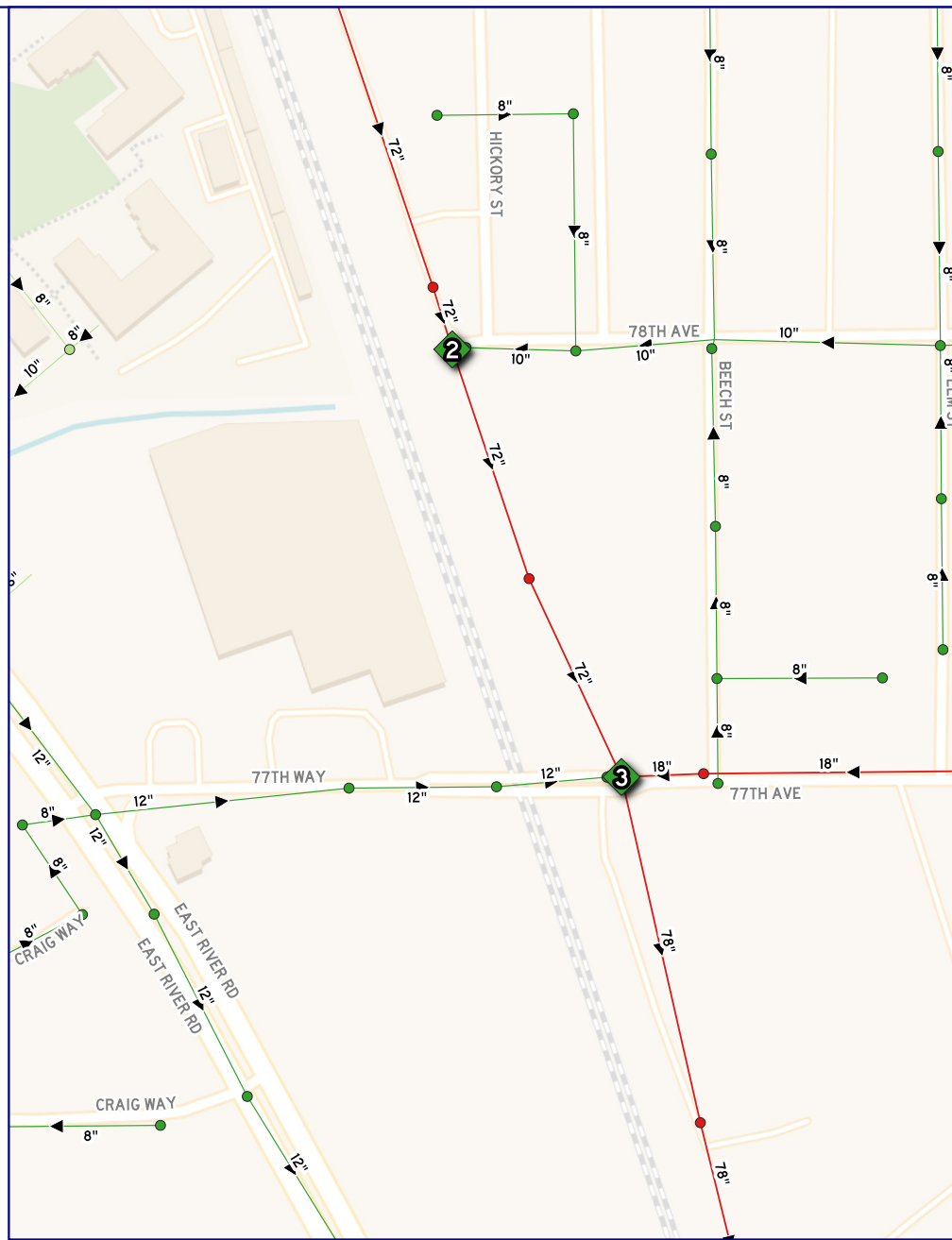
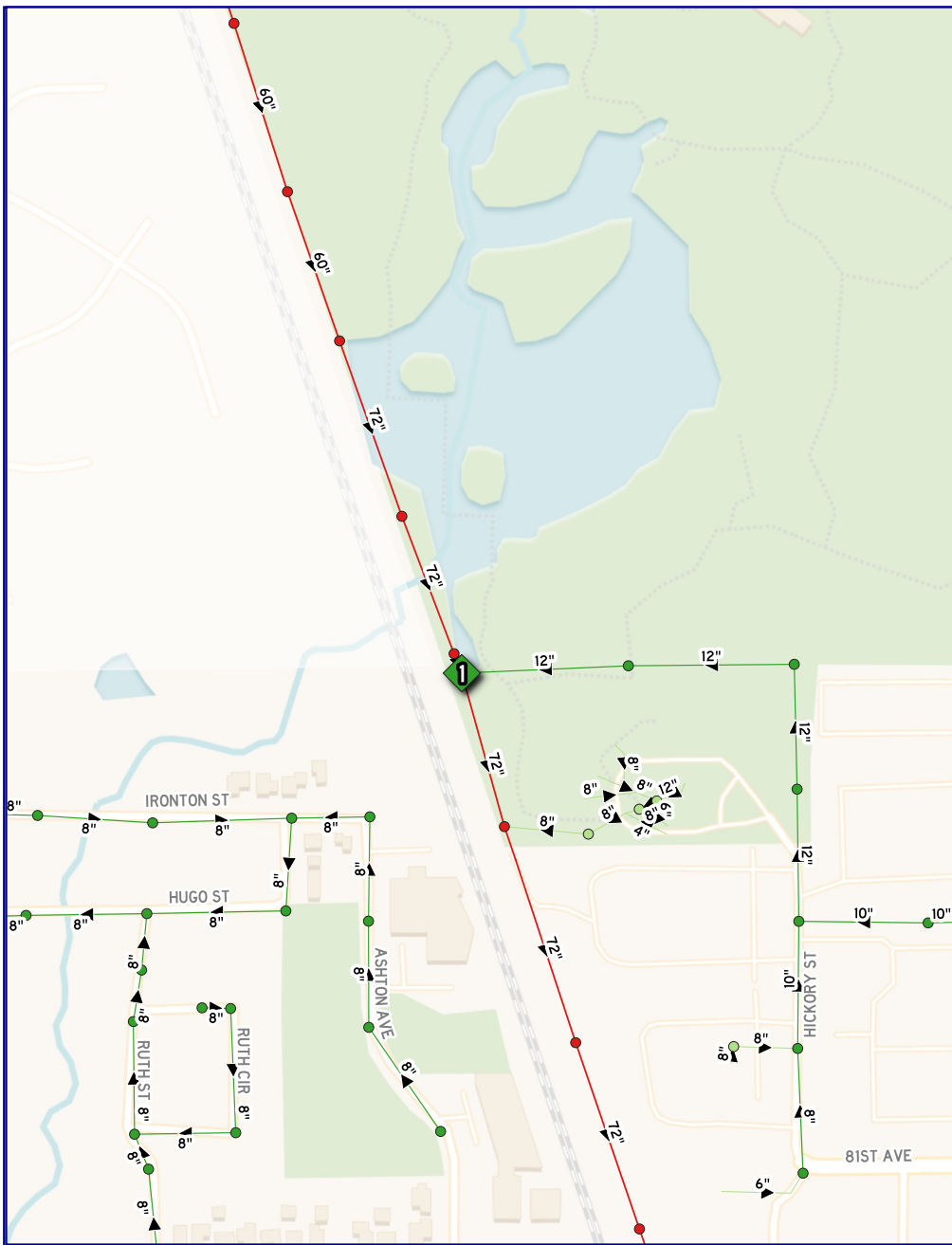
Appendix R – Recent Flow Data from City of Fridley’s Three Metersheds





Appendix H. Connections to MCES Interceptors



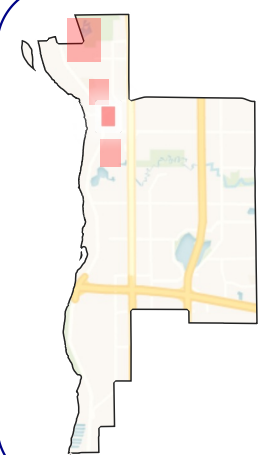


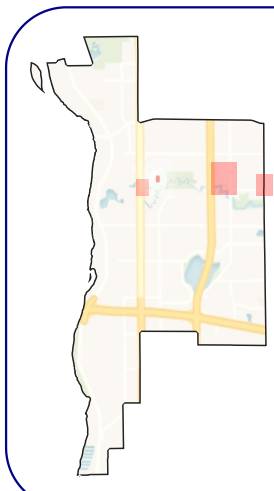
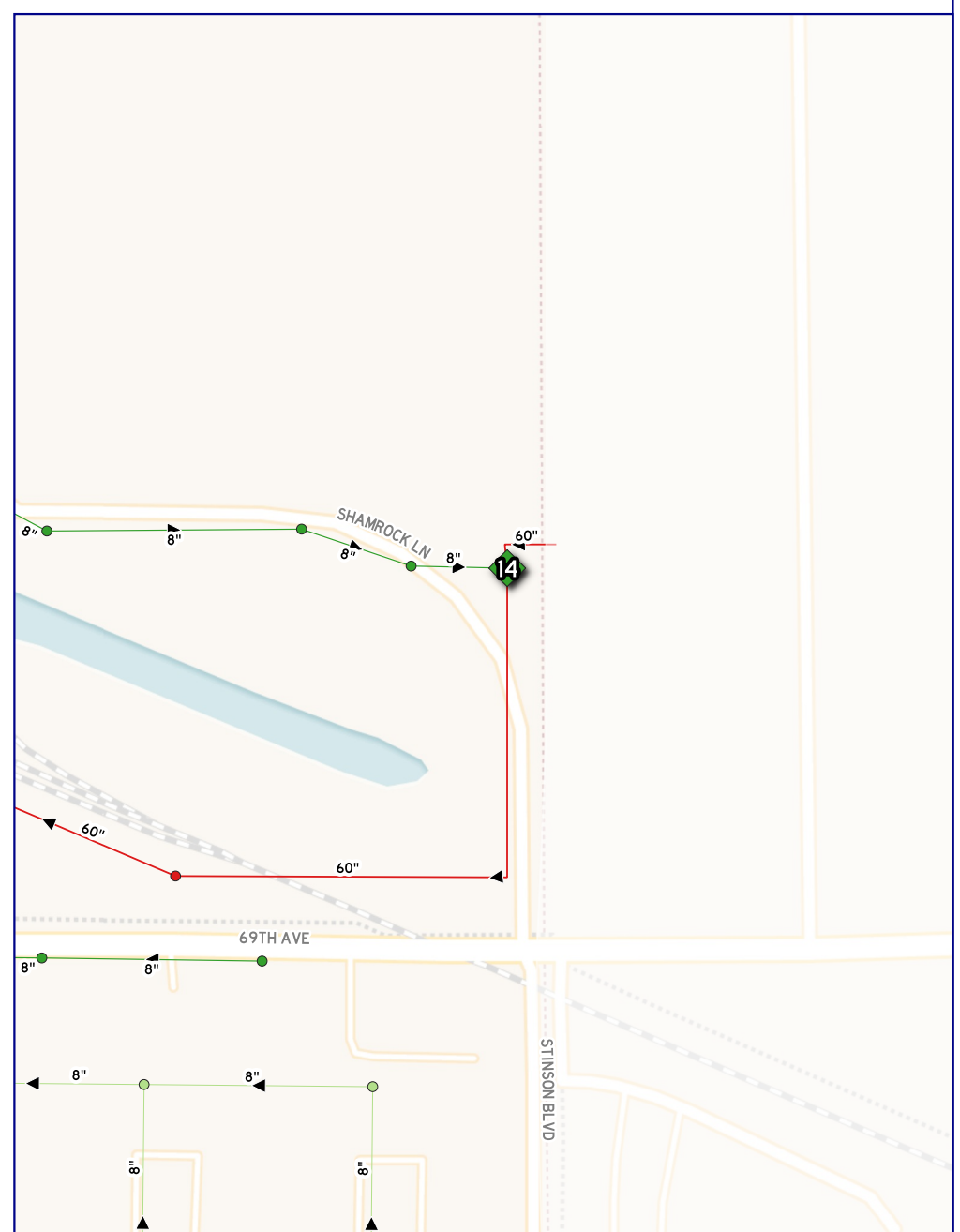
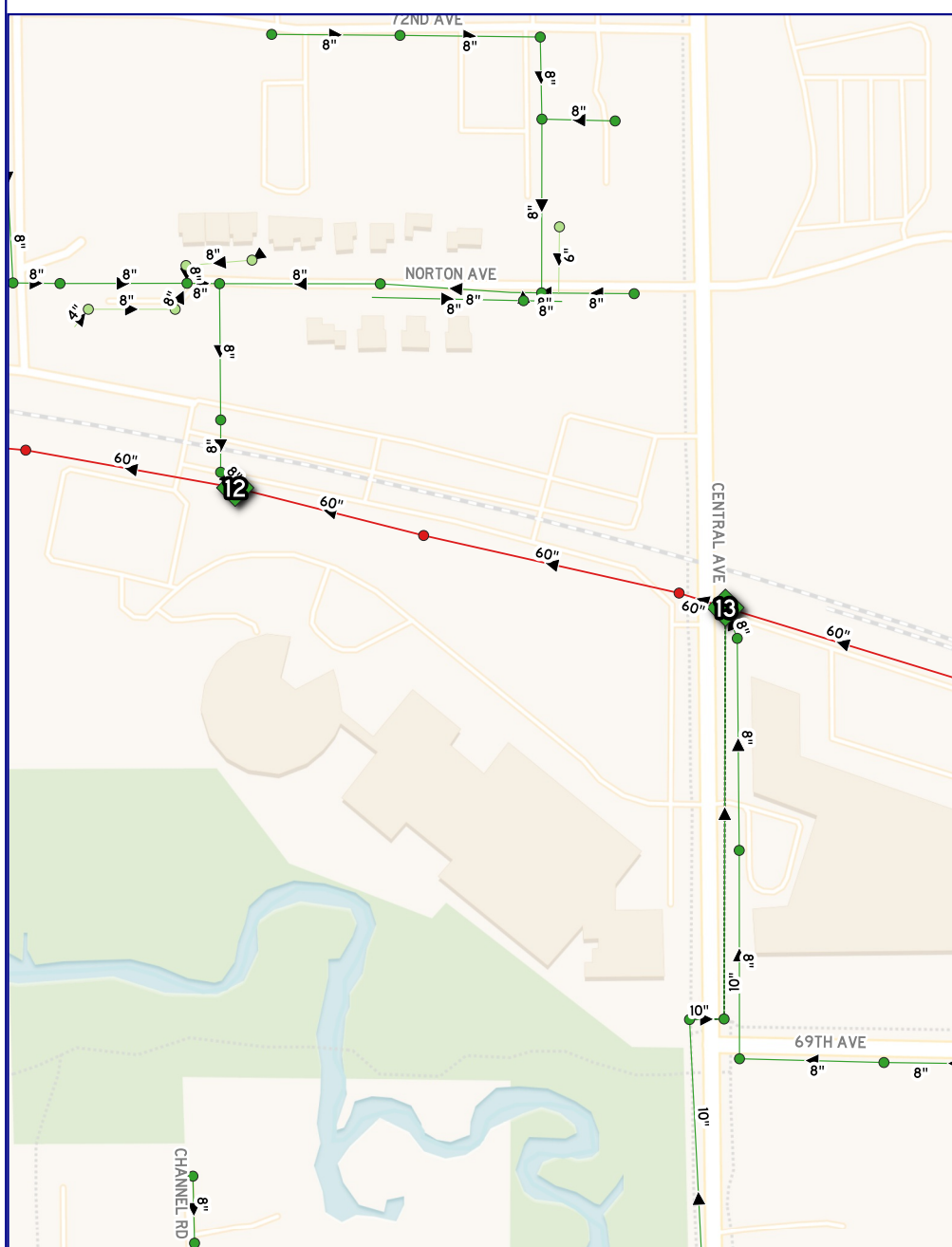
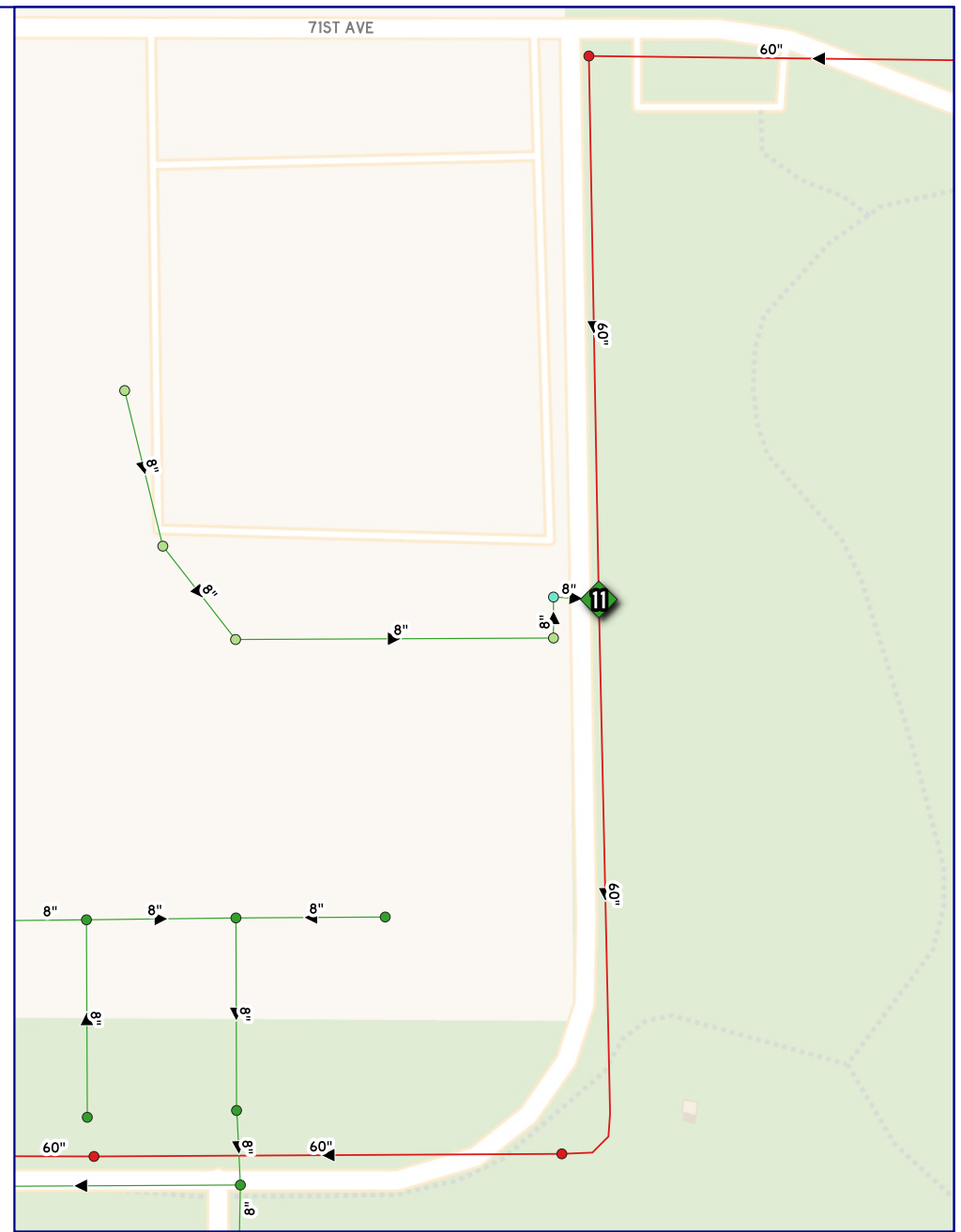
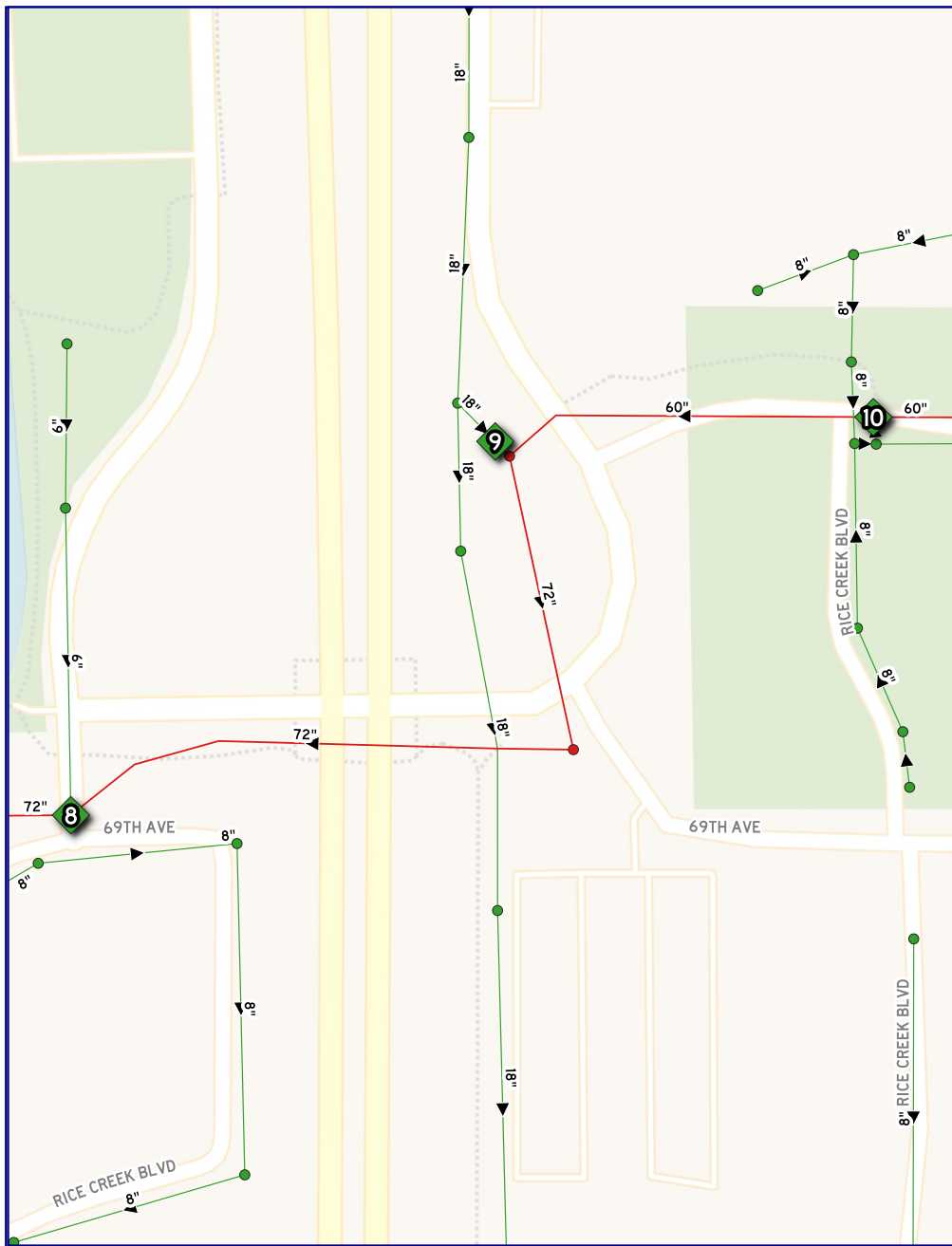
MHs

- City of Fridley
- MCES
- Private/Neighboring Community
- ◆ Lift Stations
- ◆ MCES Connections

Gravity Mains

- City of Fridley
- MCES
- Private/Neighboring Community
- - - Force Main





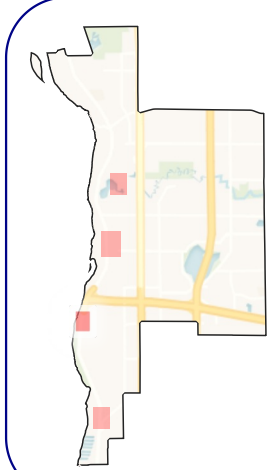
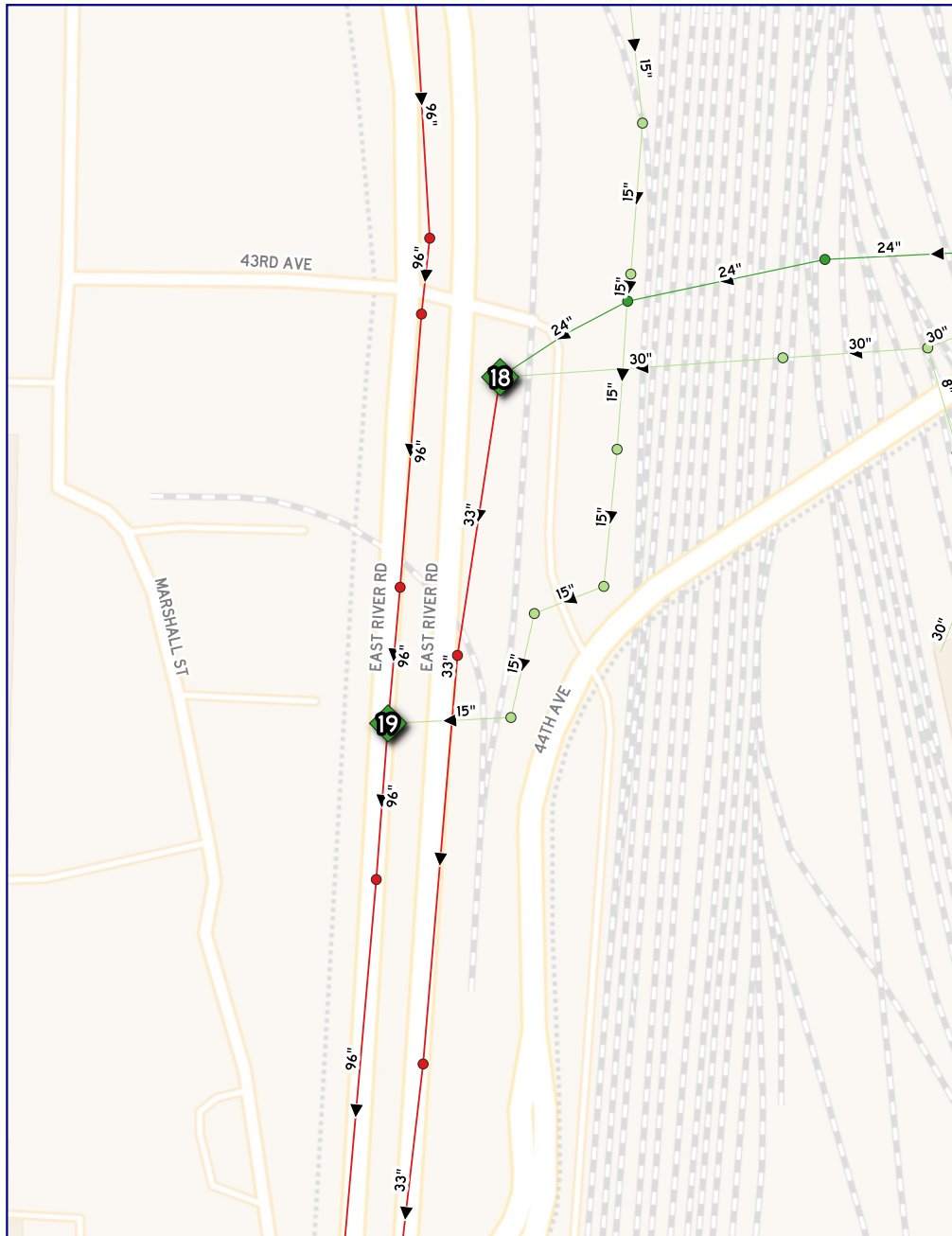
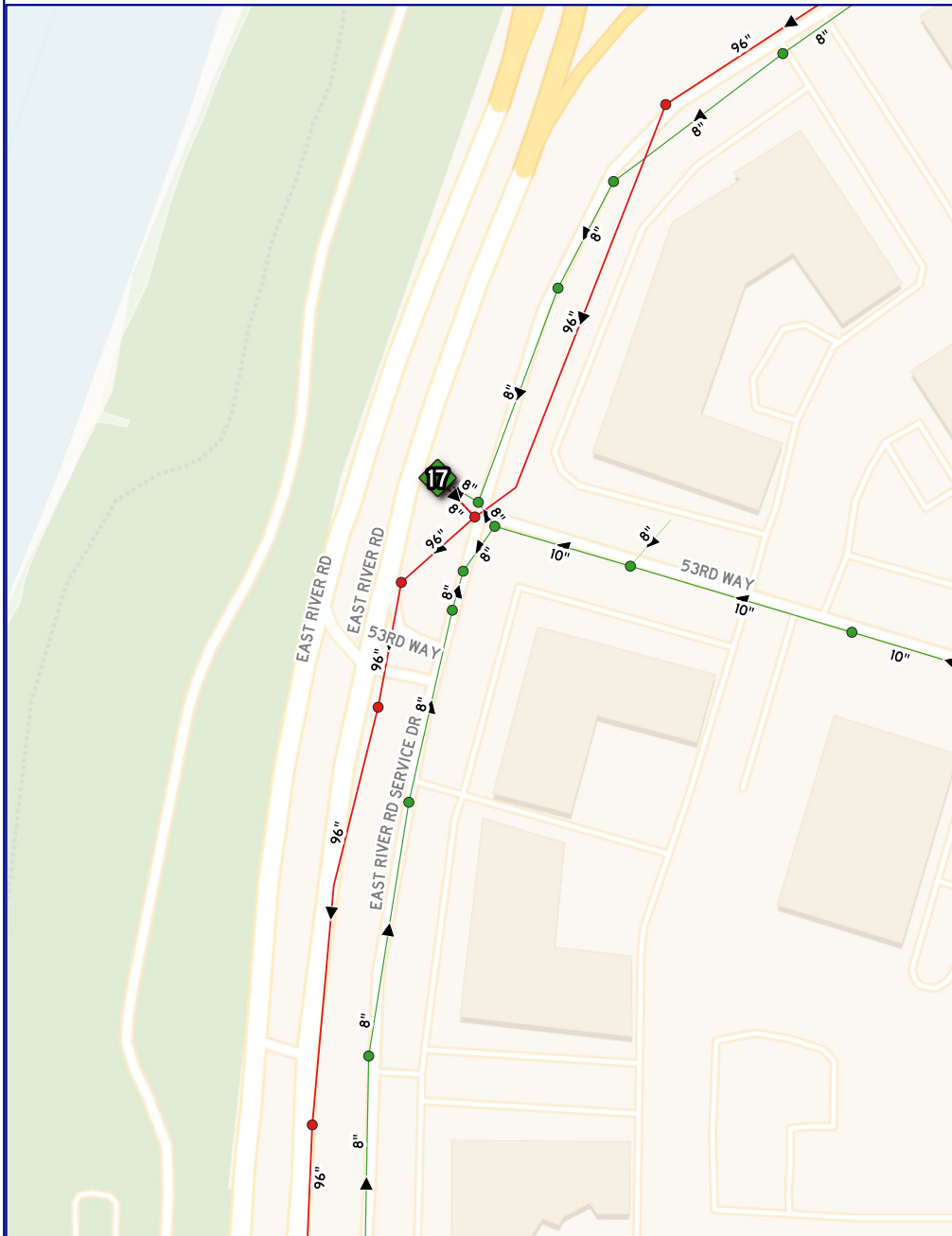
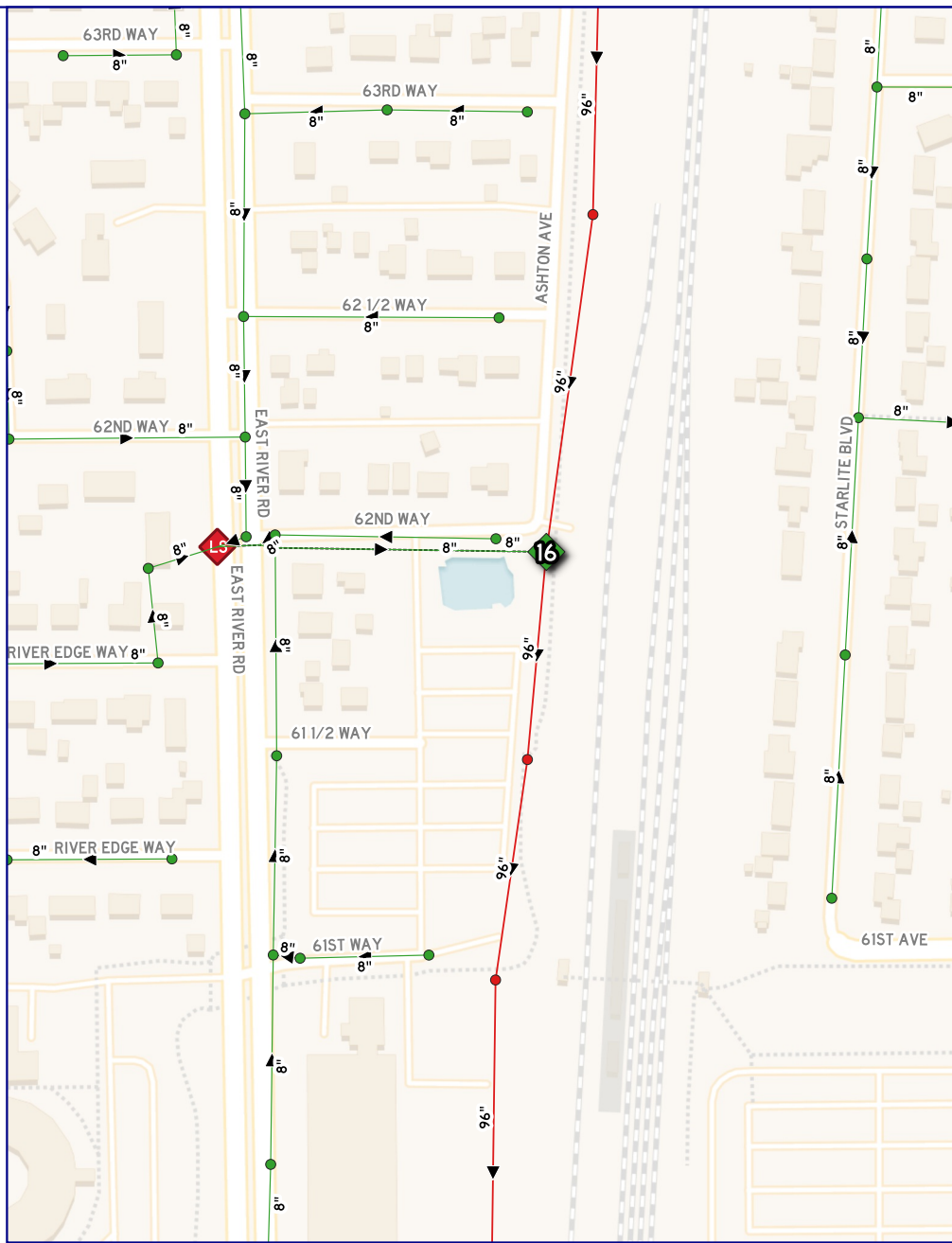
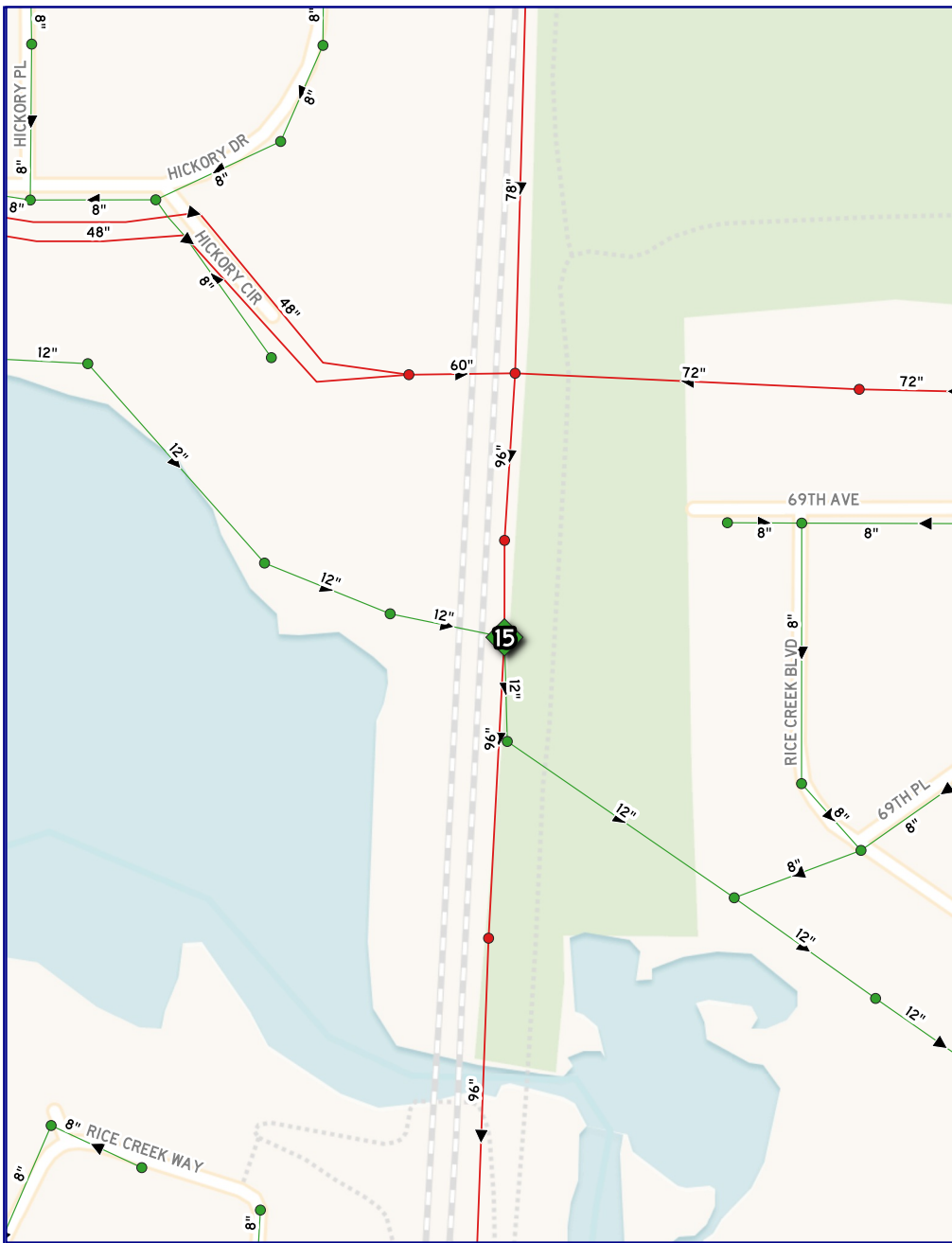
MHs

- City of Fridley
- MCES
- Private/Neighboring Community
- ◆ Lift Stations
- ◆ MCES Connections

Gravity Mains

- City of Fridley
- MCES
- Private/Neighboring Community
- - - - - Force Main





MHs

- City of Fridley
- MCES
- Private/Neighboring Community
- ◆ Lift Stations
- ◆ MCES Connections

Gravity Mains

- City of Fridley
- MCES
- Private/Neighboring Community
- - - - - Force Main





Appendix I. Adjacent & Affected Jurisdictional Review



City of Fridley – 2040 Comprehensive Plan

Draft of 2040 Comprehensive Plan distributed to Adjacent and Affected Jurisdictions on:
December 21, 2017

Adjacent and Affected Jurisdiction Tracking

Jurisdiction Type	Jurisdiction Name	Date Comments Received	Waive Comments?
Adjacent Community	City of Blaine		X
Adjacent Community	City of Brooklyn Center	No response	
Adjacent Community	City of Brooklyn Park		X
Adjacent Community	City of Columbia Heights		X
Adjacent Community	City of Coon Rapids		X
Adjacent Community	City of Minneapolis	No response	
Adjacent Community	City of Mounds View	No response	
Adjacent Community	City of New Brighton	No response	
Adjacent Community	City of Spring Lake Park	No response	
Adjacent Community	Anoka County	05-10-18	
Adjacent Community	Hennepin County	No response	
Adjacent Community	Ramsey County	No response	
School District	ISD 11; Anoka-Hennepin	No response	
School District	ISD 13; Columbia Heights	No response	
School District	ISD 14; Fridley	No response	
School District	ISD 16; Spring Lake Park	No response	
Watershed Management Organization	Coon Creek Watershed District	1-11-18	
Watershed Management Organization	Mississippi River Watershed Management Organization	1-11-18	
Watershed Management Organization	Rice Creek Watershed District	Feb-18	
Watershed Management Organization	Shingle Creek Watershed Management Commission	No response	
Watershed Management Organization	West Mississippi Watershed Management Commission	No response	
Regional Park Implementation Agency	Anoka County	06-01-18	
State Agency	MnDOT		X
State Agency	MnDNR	(Unknown date)	
Federal Agency	National Park Service; MNRRA	08-28-18	

Adjacent and Affected Jurisdiction Comments

Anoka County

Anoka County Highway Department

The ACHD sent a letter with a number of specific redlines of the transportation chapter of the document. The City has addressed all comments.

Coon Creek Watershed District

The City received comments from the Coon Creek Watershed District on the Local Surface Water Management Plan (LSWMP) and addressed those specific comments within that document

Mississippi River Watershed Management Organization

The City received comments from the Mississippi River Watershed Management Organization on the Local Surface Water Management Plan (LSWMP) and addressed those specific comments within that document

Rice Creek Watershed District

Comments: Thank you for the opportunity to comment on the City of Fridley's Draft 2040 Comprehensive Plan. RCWD has completed a review and has comments regarding the local water chapter (Chapter 6). RCWD received a preliminary draft of this chapter on December 21, 2017 for an informal review, which appears to be the same version that is contained in the City's Draft 2040 Comprehensive Plan. RCWD submitted initial comments on this chapter on January 29, 2018. Please ensure the City revises Chapter 6 Local Water Management to address RCWD's comments from 1/29/18 and submits the revisions to RCWD for a formal review. The final version of the City's 2040 Comprehensive Plan Chapter 6 Local Water Management must be the version that is approved by the watershed districts and Metropolitan Council.

City Response: The City has integrated the RCWD into the Local Surface Water Management Plan (LSWMP), which will now be included as an appendix to the Comprehensive Plan.

MnDNR

Comments: As the agency charged with a mission of working with citizens to conserve and manage the state's natural resources, to provide outdoor recreation opportunities and to provide for commercial uses of natural resources in a way that creates a sustainable quality of life, the DNR's Central Region office appreciates the opportunity to provide comments on your draft plan. We appreciate the objective to "protect Fridley's natural resources that are key to making Fridley a desirable place to live and work," as expressed in your draft. Consider using the phrase "enhance and restore where possible" after the word "protect." While Fridley is developed, there are opportunities, as you've noted in the plan, to redesign sites to include more natural environmental features and native plants, especially along the Mississippi River. The following comments outline other ways to further this objective:

Rare Species. The DNR supports including data from the Natural Heritage Information System in the Comprehensive Plan. In reviewing our information, state-listed species occur in your community, including in an area identified for redevelopment. We recommend that the plan include goals and strategies to address how rare species and significant native plant communities will be protected.

Two data layers useful for land use and conservation planning include the MBS Native Plant Communities and the MBS Sites of Biodiversity Significance. GIS shapefiles of these data layers can be downloaded from the Minnesota Geospatial Commons. The DNR recommends avoidance of these ecologically significant areas, especially MBS Sites of Outstanding or High Biodiversity Significance and DNR Native Plant Communities with a conservation status rank of S1 (critically imperiled), S2 (imperiled), or S3 (vulnerable to extirpation). We recommend that Comprehensive Plans include a map of both of these layers and a list of the types of native plant communities documented within the plan's boundaries.

For further conservation planning and to ensure compliance with the Minnesota Endangered Species Act, the DNR encourages communities to check the NHIS Rare Features Data for known occurrences of state-listed species. The NHIS Rare Features Data contains nonpublic data and can only be accessed by submitting a License Agreement Application Form for a GIS shapefile or by submitting a NHIS Data Request Form for a database printout. Both of these forms are available at the NHIS webpage.

For more information on the biology, habitat use, and conservation measures of these rare species, please visit the DNR Rare Species Guide.

Links: MBS Sites of Biodiversity Significance

http://www.dnr.state.mn.us/eco/mcbs/biodiversity_guidelines.html

MBS Native Plant Communities

<http://www.dnr.state.mn.us/npc/index.html>

City Response: We cannot get this link [Minnesota Geospatial Commons] to work, plus Fridley is a fully developed community, so nothing we develop anymore will be undisturbed land.

Comments: **Wildlife.** Consider adding policies that take wildlife into consideration as transportation and redevelopment projects occur. To enhance the health and diversity of wildlife populations, encourage private and public developments to retain or restore natural areas planted with native species.

One larger area is better than several small "islands" or patches; and connectivity of habitat is important, as implied by the objective to "protect and enhance wildlife habitat and connectivity" (Surface Water chapter, p. 205). Animals such as frogs and turtles need to travel between wetlands and uplands throughout their life cycle. We appreciate the Smart Salting actions in your Surface Water Plan. DNR Best Practices for protection of species is a good source to

consult for other self-mitigating measures to incorporate into design and construction plans. Examples of more specific measures include:

- Preventing entrapment and death of small animals especially reptiles and amphibians, by specifying biodegradable erosion control netting ('bio-netting' or 'natural netting' types (category 3N or 4N)), and specifically not allow plastic mesh netting. (p. 25)
- Providing wider culverts or other passageways under paths, driveways and roads while still considering impacts to the floodplain.
- Including a passage bench under bridge water crossings. (p. 17) because typical bridge riprap can be a barrier to animal movement along streambanks.
- Curb and stormwater inlet designs that don't inadvertently direct small mammals and reptiles into the storm sewer. (p. 24). Installing "surmountable curbs" (Type D or S curbs) allows animals (e.g., turtles) to climb over and exit roadways. Traditional curbs/gutters tend to trap animals on the roadway. Another option is to install/create curb breaks every, say, 100 feet (especially important near wetlands).
- Using Smart salting practices to reduce impacts to downstream mussel beds, as well as other species.
- Fencing could be installed near wetlands to help keep turtles off the road Fences that have a j-hook at each end are more effective than those that don't, see photo.

City Response: Fridley's landscaping code was already modified years ago to allow native landscaping. Some new language was added to the Park and Trails section, which has more impact on wildlife habitat.

Comments: **Parks and Trails.** The Surface Water Plan describes an action step to "analyze City parks for suitable areas for no-mow grass or native perennial plantings and install native vegetated buffers along waterbodies in City-owned parks." Including a similar policy or objective in the Parks and Trails would support that action step.

City Response: See change on p. 127 under "Resiliency"

Comments: **Community Forestry.** We commend you on the Community Forestry plans your community has made. The DNR's Community Forestry webpage is a good resource for information on community tree ordinances, policies and other programs such as Tree City USA.

Groundwater. Fridley is a part of the North and East Metro Groundwater Management Area. The North and East Metro Groundwater Management Plan will guide DNR's efforts to manage groundwater appropriations sustainably in this area over the next five years. We recommend that a reference to the plan is included in your comprehensive plan.

City Response: It is in the Water Supply Plan

Comments: **MRRCA.** The previous comments do not assess whether the draft comprehensive plan complies with the MRCCA plan minimum requirements. If you are interested in a preliminary review of your MRCCA chapter for consistency with the MRCCA plan minimum

requirements, please submit it to the Metropolitan Council. The Metropolitan Council will then forward the plan to the appropriate DNR staff for preliminary review.

City Response: The Critical Area Plan is Ch. 9 of the Comp Plan

National Park Service, MNRRA

Comment #1

PG. 238 – *Critical Area - Mississippi National River and Recreation Area (MNRRA)*
informational paragraph

- The relationship between the MNRRA and the MRCCA is important and often misunderstood. We would appreciate if the plan included a brief paragraph with more information detailing the relationship. Below is example language that may be used:
 - In 1988, the U.S. Congress established the Mississippi National River and Recreation Area (MNRRA), a unit of the National Park System. The MNRRA shares the same boundary as the MRCCA, and the park's Comprehensive Management Plan (CMP), signed by the Governor and Secretary of the Interior, incorporates by reference the MRCCA program for land use management. Rather than institute a separate layer of federal regulations, the MNRRA largely relies on the MRCCA to manage land use within the park. This reliance establishes a unique partnership and framework for land use management amongst the local, state and federal governments to protect the intrinsic resources of the Mississippi River Corridor.

City Response: The City can add this into the first page of the chapter

Comment #2

PG. 241 – *9.2 Future Redevelopments in the MRCCA*

- We really appreciate the inclusion of this section. It provides a solid planning basis for identifying potential river access, restoration, and development.

Comment #3

PG. 242 – *Figure 9.3 Transit Oriented Development Plan*

- While we are unsure of the exact status or source for the Illustrative Development Plan displayed, the inclusion of high density residential in the areas nearest the river are of concern. The on-river experience in this portion of the river is largely absent of visible development other than bridges, and we recommend that higher density (taller) buildings are stepped back from the river in an effort to maintain this unimpeded natural character.

City Response: This high density residential zoning and building exist today, so changing that allowed use would be a “taking”

- The plan area surrounds Islands of Peace County Park. Islands of Peace is wonderful park and an opportunity in the City of Fridley to experience and touch the river. It is rather difficult to find however, and the access and wayfinding to the site could be improved.

City Response: Fixing that problem is the intent of the TOD Master Plan: Appendix 2

Comment #4

PG. 243 – Shore Impact Zone

- There is no map or illustration depicting the Shore Impact Zone (SIZ). Other communities have also indicated that displaying the SIZ at a city-wide scale is difficult.
 - We feel that including the diagram of the SIZ from the MRCCA rules would provide a clear depiction of the subject and a solution to the difficulty of mapping and displaying the SIZ at a city-wide scale.

City Response: We don't feel this is necessary in our Comprehensive Plan as it is not a new concept for Fridley, but a drawing would be wise to add to the City Code when we update it

Comment #5

PG. 243 – *Bluff Impact Zone*

- The Bluff Impact Zone (BIZ) includes slopes greater than or equal to 18%, not the 12% mentioned in the Plan.
- Including the diagram depicting the BIZ from the MRCCA rules may be helpful in the Plan.

City Response: Again, this diagram would be a good addition to the City Code, but not necessary in the Comp Plan

Comment #6

PG. 246 – *Unstable Soils & Bedrock*

- A soil erosion susceptibility index was created for the MRCCA by the DNR. This could also be used to describe and map the unstable soils and bedrock within the MRCCA in Fridley.

Comment #7

PG. 246 – *Vegetation*

- It seems like the second paragraph provides a broader introduction towards describing the significant vegetation within the MRCCA in Fridley. We would suggest moving it to be the first paragraph.

- We would also add that the shorelines in Fridley are largely natural and well vegetated and worth mentioning in the introductory paragraph and describing them as a part of the most significant vegetative stands in Fridley.

Comment #8

PG. 249 – *Other Primary Conservation Areas*

- There is not a gorge within Fridley and Areas of Confluence with Tributaries are (could be) identified in Figure 9.5 Wetlands, Floodplains, and Natural Drainage Routes on page 245.

Comment #9

PG. 252 – *9.5 Public River Corridor Views (PRCVs)*

- It would be helpful to provide a bit more information on the importance and purpose of PRCVs. This is mentioned on the MRCCA Sample Plan Outline document developed by the DNR and Met Council.4 Requirements, examples, and suggested language for PRCVs may be found in the MRCCA Public River Corridor Views guidance document.5
- A map displaying the location of the identified PRCVs is required. On this map it would be helpful to include and identify bluffs as PRCVs. PRCVs are separated into two primary categories and one of those categories is described as “views toward bluffs from the ordinary high water level of the opposite shore.”
- Based on the brief paragraph in the plan, we would interpret that there are PRCVs at every riverfront park in Brooklyn Park, Brooklyn Center and Fridley. These should be mapped and described. Language adding views toward bluffs from the ordinary high water level of the opposite shore should also be added.
- If you need assistance in mapping and describing the PRCVs, please do not hesitate to reach out. We may also help get on the river if necessary.

Comment #10

PG. 254 – *Goal #3*

- The “efficiency” should be correct to “efficient.”

Comment #11

PG. 255 – *9.10 Policies*

- It would be helpful if the policies were organized into categories that correspond with each element in the MRCCA chapter.
- Additional example policies for protection of specific resources may be found in Appendix C: Sample Design Guidelines of the MNRRA CMP



Anoka County

TRANSPORTATION DIVISION

Respectful, Innovative, Fiscally Responsible

- Highway
- Transit
- Surveyor
- GIS
- Fleet

Date: May 10, 2018

To: Julie Jones
 Planning Manager
 City of Fridley
 6431 University Avenue NE
 Fridley, MN 55432-4303

RE: Comments on the Transportation Section of the Fridley 2040 Comprehensive Plan

Dear Ms. Jones:

Thank you for providing us the opportunity to comment on the draft 2040 Comprehensive Plan for the City of Fridley. The following contains the Anoka County Highway Department review of the Transportation Section of your Plan. To provide better clarity, comments on the transportation section were made on the pdf of the document and are posted below.

3.0 Introduction

While the City of Fridley developed along the Mississippi River due primarily to access to water, the City's transformation from a farming community to an industrial base was a result of its strong transportation system. It is that continued solid transportation system that is a major development strength of the City of Fridley today. With an interstate, two State highways, one County highway, a major freight train line, and both commuter train and bus transit options passing through Fridley, industry has many options for moving goods and drawing employees. However, these major roadways and rail line make it difficult for residents to make short trips within the community, particularly in a non-motorized method.

Purpose

The purpose of Fridley's transportation system is to provide a safe

ACHD Note: we actually have several county highways that pass through Fridley, i.e., CSAHs 6, 8, 35.



3.1 Existing Roadways

Existing roadways in Fridley are currently in excellent condition. Over the last five years both State highways and the Interstate running through the City have been resurfaced. Improvements to East River Road have been master planned, and the County will resurface the roadway in the next five years. For many years, the City has been rebuilding local streets, focusing on the ones in the worst condition. Street conditions are rated once every three years, and about two miles of street are replaced each year. This is the City's response to the limitations of the 40-year life cycle of a street. The County arterial roads, however, are overdue for rebuilding.

Many American Disability Act (ADA) accessible improvements throughout the City. MnDOT updated pedestrian infrastructure was done at intersections on Highway 65 when the roadway was entirely rebuilt in 2015.

ACHD Note: What is the basis for this statement?



Figure 3.1

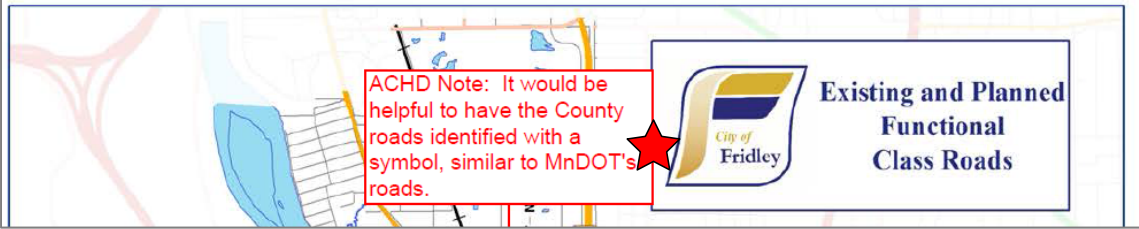


Figure 3.2

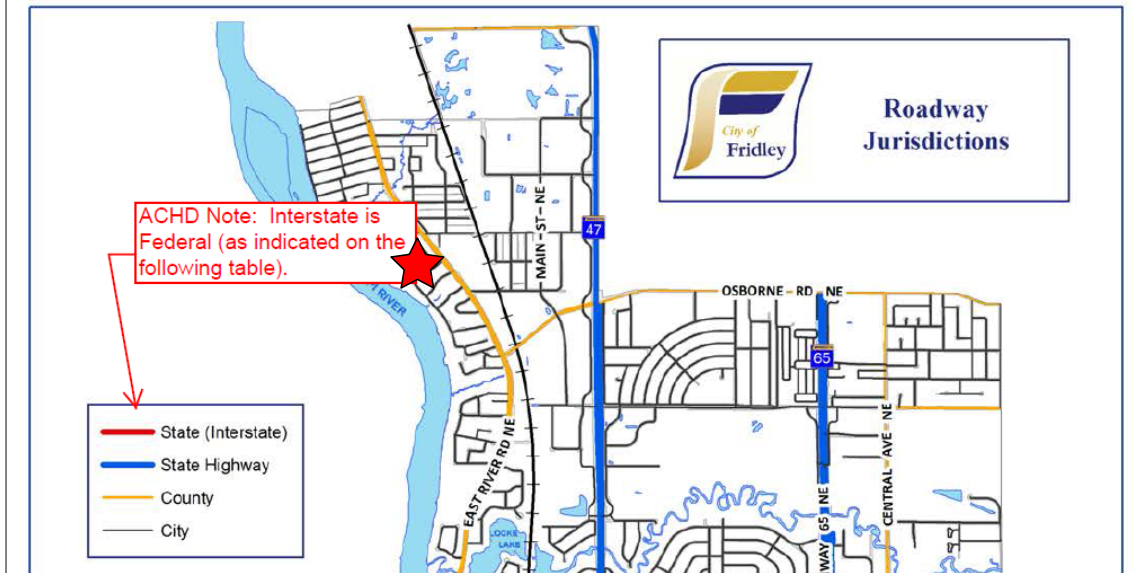


Figure 3.3 Existing Roadway Classification, Jurisdiction, and Lanes

Roadway Segment	Functional Classification	Jurisdiction	Thru Lanes
Interstate 694	Principal Arterial	Federal	6
US Trunk Highway 65 (from I-694 north)	Principal Arterial	State	4
Central Ave (US Trunk Highway 65)(from I-694 south)	"A" Minor Arterial	State	4
University Ave (US TH 47)	Minor Arterial	State	4
East River Road (CSAH 1)	Minor Arterial	State	4
Mississippi Street (CSAH 6) (from E. River Rd to Central Ave)	"B" Minor Arterial	County	4
Main Street (County Road 102)(from 57 th south to County Road 2)	"B" Minor Arterial	County	2
Osborne Road (CSAH 8)	"B" Minor Arterial	County	4
Rice Creek Road (CSAH 6)	"B" Minor Arterial	County	2
57 th Ave (CR 102) (Main St to University Ave)	"B" Minor Arterial	County	4
44 th Ave (CSAH 2) (E. River Rd to Main St)	"B" Minor Arterial	County	4
49 th Ave (CR 104) from Main St to TH 47	"B" Minor Arterial	County	2
Central Ave (CSAH 35 from I-694 north)	Collector	County	2
73 rd Ave	Collector	City	4
69 th Ave	Collector	City	2
Mississippi Street (County Road 106)(from Central to New Brighton Border)	Collector	County	2
61 st Ave	Collector	City	2
Gardena Ave	Collector	City	2
53 rd Ave	Collector	City	2
Main Street (from 57 th Ave to 61 st Ave)	Collector	City	2
7 th Street NE (from Mississippi Street South)	Collector	City	2
West Moore Lake Drive	Collector	City	2
Other Roads	Local	City or Private	2

ACHD Note: Highways 47 and 65 are Minnesota Trunk Highways (TH), not US Highways.

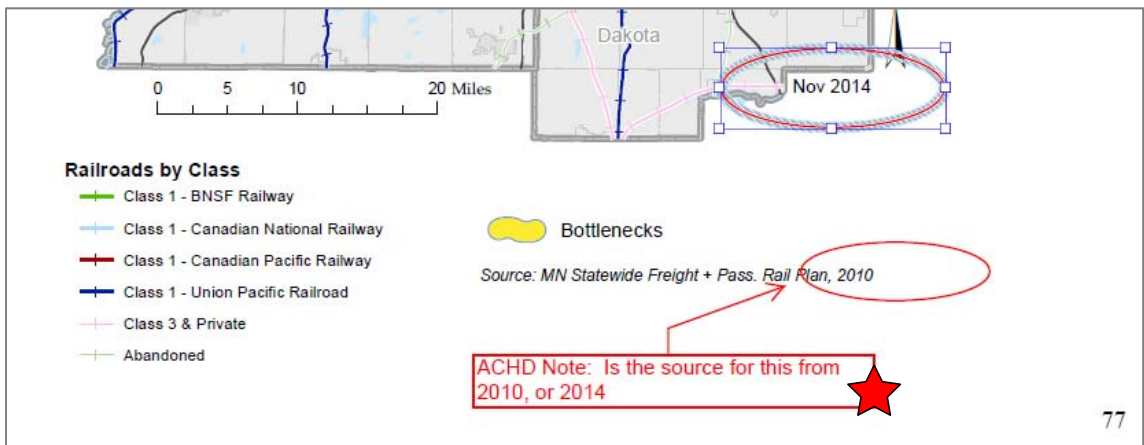
ACHD Note: There is no longer a "B" Minor Arterial category. Has been changed to "Other Arterial."

ACHD Note: (Central to east border)

ACHD Note: Did you get the above info from us?

Source: Anoka County and City field inspections

ACHD Note: You may want to add existing daily traffic levels into this table. May also want to organize it so that it is easier to follow, i.e., north-south roads, east-west roads, to-from columns, etc. You should probably define what the term Functional Classification and the various categories mean.



- Route 801 is a limited stop route between the Brooklyn Center Transit Center and Rosedale Mall during peak periods. This route travels on I-694 & south onto 44th Avenue after traveling along the University Avenue frontage road on the border of Columbia Heights and Fridley.
- Route 852 is a Limited Service route from the City of Anoka to Northtown Mall and follows East River Road through Fridley. The route becomes an express route at I-694, and follows I-94 into downtown Minneapolis hourly Monday to Saturday.

P. 82, ACHD Note: Route 801 is an Anoka County Traveler route. It is listed correctly in the next section. ★

Anoka County Services

Anoka Traveler and Anoka County Transit also provide bus services on a more local level than Metro Transit. Anoka County Transit serves limited fixed routes, which generally connect major transit hubs with major trip generators such as County facilities, major employers, educational institutions and retail hubs. Route 801, 805 and 831 serve the City of Fridley and are scheduled to provide timed transfers to Metro Transit bus routes.

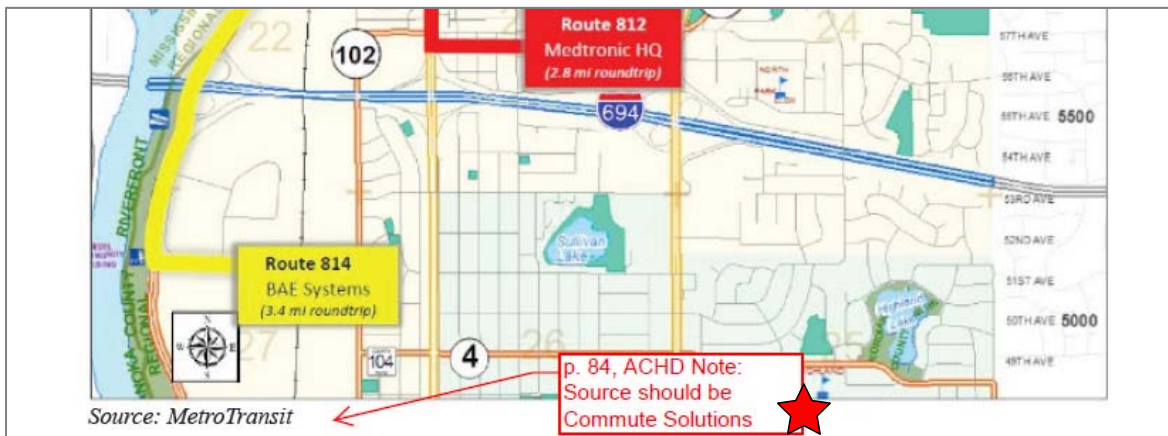
The Anoka County Traveler is under contract with Metro Transit to provide the Metro Mobility paratransit service for disabled people, dial-a-ride service, and other services based on demand. The Anoka County Traveler has limited service hours and can provide coordinated transfers to Anoka County Transit and Metro Transit bus routes. The entire City of Fridley is within the dial-a-ride service area.

In September 2017, Anoka County, through a Congestion Mitigation Air Quality (CMAQ) grant to its Transit Management Organization, Anoka Commute Solutions, began providing shuttle bus services between the Fridley train station and major employers in Fridley. There are four routes currently being tested:

- Route 812 - Medtronic Operational Headquarters
- Route 813 - Medtronic Rice Creek Campus
- Route 814 - BAE Systems/Northern Stacks Development
- Route 815 - Unity Hospital Campus

P. 83, ACHD Note: May want to note when the test-period ends. ★

The service is a temporary test to see if there is enough ridership interest to continue such a service.

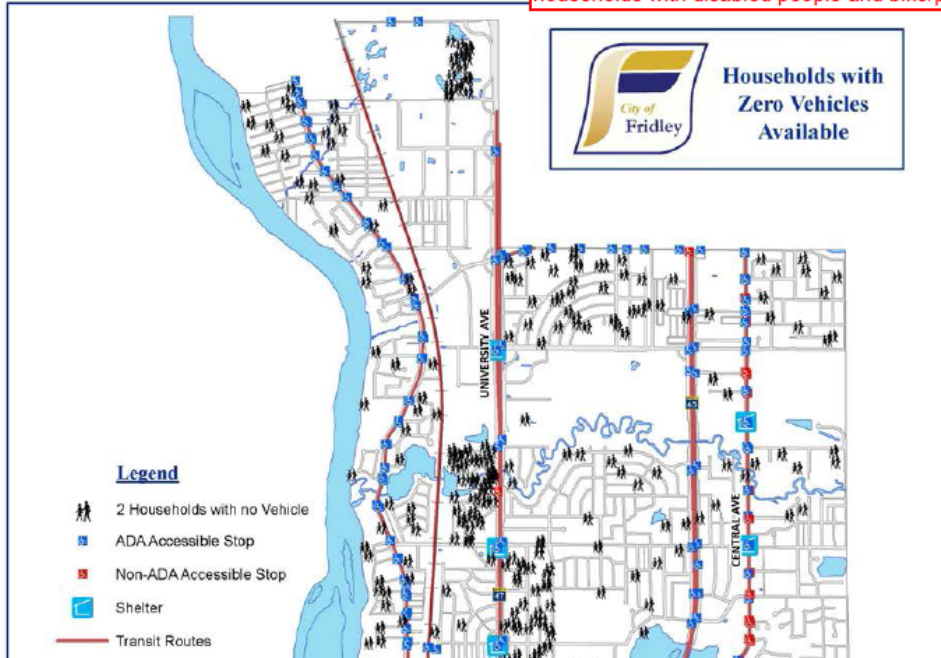


3.4 Bike/Pedestrian Traffic

As stated in the beginning of this chapter, the many arterial and collector streets in Fridley make it very difficult for cyclists and pedestrians to get around safely. Getting around the community without a car is not just for recreation, for some residents it is a necessity. While at any given time 20-30% of residents don't have the ability to get around without a car, when Fridley staff applied for some grant funds a few years ago, it was discovered that Fridley has a high percentage of handicapped households and a high percentage of households that do not own a car (see Figure 3.11).

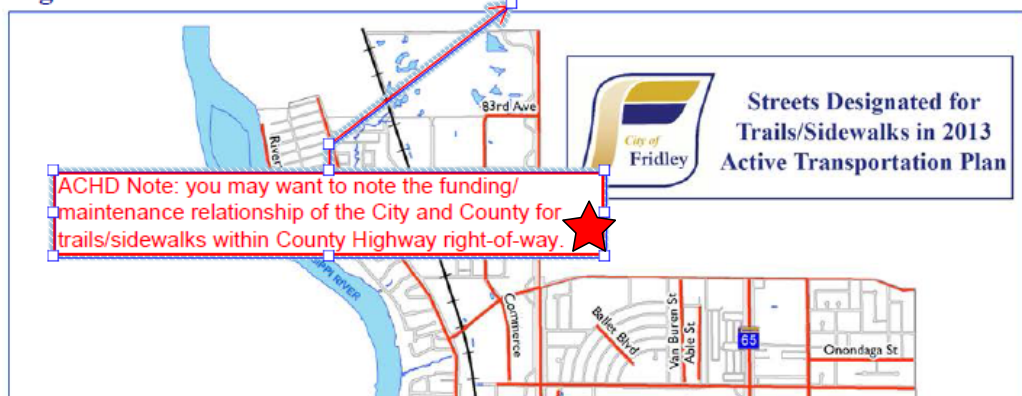
Figure 3.11

ACHD Note: This figure is more appropriate in the Transit section. What is the correlation between households with disabled people and bike/ped traffic? ★



The Fridley City Council adopted an Active Transportation Plan (ATP) on August 12, 2013. The ATP selected an existing street network that could provide convenient east/west and north/south routes throughout the City and mapped them. By adopting the plan, and then amending the Fridley Zoning Code to reference it, the City established a procedure to require developers to install bike/walk infrastructure when they developed new buildings along those designated routes. This adopted network is designed to connect to existing regional trails and to give residents safer access to schools and transit.

Figure 3.12



Safe Routes to Schools

A Safe Routes to Schools (SRTS) Plan was created for the Columbia Heights School District in 2013 prior to adoption of Fridley's Active Transportation Plan, which was adopted in August, 2013. North Park Elementary is the only school in Fridley that belongs to that district, and a plan was created for that school, which is Appendix 3 of this Plan. To date, neither the City of Fridley or the City of Columbia Heights have applied for infrastructure funding to install the improvements suggested in the SRTS Plan for North Park Elementary.

The City of Fridley, however, has applied for infrastructure improvements in the Fridley School District to make biking and walking to school safer. One federal SRTS grant was funded and completed. Other SRTS grant applications for the Fridley School District have been unsuccessful, so the City sought and received funding for a Planning grant from MnDOT in 2016. The Fridley School District SRTS Plan was completed in 2017 and adopted by both the ~~Fridley City Council and the Fridley School District~~. The City now plans to seek infrastructure funding to complete the improvements in the Fridley SRTS Plan, which is in Appendices 4, 5, and 6. These proposed improvements, also need to be incorporated in the next Active Transportation Plan update.

ACHD Note: what was the grant/project?

ACHD Note: Where is the capacity component? ★

Traffic Volumes and Capacity

Every four years, the City is required to submit traffic count data for streets under City jurisdiction to MnDOT. In 2017, in response to growing problems with broken equipment, the City began hiring a consultant to collect traffic data. While this new data has not yet been approved by MnDOT, it is expected to be more accurate than the 2016 data shown. Data on State and County roads is supplied by MnDOT.

Figure 3.16 Traffic Volumes Trends 1997-2016

ACHD Note: you have local roads listed too. ★

Roadway Segment	Daily Volumes ¹				2013	2016	Annual % Change 1997-2016
	1997	2001	2005	2009			
I-694							
@ Bridge				100,000	150,000	152,000	+0.2
East of TH 47	131,000	134,000	123,000	133,000	128,000	135,000	+0.2
TH 65							
@Moore Lake	36,000	35,000	30,000	30,000	30,500	31,500	-0.7
North of Mississippi St	37,000	35,500	35,000	34,000	33,000	30,000	-1.0
South of Osborne Rd	37,000	35,500	35,000	34,000	33,000	30,000	-1.0
University Avenue (TH 47)							
South of Mississippi St	35,500	36,000	34,500	31,000	33,500	34,000	-0.2
South of 73 rd Avenue	38,000	37,000	34,000	32,000	34,000	32,500	-0.8
North of Osborne Road	37,000	38,000	34,500	30,000	31,000	31,000	-0.9
East River Road (CSAH 1)							
North of Osborne Road	17,700	19,500	18,600	15,400	13,600	13,200	-1.3
South of Osborne Road	18,000	20,000	18,700	16,500	14,900	14,200	-1.1
South of Mississippi Street	21,000	25,000	22,000	17,800	17,700	17,200	-1.0
Osborne Road							
West of University	11,000	11,600	11,500	8,100	7,100	7,800	-1.5
East of University	13,000	11,700	11,500	9,900	8,900	8,600	-1.8
East of TH 65	5,600	6,400	6,700	5,500	5,300	5,100	-0.5
73rd Avenue							
East of University	11,000	5,300	4,750	6,400	7,700	8,700	-1.1
East of TH 65	8,000	7,600	9,000	6,800	7,200	6,700	-0.9
Mississippi Street							
West of University	9,000	8,300	7,800	6,500	7,000	6,900	-1.2
West of TH 65	6,300	6,900	6,000	5,600	5,400	5,400	-0.8
East of Central	4,800	4,700	4,600	3,800	4,450	4,250	-0.6
Central Avenue							
Northeast of TH 65	8,300	8,500	8,900	8,100	8,200	8,200	-0.1
Rice Creek Road							
East of Central	4,600	4,300	4,050	4,050	4,050	4,000	-0.7
61st Avenue							
East of 7 th Street	4,600	4,500	5,300	4,400	3,950	3,750	-1.0
West of 7 th Street	6,700	4,500	5,100	3,950	3,500	4,350	-1.8
Moore Lake Drive							
West of TH 65	3,850	3,700	4,200	3,150	3,200	3,050	-1.1
East of TH 65	11,000	10,100	9,600	8,300	7,800	7,900	-1.5
Matterhorn							
@I-694	3,100	2,500	2,600	2,250	2,150	2,050	-1.8
North of Mississippi St.	8,800	9,000	8,600	7,200	7,100	6,600	-1.3

ACHD Note: Is the accuracy statement only applicable to the local traffic counts, or does it also apply to MnDOT and County roads? ★

(CSAH 8) ★

(CSAH 8) ★

(CSAH 35) ★

(CSAH 8) ★

¹ Daily traffic volumes from MnDOT Traffic Flow Maps

3.6 Commuting and Trucking Impacts

Projected increased traffic congestion is going to incite more people to take transit or other non-motorized means to commute. A review of the latest census data (2014 ACS) for Fridley shows that although driving alone remains the overwhelmingly dominant commuting choice at 74.8%, alternative modes have shown a significant increase. From 2009 to 2014 carpooling increased from 7.8% to 13.7% and biking and walking more than doubled from 1.5% to 3.7% since 2009. The percentage of people taking transit remained nearly the same at 4.7%. The trend away from driving alone is expected to continue in future years and should be accommodated in the next 25 year transportation plan by investing more in transit, bike and pedestrian infrastructure and promoting the usage of carpooling and other shared vehicles. Special focus on improving transit facilities and convenient connections to neighborhoods should result in increasing usage of the transit options available in Fridley.

ACHD Note: 2016 is also available if you want to update this section with more recent data. ★

Organized Garbage Collection

From 2010 to 2014, the City of Fridley's garbage hauling system investigated the possibility of converting One of the key reasons for the investigation was concern from homeowners who had recently paid street assessments for the rebuilding of the street in front of their home. With many neighborhoods having all six of the licensed haulers traveling on a given street, homeowners were concerned that their street investment was being quickly deteriorated by this heavy truck traffic.

ACHD Note: I don't see any mention of trucking impacts. ★

ACHD Note: Is this the section about Trucking Impacts? Not really clear. ★

3.8 Maintenance

Roadways in Fridley are maintained by the State (MnDOT), County, or City. The City maintains approximately 110 miles of streets. Major maintenance activities include snowplowing, street sweeping, sealcoating, pavement marking, sign repair, street light repairs, tree trimming, and mowing. Due to a lack of acceptable maintenance by the State, the City regularly mows University Avenue. Also, due to a lack of winter maintenance by the State and County, the City also plows several trail sections in the winter. During snow events, the City also removes snow from Metro Transit bus stops, because Metro Transit usually takes several days to clear snow after a snowfall. All of these measures are a priority for the City to maintain safe conditions year-round for drivers.

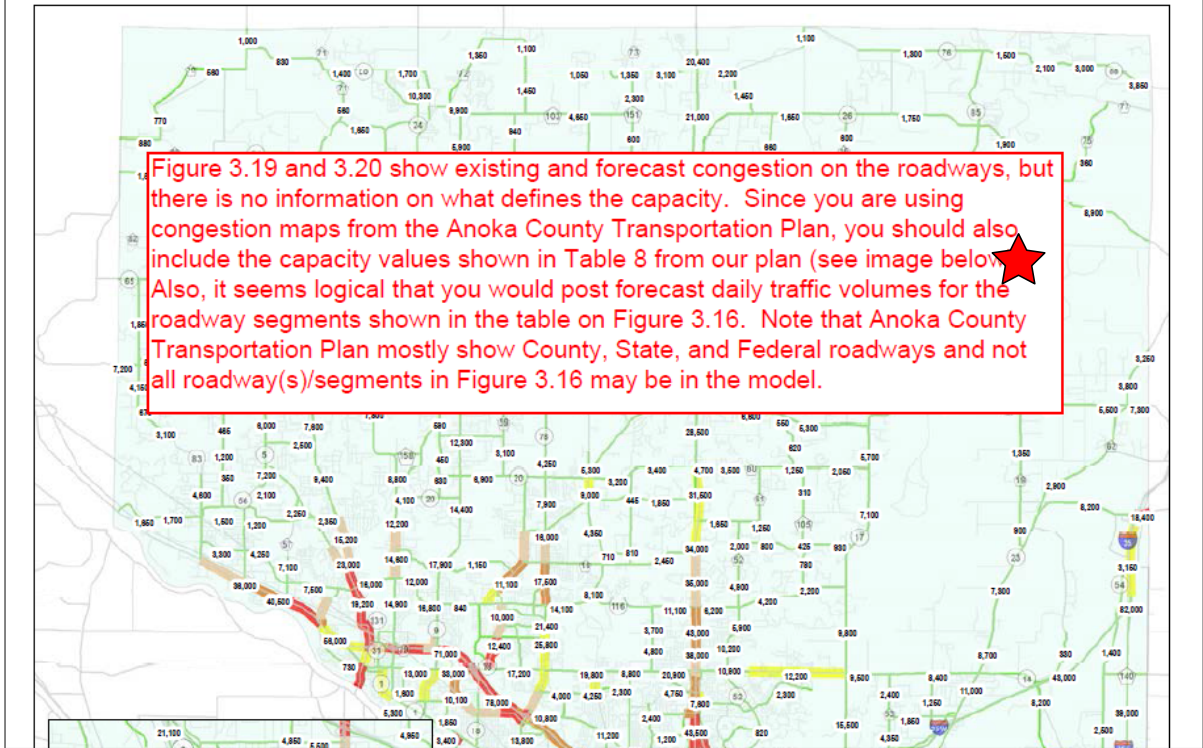
The City rehabilitates about two miles of roads annually. Streets are selected for reconstruction based on road conditions throughout the entire City, which is performed by public hearings are held to obtain public input and provide assessment information before the start of each year's projects.

Remove this reference to the County as it is the City of Fridley's responsibility to maintain trails and sidewalks adjacent to County roadways. ★

Another area in need of multi-modal connections is University and 53rd Avenues due to the installation of the Central BRT Line. ★

? Not aware that the Central BRT Line has been installed

Figure 3.19 Existing Congestion Levels



2040 Traffic Congestion Forecasts

The continued growth north of Fridley is projected to dramatically increase congestion levels on Fridley's arterial roadways. According to projections compiled by Anoka County's consultant, traffic levels, which are already dangerously congested on Interstate 694 in both directions in the morning and evening rush hours are projected to worsen by 2040. This section of roadway operates at a Level of Service (LOS) F now, and vehicle per day (VPD) counts are projected to increase from the current 151,000 VPD to 163,000 in 2040.

Currently, sections of Highway 65 and Central Avenue south of Mississippi Street are congested at LOS C. By 2040, the entire length of these two roadways through Fridley will be operating at LOS C.

LOS C is not considered congested. The Metropolitan Council defines LOS D as the minimal acceptable LOS. You should include information on LOS if you are going to cite it in your plan. Shown below is the description and corresponding capacity table used to determine LOS on the roadways shown in Figures 3.19 and 3.20

Columbia Heights. Another complication is the Central BRT Line which is planned to have several stops along this section of road. Due to right-of-way width limitations, major buried utilities, and steep slopes in boulevard areas, redesigning this section of City street to accommodate BRT stops and sidewalks or trails is going to be challenging.

Table from the Anoka County Transportation Plan.



Based on the capacity and LOS definitions detailed in Tables 6 and 7, the daily traffic thresholds for different level of service were calculated and are identified in Table 8.

Table 8 – Average Daily Traffic Lower Limit Thresholds for Different Levels of Service

Facility Type	Number of Lanes	B	C	D	E	F
Metered Interstate Freeway	8	147,000	95,600	110,000	125,000	154,000
	6	110,000	71,500	82,500	93,500	116,000
	4	73,000	47,500	54,800	62,100	76,700
Un-Metered Interstate Freeway	6	99,000	64,400	74,300	84,200	104,000
	4	66,000	42,900	49,500	56,100	69,300
Expressway	6	62,000	40,300	46,500	52,700	65,100
	4	41,000	26,700	30,800	34,900	43,100
Divided Arterial (Rural)	6	56,000	36,400	42,000	47,600	58,800
	4	36,000	23,400	27,000	30,600	37,800
	2	19,000	12,400	14,300	16,200	20,000
Divided Arterial (Developing)	6	54,000	35,100	40,500	45,900	56,700
	4	34,000	22,100	25,500	28,900	35,700
	2	18,000	11,700	13,500	15,300	18,900
Divided Arterial (Developed)	6	48,000	31,200	36,000	40,800	50,400
	4	30,000	19,500	22,500	25,500	31,500
	2	16,000	10,400	12,000	13,600	16,800
Un-Divided Arterial (Rural)	6	45,000	29,300	33,800	38,300	47,300
	4	28,000	18,200	21,000	23,800	29,400
	2	15,000	9,800	11,300	12,800	15,800
Un-Divided Arterial (Developing)	6	42,000	27,300	31,500	35,700	44,100
	4	26,000	16,900	19,500	22,100	27,300
	2	14,000	9,100	10,500	11,900	14,700
Un-Divided Arterial (Developed)	6	36,000	23,400	27,000	30,600	37,800
	4	22,000	14,300	16,500	18,700	23,100
	2	12,000	7,800	9,000	10,200	12,600
Collector (Rural)	4	23,000	15,000	17,300	19,600	24,200
	2	11,000	7,200	8,300	9,400	11,600
Collector (Developing)	4	21,000	13,700	15,800	17,900	22,100
	2	10,000	6,500	7,500	8,500	10,500
Collector (Developed)	4	19,000	12,400	14,300	16,200	20,000
	2	9,000	5,900	6,800	7,700	9,500
	V/C Ratio	0.65	0.75	0.85	0.95	1.05

Table Notes: LOS E/F roadways operate at or over capacity; LOS C/D roadways operate near or approaching capacity.

Components and Items that should be added to the Plan:

It would be helpful if there was a reference in the text to the figures. It's not always clear how the figures relate to the written plan.

Access Management

You should have a section that discusses access management. Both MnDOT and Anoka County have established guidelines to manages to our respective roadway systems. The highways of Anoka County constitute a valuable resource and major public investment. It is essential to operate them safely and efficiently by managing the access to and from adjoining property. The Anoka County Highway Department's access management guidelines provide planned and managed access to land, including residential, commercial, undeveloped, and other land uses for the county highway system. Provided below is an image of the Access Spacing Guidelines for Anoka County roadways. This image is from page 22 of the Anoka County Highway Department Development Review Process manual that can be found on Anoka County's webpage located at:

<https://www.anokacounty.us/DocumentCenter/View/236/Access-Management>

**Anoka County Highway Department
Access Spacing Guidelines**

Roadway Type	Route Speed (MPH)	Intersection Spacing (Nominal ⁽⁴⁾)		Signal Spacing	Private Access ⁽¹⁾
		Full Movement Intersection	Conditional Secondary Intersection ⁽²⁾		
Principal Arterial	50 - 55	1 mi.	1/2 mi.	1 mi.	Subject to conditions for all roadway types and speeds
	40 - 45	1/2 mi.	1/4 mi.	1/2 mi.	
	< 40	1/8 mi.	300 - 660 feet ⁽³⁾	1/4 mi.	
Arterial Expressway	50 - 55	1 mi.	1/2 mi.	1 mi.	
	50 - 55	1/2 mi.	1/4 mi.	1/2 mi.	
	40 - 45	1/4 mi.	1/8 mi.	1/4 mi.	
Minor Arterial	<40	1/8 mi.	300 - 660 feet ⁽³⁾	1/4 mi.	
	50 - 55	1/2 mi.	1/4 mi.	1/2 mi.	
	40 - 45	1/8 mi.	N/A	1/4 mi.	
Collector and Local	<40	1/8 mi.	300 - 660 feet ⁽³⁾	1/8 mi.	
	50 - 55	1/2 mi.	1/4 mi.	1/2 mi.	
	40 - 45	1/8 mi.	N/A	1/4 mi.	
Specific Access Plan		By adopted plan/agreement/covenant on land			

(1) Private access refers to residential, commercial, industrial and institutional driveways. Reference Anoka County's Development Review Manual for specifics on private access.
 (2) Conditional secondary access is defined as right-in/out.
 (3) Access spacing may be determined by planning documents approved by the county (e.g., Lino Lakes I-35E AUAR)
 (4) Any spacing deviations shall have a detailed traffic study completed by the requesting agency, AND approved by the County Engineer.

Thank you again for allowing us the opportunity to comment on the Transportation Section/Chapter of the City's Comprehensive Plan. If you have any questions on the comments, please feel free to contact me at 763-324-3179.

Sincerely,



Jack Forslund
 Transportation Planner
 Anoka County Highway Department

Cc:
 Doug Fischer, Transportation Division Manager/County Engineer
 Joe MacPherson, Assistant County Engineer
 Mark Schermerhorn, Transit Planner
 Bart Biernat, Environmental Health Specialist
 Karen Blaska, Park Planner
 Renee Sande, Community Development Manager

DT: 1/11/17

TO: Rachel Workin

FR: Tim Kelly

RE: Review of DRAFT Fridley’s Local Water Management Plan

This is in response to your 12/21/17 for preliminary comments on the above plan. District staff (Justine Dauphinais, Dawn Doering, Jon Janke and Tim Kelly) have reviewed the DRAFT plan and have the following comments and suggestions

BACKGROUND

The District’s review of the preliminary Draft, the draft and the eventual approval is authorized and directed by two statutes (M.S. 103B and M.S. 103D). The rules for 103B (The Metropolitan Water Management Act-MR 8410) are quite specific about what is to be included in an approvable local water plan.

Having documented this requirement, the District has also openly encouraged the integration of the planning requirements of the Metropolitan Water Management Act, the SWPPP required under the current NPDES permit and the Comprehensive Plans required under the Metropolitan Land Planning Act. The following District policies should hopefully provide some guidance in correcting and completing the plan.

Completeness

Does the plan contain the sections required under MR8410.160 General Structure?

No. The plan appears to be missing all or parts of 10 sections required by the rule. Those 10 sections are as follows:

Required Content	Present
Table of contents;	No
Purpose;	Yes
Water resource related agreements;	No
Executive summary;	No
Land and water resource inventory;	Yes
Establishment of goals and policies;	Yes
Relation of goals and policies to local, regional, state, and federal plans,	Yes
Goals, and programs;	No
Assessment of problems;	Yes
Corrective actions;	Some
Financial considerations;	No
Implementation priorities;	Kind of
Amendment procedures;	No
Implementation program;	No
Appendix.	Kind of

- Comment [WR1]: added
- Comment [WR2]: jpa for MWMO referenced
- Comment [WR3]: updated
- Comment [WR4]: updated
- Comment [WR5]: included in Appendix D
- Comment [WR6]: Updated
- Comment [WR7]: Included in Appendix D

Assessment of Existing or Potential Problems

Noted Problems are:

1. Water Quality
 - a. Springbrook Ck
2. Flooding
 - a. Springbrook Ck
 - b. Stoneybrook Ck
 - c. Oak Glen Ck
3. Groundwater
4. Monitoring
5. Habitat and Shoreland Condition

1. Problems need to be located and defined in terms of degree or severity of problem
2. Place problems in 2 column table, right column should briefly discuss what isn't working or what has changed that is leading to or creating the problem

Comment [WR8]: Issue assessment included in Section 5

Comment [WR9]:

EXAMPLE

1. Physical Aquatic Attributes	Reason for Fair or Poor Rating
<p>1.1 Water Quality (Fair to Poor – functioning at risk)</p>	<p>While only the lowest most 1,584 feet of the conveyance system, between the Mississippi River and River road is open channel. While generally the water quality is good, E. coli levels exceeded State standards in 4 out of 8 samples taken during storm and base flows in 2017. Other reasons for the fair to poor rating are the following:</p> <ol style="list-style-type: none"> 1. The lack of water quality monitoring performed in the past 2. The damage done to the channel over the years from unregulated storm water flows. 3. The observed sediment loads covering and filling in the check dams installed in the channel as part of the 2014 stabilization project. 4. Resultant contribution of suspended solids to the Mississippi River.
<p>1.2 Water Quantity (Failure – Effective life exceeded and/or excessive maintenance costs incurred. System has broken down and is not performing. Immediate replacement or rehabilitation is needed.)</p>	<p>Within the Oak Glen Creek Sub-Watershed, the conveyance system accounts for approximately 85% of the water management assets within the Subwatershed.</p> <p>Within the conveyance system, storm drains/catch basin account for approximately 81% of the assets in need of urgent attention.</p>

1. Physical Aquatic Attributes	Reason for Fair or Poor Rating
	<ol style="list-style-type: none"> 1. Within the conveyance system, storm drains/catch basin account for approximately 81% of the assets in need of urgent attention. 2. Upstream opportunities for effective retention/ detention of water are highly limited to non-existent, making storage not an option 3. Insufficient conveyance from University Bld to East River Rd.

Assessment of Implementation

Section should include a discussion of

1. Current physical and natural infrastructure and programs, their condition and needs
2. What is currently actively being done to address the problems

EXAMPLE

	Solutions to the Identified Problem		
Problem	Nonstructural	Programmatic	Structural
Springbrook Crk – Impairment			
Flood: Springbrk			
Flood: Stoneybrk			
Flood: Oak-Glen Ck			

Goals and Objectives

1. For each goal include one or more objectives and a suitable “performance measure”
2. Policies should be listed as “Means and Strategies for Accomplishing Goal”.

Comment [WR10]: Updated to be Included in Section 5

Example

Goal 1: To prevent property damage from flooding, erosion or degraded water quality

Objective 1.3: To identify and evaluate damage-producing events causing threat to life or property, site deterioration, or water pollution; and to plan appropriate corrective actions on the affected watersheds.

- a. **Performance Measure:** Identification of damage producing events.

- b. **Performance Measure:** Adoption of a sub-watershed action plan by the Watershed District and City of Fridley

Objective 1.5: To restore and preserve desirable watershed conditions that will help prevent floods and control sediment from sub-watershed lands

- a. **Performance Measure:** Percentage of sub-watershed in class 1 & 2 condition
- b. **Performance Measure:** Completion of essential projects designed to control flooding and sediment within the sub-watershed

Means and Strategies for Accomplishing Goal 1

- o Installation of approved flood prevention and watershed protection treatment measures as rapidly as funds permit to solve watershed problems that cause downstream threats to life and property
- o Promote nonstructural flood protection methods to reduce flood hazard and flood loss
- o Provide technical assistance to city and state floodplain management programs
- o Regulate land-disturbing activities affecting the course, current, cross section and quality of water courses.

Implementation Priorities

Is implementation prioritized according to the following:

- Water management problems, including prevention of future water management problems;
- Funding levels; and
- Regional, county, city, state, and federal water management priorities that are identified under this part

No

Comment [WR11]: Updated in Appendix D

Implementation Program

- Include areas and elevations for storm water storage adequate to meet performance standards or official controls established in the organization plan;

For each problem and the causes of the problem address the reason for the failure, the action needed and its priority

EXAMPLE

Physical Aquatic Attributes

Water Quality

Reason for Failure	Type of Failure	Action Needed	Priority
E. coli levels exceed State standards	Performance (LOS)	Continue to monitor creek. Because of size, monitor three years of every 5 years	High

Reason for Failure	Type of Failure	Action Needed	Priority

It will help keep the City positioned for grants if it includes the following section:

Opportunities

1. Partnership Involvement

Potential Partners are:

1. Anoka Conservation District
2. Anoka County Highway Department
3. Coon Creek Watershed District
4. Minnesota Department of Transportation
5. Minnesota Board of Water and Soil Resources

2. Outcomes/Output

Performance Measure Accomplishment: The expected performance measure accomplishments to be achieved when the plan is fully implemented would be those identified under national, state and local priorities as indicated above.

3. Socioeconomic Considerations:

Completion of this plan will help to contribute to the local economy directly by reducing or elimination flooding to businesses adversely affected by flooding, contribute to sustained employment for the people working in businesses forced to shut down due to flooding, by providing contracting work to implement several of the proposed projects.

Projects

Include a list of potential projects that have water management benefits

List essential projects including

1. Project description
2. Attribute(s) addressed
3. Partner Involvement
4. Estimated Cost

CIP Schedule

FY	Task	City Cost	Partner Cost
2018			
2019			

JD comments:

- Lack of page numbers makes it difficult to make specific comments. **Page numbers included**
- In the “Surface Water Features” Table, Stonybrook listed as “watercourse that is piped into Miss. Rv due to erosion issues”, but in the CIP table as “piped to mitigate chronic flooding issues that affect properties along Beech Street”. **Updated**
- CIP Table: what is the difference between “watershed District Water Quality Projects” and “TMDL WQ Projects”? **Updated**
- CIP Table: \$20,000 included for Water Quality testing over 5 years, but no mention of a monitoring plan aside from monitoring conducted by partners. **Updated to Specify this is for project specific monitoring**
- 6.2 Issues Assessment: mentions Springbrook Creek impairment and WRAPS strategies, but does not indicate the City’s role in implementing said strategies **See Implementation Table**
- 6.2 Issues Assessment: could not find referenced plans regarding Springbrook wetland water quality. Please provide links. **Removed**
- 6.2 Monitoring Assessment: no mention of CCWD monitoring efforts in Springbrook, Oak Glen, or Stonybrook Creeks. **Updated**
- PPL list: Springbrook nature center sediment removal. Is there a demonstrated need for this project? ???

DD additional comments:

- A Table Of Contents with links to sections would be useful **Updated**
- State the duration of the Local water plan on the first page **Updated**
- Note under Section 6.5 – permits are required within 1 mile of Impaired waterbodies even if site is under 1 acre of disturbance as long as that site drains to an Impaired waterbody
- PPL list – would be good to color code per watershed org same as the map of WMOs within Fridley, making it easier to identify collaborative project partners – **Project partners listed**
- Move the public SWPPP location from the Springbrook Nature Center documents page to the City website- **moved to Appendix**
 - Consider a dedicated stormwater webpage, perhaps within the Environment & Natural Resources page - **will address with IT dept**
 - also helps satisfy MCM1 requirement and possibly provide info for info for MCM2- Public Involvement

	Requirement	MWMO's Preliminary Draft LWP Comments	Fridley reply
	<p>1. Stormwater Management Standards a. Any project creating greater than one acre of land disturbance is subject to the standards below. b. The MWMO's Standards, or higher, must be adopted by local units of government and incorporated into their stormwater ordinance or other regulatory control. c. In order to reduce regulatory complexity, a member may request the MWMO to allow stormwater rules set forth by adjacent watershed management organizations to govern development so long as they can be shown to be substantially equal to or greater than the level of protection afforded by the MWMO Standards. d. Road mill and overlay project activities need only to comply with MWMO erosion and sediment control standards. e. See the land disturbance definition for activities that shall not be considered land disturbance for the purposes of determining permanent stormwater management requirements.</p>	<p>The MWMO Standards Language: The Fridley's LWP should go further than: <i>"6.5 Action steps: Adopt city-wide standards based on watershed district and MS4 standards as well as the Minimal Impact Design Standards (MIDS) calculator (Spring 2019)"</i> The LWP should include the actual proposed stormwater regulations (within the MWMO's area) that are substantially equal to or greater than the level of protection afforded by the MWMO Standards.</p>	<p>Draft Chapter 208 included, code will be updated within 60 days of Local Water Plan approval. Plan updated to state that MCRRA ordinance will be updated to new MCRRA standards (this will be accomplished within 6 months of 2040 Comprehensive Plan approval, per statute). A section on timeline to implement changes were added to new implementation plan section</p>
	<p>2. Rate Control Runoff rates for the proposed activity shall meet the member cities and MS4's runoff rate control requirements, using the member cities' and MS4's required critical storm events (as defined by Atlas 14 Volume 8 and/or subsequent revisions). Runoff rates for the proposed activity and pre-development shall be determined using an Atlas 14-based (nested, regional, state) rainfall distribution using NRCS-approved methodology. All area contributing to the practice shall be accounted for in the design of the rate control practice. This includes areas off site and beyond the public right-of-way that will be contributing to the practice.</p>	<p>Are the other code changes that will affect stormwater quality, flooding and habitat in the city? If so these changes should also be noted in the LWP. <i>"Language related to erosion control (Chapter 208), obstructions or drainage modifications of Public Waters and Waterways (Chapter 215), and illicit discharge prevention (Chapter 224) floodplain management (Chapter 205.27), shoreland management (Chapter 205.32), wetlands (Chapter 205.29), and critical area (Chapter 205.28). The City permits for land disturbance or Code specific to Parks"</i> More information and clarification is needed Fridley's Local Controls a. What timeline is associated with the drafting, review, adoption, implementation, and enforcement processes</p>	
	<p>3. Water Quality / Volume Control a. For nonlinear projects, without limitations, that disturb one or more acre of land, 1.1 inches of runoff from the new and fully reconstructed impervious surfaces shall be captured and retained on site. b. For linear projects on sites, without limitations, that disturb one or more acre of land, the larger of the following shall be captured and retained on site: i. 0.55 inches of runoff from the new and fully reconstructed impervious surfaces ii. 1.1 inches of runoff from the net increase in impervious area c. For projects on sites with limitations, the MWMO Design Sequence Flow Chart (Appendix Q) or a MWMO-approved alternative shall be used to identify a path to compliance through Flexible Treatment Options. i. The MWMO will develop a MOU with individual member cities and MS4's to address flexible treatment option #3 off site mitigation conditions.</p>	<p>Once the cities' stormwater regulations are provided further discussion may be needed between the MWMO and City Staff to agree on: • Local ordinances and or official or local controls that are consistent with the MWMO Standards Language in its current 10yr Watershed Management Plan. • The MWMO Board will need to approve any changes Fridley is requesting for the MWMO Flexible Treatment Options Flow Chart (if any). • The MWMO Board will need to approve a Fridley/MWMO MOU dictating off-site mitigation of stormwater within the MWMO (if any).</p>	
	<p>5. Maintenance a. Practices must continue to perform as approved. Owners must follow an inspection and maintenance schedule that has been approved by the permitting entity and correct any post-construction performance issues that arise. b. All stormwater management structures and facilities, including volume reduction stormwater management practices, shall be maintained to assure that the structures and facilities function as originally designed. The maintenance responsibilities must be assumed by either the municipality's acceptance of the required easements dedicated to stormwater management purposes, or by the applicant executing and recording a maintenance agreement, or by another enforceable means acceptable to the LGU. If used, the recordable executed agreement must be submitted to the municipality prior to issuance of the project approval from the city." Public developments will require a maintenance agreement in the form of a Memorandum of Agreement or an approved Local Water Management Plan or in compliance with an MS4 Permit that details the methods, schedule, and responsible parties for maintenance of stormwater management facilities for permitted development. A single Memorandum of Agreement for each local government unit may be used to cover all stormwater management structures and facilities required herein, including volume reductions management practices, within the LGU's jurisdiction. This maintenance plan shall address snow management.</p>		
	<p>6. Drainage Alterations No person shall alter stormwater flows (resulting in an increase in stormwater flows or a change in existing flow route) at a property boundary by changing land contours, diverting or obstructing surface or channel flow, or creating a basin outlet, without first obtaining any necessary permits from the city.</p>		
	<p>7. Bounce and Duration Control a. The project must meet hydroperiod standards adapted from "Stormwater and Wetlands Planning and Evaluation Guidelines for Addressing Potential Impacts of Urban Stormwater and Snowmelt Runoff on Wetlands," (Minnesota Stormwater Advisory Group, June 1997), as follows: i. Wetland Susceptibility Class = Highly Susceptible; Permit Storm Bounce = Existing; Inundation Period for 2-Year event = Existing; Inundation Period for 10-year or Greater Event = Existing ii. Wetland Susceptibility Class = Moderately Susceptible; Permit Storm Bounce = Existing plus 0.5 feet; Inundation Period for 2-Year event = Existing plus 1 days; Inundation Period for 10-year or Greater Event = Existing plus 7 days iii. Wetland Susceptibility Class = Slightly Susceptible; Permit Storm Bounce = Existing plus 1.0 feet; Inundation Period for 2-Year event = Existing plus 2 days; Inundation Period for 10-year or Greater Event = Existing plus 14 days iv. Wetland Susceptibility Class = Least Susceptible; Permit Storm Bounce = No Limit; Inundation Period for 2-Year event = Existing plus 7 days; Inundation Period for 10-year or Greater Event = Existing plus 21 days</p>		
	<p>8. Flood Control Flood control for the proposed activity shall meet the member cities or MS4's flood control requirements. Member cities and MS4's flood control requirements should minimize property damage due to excess water.</p>		

	<p>9. Erosion and Sediment Control</p> <p>a. Erosion and sediment control measures shall meet the standards for the General Permit Authorization to Discharge Stormwater Associated with Construction Activity Under the National Pollutant Discharge Elimination System/State Disposal System Permit Program, Permit MN R100001 (NPDES General Construction Permit), issued by the Minnesota Pollution Control Agency, except where more specific requirements are required.</p> <p>b. Activity shall be phased to minimize disturbed areas subject to erosion at any one time.</p> <p>c. All construction site waste—such as discarded building materials, concrete truck washout, chemicals, litter, and sanitary waste at the construction site—shall be properly managed and disposed of so they will not have an adverse impact on water quality.</p> <p>d. If silt fence is installed it shall conform to sections 3886.1 and 3886.2, Standard Specifications for Construction, Minnesota Department of Transportation (2005 ed.), as it may be amended.</p>		
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Water, Natural Resources, and Land Use Goals and Policies

<p>1. Include an executive summary that summarizes the highlights of the local water plan. Highlights should include local water plan goals, policies and implementation programs that address problems identified in the MWMO's Plan (Focus Statements in Section 2.7); corrective actions that affect these MWMO concerns, and any actions requiring MWMO's collaboration.</p> <p>2. Provide a citation and brief description of (Annotated bibliography) water resource management-related agreements that have been entered into by the community, including joint powers agreements related to water management that the LGU may be party to between itself and watershed management organizations, adjoining communities, or private parties.</p> <p>3. Describe the city's current <u>water resource and ecosystem health-related problems and any problems that are expected to worsen or emerge over the next 10 years given the projected changes in the city's growth and land use.</u> Identify how MWMO can help address these problems through: implementation programs; monitoring or research needs; temporary maintenance activities associated with innovative projects; capital improvement programs; or where MWMO funding, technical expertise, project management assistance is desired.</p> <p>4. As a part of the Local Water Plan and City Comprehensive Plan development process, LGUs should carefully examine how water resources and ecosystems management and protection can be integrated into land use planning and development. The MWMO will look for each local plan to do the following:</p>	<p>Clarification needed before an approval can be recommended: At a minimum what are the cities most significant stormwater needs challenges over the next 10yrs and what assistance would they like from the watersheds to meet these. This could be a bulleted list of services, expertise, funding. Also how is the city aligning its code and regulations to help ease the implementation of the MWMO's habitat, regional, district stormwater and restorative infrastructure, initiatives over the next 10yrs.</p> <p>This requirement has not been met: agreements were not found</p> <p>Clarification needed before an approval can be recommended: this seems to be a list of key issues for the city. Could this or something like it be in the table of contents or executive summary? Miss Rv mass wasting; shoreline erosion/land disturbance; revegetation; flooding; monitoring information needs for TMDL; infiltration guidance for groundwater; maximizing stormwater opportunities for the remaining significant redevelopment and reconstruction projects</p> <p>See 4a,b,c,d,e,f,g below</p>	<p>Executive Summary enhanced</p> <p>Reference to formation of MWMO added in Executive Summary. NO other formal JPAs are known</p> <p>Issues assessment clarified to highlight key issues over next 10 years.</p>
<p>a. Describe how decisions on land use, regional water and natural resource needs are being reconciled to secure the greatest degree of long term water resource and ecosystem protection (see 2.7 e.g. water quality and ecosystem health focus areas)</p> <p>b. Address the order of authority between city: planning, policies, ordinances, permitting (e.g. city: policy, comprehensive plan, permitting, zoning ordinances).</p>	<p>Clarification needed before an approval can be recommended: Does this plan state how the development review process public & private will secure the greatest degree of long-term water resources and ecosystem protection?; what actions can the city take to assure water resources and ecosystem protections are a part of all projects permitted and built by the city?</p> <p>Clarification needed before an approval can be recommended: Once the City Comprehensive plan (with LWP inclusion) is approved what timeline and process is followed for changes in City ordinances and the implementation of programs and projects?</p>	<p>The City ensures water resource protection through Regulation, Capital Improvement Projects, Education, and Good House Keeping.</p> <p>Implementation Section updated with regulatory section; Implementation Table updated with implementation of programs and projects</p>
<p>c. The MWMO is interested in increasing opportunities for stormwater infrastructure that treats runoff from multiple parcels. In particular, we are interested in opportunities that provide increased greening, habitat potential and options for stormwater reuse. Note any modifications to ordinances or best practices that could improve these opportunities. Consider how ordinances can better accommodate the co-location of stormwater treatment for multiple sites or provide more flexibility in locating stormwater treatment when limitations are present due to the soil type, geology, slope, groundwater and contaminated soils. Some example ordinances and best practices to review are as follows: zoning ordinances related to parcel combination, setbacks and parking requirements etc...; subdivision ordinance design standards for large lots; building code; ordinances related to stormwater, street sweeping, sanitary, potable supply systems, etc...; ordinances related to groundwater, protection of natural features, the critical area, shoreline protection, etc..</p>	<p>This requirement has not been met: To better align with the MWMO's stormwater initiatives over the next 10 yrs we are requesting a comprehensive review of the city's code of ordinances to identify inconsistencies or barriers to management of stormwater via District or Regional Systems. Provide a summary of the city code reviewed. Are there any intended changes in the code as a result of the cities findings? OR Maybe include a statement in the LWP that is similar to: " The city will look for opportunities to increase greening, habitat and options for stormwater reuse, and when needed modify ordinances or best practices to provide more flexibility in locating habitat; regional or district stormwater and restorative infrastructure.</p> <p>This sort of statement would provide direction for future changes in city code and regulations that align closely with the MWMO's habitat, regional, district and restorative infrastructure, initiatives over the next 10yrs.</p>	<p>Review of codes included XXXX. Updated to state that the City of Fridley does not have code limitations that prohibit Regional Treatment; Added statement to implementation section</p>
<p>d. Identify a future amendment process and schedule for reassessing ordinances that impact water resources and ecosystem protection.</p>	<p>Consider adding the suggested language at the end of Section 6.0 "At a minimum every 3 years the City will consider if city policy or ordinance revisions are needed to keep this plan current."</p>	<p>Added to implementation section</p>
<p>e. Describe efforts to integrate Safe Drinking Water Act and other wetland protection plans, as well as the protection of sensitive surface- and groundwater resources, into the local zoning code.</p>	<p>See comment under groundwater in section 6.2</p>	
<p>f. Describe how water resource and ecosystem protection priorities will be integrated into local parks, open space, recreation and land acquisition plans.</p>	<p>Clarification needed before approval can be recommended: Is this part of the Development review process?</p>	<p>The City ensures water resource protection through Regulation, Capital Improvement Projects, Education, and Good House Keeping.</p>
<p>g. Describe how local authority to require land or easement dedication as a part of redevelopment regulation is being used for water resource and ecosystem protection purposes</p>	<p>Clarification needed before an approval can be recommended: Is there a park dedication fee or policy on city land acquisition that addresses this?</p>	<p>Information added about park dedication fee added to Recreational Areas section</p>

Programs

<p>5. Include a local implementation program that covers the term of the local water plan. The local implementation program must describe nonstructural, programmatic, and structural solutions to existing or potential water resource and ecosystem health-related problems identified by the city. The local implementation program shall include:</p>	<p>See 5a,b,c,d,e,f,g below</p>	
<p>a. Describe the existing and proposed physical environment and land use. Include wetlands, natural resources, and land conservation areas identified by the municipality</p>	<p>See comments on figures in PDF</p>	<p>Response on Figure</p>
<p>b. Define drainage areas and the volumes, rates, and paths of stormwater runoff, including a map of the stormwater system.</p>	<p>This requirement has not been met: Fridley should be able to complete this information with the H&H maps and study completed</p>	
<p>c. Include a stormwater system map that shows ponds, streams, lakes and wetlands that are part of your system; structural pollution control devices (grit chambers, separators, etc.) that are part of your system; pipes and pipe sizes and other conveyances in your system; and outfalls and all other points of discharge from your system that are outlets.</p>	<p>Complete</p>	
<p>d. Include a table that briefly describes each component of the implementation program and clearly details the schedule, estimated cost, and funding sources for each component including annual budget totals.</p>	<p>Clarification needed before an approval can be recommended: Did not see a programmatic table summary; note what programs you see MWMO and other watersheds as a partner ; education, monitoring, planning?</p>	<p>Table Added</p>
<p>e. Include a table for a capital improvement program that sets forth, by year, details of each contemplated capital improvement that includes the schedule, estimated cost, funding source and a description of the water quality protection methods used to meet the MWMO's Standards (Section 3.13).</p>	<p>Clarification needed before an approval can be recommended: Stormwater utility expenses table should note what projects you see MWMO and other watersheds as a partner and what we can provide Modeling? Capital costs? District stormwater systems and related studies?</p>	<p>Table Added</p>
<p>f. Provide a schedule and annual process for assessing the need for water resource-related capital improvement programs or projects in the city</p>	<p>ok Appendix B</p>	

Infrastructure Assessments and Programs	g. Clearly define the responsibilities of the local government unit from that of the MWMO and other entities for carrying out the implementation program components	Ok Complete: Jurisdiction of Water resources table	
	6. Explain interdepartmental coordination of water and natural resource issues in the city:	See 6a,b Below	
	a. Identify a communications process the city uses to coordinate activities between departments making policy, planning or regulatory decisions that impact surface and groundwater resources, stormwater and sanitary sewer systems. How is coordination between city council initiatives and policies; land use planning, management and planning of parks, development reviews, construction site inspections, permitting, and enforcement; operations and maintenance of city streets and infrastructure carried out? Explain what the city is doing to avoid inconsistency and inefficiencies between the departments' activities. Identify a staff position's contact in each department. (e.g. Representatives from the Mayor's Office, Parks & Recreation Department, Planning & Economic Development, Public Works, Regional Water Services, and Safety & Inspection Department)	Clarification needed before an approval can be recommended: See comments in LWP PDF document?	Responses on PDF
	b. Provide a description of the interdepartmental city process that facilitates the approval and installation of innovative stormwater management facilities (a liaison and roadmap for navigating the many stages of city design, review and approval processes).	Clarification needed before an approval can be recommended: It would be helpful to understand how the Development Review Committee is engaged in development projects prior to a preliminary development proposal coming before the committee. The city should describe an interdepartmental approach for identifying projects with the potential to generate cost savings and increased public and private benefits from habitat; and regional/district stormwater; and restorative infrastructure projects. One example of how to integrate this into the City's programming and projects is found in MWMO/St. Paul Strategic Stormwater Solutions Report (Dec, 2013). In some cases the report references specific Mpls and St. Paul actions but the concepts discussed can be modified and adopted by any city. This report focuses on Shared Stacked Green infrastructure (SSGI), a subset of Regional and District stormwater Systems; and restorative infrastructure projects.	Interdepartmental Coordination Section added to implementation plan
	(b. Continued)...Provide a description of the interdepartmental city process that facilitates the approval and installation of innovative stormwater management facilities (a liaison and roadmap for navigating the many stages of city design, review and approval processes).	Specifically the city could: 1. Revise their Regulatory Framework using recommendations found in Appendix F: pages F4 and F5. 2. Adopt a policy resolution using the template found in Appendix F: page F11 3. Adopt a SOP resembling the "SSGI Assessment Tool Template" found in Appendix F: page F12 This and the remainder of Appendix F would be useful for identifying key personnel needed on an interdepartmental team that would serve as the pipeline for Shared Stacked Green infrastructure, Regional and District stormwater Systems; and restorative infrastructure in the City. An additional LWP Policy/action could be added to establishing the interdepartmental capacity to implement habitat; and regional/district stormwater; and restorative infrastructure projects.	Interdepartmental Coordination Section added to implementation plan;
	7. Provide a summary of the member organizations' Storm Water Pollution Prevention Program and conformance with the requirements of the Environmental Protection Agency's National Pollutant Discharge Elimination System (NPDES) for municipal separate storm sewer systems (MS4s) or summarize relevant plans and programs of the member organization that address:	Will there be revisions to the cities NPDES/ MS4 SWPPP due to this LWP? When is the next required NPDES / MS4 SWPPP update? Clarification needed before an approval can be recommended: Ok the SWAMP program; does this also meet the MRCCA requirements? Ok complete: Good house keeping practices table	Next NPDES/SWPPP update in summer 2018 Need clarification, unaware of MRCCA requirements
	a. Inspection and maintenance plans (wet ponds, infiltration basins, raingardens, stormwater systems, etc.) b. Street sweeping, right-of-way maintenance, road icing, salt storage, snow plowing, and snow storage programs c. Spill response and containment plans d. Identify who (e.g. private, city, state entities) is responsible for inspection, operation, and maintenance of all storm water infrastructure, public works facilities, and natural and artificial watercourses within in the MWMO's city boundaries.	This requirement has not been met: Clarification needed before an approval can be recommended: Does not specifically discuss this Does SWAMP program provide detail? Provide a	Added in appendix See Table 3
MWMO Standards and Agency	a. Describe your permitting process for land and wetland alteration work	Clarification needed before an approval can be recommended: Describe this process; What triggers the city's awareness of a potential wetland impact and the need for a permit?	Clarified, page 29
	b. Identify city ordinances that address permitting, site review and enforcement processes for implementing MWMO Standards	Clarification needed before an approval can be recommended: Unclear how city's ordinances will address permitting, site review and enforcement processes for implementing MWMO Standards	See implementation plan and draft standards
	c. Describe how the city will comply with County groundwater plan requirements	Clarification needed before an approval can be recommended: Where is this addressed in the LWP?	Anoka County does not have a formal groundwater management plan; we reference MN Stormwater Manual and MDH requirements.
	d. List any lakes within the city that are on the Metropolitan Council's priority lake list	Clarification needed before an approval can be recommended: Where is this addressed in the LWP?	No priority lakes in Fridley.
	e. List any lakes within the city that are on MPCA's list of impaired waters	ok Complete 2018 table	
	f. Summarize all Total Maximum Daily Load (TMDL) compliance requirements for the city	Clarification needed before an approval can be recommended: Are Mississippi River TMDLs complete?	Clarification added page XX
	g. Summarize all current activities completed to date to comply with TMDL requirements	ok summary complete	
Surface Water Appropriations	Identify city administration of appropriations from small watercourses in accordance with MS 103B.211 Subd. 4	Content Required before approval can be recommended	Subd. 4 says it applies only in Hennepin and Ramsey Counties
	Identify how protections and improvements to water and natural resources will be measured through implementation of the local water plan	Clarification needed before an approval can be recommended: Are there measures in the City's NPDES / MS4 SWPPP reports that can be used to report progress, or measures specific to the LWP actions?	Measurements added to section Issues Assessment

Laura Chamberlain

From: Lauren Sampedro <LSampedro@ricecreek.org>
Sent: Friday, June 8, 2018 3:57 PM
To: Jones, Julie
Cc: Phil Belfiori
Subject: Fridley 2040 Comprehensive Plan-RCWD Comments

Hello Julie,

Thank you for the opportunity to comment on the City of Fridley's Draft 2040 Comprehensive Plan. RCWD has completed a review and has comments regarding the local water chapter (Chapter 6). RCWD received a preliminary draft of this chapter on December 21, 2017 for an informal review, which appears to be the same version that is contained in the City's Draft 2040 Comprehensive Plan. RCWD submitted initial comments on this chapter on January 29, 2018. Please ensure the City revises Chapter 6 Local Water Management to address RCWD's comments from 1/29/18 and submits the revisions to RCWD for a formal review. The final version of the City's 2040 Comprehensive Plan Chapter 6 Local Water Management must be the version that is approved by the watershed districts and Metropolitan Council.

Please let me know if you have any questions.

Thank you,

Lauren Sampedro

District Technician/Inspector
Rice Creek Watershed District

4325 Pheasant Ridge Drive NE #611
Blaine, MN 55449-4539
Direct: (763) 398-3078

WCell: (612) 437-6643

www.ricecreek.org



[Please consider following the RCWD on Facebook.](#)



Lands and Minerals Division Region 3 1200 Warner Road St. Paul, Minnesota 55106

Attn: Julie Jones
Planning Manager
City of Fridley


Adjacent or Affected Jurisdiction Name: MN DNR

Please check the appropriate box:

- We have reviewed the proposed Plan Update and offer the following comments (attach additional sheets if necessary)

As the agency charged with a mission of working with citizens to conserve and manage the state's natural resources, to provide outdoor recreation opportunities and to provide for commercial uses of natural resources in a way that creates a sustainable quality of life, the DNR's Central Region office appreciates the opportunity to provide comments on your draft plan. We appreciate the objective to "protect Fridley's natural resources that are key to making Fridley a desirable place to live and work," as expressed in your draft. Consider using the phrase "enhance and restore where possible" after the word "protect." While Fridley is developed, there are opportunities, as you've noted in the plan, to redesign sites to include more natural environmental features and native plants, especially along the Mississippi River. The following comments outline other ways to further this objective:

Rare Species. The DNR supports including data from the Natural Heritage Information System in the Comprehensive Plan. In reviewing our information, state-listed species occur in your community, including in an area identified for redevelopment. We recommend that the plan include goals and strategies to address how rare species and significant native plant communities will be protected.

Two data layers useful for land use and conservation planning include the MBS Native Plant Communities and the MBS Sites of Biodiversity Significance. GIS shapefiles of these data layers can be downloaded from [the Minnesota Geospatial Commons](#).  The DNR recommends avoidance of these ecologically significant areas, especially MBS Sites of Outstanding or High Biodiversity Significance and DNR Native Plant Communities with a conservation status rank of S1 (critically imperiled), S2 (imperiled), or S3 (vulnerable to extirpation). We recommend that Comprehensive Plans include a map of both of these layers and a list of the types of native plant communities documented within the plan's boundaries.

For further conservation planning and to ensure compliance with the Minnesota Endangered Species Act, the DNR encourages communities to check the NHIS Rare Features Data for known occurrences of state-listed species. The NHIS Rare Features Data contains nonpublic data and can only be accessed by submitting a License Agreement Application Form for a GIS shapefile or by submitting a NHIS Data Request Form for a database printout. Both of these forms are available at [the NHIS webpage](#).

For more information on the biology, habitat use, and conservation measures of these rare species, please visit [the DNR Rare Species Guide](#).

Links: MBS Sites of Biodiversity Significance

http://www.dnr.state.mn.us/eco/mcbs/biodiversity_guidelines.html

MBS Native Plant Communities

<http://www.dnr.state.mn.us/npc/index.html>

Wildlife. Consider adding policies that take wildlife into consideration as transportation and redevelopment projects occur. To enhance the health and diversity of wildlife populations, encourage private and public developments to retain or restore natural areas planted with native species. ★

One larger area is better than several small “islands” or patches; and connectivity of habitat is important, as implied by the objective to “protect and enhance wildlife habitat and connectivity” (Surface Water chapter, p. 205). Animals such as frogs and turtles need to travel between wetlands and uplands throughout their life cycle. We appreciate the Smart Salting actions in your Surface Water Plan. [DNR Best Practices for protection of species](#) is a good source to consult for other self-mitigating measures to incorporate into design and construction plans. Examples of more specific measures include:

- Preventing entrapment and death of small animals especially reptiles and amphibians, by specifying biodegradable erosion control netting (‘bio-netting’ or ‘natural netting’ types (category 3N or 4N)), and specifically not allow plastic mesh netting. (p. 25)
- Providing wider culverts or other passageways under paths, driveways and roads while still considering impacts to the floodplain.
- Including a passage bench under bridge water crossings. (p. 17) because typical bridge riprap can be a barrier to animal movement along streambanks.
- Curb and stormwater inlet designs that don’t inadvertently direct small mammals and reptiles into the storm sewer. (p. 24). [Installing “surmountable curbs”](#) (Type D or S curbs) allows animals (e.g., turtles) to climb over and exit roadways. Traditional curbs/gutters tend to trap animals on the roadway. Another option is to install/create curb breaks every, say, 100 feet (especially important near wetlands).
- Using Smart salting practices to reduce impacts to downstream mussel beds, as well as other species.
- Fencing could be installed near wetlands to help keep turtles off the road Fences that have a j-hook at each end are more effective than those that don’t, see photo.



Parks and Trails. The Surface Water Plan describes an action step to “analyze City parks for suitable areas for no-mow grass or native perennial plantings and install native vegetated buffers along waterbodies in City-owned parks.” Including a similar policy or objective in the Parks and Trails would support that action step. ★

Community Forestry. We commend you on the Community Forestry plans your community has made. The [DNR's Community Forestry webpage](#) is a good resource for information on community tree ordinances, policies and other programs such as Tree City USA.

Groundwater. Fridley is a part of the North and East Metro Groundwater Management Area. [The North and East Metro Groundwater Management Plan](#) will guide DNR's efforts to manage groundwater appropriations sustainably in this area over the next five years. We recommend that a reference to the plan is included in your comprehensive plan. ★

MRRCA. The previous comments do not assess whether the draft comprehensive plan complies with the [MRCCA plan minimum requirements](#). If you are interested in a preliminary review of your MRCCA chapter for consistency with the MRCCA plan minimum requirements, please [submit it to the Metropolitan Council](#). The Metropolitan Council will then forward the plan to the appropriate DNR staff for preliminary review. ★

Name of Reviewer _____ Date _____

Signature of Reviewer _____



January 3, 2019

Julie Jones, Planning Manager
City of Fridley
7071 University Ave NE
Fridley, MN 55432

Re: Fridley MRCCA Plan – Modifications needed to Approve

Dear Ms. Jones:

The Minnesota Department of Natural Resources (DNR) has reviewed the Mississippi River Corridor Critical Area (MRCCA) Plan chapter of your 2040 Comprehensive Plan submitted to the Metropolitan Council on December 20, 2018 and found that it does not adequately address the minimum requirements. Please see the attached plan review checklist that shows each of the minimum plan requirements and the areas where revisions are needed in order to approve it.

Please revise your MRCCA plan, making the changes described on the review checklist, and submit it via the Council's on-line submittal tool, as supplemental information to the 2040 Comprehensive Plan. Please submit the revised plan by March 1, 2019, which is 60 calendar days from the date of this letter as described by Minnesota Rules, Chapter 6106.0070 Subp. 3. F. If you would like to discuss these issues, either over the phone or in person, please contact Dan Petrik by January 14 to schedule a meeting. The meeting resets and initiates a new 60-day deadline for plan revisions. The DNR will also extend the deadline for submitting the revised MRCCA plan, with or without a meeting, if you request an extension in writing (email is fine) and provide a timeframe and plan for completion.

After we receive your revised plan, we will review it again for consistency with the minimum requirements. If the revised plan adequately addresses these requirements, we will conditionally approve the plan. After the Metropolitan Council authorizes the City of Fridley to put the comprehensive plan into effect, DNR will send final approval of your MRCCA plan. Please note that the Metropolitan Council will not authorize your 2040 Comprehensive Plan until the DNR conditionally approves the MRCCA plan.

Only MRCCA plans and plan amendments approved by the DNR have the force and effect of law. Once in effect, local governments must implement and enforce the DNR-approved plans.

We appreciate your efforts to develop and adopt the MRCCA plan, which provides a solid basis for future ordinance amendments and MRCCA management. Please contact Dan Petrik at 651-259-5697 or at daniel.petrik@state.mn.us if you have any questions about the checklist, want to schedule a meeting or to request a plan extension.

Sincerely,

Jennifer Shillcox
Land Use Unit Supervisor

c: Raya Esmaili, Metropolitan Council
Rory Stierler, National Park Service
Jason Spiegel, DNR Region 3 Area Hydrologist
Dan Petrik, DNR Land Use Unit

January 3, 2019



MRCCA Plan Review Checklist – Fridley MRCCA Plan, Chapter 9 of 2040 Comprehensive Plan Update

DNR staff have reviewed the MRCCA plan chapter of the comprehensive plan submitted to the Metropolitan Council on 12/20/18 and evaluated it for consistency with the [minimum requirements](#). A check mark in the “Assessment” column below indicates that the proposed provision meets the minimum requirement and is acceptable. If there is no check mark, comments explain what changes are needed to be acceptable for MRCCA plan approval.







Minimum Requirements	Page number, or policy number	Assessment ✓=acceptable N/A=not applicable	Comments
Introduction			
1. Brief history of MRCCA and MRCCA goals	303	✓	
2. Map showing MRCCA boundary in community	303	✓	
3. Public process description	11	✓	
4. Summarize progress on goals since 2030 Plan			Please summarize progress on goals since the 2030 plan
Districts			
<u>Map & Describe</u>			
1. Map each district that applies in community.	305	✓	
2. Describe each of the mapped districts for your community using the description and management purpose specified in MR 6106.0100 , Subp. 3 to Subp. 8. The district description is shown under Item A and management purpose is shown under Item B in each subpart.	304	✓	
3. Explain how future land uses (and potential redevelopment plans) fit the purpose of the MRCCA districts and identify potential conflicts (especially important for communities anticipating the need for implementation flexibility in MRCCA ordinance or future district boundary amendments)	306	✓	
<u>Policies</u>			
1. Guide land use/development consistent with management purpose of each district.	320	✓	






Minimum Requirements	Page number, or policy number	Assessment ✓=acceptable N/A=not applicable	Comments
Implementation Actions			
1. Amend existing or adopt new MRCCA ordinance overlay district compliant with the goals and policies of the MRCCA Plan and Minnesota Rules, part 6106.0070, Subp. 5 – Content of Ordinances.	321	✓	
2. Amend zoning map to reflect new MRCCA districts.	321	✓	
3. List any actions to be taken to pursue implementation flexibility (if any areas were identified as needing implementation flexibility during the planning process).		N/A	No actions mentioned - optional
Primary Conservation Areas			
Map & Describe			
1. Shore impact zone	308	✓	Mapping the SIZ is optional
2. Wetlands, floodplains, and confluence w/key tributaries	308 & 310	✓	
3. Natural drainage routes	308 & 310	✓	
4. Bluff impact zones	308 & 309	✓	The rules define bluffs as slopes over 18% and the bluff impact zone as the bluff and land within 20 feet of a bluff. The Fridley plan defines the BIZ as steep slopes over 12% and land with a 20 foot buffer. Using 12% instead of 18% is a higher standard.
5. Native plant communities and significant existing vegetative stands	311 - 313	✓	
6. Cultural and historic properties	314	✓	
7. Gorges		N/A	
8. Unstable soils and bedrock	311	✓	
Policies			
1. Protect PCAs (List those specifically found in your community) and minimize impact to PCAs from public and private development and land use activities (landscape maintenance, river use, walking/hiking, etc.).	320	✓	
2. Support mitigation of impacts to PCAs through subdivisions/PUDs, variances, CUPs, and other permits.	320	✓	
3. Make restoration of removed Native Plant Communities and natural vegetation in riparian areas a high priority during development.			Please add this policy or modify the 7 th policy on page 320 to make it a “high priority during development.”













Minimum Requirements	Page number, or policy number	Assessment ✓=acceptable N/A=not applicable	Comments
4. Support alternative design standards that protect the LGU's identified PCAs, such as conservation design, transfer of development density, or other zoning and site design techniques that achieve better protections or restoration of primary conservation areas.			Please add this policy. 
5. Make permanent protection measures (such as public acquisition, conservation easement, deed restrictions, etc.) that protect PCAs a high priority.	320	✓	
Implementation Actions			
1. Ensure that information on the location of PCAs is readily available to property owners to understand how PCA-relevant ordinance requirements, such as vegetation management and land alteration permits, apply to their property for project planning and permitting.	322	✓	
2. Establish procedures and criteria for processing applications with potential impacts to PCAs, including:			
• identifying the information that must be submitted and how it will be evaluated,	322	✓	
• determining appropriate mitigation procedures/methods for variances and CUPs,	322	✓	
• establishing evaluation criteria for protecting PCAs when a development site contains multiple types of PCAs and the total area of PCAs exceed the required set aside percentages.	322	✓	
• developing administrative procedures for integrating DNR and local permitting of riprap, walls and other hard armoring. (Note: Application procedures will be a required element of MRCCA ordinance review and approval.)	322	✓	
Public River Corridor Views			
Map & Describe			
1. Map at least one <u>view toward the river from each public parkland and public overlook</u> , if any. Also, map views toward the river from those historic properties with views most important to the community. Document each view with the following:	307		Please map the locations of the two PRCV's mentioned in the plan. These are "View of Fridley Shoreline" and "View of Durnham Island." Document the locations with arrows showing the location the photos were taken from. Also, state what makes each view valuable and what changes would impact the view. 


Minimum Requirements	Page number, or policy number	Assessment ✓=acceptable N/A=not applicable	Comments
<ul style="list-style-type: none"> • Photo taken during leaf-on conditions. View of river should be in the frame. • Map showing the location the photo was taken from with two arrows indicating the general boundaries of the view as depicted in the photo and point in in the direction of the view. • Description of what makes the view valuable. The guidance document “Framework for identifying and selecting PRCVs” provides information on how to discuss and describe views. • Description of what changes would negatively or positively impact the view. <p>(Note: If there are no public parklands or public overlooks in your community, this requirement does not apply.)</p>			
<p>2. For views <u>toward bluffs from the OWHL</u> of the opposite shore:</p> <ul style="list-style-type: none"> • Map and describe areas along the OWHL in your community where there are highly valued views of bluffs across the river (these may be in another community). For these areas with valuable views describe what makes them valuable. This may include photos and identifying what makes the view valuable and what would negatively or positively impact the view. • Identify bluffs in your community where the views of those bluffs from across the river <u>may be of value</u> to other communities or river users. <p>(Note: If there are no bluffs in your community or bluffs visible from your community, this requirement does not apply.)</p>		N/A	
<p>3. Map and/or describe <u>other views important to your community</u>.</p>			Optional
<u>Policies</u>			
<p>1. Protect and minimize impacts to PRCVs from public and private development activities.</p>	321	✓	

Minimum Requirements	Page number, or policy number	Assessment ✓=acceptable N/A=not applicable	Comments
2. Protect and minimize impacts to PRCVs from public and private vegetation management activities.	321	✓	
3. Protect PRCVs located within the community and identified by other communities (adjacent or across the river).			Please add this policy 
Implementation Actions			
1. Ensure that information on the location of PRCVs is readily available to property owners to understand how PRCV-relevant ordinance requirements, such as vegetation management and land alteration permits, apply to their property for project planning and permitting.			Please add this action item. 
2. Establish procedures for processing applications with potential impacts to PRCVs, including:			
<ul style="list-style-type: none"> identifying the information that must be submitted and how it will be evaluated, and 			Please add this action item. 
<ul style="list-style-type: none"> determining appropriate mitigation procedures/methods for variances and CUPs. <p>(Note: Application procedures will be a required element of MRCCA ordinance review and approval.)</p>			Please add this action item. 
2. Actively communicate with other communities to protect views other communities have identified in LGU that are valuable, and vice versa.			Please add this action item. 
Restoration Priorities			
Map & Describe			
1. Map & describe areas identified as priorities for vegetation restoration.	311 - 313	✓	
2. Describe areas identified as concerns for erosion prevention, bank and slope stabilization and other identified restoration activities that may be required as part of development. Refer to studies and reports completed by the community and other organizations (conservation districts, watershed districts, counties, etc.) and issues identified by citizens, and summarize priorities for action. If these areas have not been identified, state in your plan that they have not been identified.			Please describe these areas or state that they have not been identified. 

Minimum Requirements	Page number, or policy number	Assessment ✓=acceptable N/A=not applicable	Comments
Policies			
1. Protect native and existing vegetation during the development process , and require restoration if any is removed by development . Priorities for restoration shall include stabilization of erodible soils, riparian buffers and bluffs or steep slopes visible from the river.			Please add this policy 
2. Seek opportunities to restore vegetation to protect and enhance PRCVs identified in this plan.			Please add this policy 
3. Seek opportunities to restore vegetation in restoration priority areas identified in this plan through the CUP, variance, vegetation permit and subdivision/PUD processes.	320		The 7 th bulleted policy partially addresses this minimum requirement. Please state that the opportunities are sought in “restoration priority areas identified in this plan on page 313 (Fig 9.7) and  through the CUP, variance, vegetation permit and subdivision/PUD processes.
4. Sustain and enhance ecological functions (habitat value) during vegetation restorations.	320	✓	
5. Evaluate proposed development sites for erosion prevention and bank and slope stabilization issues and require restoration as part of the development process.	320		The 9 th bulleted policy partially addresses this minimum requirement. Please add “and require  restoration as part of the development process”
Implementation Actions			
1. Ensure that information on the location of natural vegetation restoration priorities is readily available to property owners to understand how relevant ordinance requirements apply to their property for project planning and permitting.			Please add this action item. 
2. 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 for those priority areas. (Note: A vegetation permitting process will be a required element of MRCCA ordinance review and approval.)	322	✓	
3. Establish process for evaluating priorities for natural vegetation restoration, erosion prevention and bank and slope stabilization, or other restoration priorities	322	✓	

Minimum Requirements	Page number, or policy number	Assessment ✓=acceptable N/A=not applicable	Comments
<p>identified in this plan in CUP, variances and subdivision/PUD processes.</p> <p>(Note: A process for evaluating priorities will be a required element of MRCCA ordinance review and approval.)</p>			
Open Space & Recreational Facilities			
<u>Map & Describe</u>			
<p>1. All existing and proposed future open space (both public and potential private open space where future land development is anticipated) and recreational facilities, including those providing public access to the river.</p>			<p>Please describe any potential future open space and recreational facilities and how those may connect with the river. It looks like parks are planned as part of the TOD master plan.</p> 
<u>Policies</u>			
<p>1. Encourage creation, connection, and maintenance of open space, recreational facilities, including public access to the river.</p>			<p>Please add this policy</p> 
<p>2. Identify and encourage connection of CA-SR district land to existing and planned parks and trails for LGUs with developable land in CA-SR districts. (Not applicable in communities with no CA-SR district.)</p>			<p>Please add this policy</p> 
<p>3. Encourage that land dedication requirements be used to acquire land suitable for public river access.</p>	320	✓	
<u>Implementation Actions</u>			
<p>1. Include facilities in the capital improvement program for parks and open space facilities (if relevant).</p>			<p>Please indicate if open space and recreational facilities are in the CIP, if not, please state so.</p> 
<p>2. Develop a system for reviewing, tracking, and monitoring open space required as part of the subdivision process.</p>			<p>Please add this policy.</p> 
Transportation & Public Utilities			
<u>Map & Describe</u>			
<p>1. Existing and future planned public transportation facilities.</p>	318	✓	
<p>2. Electric power generating facilities: <u>Map</u> existing and planned power generating facilities, including solar farms and wind generation and <u>describe</u> impacts to primary conservation areas (PCAs) and public river corridor views (PRCVs). If there are no existing or</p>			<p>Please map these facilities, if applicable. If not, please state so.</p> 

Minimum Requirements	Page number, or policy number	Assessment ✓=acceptable N/A=not applicable	Comments
<p>planned facilities or they are prohibited in your community, or if there are existing or planned facilities but no impacts to PCAs or PRCVs, please state so.</p> <p><u>Describe</u> any existing or planned zoning districts where these facilities would be allowed and identify any areas within these zoning areas where these facilities could negatively impact PCAs and PRCVs. If none, please state so.</p>			<p>Also, indicate if commercial scale solar and/or wind facilities are allowed in any zoning district within the MRCCA, if any. If so, describe any impacts to PCAs and PRCVs. </p>
<p>3. Essential services and transmission services: <u>Describe</u> impacts of existing and planned underground and overhead facilities that impact primary conservation areas and public river corridor views. For example, key facilities causing impacts include pipelines, transmission lines, sanitary sewer, stormwater, and water systems, and intake and outfall structures, or other surface structures associated with these systems.</p>	318	✓	
Policies			
<p>1. Minimize impacts to PCAs and PRCVs from solar and wind generation facilities, public transportation facilities and public utilities.</p>			<p>Please add this policy </p>
Implementation Actions			
<p>1. Include transportation facilities in the capital improvement program, if applicable, identify which facilities, or portions of facilities, are in the MRCCA.</p>			<p>Please indicate if transportation facilities are in the CIP, if not, please state so. </p>
<p>2. Incorporate specific design and placement conditions into local permits for solar and wind generation facilities and essential and transmission services (if allowed or within the community's permitting authority) that minimize impacts to PCAs and PRCVs.</p> <p>(Note: Permit conditions will be a required element of MRCCA ordinance review and approval.)</p>			<p>Please address this action item if these facilities are allowed in underlying zoning districts within the MRCCA. If these facilities are not allowed, please state so. </p>
Surface Water Uses			
<u>Describe</u>			
<p>1. Describe any existing and potential surface water use conflicts or negative impacts (e.g. riverbank erosion) and/or improvement opportunities (i.e., high-traffic</p>	319	✓	

Minimum Requirements	Page number, or policy number	Assessment ✓=acceptable N/A=not applicable	Comments
boating and fishing areas, paddle-share, riverboat tours, rowing, barging, other uses) on the river in your community and explain why they are important to resolve or improve.			
2. Describe any existing and proposed barge fleeting areas (if applicable) and explain why they are important to the community, and identify areas where barge fleeting could have a negative impact on PCAs and should be avoided.		N/A	
Policies			
1. Recognize the Mississippi River as a “working river” that is important to the economy of the Twin Cities metropolitan area and the Midwest.	318	✓	
2. Minimize potential conflict of water surface uses authorized under Minn. Statute, Chapter 86B (MR 6110.3000 – 6110.3800). State whether your community is regulating surface water use under Chapter 86B. If so, there needs to be a policy to minimize conflict of surface water uses. If not, then this requirement does not apply.			Please state whether Fridley is regulating surface water use under Minn. Statute 86B. If so, then add this policy and corresponding action item. 
3. Provide for barge fleeting, if applicable, and identify areas where barge fleeting could have a negative impact on PCAs and should be avoided.		N/A	
4. Seek to balance commercial and recreational surface water uses.		N/A	
Implementation Actions			
1. Adopt surface water regulations authorized under Minn. Statute, Chapter 86B (MR 6110.3000 – 6110.3800). (Note: This action only applies if community is planning to regulate surface water uses. If no plans to regulate surface water use, then this action does not apply.)			Please add this action item if city plans to regulate surface water use under MS 86B.
Water-Oriented Land Uses			
Map & Describe			
1. Describe what water-oriented uses are and why they are important.			Please indicate if there are or will be water-oriented land uses. If not, please state so, if there will be, please add a section with policies and action items to address this item. This topic title is included with the water-oriented topic. They are often related, but have different types of impacts.
2. Describe the presence of existing and any future-planned water-oriented uses – including barge			

Minimum Requirements	Page number, or policy number	Assessment ✓=acceptable N/A=not applicable	Comments
terminals, recreational marinas, public recreational uses, and any other water-oriented uses –and their benefits to the community and potential conflicts.			
<u>Policies</u>			
1. Acknowledge existing and future water-oriented uses and provide for their protection. If none, please state so.			
2. Minimize potential conflict of water-oriented uses with other land uses.			
<u>Implementation Actions</u>			
1. Provide for water-oriented uses in the ordinance (if applicable). (Note: This will be a requirement of MRCCA ordinance review and approval.).			



United States Department of the Interior

NATIONAL PARK SERVICE
Mississippi National River and Recreation Area
111 E. Kellogg Blvd., Ste 105
St. Paul, Minnesota 55101-1256

IN REPLY REFER
TO:

L3303

August 28th, 2018

Julie Jones
Planning Manager
Fridley Municipal Center
6431 University Avenue NE
Fridley, MN 55432
Julie.jones@fridleymn.us

RE: Review of Draft Fridley 2040 Comprehensive Plan

Dear Ms. Julie Jones,

Thank you for sharing the draft Fridley 2040 Comprehensive Plan. As an affected party, the Mississippi National River and Recreation Area (MNRRA), a unit of the National Park Service (NPS), is pleased to provide comments. Our attached comments focus on the Mississippi River Corridor Critical Area (MRCCA) chapter of the plan and are grounded within our Comprehensive Management Plan (CMP) and the MRCCA rules.

If you any questions regarding these comments, please contact my staff, Rory Stierler at rory_stierler@nps.gov or by calling 651-293-8440.

Sincerely,

John O. Anfinson
Superintendent

NPS COMMENTS

Draft Fridley 2040 Comprehensive Plan 8/28/2018

Comment #1

PG. 238 – *Critical Area - Mississippi National River and Recreation Area (MNRRA) informational paragraph*

- The relationship between the MNRRA and the MRCCA is important and often misunderstood. We would appreciate if the plan included a brief paragraph with more information detailing the relationship. Below is example language that may be used:
 - In 1988, the U.S. Congress established the Mississippi National River and Recreation Area (MNRRA), a unit of the National Park System. The MNRRA shares the same boundary as the MRCCA, and the park’s Comprehensive Management Plan (CMP), signed by the Governor and Secretary of the Interior, incorporates by reference the MRCCA program for land use management. Rather than institute a separate layer of federal regulations, the MNRRA largely relies on the MRCCA to manage land use within the park. This reliance establishes a unique partnership and framework for land use management amongst the local, state and federal governments to protect the intrinsic resources of the Mississippi River Corridor. ★

Comment #2

PG. 241 – *9.2 Future Redevelopments in the MRCCA*

- We really appreciate the inclusion of this section. It provides a solid planning basis for identifying potential river access, restoration, and development.

Comment #3

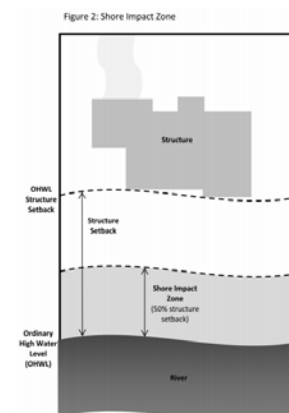
PG. 242 – *Figure 9.3 Transit Oriented Development Plan*

- While we are unsure of the exact status or source for the Illustrative Development Plan displayed, the inclusion of high density residential in the areas nearest the river are of concern. The on-river experience in this portion of the river is largely absent of visible development other than bridges, and we recommend that higher density (taller) buildings are stepped back from the river in an effort to maintain this unimpeded natural character. ★
- The plan area surrounds Islands of Peace County Park. Islands of Peace is wonderful park and an opportunity in the City of Fridley to experience and touch the river. It is rather difficult to find however, and the access and wayfinding to the site could be improved. ★

Comment #4

PG. 243 – *Shore Impact Zone*

- There is no map or illustration depicting the Shore Impact Zone (SIZ). Other communities have also indicated that displaying the SIZ at a city-wide scale is difficult.
 - We feel that including the diagram of the SIZ from the MRCCA rules would provide a clear depiction of the

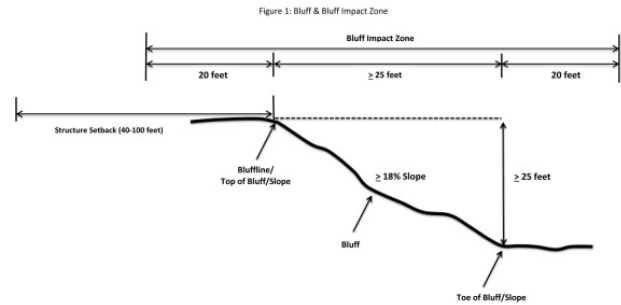


subject and a solution to the difficulty of mapping and displaying the SIZ at a city-wide scale.¹ ★

Comment #5

PG. 243 – *Bluff Impact Zone*

- The Bluff Impact Zone (BIZ) includes slopes greater than or equal to 18%, not the 12% mentioned in the Plan.
- Including the diagram depicting the BIZ from the MRCCA rules may be helpful in the Plan.² ★



Comment #6

PG. 246 – *Unstable Soils & Bedrock*

- A soil erosion susceptibility index was created for the MRCCA by the DNR. This could also be used to describe and map the unstable soils and bedrock within the MRCCA in Fridley.³

Comment #7

PG. 246 – *Vegetation*

- It seems like the second paragraph provides a broader introduction towards describing the significant vegetation within the MRCCA in Fridley. We would suggest moving it to be the first paragraph.
- We would also add that the shorelines in Fridley are largely natural and well vegetated and worth mentioning in the introductory paragraph and describing them as a part of the most significant vegetative stands in Fridley.

Comment #8

PG. 249 – *Other Primary Conservation Areas*

- There is not a gorge within Fridley and Areas of Confluence with Tributaries are (could be) identified in Figure 9.5 Wetlands, Floodplains, and Natural Drainage Routes on page 245.

Comment #9

PG. 252 – *9.5 Public River Corridor Views (PRCVs)*

- It would be helpful to provide a bit more information on the importance and purpose of PRCVs. This is mentioned on the MRCCA Sample Plan Outline document developed by the DNR and Met Council.⁴ Requirements, examples, and suggested language for PRCVs may be found in the MRCCA Public River Corridor Views guidance document.⁵
- A map displaying the location of the identified PRCVs is required. On this map it would be helpful to include and identify bluffs as PRCVs. PRCVs are separated into two primary categories

¹ MRCCA Rules, 11, http://files.dnr.state.mn.us/waters/watermgmt_section/critical_area/mrcca_rules.pdf

² MRCCA Rules, 3, http://files.dnr.state.mn.us/waters/watermgmt_section/critical_area/mrcca_rules.pdf

³ Mississippi River Corridor Critical Area Soil Erosion Susceptibility, <https://gisdata.mn.gov/dataset/geos-mrcca-soil-erosion-suscept>

⁴ Metropolitan Council, Local Planning Handbook, MRCCA Sample Plan Outline, <https://metro council.org/Handbook/Plan-Elements/Land-Use/MRCCA/Files/MRCCA-Plan-Outline.aspx>

⁵ Metropolitan Council, Local Planning Handbook, MRCCA Public River Corridor Views, <https://metro council.org/Handbook/Plan-Elements/Land-Use/MRCCA/Files/PRCVs.aspx>

and one of those categories is described as “views toward bluffs from the ordinary high water level of the opposite shore.”

- Based on the brief paragraph in the plan, we would interpret that there are PRCVs at every riverfront park in Brooklyn Park, Brooklyn Center and Fridley. These should be mapped and described. Language adding views toward bluffs from the ordinary high water level of the opposite shore should also be added.
- If you need assistance in mapping and describing the PRCVs, please do not hesitate to reach out. We may also help get on the river if necessary.

Comment #10

PG. 254 – *Goal #3*

- The “efficiency” should be correct to “efficient.”

Comment #11

PG. 255 – *9.10 Policies*

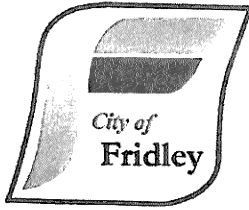
- It would be helpful if the policies were organized into categories that correspond with each element in the MRCCA chapter.
- Additional example policies for protection of specific resources may be found in Appendix C: Sample Design Guidelines of the MNRRA CMP.⁶

⁶ Mississippi National River and Recreation Area, Comprehensive Management Plan, Appendix C: Sample Design Guidelines, <https://www.nps.gov/miss/learn/management/loader.cfm?csModule=security/getfile&PageID=3202374>



**Appendix J. Planning Commission &
Public Hearing Staff Report
& Minutes**





Memorandum

Planning Division

DATE: January 12, 2018

TO: Fridley Planning Commission

FROM: Scott Hickok, Community Development Director
Julie Jones, Planning Manager
Stacy Stromberg, Planner

SUBJECT: Review of Draft Chapters of the 2040 Comprehensive Plan

Background

Last month, the Fridley Planning Commission held a public hearing to review several draft chapters of Fridley's 2040 Comprehensive Plan. Due to the length of the documents, staff had planned to spread out the review of the draft plan over a couple of meetings. This meant the public hearing needed to be re-advertised.

The chapters yet to be reviewed are the Wastewater, Public Facilities, and the Implementation Plan. The Wastewater Plan is not yet complete, so we plan to email it to the commission members as soon as it is done. The Public Facilities chapter is not required by the Metropolitan Council, however, staff found it important to include such a chapter in the plan with the many changes occurring in the community related to the move to a new Civic Campus this year. The Implementation Plan is the last chapter of the plan that summarizes all of the action steps from the various chapters and attaches an expected completion date for each action. You will see that the copy of it attached is missing the Wastewater Plan action steps. All of the other chapters reviewed previously are posted on the City web site if you need to refer back to any items discussed previously.

I apologize for the delay in getting this packet out to you. If you or anyone from the public feels that they have not had adequate time to review the Wastewater chapter, we will need to continue the public hearing again.

Recommendation

Staff recommends that the Planning Commission open the public hearing to review the remaining three draft chapters of Fridley's 2040 Comprehensive Plan, allowing public comment. Staff will then process recommended changes to the Plan and bring the draft Plan to the City Council on February 26, 2018.

Chapter 10: Public Facilities

10.0 Purpose

The purpose of this chapter is to not only provide an inventory of the facilities that are City owned and operated, but also to allow the City to assess its future facility needs. Starting near its boundaries, the City's entry monument signs are an example of public facilities owned by the City. Inventory of City owned and operated facilities revealed that there are a total of 112 existing facilities with the two new buildings for the Fridley civic campus. Facilities as counted include: entry monument signs, wells, pump houses, water towers, water treatment facilities, cold storage buildings, and those buildings that you more commonly think of when you hear the word *facilities* such as City Hall and the Public Works Garage.

10.1 Public Facilities Inventory

New Civic Campus

A very analytical approach was used to determine whether the next fifty years would be spent in the existing City Hall/Police/Fire facility, or whether a new modern complex would be the best for continuing the delivery of high quality service to Fridley Residents and businesses.

Ultimately, a decision was made to combine the services that the City provides into one convenient location to better serve its customers. This Civic Campus Concept now will include: City Hall, Fire Station 1, Police/Public Safety complex, and a new Public Works Complex. The Public Works complex construction will be completed in June 2018 and the City Hall/Fire/Police complex will be ready to occupy in November 2018.

Much effort was taken to assure that the building is built with equipment that will maximize efficiency of the overall operation. The City worked with its architects (BKV Group) and Xcel Energy to specify a package where each device is at least a step above the standard Minnesota Energy Code requirement. In some cases, items such as controls specified were several steps above what the standard energy code requires. Other efficiencies were built into the complex as well. The interior spaces will be easy to navigate for the customer, as the layout has been done in a manner that allows a far more intuitive understanding of how to get to the various department locations.

City Hall: Interior Spaces of City Hall were designed in a very modern office - open concept format. A recent study completed by the Minneapolis Architecture Firm of Perkins and Will shows that an open office environment can lead to an increase of as much as 68% office productivity. The interior spaces will be light and inviting and will include an area called the Gathering Room. The Gathering Room was requested by the City Council to allow citizens an opportunity to visit their City Hall, not simply to get licenses, permits, or pay their water bill, but to enjoy the complex for a meeting with friends, a discussion by the fireplace, an educational presentation by an invited speaker, etc. The Gathering Room will not only include a fireplace, but will also have large glass walls facing the water feature/amphitheater area, and projection equipment for presentations.

The City Manager was clear in that he wanted all employees to work on the same level of City Hall to avoid an upstairs/downstairs work culture. He was also clear that he wanted the place to be friendly and intuitive. Guests should be able to see clearly where they are headed upon entering the complex, where staff would be clearly available to provide direction.

Fire Station 1: Fire Station 1 is included as part of the construction of a new Civic Campus. The new station will house the administration and staffing for emergency response as well as the training facility and six apparatus bays designed to accommodate vehicles and supporting equipment. A new training

facility will include: a shared class room that will also serve as an emergency operations center, a second level fire simulation and building search area and a four-story tower that includes confined space and rope rescue.



Civic Campus under construction, December 2017

photo by firefighter Ryan Wickstrom

Police Station: The Police Station on the New Civic Campus is modern in every sense of the word. The security system has been thoughtfully designed to ensure a safe, friendly, vibrant, stable feel for campus visitors, staff and the general public. Like City Hall, the space will be intuitive for visitors who chose to visit the Police Station. Internal spaces again will be designed with a more open floor plan allowing daylight and a very positive work environment.

A squad garage below City Hall will keep the police fleet of vehicles out of the weather and will eliminate the wear and tear on the vehicles that comes with otherwise keeping them running and ready for calls.

An Emergency Operations Center (EOC) has also been designed and built into the complex and will serve as command central in the event of an incident and will also serve as a training center for public safety staff.

The Public Works Garage: The garage is a new and modern paradigm of public works complexes. It will allow the City to keep its expensive, large scale (plow trucks, vacuum truck, street sweeper, sewer operations trucks, and mowers), fleet indoors.

Maintenance of all City vehicles can now occur inside in a temperature enclosed environment that is appropriate for the safety and wellness of those maintaining the fleet. Offices for the Public Works Staff will also be included in the new Public Works Building. A ground floor bathroom will be open to the public during off business hours. This will allow those using the plaza an opportunity to use that convenience when enjoying the plaza and pathways.

An Outdoor Plaza, pond, aerator fountains, an amphitheater, and trail system also were integrated to further the cause of health, wellness, and outdoor enjoyment for the public. Daytime and nighttime lighting will be appropriate for the safe enjoyment of the campus and an advanced security system has been specified and will be installed to assure peace of mind. A generous donor has offered to assist with the funding of a band shell for the amphitheater. Evaluation of what the band shell will include and how it will be designed is essential to assure the open-space feel and view shed to the park beyond is not negatively impacted by its construction.

Existing Administrative/Police/Fire Building

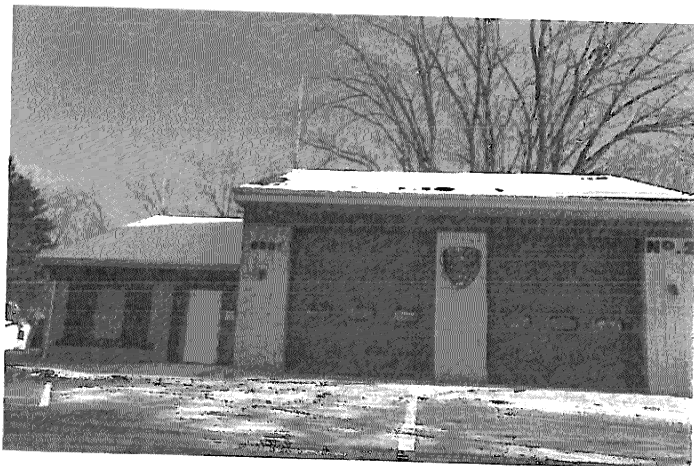
The existing City Hall/Police/Fire complex will be vacated for another user or buyer to occupy. It is the City's goal to make the site available to a tax-paying entity that will help to broaden the tax base and place one more site in the private land owner category. As the site is in a redevelopment zoning district, the options are wide ranging as to what the site's re-use will be.

The frontage road along University Avenue directly in front of the current Fire Station and former Cummins building at 6499 University will be removed and will be repurposed for pathway and pervious area that will be both aesthetic and environmentally sensitive.

Fire Stations

Fridley has three fire stations. Fire Station 1 is housed in the Municipal Center and was originally constructed as the Village Hall in 1949. This station houses the administration and staffing for emergency response. The five apparatus bays are designed to accommodate vehicles and supporting equipment.

Fire Station 1 will be relocated as part of the construction of a new Municipal Center. The new station will house the administration and staffing for emergency response as well as the training facility and six apparatus bays designed to accommodate vehicles and supporting equipment. A new training facility will include: a shared class room that will also serve as an emergency operations center, a second level fire simulation and building search area and a four story tower that includes confined space and rope rescue.



Fire Station 2, located at 6381 Old Central Avenue, was constructed in 1988. The living quarters are leased and furnished by Allina Transportation as a base for ambulance service.

Fire Station 3, located at 110 77th Way, was constructed in 1989. Station 2 and 3 each has about 2,000 sq. ft. of space and is only staffed when personnel are called back for emergencies. Each station is well maintained

with recent replacement of interior lighting, carpeting and paint.

A feasibility study conducted in 2013 indicated “The two sub-stations, Stations 2 and 3, are in good condition and meet the current needs adequately. However, both are at maximum storage capacity and have no room for future expansion.” Stations 2 and 3 were considered in the planning of the new Fire Station 1 and the recommendation was to keep these two stations in service. Future changes in staffing or consolidation of services with another department could allow the status of one or more of the stations to change.

Fridley Community Center

The Fridley Community Center is a former elementary school that has been converted into use as a community activities facility. It is owned and operated by independent school District #14, with the City of Fridley using a portion of the facility under the terms of a 30-year lease agreement entered into in 1996. The City uses the building for its senior citizen and youth programs, as well as for special events. The Fridley Community Center has a total of 51,083 square feet. The City pays the School District annual operating costs based on approximately 35% of the square footage of the complex and is obligated by the agreement to pay for some furnishing, equipment and facility replacements as need.

Liquor Stores

The City of Fridley owns and operates two municipal liquor stores. The Fridley Market location is leased space located near University and 694 and is the larger of the two stores. The secondary store, referred to as the Moore Lake store, is located at 6289 Hwy 65. In 2017, it's anticipated that Fridley's liquor operations will provide nearly \$340,000 in funding to offset the City's operational and capital expenses. Over the years this funding has been an essential revenue source and has helped the City maintain low property taxes for the benefit of its residents and businesses.

The City is continually reviewing its liquor operation to ensure the business is viable and competitive. This task has become increasingly difficult as large retailers have moved into the metro and as traffic and neighborhood trends have evolved, but the City has seen its successes, the Fridley Market location is a prime example of how that work and investment have paid off. With the revitalization in that neighborhood in the past three years and with the Fridley Market liquor store remodeling project, gross profits have continued to increase. This increase in net profits does not match downward trends seen around the metro area with municipal liquor operations. Prior to renovations, gross profits were steadily declining about 3% per year. Since renovations of the store and the revitalization of the area, gross profits have increased on average 10% per year.

In 2017, the City completed a market analysis of the two existing stores along with determining if a third store would provide additional profit or just shift the current customer base. Based on the current market environment, the study identified that a third site located on the north end of the City could generate additional profit for the City's liquor operation. That store would be dependent on the impact of a 2017 liquor license change approved by the City of Coon Rapids, the City bordering the north. Coon Rapids removed a restriction imposed on grocery and warehouse/membership type stores which limited the types of allowable liquors to be sold. In addition, the City of Spring Lake Park bordering the east side of Fridley is prepared to sell its liquor operation to a large liquor franchise. Fridley plans to monitor these recent developments and will continue to analyze the viability of expanding its liquor operation. The Moore Lake liquor store building is owned by the City and provides 21% of the total net profit for the City's liquor operation. Sales at this store have been declining for nearly two decades as a result of changing traffic patterns and accessibility. This store is due for significant non-routine maintenance and improvements. Staff has identified and prioritized the work necessary and has incorporated those improvements in the City's Capital Investment Program. The City has suspended scheduled non-routine maintenance and improvements until a determination of a third store is made.

Finally, in 2017 the state legislature amended state law allowing for Sunday Liquor sales. This is believed to be the first change in many anticipated in liquor laws with continued pressure coming from grocery and private liquor operations to modify current restrictions allowing for expanded service areas and delivery options. 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 operation.

10.2 Needs Assessment

Staff has evaluated the unused platted roadways, alleys and miscellaneous parcels throughout the City to determine what needs to be maintained and what needs to be placed back on the tax rolls by virtue of vacation, or land sale. It is the policy of the City to sell land that is not needed for planned redevelopment projects or future planned roads with the intent of getting that property back on the tax rolls.

Non-vacated , But Unused, Alleys & Streets,

Early plats and planning processes generally resulted in layouts for streets and alleys. Most of those were utilized and are evident today. For those that were not utilized, a determination should be made regarding its future usefulness. In 2017, a 60' street right-of-way that existed between properties was vacated and 7,200 sq. ft. was given back to adjacent properties, not only for their enjoyment, but also as an opportunity to get property back on the tax rolls and to be maintained by private owners, rather than the City.

Like the 2017 vacation and giveback, the City has other situations identical to that example. Where those lots exist, the City needs to evaluate the best future use and either create a plan using the parcels , or like the 2017 example, vacate and allow the land to be used by private properties that pay taxes.

Entry Monuments

On each major corridor through the City there are two entry monument signs welcoming folks to Fridley, one north, one south. A seventh sign exists at the south-west quadrant of the intersection of Mississippi Street and University Avenue. The signs are made of top grade, *Clear-Heart Redwood* and were sandblasted, painted and installed in honor of the City's 50th Anniversary (1999). Originally, the signs were produced by a sign Company in Osseo, MN. The City has sought to repaint the signs on a 5-year scheduled rotation. Currently, the south facing signs are ready again for a refresh and typically need to be re-painted more often due to sun. The City's Public Works Staff uses its most artistic staff member's talents in this effort to assure that the painting refresh pays homage to the original painting and techniques used on the sign and they will assure we keep the message and art around it fresh and welcoming. The expense for time and materials to complete this task has been absorbed in the Public Works Maintenance Budget.

10.3 Resiliency

In order to be a stable community, Fridley needs to be able to withstand the effects of natural disasters. Disasters most likely to impact life in Fridley are flooding, drought, and wind damage. When disaster strikes, Fridley residents have come to rely on the City for help. Business owners expect the City to prevent their street from flooding and homeowners expect the City to collect tree waste for free when a wind storm passes through. Decades ago, the City had abundant financial reserves to be able to front the cost of emergency cleanup, while the City applied for a FEMA disaster declaration approval for reimbursement of costs. But, the City is not as well positioned financially now, as those reserves were used to pay daily expenses over the past 16 years due to Charter restrictions that prevented the City from increasing utility fees to cover increased rates from the Metropolitan Waste District.

The challenge now is how can the City be more resilient? How can the City be prepared for the next tornado? How can the City protect property owners from the impacts of a flood? How can the City

minimize the impacts of a drought? Many action steps in this plan address ideas on how the City can become more resilient in times of crisis and what the City can do to minimize contribution to greenhouse gas emissions. One thing being considered at the new Civic Campus is installation of an electric vehicle charging station for customers.

Every few years, the City updates its Emergency Operations Plan. Anoka County has an extensive Multi-Jurisdictional Hazard Mitigation Plan and fulltime emergency staff. The City also monitors programs that FEMA offers to buyout properties in danger of flooding so loss of life and property can be prevented.

10.4 Summary and Action Steps

In 2018, the City will open its new Civic Campus on University Avenue between the stop light on University Avenue and 69th and 73rd Avenue. The Rice Creek Regional Bike Trail crosses University Avenue at grade near the stop light at 69th Avenue, which has a 55 mph speed limit in this location. In addition, the City plans to sell part of the property to build an estimated new 500 housing units, which will increase the number of people desiring to take transit at the existing transit stops, which are slated to become one of the Central BRT line stops. **Action Step:** Study the feasibility of constructing a trail overpass at 69th and University Avenue (Hwy 47).

A generous donor has offered to assist with the funding of a band shell for the amphitheater on the new Civic Campus. **Action Step:** Evaluation of what the shell would include and how it would be designed will be essential to assure the open-space feel and view shed to the park beyond is not negatively impacted by the construction of a band shell.

The frontage road along University Avenue, directly in front of the current Fire Station and the office building at 6499 University, will be removed and will be repurposed for pathway and pervious area that will be both aesthetic and environmentally sensitive. **Action Step:** The City will evaluate the best reuse of the former frontage road and incorporate that design and implementation into the development agreement for the reuse of the existing City Hall/Police /Fire Complex at 6341 University Avenue.

Fire Stations 2 and 3 were considered in the planning of the new Fire Station 1 and the recommendation was to keep these two stations in service. Future changes in staffing or consolidation of services with another department could allow the status of one or more of the stations to change. **Action Step:** Continue to study efficiencies and potential re-use of these satellite fire stations and make recommendation for re-use if/when a station is deemed non-essential.

The City is continually reviewing its liquor operation to ensure the business is viable and competitive. **Action Step:** 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 operation.

The City pays the School District annual operating costs based on approximately 35% of the square footage of the complex and is obligated by the agreement to pay for some furnishing, equipment and facility replacements as need. **Action Step:** The City must continually evaluate the shared arrangement with the Fridley School District and the recreational programs provided at the Fridley Community Center to ensure cost effectiveness and the quality of services it provides residents of the City.

Staff has evaluated the unused platted roadways, alleys and miscellaneous parcels throughout the City. **Action Step:** The City will work to determine what needs to be maintained and what needs to be placed back on the tax rolls by virtue of vacation, or land sale.

The City's Emergency Preparedness Plan has not been updated for a few years. **Action Step:** The City will update its Emergency Preparedness Plan, coordinating with Anoka County's plan.

Construction of a new Civic Campus offers new opportunities for energy reductions. **Action Step:** The City will explore options for new fleet vehicles, as they are scheduled for replacement, which reduce the City's contribution to greenhouse gas emissions.

The new public facilities in Fridley's new civic campus represent Fridley's future growth and ongoing redevelopment. Significant changes are occurring in many highly visible locations in the City, demonstrating how the community is growing and changing. These new facilities also demonstrate a new focus on connecting new office and housing development to nearby park amenities, offering workday recreation in addition to leisure recreation. Streets are being designed differently to offer safe passage for multiple modes of transportation, which has not occurred in previous developments. Attention is also being made to how storm water can be treated as an amenity rather than just piped underground. The changes incorporated into new public facilities serve as a guide for private development and will improve the City's resiliency.

Chapter 11: Implementation Plan

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 11.

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.

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 the 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 EV charging stations, and evaluate the potential need to amend the Zoning Code to accommodate this new type of infrastructure.	Ongoing

Participate in and develop programs to promote and incentivize energy efficiency and renewable energy.	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.	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.	Unknown
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
The Fridley Senior Program will continue to partner with other agencies and services like the Senior Outreach Worker from ACCAP to connect seniors with available services that meet their needs to safely live independently in their home.	Ongoing
Transportation	
City staff needs to meet with BNSF again to pursue at-grade crossing options or pedestrian crossing options at a minimum. 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 designate 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	2019

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.	
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 violations and warning or citing violators. In addition, when the University Avenue and Mississippi Street intersection is studied as part of the Mississippi Street study by the County, possible pedestrian safety modifications to the intersection, like no right turn on red, should be analyzed.	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. 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.	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.	
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	Ongoing

land use and road design.	
Explore means for a train-passing alert system for dispatch use when instructing emergency 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
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
Explore passage of a complete streets policy to provide standards for future street design and reconstruction.	
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.	
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.	
Parks and Trails	
The City should continue to maintain and implement park maintenance and upgrade plans in accordance with the capital improvements program.	2018-2023

<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> <p>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.</p> <p>All hard surface basketball and tennis court areas in the parks should be placed on a regular resurfacing program.</p>	
<p>A consistent signing policy shall be developed for all park and recreation areas and buildings, to include directional and informational signs.</p>	Ongoing
<p>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.</p>	Depends on when development occurs
<p>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.</p>	2019
<p>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.</p>	2019
<p>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.</p>	2019
<p>Work with the Springbrook Nature Center Foundation to complete the green roof installation on the new interpretive center addition.</p>	2020
<p>Improve the entrance gate and trail system at the SNC park entrance area adjacent to the Springbrook Apartments.</p>	2021
<p>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.</p>	2021
<p>The City should continue to expand the existing trail network to service all neighborhoods and areas of the city.</p>	Ongoing
<p>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.</p>	2019
<p>Continue to cooperate with other governmental and non-governmental agencies in the development of trails that complement the local system.</p>	Ongoing
<p>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.</p>	2021
<p>Pursue infrastructure funding for the 2017 Safe Routes to School</p>	2018

(District 14) Plan for 7th Street and Commons Park between Mississippi Street on the north and 53rd Avenue on the south.	
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.	
Reconfigure and install a new parking lot in 2018 next to the existing Moore Lake beach house building.	2018
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 2019 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 in 2018.	2018
Remove the Moore Lake Park tennis courts and basketball court in keeping with the park master plan developed in 2016.	2018
Remove the softball infield area and backstop, and replace with a flexible open-space multi-use field as per the master plan.	2018
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 a stormwater management projects from local water project priority list.	2019
Adopt non-zoning wetlands ordinance.	2019
Implement a water conservation outreach program.	
Implement a rebate program for water efficient appliances, fixtures, or outdoor water management.	Ongoing when funds available
Local Water	
Continue to rely on Coon Creek and Rice Creek Watershed Districts to implement their regulations and issue permits within their respective jurisdictions in Fridley.	Ongoing
Adopt city-wide standards based on watershed district and MS4 standards as well as the Minimal Impact Design Standards (MIDS) calculator.	2019
Annually update the Priority Project List in consultation with Watershed partners to prioritize the inclusion of projects in the Capital	Ongoing

Investment Program and external grant applications.	
Update the Fridley Code to establish impervious surface limitations on single family properties.	2018
Integrate incentives for installation of stormwater BMPs into the stormwater utility fee.	2019
Adopt a "Complete Streets" policy to decrease road widths, install vegetation, and implement stormwater best management practices where appropriate during road reconstruction projects.	2019
Formalize the residential rain garden program.	2019
Reduce impervious surface associated with parking through comprehensive site planning, allowing for the co-use of parking spaces between properties to meet parking requirements, reducing parking requirements in strategic areas of the City, and promoting pervious pavers and reinforced turf grass as parking material.	Ongoing
Enhance illicit discharge training for field staff. Develop procedures for the timely response to illicit discharge and a system for recording reported illicit discharges.	2018
Provide property owners with information on proper solid and hazardous waste handling during the construction process.	2018
Develop enforcement procedures in coordination with watershed partners to ensure that privately held maintenance agreements are followed.	Ongoing
Keep facilities inventory up-to-date.	Ongoing
Continue to use SWAMP program to prioritize maintenance of stormwater BMPs and evaluate sediment levels in waterbodies.	Ongoing
Continue good housekeeping procedures as required by the MS4 permit	Ongoing
Adjust design standards based on evolving climate data and best practices.	Ongoing
Update and enact the City of Fridley's Emergency Operations Plan to address impacts from climate change and extreme weather events.	2018
Update the Fridley City Code to promote water efficient landscaping.	2019
Promote external and internal building water reuse as permitted in the Building Code.	Ongoing
Provide rebates or incentives for installing water efficient appliances or fixtures when available.	Ongoing
Follow the Mn Dept. of Health's guidelines for stormwater management in DWSMAs.	Ongoing
Adopt the Mn Stormwater Manual by reference into Ch. 208.	2018
Partner with Anoka County to continue well sealing program.	Ongoing
Prioritize inspections of businesses with identified potential contaminants in DWSMAs.	Ongoing
Coordinate with neighboring communities included within Fridley's DWSMA regarding wellhead protection.	Ongoing
Accumulate the water quality data from multiple reporting agencies to establish current trends in water quality.	Ongoing

Utilize monitoring data to track progress toward meeting TMDL goals.	Ongoing
Evaluate the installation of monitoring devices within stormwater infrastructure to better predict and respond to flooding.	Ongoing
Encourage property owners along shoreland properties to plant natively vegetated buffers through targeted education.	Ongoing
Analyze City parks for suitable areas for no-mow grass or native perennial plantings and install natively vegetated buffers along waterbodies in City-owned parks.	2018
Update Critical Area overlay zoning district for consistency with updated MRCCA rules and to promote establishment of native vegetation.	2020
Continue existing educational activities and evaluate new outreach tactics to equitably engage all citizens.	Ongoing
Provide targeted education to shoreland property owners on shoreland management.	Ongoing
Facilitate education on maintenance of stormwater BMPs, particularly for owners of City-installed curb cut rain gardens.	Ongoing
Annually review work flow in DRC at yearend to increase coordination between departments and consider necessary code or policy changes.	2019
Apply for grants for stormwater management projects associated with capital improvement projects based on the Priority Project List.	Ongoing
Update the stormwater utility fee to include long-term maintenance of stormwater BMPs.	Ongoing
Evaluate other funding sources, such as grants or road assessments, to achieve objectives of the Plan.	Ongoing
Wastewater	
Economic Competitiveness	
Development Review Committee Meetings (DRC) 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.	2020
Update zoning map with new MRCCA districts.	2020
Update Chapter 205.28 Critical Area of Zoning Code with restoration standards for disturbed areas within the Critical Area.	2020
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
Include funding for trails within the budget for Capital Investment Projects.	Ongoing
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
Compile information on PRCVs so that property owners understand how PRCV-relevant ordinance requirements apply to their property for project planning and permitting and update website on summary of Fridley codes.	2019
Specify procedures for processing applications with potential impacts to PRCVs, for evaluating variances and Special Use Permits for impacts to PRCVs, and for methods for determining appropriate mitigation.	2020
Coordinate with the Cities of Brooklyn Park and Brooklyn Center to protect PRCVs identified by each City.	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 must continually evaluate the shared arrangement with the Fridley School District and the recreational programs provided at the Fridley Community Center to ensure cost effectiveness and the quality of services it provides residents of the City.	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, which 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.

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.

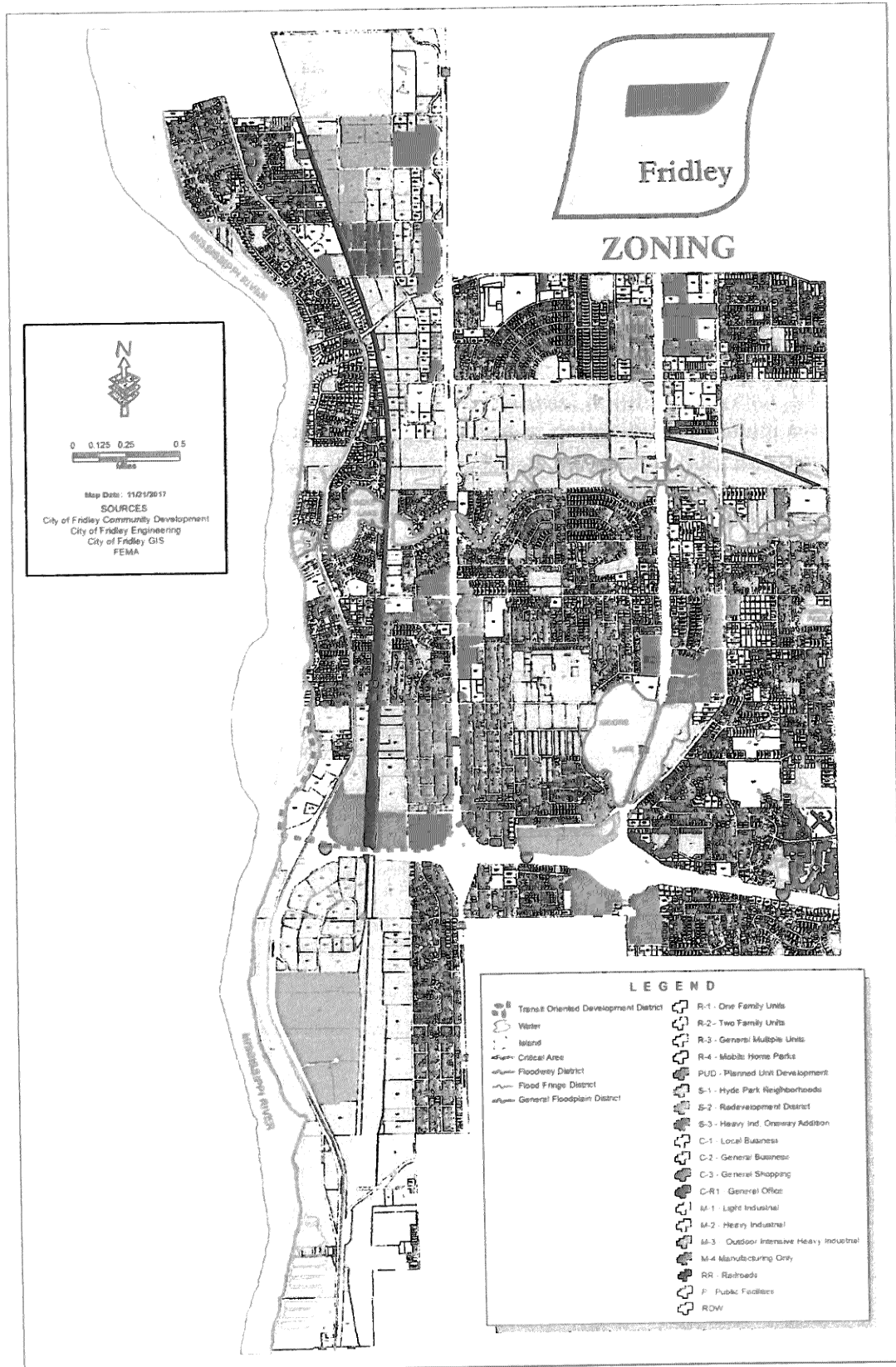
S-2 - Redevelopment District

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.

Figure 11.1 Existing Zoning Map



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.

**PLANNING COMMISSION MEETING
December 20, 2017**

Chairperson Kondrick called the Planning Commission Meeting to order at 7:02 p.m.

MEMBERS PRESENT: Leroy Oquist, David Ostwald, Mike Heintz, David Kondrick, Brad Sielaff, and Mark Hansen

MEMBERS ABSENT: Rachel Schwankl

OTHERS PRESENT: Stacy Stromberg, Planner
Julie Jones, Planning Manager
Rachel Workin, Environmental Planner
Amy Dritz, Fridley resident

Approval of Minutes: November 15, 2017

MOTION by Commissioner Sielaff to approve the minutes. Seconded by Commissioner Hansen.

UPON A VOICE VOTE, ALL VOTING AYE, CHAIRPERSON KONDRICK DECLARED THE MOTION CARRIED UNANIMOUSLY.

1. PUBLIC HEARING:

Consideration of a public hearing for reviewing Fridley's draft 2040 Comprehensive Plan.

MOTION by Commissioner Oquist to open the public hearing. Seconded by Commissioner Ostwald.

UPON A VOICE VOTE, ALL VOTING AYE, CHAIRPERSON KONDRICK DECLARED THE MOTION CARRIED UNANIMOUSLY AND THE PUBLIC HEARING WAS OPENED AT 7:02 P.M.

Julie Jones, Planning Manager, stated the Commission will need to continue this public hearing as there are three chapters the Commission does not have in their packet because they are not complete yet.

Ms. Jones stated this whole process started a year ago with the City's Home and Garden Show in January or February 2017. Staff received public input from that event by asking people what does Fridley have and what does Fridley need? That spring-boarded to some other projects staff did to get input from the public. We had a town hall meeting this past May that was very well attended. There was a large group of people at the town hall asking questions about some key parts in the plan. Staff also created an on-line survey, that staff tested out on a group of folks at a block party event on Seventh Street related to the City's Safe Routes to School project for the Fridley schools. Also the following day at the Fridley '49ers Day parade, staff handed out at least 100 business-sized cards that gave people the link where the survey was and asked them to fill it out. The City received some insightful comments from the survey. Staff also went out on Night to Unite with the Police Department to talk to people and ask them to complete the on-line survey.

Ms. Jones stated the results of the survey are posted on the City's website.

Ms. Jones stated staff then looked at what has changed since we did this long-range planning process ten years ago. One thing that is different is ten years ago the City's population in Fridley was declining.

Now the population projections are showing significant increases. In fact the 2040 numbers project the City is expected to surpass its population ever in history.

Ms. Jones stated the City has a lot of planned projects coming up with some pretty big housing numbers. Another thing that is interesting is ten years ago the City was seeing an increase in the age of its population, and the City has since seen a slight decline from 37 to 35 years being the average age.

Ms. Jones stated as expected the City's diversity has increased significantly at 21.5 percent since the 2000 census. There has been a 5 percent decline in the percentage of married couples and a 2 percent increase in the households where it is one person living alone.

Ms. Jones stated 10 years ago Fridley's per capita income was pretty even with that of Anoka County and Minneapolis. In the past ten years Fridley has not kept pace with Anoka County and Minneapolis. That is a change the City was not expecting. Ten years ago Fridley did not know whether it was going to have a Northstar train station. That has affected a lot of the City's planning over the last ten years and will continue to in the future.

Ms. Jones stated what has made this process fairly simple this time for staff is we've have done a good job of doing some really important large-scale plans over the past few years that made it easier for staff to put a lot of these components into the plan. One of those plans is the East River Road Corridor Study the City completed in 2012 with the City of Coon Rapids and Anoka County. Then the following year, 2013, the City completed its Active Transportation Plan. That was something the City was able to do with SHIP funding dollars. That same year there was also a Safe Routes to Schools Plan adopted for North Park Elementary because Columbia Heights was doing a Safe Routes to School Plan.

Ms. Jones stated in 2014 the City completed the Northstar Transit-Oriented Development (TOD) Master Plan for the TOD overlay zoning district. This past year Fridley participated with Anoka County and Spring Lake Park in doing a study of Osborne Road. This year the City of Fridley completed the Safe Routes to Schools Plan for the Fridley School District.

Ms. Jones stated the Commission has also seen plans for the Locke Park Pointe Development, the civic campus development, and that is impacting the growth numbers in the plan as well.

Commissioner Oquist asked as to the population growing and median age decline, are other communities such as New Brighton, Spring Lake Park, and Columbia Heights seeing similar things? In other words, is that population moving this way instead of south?

Ms. Jones replied, she really has not seen data from the other cities to know for sure. She suspects they are not seeing the growth Fridley is because Fridley has some really large projects planned, and she has not heard of them doing the same. Fridley's Northstar TOD plan calls for 1,000 new housing units, which is significant.

Ms. Jones stated as far as what is anticipated in the future in the Comprehensive Plan, is related to the traffic increases that are projected by both Met Council and Anoka County. Also the population increases, the diversity increases, new development at Locke Park Point and another factor is the Bus Rapid Transit Line that is proposed to come through Fridley in a few years. All of those things are impacting what the City is looking at for its planning.

Ms. Jones stated and when the City's population grows, its need for affordable housing grows because some of those new households need to be affordable housing. Met Council makes sure we are aware of that and puts a requirement on the percentage of the City's housing needs to be affordable.

Commissioner Oquist stated what he found interesting is in one of the chapters it states that the City has a concern because there isn't enough high-end housing, when we have always discussed the need for affordable housing. We have always talked about affordable housing.

Ms. Jones stated that was a concern ten years ago. That was something the City had in its 2030 plan. Some of that has since happened.

Ms. Jones stated Met Council is requiring the City this time to address resiliency within each chapter. We will see it repeated in the plan and that is being driven by some of the things we are seeing related to climate change. More frequent, more extreme storm events relates to the City's needs for services, with flooding of streets, etc., we need to address this in the plan.

Ms. Jones stated another thing staff is faced with is Fridley is now classified as an *urban* community in Met Council's classification system. That means we put higher density requirements on new developments. They want to see higher density here.

Ms. Jones stated another thing staff is really trying to pay attention to is equity. Making sure the City's services are equitable to all residents. We are seeing that the most in the topic of transportation, creating roads for all modes. We need to try to accommodate infrastructure for pedestrians and people on wheels, wheelchairs, or pushing strollers. That was an emphasis ten years ago and it is an even greater emphasis now.

Ms. Jones stated the traffic projections are rather staggering. She showed maps in Metropolitan Council's traffic reports and their long-range plans. The County has also put together some maps. There are many people who are funneling through Fridley daily to their work in Minneapolis.

Ms. Jones stated maps show University Avenue is congested up to Mississippi Street currently and in the future being congested up to Osborne Road. East River Road will be congested significantly further north in the future, as well as Highway 65 and Central Avenue.

Chairperson Kondrick stated he drove in south from 110th Avenue and Hwy 65 last night and there was a solid line of cars going north. He got off on Osborne. He has never seen so many cars before for such a long stretch of road.

Commissioner Hansen stated it is his understanding Hwy 65 carries as much traffic as 35W in Anoka County.

Commissioner Heintz stated it is the same thing on Highway 10. He works in Anoka and coming home going south it is jam packed going north.

Ms. Jones stated right now we feel these roadways are at capacity so then what do we do when it is so much worse.

Chairperson Kondrick asked whether we have heard anything more from Met Council about spending more money on highways on this side of town?

Ms. Jones replied, no, MnDOT does not really have any growth plans for Fridley. For example, within the Transportation Plan, related to Hwy 65, there are some maps relating to an intersection study that Met Council and MnDOT did, where we ranked the intersections and almost all of them along Highway 65 in Fridley were of concern. The one at Medtronic Parkway ranked the highest, and that is the one we are most concerned about because we know that intersection is problematic as well as Old Central and Hackmann. The Medtronic campus is only halfway built, so what happens when we have thousands of more jobs on that roadway? So this is one roadway staff is putting some emphasis on in the Comprehensive Plan as far as looking at studying that area further.

Ms. Jones stated MnDOT only has enough money to pay for improvements to one highway intersection a year. They will likely do the ones along Highway 65 first, which ranked higher in need. Interchanges are so impactful to land use and businesses in the area, so we will really want to study those areas for options that may be less impactful to the businesses.

Ms. Jones stated this is why we are putting the emphasis on making transit a more usable and friendly option for people. Such as, Bus Rapid Transit, which is more like the train where you pay for your ticket in advance, and the buses do not stop at every stop, yet it is not a total express line. This is why staff is looking heavily at University Avenue in the plan because of the impact of BRT.

Ms. Jones presented another map showing reported accidents in the past two years in Fridley. Almost all of the fatalities have been on University Avenue which is another reason staff is putting a big emphasis on doing a corridor study on University Avenue like we did on East River Road to see what can be done to make this roadway safer.

Ms. Jones stated as far as looking at equity in transit services, we have looked at the amount of ridership on the routes through Fridley. We know there is at least one bus stop on University Avenue that qualifies to have a shelter and right now has a bench right on the edge of the highway. There are more than 25 riders a day taking that bus stop which makes it qualify for a shelter. We want to try and get shelters at stops that qualify for it in Fridley.

Ms. Jones stated we also have a lot of bus stops in Fridley that are not ADA accessible. That is something we feel is a real equity issue. A lot of buses nowadays accommodate people in wheelchairs.

Ms. Jones stated as to the density impacts of Bus Rapid Transit. When the City gets a BRT line, we are required by Met Council to master plan those areas. Typically at transit stops we are looking at areas half a mile out from a stop. We did a map just looking a quarter mile out to see what the impact would be. That is a significant area of the City if we were to master plan that like it has done in the TOD area to see what special design accommodations we would make for redevelopment in those areas. That is something we are planning to do in advance of the BRT line coming to Fridley.

Ms. Jones stated in the Land Use chapter there are 22 potential redevelopment areas that she knows Ms. Stromberg went through with them last month so she will not go through that again. She did want to mention one that she has had a few comments on - the Girl Scout Camp site that people seem to be concerned about. As far as the Girl Scout Camp, the City is guiding that for residential use, single-family

attached or single-family detached residential use so people around that area can rest assured we are guiding it for low-density residential.

Ms. Jones stated she is going to go through the action steps in the various chapters and focus on what it is the City is looking at to change in the community.

Ms. Jones stated as far as land use the key thing the City is looking at there as an action step is related to parking. Staff did an analysis of parking in the City and discovered it has roughly 63,000 parking spots including on-street parking, parking in business lots, and residences. Census data shows the City has about 18,000 cars in the City not including people working here in the day. Even if you include about 7,000 people working in Fridley during the day, the City has almost 3 parking stalls for every vehicle in the City. That is a lot of impervious surface the City does not need. There is big emphasis in this plan related to storm water management, particularly related to climate change again and these bigger more frequent storm events. There have been some really serious street flooding issues. The City wants to take a look at the parking requirements and reduce those if it seems appropriate for some of the business locations. We have done that before with the commercial zoning but think we should do it again particularly for industrial zoning.

Commissioner Oquist asked whether Ms. Jones was talking about existing parking? The facilities have too much parking and take away some?

Ms. Jones replied, we have occasionally seen that happen. Particularly if a business is redoing their parking lot. We could maybe save some money by converting that to green space. Sometimes we find good spots that are really suitable for rain gardens, etc. Sometimes we can get grant money to help businesses do that.

Commissioner Hansen stated that is essentially what the City did over at Cub.

Ms. Jones stated, exactly, at the Fridley Market site. The City allowed them to take away the parking we had on the freeway side of the property before the site redeveloped because we knew we were not going to need it in the new development.

Ms. Jones stated the City is looking to do a corridor study of University Avenue. Just kind of take a comprehensive look with MnDOT who of course will be involved.

Ms. Jones stated staff has also discovered in the R-1 Code the City has very heavy landscape requirements but nothing in R-1. It is pretty typical in other communities that there is a requirement for one to two trees to be planted in new construction. That is something staff is planning on changing in the Code.

Commissioner Oquist asked whether that is something that has changed? When he moved to Fridley in 1960 it seems to him at that time it was a requirement there were two trees planted on each lot on a new construction.

Ms. Jones replied, she has not seen that in previous Code but it might have been a restrictive covenant of the development he was in.

Commissioner Oquist stated it used to be one on the boulevard (City tree) and then one in the property.

Ms. Jones stated we have a historic home tour coming up in 2018. We are thinking of making that an annual thing and it is actually something that is being done by the Anoka County and Fridley Historical Society; but the City has helped them get that up off the ground. Mark your calendar for July 22. It is a home and garden tour.

Ms. Jones stated we want to encourage electric vehicle charging stations. We may see some of the gas stations convert to electric vehicle charging stations so that is something we have to pay attention to in the Zoning Code.

Ms. Jones stated we also do not want to prevent solar gardens. Again, with this overparking in some of these industrial situations, we see that might be an attractive reuse for some of these properties. We are looking at the M-3 zoning district (Outdoor Intensive Industrial District) allowing solar gardens without a special use permit like is required in other zoning districts.

Ms. Jones stated looking at the Code and seeing if there are any adjustments that need to be made to allow community gardens and orchards is what some other communities, such as Osseo, have done.

Ms. Jones stated staff needs to monitor the land use impacts that autonomous vehicles may have on the community. The projections are staggering on how quickly this will happen. Staff needs to study it, because it may completely change the parking requirements, street design, etc.

Commissioner Heintz stated back to the EV charging stations, are we looking at maybe including that in when someone builds a new building or having them including those in their parking requirements?

Ms. Jones replied, that is exactly what we are thinking. For example, in the Zoning Code, if a developer is installing a certain number of parking stalls, they are required to put in landscaped parking islands. It might be the same thing, when you are above a certain number of parking stalls, you would be required to have an electronic vehicle charging station.

Ms. Jones stated as to the Housing Chapter we have a whole series of action steps there, too. One is just kind of to keep doing what we are doing in code enforcement inspections as well as rental licensing inspections. Rental licensing is already looking at a crime-free housing initiatives and analyzing with the Police Department how their current licensing code Chapter 220 is addressing this.

Ms. Jones stated we are also already taking on licensing group homes who do not have food services. We have found this is the type of group home with some changes in procedures on the state and county level and not being licensed by those levels of government. The City feels it is important to protect those folks, so it is taking it on as rental licensing.

Ms. Jones stated another kind of key thing we are adding this time around is partnering with other agencies for services so we can allow seniors and disabled folks a better chance to remain safely in their home.

Ms. Jones stated as to Transportation there is a lot in that chapter. Staff will continue to rate and repair streets. The City is repaving two miles of street a year to try and keep the City's street infrastructure sound. Again, staff will be continuing to provide information on transportation options for seniors and

disabled folks. We do that through the City's website now and through connections with the Senior Center.

Ms. Jones stated the Police Department is looking at starting some heavy duty enforcement about pedestrians crossing University Avenue at Mississippi against the light.

Ms. Jones stated we have already been talking with Anoka County about this for some time about doing a study of Mississippi Street just like we did for Osborne Road, looking at the possibility of converting Mississippi Street from a four lane to a three-lane road, incorporating bike/walk accommodations into the design.

Ms. Jones stated when the City Hall moves, we are looking at removing the frontage road access right off the corner of Mississippi and University as we feel there is really no need for that because we will not have the emergency vehicle access need anymore and it really creates some safety issues for pedestrians.

Ms. Jones stated we are looking at getting that bus stop on University and 81st, a heavily used stop, a bus shelter in the near future. The City also wants to get some accommodations for bike racks at least at some of the bus stops. There is not a single bus stop in the City that has a bike rack currently.

Ms. Jones stated, continuing the transportation action steps, we have been looking at this for a couple of years now and just have not got it done, but we really feel we need to do something through a permitting process or franchise fees about these benches at the bus stops that any private party can put in. They are regulated by State statute, but it is really loosely regulated.

Chairperson Kondrick asked what is the problem with that?

Ms. Jones replied, they do not maintain them. They do not remove the snow. If a bench gets hit by a vehicle, they do not fix them in a timely manner. The City has difficulties tracking those people down and having any sort of leverage to get them taken care of. They get to put a sign out there for free, and the City has a lot of businesses who pay hefty sign permit fees.

Ms. Jones stated we want to update the Active Transportation Plan every five years. It is time to update that and take another look at it. Even though they are not public schools, Al-Amal School and Totino-Grace have some shared safety needs and staff would like to have a conversation with them to create an informal safe routes plan for those schools.

Ms. Jones described the issue the Police Department has with Burlington Northern trains coming through Fridley, when there's a 911 call and we do not know when and where a train is on the tracks. We would like to have some sort of notification system so that the 911 operator can guide emergency personnel to an alternative route around the train.

Ms. Jones stated staff is suggesting revisiting the organized garbage collection issue again as it has a real impact to the City streets. There were comments written in on the survey even though the survey had no questions on it. Staff is also suggesting amending Chapter 113 to limit the number of garbage haulers.

Ms. Jones stated Rachel Workin is working on implementing a curbside organics collection program this coming year, and we are going to see more trucks on the street with that, too.

Ms. Jones stated staff should continue to collect some bike and pedestrian data on University Avenue, particularly because that will help the City as it does that corridor study in the future and apply for funding for improvements there.

Ms. Jones stated as to continued transportation action steps, the City has the need to replace its streetscape that the HRA actually paid for out on Mississippi Street and on 57th Avenue. It is in need for some repair. The street lighting is outdated, so we want to plan for that in the CIP budget. Also, doing some further study for overpass options at the intersection of Highway 65 and Medtronic Parkway.

Ms. Jones stated the City does not have bus transit service, other than through a grant that provides shuttles from the Northstar Train Station, south of 694 on East River Road. With the massive Northern Stacks development in that area, there is a need to restore regular bus service for the new tenants and businesses in that area, so staff is working with Metro Transit to try and restore that.

Ms. Jones stated we are working with Columbia Heights right now to plan the rebuilding of 53rd Avenue so we need to keep the BRT line in mind for that.

Ms. Jones stated another action step is exploring car and bike share opportunities at the Northstar Train Station, which is the center of an alternative transportation node in the National Park Services plans for the river, because the river is a national park, and we want to make the river more accessible to people without a car.

Ms. Jones stated obtaining easements for the trail plans for Islands of Peace Park is another action step. It has been a long time since we have had this plan before the Commission, but there are plans to connect the trails that are currently in Islands of Peace Park to a park that is called River Edge Way Park, which is an undeveloped park to the north. Right now, folks in that neighborhood have no trail access to Islands of Peace Park or River Front Park south.

Ms. Jones stated the City will be looking for funding for the East River Road corridor study infrastructure. In that plan there are plans for trail and sidewalk on both sides of East River Road, but the County has made it very clear the City is going to have to pay for that infrastructure as well as any landscaping installed. The City is going to have to look for grant funding for such improvements.

Ms. Jones stated the City will also be looking for funding for land acquisition and the various options for the 57th Avenue bridge concept, which we are keeping in the Comprehensive Plan still, even though the engineering studies have shown the City does not have enough run distance for it. But, the City continues to need an alternative east/west connection through the community. It is really tough for people who live here to get around through the community whether it is rush hour or any hour of the day. There are a lot of stoplights. Also, there is a piece of land owned by Home Depot there the City needs to acquire.

Ms. Jones stated in the Parks and Trails Chapter there are several things that tie to a whole master plan that has been adopted for Moore Lake Park. Replacing some play equipment at 3 parks there, replacing some play equipment at 21 other parks, developing a resurfacing schedule for basketball and tennis courts throughout the park system, developing a consistent sign policy for all the parks and park buildings, implementing a park redesign and trail improvements that are in the TOD master plan for the Northstar TOD area. There is a whole redevelopment of that park that is planned that would be triggered when something redevelops in that area according to that master plan.

Ms. Jones stated another action step is evaluating ways the City can add more lighting to parks which is something that came out in the surveys. Updating a park and trail map was another action step.

Commissioner Oquist asked is there something in here to review all the parks to see if they are necessary? Which ones are being used and which ones are not? For instance he lives on Hackmann Circle and rarely do we see people at Hackmann Park anymore. Not to say we should close it down but may review some of the parks?

Ms. Jones replied that is some of the comments we got back from the survey indicated a desire for new and different park amenities. We have changing ethnicity in the community, so it is expected that there will be different requests.

Commissioner Heintz stated demographics and populations change but you cannot rebuy park land so that is why we have to keep them there because in 10-15 years your neighborhood might switch around where there are a bunch of kids. We want to keep updating what we have in the parks, keep renewing, keep trending things up – like the City is doing for Moore Lake Park.

Commissioner Oquist mentioned there is a double lot that used to have a softball diamond and a fence which has been taken out. It really is not being used.

Commissioner Heintz replied we actually had a request for more open multi-use play space there. With the softball field there they could not play soccer, etc.

Commissioner Hansen stated something we have been discussing on the Environmental Commission is the use of open space in parks as well. We see large open spaces that do not seem to be used very much which could possibly incorporate native plants and other native landscaping to make them a little more interesting. In his neighborhood, there used to be an ice rink which wasn't being used very often, so it was converted to open space. He felt from a planning perspective, the City should encourage or consider more native landscaping as an action step. He would strongly oppose selling any property that is currently park property.

Commissioner Oquist stated as part of this plan we need to review the parks and see if there is another alternative, something else to use them for.

Chairperson Kondrick stated he agrees and it is up to the Parks and Recreation Commission to do that. We have done a good job in the past.

Ms. Jones continued with Park action steps. Another was replacing the Springbrook Nature Center picnic shelter, which serves as an outdoor classroom. The City is still looking for funding to finish that as part of their overall SPRING plan. They are also planning to complete the green roof installation at the Nature Center. Then, there are some park entrances, one off of Springbrook Apartments and an entrance on the southwest corner of the Park that they are looking to improve.

Ms. Jones then presented trail action steps, which started with expanding the trail network overall in the community. Promoting the Mississippi River Trail (MRT) is another, because we found in the survey a lot of people did not know it was there. Plans for more recreation activities in parks on the River had been discussed in committee as a solution.

Ms. Jones stated another action step is expanding Medtronic Parkway as far as a trail connection. There is a multi-use trail along Medtronic Parkway now, but we want that to expand into other areas. Pursuing funding for the Fridley Safe Routes to School infrastructure needs and funding for the East River Road network are part of that plan. The City needs to regularly rate the trail conditions, which was done in 2013 but needs to be done on a regular basis like it is for roadways. Completing the overall Moore Lake Park plan is also part of the Medtronic Parkway network.

Ms. Jones stated there has been flooding issues in three parks this year. This is the type of climate change outcome that the City needs to address. There is also an action step regarding doing some buckthorn removal in three parks in particular, continuing goose management program at Moore Lake Park, and then emphasis on planting more trees in the parks and planting a more diverse species of trees in the parks. The City has been doing this for the past couple of years with some grant funds. Consider alternative landscaping in certain park locations, particularly looking at areas that maybe are underutilized, areas with steep slopes that maybe do not make a lot of sense to mow, and also to post some educational signs stating why the area is not being mowed.

Ms. Jones stated under Economic Competitiveness staff is looking at continuing to use weekly Development Review Committee (DRC) meetings for developers to come in and preview applications before they apply to ease that application process. Also, the City wants to use its DRC meetings to advance any ordinance changes that may be necessary. Staff is investigating gaps in the public transportation system.

Ms. Jones stated the next action step is continuing the City's business retention and expansion visits and efforts and finding out from businesses what their needs are for getting employees to their business location.

Ms. Jones stated the City is also trying to help businesses by matching students to the manufacturing jobs and other local jobs in the City. It is a big need for the City's businesses to find qualified workers, and the HRA is helping businesses in that regard.

Ms. Jones explained an action step related to promoting public art, stating that the Positively Fridley group is getting support from commissions and staff to plan locations and guidelines for public art. As the topic changed to environmental topics, Ms. Jones handed the presentation over to Rachel Workin.

Rachel Workin, Environmental Planner, stated she has been working on the development of the Local Water Plan chapter and the Critical Area chapter of the draft Comprehensive Plan. These chapters are a little unique from the previous ones discussed because they get approved by other entities in addition to the Metropolitan Council. The Local Water Plan is reviewed and approved by the City's watershed districts, as well as the Board of Water and Soil Resources. The Critical Area chapter is also reviewed and approved by the DNR.

Ms. Workin stated these local water chapter action steps were developed to mirror the three-pronged approach the City takes to its water management program. The City has an education arm where it is encouraging citizens to make good choices with regards to water management. The City is doing its own projects to promote water quality and quantity, and then there is that regulatory piece where you have to do these things.

Ms. Workin stated the big players with the most hands on management from a regulatory perspective is the city and the three watershed management organizations in the City which are Coon Creek and Rice Creek which are watershed districts and have their own regulatory program as well as the Mississippi Watershed Management Organization (MWMO). One difference between a watershed management organization and a watershed district is a WMO does not have its own regulatory arm so they look to the City to apply their standards for development of projects that occur in the City.

Ms. Workin stated actions the City wants to take from a regulatory perspective is to continue to rely on Coon Creek and Rice Creek watershed districts to apply their own regulations in the City. But to formally adopt MWMO standards within the storm water code. This is a requirement of MWMO, and it also would fulfill a requirement as part of the City's MS4 permit which is given to the City by the MPCA to operate its own storm sewer system. The City is currently lacking the volume requirement that development projects have to maintain a certain volume of water on their property to fill that permit requirement. By updating the City standards to MWMO requirements, it meets the MWMO's requirement and the MPCA's MS4 requirement.

Chairperson Kondrick stated, good job.

Ms. Workin replied, luckily they lay it out for the City pretty clearly; and there is some flexibility.

Chairperson Kondrick asked, the staff does not feel Watershed Districts go too far or anything?

Ms. Workin replied, in the development of these standards they get a lot of input from local governments and there is a lot of analysis that goes into that. The volume standards they settle on determine to be the cost-effective standards. For most standards required, we would be aligned pretty closely with the Coon Creek and Rice Creek standards. One thing that we would want to do is try and improve the consistency of the standards across the City so that businesses in the north part of the City are looking at the same standards as in the south to ease that regulatory burden. When staff updates these requirements, we also want to incorporate MIDS which is a way of calculating that it is standardized, and it would streamline the process for developers as well.

Chairperson Kondrick asked whether staff has any conflicts with other communities, such as New Brighton, Spring Lake Park, or Columbia Heights.

Ms. Workin replied, since watershed districts expand beyond the boundaries of the City, these cities have the same requirements that Fridley does; therefore, this would be fairly standardized with the neighboring communities.

Ms. Workin stated we would also want to adopt the storm water manual by reference in the storm water chapter. This is a manual put forth by the MPCA that has design guidelines for different storm water best management practices (BMP) and by adopting this manual, staff would not have to develop its own design standards for every BMP; we could rely on the MPCA's guidance.

Ms. Workin stated another change to Chapter 208 is just confirming that the design standards the City bases its storm water requirements on are based on evolving climate data. Back under old design standard, if the City were to design the storm sewer pipe for a five-year storm event, the amount of rainfall is much less than the predicted five-year storm today. As predicted rainfall events increase the

size of the City's storm sewer pipes and the size of the City's storm water, BMP's should also increase to manage and have sufficient capacity.

Ms. Workin stated another regulatory component is the management of storm water within the drinking water surface management area. The City of Fridley relies on groundwater for its drinking water supply so it is really important that as it is promoting the infiltration of storm water into the ground, that the City is not contaminating the drinking water supply. These guidelines would help manage that potential conflict. We also want to coordinate with the neighboring communities regarding their wellhead protection, because we tend to overlap. For example, Spring Lake Park's drinking water surface management area extends into Fridley and Fridley's extends into Spring Lake Park.

Ms. Workin stated we want to make sure that other jurisdictions that are in charge of inspecting businesses with potential contaminants within the City of Fridley's drinking water surface management area are completing those inspections. That would primarily be Anoka County and the MPCA.

Ms. Workin stated other areas of the Code where staff would like to address water management is modifying the R-1 code to limit impervious surface. Currently the R-1 code has restrictions based on the house size; however, most communities structure this in regards to overall impervious surface on the parcel because single-family homes are typically exempt from storm water treatment. It is important to ensure there is still enough pervious surface on the parcel.

Ms. Workin stated Staff would also like to look at the Code and see how it can promote water efficient landscaping so that Fridley's drinking water supply is not being used in excess on landscaping and allowing for building water re-use as permitted in the Building Code. That is something that is being currently worked out at the State level; however, as the Building Code changes, the City of Fridley would want to be supportive of internal building water re-use.

Ms. Workin stated as Ms. Jones mentioned we want to look at parking requirements to decrease the amount of impervious surface in the City and also promote what is currently in the Code that allows comprehensive site planning where if a building believes that the parking requirements are excessive to the building's needs we can maintain a portion of their property as pervious surface until that parking requirement becomes necessary. We would also like to continue to use the DRC to review the City codes, to review additional ordinance changes that would promote low-impact development in Fridley, so we can more easily and cost-efficiently manage water quality and quantity issues.

Chairperson Kondrick asked Ms. Workin what does her group think about automatic lawn sprinklers?

Ms. Workin replied, we think that is a great idea. The City previously offered a rebate for smart irrigation systems for Fridley residents. If that funding became available, that is something the City would want to pursue again. There have been a lot of advances where you can control your sprinkler from your phone and have it zoned out based on if it is a shaded area or in full sun, and that technology can really decrease water consumption which for a city that relies on groundwater, and is paying to chlorinate and treat the water that comes out of irrigation systems, you do want to decrease water consumption where possible.

Commissioner Heintz asked up at Springbrook when the parking lot was rebuilt, part of that was done with pervious pavement. He asked why don't we require more of that in the City?

Ms. Workin replied, that is a great idea and it is something the City wants to encourage especially in areas where it is appropriate. The technology is constantly developing and that is something we would allow for parking. We have seen buildings, such as Watermark down near 694, that installed that in their parking lot.

Commissioner Hansen stated one of the things we talked about on the Environmental Commission was an increased emphasis on water quality treatment. A lot of what Ms. Workin is talking about is a good thing and the Environmental Commission thinks is a good thing. Most of the storm water management in Fridley when it was originally developed was really solely for the flood control. Holding the water back and that is it. It is not for providing any water quality level - sediment removal or phosphorous.

Commissioner Hansen stated Fridley is a river community which is one of the things that defines it, and we should be doing some things to help enhance the water quality of the river. Ultimately everything is going to the Mississippi River. If there are ways to incorporate credits that businesses and property owners are paying for through their storm water utility fee, if people can do enhanced water quality treatment, and the City can consider encouraging that as an action step in the plan, he thinks that is a great thing. He is not saying require it for small projects but incentivise it.

Ms. Workin stated with regards to capital improvement projects the City installs to manage the water resources, the City does not have a storm water management plan specifically but, following this plan, we would want to develop and update a priority project list in consultation with the City's watershed partners in order to better align the construction timelines and budgets. We would also want to adopt a complete streets policy. This is requirement to become a GreenStep Step 3 city, and this complete streets policy would outline when the City would include storm water improvements as part of its street reconstruction projects as well as landscaping improvements or decreasing street widths.

Ms. Workin stated as part of the complete streets policy, staff would want to formalize the City's residential rain garden program. This is a very successful program the City has administered for a number of years and has installed over 50 curb-cut rain gardens throughout the City. All we are looking to do is set and establish more formal guidelines, and we would like to continue the City's policy of treating the storm water within its capital investment projects such as the iron-enhanced sand filter that will be part of the new civic complex as well as prioritizing regional treatment in which you are treating storm water off of multiple parcels at the same time and installing co-benefits within the City's storm water treatment systems. For example, including pollinator plantings within the storm water basins.

Ms. Workin stated as Ms. Jones mentioned the staff is looking at alternative landscaping and educational signage within the public lands. Pollinator plantings and native vegetation do a lot for water quality and filtration of storm water and also add vibrancy to the area where we are installed. Staff would like to continue to use monitoring data to track their progress toward meeting the maximum daily load goals. As the technology becomes available, we would like to start making storm water BMP's, smart BMP's that can better monitor and predict potential upcoming flooding and respond to those events.

Ms. Workin stated the City has a good housekeeping program as part of its MS4 requirement through the MPCA. These are the things the City does on a daily basis or on a maintenance-level basis to keep the storm water infrastructure functional. We would like to keep those good housekeeping practices that includes the street sweeping program, for example, and keeping that facility's inventory the City is using to schedule out those maintenance activities up to date.

Ms. Workin stated one thing the City has been doing is utilizing what is called the SWAMP program which is a program development to help cities maintain their storm water ponds and plan for maintenance of those ponds. Excavating the sediment that has been built up over time can be costly so this program is really useful in letting them budget that out. We would like to continue to utilize that program but also recognize in addition to the public storm water infrastructure there are a number of storm water ponds and BMP's on private property. The City does require maintenance agreements from the private property owners when those are installed as part of a development requirement, but we do need to strengthen the enforcement of those maintenance agreements, and that is something we would do in partnership with the watershed districts.

Ms. Workin stated as Ms. Jones mentioned climate change is becoming something we are a lot more aware of especially related to the storm water, seeing a lot more flooding related to increase rain events, and so incorporating that into the City's emergency operations plan. From an education incentives perspective, the City would like to continue its current educational activities that occur through its public communication efforts as well as at the Springbrook Nature Center. We would also like to specifically target shoreland property owners on BMP's for shoreland property and connecting them to grant funding through the watershed districts. We would also like to facilitate education on the maintenance of storm water BMP's to ensure we are all functional and particularly for owners of City-installed curb cut rain gardens to make sure we are draining properly and filtering water as expected.

Ms. Workin stated another idea we would like to incorporate is incentives within the storm water utility fee to install storm water BMP's. A lot of properties currently do not have sufficient storm water management because they were constructed before current regulation. Until those properties redevelop, we will continue to have insufficient storm water management. Looking at this is a way to incentiveise property owners to install those storm water BMP's in advance of redevelopment.

Ms. Workin stated the City previously provided water rebates for water-efficient appliances and smart irrigation where available and, if that funding were to become available again, the City would like to pursue that. Also, to continue to partner with Anoka County on the well sealing program where wells are identified that need to be sealed.

Ms. Workin stated to fund all this the action steps include, continue to apply for grants using the storm water utility as the main source of funds for the City's water management programs and ensuring it covers the cost of maintenance as well as evaluating other funding sources as available.

Commissioner Oquist stated he noticed in the packet, street resurfacing plan, is that in with the Water because as we resurface the street the City has better water flow?

Ms. Workin replied, that plan was a requirement by the watershed districts as part of their requirements for the plan and we are interested in that data in order to align any projects we might be envisioning for that area with the timeline of reconstruction. The City's goal is to tear up streets as infrequently as possible. If we can install a BMP at the same time the City is reconstructing the street, that is ideal.

Commissioner Sielaff stated he has been reading a lot about Met Council coming up with concerns about future decreasing availability of groundwater for drinking. Is that something staff looked at here as far as working with Met council doing something on that?

Ms. Workin replied the City's water supply plan is an additional chapter in the Comprehensive Plan that will be forthcoming.

Ms. Jones stated it has already been developed and was approved a year ago. It was not included in the Commission's packet for that reason. She does know that has been brought up and discussed a few times, that whole issue of where the water is coming from and their plans going forward are to continue to rely on groundwater for the drinking supply. We have been pressured, by the State or Met Council or whoever, to switch to river water. She thinks it is the State.

Commissioner Sielaff stated it became a big issue because of White Bear Lake's water levels and how it was being impacted by groundwater pumping. On this local water plan, there is a lot of storm water stuff in here. Is that the intent to just address that?

Ms. Jones replied, yes. Then the water supply plan is the plan for the drinking water supply.

Ms. Workin stated in the last Comprehensive Plan the local water plan was the local surface water plan, but now requirements also include consideration of groundwater. We do call it the local water plan. The consideration of drinking water is limited to the effects of storm water on the drinking water supply.

Ms. Jones stated and that water supply plan is on the City website for people to see in case anyone is wondering where that is at. It was on a different timeline in the requirements so we had to finish that last year already and then we have some different timeline requirements for those in the local water plan.

Commissioner Sielaff stated this issue has picked up a lot in the last year particularly. Does this have to be brought up to date?

Chairperson Kondrick stated, it needs to be talked about so people understand and are aware of what the complications are and what is necessary to maintain a decent water supply in this area.

Ms. Jones stated and she can certainly touch base with the Public Works Director and maybe get more of a response back for them next month.

Ms. Workin stated the Critical Area Plan relates to the portion of the City that is west of East River Road along the Mississippi River. This area has been deemed a critical area by the State. And so there are some different additional land management criteria related to the City and the parts west of East River Road. The critical area State statute was updated recently and so this plan is reflective of those changes. One of the most significant changes to the State statute was reclassifying the different districts that comprise the critical area. The City then needs to update its zoning districts and map accordingly. The largest change within the City is the reclassification of land that is in the Transit Overlay District (TOD). That was reclassified to be an urban mixed district from a more residential classification. This allows more flexible growth and development within that area. Action steps will relate to updating the zoning districts and the corresponding zoning map.

Ms. Workin stated the City would also want to update vegetative management standards within the Code. The new critical area has some additional requirements related to clear cutting which for the most part are already included in City Code. The City would like to use acknowledging how important it is to have native vegetation and soil stability in this area updating the City's restoration standards.

Ms. Workin stated we would also like to promote the installation of low-impact design options when riverfront parks are developed in order to decrease storm water runoff and other impacts of use in these areas. One example would be pervious pavers.

Ms. Workin stated there is an extensive park system within the critical area and so we want to make sure the City has plans in place and budget for having trail connections to these parks. Some of the riverfront parks are underutilized and so improving and promoting those trail connections are important. One of the biggest barriers for use of those riverfront parks is the difficulty in crossing the railroad and so we want to work with BNSF on installing crossings into the critical areas, both for the residents who live within the critical area as well as bring visitors into the parks.

Ms. Workin stated we also want to install multi-modal infrastructure in the critical area. These would include these trails but also include bike-sharing programs or kayak-sharing programs where possible. Just acknowledging there are a lot of different ways that people want to use the parks and recreate in them. One component of the TOD Plan includes reestablishing the visitor center at Islands of Peace Park. We are also including action steps that overlap with the TOD including those commercial components.

Ms. Workin stated one of the new requirements in State Statute for critical areas is consideration of river corridor views. These are areas of the river that have been deemed to have a scenic value. This is not as impactful for Fridley where a large portion of the riverfront land is park land, but it would establish where in the City we want to protect river views and coordinate with the cities of Brooklyn Park and Brooklyn Center on the protection of their views as well and establishing procedures for management of these public riverfront corridor views and also any variances that would be necessary if people wanted to deviate from those standards.

Ms. Jones stated just to reiterate what she stated earlier there are three more chapters we need to get to the Commission, and staff can resubmit the water chapter, too, if you want to see that again since it has been a year since it was approved. We would like to get those to the Commission early in January to give the Commission time to review the packet of information and continue the public hearing tonight for continued public input and discussion. We are expecting to bring this draft Plan to the City Council's meeting on February 26 and from there we will be passing it on to the surrounding jurisdictions. Fridley has to give them six months to look at it before it sends it on to Metropolitan Council.

Commissioner Oquist stated it seems to him that what we are talking about belongs in a 10-year plan, not a 2040 Comprehensive Plan. Just about everything we talked about tonight should be done within the next 5 to 10 years. How does that relate to a 2040 Plan? By 2040 all of that should be done.

Ms. Jones replied, we do update this every 10 years. The Metropolitan Council gives the City projections out 30 years. When they see the Implementation chapter, the final chapter of the Plan, for next month's meeting, they will see timelines put to all these actions steps we just went through tonight. They will find that most action steps will be happening within the next 10 years. We have to look further out than 10 years for some of these plans. We are looking at traffic projections 30 years out, because it takes 20 years to get something in MnDOT's budget.

Commissioner Hansen asked Ms. Jones if it makes sense if we were looking at making some updates to the different chapters to work in a little bit more goals oriented to specifically domestic portable water use? He agrees the water plan is fantastic and is very thorough especially on storm water but as when Mr. Kosluchar was here about a year ago, walking them through the water supply plan, we talked a lot about

how the City's maintenance needs are going to be going up. We want the use to go down to preserve those aquifers and so it is probably trending in opposite directions and probably needs to be discussed a little bit more heavily in this chapter. We want to conserve it but still need to be able to maintain it.

Chairperson Kondrick stated there are mixed emotions, too, because the City gets money from water consumption.

Ms. Jones stated and that was the quandary when talking about the water supply plan a year ago and was the key thing we debated. At the time, the input the City was getting indicated that even though it is going to cost everyone more, there seemed to be general support for water conservation. Commissioner Hansen did a very good job of explaining that it is about preserving the aquifer, the water supply for the future. That issue was addressed in the Water Supply chapter, you are just not seeing it in what staff presented tonight.

Amy Dritz, Fridley resident, stated she lives in the Springbrook Nature Center area. She thanked City staff for writing the Plan. She has not read through a lot of it but just listening to everything and all the action steps there is a lot of work that has been done and it is fantastic. She is very happy to see sustainability goals and resiliency goals, looking out into the future for Fridley. In particular, for the Transportation Goals, No. 3, about keeping Fridley friendly, she would like to see the fact that encouraging or having more pedestrian and bicycle paths is also keeping a friendly atmosphere. It is keeping people out of the cars and keeping people out in the community interacting with each other and it goes a long way to serve a friendly city. She is also happy to hear about Ms. Workin's work on the organics recycling. She is very excited to have that moving forward in Fridley.

Ms. Dritz stated on one very particular note, just because she lives off of 79th Way, on figure 3.12, the map that shows the bike and pedestrian routes, it shows one going across 79th Way and that does not go through so she was just curious if there were plans to have that road go across the railroad tracks or if that was a mistake.

Ms. Jones replied, figure 3.12 is a map from the City's existing active transportation plan which one of the action steps is to update that every so often. She will have to think about how to convey that.

Chairperson Kondrick stated that is a concern and we will get on it.

Ms. Jones stated this is a work in progress. Do not be surprised if we see chapters tweaked a little bit and put up on the website because as we find things we want to add or change we will be doing that in the next few days and weeks ahead.

MOTION by Commissioner Oquist to continue the public hearing. Seconded by Commissioner Hansen.

UPON A VOICE VOTE, ALL VOTING AYE, CHAIRPERSON KONDRICK DECLARED THE MOTION CARRIED UNANIMOUSLY AND THE PUBLIC HEARING WAS CONTINUED AT 8:32 P.M.

RECEIVE MINUTES FROM OTHER COMMISSIONS:

1. **Receive the minutes of the November 6, 2017, Parks and Recreation Commission Meeting**

MOTION by Commissioner Heintz to receive the minutes. Seconded by Commissioner Hansen.

UPON A VOICE VOTE, ALL VOTING AYE, CHAIRPERSON KONDRICK DECLARED THE MOTION CARRIED UNANIMOUSLY.

OTHER BUSINESS:

Stacy Stromberg, Planner, stated she had an update from last month's meeting. Commissioner Heintz had a few questions and we were talking about telecom, the small cells and the price that they need to pay in order to be located on the right-of-way and what happens if they damage the right-of-way will they be responsible for that. Staff did have a discussion with the City Attorney who said, yes, that the applicant would be responsible for replacing or fixing anything that was damaged as a result of their work in the City's right-of-way.

Ms. Stromberg stated also the Commission will remember the applicants can include up to 15 locations on one application, and the application fee is \$150. The question was is that application fee related to all 15 applications or is it \$150 per location. Again, the City Attorney said it would be \$150 per location.

ADJOURN:

MOTION by Commissioner Sielaff to adjourn. Seconded by Commissioner Heintz.

UPON A VOICE VOTE, ALL VOTING AYE, CHAIRPERSON KONDRICK DECLARED THE MOTION CARRIED UNANIMOUSLY AND THE MEETING ADJOURNED AT 8:35 P.M.

Respectfully submitted,

Denise M. Johnson
Recording Secretary

PLANNING COMMISSION MEETING
January 17, 2018

Chairperson Kondrick called the Planning Commission Meeting to order at 7:01 p.m.

MEMBERS PRESENT: Leroy Oquist, David Ostwald, Mike Heintz, David Kondrick, and Rachel Schwankl,

MEMBERS ABSENT: Brad Sielaff and Mark Hansen

OTHERS PRESENT: Julie Jones, Planning Manager
James Kosluchar, Public Works Director
Amy Dritz, 210 Longfellow Street

Approval of Minutes: December 20, 2017

MOTION by Commissioner Oquist to approve the minutes. Seconded by Commissioner Heintz.

UPON A VOICE VOTE, ALL VOTING AYE, CHAIRPERSON KONDRICK DECLARED THE MOTION CARRIED UNANIMOUSLY.

1. PUBLIC HEARING:

Consideration of a public hearing for reviewing Fridley's draft 2040 Comprehensive Plan.

MOTION by Commissioner Oquist to open the public hearing. Seconded by Commissioner Heintz.

UPON A VOICE VOTE, ALL VOTING AYE, CHAIRPERSON KONDRICK DECLARED THE MOTION CARRIED UNANIMOUSLY AND THE PUBLIC HEARING WAS OPENED AT 7:02 P.M.

Julie Jones, Planning Manager, stated this is a continuance of the public hearing the Planning Commission had at its December 20 meeting. A couple of chapters of the draft Comprehensive Plan staff were not yet done including the Wastewater Plan which the Commission was just handed a few moments ago.

Ms. Jones stated she wanted to start with following up on some questions the Commission had last time. She noted that Mr. Kosluchar was present to answer questions about water if needed.

Ms. Jones stated one of the questions was, can the City provide incentives for increased storm water treatment? She and Mr. Kosluchar talked about this and it is something that is being considered. They also can consider establishing a storm water utility fee system if the City wants that is based upon the amount of impervious surface that properties have. There are some options that are already being considered in that regard.

Chairperson Kondrick asked whether there was any feedback from Met Council as to whether there are other communities interested in that idea.

James Kosluchar, Public Works Director, replied he does not know that is necessarily a Met Council driven objective. He thinks the sustainability of the utility is the important thing. Met Council likes to

stay out of how the City charges for that. There are not many cities that provide an incentive-based program. He has checked into it, and Minneapolis has a slight incentive where as a residential property owner you can get a small deduction on your bill if your impervious area is a low percentage.

Chairperson Kondrick asked, how does the individual homeowner do that?

Mr. Kosluchar replied, it is a contact to the city in the case of Minneapolis. He is certain the City of Minneapolis has it on their website, and that is where he learned about it. They do not necessarily go on an outreach and do not necessarily go out and classify all the properties. He thinks it is new. The one thing the City has to be sensitive to is they cannot inundate the billing staff with so many complications that they cannot bill the storm water charge.

Ms. Jones stated another question brought up was, if Met Council is encouraging cities to convert to surface water for its drinking water supply because of lowering aquifer levels, why is the City continuing its reliance on groundwater for its water source? The basic response is, it is cheaper for the City to do that. It would actually cost 40 percent more if the City were to convert to getting the water from the City of Minneapolis, which comes from the Mississippi River.

Ms. Jones stated Fridley is using half the water it did 30 years ago, and its aquifers are in stable condition and are on the rebound. The City does not have concerns in that regard.

Ms. Jones stated staff did make the correction to the Active Transportation map that was brought up by Fridley resident, Amy Dritz. It is an existing map in the action steps for the City to update very soon. This map needing to be updated is just one of the components in that plan.

Ms. Jones stated she had misspoke when she talked about the Girl Scout Camp at the last meeting being purely guided for single-family development. When Stacy Stromberg was going through all of the redevelopment areas back in November, she pointed out that the area was being guided primarily for single-family development in the Comprehensive Plan if it becomes redeveloped in the future. The City is also looking at part of the eastern portion of the site to be suitable for multi-family development in the area between East River Road and the wetland on the site.

Ms. Jones stated some things that have come up since the last draft the Commission saw. One is a map from Anoka County's draft transportation plan that provides bike and walking accident data. Since it showed a lot of accidents in the Fridley area, it is something staff might add or note in the City's plan.

Chairperson Kondrick asked Ms. Jones if she knows a reason why that is happening?

Ms. Jones replied, she and Mr. Kosluchar had talked about that and are looking at the City's crash data and comparing it to the level of traffic on those roadways, because higher crash data could be just a result of higher traffic levels compared to other cities in the county. That is a more accurate way of looking at it.

Chairperson Kondrick stated the City has four major arteries going through here.

Ms. Jones stated and the City has more people biking and walking, too, because it has a higher concentration of population.

Ms. Jones stated there are also some new maps to be added. Staff is thinking of adding into the Economic Competitiveness Chapter is a comparison of current and projected business growth. In the Fridley area, the County's data shows some definite changes there in business growth which, again, affects traffic and transit, etc. in the plans. This is some additional data that Anoka County has provided in their draft plan that supports some of the action steps in the City's plan.

Ms. Jones stated that, since the last meeting, staff did make some additions to the Transportation Chapter. They created three new actions steps because of some things that were mentioned in other chapters that really related to transportation. Action Steps Nos. 1 and 2 were in the Local Water Plan Chapter and relate to transportation. One mentioned establishing a complete streets policy in the City. They added that action step to the transportation plan and also added incorporating adopting pedestrian and auto-oriented design guidelines in the University Avenue study. The City is proposing doing a corridor study for University Avenue and wanted to make sure they also included the previously adopted auto-oriented landscape design guidelines into that process.

Ms. Jones stated staff also wanted to clarify that the Central BRT (Bus Rapid Transit) Line will also be going on 53rd Avenue – not just University Avenue. Staff thought they should mention that in the Transportation Chapter as well, because staff needs to look at the design for 53rd Avenue to incorporate plans for BRT. Staff thought they should mention that because Mr. Kosluchar has been working with the City of Columbia Heights on an agreeable design for the roadway.

Ms. Jones stated there are three new chapters they are seeing tonight, but the Wastewater Plan is still being worked on. The Commission had the latest draft given to them at the beginning of the meeting. The other two chapters to be discussed are the Public Facilities Chapter and the Implementation Plan, which were in the meeting packet.

Ms. Jones presented the Wastewater action steps, the first one being to install new water meters with updated automatic reading capabilities in commercial/industrial properties. This is so the City can charge more accurate sewer rates based upon usage because sewer rates are based on water usage in the City. That has been done for residential properties, but the City wants to do that for commercial/industrial as well.

Ms. Jones stated another action step is that the City should conduct a sewer and water rate study every five years. In doing so it would be reviewing rate structures, sustainable capital planning and promotion of conservation.

Commissioner Heintz asked the City does not look at what the rates are every year compared to what it is sending?

Mr. Kosluchar replied, yes, the City does review, adjust rates, and look at projections internally. The action step refers to a third-party analysis. The City just completed one this year and the prior one was about seven years ago. Staff is trying to keep on a five-year schedule, however. They did have some staff changes in the Finance Department that delayed completing it in that five-year window. The study will look at some larger things such as what is the structure of the rate. Commissioners may have noticed that recent bills have changed. The structure is now a minimum charge for various property uses, based on tiers. Basically, the City has an inclining block rate that the City went to after the last rate study in 2010. In the interim, annually, the City has used that structure if it is working and basically updated based on the protections.

Ms. Jones stated another action step is the City shall replace or rehabilitate 50 percent of the sanitary sewer line system by the year 2050.

Ms. Jones stated another wastewater action step is to investigate the feasibility of point of sale inspections on private sewer connections, including providing financing options in case a property owner cannot afford to make the necessary improvements that are needed.

Commissioner Oquist asked that the last action step be explained.

Mr. Kosluchar replied that inflow and infiltration is the City's biggest hurdle. The City's system is built out. Flows are not expected to increase even with population increases, because conservation is going to offset that. Rather than planning for big changes, the City is planning to be sustainable and planning for the maintenance. One of the over-arching objectives is to limit the City's flows, because every gallon that gets metered by Met Council out of the community is paid for by the community. If the City has leaky pipes, that is paid for and the City establishes the costs within the rates. There is a certain percentage of I and I from an engineering standpoint that is allowable, permissible, and normal. The City generally has fallen into that range; however, you have to do continuous maintenance in order to keep that up. The City does have some higher flows in some areas that it cannot account for within the main system. They know there are service laterals that are leaky or there are sump pump or drain tile systems that are still connected or re-connected.

Mr. Kosluchar stated one of the ideas for the point of sale inspections is looking at the feasibility of what can the City do now. For example, Golden Valley has had a real problem with I and I. One of the things they implemented is point of sale inspections, where they actually go in the house, they televise the service lateral, and they require the seller to make repairs at the point of sale if there is leaking pipe. Fridley's analysis of the problem to date lends staff to believe that at least half of the problem is in private residential/commercial services. Trying to promote repair of that is one thing that the point of sale would do. It is an idea right now. Really the action is to look at the feasibility of it. Obviously that is a sensitive issue any time you are looking at somebody's private maintenance.

Ms. Jones stated another action step in the Wastewater Chapter is one that the City would review and meet its reserve funding policy annually using the best cost projections available. Another is that the City should maintain and regularly update its inflow and infiltration mitigation program to mitigate excess system flows and reduce long-term costs to rate payers. Lastly, there is an action step stating the City should partner with Met Council to ensure the interceptors and trunk lines are capable of handling peak flows to avoid bypass events.

Commissioner Schwankl asked as to the action step where the City shall replace or rehab 50 percent of the sanitary sewer system by the year 2050, even though it is projected to be fine until 2040. She asked whether part of meeting that reserve funding policy is rolled in? Are they considering all of this or how to do that?

Mr. Kosluchar replied that is a goal staff has talked about with Council in capital investment planning, and they established some years ago. It sounds fairly limited. The sewer system will be 100 years old at that point, which is the expected life. Staff does rehabilitation, lining of those pipes which puts a thinner pipe inside those pipes or they reconstruct. The City's goal is to touch or rehabilitate half the system by

the time it is 100 years old. That requires a pretty high investment in capital. That is the medium ground staff has worked out with Council as far as a goal goes.

Commissioner Schwankl asked if it will be part of the rates now?

Mr. Kosluchar replied, right. They have started on that program probably over the last six or seven years they have been incorporating that and ramping it up. It is not without potential for rate increases in the future.

Commissioner Schwankl asked or special assessments and things?

Mr. Kosluchar replied, yes, that is possible. The City normally does not assess for its utilities, but for new extensions it does. However, for repair, it does not.

Chairperson Kondrick stated but Met Council does for special assessments.

Mr. Kosluchar replied what they basically take all the flow they are getting in a year and then set a rate. They are reverse metering, and Fridley is a customer in that case. Met Council bills Fridley the amount based on the prior years' flows. That makes up about 75 percent of the City's sewer rate, which is actually Met Council's transmission and treatment.

Ms. Jones then addressed the action steps in the Public Facilities Chapter. Noting that the City is building a new civic campus adjacent to the Rice Creek Regional bike trail, staff wants to study the feasibility of possibly putting a bridge over University Avenue so that the regional trail can be going over University rather than people having to wait at the stop light. This is common for regional bike trails.

Ms. Jones stated another action step is evaluating the possibility of a band shell at the new civic campus. Someone wants to donate funds for a band shell, but staff is concerned it could limit park views, so they plan to study the feasibility of if designed to allow view across the ponds through the center of the campus.

Ms. Jones stated another action step is when the offices are moved, the current emergency access onto University Avenue will have to be closed off and they are also looking at redesigning the frontage road and discontinuing the connection from the intersection of Mississippi and University Avenue. That really poses some safety issues for pedestrians. The City also has a trail that runs north of Mississippi Street on the east side of University Avenue. The plan is to extend that trail south so it can connect to the frontage road south of the current civic hall campus here.

Ms. Jones stated there are also plans to continue, despite the move of Fire Station No. 1 to the new Civic Campus, to continue to evaluate the feasibility of maintaining Fire Station Nos. 2 and 3. Looking at if that still makes sense as far as response times.

Ms. Jones stated also something that they will want to continue to look at is studying the potential for possibly a third liquor store or changing the location of one of the liquor stores. Regular marketing analysis is always being done to see if that makes sense where the stores are located. Also, part of that is educating the public of the benefit of the municipal store liquor system the City has established, and what it does to reduce everyone's taxes in the community.

Ms. Jones stated another action step is evaluating the shared use of the Fridley Community Center with the Fridley School District. Again, with the move of the civic campus that may change how that site is used in the future. That is something that will be evaluated on a regular basis as well.

Ms. Jones stated also something the City Manager seems to be particularly interested in is looking at some of the right-of-ways the City owns and looking at the potential of selling them to private properties and getting them back on the tax roll. Recently they had a street right-of-way on 53rd Avenue vacated that was never going to be used as a street right-of-way. There was an interested adjoining property owner, and the City ended up disposing of that property.

Ms. Jones stated another action step was updating the emergency preparedness plan. That is something the City needs to do every so many years to satisfy FEMA requirements. Also special attention to that in regards to climate change and the prediction that climate change is going to cause us to have more severe, frequent storms.

Ms. Jones stated they also added an action step of considering the environmental impact of new City fleet vehicles and if the City should be looking at hybrid or electric vehicles in certain cases.

Ms. Jones stated the Implementation Plan is simply a summary of all the chapters. There is a very long table that repeats the action steps of all the chapters with timelines attached to them, projecting when the City is anticipating these tasks will be done. A lot of these action steps are anticipated to be completed in the next ten years. Also, the existing zoning map gets put in the Implementation Plan.

Ms. Jones stated beyond the discussion of this tonight, they are planning on bringing all of the draft chapters, after they change them with any comments staff or the public brings up in the meantime, to discuss it with the City Council at their February 26 meeting, they may take more than one meeting to talk about it as there is a lot of material to go through. Once revisions are made, then the draft plan will be sent to the surrounding jurisdictions. There are about 13 of them staff has to send the plan to. Besides surrounding communities, these are entities like MnDOT and Anoka County, and they get six months to review the plan before it is sent to the Metropolitan Council at the end of the year.

Chairperson Kondrick stated he was very pleased with what he saw and the effort the staff put into the planning of the Comprehensive Plan.

Commissioner Schwankl stated she was excited to see staff is looking at possibly organizing the garbage haulers again. She came from Columbia Heights and her garbage rate there for the same size container was less, and she also had the opportunity to throw an appliance or mattress in once a year. Certainly the impact on the streets, etc. was less as well. That is a really good call and she looks forward to hearing more on that one.

Ms. Jones replied, yes, that was feedback the City got from the public in its on-line survey. No questions were asked about it, but people commented that was a service they wanted the City to add.

Amy Dritz, 210 Longfellow Street, stated she saw nowhere in the plan anything about electric vehicles (EV). She has a few questions regarding those. She is an owner of an EV herself, so she keeps relevant on what is going on out there. One concern she had was how the City is addressing EV charging at multi-unit homes and apartments? Are there going to be any kind of incentives for landlords to install EV

charging options? Is there any thought of making it mandatory for new developments? Will any kind of incentives be offered?

Ms. Jones replied she knows there are plans for a charging station for the public in the front parking area of the new Civic Campus. Also she thinks they have been considering a charging station for the employee parking area. In the draft Comp Plan, there is an action step or two related to EV charging stations. One was analyzing the Zoning Code regarding requirements for gas stations. It might be possible they want to convert their gas pumps to charging stations in the future, so how would the City deal with that in the Zoning Code? That was mentioned in the Land Use Chapter as well as looking at a requirement that new specific commercial developments and possibly industrial developments over a certain size could be required to install EV charging stations. The point about the need in multi-family housing developments is a very good one. The staff missed that and did not talk about that. It could easily be added into that action step. That is a good point - that multi-family developments above a certain number of units could be required to have a charging station.

Chairperson Kondrick stated there was an article in the morning newspaper about Ford Motor Company and how they are changing their attitude about electric vehicles. Other manufacturers are also talking about electricity being the way to power cars in the future; and we are going to have to find a way to charge those cars.

Ms. Dritz stated and from an equity standpoint, the prices are coming down for electric vehicles and are definitely cheaper in the long run to maintain. If you are not providing any kind of opportunities for lower income apartment units then they don't have the opportunity to buy those vehicles.

Chairperson Kondrick agreed there should be some incentive.

Ms. Dritz questioned if landlords would voluntarily offer that option.

Ms. Dritz asked, also is the City was looking at adopting a fleet policy? She believes Ms. Jones said something about that.

Ms. Jones replied, yes, that they want to evaluate that.

Ms. Dritz asked if there is anything in the business zoning code that would make it a problem for businesses to add charging to their own business to make it public?

Chairperson Kondrick stated that is something they have to change. They have to get together and start insisting that companies, businesses, whatever, have facilities, so people can charge their cars. That is a good idea.

Ms. Jones stated they definitely want to make sure that how the City has it worded in the Code is that they are not prohibiting it. There is no mention of electric charging in the Zoning Code at all currently.

Commissioner Heintz questioned how fast will we see businesses ramping up, because they could put in one or two charging stations now, but is the City going to require a certain percentage of parking stalls to have them or how does the City get them to ramp up to the third, fourth, or fifth charging station? That is something to think about, too, because down the road if auto manufacturers are putting more electric

vehicles out there, how do they make sure Fridley and its businesses have those available in their parking lots.

Chairperson Kondrick asked what if an employer says to a new employee, do you have an electric car? The employee responds, yes. The employer says they do not have provisions for that and do not intend to have any for a while. Does that affect the hiring of people that have electric cars? Maybe for a short time.

Ms. Dritz stated she thinks that will be rare. The market will come around. And if the employees are demanding it, the employers will put it in. As to her charging, 80 percent of it is done at home. And if you are driving cars 70-100 miles that is enough for most people to do their regular commute around town and back, and will not have to charge in the public. Right now, at-home charging is going to be where most of it happens, which is why she brought it up about apartments.

Commissioner Oquist stated what they are talking about here is something that needs to be addressed on the zoning codes as opposed to the comprehensive plan because it is something the City needs to do now and not out in the future. They have to really look into that because of the additional costs for the employers to not only provide the station but also to pay for the electricity.

Ms. Jones stated maybe they should clarify, just having a charging station does not mean that it has to be free. The charging station could be one that someone pays by credit card. Some of them they are seeing out in the public now are free as they are enticements to get you to come and park and shop there. Most situations would involve paying for the charge by credit card.

Ms. Jones stated a related topic in the Comprehensive Plan, looking long range, is what the impact of autonomous vehicles is going to have on zoning. This whole discussion they are having about EV charging might completely change in a short period of time if autonomous vehicles take off, because people will not necessarily be parking their EV at home. They may have a service that comes and picks them up when they are ready to go to work, shopping, etc. and they do not keep that vehicle at their home. This may part of a service people contract for. That is a prediction of what is going to be the big transportation shift in the future. That completely changes zoning requirements and all kinds of things. Staff's plan is to watch the trends, watch what is happening, and plan for that. The prediction out there is that vehicle use is going to be rapidly changing, although no one knows exactly how yet.

Mr. Kosluchar stated staff had some pretty lengthy discussion related to electric vehicles. As to charging at home, one of the things you would potentially see there is you would not have as many personal vehicles fueled at service stations. Over the long term you may not have as much demand for service stations. That may be something where 20-30 years down the road it impacts parcels where you have fueling stations no longer being used for fueling.

MOTION by Commissioner Oquist to close the public hearing. Seconded by Commissioner Schwankl.

UPON A VOICE VOTE, ALL VOTING AYE, CHAIRPERSON KONDRICK DECLARED THE MOTION CARRIED UNANIMOUSLY AND THE PUBLIC HEARING WAS CLOSED AT 7:43 P.M.

Chairperson Kondrick asked Ms. Jones what action would she like the Commission to take? Would she like for them to wait for a while until they can digest the last part of this deal she presented this evening?

Ms. Jones replied, if they would like to.

Chairperson Kondrick asked what kind of time constraints are there.

Ms. Jones replied, they would like to proceed with bringing this to City Council on February 26. They have time until the Commission's next meeting if they want to wait to make a motion until then.

Chairperson Kondrick stated he is very happy with what they have read and learned so far. He asked if anyone had any cautions about what they have been delivered? The thought staff has put into this is extraordinary. All the issues in the Comprehensive Plan are complicated, he read the thing twice, and yet the staff has gone over them very, very thoroughly.

MOTION by Commissioner Oquist they forward the Fridley's draft 2040 Comprehensive Plan to the City Council. Seconded by Heintz.

UPON A VOICE VOTE, ALL VOTING AYE, CHAIRPERSON KONDRICK DECLARED THE MOTION CARRIED UNANIMOUSLY.

Ms. Jones stated they are still working on the Wastewater Chapter. Everything is on the website if anybody wants to look at it. People can provide comments via the link on the web site anytime.

RECEIVE MINUTES FROM OTHER COMMISSIONS:

1. **Receive the minutes of the November 2, 2017, Housing and Redevelopment Authority Commission Meeting**

MOTION by Commissioner Heintz to receive the minutes. Seconded by Commissioner Oquist.

UPON A VOICE VOTE, ALL VOTING AYE, CHAIRPERSON KONDRICK DECLARED THE MOTION CARRIED UNANIMOUSLY.

OTHER BUSINESS:

None.

ADJOURN:

MOTION by Commissioner Oquist to adjourn. Seconded by Commissioner Schwankl.

UPON A VOICE VOTE, ALL VOTING AYE, CHAIRPERSON KONDRICK DECLARED THE MOTION CARRIED UNANIMOUSLY AND THE MEETING ADJOURNED AT 7:47 P.M.

Respectfully submitted,

Denise M. Johnson
Recording Secretary



Appendix K. City Council Resolution, Staff Reports, & Minutes



RESOLUTION NO. 2018-73

RESOLUTION APPROVING THE 2040 COMPREHENSIVE PLAN FOR THE CITY OF FRIDLEY AND AUTHORIZING STAFF TO DISTRIBUTE TO THE METROPOLITAN COUNCIL

WHEREAS, the 1976 Metropolitan Land Planning Act (MPLA) requires communities within the Twin Cities Metropolitan Area to develop and update once every 10 years a local comprehensive plan that includes elements as described in Chapter 473 Section 859 of the Minnesota Statutes including land use, public facilities and implementation strategies, and

WHEREAS, Chapter 473 Section 175 of the Minnesota Statutes gives the Metropolitan Council the authority to review local comprehensive plans to determine their compatibility with each other and conformity with metropolitan system plans, and

WHEREAS, Chapter 473 Section 864 Subdivision 2 of the Minnesota Statutes amended the MLPA in 1995 to require decennial reviews of local comprehensive plans, and

WHEREAS, the City of Fridley solicited public input at various public events and places asking residents and business owners to take online surveys to obtain public opinion on various City policies and budget decisions related to updates to the City's Comprehensive Plan, and

WHEREAS, the City held several other public meetings with advisory commissions and the Fridley Housing and Redevelopment Authority between May 2017 and December 2017 to obtain feedback on draft chapters of the 2040 Comprehensive Plan, and

WHEREAS, the Planning Commission held an official public hearing on December 20, 2017 pursuant to Chapter 462 Section 355 Subdivision 2 of the Minnesota Statutes to allow formal public comment on all chapters of the draft comprehensive plan, and

WHEREAS, the Planning Commission and City Council meetings are open to the public and televised on the City's local cable network, and

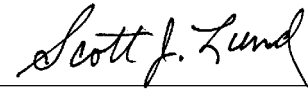
WHEREAS, pursuant to Chapter 473 Section 858 Subdivision 2 the City submitted the entire draft Fridley 2040 Comprehensive Plan to adjacent local units of government for review and comment on April 4, 2018, and

WHEREAS, City Staff has considered the comments received from surrounding jurisdictions on Fridley's draft 2040 Fridley Comprehensive Plan to ensure that the City is working in partnership on its long-range planning with its neighboring communities and other levels of government;

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Fridley that the document as prepared pursuant to Chapter 462 Section 355 Subdivision 1 of the Minnesota Statutes entitled "The Comprehensive Plan" dated December 17, 2018, is hereby approved by the City Council of the City of Fridley.

BE IT FURTHER RESOLVED, that upon approval by the Metropolitan Council, City Staff is authorized to post the final version of the Fridley Comprehensive Plan on the City web site and make and distribute copies as necessary to supply the County, surrounding cities, and libraries with copies as required by law.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF FRIDLEY THIS 17TH DAY OF DECEMBER, 2018.

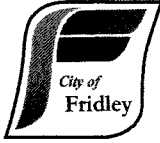


SCOTT J. LUND - MAYOR

ATTEST:



DEBRA A. SKOGEN - CITY CLERK




AGENDA ITEM

CITY COUNCIL MEETING OF

DECEMBER 17, 2018

Date: December 13, 2018

To: Walter T. Wysopal, City Manager 

From: Scott Hickok, Community Development Director
Julie Jones, Planning Manager

Subject: Draft 2040 Comprehensive Plan

Background

The comment period for surrounding jurisdictions on Fridley's draft 2040 Comprehensive Plan ended October 4. Since that time, staff has been working to incorporate suggested changes into the draft plan. Changes in policy, department staff, and partnerships have prompted the need for other changes in the draft plan as well. Here is a brief summary of what has been modified:

1. Acknowledgement pages were updated with staff changes.
2. The Industrial Equities site at 5601 East River Road was removed from the list of potential redevelopment sites as it has now been redeveloped.
3. Work on the recently adopted Energy Action Plan was added as an action step in the Land Use Chapter.
4. Anoka County Parks request to correct Island of Peace Park and Locke Park boundaries on certain maps was completed.
5. DNR comments regarding native landscaping in City parks were incorporated into the Parks and Trails chapter.
6. DNR comments regarding protecting wildlife habitat along the River during redevelopment was added to the Land Use chapter.
7. Development of a Parks Master Plan was added as an action step in the Parks and Trails chapter.
8. Anticipated completion dates for several Moore Lake Park modification action steps were modified.
9. Photos of the new civic campus were added to the Public Facilities chapter.
10. References to the Zone and the Fridley Community Center partnership with the Fridley School District were removed.
11. References to the Fridley Senior Program were modified in the Housing chapter.
12. Added a NPS Alternative Transportation Gateway section to the Transportation chapter.
13. Concerns over increasing highway congestion impacts to trucking operations in the Fridley business community were added to the Transportation Chapter.
14. The County's policy regarding winter trail maintenance was reworded per the County's request (p. 102).
15. Traffic congestion data was reworded as requested by Anoka County (p. 106).
16. Resiliency section 3.9 was reworded to include Living Street design concepts.
17. A statement regarding Fridley's participation in the Municipal Wellhead Protection Group as an effort to protect the City's water supply was added to p. 152 upon suggestion by the Anoka Co Health Department.

18. Local Water Plan chapter was modified significantly to incorporate feedback from the watershed districts and to align the document with Mn Statutes 103B.201.
19. The Local Water Plan was also updated to include a table (p. 271-278) and map (p. 259) of implementation projects for the next ten years, including estimated construction dates and cost estimates.
20. A table of impaired waters was added to the Local Water Plan chapter (p. 230).
21. The Local Water Plan was also modified to clarify jurisdictional responsibilities.

For the most part, surrounding jurisdictions had no comment, so there have been no controversial action steps or policy changes in this Comprehensive Plan update process. Staff continues to pursue the aggressive list of action steps (p. 349-356) as our guide - despite being behind on some of the 2018 items due to the Civic Campus construction and move taking priority.

Recommendation

Staff recommends that the City Council direct staff to forward the revised draft of the 2040 Comprehensive Plan to the Metropolitan Council by December 31, 2018 by approving the attached resolution.

RESOLUTION NO. __ -2018

RESOLUTION APPROVING THE 2040 COMPREHENSIVE PLAN FOR THE CITY OF FRIDLEY AND AUTHORIZING STAFF TO DISTRIBUTE TO THE METROPOLITAN COUNCIL

WHEREAS, the 1976 Metropolitan Land Planning Act (MLPA) requires communities within the Twin Cities Metropolitan Area to develop and update once every 10 years a local comprehensive plan that includes elements as described in Chapter 473 Section 859 of the Minnesota Statutes including land use, public facilities and implementation strategies, and

WHEREAS, Chapter 473 Section 175 of the Minnesota Statutes gives the Metropolitan Council the authority to review local comprehensive plans to determine their compatibility with each other and conformity with metropolitan system plans, and

WHEREAS, Chapter 473 Section 864 Subdivision 2 of the Minnesota Statutes amended the MLPA in 1995 to require decennial reviews of local comprehensive plans, and

WHEREAS, the City of Fridley solicited public input at various public events and places asking residents and business owners to take online surveys to obtain public opinion on various City policies and budget decisions related to updates to the City's Comprehensive Plan, and

WHEREAS, the City held several other public meetings with advisory commissions and the Fridley Housing and Redevelopment Authority between May 2017 and December 2017 to obtain feedback on draft chapters of the 2040 Comprehensive Plan, and

WHEREAS, the Planning Commission held an official public hearing on December 20, 2017 pursuant to Chapter 462 Section 355 Subdivision 2 of the Minnesota Statutes to allow formal public comment on all chapters of the draft comprehensive plan, and

WHEREAS, the Planning Commission and City Council meetings are open to the public and televised on the City's local cable network, and

WHEREAS, pursuant to Chapter 473 Section 858 Subdivision 2 the City submitted the entire draft Fridley 2040 Comprehensive Plan to adjacent local units of government for review and comment on April 4, 2018, and

WHEREAS, City Staff has considered the comments received from surrounding jurisdictions on Fridley's draft 2040 Fridley Comprehensive Plan to ensure that the City is working in partnership on its long-range planning with its neighboring communities and other levels of government;

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Fridley that the document as prepared pursuant to Chapter 462 Section 355 Subdivision 1 of the Minnesota

Statutes entitled “The Comprehensive Plan” dated December 17, 2018 is hereby approved by the City Council of the City of Fridley.

BE IT FURTHER RESOLVED, that upon approval by the Metropolitan Council, City Staff is authorized to post the final version of the Fridley Comprehensive Plan on the City web site and make and distribute copies as necessary to supply the County, surrounding cities, and libraries with copies as required by law.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF FRIDLEY THIS 17TH DAY OF DECEMBER, 2018.

SCOTT J. LUND - MAYOR

ATTEST:

DEBRA A. SKOGEN - CITY CLERK

**CITY COUNCIL MEETING
CITY OF FRIDLEY
DECEMBER 17, 2018**

The City Council meeting for the City of Fridley was called to order by Mayor Lund at 6:59 p.m.

ROLL CALL:

MEMBERS PRESENT: Mayor Lund
Councilmember Barnette
Councilmember Varichak
Councilmember Saefke
Councilmember Bolkcom

OTHERS PRESENT: Wally Wysopal, City Manager
Scott Hickok, Community Development Director
Dan Tienter, Finance Director/City Treasurer
Rachel Workin, Environmental Planner
Julie Jones, City Planner

APPROVAL OF PROPOSED CONSENT AGENDA:

NEW BUSINESS:

- 1. Resolution Approving Final Plat, P.S. #18-01, by the City of Fridley, with Consent from Industrial Equities River Road LLC, the Property Owner of 5601 East River Road and ABCFGS Holdings LLC, the Property Owner of 5851 East River Road, to Allow for the Dedication of the Potential 57th Avenue Extension;**

and

Resolution Approving a Registered Land Survey, Prepared for the City of Fridley by E.G. Rud & Sons, Inc., with Consent from ABCFGS Holdings, LLC, the Property Owner of 5851 East River Road, to be Deeded to the City for Right-of-Way Purposes.

ADOPTED RESOLUTION NO. 2018-66 AND RESOLUTION NO. 2018-67.

- 2. Resolution Confirming the Statutory Level of Tort Limits.**

ADOPTED RESOLUTION NO. 2018-68.

- 3. Resolution Approving the 2018 Gifts, Donations and Sponsorships to the City of Fridley.**

ADOPTED RESOLUTION NO. 2018-69.

- 4. Resolution Approving Plans and Authorizing a Call for Bids for the Locke Park Water Treatment Plant Improvement Project 17-509.**

ADOPTED RESOLUTION NO. 2018-70.

- 5. Approve Lease Termination Agreement Between the City of Fridley and the North Suburban Hospital District (Ward 1).**

APPROVED.

- 6. Approve Sidewalk Easement for Unity Hospital Property (Ward 1).**

APPROVED.

- 7. Appointment to Commission.**

Mr. Wysopal stated this is an appointment of David Ostwald to the Housing and Redevelopment Authority effective upon the swearing in of HRA commissioner Steve Eggert to the City Council. That swearing in will take place on January 7.

APPROVED.

- 8. Claims (183346 - 183405).**

APPROVED.

ADOPTION OF PROPOSED CONSENT AGENDA:

MOTION by Councilmember Barnette to adopt the proposed consent agenda. Seconded by Councilmember Varichak.

UPON A VOICE VOTE, ALL VOTING AYE, MAYOR LUND DECLARED THE MOTION CARRIED UNANIMOUSLY.

OPEN FORUM, VISITORS:

No one in the audience spoke.

ADOPTION OF AGENDA:

MOTION by Councilmember Bolkcom to adopt the agenda. Seconded by Councilmember Saefke.

UPON A VOICE VOTE, ALL VOTING AYE, MAYOR LUND DECLARED THE MOTION CARRIED UNANIMOUSLY.

NEW BUSINESS:

- 9. Resolution Certifying Final Tax Levy Requirements for 2019 to the County of Anoka.**
- 10. Resolution Adopting a Budget for the Year 2019, a Revised Budget for the Year 2018 and the 2019-2023 Capital Investment Program.**

Dan Tienter, Finance Director/City Treasurer, stated his presentation will provide an overview of Items 9 and 10. After the presentation, he would recommend Council take action on both items.

Mr. Tienter stated since their meeting on November 26, there have been a handful of significant revisions to the budget. In summary, there was a \$500,000 shift in the Locke Park Water Treatment Rehabilitation Project. It was originally budgeted for \$3.8 million in 2019, and now \$3.3 million is being budgeted for 2019 and \$500,000 for 2020.

Mr. Tienter stated there is a decrease in the traffic signal maintenance project of \$425,000. That reflects an agreement the Council approved with Anoka County to have them pick up a larger than previously anticipated portion of that project.

Mr. Tienter stated there is the addition of a \$230,000 street sweeper project.

Mr. Tienter stated they made some revisions to the carryover to the West Moore Lake Drive trail project which resulted in an increase of about \$120,000 to the 2019 budget. It is important to note that the overall cost of the project has not changed. It just reflects how much money is going to be spent in 2018 versus 2019.

Mr. Tienter stated with the additional street improvement projects, there was an increase in the transfer from that fund to the general fund of about \$6,600. Those monies are to offset staff costs and other overhead costs associated with executing those projects.

Mr. Tienter stated in total the changes are actually a decrease to the budget of about \$568,000 for fiscal year 2019, although it is important to stress that some costs have shifted into other years.

Mr. Tienter said they have gone through the budget in previous meetings in some detail. The budget will be just under \$50 million for revenues. The big amount in 2017 was the receipt of the

bond proceeds for the Civic Campus. Overall as to expenditures, again, just under \$50 million. There is about a difference of \$1,135,000 after transfers and depreciation and other items. As they discussed at previous meetings, those will be picked up by fund balance, mainly in the capital project funds.

Mr. Tienter stated moving into the proposed 2019 property tax levy, as a reminder the City is required to certify a proposed and final levy. They did the proposed levy on September 24. The City needs to certify the final levy. The City certifies the final levy to the County per statute five days after December 20 of each year. That final levy cannot exceed the proposed levy except for certain items outlined in State law.

Mr. Tienter stated at this point in time, the recommendation in the proposed budget is for a 4.64 percent increase overall in the property tax levy. That reflects a slight decrease in the debt service levy, and then a 6.5 percent increase in the three non-debt service levies. Last year, the increase was 4.86 percent.

Mr. Tienter stated as to the effect on residential homesteads, as they have anticipated with the increased value, they are assuming about \$860 for City taxes on a home valued at just under \$203,000. That would be a 4.6 percent increase or about \$38. About \$83 of that change is actually attributable to the increase in valuation.

Mr. Tienter stated the State does provide two different property tax credit refunds, one for the regular homestead which takes into account the income that the household has in terms of the refund; and the other is a special homestead credit which accounts for larger than anticipated year-over-year changes. If property owners are interested in either of these programs, they can always reach out to the Minnesota Department of Revenue. If they would like any assistance City staff can help.

Mr. Tienter stated staff recommends Council adopt the 2019 budget, the 2019 through 2023 capital investment program, the property tax levies as presented, and a revised 2018 budget. If approved, staff will certify the levy to the County by the end of the week.

Mr. Tienter stated based on the process to date, staff is recommending two actions: first, a resolution certifying the property tax levy requirements to Anoka County; and, second, adoption of the various budget documents. Section 7.02.01 does require an affirmative vote of at least four members of the City Council for any property tax levy change that exceeds 5 percent. As previously mentioned, for three of the four property tax levies there is a recommended increase of 6.5 percent.

Mayor Lund asked when he talked about the special tax cut, is there a threshold.

Mr. Tienter replied, yes, it is to reflect larger than anticipated increase in property taxes. He thought it was a 12 percent increase or \$200.

MOTION by Councilmember Saefke to adopt Resolution No. 2018-71, Certifying Final Tax Levy Requirements for 2019 to the County of Anoka. Seconded by Councilmember Varichak.

UPON A VOICE VOTE, ALL VOTING AYE, MAYOR LUND DECLARED THE MOTION CARRIED UNANIMOUSLY.

MOTION by Councilmember Saefke to adopt Resolution No. 2018-72 Adopting a Budget for the Year 2019, a Revised Budget for the Year 2018 and the 2019-2023 Capital Investment Program. Seconded by Councilmember Varichak.

UPON A VOICE VOTE, ALL VOTING AYE, MAYOR LUND DECLARED THE MOTIONS CARRIED UNANIMOUSLY.

11. Resolution Approving the 2040 Comprehensive Plan for the City of Fridley and Authorizing Staff to Distribute to the Metropolitan Council.

Julie Jones, City Planner, stated this is the Council's last view of the 2040 Comprehensive Plan before staff submits it to the Metropolitan Council. It is still a work in progress. There are basically ten components in the Comprehensive Plan; and the ten components are guided by the Metropolitan Council.

Ms. Jones stated the water supply section and the local water management section are actually plans separate on their own. Council approved the water supply plan in 2016, but they have incorporated it into the City's Comprehensive Plan. They might find they look a little different and that is because there are separate guidelines for those from other agencies besides just the Metropolitan Council.

Ms. Jones stated they have gone through a three-year long development process to develop the Comprehensive Plan which started in 2016. They gathered data and input from the public. They have analyzed that data and the City's needs and trends that are happening in the marketplace and have followed a format the Metropolitan Council provided on-line. Staff committees were developed to draft those chapters based on the data that was gathered in the format required by the Met Council and obtained feedback throughout the process on the draft chapters from the City's advisory commissions, volunteers, and the community.

Ms. Jones reported they held a public hearing before the Planning Commission about a year ago and the City Council reviewed it last March. Those chapters and that format the City Council approved were submitted to 23 surrounding jurisdictions who had the opportunity to review and provide feedback to Fridley. They had six months to do that which was due this past October, and since then, staff has incorporated the feedback from those different agencies into the copy that is before the Council for final review now.

Ms. Jones stated there are some key features to the Plan she would like to point out. One of them is the City's future land use map on page 29 of the Plan. A lot of people are always curious about what is predicted to change. Fridley is a fully-developed community, so there cannot be that much predicted to change, but Fridley does have some land the City is guiding in this Plan to change as far as land use.

Ms. Jones stated they also have 21 potential redevelopment areas that are found on a map on page 30. They have a traffic congestion forecast on page 106 in the Transportation Chapter that may be of interest and as mentioned earlier, the City is still pursuing a Burlington Northern Sante Fe railroad bridge overpass at 57th Avenue, which is mentioned in Action Steps on page 108 of the Transportation Plan.

Ms. Jones stated they also have a map on page 124 in the Transportation Plan of priority trail connections which is something staff will be updating soon, as they are starting to work on updating the Active Transportation Plan for the City.

Ms. Jones stated there is a massive list of stormwater management projects that begins on page 271, which is a ten-year plan for those items. There is a bluff impact zone map plan on page 313, which might be of interest to people who live along the river or on one of the creeks in the community.

Ms. Jones stated as to the Action Steps, the real to-do list of the Comprehensive Plan, begins on page 335, which is not just about our public facilities but about all of these topics in the Comprehensive Plan.

Ms. Jones stated as far as zoning related to those 21 potential redevelopment areas that are noted in the Plan, there are 8 that are actually guided to change in zoning she wanted to point out. One of them the public has asked about the most is the Girl Scout Camp which is currently zoned *Institutional*. That is a new zoning classification staff created while updating the Comprehensive Plan to satisfy some of the requirements that Metropolitan Council wanted the City to change in its zoning. The Girls Scout Camp is slated to change from *Institutional* to *Residential* zoning. The Holly Center site, which was guided in the City's 2030 Comprehensive Plan for redevelopment, is guided for *Mixed Use* as well as the old City Hall site and the Cummins Office Building next to it.

Ms. Jones stated, also guided as *Mixed Use* is an area around Osborne Avenue, including the Bob's Produce site and the building that Mike's Foods is located in. On the southwest corner of Osborne and Highway 65 there is an area slated for redevelopment that is also guided for *Mixed Use*. On the southeast corner of Mississippi and Old Central, there is land guided for *Mixed Use*.

Ms. Jones stated there is a section of single-family properties in the northeast end of Moore Lake, where there are some very deep, large, single-family lots that are guided in the Plan for *multi-family residential development* - potential for townhomes or condominiums.

Ms. Jones stated, finally, northeast of the intersection of 694 and University Avenue, is an area that was guided in the City's comprehensive plan ten years ago for multi-family development that continues to be guided for that. Many of those properties in that area are zoned multi-family now.

Ms. Jones stated what is unique in this Plan compared to the City's plan ten years ago is the *Mixed Use* zoning classification. The City did not have that zoning classification before. They also have given attention to care for the City's urban forest in this Plan, because Fridley is a Tree

City USA now, and there are, of course, all the impacts of the Emerald Ash Borer infestations causing the City to pay more attention to its urban forest.

Ms. Jones stated staff noted concerns in the Plan over food security because there are very few neighborhoods in the City, where people can safely walk to get fresh food.

Ms. Jones stated they are mentioning native landscaping/native-friendly planting areas in the Plan. That is something new from ten years ago too, that staff is focusing on. Again, with the Council's recent adoption of the Energy Action Plan, staff incorporated that into the Comprehensive Plan, as well as emphasis on access to solar which was a requirement placed on the City by Metropolitan Council to be included in the Plan.

Ms. Jones stated Fridley is planning for a bus rapid transit line to come through Fridley, but all proposed new BRT lines are under a renewed study by Metro Transit.

Ms. Jones stated there is a definite focus on bike/pedestrian access and safety in the Plan. They also have an alternative transportation node from National Park Service maps, which was incorporated into the Plan. The approved Safe Routes to School plans have been incorporated into the Plan.

Ms. Jones stated there was a Highway 65 intersection study recently done by Metro Transit and MnDOT that is mentioned in the Plan and could potentially have some intersection impacts on Highway 65 in the future.

Ms. Jones stated that the Council heard from MnDOT last week about the University Avenue Audit, and that is part of kind of a larger focus they have in the Plan, which is focusing on the safety needs of University Avenue.

Ms. Jones stated there is mention of creating a parks master plan to guide development and redevelopment of City parks which is something new in the Plan. Also, there is a whole new chapter called "Economic Competitiveness," which the City did not have before. Those efforts are not necessarily new. The City, in particularly the Housing Redevelopment Authority, has been working diligently to support the City's businesses over the years, but the City has a whole new section about that now.

Ms. Jones stated they have new rules from the DNR for the Critical Area, which is that part of the City between East River Road and the River. And, of course, they have the new Civic Campus and the action steps in the Plan related to that.

Ms. Jones stated the Implementation Plan is the last chapter and that is what she refers to as the to-do list. Ten years ago they had 59 action steps. In this Plan they have over 200, which is a very aggressive to-do list, but she believes staff has been very thorough in trying to address all of these topics and think through the needs of the City.

Ms. Jones stated the next step is for the City Council to adopt the resolution. That will direct staff to submit the draft to the Metropolitan Council, which is due by the end of this month. The Metropolitan Council gets six months to review the Plan.

Mayor Lund asked Ms. Jones when she spoke about food security and walkability and access to fresh produce at farmers markets and things, what is the security portion of it.

Ms. Jones said that is a term in the planning world that means, can you safely get to fresh food to eat healthy and live healthy.

Councilmember Bolkcom stated at their last conference meeting, the City Manager mentioned how staff had saved money the way they developed the Plan, so she asked if staff could expound on how much has been done by the staff. Fridley has some great expertise in its own staff.

Scott Hickok, Community Development Director, replied he really wanted to recognize Julie Jones and her efforts. A document like this takes three years. In the planning world you have your short-range planning, the action items that come before you on a regular basis for land use action, and then you have the long-range planning that really looks out 20, 30 years. This comes with an enormous amount of effort and focus. This is really a compilation of 30 years of planning activity Ms. Jones has done now. Once again, completing a ten-year extension to the Plan she did ten years ago. Mr. Wysopal mentioned at their last meeting about how this can save a City \$80,000-\$100,000 easily in consulting fees when staff can do this internally. The department managers did a phenomenal job. This is probably one of the most beautiful and best-valued documents that will be turned into the Met Council this year. The words, the photographs, and the thought that goes into where we are going in Fridley, he thought was something the citizens could be very comfortable with. He really encourages people to take a look at the Comprehensive Plan. If you even just pick one chapter you are interested in, you will have learned a lot about the City.

Councilmember Barnette stated it is very impressive. He asked whether they mentioned anything about the crossing over from the Civic Center to go south on University Avenue. They have the entrance for the Fire Department to go north. He hopes they would be able to exit over to University so the Fire and Police can go south on University.

Ms. Jones replied, no, it is not. That is something that just recently came up. They have new things that come up every day.

Councilmember Barnette stated with regard to those six lots north of Moore Lake Beach on Old Central, he sees where three of those are owned by the City. He asked if people still lived in the other three.

Ms. Jones replied, yes.

Councilmember Barnette asked if the plan was to eventually purchase those properties.

Ms. Jones replied, to her knowledge, no. There are no immediate plans. If someone ever wanted to develop something there, then it is guided in the Plan so it can be a permitted use in the future.

MOTION by Councilmember Saefke to adopt Resolution No. 2018-73. Seconded by Councilmember Varichak.

UPON A VOICE VOTE, ALL VOTING AYE, MAYOR LUND DECLARED THE MOTION CARRIED UNANIMOUSLY.

12. Resolution to Approve Contract for Recycling Services With Allied Waste Services of North America LLC.

Rachel Workin, Environmental Planner, stated she is presenting two items, the first is for the curbside recycling collection contract with Allied Waste Services which does business as Republic Services. The foremost reason it is most important to recycle is the environmental benefit that is associated with recycling. It involves 90 percent less energy to make an aluminum can out of recycled materials as compared to virgin aluminum; 50 percent less energy to create a glass bottle using recycled glass compared to using virgin glass; and 75 percent less energy to make paper using recycled materials compared to virgin paper.

Ms. Workin stated there is also a huge economic benefit associated with recycling. In 2017, \$690 million dollars' worth of material was recycled. This industry supported 37,000 jobs in Minnesota. In addition to the environmental and economic benefits of recycling, you have to think of what would the alternative be. Great River Energy which is currently where most of Anoka County's waste is sent to be converted from waste into energy has announced its intentions to stop accepting this material starting January 15. Following that closure and their plans to distance themselves from this plant, most of Anoka County's waste will begin to be landfilled again. There is not very much landfill capacity left in the north metro. Industry representatives are looking at alternatives which will likely involve construction of new landfills or shipping material out of state.

Ms. Workin stated recycling is an easy alternative to kind of shift that pressure off our landfill system and our waste to energy plants. It is an easy thing people can do every day to make a difference.

Ms. Workin stated the MPCA has set a goal for the metropolitan area to divert 60 percent of materials from landfills and waste energy plants by 2030. We are currently at a 39 percent diversion rate so there is room to go.

Ms. Workin stated the City of Fridley Code, Chapter 113, requires that the City of Fridley provide recycling services to residents in single-dwelling units and multi-dwelling units up to 12 units. Residents in buildings of up to 12 units also must be provided recycling; however, that is through a direct contract between their apartment manager and the recycling provider.

Ms. Workin stated the City's current contract is with Allied Waste Services which does business as Republic Services and it includes bi-weekly collection from residential properties of up to 12 units. This contract began on May 1, 2012, when the City began its single-sort recycling system, and is set for expire on May 1, 2019.

Ms. Workin stated it was a very dramatic year for recycling. They may have read about it in the news. Previously, 30 to 40 percent of the United States' recycling went to China; however, starting this year, China announced a new regulation which bans certain materials including importation of mixed paper. They also set a contamination standard of .5 percent which meant they would no longer accept materials that had more than .5 percent of contamination. The impact of this has been a big shift within the recycling market. Material that previously went to China had to go other places, and as those markets received more material, it decreased prices. As facilities attempted to meet this .5 percent contamination rate, they had to increase processing costs as it slowed down their lines to do a better job sorting. So far there have been no applications for waivers to the MPCA which is what would be required if a material recovery facility would want to landfill any material as opposed to recycling. Here in Minnesota all recyclable material is still being recycled. The other impact of this is there is the creation of a lot more domestic markets. As a result of the new policies coming out of China, we are going to be seeing a lot more new markets developing to respond to this material.

Ms. Workin stated knowing that the City's current recycling contract is going to end and aware of the changes that are happening in the recycling industry, staff went out for proposals to find out what would be the best option for Fridley and its residents. The City received five responses and, based on the criteria that was outlined in the request for proposals, selected Republic Services as the recommended proposal.

Ms. Workin stated their proposal breaks down their services into two costs: the collection cost which is what it costs them to go to your house and pick up the material and a processing cost which is how much it will cost them to process that material at a material recovery facility. The collection cost starts at \$2.50 and increases 3 to 3.5 percent per year which is an industry standard.

Ms. Workin stated the processing cost is a formula which is based on the amount they earn from the sale of recyclables, subtracting the processing cost, and the cost to dispose of any residuals which are those materials which end up at the recycling facility that should not be there, such as plastic bags.

Ms. Workin stated in 2019, this processing cost would be \$.48 per household per month, making the total cost \$2.98. This processing cost changes annually; however, there is an option for the City to exit if there is a dramatic fall in the price of recyclables or to find a different processing facility. If the processing cost goes down, the City would see its overall rate with Republic Services go down to the point where it could become a credit the City would receive.

Ms. Workin stated residents will notice no obvious changes to the program. They will continue to be serviced on the same collection schedule, and they will have the option to upsize to a larger recycling cart at no charge or obtain an additional cart at no cost. If a resident has a one-time or

infrequent amount of a large amount of cardboard, they can flatten and bundle the cardboard, place it next to their cart, and it will be collected by Republic Services for recycling.

Ms. Workin stated she is asking the Council to adopt the resolution.

Mayor Lund stated it is interesting when she mentioned that currently 39 percent of items are recyclable and hope to achieve 60 percent. He has to believe that he and a lot of other people are already doing that just by virtue of looking at the recycle cart and the garbage cart. His recycle cart is always overflowing within the two weeks, and his garbage cart is almost always near empty. In fact he would get a smaller garbage cart but it is too much of a hassle to get one. Over this last seven years with the single sort it has been a real boon for our community, and he would expect elsewhere it is the same story.

Ms. Workin replied, yes, the single-sort recycling has removed a lot of barriers that people previously faced with recycling and has had a dramatic effect on the impact of our members. The places where they are really seeing room to improve are with the City's multi-family properties, so the City continues to increase its outreach to people in apartments related to recycling. That number also includes commercial properties. It is only recently that commercial properties were required to provide recycling, and that is based on the amount of trash they generate. They expect that number to increase as more commercial properties begin to recycle or improve their recycling programs.

Mayor Lund stated the other thing that needs to be done is people still need to have a better education and understanding of what is recyclable. One of the biggest things is pizza boxes. They do not want them because they are food contaminated. There are a lot of plastics and what he does at his home is look at the bottom of the container, and if it has the recycle arrow triangle with a number, 1 through 7, those are all recyclable. He sees a lot of plastic still in the garbage. There is a lot of comingling of what could be in trash and what should be in recycling and vice versa.

Ms. Workin replied that is a great point. It is always good to take a look and remind yourself of the basics of recycling--the aluminum cans, the glass bottles, the plastic bottles, the paper and cardboard which are your really easy go-to's and the big wins. The cost of disposing of trash that ends up in the recycling has a huge impact on the price they end up paying for the service. While it may seem counter intuitive, they do recommend that when in doubt, throw it out. If you are not sure it is recyclable, and if you cannot find that answer, it might be best to put it in the trash. City staff is available if residents do have a question about whether something is recyclable. People are more than welcome to call or e-mail, and staff will find that out for them.

Mayor Lund stated and that goes hand in hand with why China is no longer accepting contaminated recycling items. They are not as valuable as they once were which means people are doing a pretty good job. When a whole ship has to turn around and go someplace else because China will not accept it anymore because people are comingling trash with things that do not belong in the recycle, again, it comes down to you have to hammer home that education.

Ms. Workin stated people have to remember that recycling is an environmental but also an economical activity. If there is not that market, if it is too expensive, the market is going to respond accordingly. There are many items, for example, plastic bags or Styrofoam, which cannot be recycled curbside but there are options to recycle them at drop-off facilities.

Councilmember Bolkcom stated the other thing is organics. She asked whether pizza boxes are considered organic and could be added to that collection.

Ms. Workin replied, yes, they would be considered an organic material. It is estimated that over 30 percent of our trash is organic material and could be recycled. The City has an organics recycling program also with Republic Services which costs \$10 a month. Residents can sign up on-line at fridleymn.gov/organics. Once you get started it is a really easy-to-use program. If you have been traditionally recycling, it is really easy to make the switch over to organics recycling as well. The City also provides the compostable bags that are needed to start the program, and staff has heard a lot of really great feedback from residents who are trying to live a lower waste lifestyle who have opted to start organics recycling as well.

MOTION by Councilmember Saefke to adopt Resolution No. 2018-74.

UPON A VOICE VOTE, ALL VOTING AYE, MAYOR LUND DECLARED THE MOTION CARRIED UNANIMOUSLY.

13. Approve 2019 Agreement for Residential Recycling Program Between the City of Fridley and County of Anoka.

Ms. Workin stated this is related to the grant funding provided by Anoka County to support the City's recycling programs. This is a grant the City receives every year from the County. The City is receiving it a little earlier than usual this year. In previous years, the City has not received this contract until the second quarter of the year. It is great to know early on how much money the City has to work with to support its programs.

Ms. Workin stated Anoka County has provided money from the State through the SCORE and LRDG programs. They distribute this money to cities based on population. The City of Fridley is allocated a certain amount of money based on a formula. This formula has stayed the same compared to previous years except for the organics grant. Last year the City only received \$.50 per household; however, this year it will be receiving \$1.00 per household. The amounts have also gone up based on increases in the City's estimated population. The total amount from these categories the City is being offered by Anoka County is \$106,879. The City was also eligible for an additional \$20,000 which the City applied for and was offered which brings the total offer by Anoka County to \$126,879 which is an increase of a little over \$6,000 from 2018.

Ms. Workin stated in addition to the City's standard offerings of drop-off events, the curbside program, and education, the City will use this additional funding to promote the curbside organics program as well as continue to enhance the drop-off programs.

Ms. Workin stated in 2019, the City is going to continue to partner with Green Lights Recycling to offer six events. The first event will be January 12 at Green Lights Recycling from 9 a.m. to 12 p.m. There will be another event every other month on the second Saturday following that. Residents should expect to see the first mailer regarding these in anticipation of the March event, and they can learn more information about these programs and the materials that will be accepted at fridleymn.gov/dropoff.

Ms. Workin stated what staff found by hosting events at Green Lights is they are able to serve more residents than when they hosted the events at the City's own facilities for a decreased cost. They did find that they collected a decreased amount of tonnage in 2018 as compared to 2017; however, this could be attributed to a variety of different factors. They have also found that by holding these events at Green Lights Recycling they are able to significantly decrease the wait times for people attending these events. In 2018 all residents who went to Green Lights were in and out in less than 15 minutes. She asks that Council approve the 2019 agreement for the residential recycling program funding.

Councilmember Bolkcom stated they had six events but really only three more people come through. Is it because now people have just got rid of all their mattresses and those other things? She would think if the City had more events, they would have more customers or is it just because people are spreading themselves out because they cannot come in January so they come in March. What does she attribute it to? Because if there is less wait time, you would think they would want to come. It is not that much further away and is pretty easy to get to. It is amazing how quick you do get through there or you do not have to wait in line, if all you have is shredded which is like they did in the past. She asked what other things will they do to encourage people to bring more of their stuff there or are they just happy with the program as it is.

Ms. Workin replied those are great questions and was it something staff was looking at as they had this change in the program. One note about the numbers from 2017 is the May event also included people who were shredding paper but perhaps not dropping off items which could account for an increased in the actual number. They also heard from some residents about concerns driving the additional five miles to Green Lights Recycling; however, staff believes that even with the increased drive time the overall experience will be much quicker than when the City had the events at its public works facility.

Ms. Workin stated people can also take advantage and drop off hazardous waste materials at Anoka County's household hazardous waste facility which is nearby and accepts paint and other household chemicals at no cost. Staff believes that by continuing education related to those events, they will be able to increase the numbers. They do think residents are spreading their visits out over the six events instead of having to wait for three events. In the past when the City only had events in April, July, and October, sometimes people would wait eight months to get rid of an item. They are seeing people are disbursing more over the six events.

Councilmember Bolkcom asked whether there was anything else the City can accept or recycle.

Ms. Workin replied, they are accepting the same items at these events that the City has in previous events with the exception of, and her historical knowledge of this is somewhat limited,

they did accept wood pallets at one event in the past. However, there is a risk that if you get any treated wood you have to dispose of all of that material as waste; and the City would not be able to use SCORE funds to do that. Accepting pallet wood is a somewhat risky offering, and residents are able to recycle pallets at Menards here in Fridley.

Councilmember Bolkom asked what about other wood products?

Ms. Workin replied, most treated wood products need to be disposed of through a specialized handling facility that accepts construction and demolition waste.

MOTION by Councilmember Saefke to approve the 2019 Agreement for Residential Recycling Program between the City of Fridley and County of Anoka. Seconded by Councilmember Varichak.

UPON A VOICE VOTE, ALL VOTING AYE, MAYOR LUND DECLARED THE MOTION CARRIED UNANIMOUSLY.

14. Informal Status Reports: There were no informal status reports.

ADJOURN:

MOTION by Councilmember Barnette, seconded by Councilmember Varichak, to adjourn.

UPON A VOICE VOTE, ALL VOTING AYE, MAYOR LUND DECLARED THE MOTION CARRIED UNANIMOUSLY AND THE MEETING ADJOURNED AT 8:08 P.M.

Respectfully submitted by,



Denise M. Johnson
Recording Secretary



Scott J. Lund
Mayor