

## Community Development Committee

Meeting date: December 21, 2020

## Environment Committee

Meeting date: The Tuesday, December 22, 2020 Environment Committee meeting has been cancelled and the proposed action forwarded to the Council meeting on December 23, 2020 for final action.

For the Metropolitan Council meeting of December 23, 2020

**Subject:** City of Fridley 2040 Comprehensive Plan and Comprehensive Sewer Plan, Review File 22154-1

**District(s), Member(s):** District 2, Reva Chamblis

**Policy/Legal Reference:** Metropolitan Land Planning Act (Minn. Stat. § 473.175), Minn. Stat. § 473.513

**Staff Prepared/Presented:** Raya Esmaeili, Senior Planner (651-602-1616)  
Eric Wojchik, Planning Analyst (651-602-1330)  
Angela R. Torres, Local Planning Assistance Manager (651-602-1566)  
Kyle Colvin, Engineering Programs, Manager (651-602-1151)

**Division/Department:** Community Development / Regional Planning  
Environmental Services / Technical Services

### Proposed Action

That the Metropolitan Council adopt the attached Advisory Comments and Review Record and take the following actions:

### Recommendations of the Community Development Committee

1. Authorize the City of Fridley to place its 2040 Comprehensive Plan into effect.
2. The Local Water Management Plan needs to be incorporated into the formal Plan as either a free-standing Chapter or Appendix when the City submits the final Plan to the Council. The City also needs to send the Council the date that the City adopts the final Local Water Management Plan.
3. Advise the City to:
  - a. Incorporate the Local Water Management Plan into the formal Plan as either a free-standing Chapter or Appendix when the City submits the final Plan to the Council. The City also needs to send the Council the date that the City adopts the final Local Water Management Plan.
  - b. Adopt the Mississippi River Critical Corridor Area (MRCCA) Plan within 60 days after receiving final DNR approval, and submit a copy of the final adopted plan and evidence of adoption to the DNR, Council, and National Park Service within 10 days after the adoption.
  - c. Implement the advisory comments in the Review Record for forecasts, land use, and water supply.

### Recommendation of the Environment Committee

1. Approve the City of Fridley's Comprehensive Sewer Plan.

## Advisory Comments

The following Advisory Comments are part of the Council action authorizing the City of Fridley to implement its 2040 Comprehensive Plan (Plan).

### Community Development Committee

1. As stated in the *Local Planning Handbook*, the City must take the following steps:
  - a. Adopt the Plan in final form after considering the Council's review recommendations as contained in the body of this report.
  - b. Submit one hard copy and one electronic copy of the Plan to the Council. The electronic copy must be submitted as one unified file.
  - c. Submit to the Council a copy of the City Council resolution evidencing final adoption of the Plan.
2. The *Local Planning Handbook* also states that local governments must formally adopt their comprehensive plans within nine months after the Council's final action. If the Council has recommended changes to the Plan, local governments should incorporate those recommended changes into the Plan or respond to the Council before "final adoption" of the comprehensive plan by the governing body of the local governmental unit. (Minn. Stat. § 473.858, subd. 3)
3. Local governments must adopt official controls as identified in their 2040 comprehensive plans and must submit copies of the official controls to the Council within 30 days after the official controls are adopted. (Minn. Stat. § 473.865, subd. 1)
4. Local governmental units cannot adopt any official controls or fiscal devices that conflict with their comprehensive plans or which permit activities in conflict with the Council's metropolitan system plans (Minn. Stat. §§ 473.864, subd. 2; 473.865, subd. 2). If official controls conflict with comprehensive plans, the official controls must be amended within 9 months following amendments to comprehensive plans (Minn. Stat. § 473.865, subd. 3).

### Environment Committee

1. The Council-approved Comprehensive Sewer Plan becomes effective only after the Plan receives final approval from the local governmental unit's governing body. After the Plan receives final approval from the City and the Comprehensive Sewer Plan becomes effective, the City may implement its Plan to alter, expand, or improve its sewage disposal system consistent with the Council-approved Comprehensive Sewer Plan.
2. A copy of the City Council resolution adopting its 2040 comprehensive plan, including its Comprehensive Sewer Plan, must be submitted to the Council.

## Background

The City of Fridley is located in southern Anoka County. It is surrounded by the communities of Coon Rapids, Blaine, Spring Lake Park, Mounds View, New Brighton, Hilltop, Minneapolis, Brooklyn Center, and Brooklyn Park.

The City submitted its 2040 Comprehensive Plan (Plan) to the Council for review to meet the Metropolitan Land Planning Act requirements (Minn. Stat. §§ 473.851 to 473.871) and the Council's 2015 System Statement requirements.

## Review Authority & Rationale

Minn. Stat. § 473.175 directs the Metropolitan Council to review a local government's comprehensive plan and provide a written statement to the local government regarding the Plan's:

- **Conformance** with metropolitan system plans
- **Consistency** with the adopted plans and policies of the Council
- **Compatibility** with the plans of adjacent governmental units and plans of affected special districts and school districts

By resolution, the Council may require a local government to modify its comprehensive plan if the Council determines that "the plan is more likely than not to have a substantial impact on or contain a substantial departure from metropolitan system plans" (Minn. Stat. § 473.175, subd. 1).

Each local government unit shall adopt a policy plan for the collection, treatment, and disposal of sewage for which the local government unit is responsible, coordinated with the Metropolitan Council's plan, and may revise the same as often as it deems necessary (Minn. Stat. § 473.513).

The attached Review Record details the Council's assessment of the Plan's conformance, consistency, and compatibility, and is summarized below.

Review Standard	Review Area	Plan Status
Conformance	Regional system plan for Parks	Conforms
Conformance	Regional system plan for Transportation, including Aviation	Conforms
Conformance	Water Resources (Wastewater Services and Surface Water Management)	Conforms
Consistency with Council Policy	<i>Thrive MSP 2040</i> and Land Use	Consistent
Consistency with Council Policy	Forecasts	Consistent
Consistency with Council Policy	<i>2040 Housing Policy Plan</i>	Consistent
Consistency with Council Policy	Water Supply	Consistent
Consistency with Council Policy	Community and Subsurface Sewage Treatment Systems (SSTS)	Consistent
Compatibility	Compatible with the plans of adjacent and affected governmental districts	Compatible

## Thrive Lens Analysis

The proposed 2040 comprehensive plan is reviewed against the land use policies in *Thrive MSP 2040*. To achieve the outcomes identified in Thrive, the metropolitan development guide defines the Land Use Policy for the region and includes strategies for local governments and the Council to implement. These policies and strategies are interrelated and, taken together, serve to achieve the outcomes identified in Thrive.

## Funding

None.

**Known Support / Opposition**

List any known local opposition/support if applicable. There is no known local opposition to the 2040 comprehensive plan.

# REVIEW RECORD

## City of Fridley 2040 Comprehensive Plan

### Review File No. 22154-1, Business Item No. 2020-340 JT

The following Review Record documents how the proposed Plan meets the requirements of the Metropolitan Land Planning Act and conforms to regional system plans, is consistent with regional policies, and is compatible with the plans of adjacent and affected jurisdictions.

### Conformance with Regional Systems

The Council reviews plans to determine conformance with metropolitan system plans. The Council has reviewed the City's Plan and finds that it conforms to the Council's regional system plans for Regional Parks, Transportation (including Aviation), and Water Resources.

#### *Regional Parks and Trails*

*Reviewer: Colin Kelly, Community Development (CD) - Regional Parks (651-602-1361)*

The Plan conforms to the *2040 Regional Parks Policy Plan* for the Regional Parks System element. Anoka County is the Park Implementing Agency for Regional Parks System components in Fridley, for which the Plan accurately describes the Regional Parks System components (Figure 1). Regional Parks, Park Reserves or Special Recreation Features in the City include Anoka County Riverfront Regional Park. Regional Trails located within the City include the Rice Creek West and Mississippi River (Anoka County) regional trails. There are no State or Federal recreation lands in the City.

#### *Regional Transportation, Transit, and Aviation*

*Reviewer: Russ Owen, Metropolitan Transportation Services (MTS) (651-602-1724)*

The Plan conforms to the *2040 Transportation Policy Plan (TPP)*. The Plan accurately reflects transportation system components of the TPP and is consistent with Council policies regarding transit market roles, the needs of non-automobile transportation, access to job concentrations, and the needs of freight. The transportation section of the Plan concludes with an extensive discussion of transportation issues affecting all modes and action steps to improve those conditions. The Plan is compatible with the transportation plans of adjacent and affected governmental units.

#### **Roadways**

The Plan conforms to the highway system element of the TPP. The Plan reflects I-694 and TH 65 north of I-694 as the metropolitan highways within the city's boundaries. There are no planned mobility improvements for these roads identified in the Current Revenue Scenario of the 2040 TPP.

The Plan accurately reflects the regional functional classification map of A-minor arterials (TH 47, TH 65 south of I-694, and East River Road) and has delineated other arterials and major collectors in the City.

The Plan identifies all the required characteristics of the City's roadways, existing and forecasted traffic volumes for principal and A-minor arterials. A table of existing traffic counts from 1997-2016 is included and forecasting is consistent with regional methodology. Maps reflect these counts and forecasts as existing and future congestion levels. The results of several corridor studies are reflected in the Plan, including the MnDOT/Metro Council 2017 principal arterial intersection study, which looked at both TH 65 and TH 47. The Plan also contains a section analyzing roadway safety.

## **Transit**

The Plan shows the location of existing transit routes and facilities within the City limits, including the park and ride facilities at Northtown Mall and the Northstar rail station, and a map of bus benches and shelter locations. The Plan acknowledges the City is within Transit Market Areas II and III. It also describes the available demand responsive transit service, including Metro Mobility service provided by the Anoka County Traveler under contract with the Metropolitan Council.

Increased funding will allow the region to invest in a system of transitways that keeps the region competitive in providing an attractive economy and connected, livable communities. The Central Avenue BRT proposed to pass through Fridley is one of the corridors listed in the Increased Revenue scenario of the 2040 TPP. Implementation of these corridors is not likely until after 2024, but could reasonably be implemented by 2040 should increased revenues for transit capital investments become available.

The 2040 TPP states that local governments along these corridors should be working on land use studies and planning that would maximize the potential of transitways while recognizing that they are still in the planning phases. The Plan thus includes an extensive discussion in the Land Use chapter about this BRT and the station area transit oriented development planning for this corridor. (For other comments regarding station area planning, see the Land Use section of this Review Record.)

## **Aviation**

The Plan conforms to the Aviation system element of the TPP. There are no airports or heliports within Fridley. The Plan acknowledges the City is within the influence area of the nearby Anoka-Blaine Airport, and that seaplane use is allowed on the Mississippi River. The City zoning ordinances include policies that protect regional airspace from future obstructions.

## **Bicycling and Walking**

The Plan is consistent with the Bicycling and Pedestrian chapter of the TPP. Figure 3-11 identifies the streets designated for sidewalks/trails in the City's Active Transportation Plan. The Plan acknowledges this Active Transportation Plan and the Safe Routes to School Plan. It also identifies existing and future segments of the both the Regional Bicycle Transportation Network (RBTN) and regional trails, on Figure 4-4 and 4-3 and acknowledges the national Mississippi River Trail (MRT) which passes through the City. The action steps in the concluding section of the Plan address many specific locations to improve biking and walking in the City. (For other comments regarding regional trails, see the Regional Parks section of this Review Record.)

## **Freight**

The Plan is consistent with the Freight policies of the TPP and acknowledges the extensive rail and related industrial uses within the city. The BNSF railroad runs N-S through the City and the largest rail switching yard between Seattle and Chicago is located in Fridley. MN Commercial Railroad also has a Class III line within the city, running E-W along the north side of Rice Creek. This BNSF line is also used by Amtrak (which does not stop in the City) and Northstar commuter rail, which stops near 61st Avenue. The Plan discusses freight movement in and through the community, including the impact of highway congestion on trucks traveling in the City.

## **Transportation Analysis Zones (TAZs)**

The Plan conforms to the TPP regarding TAZ allocations. The City's TAZ allocations for employment, households and population appropriately sum to the Metropolitan Council's citywide forecast totals for all forecast years.

The City's planned land uses and areas identified for development and redevelopment can accommodate the TAZ forecasted allocations in the Plan, and at densities consistent with the

community's Thrive designation and applicable TPP policies for transit station areas. (See also Land Use section of this Review Record.)

## *Water Resources*

### **Wastewater Service**

*Reviewer: Kyle Colvin, Environmental Services (ES) – Engineering Programs (651-602-1151)*

The Plan conforms to the *2040 Water Resources Policy Plan (WRPP)*. It represents the City's guide for future growth and development through the year 2040. It includes growth forecasts that are consistent with the Council's assigned forecasts for population, households, and employment.

Current wastewater treatment services are provided to the City by the Metropolitan Council Environmental Services (MCES). Wastewater generated within the City is conveyed by Council Interceptors 7126, 4-FR-440, 4-NS-521, and 4-NS-523 to the Metropolitan Council's Metropolitan Treatment Plant in St. Paul for treatment. The Plan projects that the City will have 13,600 sewered households and 26,100 sewered employees by 2040. The Metropolitan Disposal System with its scheduled improvements has or will have adequate capacity to serve the City's growth forecasts.

The Plan provides sanitary flow projections in 10-year increments. The rationale for the average day flow projections is given in the Plan and determined appropriate for planning local services. The Metropolitan Council is committed to provide the level of wastewater service based on the sewered forecasts as stated in the sewer element of the Plan.

The Land Use Plan reflects an overall minimum residential sewered density that is consistent with Council policy for future sewered residential growth for Urban communities.

The Plan defines the City's goals, policies, and strategies for preventing and reducing excessive inflow and infiltration (I/I) in both the local municipal (City) and private property sanitary sewer systems. The Plan summarizes past I/I reduction efforts consisting of smoke testing, televised inspection, manhole and pipeline grout sealing, rehabilitation, reconstruction, and pipeline lining of both public and private collection systems. Much of this work was completed during annual street reconstruction projects or other sanitary sewer improvement projects.

The City also offers a financial incentive program for private property owners requiring repair of their services by placing the cost of the improvements as an assessment on the property and allowing the cost to be repaid over time. It also offers public outreach and educational materials to its residents and voluntary service line inspections. It states that it is considering a future point of sale service inspection program. The Plan states that the City has budgeted approximately \$300,000 annually in its Capital Improvement Program for pipe lining. However, it also states that it has, and will continue, to rely on Metropolitan Council Bond Fund grants to complete much of the identified work. The Plan indicates that approximately 78% of the homes were built before 1975 when it states services were predominately made of clay tile pipe. The significance of clay tile pipe is that as it ages it can become more susceptible to I/I. Of the 78% of pre-1975 homes, 17% have had their services inspected by closed-circuit televising by the City.

The Plan describes the requirements and standards for minimizing I/I and references City Code (Chapter 403, Section 403.02) which prohibits the introduction of clear water flow into the sanitary sewer system via roof, surface, ground, sump pump, or footing tile. Section 403.03 of the Ordinance further requires the disconnection of such connections once discovered. The City performed a citywide inspection of properties in the late 1990s for compliance of this ordinance and continues to conduct follow-up inspections with other inspection activities.

The Plan describes the sources, extent, and significance of existing I/I within the entire public and private wastewater collection system and provides a description of an implementation plan for

preventing and eliminating excessive I/I from entering the combined public and private property collection systems. Using wastewater flow data for 2016 to determine average annual I/I, and wastewater flow data between 2017 through 2019 to determine peak monthly flow, the Plan summarizes data that indicates that the City’s annual I/I averages approximately 10.5%, and annual peak month I/I averages about 20%.

### Comprehensive Sewer Plan Comments

The Sewer Element of the Plan has been reviewed against the requirements for Comprehensive Sewer Plans for Urban communities. It was found to be complete and consistent with Council policies. Upon adoption of the Plan by the City, the action of the Council to approve the Sewer Plan becomes effective. At that time, the City may implement its 2040 Plan to alter, expand, or improve its sewage disposal system consistent with the approved Sewer Plan. A copy of the City Council Resolution adopting its Plan needs to be submitted to the Metropolitan Council for its records.

### Surface Water Management

*Reviewer: Judy Sventek, ES – Water Resources (651-602-1156)*

The City is located within the oversight boundaries of the Rice Creek and Coon Creek Watershed Districts, and the Mississippi Watershed Management Organization. The City submitted a draft Local Water Management Plan (LWMP) update on December 24, 2018. The LWMP was approved by the Rice Creek Watershed District on April 24, 2019, the Coon Creek Watershed District on February 11, 2019, and by the Mississippi Watershed Management Organization on March 12, 2019. The LWMP was consistent with Council policy requirements and in conformance with the Council’s 2040 Water Resources Policy Plan for local surface water management. The Plan satisfies the requirements for 2040 comprehensive plans.

### Advisory Comments

The LWMP needs to be incorporated into the formal Plan as either a free-standing Chapter or Appendix when the City submits the final Plan to the Council. The City also needs to send the Council the date that the City adopts the final LWMP.

### Consistency with Council Policies

The Council reviews plans to evaluate their apparent consistency with the adopted plans of the Council. Council staff have reviewed the City’s Plan and find that it is consistent with the Council’s policies, as detailed below.

### Forecasts

*Reviewer: Todd Graham, CD – Research (651-602-1322)*

The Plan includes (Table 1-4) the Metropolitan Council’s published forecast for the City as shown in Table 1 below.

Table 1. City of Fridley Forecasts

	Census	Estimated	Council Forecasts		
	2010	2017	2020	2030	2040
<b>Population</b>	27,208	28,667	29,300	31,600	32,500
<b>Households</b>	11,110	11,697	12,200	13,300	13,600
<b>Employment</b>	21,333	22,737	23,700	24,900	26,100

Chapter 1 describes potential redevelopment areas at 21 sites. Eleven sites are planned to be residential or mixed-use. Half of this redevelopment land supply is staged for development after 2020; the cumulative housing capacity for 2021-2040 is 370 to 1,557 units (table 1-6 of the Plan). This accommodates the Council forecast only if all sites are fully developed and absorbed at the maximum allowable density.

### Advisory Comments

Metropolitan Council staff have advised the City to request a downward revision of the households forecast. The City has not developed at the pace previously forecasted. Also, while accommodating the Council’s forecast is mathematically possible, development will be constrained by limited land supply. A forecast revision can be made with a Plan amendment at a future date. This is an advisory comment; not a requirement.

### Thrive MSP 2040 and Land Use

Reviewer: Eric Wojchik, CD – Local Planning Assistance (651-602-1330)

The Plan is consistent with *Thrive MSP 2040* and its land use policies. The Plan acknowledges the Thrive community designation of Urban (Figure 2). Thrive describes Urban communities as having experienced rapid development during the post-World War II era, and exhibiting the transition toward the development stage dominated by the influence of the automobile.

The existing land uses in Fridley are predominately residential (35%), most of the existing commercial/office (5.5%) uses are near major transportation corridors. Given the City’s major highway and freight corridors, Fridley has a high proportion of industrial land (16%). Fridley has performed extensive planning work over the last few years to reconnect the various parts of the City through transportation and bike/pedestrian initiatives. About 8.6% of the City is parks/open space (Figure 3).

Future residential land use categories include Single Family Residential, Multi-family Residential, Mixed Residential, and Mixed Use (Figure 4). The latter land use category carries a residential share of 80%. The future land uses include some special planning areas that require higher densities for the given land use category. For instance, Table 2 shows the Georgetown Apartments and the City Hall Campus sites as carrying higher Multi-family Residential density ranges. The City chose this option in the Plan to target certain areas for more intense, specified development. These areas, along with other potential redevelopment areas in the community are identified in the Plan and illustrated in Figure 5.

For the most part, the 2030 and 2040 Plans are similar in terms of land use categories. The principal difference between the 2030 and 2040 Plans is the removal of the 2030 Redevelopment land use category and its replacement with more specified land use categories.

The Plan is consistent with Thrive for land use and residential density policies for an Urban community designation. Thrive calls for Urban communities to plan for forecasted population and household growth at overall average densities of 10 units per acre and target opportunities for more intensive development near regional transit investments at densities and in a manner articulated in the TPP. As shown in Table 2 below, the overall planned residential density in the City is between 10.4 and 37 units per acre, which is consistent with Thrive residential density policies.

Table 2. Planned Residential Density, City of Fridley

Category	2018-2040 Change				
	Density		Net Acres	Units	
	Min	Max		Min Units	Max Units
Single Family Residential	1	4	2.5	2	10
Mixed Residential	8	35	9.4	75	330
Multi-family Residential (MFR)	9	40	27.4	246	1096
Georgetown Apts (MFR)**	15	40	3.0	45	120
City Hall Campus (MFR)**	30	40	3.8	114	152
	<b>TOTALS</b>		<b>46.1</b>	<b>482</b>	<b>1708</b>
			<b>Overall Density</b>	<b>10.4</b>	<b>37.0</b>

\*80% residential

\*\*Special Planning Area (Higher Density MFR)

Table 2 is derived from Table 1-6, on page 45, and the Overall Density Table on page 47 of the Plan. The composite of these tables shown in Table 2 above shows the new and planned development for the 2018 - 2040 planning period, which includes the residential component of the City Hall Campus.

### Station Area Planning

The Plan recognizes the existing transitway, Northstar Fridley Commuter Rail Station. The Plan also recognizes the high frequency bus route 10 which runs along Central/University Avenues. Both of these transit routes are part of the Current Revenue Scenario of the TPP.

The TPP directs Urban communities with existing commuter rail transit to guide an average minimum of 25 residential units per acre and target 50-100+ units per acre within the station area (area within 10-minute walk or half-mile). The Plan specifies that new development within a half-mile radius of the Northstar station is required to have an average minimum 25 units per acre.

New development within a quarter-mile radius of high-frequency stations along Central/University Avenues is required to have an average minimum of 10 units per acre. There is only one new redevelopment area designated in the Plan with residential uses within a quarter mile of the high-frequency network. The City Hall development site is within a quarter mile of route 10, and the minimum residential density for this development is 30 units per acre.

### Advisory Comment

The Single Family Residential (1-4 units/acre) and Mixed Residential (8-35 units/acre) density ranges leave a gap for planned development densities of four to eight units per acre. Council staff encourage the City to ensure continuity in density ranges between different residential land use categories to reduce the need for future amendments to the Plan.

### Housing

*Reviewer: Hilary Lovelace, CD – Housing (651-602-1555)*

The Plan is consistent with the *2040 Housing Policy Plan* (HPP). As of 2016, the City has more than 12,000 homes including nearly 4,000 multifamily units, about 400 manufactured homes, and almost 7,600 single-family homes. Approximately 4,500 homes are rented. More than 10,900 housing units are currently affordable to households earning under 80% of Area Median Income (AMI); however, more than 2,800 households earning 80% of AMI or below are paying more than 30% of their income toward housing costs. There are about 800 units affordable to households with income at or below 30% AMI and more than 1,100 cost burdened households with incomes at or below 30% AMI.

The Plan identifies existing housing needs including maintenance and reinvestment in existing housing stock, variety of housing types for all stages of life, and housing that is affordable to a range of income levels, especially affordable housing for older adults. The City has more than 400 publicly subsidized housing units, 50 of which are age restricted for older adults.

The Plan acknowledges the 2021-2030 affordable housing need allocation of 268 units; 135 of which are needed at prices affordable to households earning 30% of AMI or less, 11 of which are needed at prices affordable to households earning between 31 and 50% of AMI, and 122 of which are needed at prices affordable to households earning between 51 and 80% of AMI. As shown in Figure 6, the Plan guides sufficient land expected to develop in the 2021-2030 time period at a minimum of eight units per acre to allow for development of at least 278 new housing units, 10 more than their need.

The housing implementation plan component of the Plan describes that the City HRA will continue many programs and policies the City has used to meet existing housing needs, including home improvement loans, home energy enhanced visits, and home remodeling advisory for residents to age in place. The Plan notes many ways the community intends to support manufactured home owners, including direct outreach in the next year to discuss preservation. The Plan also indicates that the City will consider TIF, LCDA, applying to the Minnesota Housing Consolidated RFP, and Site assembly for

new development in the community. The City states that they will continue partnership with Anoka County HRA, Lions Share, and Habitat for Humanity to meet various other housing needs in the community.

## **Water Supply**

*Reviewer: Lanya Ross, ES – Water Supply Planning (651-602-1803)*

The Plan is consistent with WRPP policies related to water supply, including the policy on sustainable water supplies, the policy on assessing and protecting regional water resources, and the policy on water conservation and reuse.

Because the City has a municipal public water supply system, the Local Water Supply Plan (LWSP) must be – and is – included as part of the 2040 Plan.

The City first submitted the LWSP to the Council as part of the 2040 Plan on December 20, 2018. Council staff reviewed the LWSP and found it incomplete (missing appendices) and shared comments with the DNR in a letter dated January 2, 2019. Council staff also shared those comments directly with the City in a letter dated January 14, 2019.

On November 9, 2020, the City submitted supplemental information, including a LWSP with attached appendices, to the Metropolitan Council. With the updated LWSP (including appendices), the Plan is consistent with minimum water supply requirements. As requested, the updated local water supply plan content (with appendices) includes cooperative agreements for water service, water conservation regulation authority language in the Fridley City Code, and the Capital Investment Program. The related November 9, 2020 cover letter from the City of Fridley to Metropolitan Council provides the requested additional detail regarding the water demand projection method, although the content in the local water supply plan itself was not revised to include this level of detail.

## **Advisory Comments**

If changes are made to the LWSP resulting from DNR’s review or from changes during a comprehensive plan amendment, the City will need to provide the Council and DNR with the updated information.

## **Community and Subsurface Sewage Treatment Systems (SSTS)**

*Reviewer: Kyle Colvin, ES – Engineering Programs (651-602-1151)*

The Plan indicates that there are no public or privately-owned Community Wastewater Treatment Systems within the community, and that there are no known properties served by SSTS within the City. All residences and businesses are required by Code to be connected to the local sanitary sewer system. If a property is discovered to have an active SSTS, the City offers, in cases of financial hardships, emergency 5-year loans that the property owner can have placed as an assessment on the property.

## **Special Resource Protection**

### **Mississippi River Corridor Critical Area**

*Reviewer: Raya Esmaeili, CD – Local Planning Assistance (651-602-1616)*

The Plan includes a Mississippi River Corridor Critical Area Plan (MRCCA Plan) component that was reviewed by Minnesota Department of Natural Resources (DNR) staff and found to be substantially consistent with Minnesota Statutes 116G and Minnesota Rules Chapter 6106. Council staff also find the MRCCA plan component to be consistent with Thrive land use policies, and Minnesota Rules Chapter 6106. The DNR’s November 10, 2020, conditional approval letter is attached as an appendix (Figure 7). Final DNR approval of the MRCCA Plan will be sent to the community after the Council authorizes local adoption of the Plan.

### ***Advisory Comments***

Within 60 days after receiving final DNR approval, the community must adopt the MRCCA Plan; and submit a copy of the final adopted plan and evidence of adoption to the DNR, Council, and National Park Service within 10 days after the adoption.

### **Solar Access Protection**

*Reviewer: Cameran Bailey, CD – Local Planning Assistance (651-602-1212)*

The Plan is consistent with statutory requirements (Minn. Stat. § 473.859) and Council policy regarding planning for the protection and development of access to direct sunlight for solar energy systems as required by the Metropolitan Land Planning Act (MLPA). The Plan includes the required solar planning elements.

### **Aggregate Resource Protection**

*Reviewer: Cameran Bailey, CD – Local Planning Assistance (651-602-1212)*

The Plan is silent on the potential for aggregate mining in the City. The Council's aggregate resources inventory information contained in *Minnesota Geological Survey Information Circular 46* indicates there are no viable aggregate resource deposits available for extraction within the fully developed community.

### **Historic Preservation**

*Reviewer: Eric Wojchik, CD – Local Planning Assistance (651-602-1330)*

The Plan addresses historic resources as required by the MLPA. Within the Land Use chapter, the City commits to working with the Anoka County and Fridley Historical Societies to highlight and preserve historic properties and cultural assets.

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 soon.

The Riedel Farmhouse is an 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.

### ***Plan Implementation***

*Reviewer: Eric Wojchik, CD – Local Planning Assistance (651-602-1330)*

The Plan includes implementation details in Chapter 11, Implementation. Chapter 11 includes a description of and schedule for any necessary changes for each plan element of the Plan. This chapter also includes details on fiscal and official controls, including the zoning code (with zoning map), and details on the amendment process. The Capital Investment Program is included as a separate document, in an appendix.

## **Compatibility with Plans of Adjacent Governmental Units and Plans of Affected Special Districts and School Districts**

The proposed Plan is compatible with the plans of adjacent jurisdictions. No compatibility issues with plans of adjacent governmental units and plans of affected special districts and school districts were identified.

## **Documents Submitted for Review**

In response to the 2015 System Statement, the City submitted the following documents for review:

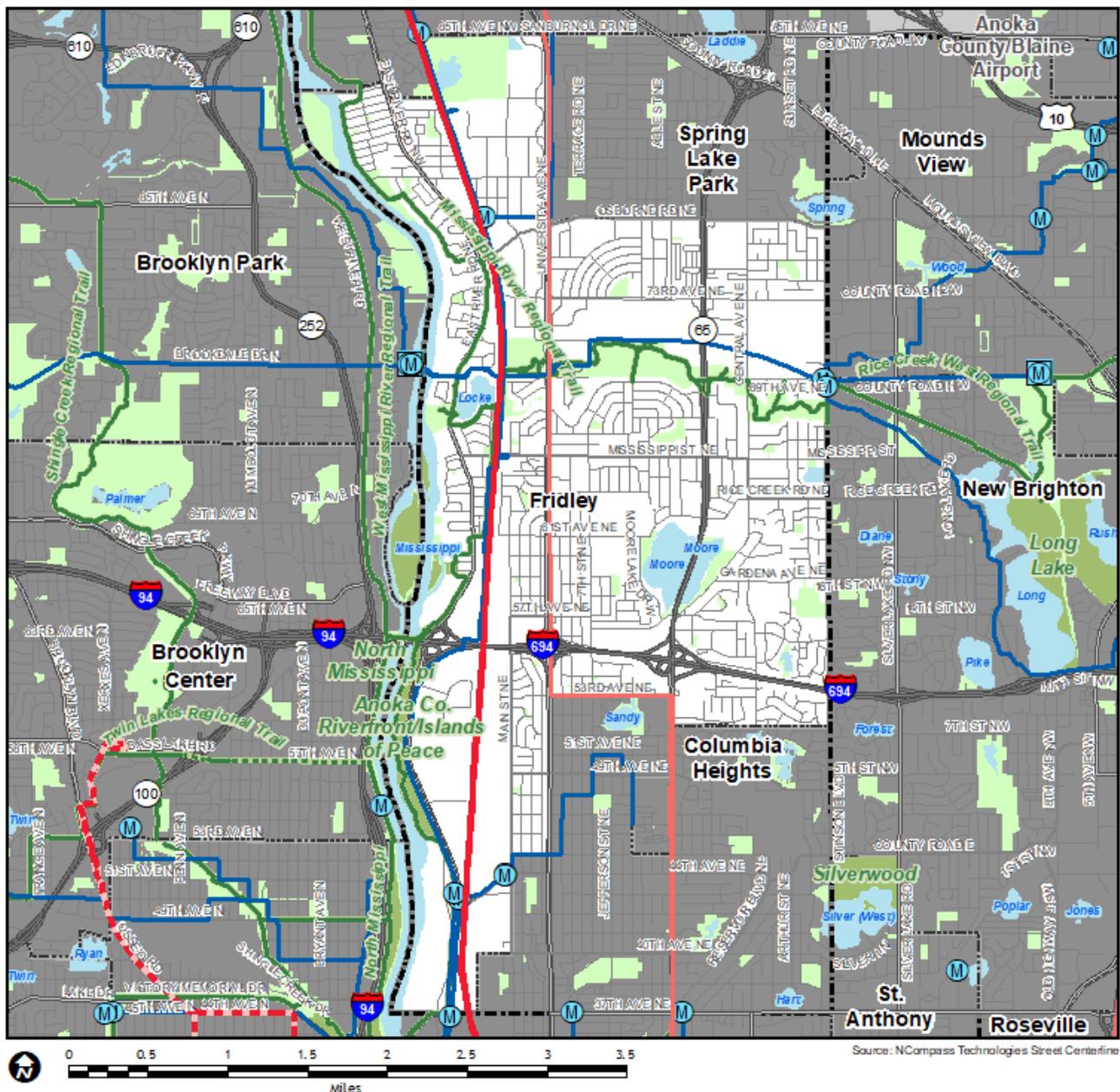
- December 20, 2018: Fridley 2040 Comprehensive Plan
- December 24, 2018: Local Surface Water Management Plan

- November 4, 2020: Revised 2040 Comprehensive Plan Responding to Council Incomplete Items for Adjacent and Affected Jurisdiction Review, Forecasts, Land Use, Transportation and Transit, Housing, Parks, and Environment
- November 9, 2020: Revised Wastewater and Water Supply Chapters
- November 9, 2020: Revised Land Use Chapter, Housing Chapter, and Capital Improvement Projects Information
- November 9, 2020: Revised 2040 Mississippi River Corridor Critical Area (MRCCA) Plan
- November 10, 2020: Local Water Plan and Watershed Approvals
- November 16, 2020: Revised Wastewater Chapter

## Attachments

- Figure 1: Location Map with Regional Systems
- Figure 2: *Thrive MSP 2040* Community Designations
- Figure 3: Existing Land Use
- Figure 4: 2040 Future Land Use
- Figure 5: Potential Redevelopment Areas Map
- Figure 6: Land Guided for Affordable Housing
- Figure 7: MRCCA Plan Approval Letter

Figure 1. Location Map with Regional Systems



**Regional Systems**

**Transportation**

**Transitways**  
2040 Transportation System Policy - adopted January 2015

- Existing
- - - - Planned Current Revenue Scenario
- · - · - Planned Current Revenue Scenario - CTIB\* Phase 1 Projects
- · - · - Potential Increased Revenue Scenario

**Regional Highway System**

- Existing Principal Arterials
- - - - Planned Principal Arterials
- Existing Minor Arterials
- - - - Planned Minor Arterials
- Existing Other Arterials
- - - - Planned Other Arterials

**Recreation Open Space**

- Regional Parks**
- Existing (Open to Public)
  - In Master Plan (Not Open to Public)
  - ▨ Planned Units
- Regional Trails**
- Existing (Open to Public)
  - - - - Existing (Not Open to Public)
  - · - · - Planned

**Wastewater**

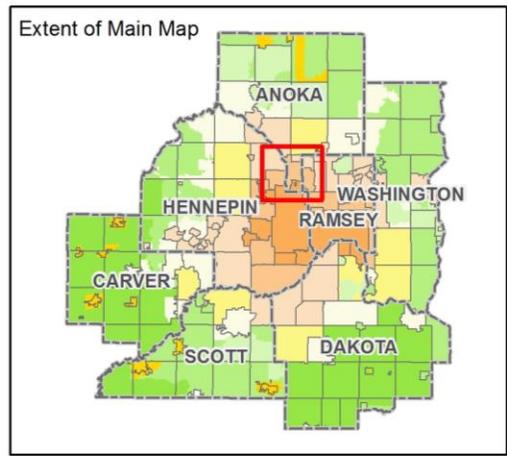
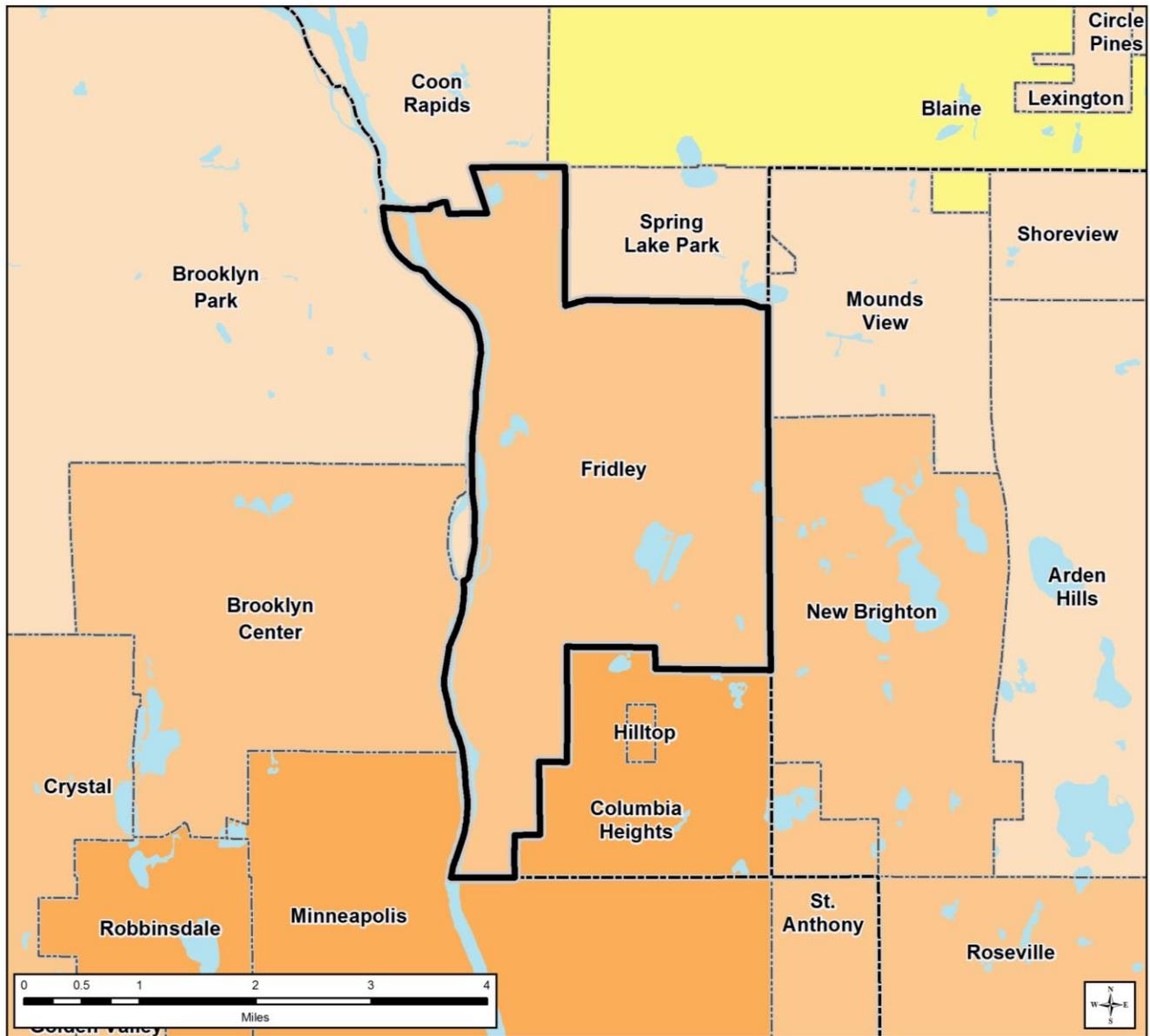
- M Meters
- L Lift Stations
- MCES Interceptors
- MCES Treatment Plants

**Regional Park Search Areas and Regional Trail Search Corridors**

- Boundary Adjustment
- Search Area
- ▨ Regional Trail Search Corridors
- Local Streets
- Existing State Trails
- Other Parks, Preserves, Refuges and Natural Areas

\* Counties Transit Improvement Board (CTIB)

Figure 2. Thrive MSP 2040 Community Designations



**Community Designations**

- Outside Council planning authority
- Agricultural
- Rural Residential
- Diversified Rural
- Rural Center
- Emerging Suburban Edge
- Suburban Edge
- Suburban
- Urban
- Urban Center

- County Boundaries
- City and Township Boundaries
- Lakes and Major Rivers

Figure 3. Existing Land Use

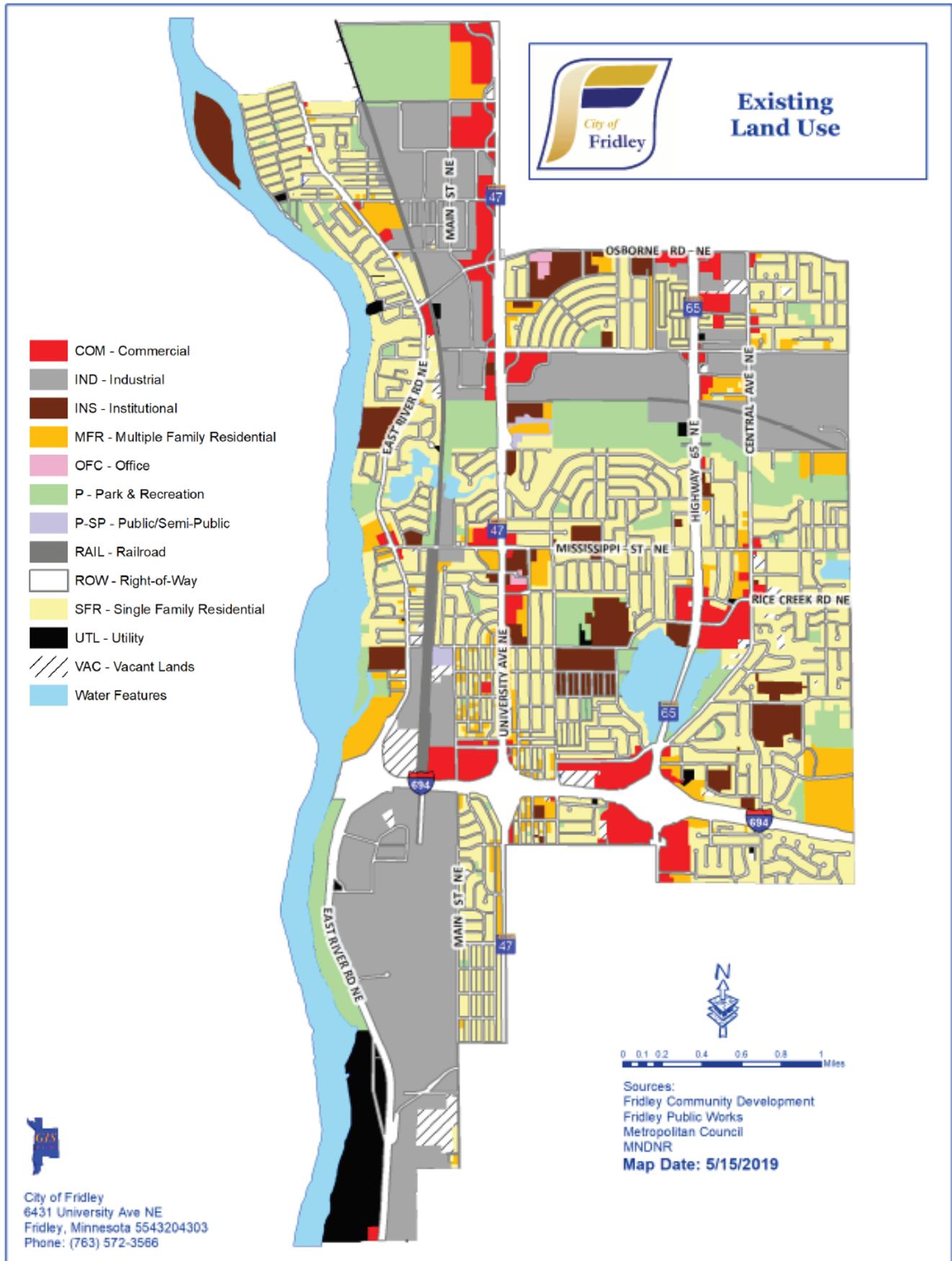


Figure 4. 2040 Future Land Use

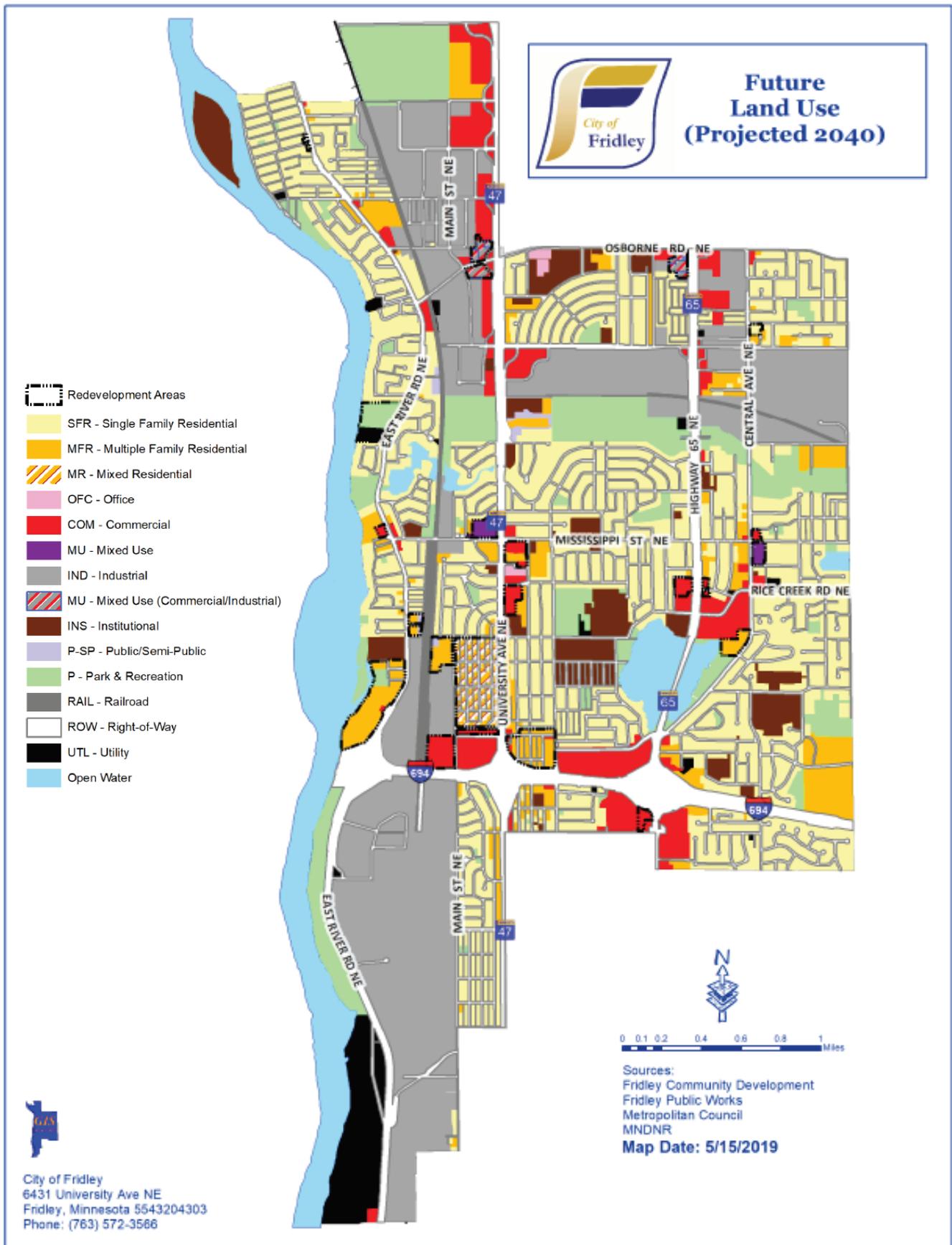


Figure 5. Potential Redevelopment Areas Map

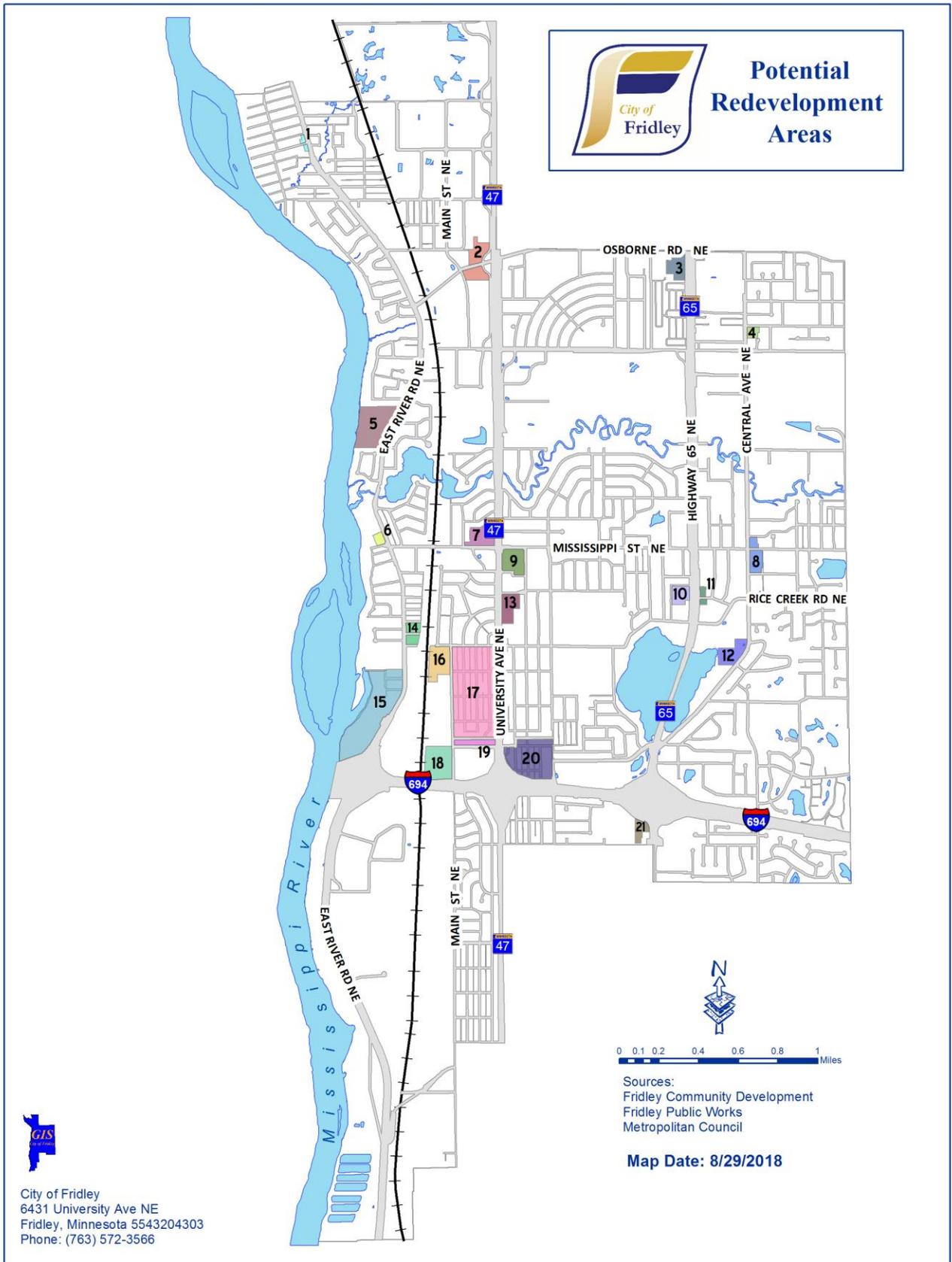


Figure 6. Land Guided for Affordable Housing

2021-2030 share of regional need for Affordable Housing: **268 units**  
 2021-2030 total regional need for Affordable Housing: **37,900 units**

	<b>Available Acres</b>	<b>×</b>	<b>Minimum Density</b> <i>(units per acre)</i>	<b>×</b>	<b>Expected % Residential</b> <i>(if mixed use)</i>	<b>=</b>	<b>Minimum Units Possible</b>
<b>Multi-Family Residential</b>	23.57		9		100%		213
<b>Mixed Residential</b>	2.36		8		100%		19
<b>Special Area: Georgetown Apts and Apts to the</b>	3.01		15		100%		46
<b>Total</b>	<b>29</b>						<b>278</b>

Sufficient/(insufficient) units possible against share of regional need: **10**  
 Affordable units built since 2021: **0**  
 Sufficient/(insufficient) units possible adjusted for affordable units built: **10**  
 Number of Comp Plan Amendments approved since Comp Plan Update: **0**



Figure 7. MRCCA Plan Approval Letter



November 10, 2020

Rachel Workin, Environmental Planner  
City of Fridley  
7071 University Ave NE  
Fridley, MN 55432

**Re: Conditional Approval of City of Fridley MRCCA Plan**

Dear Ms. Workin:

I am pleased to inform you that the Minnesota Department of Natural Resources (DNR) conditionally approves the City of Fridley's Mississippi River Corridor Critical Area (MRCCA) plan.

We reviewed the MRCCA plan chapter of your 2040 Comprehensive Plan submitted to the Metropolitan Council on November 5 and updated on November 9, 2020. We have found that the MRCCA plan is substantially consistent with Minnesota Statutes, §116G and Minnesota Rules, chapter 6106. We will send final approval of your MRCCA plan after the Metropolitan Council authorizes the City of Fridley to put the comprehensive plan into effect. Within 60 days of receiving DNR final approval, the City of Fridley must adopt the MRCCA plan. The City of Fridley must then submit a copy of the final adopted plan, with evidence of adoption, to the DNR, the Metropolitan Council, and the National Park Service within ten days of the adoption.

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](mailto:daniel.petrik@state.mn.us) if you have any questions about next steps.

Sincerely,

Jennifer Shillcox  
Land Use Unit Supervisor

c: Raya Esmaeili, Metropolitan Council  
Alan Robbins-Fenger, National Park Service  
Lucas Youngsma, DNR Region 3 Area Hydrologist  
Dan Petrik, DNR Land Use Unit

Minnesota Department of Natural Resources • Division of Ecological and Water Resources  
500 Lafayette Road, Box 25, Saint Paul, MN 55155-4025