



PLANNING COMMISSION MEETING

September 21, 2022

7:00 PM

Fridley Civic Center, 7071 University Avenue N.E.

AGENDA

Call to Order

Roll Call

Approval of Meeting Minutes

1. Receive the Minutes from the Planning Commission Meeting of June 15, 2022

Public Hearing

2. Variance, VAR22-000001 by Justin Guenther, to allow the construction of a garage in the front yard, generally located at 323 Logan Parkway NE.

Other Business

3. Discussion Item: Locke Park Joint Powers Agreement Between the City of Fridley and Anoka County
4. Approve 2023 Planning Commission Meeting Dates

Adjournment



AGENDA REPORT

Meeting Date: September 21, 2022

Meeting Type: Planning Commission

Submitted By: Julie Beberg, Office Coordinator

Title

Receive the Minutes from the Planning Commission Meeting of June 15, 2022

Background

Attached are the meeting minutes from the June 15, 2022, Planning Commission Meeting

Financial Impact

None

Recommendation

Staff recommend the City Council received the June 15, 2022, Planning Commission Minutes

Attachments and Other Resources

- Planning Commission Minutes of June 15, 2022

Vision Statement

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



PLANNING COMMISSION

June 15, 2022

7:00 PM

Fridley Civic Campus, 7071 University Avenue N.E.

MINUTES

CALL TO ORDER

Chair Hansen called the Planning Commission Meeting to order at 7:00 p.m.

PRESENT

Mike Heintz

Amy Dritz

Ryan Evanson

Mark Hansen

Terry McClellan

Stacy Stromberg, Planning Manager

APPROVAL OF MEETING MINUTES

1. Approve March 16, 2022, Planning Commission Minutes

Motion by Commissioner Evanson to approve the minutes. Seconded by Commissioner Heintz.

UPON A VOICE VOTE, ALL VOTING AYE, CHAIR HANSEN DECLARED THE MOTION CARRIED UNANIMOUSLY.

PUBLIC HEARING

2. Consideration of a Public Hearing for a Plat (PS #22-02) by the City of Fridley

Motion by Commissioner Evanson to open the public hearing. Seconded by Commissioner Heintz.

UPON A VOICE VOTE, ALL VOTING AYE, CHAIR HANSEN DECLARED THE MOTION CARRIED UNANIMOUSLY AND THE PUBLIC HEARING WAS OPENED AT 7:01 P.M.

Stacy Stromberg, Planning Manager, presented a plat request for the property at 690 Cheri Lane submitted by the City of Fridley to create two outlots to retained by the City for park use and utility purposes as well as dedication of right-of-way.

The Commission inquired about a shed that was previously on the property and was removed. It was noted that there are no plans for the properties at this time other than identifying the purposes of park,

utility, and right-of-way. Staff noted that Target deeded the land to the City with a deed restriction which prevents other private uses of the property.

A resident inquired about zoning of the property and provided input on the manmade path through the property to Target.

Motion by Commissioner McClellan to close the public hearing. Seconded by Commissioner Evanson.

UPON A VOICE VOTE, ALL VOTING AYE, CHAIR HANSEN DECLARED THE MOTION CARRIED UNANIMOUSLY AND THE PUBLIC HEARING WAS CLOSED AT 7:22 P.M.

The Commission asked that any language changes needed be cleared up prior to the Council meeting.

Ms. Stromberg stated that the zoning will remain public, and staff will address any needed language changes. She noted that the fence mentioned is owned by Target.

Motion by Commissioner Evanson approving the replat request. Seconded by Commissioner Heintz.

UPON A VOICE VOTE, ALL VOTING AYE, CHAIR HANSEN DECLARED THE MOTION CARRIED UNANIMOUSLY.

OTHER BUSINESS

Ms. Stromberg recognized Commissioner Heintz for his service on the Park Commission and Planning Commission, noting that this is his last meeting. She also provided an update on recent Council action on planning recommendations. She highlighted upcoming events and provided an update on development interest and activity.

ADJOURNMENT

Motion by Commissioner Heintz to adjourn the meeting. Seconded by Commissioner McClellan.

UPON A VOICE VOTE, ALL VOTING AYE, CHAIR HANSEN DECLARED THE MOTION CARRIED UNANIMOUSLY AND THE MEETING ADJOURNED AT 7:35 P.M.

Respectfully submitted,
Amanda Staple, Recording Secretary



Land Use Application Summary

Item: VAR #22-000001

Meeting Date: September 21, 2022

GENERAL INFORMATION

Applicant:

Justin Guenther
323 Logan Pkwy N.E.
Fridley, MN 55432

Requested Action:

Variance

Location:

323 Logan Pkwy N.E.

Existing Zoning:

R-1, Single Family

Size:

26,437 sq. ft. .6 acres

Existing Land Use:

Single Family home

Surrounding Land Use & Zoning:

N: Single Family & R-1
E: Logan Park & P
S: Single Family & R-1
W: Mississippi River

Comprehensive Plan Conformance:

Designated as Single Family

Zoning Ordinance Conformance:

Section 205.04.05.B requires accessory structures to be in the side or rear yard.
Section 205.07.03.D.(1) requires a front yard setback of 25 ft.*

*see below

Building and Zoning History:

1950 – Lot is platted.
1956 – House constructed.
1974 – Garage constructed.

Legal Description of Property:

See attached site plan

Public Utilities:

Home is connected

SPECIAL INFORMATION

Transportation:

Property is accessed from Logan Parkway

Physical Characteristics:

Relatively flat lot that has a steep slope to the Mississippi river on the west side

Summary of Request:

The petitioner and property owner, Justin Guenther is requesting a variance to allow the construction of a new accessory structure in the front yard of his property located at 323 Logan Parkway. The location of the new accessory structure will also require a variance to reduce the front yard setback from 89.5 ft. to 36 ft.

Staff Recommendation:

City staff recommends approval of the variance request.



Aerial of the Property

City Council Action/60 Day Action Date:

City Council – October 10, 2022

60 Day Date – October 17, 2022

Staff Report Prepared by Stacy Stromberg

Written Report –

The Request

The petitioner and property owner, Justin Guenther is requesting a variance to allow the construction of a new 480 sq. ft. accessory structure in the front yard of his property located at 323 Logan Parkway. The location of the new accessory structure will also require a variance to reduce the front yard setback from 89.5 ft. to 36 ft.

Site Description and History

The subject property is located on Logan Parkway, west of Logan Park. It is zoned R-1, Single Family and is in the Shoreland Overlay District, as it's bordered by the Mississippi River on the west. The



existing home was constructed in 1956, and an attached garage was constructed in 1974. In 1997, the property owner at that time applied for a building permit to convert the attached garage to living space and to construct a new detached garage. Upon review of the permit, staff discovered that construction of the new garage would require a variance because it was proposed to be placed in the front yard. The property owner decided to not move forward with the project and the

paid building permit fee was refunded. Sometime between 1997 and when the petitioner purchased the house in 2020, the attached garage was converted to living space, without the proper permits, leaving the property without a garage.

Code Requirements and Analysis

The Shoreland Overlay requires that structures be setback 100 ft. from the ordinary high watermark and 40 ft. from the bluff line. These setbacks aren't identified on the survey submitted by the petitioner, however, when measuring the distance on the City's aerial map, it doesn't appear those setbacks requirements are being met with the existing house. Those deficiencies are recognized as pre-existing non-conforming and can continue as they are, but the house can't be expanded. The Shoreland setback requirements are in place to protect the Shoreland and the integrity of the slope to the Mississippi River, however they do limit the petitioner's ability to place a new accessory structure in the side or rear yard.

The R-1, Single Family code requires that all lots with a minimum lot area of 9,000 sq. ft. have a double garage and that the minimum front yard setback requirement is 25 ft. The general language in the beginning of the zoning code requires that all accessory structures be in the side or rear yard.

*It also requires that if the front yard setback of the neighboring homes is greater than the

minimum front yard setback requirement, then the setback for a new structure on an adjacent lot can be 6 ft. more or less of the average depth of the adjacent structures. And in no case shall it be less than the required 25 ft. front yard setback.

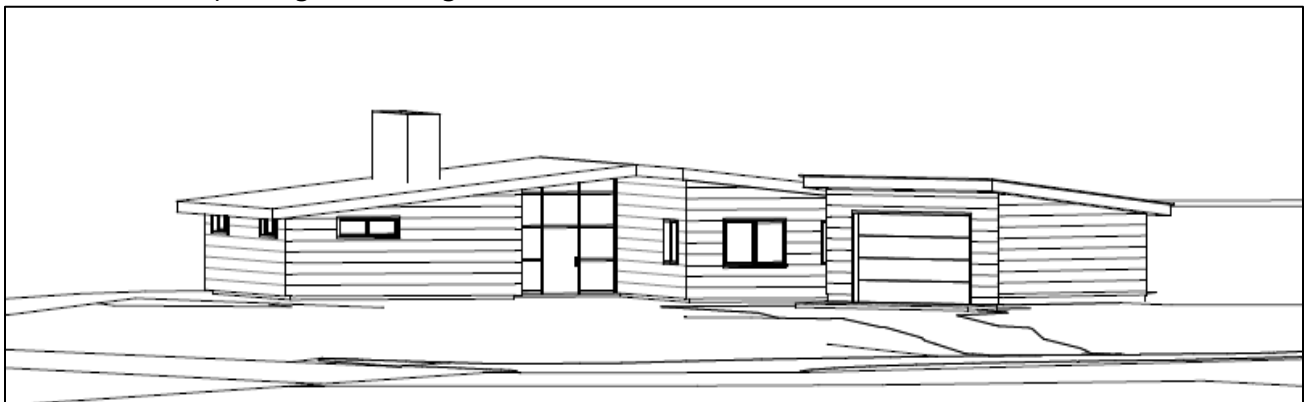


The petitioner is requesting that a variance be granted to allow a garage in the front yard. In addition, because the adjacent homes are set back further than the required 25 ft. front yard setback, the setback averaging section of code applies. The home to the north at 309 Logan Parkway is setback approx. 117 ft. from the front yard property line and the home to the south at 200 Logan Parkway is approx. 74 ft. from the front property line. The average of the two setbacks is 95.5 ft., plus or minus 6 ft. would require a front yard setback of 89.5 or 101.5 ft. for the subject property. As a result,

the petitioner is requesting a variance also be granted to reduce the front yard setback from 89.5 to 36 ft. to allow the construction of a new accessory structure.

Of note, the existing house is approximately 70 ft. from the front property line, which doesn't meet the setback averaging requirement.

The petitioner is proposing to construct a 20 ft. by 24 ft. (480 sq. ft.) accessory structure that will be angled on the north side of the site and 7 ft. from the east side of the existing home and 10 ft. from the north property line. The structure will be architecturally compatible with the existing home, and used for vehicle parking and storage.



Summary of Practical Difficulties *provided by the Petitioner*

"In looking deeper at our options, we explored building on the south-side in addition to our submitted proposal. One the south-side of the house which wouldn't require a variance but would require moving multiple utilities including gas, and sewer in which city engineers wouldn't be in support of that option. Also, in that location it would cut off access to the back side of the house entirely since the back of the house faces the river. There would be a significant amount of grading and concrete required. That location would also displace a recently planted river birch and new landscaping. The plan we are presenting would require the least amount of driveway/concrete and in regard to setback averaging the structure would be behind some existing trees and lilac bushes and wouldn't impair our neighbors current view on both sides of our property."

Practical Difficulties

Variances may be granted if practical difficulties exist on the property. Practical difficulties are met based on the following findings of fact:

Is the variance in harmony with the purpose and intent of the ordinance?

The intent of the front yard setback is to provide green space between the home and the right-of-way, to limit the obstructions that impact "line of sight" for the neighbor, and to allow enough space for off-street



parking without encroaching on the public right-of-way.

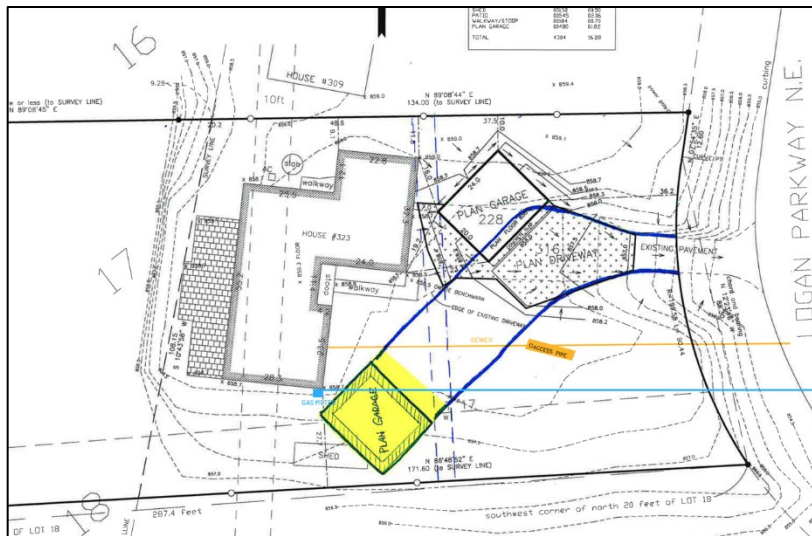
- The placement of the new accessory structure will impact the line of sight for the neighbor to the north, however the existing tree-lined landscape between the petitioner's property and the neighbor already impacts the line of sight.
- The placement of the proposed accessory structure is 36 ft. from the property line. There is also a large boulevard of 25 ft., which will provide adequate space for off-street parking.

Is the variance consistent with the Comprehensive Plan?

- The Comprehensive Plan guides this property as single-family residential. The use of the property will remain as single-family residential; as a result, it is consistent and not contrary with the Plan.

Does the proposal put the property to use in a reasonable manner?

- The limited buildable area on the property restricts the options of building an accessory



structure without the need for a variance. Staff spent some time exploring alternative locations on the property, and the drawing to the left shows another location for the accessory structure (highlighted in yellow) that wouldn't require a variance. The sewer line wouldn't be impacted and could remain in place with the driveway over it. The gas utility line would likely need to be moved to place the garage in this location. The petitioner would need to work with CenterPoint

Energy on this. When presented with this option, the petitioner considered it, but ultimately decided to proceed with the variance request based on his reasoning above.

Are there unique circumstances to the property, not created by the landowner?

- Unique circumstances that exist on the property, not created by the landowner are:
 - The placement of the existing house on the lot and a large portion of the lot slopes steeply down to the Mississippi River, which limits the overall buildable area.
 - The previous owner illegally converted the garage to living space, which resulted in the property being non-complaint in meeting the garage requirement.
 - Utilities located between the street and house on the south side of the property could potentially limit the location options for the accessory structure.

Will the variance, if granted, alter the essential character of the locality?

- It is not unusual to see detached accessory structures in the front yard of properties along the Mississippi River within the area or City. Many riverfront properties treat the river side of their lots as their front yards and prefer to place their accessory uses on the street side.

Staff Recommendation

Staff recommends the Planning Commission hold a public hearing for Variance Request, VAR #22-000001.

Even though an alternative does exist, staff recognizes that there are also unique conditions and circumstances (topography of the lot, setback requirements to protect the Shoreland, previous owner mistakes, utility placement) related to this lot, that make it difficult to construct an accessory structure. Therefore, staff recommends the Planning Commission approve VAR #22-000001.

For variance on lots zoned R-1, Single Family, the Planning Commission has the authority to grant final approval provided the following conditions are met:

- a. There is unanimous agreement of the Planning Commission
- b. The staff concurs with the recommendation of the Planning Commission
- c. The general public attending the meeting or responding to the notice of public hearing have no objection.
- d. The petitioner is in agreement with the recommendation.

If these conditions aren't met, the variance will be heard by the City Council on October 10, 2022.

Stipulations

Staff recommends that if the variance is approved, the following stipulations be attached.

1. The petitioner shall obtain a building permit prior to construction of the new accessory structure.
2. Prior to issuance of a building permit, the petitioner shall contact Coon Creek Watershed District to determine if a permit is required for the new accessory structure.
3. The new accessory structure shall not be used for living area or a home occupation.
4. All vehicles on the property shall be stored on a hard surface as approved by the City.
5. The accessory structure shall be architecturally compatible with the existing home and finished with complementary siding and color scheme.
6. The new accessory structure shall have a minimum of one address sign that is a minimum size as prescribed in the Building code. The sign shall be illuminated or reflective and visible from the public right-of-way.
7. Per Section 205 of the Fridley City Code, this Variance will become null and void one year after the City Council approval date if work has not commenced or if the Petitioner has not petitioned the City Council for an extension.

Attachments

1. Petitioner's narrative and drawings
2. Public Hearing notice and mailing labels to properties within 350 ft.

Property Address:

Property ID: 10-30-24-42-0024
Address: 323 LOGAN PKWY NE
City: FRIDLEY
State: MN
Zip Code: 55432
Plat Name: OAK CREEK ADDITION

Item 2.

Legal Description:

Lot 17 and Northerly 20 feet of Lot 18, all in Block 1, Oak Creek Addition, except that part of the North 20 feet of Lot 18, Block 1, Oak Creek Addition described as follows: Beginning at the Southeast corner of the North 20 feet of said Lot 18; thence Westerly on South line of said North 20 feet of Lot 18, a distance of 287.4 Feet more or less, to the shore of the Mississippi River; thence in a Northerly direction along the shore line of the Mississippi River, a distance 6 feet; thence in an Easterly direction to the point of beginning a distance of 287.1 feet more or less, Anoka County, Minnesota



Practical difficulties requiring a variance

Item 2.

Location:

Proposed garage setback variance
323 Logan Pkwy. NE

Reason for variance request

We are seeking a variance to build a garage because we currently do not have a garage.

Practical difficulties requiring a variance & alternatives considered

We are seeking a setback variance to build a garage because we currently do not have a garage, and in exploring solutions we have come to the conclusion that our proposal is the only viable option to accommodate this request.

In looking deeper at our options we explored building on the south-side in addition to our submitted proposal. On the south-side of the house which wouldn't require a variance but would require moving multiple utilities including gas, and sewer in which city engineers wouldn't be in support of that option. Also, in that location it would cut off access to the back side of the house entirely since the back of the house faces the river. There would be a significant amount of grading and concrete required. That location would also displace a recently planted river birch and new landscaping.

The plan we are presenting would require the least amount of driveway/concrete and in regards to the setback averaging the structure would be behind some existing trees and lilac bushes and wouldn't impair our neighbors current view on both sides of our property as our property line has lilac bushes running down both sides.

Thank you for your consideration.

Similar Garage - 211 Logan Pkwy. (possible previous variance granted)



Similar Garage - 151 Glen Creek Rd.



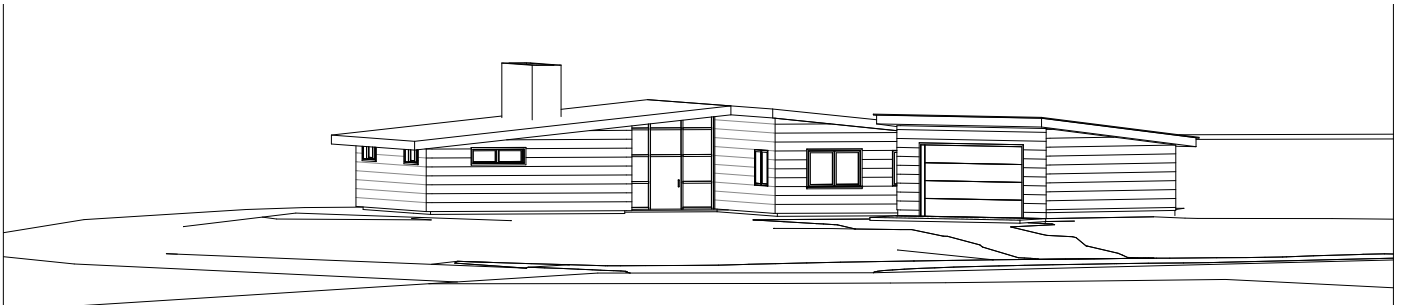
Similar Garage - 219 Logan Pkwy.



Building materials:

- 24' X 20' SLAB ON GRADE W/ 3' CONCRETE APRON
- STICK - FRAMED WALL CONSTRUCTION
- RECONFIGURE EXIST BITUMINOUS DRIVEWAY FOR VEHICLE APPROACH
- ROOF AND MATERIALS TO MATCH EXISTING HOUSE; ASPHALT SHINGLES CEMENTITIOUS LAP SIDING

Item 2.



Item 2.

Proposed garage elevation
323 Logan Pkwy. NE



Elevation of building and description of materials to be used on the building

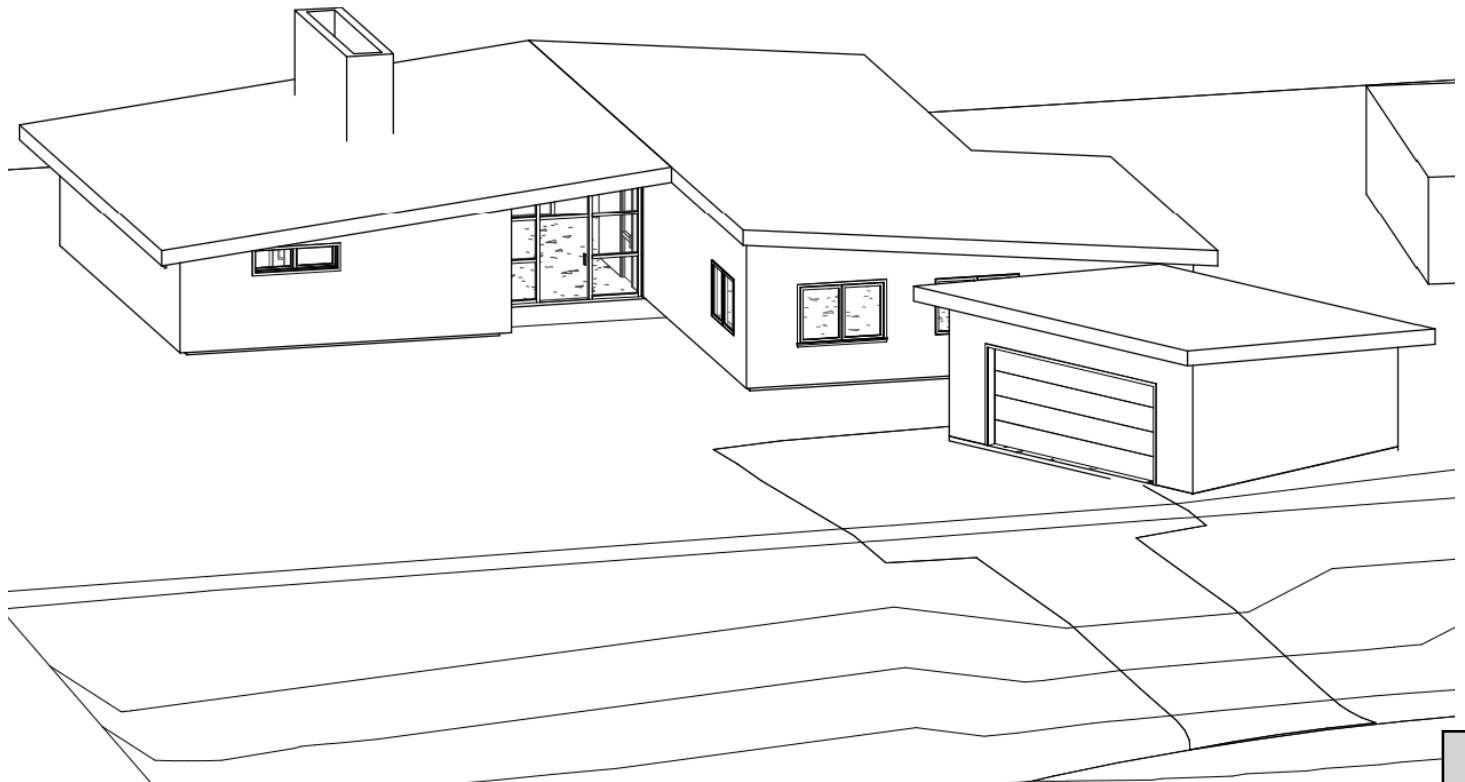
Item 2.

Elevation:

Elevation based off signed survey.

Building materials:

- 24' X 20' SLAB ON GRADE W/ 3' CONCRETE APRON
- STICK - FRAMED WALL CONSTRUCTION
- RECONFIGURE EXIST BITUMINOUS DRIVEWAY FOR VEHICLE APPROACH
- ROOF AND MATERIALS TO MATCH EXISTING HOUSE; ASPHALT SHINGLES CEMENTITIOUS LAP SIDING



I HEREBY CERTIFY THAT THIS SURVEY, PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LAND SURVEYOR UNDER THE LAWS OF THE STATE OF MINNESOTA.
NAME: JAMES MICHAEL BRIDELL, R.L.S.

SIGNATURE James Bridell DATE AUG 15 2022
Professional Land Surveyor, Minnesota License No. 23266
Firm Name: State Engineering & Surveying Company.
This certification is limited to PROPOSED GARAGE AND DRIVEWAY

UNAUTHORIZED COPIES

This certified signed document is hereby revoked for unauthorized copies. When this document is in possession of persons/purposes other than customer, authorized agent, or approved others, it is hereby revoked. Do not rely on unauthorized copies, which may be fraudulent, incorrect, erroneous, misleading or with important and relevant information omitted. This document is copyrighted, intended for customer's use for specific purpose herein stated.

NOTES A

- OBSERVED UTILITIES ARE SHOWN; ALL OTHER UTILITIES, IF ANY, ARE NOT SHOWN
- MARKINGS FOR 811 UNDERGROUND UTILITY LOCATE ARE NOT SHOWN
- THIS SITE WAS LAST OBSERVED AUGUST 11, 2021.
- LINE DIRECTION BEARINGS ARE ASSUMED
- EXISTING CONTOURS AND SPOT ELEVATIONS SHOWN
- IRON PIN MONUMENT FOUND ●
- IRON PIN MONUMENT SET / STAMPED 23266 ○
- PLAN DRAINAGE DIRECTION ←
- ELEVATIONS ARE ON NGVD 1929 DATUM
- PLAN CONTOUR — 999.9

0ft 10ft 20ft 30ft
Scale in Feet

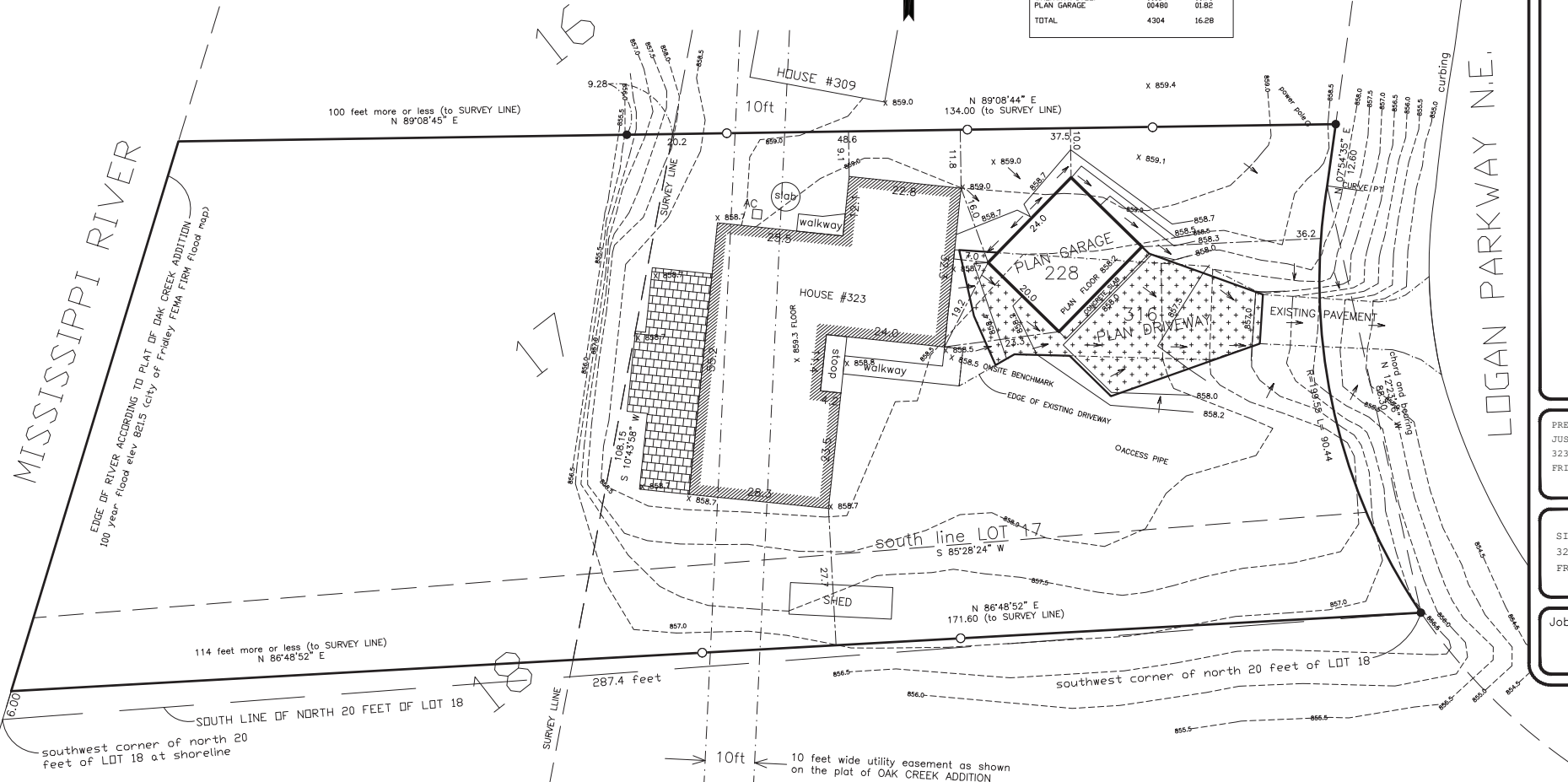
LEGAL DESCRIPTION **

Lot 17 and Northerly 20 feet of Lot 18, all in Block 1, Oak Creek Addition, except that part of the North 20 feet of Lot 18, Block 1, Oak Creek Addition described as follows: Beginning at the Southeast corner of the North 20 feet of said Lot 18; thence Westerly on South line of said North 20 feet of Lot 18, a distance of 287.4 Feet more or less, to the shore of the Mississippi River; thence in a Northerly direction along the shore line of the Mississippi River, a distance 6 Feet; thence in an Easterly direction to the point of beginning a distance of 287.1 Feet more or less, Anoka County, Minnesota.

** Above legal description was provided by the customer. All easements recorded or unrecorded, if any, are not shown. A Title Opinion was not provided to the Surveyor by the customer for review.

Property Use Code: 2110 - RESIDENTIAL SINGLE FAMILY-IMPROVED
PARID: 10-30-24-42-0024

IMPERVIOUS AREAS			
	sqft	percent	
TOTAL LOT	26437	100.00	
HOUSE	01730	06.54	
EXISTING PAVEMENT	00841	03.01	
PLAN PAVEMENT	00998	03.75	
SHED	00130	00.50	
PATIO	00245	02.06	
WALKWAY/STOOP	00184	00.70	
PLAN GARAGE	00480	01.82	
TOTAL	4304	16.28	



State Engineering
and Surveying Company
5709 McGuire Road
Edina MN 55435
952-854-9002
www.state-engineering.com

SITE PLAN
PROPOSED GARAGE AND DRIVEWAY

PREPARED FOR
JUSTIN GUENTHER
323 LOGAN PARKWAY N.E.
FRIDLEY MN 55432

SITE LOCATION
323 LOGAN PARKWAY N.E.
FRIDLEY MN 55432

Job Number
2021303



Fridley Civic Campus

7071 University Ave N.E. Fridley, MN 55432
763-571-3450 | FAX: 763-571-1287 | FridleyMN.gov

Item 2.

PUBLIC HEARING NOTICE

To: Property Owners and Residents within 350 feet of 323 Logan Parkway NE

Applicant: Justin Guenther

Request: A Variance (Variance 22-01) by Justin Guenther, to request a variance to allow the construction of a garage in the front yard, generally located at 323 Logan Parkway NE, the legal description is on file and available at Fridley Civic Campus.

Date of Hearings: Planning Commission Meeting, Wednesday, September 21, 2022, at 7:00 p.m.

The Planning Commission meeting is televised live the night of the meeting on Channel 17.

Location of Planning Commission Hearing: Meeting will be held in person at Fridley Civic Campus located at 7071 University Avenue NE.

If this Variance needs to go to City Council, the date of the City Council Meeting would be October 10, 2022, at 7:00 p.m.

How to Participate: 1. You may attend the public hearing in person and testify.
2. You may submit a letter in advance of the meeting to Stacy Stromberg, Planning Manager at the address above or by email at stacy.stromberg@fridleymn.gov

Questions: Call or Email Stacy Stromberg, Planning Manager at 763-572-3595 or stacy.stromberg@fridleymn.gov

Mailing date: September 9, 2022

**If you require auxiliary aids or services to participate to communicate in the meeting, please contact Roberta Collins at 763-572-3500 or roberta.collins@fridleymn.gov no later than September 14, 2022, for the Planning Commission meeting, and October 3, 2022, for the city Council meeting. The TDD # is: 763-572-3534.*



Community Development Department Public Hearing Notice



SOURCES
Fridley Engineering
Fridley GIS
Anoka County GIS

Map Date: September 1, 2022

Variance Request, VAR22-00001
Petitioner: Justin Guenther
Address: 323 Logan Parkway N.E.



LABELS FOR
Current Resident

Current Resident
200 LOGAN PKWY NE
FRIDLEY MN 55432

Current Resident
219 LOGAN PKWY NE
FRIDLEY MN 55432

Current Resident
7190 RIVERVIEW TER NE
FRIDLEY MN 55432

Current Resident
211 LOGAN PKWY NE
FRIDLEY MN 55432

Current Resident
172 LOGAN PKWY NE
FRIDLEY MN 55432

Current Resident
235 LOGAN PKWY NE
FRIDLEY MN 55432

Current Resident
7175 RIVERVIEW TER NE
FRIDLEY MN 55432

Current Resident
189 LOGAN PKWY NE
FRIDLEY MN 55432

Current Resident
7179 RIVERVIEW TER NE
FRIDLEY MN 55432

Current Resident
150 TALMADGE WAY NE
FRIDLEY MN 55432

Current Resident
7180 RIVERVIEW TER NE
FRIDLEY MN 55432

Current Resident
117 ALDEN CIR NE
FRIDLEY MN 55432

Current Resident
144 LOGAN PKWY NE
FRIDLEY MN 55432

Current Resident
7170 RIVERVIEW TER NE
FRIDLEY MN 55432

Current Resident
158 LOGAN PKWY NE
FRIDLEY MN 55432

Current Resident
323 LOGAN PKWY NE
FRIDLEY MN 55432

Current Resident
130 LOGAN PKWY NE
FRIDLEY MN 55432

Current Resident
309 LOGAN PKWY NE
FRIDLEY MN 55432

Current Resident
155 LOGAN PKWY NE
FRIDLEY MN 55432

LABELS FOR
Parcel Owner

MATTHEWS DANIEL S
1001W 8TH ST
SAN PEDRO CA 90731

Item 2.

ANDERSON, KERRY ANN
219 LOGAN PKWY NE
FRIDLEY MN 55432

NELSEN, NICOLE M
7190 RIVERVIEW TER NE
FRIDLEY MN 55432

HANLEY, SUZANNE L
211 LOGAN PKWY NE
FRIDLEY MN 55432

STEVENSON WILLIAM B & ANNE M
172 LOGAN PKY NE
FRIDLEY MN 55432

NELSEN MARC & SANDRA M
235 LOGAN PKY NE
FRIDLEY MN 55432

NAGEL, DAISY L
7175 RIVERVIEW TER NE
FRIDLEY MN 55432

BOELTER PHILLIP
189 LOGAN PKWY
FRIDLEY MN 55432

DEFFER MADELLA JO
7179 RIVERVIEW TER NE
FRIDLEY MN 55432

ROELOFS ROGER L & MARILYN A
150 TALMADGE WAY NE
FRIDLEY MN 55432

FALLON, JAMES
7180 RIVERVIEW TER NE
FRIDLEY MN 55432

GUNIA MONTE LYNN
117 ALDEN CIR NE
FRIDLEY MN 55432

YOCUM, DOUGLAS S
144 LOGAN PKWY NE
FRIDLEY MN 55432

BERG, MARGARET T M
7170 RIVERVIEW TERR
FRIDLEY MN 55432

NELSON ANDRE
158 LOGAN PKWY NE
FRIDLEY MN 55432

GUENTHER JUSTIN
323 LOGAN PKWY NE
FRIDLEY MN 55432

JOHNSON, ROBERT L
130 LOGAN PKWY NE
FRIDLEY MN 55432

ANDERSON JOSHUA
309 LOGAN PKWY NE
FRIDLEY MN 55432

FRIDLEY CITY OF
7071 UNIVERSITY AVE NE
FRIDLEY MN 55432



AGENDA REPORT

Meeting Date: September 21, 2022

Meeting Type: Planning Commission

Submitted By: Scott Hickok, Community Development Director

Title

Discussion Item: Locke Park Joint Powers Agreement Between the City of Fridley and Anoka County

Background

In July 1980, the City of Fridley and Anoka County entered into a Joint Powers Agreement (JPA), allowing Anoka County to program within and maintain Locke Park, Plaza Park, and Locke Lake Park. In the JPA duties were split between the City and the County and spelled out in the document. The original JPA has been attached for your convenience. The Regional Trail itself is a separate item and there is a distinction between the trail and what we will talk about in this discussion about the Locke Park, Locke Lake Park, and Plaza Park and the JPA. The City has sought the County's support in allowing the City to terminate the JPA as allowed by the original agreement.

In the agreement the County was to provide routine maintenance on a scheduled basis of the grounds, buildings, and picnic shelter according to standards prescribed in the County's Master Plan. The agreement also required County maintenance of trails and parking lots. Maintenance was to include cutting grass, controlling noxious weeds, and grasses, litter removal, snow removal, wash-out repairs, again in accordance with the County's Master Plan.

Other duties included diseased tree treatment or removal, payment of utility costs, provide identification signs, and to provide landscaping improvements independently or in conjunction with the City.

Park programming and special activities would be provided by the County after review and approval by the City Council.

The parks described and included in the JPA are beautiful assets to the City and the County. The JPA over time, however, has lost much of its originally intended impact. Maintenance and park programming of events has become nearly non-existent and the City has begun discussion with the County on exercising an out clause that would leave the programming and maintenance to the City. It is not the City's intention to change Locke Park or either of the other parks into something besides a park. It would however better define roles and give maintenance and program responsibilities back to the City.

The JPA created in the 1980's involved both the Planning Commission and the Parks Commission. Our purpose with this discussion at this time is to keep both Commissions up to date on current discussions

Vision Statement

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

with the County and if the JPA arrangement is to end, to keep both Commissions involved as appropriate.

Financial Impact

To be determined as City Parks and Operations staff decide next steps

Recommendation

Staff recommends the Commission hear this item only as an information item. A request for formal recommendation by the Commission will be forthcoming.

Attachments and Other Resources

- 1980 Joint Powers Agreement
- 1980 Master Plan

Vision Statement

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

REGIONAL TRAIL
JOINT POWERS AGREEMENT

THIS AGREEMENT, entered into this 17th day of JULY, 1980, by and between the County of Anoka, a political subdivision of the State of Minnesota, Courthouse Building, Anoka, Minnesota, 55303, hereinafter known as "COUNTY"; and the City of Fridley, a municipal corporation of the State of Minnesota, 6431 University Avenue N.E., Fridley, Minnesota, 55432, hereinafter known as "CITY";

WITNESSETH THAT:

WHEREAS, the Minnesota Legislature has delegated to the County of Anoka the responsibility of implementing a regional trail facility within Anoka County to be known as Rice Creek-West Regional Trail; and

WHEREAS, the County of Anoka has developed through study and evaluation a park development plan, known as the Rice Creek-West Regional Trail Master Plan, attached hereto as Exhibit A and hereby by reference made a part hereof; and

WHEREAS, the City currently owns and maintains a recreational park known as Locke Park, more particularly described in Exhibit B attached hereto, the location of which is shown on a map attached hereto as Exhibit C; and

WHEREAS, the City currently owns and maintains a recreational park known as Locke Lake Park, described in Exhibit B attached hereto, the location of which is shown on a map attached hereto as Exhibit D; and

WHEREAS, the City currently owns and maintains a recreational park known as Plaza Park, more particularly described in Exhibit B attached hereto, the location of which is shown on Exhibit E attached hereto; and

WHEREAS, residents of the County and City use Locke Park, Locke Lake Park and Plaza Park, owned by the City, for picnicking and recreational outings; and

WHEREAS, these parks adjoin the proposed Rice Creek-West Regional Trail; and

WHEREAS, the greatest number of users of Locke Park, Locke Lake Park and Plaza Park come from outside the City and are residents of the County; and

WHEREAS, the proposed Rice Creek-West Trail System would increase the number of park users; and

WHEREAS, certain substantial economic savings can be realized by the residents of the County and the City through a cooperative operating and maintenance agreement;

NOW, THEREFORE, in consideration of the mutual covenants and agreements contained herein, and pursuant to Sec. 471.59 of the Minnesota Statutes, the County and the City do hereby agree as follows:

I. PURPOSE

Item 3.

The parties hereto agree that they have joined together, for the purpose of promoting the efficient development, operation and maintenance of Locke Park, Locke Lake Park and Plaza Park to serve the recreational needs and interests of park users.

II. INTENT

It is the intent of this agreement to outline the responsibilities of the City and the County in the areas of development, operations and maintenance of Locke Park, Locke Lake Park and Plaza Park.

III. RESPONSIBILITIES

On the property identified in the attached exhibits as being subject to county management, the County shall have the following responsibilities:

A. County Responsibilities:

1. To provide routine maintenance on a scheduled basis by the County Parks Department of the grounds, buildings and picnic shelter, at a minimum according to the standards of the County Parks Department, as provided for in the Master Plan attached as Exhibit A.
2. To provide routine maintenance of trails and parking lots on a scheduled basis by the County Parks Department, at a minimum according to the standards of the County Parks Department, as provided for in the Master Plan attached as Exhibit A.
3. To provide other maintenance services including but not limited to cutting grass, controlling noxious weeds and grasses, picking up and removing litter, snow removal, wash-out repairs, at a minimum according to the standards of the County Parks Department as provided for in the Master Plan attached as Exhibit A.
4. To provide effective tree disease control program in cooperation with City of Fridley tree inspector.

5. To pay for utility costs.
6. To provide proper identification signs for the park. The City must concur with use of any proposed signs, and such concurrence shall be in writing addressed to the Anoka County Parks Director. The City hereby concurs in the erection of a sign similar to that shown in Exhibit F attached hereto.
7. To participate in certain improvements with the City such as the planting of additional trees and shrubs, landscaping, and such other improvements as the parties may, from time to time, agree shall be made.
8. To schedule special activities other than those described in paragraph B below. Any special activity scheduled in the park by the County which is not in keeping with the normal day to day use of the park should be concurred with by the City Council before such activity is held.
9. To establish and to collect user fees, if any, with veto power to be held by the City Council.

On the property identified in the attached exhibits as being subject to city management, the City shall have the following responsibilities:

B. City Responsibilities:

1. To provide maintenance and upkeep of existing athletic facilities listed below:
 - a. softball and soccer fields
 - b. horseshoe courts
 - c. community gardens
 - d. nursery and old shop
2. To schedule all use of the above facilities.
3. To provide storage for County Park equipment at the City Public Works Yard.

4. To provide City heavy equipment to assist County crews on special projects if City has equipment available.
5. To provide necessary rights to Anoka County for location and installation of Rice Creek West Trail System, as provided in Exhibit A attached hereto.
6. To provide upkeep and maintenance of all City streets that provide access to parkways and parking lots.
7. To participate in certain improvements with the County such as the planting of additional trees and shrubs, landscaping, and such other improvements as parties may, from time to time, agree shall be made.

IV. EMPLOYEES

All persons hired by the County, whether to provide maintenance or other services in connection with the exercise of the authority conferred upon the County by the City shall be under the exclusive control and supervision of the County. No such persons shall be deemed to be employees of the City.

The County shall have the exclusive right to determine the number of employees which shall be necessary to carry out the responsibilities assumed by the County, and to select those persons the County deems most qualified to perform the necessary services.

V. CAPITAL IMPROVEMENTS

Any development plans made by the County to improve the park facilities other than the normal maintenance activities shall be approved in writing by the City Council. Any capital improvements provided for in the Master Plan on

file with the Metropolitan Council are hereby deemed approved and no further approval by the City is necessary. The City and County will meet periodically to discuss and review the work and development plan.

VI. APPROVALS

Wherever in this agreement concurrence or approval by one party is required before action is taken by the other party, the failure to respond to a written proposal within thirty (30) days shall be considered concurrence and approval.

VII. INSURANCE

Both parties shall maintain their own liability insurance for property damage and personal injury resulting from the use of the park facilities. The minimum limits of liability for such insurance shall be those limits of both parties for their general liability policy at the time this Agreement is executed.

VIII. POLICE AND FIRE PROTECTION

The City shall provide normal police and fire protection consistent with the level of normal service provided to the general public in the City.

The County agrees to furnish special park patrol personnel for the safety and well being of the park users and protection of the facilities in accordance with the standards of the County Parks Department.

IX. ORDINANCE

The property described herein, known as Locke Park, Locke Lake Park and Plaza Park, shall be governed by Anoka County Ordinance No. 70-2, as amended by Ordinance No. 80-6, an Ordinance Regulating County Parks, a copy of which is attached hereto as Exhibit G and hereby made a part hereof by reference.

X. DEFAULT

If either party fails to perform any of its responsibilities as outlined herein, within 48 hours after written notification by the other party hereto, the other party may perform the task and charge the defaulting party the reasonable value of such services.

XI. TERMINATION

This agreement may be terminated by either party at any time, with or without cause, upon 365 days written notice, delivered in person, or by mail, to the other party. For purposes of delivering such notice, the addresses of the parties are set forth above in this Joint Powers Agreement.

Upon termination of this agreement by the City, the City shall maintain any part of the trail which has been constructed within Locke Park, Locke Lake Park or Plaza Park, for such period of time as the Rice Creek-West Regional Trail is in use by the general public. In the event the County shall receive funds from other agencies specifically for the operation and maintenance of the properties and trail described herein, such funds shall be forwarded to the City.

XII. SEVERABILITY

The provisions of this Agreement are severable.

If any paragraph, section, subdivision, sentence, clause, or phrase of this Agreement is for any reason held to be contrary to law, or contrary to any rule or regulation having the force and effect of law, such decision shall not affect the remaining portions of this Agreement.

XIII. EFFECTIVE DATE

This Agreement shall become effective upon the signature of all duly authorized parties.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement.

COUNTY OF ANOKA

By: 

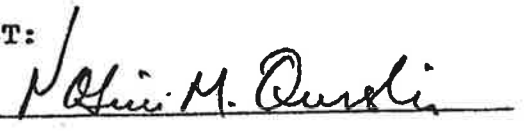
ATTEST:

By: 

CITY OF FRIDLEY

By: 

ATTEST:

By: 

RICE CREEK - WEST REGIONAL TRAIL
MASTER PLAN

Prepared for
Anoka County Park and Recreation Department
By
Barton-Aschman Associates, Inc.

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RICE CREEK-WEST TRAIL MASTER PLAN

SELECTION

Background

The Rice Creek-West Regional Trail will include land in both Anoka County (City of Fridley) and Ramsey County (City of New Brighton). This regional facility will extend from Rush Lake - Long Lake Regional Park in Ramsey County to the Mississippi River in Anoka County at Manomin Park. This trail complex will basically be following Rice Creek in Anoka County and the Minnesota Transfer Railroad and Rice Creek in Ramsey County. This regional trail will also pass through portions of Locke Park and two other small parks, all owned by the City of Fridley and two small City of New Brighton parks, one on Rice Creek and one along the railroad right-of-way.

The Metropolitan Council's Development Guide/Policy Plan for Recreation Open Space - Regional Trails Policy Plan Amendment has identified these portions of Rice Creek as a regional trail.¹

In 1972 the Metropolitan Inter-County Council published a study report, prepared by the Anoka County - Ramsey County Rice Creek Study Committee, on Rice Creek. This report was basically concerned with the study and development of methods for preserving and protecting that portion of Rice Creek that flows from Lino Lakes into the Mississippi River. From this study and other information the Anoka County Board of Commissioners, the Ramsey County Board of Commissioners and the Metropolitan Council designated this area as a potential metropolitan open space site.

Many of the natural systems and landscape features which Anoka and Ramsey County have identified through their respective comprehensive open space plans are common to both counties.

¹ Policy 1 in the Regional Trail Policy Plan Amendment dated October 12, 1978 states, "For an area to be considered for designation as a regional trail, it shall connect elements of the Regional Recreation Open Space Plan, and/or a major river corridor, be a major river corridor, or connect federal and state recreation areas."

The two counties will attempt to coordinate their efforts and develop a cooperative program which will protect the inherent natural character of the creek, and also utilize the natural resources and scenic value as a base for recreational opportunities.

Site Description

The Rice Creek watershed contains approximately 190 square miles and is located in four metropolitan counties - Anoka, Ramsey, Washington and Hennepin. Rice Creek is the primary drainageway for the watershed. It originates at Clear Lake in Washington County immediately south of the City of Forest Lake, and flows generally southwest and west for 46 miles through Anoka and Ramsey Counties to its confluence with the Mississippi River in Fridley. The watershed drainage system includes Rice Creek, a chain of 9 lakes, several scattered lakes, two primary tributaries to Rice Creek, judicial and county drainage ditches and many storm sewer inlets.

The area surrounding the proposed Rice Creek-West Regional Trail is extensively developed into single family residential homes, townhouses and some light industrial sites. Some areas still consist of open space lands. The surrounding area is zoned townhouse, residential and light industrial.

In many sections of this trail corridor the immediate channel corridor is surrounded by residential homes and townhouses. Some of the residences are located in the flood plain, often within fifty feet of the channel.

The gradient of Rice Creek is steep and the creek valley is quite defined in this area. There are many erratic boulders in the channel, therefore navigation of the creek during low water is difficult.

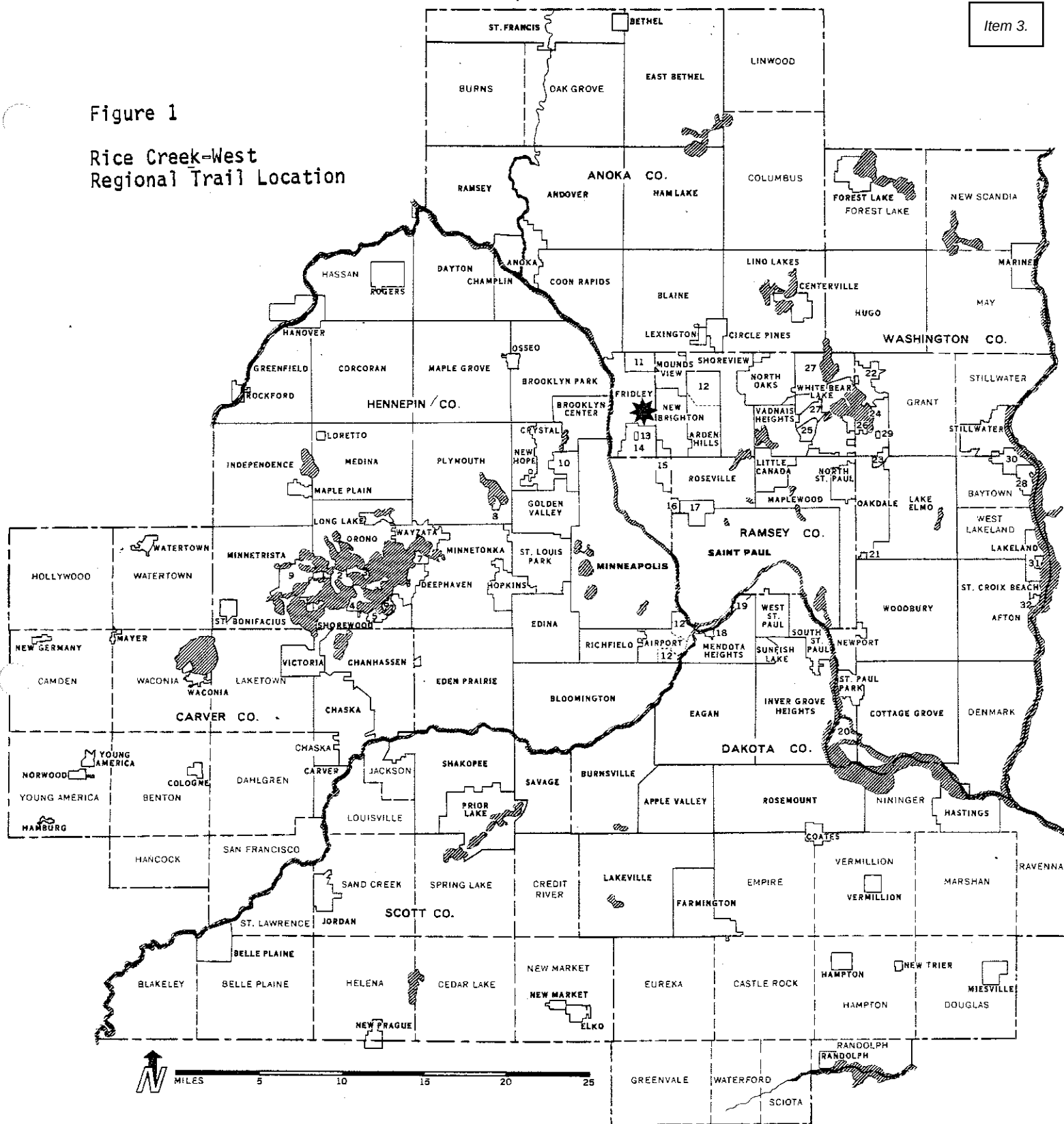
The vegetation along this section of Rice Creek is varied; it ranges from residential woodlots, some landscaped lawns, undeveloped wooded and marshy areas, steep slopes to the creek with brush thickets and scattered stands of trees such as elm, cottonwood, willow and grassy upland areas interspersed with oak and other hardwoods.

The soils of this portion of Rice Creek are deep organic soils with a water table of 0'-10' below the surface and loamy fine sand varieties along the steep creek banks which have from 2-20%+ slopes. These soils are excessively drained with water tables from 8'-12' below the ground and could range to 20'+ below the surface in some areas.

Figure 1 shows the general trail location and adjacent areas.

Figure 1

Rice Creek-West
Regional Trail Location



TWIN CITIES METROPOLITAN AREA Political Boundaries, 1979

- | | | | |
|--------------------|---------------------|-------------------|---------------------|
| 1 SPRING PARK | 9 MOUND | 17 FALCON HEIGHTS | 25 GEM LAKE |
| 2 ORONO | 10 ROBBINSDALE | 18 MENDOTA | 26 BIRCHWOOD |
| 3 MINNETONKA BEACH | 11 SPRING LAKE PARK | 19 LILYDALE | 27 WHITE BEAR |
| 4 TONKA BAY | 12 U. S. GOVT. | 20 GREY CLOUD | 28 BAYPORT |
| 5 EXCELSIOR | 13 HILLTOP | 21 LAUDFALL | 29 WILKINSON |
| 6 GREENWOOD | 14 COLUMBIA HEIGHTS | 22 DELLWOOD | 30 OAK PARK HEIGHTS |
| 7 WOODLAND | 15 ST. ANTHONY | 23 PINE SPRINGS | 31 LAKELAND SHORES |
| 8 MEDICINE LAKE | 16 LAUDERDALE | 24 MAHOMETE | 32 ST. MARY'S POINT |

ANOKA — County Boundary
 ORONO — Municipal Boundary
 CAMDEN — Township Boundary

Existing Land Use

The trail corridor in Anoka County would generally follow the Rice Creek Corridor through residential neighborhoods. The trail would pass through existing parks of Locke Park, Manomin County Park, Plaza Park and other county property (east edge of trail). No commercial, industrial or agricultural land users will be displaced as a result of the trail development. One residence will be acquired to provide for a canoe access point on Rice Creek. Where trail development along the creek corridor is not possible, the trail will follow sections of roadway or utilize railroad right-of-way. It is apparent the corridor is already being used for trail purposes, as worn paths in the creek valley and along the railroad corridor attest to its use.

In Ramsey County the canoe trail will be on Rice Creek, passing Creekview Park (City of New Brighton). The land trail will follow along the Minnesota Transfer Railroad right-of-way, between the west county line and Long Lake Park. The corridor is a virtually straight corridor with little variation in grade. It is a cleared railroad corridor about 100' in width, and abutts adjacent residential properties and Sunny Square City Park. The corridor is shared with a power line which follows the tracks on the north side. For most of the way the corridor is cleared of vegetation. In other places scrub trees and brush have grown up on the edges of the right-of-way, and serve to screen the corridor somewhat from adjacent residences. There are a few stretches of fencing along near lot lines where homeowners have installed them, but for the most part there is no barrier between the right-of-way and adjacent properties.

The New Brighton half of the Stinson Boulevard right-of-way (undeveloped) is 33' wide. It slopes down to the creek valley from H-2 and the railroad corridor. To the east there is one residence close to the roadway easement. To the west, in Fridley, there is a townhouse development; however, parking areas offer a deeper setback from the road right-of-way. There is little scenic value except perhaps where the trail crosses the Spring Creek Channel and Rice Creek, immediately north of Long Lake. The rail line is still in use, with about 4 trains daily, and so the recreational trail should be separated from the rail line by fencing.

Planned Land Use

The Rice Creek-West Trail is within the Rice Creek Watershed District. In plans for the watershed the regional trail has been recognized as an appropriate use of the creek corridor. The Cities of Fridley and New Brighton have approved the regional trail corridor route.

Public Involvement

Opportunities for public participation in planning for the Rice Creek Trail date from public hearings on the Metropolitan Council's Development Guide/Policy Plan for Recreation Open Space.

The New Brighton park board and City Council discussed alternate trail routes with adjacent landowners at a meeting in Spring 1979. The railroad corridor was selected as the preferred location among the four alternates considered. In Fridley Anoka County representatives talked with many adjacent landowners while negotiating acquisition. The trail development concept was also discussed at a public meeting with local cable TV coverage. In addition, the Bunker Hills Ski Touring group and the Citizens Committee for Chain of Lakes/Rice Creek parks also reviewed and approved concept and development plans for the trail.

In March 1979 the Fridley City Council reviewed and approved the Rice Creek-West Regional Trail Master Plan, finding it in accordance with their comprehensive plan and urging early development of the trail. In May 1979 the New Brighton City Council approved Option B (the railroad right-of-way) as the appropriate alignment for the Rice Creek Trail through their city. Thereafter, the Board of Ramsey County Commissioners resolved to amend the Ramsey County Regional Recreation Open Space Plan to include the accepted alignment as the corridor for the Rice Creek Trail.

ACQUISITION

Figure 2 illustrates the Anoka County parcels included in the Rice Creek Trail Master Plan. In addition to the 9 parcels to be acquired in fee, the trail will utilize existing city parks (Locke Park, Plaza Park, Locke Lake Park in Fridley; Greenview Park and Sunny Square Park in New Brighton), road rights-of-way (undeveloped Stinson Boulevard, Mississippi Street and East River Road) and railroad right-of-way (about 1.4 miles of Mississippi Transfer Railroad in New Brighton).

There will be no charge for easements along city parks or road right-of-way. Cost estimates for easement on the Minnesota Transfer right-of-way in Ramsey County are \$25,000 for the total 7500'. The City of New Brighton has indicated that the Stinson Boulevard right-of-way will never be developed. There will be no charge for trail use of the road right-of-way.

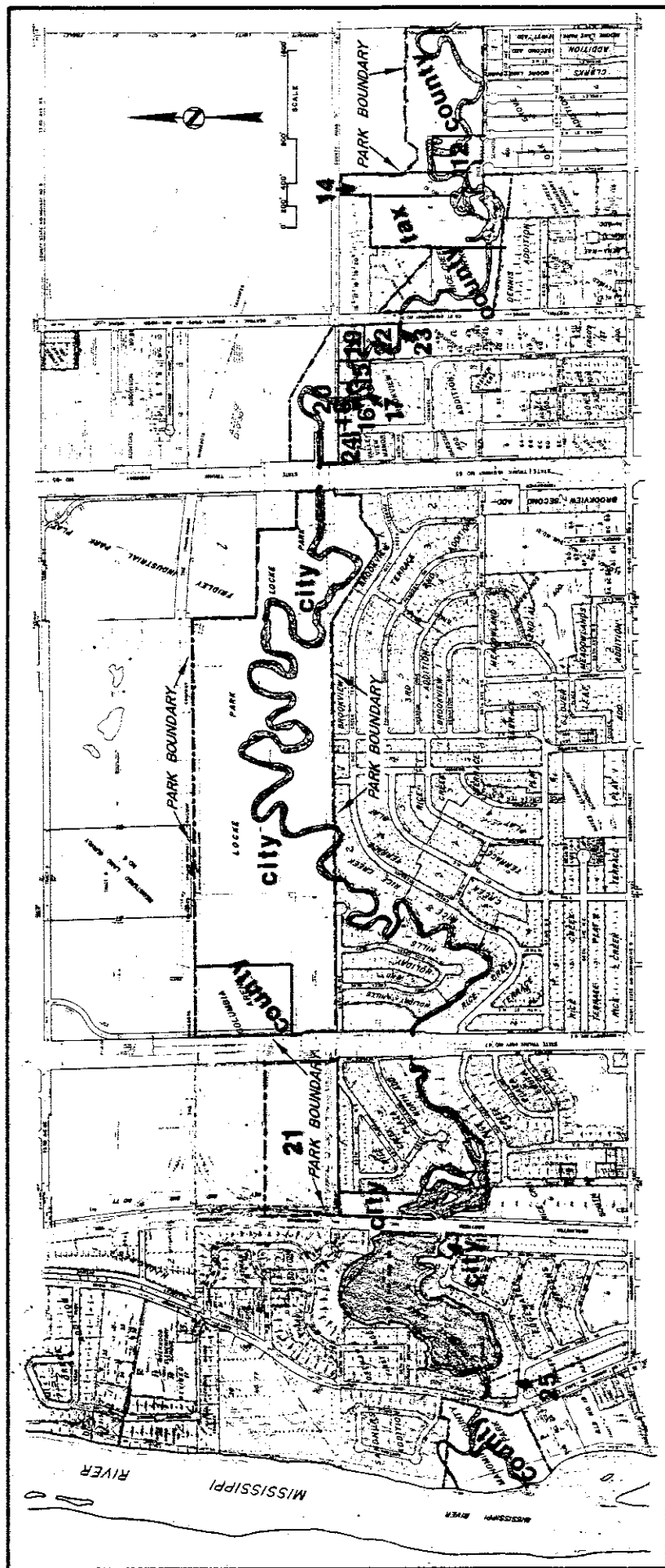
This site has been designated by the Metropolitan Council's Development Guide/Policy Plan for Recreation Open Space as an immediate action site. Anoka County, therefore, had authority in 1974 to begin purchasing land in this creek corridor. Rice Creek-West Regional Trail acquisitions have been completed for almost all of the parcels located within the boundary. Easements have not been negotiated yet.

Anoka County now owns 38.42 acres of proposed park land between the Ramsey County line and old Central Avenue (County State Aid Highway No. 35). This park land consists of 11.50 acres of tax forfeit land and 26.92 acres of city park land transferred to Anoka County.

Parcels 73-15, 73-18, 73-19 and 73-20, owned by Medtronics, Inc., contain 12.60 acres and have been donated to the County. The Medtronics property now contains a small company park with trails, benches, landscaping and walking bridge across Rice Creek. Parcel 73-25, containing 1.41 acres with a house, is located near the 25 acre man-made Locke Lake at East River Road and Rice Creek Way. This acquisition will provide for a canoe access, parking and canoe portage at the Locke Lake Dam. Trail development under East River Road into the 15 acre Manomin County Park will also be possible with this acquisition. (Parcels and acquisition costs are in Table 1.)

The City of Fridley owns the 118 acre Locke Park between U.S. Highway 65 and State Highway No. 47. Anoka County's Columbia Ice Arena, on 12.5 acres of land, is located to the west of Locke Park. The City of Fridley also owns a 3 acre park to the east of the Burlington Northern Railroad, south of the

Figure 2: Parcel Map



RICE CREEK -WEST TRAIL

FRIDLEY - Anoka County

By: Anoka County Park Dept.

Source: Anoka County Surveyor

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PARCEL MAP

Sears property and a 1 acre park on the south side of Locke Lake just west of the Burlington Northern Railroad tracks. All of the above city property will be used for portions of the regional trail corridor. Locke Park will also serve as a major use area for this regional trail corridor. A Joint Powers Agreement is now being worked out between Anoka County and the City of Fridley for the use of these parks for a trail corridor.

The estimated and actual costs of the acquisition phase of Rice Creek Regional Trail are shown in Table 1.

Table 1: Acquisition Costs by Parcel

ANOKA COUNTY

<u>Parcel</u>	<u>Owner</u>	<u>Acres</u>	<u>Metro Actual Costs</u>	<u>County* Actual Costs</u>
73-12	F. F. Foslien	3.40		\$32,508.30
73-14	F. F. Foslien	5.18		
73-15	Medtronics, Inc.	12.60	\$ 12,000.00	
73-16	Robert Wadston	.23		2,800.00
73-17	Lyle & Glenda Quam	.24	3,484.00	
73-18	Medtronics, Inc.	1.00	2,800.00	
73-19	Medtronics, Inc.	2.00	20,000.00	
73-20	Medtronics, Inc.	8.00	50,000.00	
73-21	Robert H. Schroer	18.60	362,700.00	
73-22	Bernard Bauer	2.57		25,000.00
73-23	James H. Gilbertson	.23	Donation	
73-24	Donald W. Harstad	1.36		10,504.17
73-25	Richard Silverstein**	1.41	85,016.00	
Tax Forfeit	State	11.50	-	
City Park	City of Fridley	26.92	-	
	Totals	84.24	\$536,000.00	\$70,812.47

Others

Locke Park	City of Fridley	118.00	} Easements at no cost - Anoka Co. & City of Fridley Joint Powers Agreement
Plaza Park	City of Fridley	3.00	
Locke Lake Park	City of Fridley	1.00	
Manomin Park	County of Anoka	15.00	
Columbia Arena	County of Anoka	12.50	
	Total	149.50	
	Grand Total	<u>236.74</u>	

RAMSEY COUNTY

Minn. Transfer Railroad***
(linear easement) 7,500' \$ 25,000 (unfunded)

Combined Total \$631,812.47

* Anoka County will request reimbursement from the Metropolitan Council.

** The Silverstein property has not yet been acquired; the estimated cost is shown.

*** Easement.

DEVELOPMENT

Policy Implementation

The following policies from the Anoka County Parks and Open Space Plan are particularly important to the Rice Creek Trail corridor development.

- * Develop recreational/open-space sites in accordance with a county-wide system for control of drainageways and storm water, with multiple purposes and uses for the acreage.
- * The siting of county facilities may thus ignore the boundaries of individual municipalities, acquiring land that crosses boundaries but which can serve a broad population base and take advantage of natural scenic qualities of the land.
- * Where feasible, and especially along rivers and streams, park land should be interconnected with trails, parkways, paths, etc. permitting persons to travel safely from one area to another.
- * Priority in acquisition should be placed on stream and lakeshore property...(and on) sites which can most readily serve concentrations of people resident in urban areas.

The inherent linear character of the proposed Rice Creek open space system encourages and supports user movement - movement between counties, between municipalities, within municipalities or between recreation areas. The distance traveled and degree of site participation are determined by the amount of leisure time that a user can commit. The open space corridor is an immediate environmental influence on neighborhoods, communities and the region.

The Rice Creek Trail corridor provides a natural linkage between proposed recreation areas and existing parks. A linear trail system for combined activities such as biking, hiking, snowshoeing, cross country skiing and canoeing will be the major emphasis in this portion of the Rice Creek corridor.

The development concept plan for the portion of the Rice Creek Regional Trail in Anoka County is to create a 3-3/4 mile bike trail, 4 mile hiking trail, 5½ mile canoe route, restrooms, parking facilities and one trail information shelter.

There will be 1.4 miles of multi-use trail in Ramsey County along Minnesota Transfer Railroad and 1.2 miles of canoe trail on Rice Creek.

One trail information shelter with restrooms, drinking water, telephone and parking facilities will be developed east of old Central Avenue off County Road H. This will connect with the trail system. Another trail information area with restrooms, telephone, drinking water and parking facilities will be located at Manomin Park combined with the historical Banfill Tavern. This will serve as a trail head support facility. The Ramsey County trail head facility will be the Long Lake Regional Park beach building.

Restroom facilities will be provided at either Sunny Square or Creek View Park in New Brighton, in conjunction with the city. Sunny Square Park adjacent to the trail has an existing permanent building with restroom facilities, which could be made available to trail users. Creek View Park, about a block south of the trail corridor, features a picnic area and shelter which would also be available to trail users. A small sign could direct trail users to the park, if desired.

The bike and hiking trails (snowshoe and cross country ski in winter) will be separated in most of the areas of the Anoka County segment of the trail. A segment of the Anoka County trail will follow road shoulders and Mississippi Street sidewalks connecting to the East River Road Trail. In Ramsey County, where the trail utilizes a railroad corridor, there will be a single joint use trail with one treadway for hiking and biking with appropriate signing.

Throughout the trails will be bituminous over crushed aggregate base (2" Class V aggregate with 2" overlay of MnDOT 2341 wear course). The trail will vary in width from 4'-8' where single use, depending upon topography. Joint use segments of the trail will be 8' in width. Except where precluded by slopes or wetland conditions, the trail will have a clear zone of 4' on both sides to accommodate cross country skiing in winter. (Skiing on blacktop trails in winter is difficult because of the tendency for snow to melt on the dark surface, form ice pack, etc.) The boardwalks will be 4-8 feet wide fir frames, cedar decked with styrafoam flotation. Bridges will be steel and wood structures designed to accommodate bicycles and pedestrians. Three bridges will be for pedestrians, two for bicycles and three for combined pedestrian and bikes in the Anoka segment; in the Ramsey County segment there will be two joint use bridges.

The link connecting the Ramsey County segment of the trail (railroad right-of-way) and the Anoka County segment of the trail (stream corridor) will occur via use easements of the undeveloped Stinson Boulevard right-of-way. This will permit a continuous trail from Rush Lake/Long Lake Regional Park to Manomin Park and Mississippi Islands of Peace Regional Park. Approximately 800 feet of the road right-of-way will be required to link the two trail segments. The New Brighton portion of the road right-of-way, upon which the trail will be located, is 33 feet wide. The trail will be placed against the center line of the total 66' right-of-way so there is as much buffer as possible between the trail and adjacent properties.

Designated points of entry to the trail will occur at the following locations along the trail as shown in Figure 3. Informal points of entry/access will occur throughout the route, affording frequent access to trail users along the system. The trail system will also cross the City of Fridley's north-south bike trail in Locke Park. The Rice Creek Trail via Mississippi Street sidewalks will link up to the Great River Road Trail (along East River Road), trails in the Mississippi-Islands of Peace Regional Park and with the City of Minneapolis, St. Anthony Parkway bicycle trail. Following the Great River Road Trail to the north, trail users could eventually make connections with Coon Rapids trails and with the Coon Rapids Dam Regional Park.

Major road crossings of trails in Fridley will be with U.S. Highway 65 through a culvert with a catwalk bridge, across State Highway 47 with signalization at 69th Avenue N.E.

In Ramsey County road crossings will occur at Knollwood, Silver Lake Road and Long Lake Road. There presently is no signalization at any of these crossings. However, because of traffic volumes on Long Lake Road and Silver Lake, flashing yellow lights or pedestrian/trail user activated signals may need to be installed.

The multiple use portions of the trails will be separated by wood posts and shrub screening. Bicycle trails on city streets will be designated with bike route signs and pavement line markers. Bicycle trails across county roads will either be signed and marked or crossing signals might be installed. The trails throughout the corridor will be signed and marked with Department of Natural Resource standards followed.

Dredging of a pond is planned for an area of the "Sears property" now owned by the County, near the Burlington Northern Railroad tracks. This is to be funded and constructed by the City of Fridley. A possible wildlife restoration project might be employed here to help aesthetically in the trail use

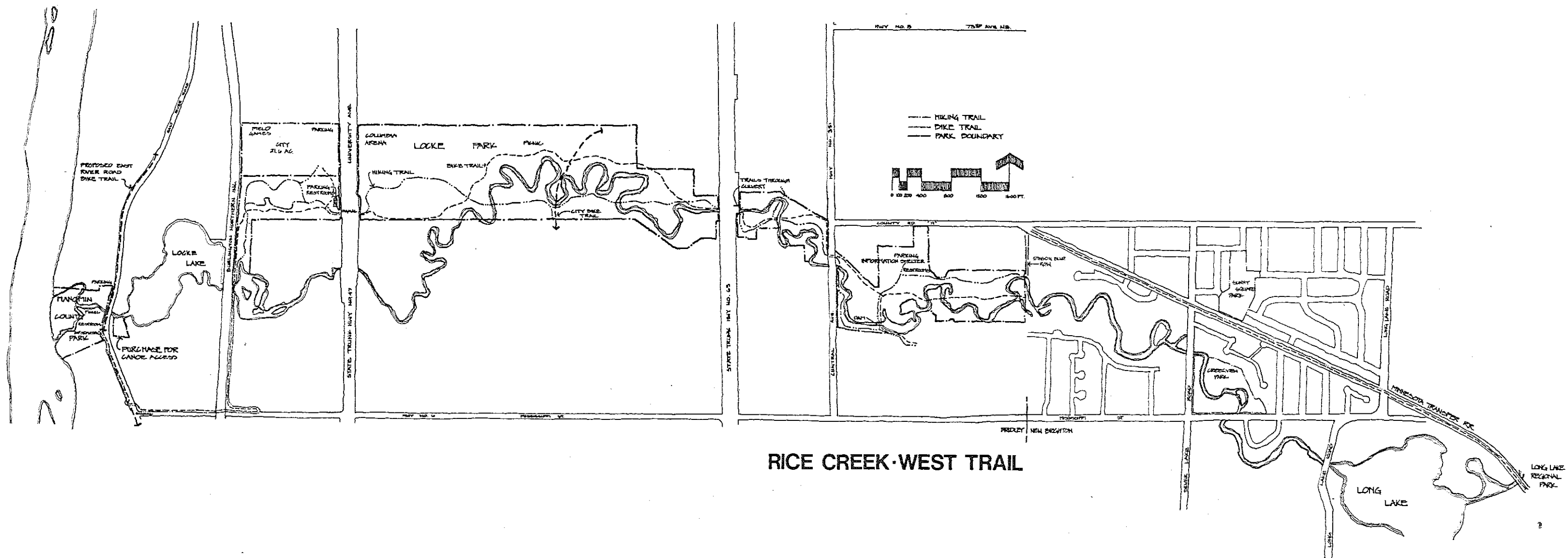


Figure 3
Trail Development Plan

experience. Most of the area along Rice Creek will be left natural for wildlife preservation. The drainage patterns, flood control, filling and excavation of this area will be studied and development will proceed with the help of the Rice Creek Watershed District and the Department of Natural Resources.

Potential Outdoor Recreation Uses

Primary uses of the trail will be bicycling and hiking (summer uses) and snowshoeing and cross country skiing (winter uses). No snowmobiles or horses will be allowed. Other uses of the trail will include birdwatching, nature study, and picnicking. Canoeing or small craft boating will also be uses of the Rice Creek corridor.

The Metropolitan Council has developed a method of forecasting activity demand for the peak summer recreation season. Bicycling is estimated to be the primary trail use, attracting 85% of the users on a weekend day, and 90% of the users on a weekday. Total summer season use is estimated to be 67,000, averaging 1,000 users per weekend day and 500 users per weekday. (Appendix A illustrates the use distribution analysis as prepared by the Metropolitan Council staff.) The estimated service area (zone of attraction) is illustrated in Figure 4. Heaviest use is forecast for the southern Anoka and western Ramsey County communities.

Development Program

Trail construction will occur in two phases. The overall schedule for trail development is presented below. The Anoka County segment will be developed in advance of the Ramsey County segment. Because of the numerous access points in the Anoka County segment, the trail user can pick and choose from a variety of trail lengths, going all or part of the distance. When the Ramsey County section is completed in 1981, the trail will continue all the way to the Rush Lake/Long Lake Regional Park.

SERVICE AREA ANALYSIS

Item 3.

FACILITY(■):

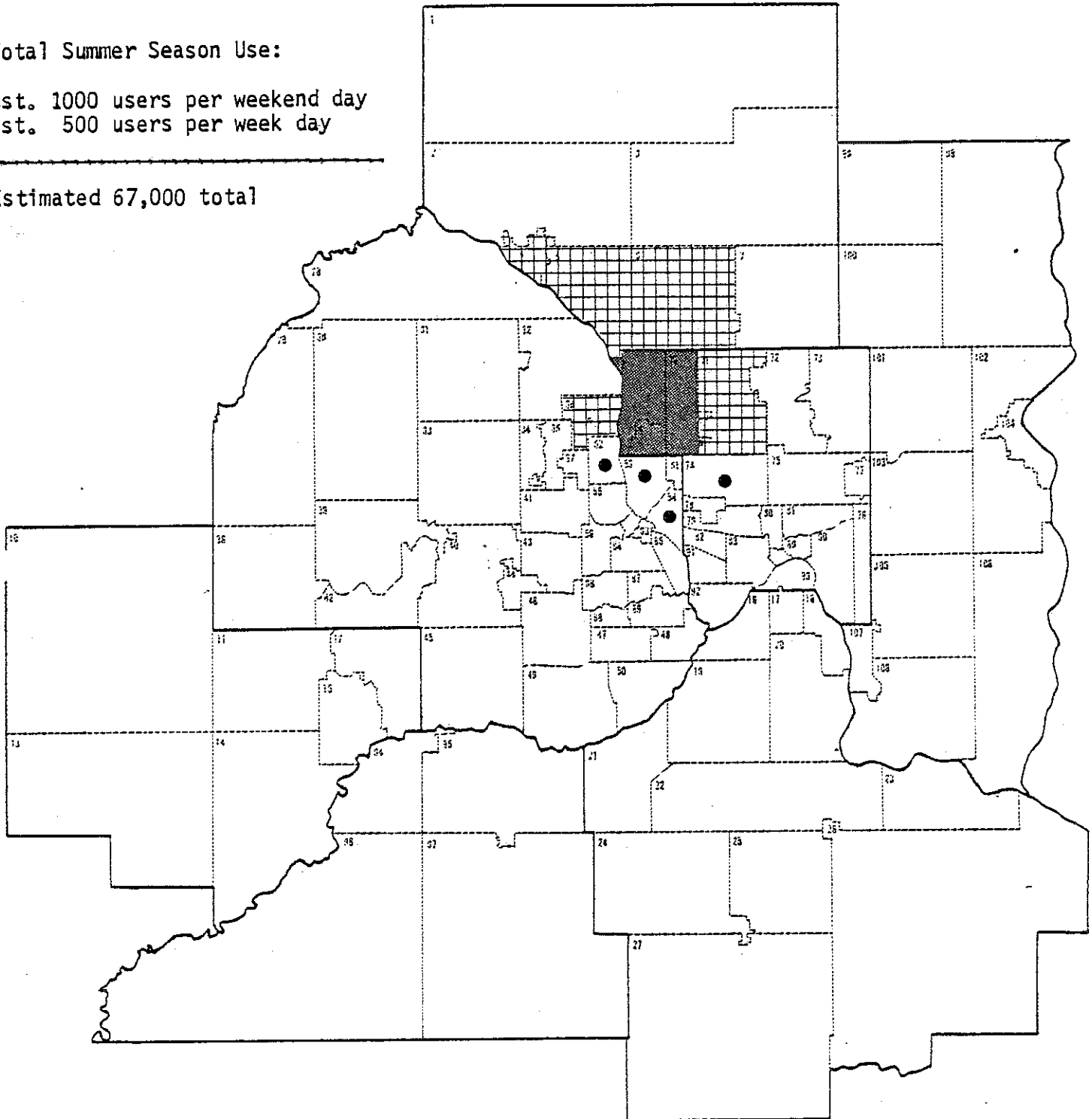
RICE CREEK-WEST REGIONAL TRAIL

Figure 4: Service Area Analysis

Total Summer Season Use:

Est. 1000 users per weekend day
Est. 500 users per week day

Estimated 67,000 total



PRIMARY SERVICE AREA

Those districts providing over 10% of the facility's use

over 20% 10-20%

SECONDARY SERVICE AREA

Those districts providing between 2 and 10% of the facility's use

REMAINING SERVICE

Those districts providing less than 2% of the facility's use

Sample Size:

Non-Metro Use(%):

47

Trail Development Timetable

Phase I	January 1980	Master Plan approved by the Metropolitan Council (Anoka & Ramsey County Segments).
	February 1980	Specifications for trail development prepared; bids let (Anoka County).
	May 1980	Construction initiated. Six month period anticipated (Anoka County).
Phase II	February 1981	Specifications for trail development prepared; bids let (Ramsey County).
	May 1981	Construction initiated. Six month period anticipated (Ramsey County).
	Summer 1981	Dam repair and restoration (Anoka County).

Estimated Development Costs

Considerable costs will be incurred in the trail development because of construction difficulties. Many areas are low and will require fill or boardwalks. Other areas have steep banks where trails must be located. Grading, bank cutting and retaining walls will be necessary in many of these sections.

The estimated costs of the development phase for the trail are in Table 2.

Operations and Maintenance

Operations and maintenance activities will be in response to the level of trail use. Inasmuch as the Rice Creek Trail is a demonstration trail, more will be learned about the operations and maintenance requirements after the trail is developed.

Winter maintenance activities will include snow removal from the trail parking lots, and periodic inspection of the restrooms/shelter houses. There will not be snow removal along the trails themselves as this would hinder winter recreational use (snowshoeing and cross country skiing). Presently, there are no plans to set trails for skiing; skiers would have to break their own tracks. Depending on demand

TABLE 2
ESTIMATED DEVELOPMENT COSTS

Item	Per Unit Cost	1980	1981
ANOKA COUNTY			
Water and sewer hookup	\$12,000	\$ 12,000	
Bicycle Trails	\$45,000/mi.	168,750	
Hiking Trails	\$45,000	135,000	
Roads	\$30,000/mi.	15,000	
Parking Lots	\$ 6,000/lot	30,000	
Signs for Trails		1,800	
Shelters	\$ 3,000/shelter	6,000	
Infr. Shelters	\$30,000/shelter	60,000	
Tables & Grills	\$ 100/unit	1,500	
Bike Racks	\$ 175/unit	700	
Landscape		25,000	
Bridges:			
3 Pedestrian	\$20,000/bridge	60,000	
2 Bike	\$21,000/bridge	42,000	
3 Bike/Ped. ^{South Side} BN Railroad	\$30,000/bridge	90,000	
Bike/Ped. under Hwy 65 ^{inside Rice Creek culvert}		200,000	
Bike/Ped. Signalization across Hwy. 47		25,000	
Bike/Ped. Signalization across Co. Hwy. 35 ^(old Central)		25,000	
Boardwalks	\$ 260/10' sec.	65,000	\$ 30,000
Dam Repair & Restoration			
Consultation Fees @ 10% of total development costs		\$ 962,750	
		96,275	
	TOTAL	\$1,059,025	
RAMSEY COUNTY			
Fencing			11,000
Bridges Trestle	\$28,000 each		56,000
Joint use Trail	\$45,000/mi.		63,000
Signs			500
Landscape			10,000
Bike Racks	\$ 175/unit		350
Consultation Fees @ 10%			\$170,850
			17,085
			\$187,935
COMBINED TOTAL COSTS			
Anoka County Segment		\$1,059,025	
Ramsey County Segment		187,935	
	GRAND TOTAL	\$1,246,960	

for groomed ski trails, this policy will be re-evaluated in the future. Other maintenance activities include routine groundskeeping and policing/inspection. The County does not expect to provide scheduled recreational activities at the trail. Fire and police protection will be negotiated on a fee for service basis with the Cities of Fridley (Anoka County) and New Brighton (Ramsey County). Tree disease control will be a joint effort between the two counties and local tree inspectors. Costs to the County for annual operations and maintenance activities have been estimated in Table 3.

Source of Funds

Funds for operations and maintenance activities for the Anoka County segment of the trail will come from the Anoka County Parks Department general fund. Similarly, funds for the Ramsey County segment will be provided by Ramsey County through the Parks Department general fund. Fees will possibly be charged for parking at the different parks along the trail route. In the future, as operations and maintenance costs increase, it may become necessary to supplement county funds with funds from a (proposed) regional park operating funds bond issue.

Trail Development and Operations Policies

Anoka and Ramsey County have agreed on policies for the trail development and use to insure consistent rules for trail users. The hours of operation for the trail will be from ½ hour before sunrise to ½ hour after sunset. This will conform with Ramsey County existing park hours. It was decided that daylight hours of operation were most appropriate because of possible liability concerns associated with unlighted trails. The parking lots at Banfill Tavern, Locke Park, and Rush Lake/Long Lake Regional Park will be open in accordance with the agreement.

Signs at the trail head locations will have the hours for use posted as well as the other rules agreed upon:

No motorized use of the trail will be permitted,
 No pets permitted on bicycle trail,
 Where trails are separate, no bicycles on hiking trail
 and no hikers on bicycle trail.

TABLE 3
ESTIMATED ANNUAL OPERATIONS AND MAINTENANCE COSTS

Rice Creek West Regional Trail - 1980	
Anoka County Segment and Ramsey County Segment:	
1 full-time Jr. Park Keeper - shared cost	\$17,152.82
1 part-time Parkworker (4 mo.-\$4.00/hr. 8 hr. days) - shared cost	2,560.00
Garbage pickup (2 times/week) - each county	4,074.72
20 Security lights (\$7.55/light/mo.) - 10 each county	1,812.00
Electricity for 2 restrooms (\$6.50/mo./restroom) - Anoka County	156.00
Landscape and lawn care - shared cost	800.00
Police protection	
(1) (4 hrs./day at 7 days/week-6 mo.) - shared cost	3,528.00
(1) (12 hrs./week-6 mo.) - shared cost	1,008.00
Misc. repairs - \$3,000 each county	6,000.00
Trial head staff part-time - Anoka County	4,000.00
Anoka County Segment:	\$22,623.77
Ramsey County Segment:	18,467.77
COMBINED TOTAL	\$41,091.54

Coordination with Other Agencies

Ramsey and Anoka Counties will continue to work closely with the Cities of Fridley and New Brighton in development and operation of the trail corridor.

Other agencies that have been contacted for conceptual approval regarding the trail development plan include:

- Rice Creek Watershed District
- Minnesota Department of Transportation
- Minnesota Department of Natural Resources
- Minnesota Transfer Railroad

APPENDIX A
USE DISTRIBUTION ANALYSIS

APPENDIX A

USE DISTRIBUTION - RICE CREEK-WEST TRAIL CORRIDOR

The use distribution for the Rice Creek-West Corridor is inferred from other areas that were sampled. The range of visitor numbers on trails surveyed is as follows (summer season only, individual visitors passing sample point):

Minnehaha Parkway197,000 (4,000 weekend day, 950 weekday)

Theodore Wirth Parkway. 65,000 (900 weekend day, 500 weekday)

St. Anthony Parkway . . .9,000 (95 weekday, 85 weekend day)

The Rice Creek-West Corridor will probably exhibit use more like that of Theodore Wirth Parkway than that of Minnehaha Parkway for two reasons. First, the population density is much more like that of the Wirth Parkway. Second, the Rice Creek-West trail will be away from the creek for a good portion of the segment. Therefore, the attraction will not be as great as that of Minnehaha Parkway, where the trails parallel the creek for the whole segment. A liberal estimate of use for the Rice Creek Corridor would be about 1,000 users on a good weekend day (85% bikers) and 500 on a weekday (90% bikers).

The distribution on the map is estimated from the Theodore Wirth distribution. No prediction formula has been derived yet.

SERVICE AREA ANALYSIS

Item 3.

FACILITY(■):

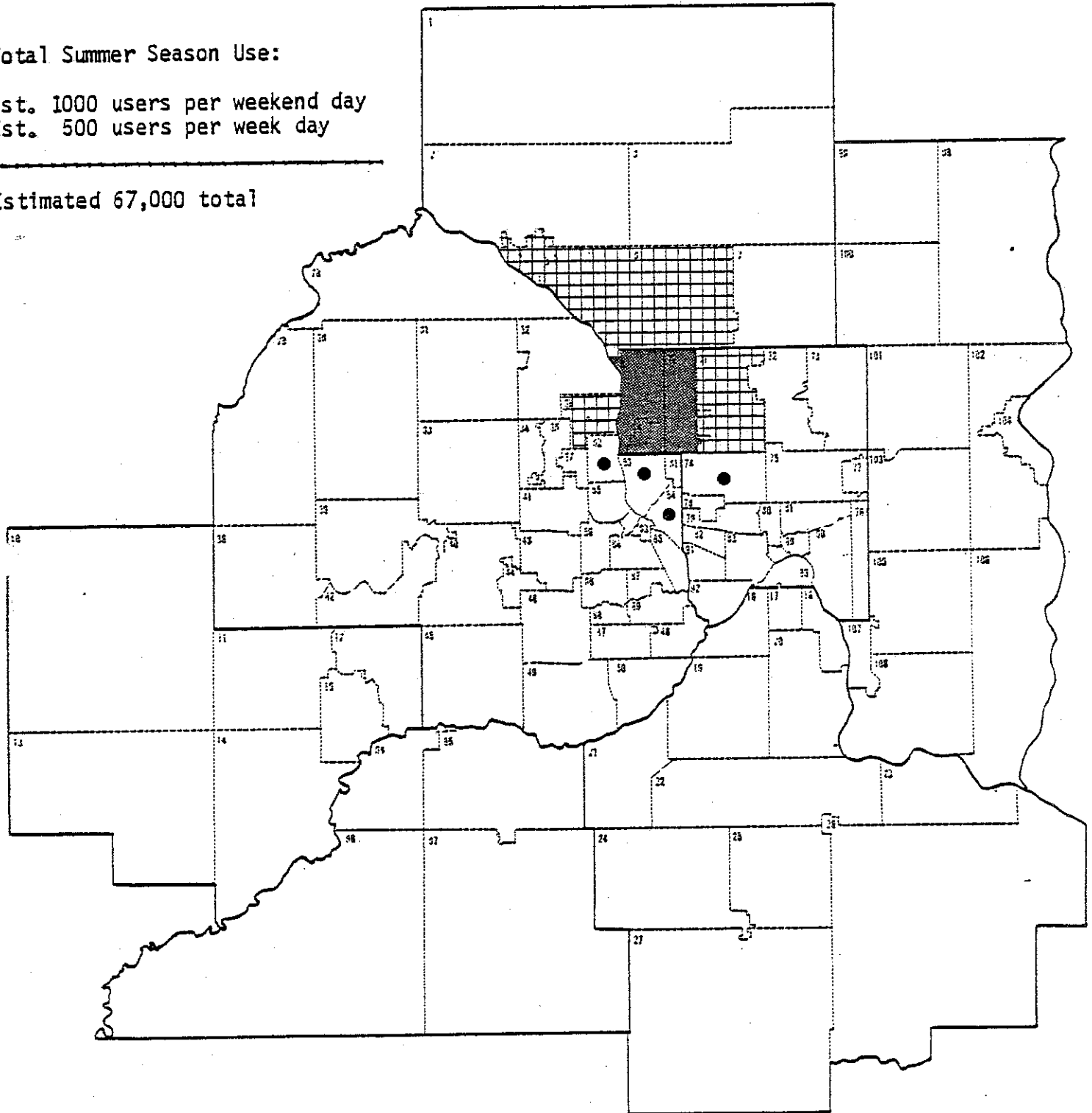
RICE CREEK-WEST REGIONAL TRAIL

Figure 4: Service Area Analysis

Total Summer Season Use:

Est. 1000 users per weekend day
Est. 500 users per week day

Estimated 67,000 total



PRIMARY SERVICE AREA

Those districts providing over 10% of the facility's use
over 20% 10-20%

SECONDARY SERVICE AREA

Those districts providing between 2 and 10% of the facility's use

REMAINING SERVICE

Those districts providing less than 2% of the facility's use

Sample Size:

Non-Metro Use(%)

55

2

APPENDIX B
CORRESPONDENCE

November 14, 1979

Mr. Chuck Weischselbaum
District State Aid Engineer
Minnesota Department of Transportation
Golden Valley, Minnesota

Dear Mr. Weischselbaum:

We are writing as representatives of the Anoka County Park and Recreation Department in regard to two proposed trail corridors: the Rice Creek West Regional Trail and the trail connecting the FMC and Islands of Peace properties along the east side of the Mississippi River. Basically, we are writing to see if MN DOT would agree in concept to the proposed routings of these corridors under T.H. 65 in Fridley and under the I-694 underpass.

We are under contract with the Anoka County Park and Recreation Department to assist them in preparing master plans for the Rice Creek West Regional Trail and the FMC Islands of Peace Regional Park. The master plans must be reviewed and approved by the Metropolitan Council in order for the County to take advantage of funds programmed for the facilities. The County is seeking to have the plans completed by November 30th.

Enclosed are maps and photographs of the two areas. A brief description of each proposal follows.

Rice Creek West Trail

The proposed trail route calls for the bike and hike trail to pass under Trunk Highway 65 through one of the two existing culverts accomodating the Rice Creek flow. The County proposes to use a catwalk bridge within the culverts.

FMC - Islands of Peace

The proposed trail would link the Islands of Peace Park with the FMC riverfront property that is to be acquired. The trail would follow the east riverbank behind the Georgetown Apartments and pass under the I-694 bridge. The trail would probably require some sort of bridge to maintain a corridor during fluctuating water levels. (NOTE: The County submitted a PDR for Great River Road funds involving the FMC portion of this area in September, 1979.)

Please review these trail concepts and let us know the degree to which some sort of cooperative arrangement between MN DOT and Anoka County can be worked out. Also, please let us know of any special design or use considerations that you feel would be necessary toward reaching an agreeable plan.

Again, at this point we would like to develop a memorandum of understanding that the trail routes are acceptable and that MN DOT and Anoka County can work together to reach an agreement on details of engineering, construction materials, etc. as well as an easement for trail use. Please feel free to call us if you have any questions.

Sincerely,

Mary Ellen Ordal
Mary Ellen Ordal
Associate

MEO:cal
Enclosures

*cc to Dave Jordison
Anoka Co. Parks*

Minnesota
Department of Transportation
District Five
5801 Duluth Street
Golden Valley, Minnesota 55422



December 17, 1979

(612) 545-3761

Ms. Mary Ellen Ordal, Associate
Barton-Aschman Associates, Inc.
Ten Cedar Square West/Cedar-Riverside
1610 South Sixth Street
Minneapolis, Minnesota 55404

SP 0285 T.H. 694
SP 0207 T.H. 65
Review of Proposed Trail crossings on T.H. 694
under Mississippi River Bridge and on T.H. 65
at Rice Creek

Dear Ms. Ordal:

Your letter of November 15 to Mr. Weichselbaum in regard to the above referenced project has been referred to this office for response. We are sorry we were unable to respond by November 30th but due to the number of offices involved, it usually takes four to five weeks to review such a request.

We agree in concept to the proposed trail crossings. However, there will be some conditions to these crossings which will be included in a permit which must be obtained from our district office before the crossings can be constructed.

In regard to the proposed Rice Creek West Trail under TH 65 through one of the existing culverts, our District Hydraulics Engineer, Mr. John Boynton, will need answers to the following questions before approval:

- What effect will there be on the hydraulic capacity of the box culverts?
- Will the design cause debris to lodge in the culvert?
- A flood insurance study for the city of Fridley is currently under preparation. Will this proposal have any effect on this study?
- Who would have the maintenance and liability for the catwalk bridge inside the culvert?

We will be interested in what type of funds are to be used for construction of the trail. If Land and Water Conservation (LAWCON) funds are to be used, we will have to include specific conditions as part of our permit to avoid any future conflicts should the trail have to be modified due to future highway construction. At the present time no future construction is anticipated on TH 65; however, we do anticipate some construction on 694.

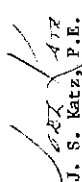
An Equal Opportunity Employer



Ms. Mary Ellen Ordal, Associate
December 17, 1979
Page 2

After you develop preliminary plans at each location we will be able to give you more specific comments about the design details. If you need additional information or have any questions in regard to the above comments, please feel free to call me.

Sincerely,


J. S. Katz, P.E.
Layout, Research &
Development Engineer

JSK:bn

December 3, 1979

Mr. Kent Lokkesmoe
Regional Hydrologist
Minnesota Department of Natural Resources
1200 Warner Road
St. Paul, Minnesota 55106

Dear Mr. Lokkesmoe:

We are writing as representatives of the Anoka County Park and Recreation Department in regard to two proposed trail corridors: the Rice Creek Regional Trail and the trail connecting the FMC and Islands of Peace properties along the east side of the Mississippi River (Mississippi Islands of Peace Regional Park). Basically, we are writing to see if Mn DNR would agree in concept to the proposed routings of these corridors as they relate to natural resource concerns.

We are under contract with the Anoka County Park and Recreation Department to assist them in preparing master plans for the Rice Creek Regional Trail and the Mississippi Islands of Peace Regional Park. The master plans must be reviewed and approved by the Metropolitan Council in order for the County to take advantage of funds programmed for the facilities. The County is seeking to have the plans completed as soon as possible.

As part of the development plan process, we are seeking an indication of your acceptance of the trail corridor concept. Prior to any construction, details on engineering, construction materials etc. regarding the trail will have to be worked out with the agencies involved, including the DNR.

Enclosed are maps and photographs of the two areas. A brief description of each proposal follows. In particular, there are several items the DNR may wish to consider in their review:

RICE CREEK REGIONAL TRAIL

1. General use of the Rice Creek Corridor for recreational purposes.
2. Where necessary to support a trail in low and marshy areas, some boardwalk and/or bridge construction will be needed. Proposed boardwalks will be 4-8 feet wide fir framed, cedar decked with styrofoam flotation. Bridges will be steel and wood structures designed to accommodate bicycles and pedestrians. Three bridges will be for pedestrian use, two for bicycles and four for combined pedestrian and bicycle use. In the Ramsey County section of the trail, two trestle-type bridges will be needed to provide crossing over the Spring Creek Channel and over Rice Creek immediately north of Long Lake.

3. The County proposes a trail crossing of T.H. 65 via use of a catwalk bridge within one of the existing twin culverts accommodating the Rice Creek flow under the highway.

4. The County proposes restoration of the small dam on Rice Creek to create a ponding area behind the dam (for wildlife habitat) and to help maintain an adequate water level downstream for canoeing.

MISSISSIPPI - ISLANDS OF PEACE REGIONAL PARK

1. The proposed trail would link the Islands of Peace Park with the FMC riverfront property that is to be acquired. The trail would follow the east riverbank behind the Georgetown Apartments and pass under the I-694 bridge. The trail would probably require some sort of bridge to maintain a corridor during fluctuating water levels.

2. A service bridge is proposed to connect Chases's Island to the shoreline. The bridge would provide access for walkers and wheelchair bound users to the island, where five fishing piers and other recreational facilities will be developed. Three smaller bridges would be needed at the north and south ends of the island to accommodate pedestrians.

Please review the trail and park concepts and let us know the degree to which some sort of cooperative arrangement between the DNR and Anoka County can be worked out. Also, please let us know of any special design, use or policy considerations that you feel would be necessary toward reaching an agreeable plan.

Again, at this point we would like to develop a memorandum of understanding or other agreement that the trail routes are acceptable and that the DNR and Anoka County can work together to reach an agreement on details of engineering, construction materials etc. prior to trail construction. Please feel free to call us or Dave Torkildson, if you have any questions.

Sincerely,

Mary Ellen Ordal

Mary Ellen Ordal
Associate

William F. Short

William F. Short
Senior Associate

MEO,WFS:cal
Enclosures

cc: Dave Torkildson
Anoka County Park and Recreation Dept.



STATE OF
MINNESOTA
DEPARTMENT OF NATURAL RESOURCES
Metro Region Waters, 1200 Warner Road, St. Paul, MN 55106

PHONE: 296-7523

File No. _____

January 2, 1980

Mary Ellen Ordal
Barton-Aschman Associates, Incorporated
Ten Cedar Square West/Cedar-Riverside
1610 South Sixth Street
Minneapolis, Minnesota 55404

RE: RICE CREEK REGIONAL TRAIL AND ISLANDS OF PEACE REGIONAL PARK

Dear Ms. Ordal:

The Regional Waters Office and the Regional Trail and Watercourses Coordinator have reviewed your trail plan and we can generally support the concept you presented; however, several items should be discussed in more detail. The Mississippi River, Rice Creek, and Locke Lake are public waters and permits will be needed to alter them and to construct the proposed crossings. Hydraulic data will have to be provided to document that the bridge within the TH 65 culverts doesn't impede the design flow of the culverts.

Rice Creek Regional Trail-Also, easements may be necessary from the Highway Department and from Burlington Northern for the trails through or under their crossings. The proposed dam will be reviewed by our wildlife personnel and depending on design heights and storage volumes, the dam may require review by our dam safety section.

Islands of Peace Regional Park-The above comments regarding hydraulic analysis and obtaining the necessary easements would apply..

It is not the general policy of the Department of Natural Resources (DNR) to allow the construction of bridges to islands; however, in this case, with an existing bridge to the island and proper design considerations (i.e., flooding and navigation) I feel the bridges may be permitted.

The Department is willing to work with the County and yourselves to reach a cooperative agreement regarding your proposals and it would be desirable to review your proposal in the field to reach a better understanding of what is proposed.

Please contact me at your convenience to set up a meeting.

Sincerely,


Kent Lokkesmoe

Regional Hydrologist

KL/ch

cc: Delos Barber, Regional Trails and Waterway Coordinator
Dave Torkildson, Anoka County Parks

Barton-Aschman Associates, Inc.

100 Cedar Square West/Cedar-Riverside, 1610 South Sixth Street, Minneapolis, Minn. 55404 612-332-0421

November 16, 1979

Rice Creek Watershed District
Suite 177, Arden Plaza
3585 North Lexington Avenue
Arden Hills, Minnesota 55112

Dear Members of the Rice Creek Watershed District:

We are writing as representatives of the Anoka County Park and Recreation Department in regard to the proposed development of the Rice Creek West Regional Trail. Basically, we are writing to see if the Rice Creek Watershed District would agree in concept to the proposed routing of this trail.

We are under contract with the Anoka County Park and Recreation Department to assist them in preparing a master plan for the development phase of the Rice Creek West Regional Trail. The master plan must be reviewed and approved by the Metropolitan Council in order for the County to take advantage of funds programmed for the facilities. The County is seeking to have the plan completed by November 30. As part of the development plan process, we are seeking an indication of your acceptance of the trail corridor concept. Prior to any construction, details on engineering, construction materials etc. regarding the trail will have to be worked out with the agencies involved, including the Rice Creek Watershed District.

Enclosed is a map outlining the proposed trail corridor and a short narrative describing the trail project. In particular there are several items that the Rice Creek Watershed District should consider in their review.

1. General use of the stream corridor for the recreational purposes.
2. Where necessary to support a trail in low and marshy areas, some boardwalk and/or bridge construction will be needed. Proposed boardwalks will be 4-8 feet wide fir framed, cedar decked with styrafoam flotation. Bridges will be steel and wood structures designed to accommodate bicycles and pedestrians. Three bridges will be for pedestrian use, two for bicycles and four for combined pedestrian and bicycle use.
3. The County proposes a trail crossing of T.H. 65 via use of a catwalk bridge within one of the existing twin culverts accommodating the Rice Creek flow under the highway.

Rice Creek Watershed District
Page 2

4. The County proposes restoration of the small dam on Rice Creek to create a ponding area behind the dam (for wildlife habitat) and to help maintain an adequate water level downstream for canoeing.

Please review the trail concept and let us know the degree to which some sort of cooperative arrangement between the Rice Creek Watershed District and Anoka County can be worked out. Also, please let us know of any special design or use considerations that you feel would be necessary toward reaching an agreeable plan.

Again, at this point we would like to develop a memorandum of understanding or other agreement that the trail routes are acceptable and that the Rice Creek Watershed District and Anoka County can work together to reach an agreement on details of engineering, construction materials etc. prior to trail construction. Please feel free to call us or Dave Torkildson, if you have any questions.

Sincerely,

Mary Ellen Ordal
Mary Ellen Ordal
Associate

William F. Short
William F. Short
Senior Associate

MER,WFS:cal
Enclosures

cc. to Dave Torkildson

Rice Creek watershed district

CITY OF ARDEN HILLS, 1450 W. HWY 96,
ARDEN HILLS, MINNESOTA 55112
TELEPHONE (612) 633-5676

December 3, 1979

Mr. David Torkildson
Anoka County Park and Recreation Department
550 N.W. Bunker Lake Blvd.
Coon Rapids, MN 55433

Re: Project Review No. 79R30: Anoka County Park and Recreation Dept.
Location: From the Long Lake Regional Park in New Brighton to the
outlet of Rice Creek at the Mississippi River in Fridley.
Purpose: Review and Comment on proposed Rice Creek-West Regional
Trail.

Dear Mr. Torkildson:

Receipt is acknowledged for a Project Review Application dated November 16,
1979 and the following exhibits:

- 1) Letter from Mary Ellen Drdahl and William F. Short dated Nov. 16, 1979.
- 2) Excerpt from Rice Creek-West Regional Trail Master Plan, undated.

In response to the specific items requested in the letter dated November 16,
1979, the following comments are made:

Item No. 1. Does the District agree with the proposed trail routing?

The District is mainly concerned with the trail crossings of the stream
channel, the adjacent wetlands, and the designated flood plain. These
concerns are based upon these crossings causing a flow obstruction, a
backwater obstruction, or an unnecessary Wetland Alteration.

Item No. 2. Does the District agree in using the stream corridor for
recreational purposes?

Yes. The Rice Creek corridor is subject to periodic flooding, typically
during spring snow melt and after major storms. Therefore, the low areas
adjacent to the creek channel have limited development capabilities.
Recreational-open space land use is compatible with the Districts general
policy for these areas.

BOARD OF MANAGERS

A. CARDINAL, SR. ANOKA COUNTY	G. V. DIMKE HAMLET COUNTY	W. L. GOYER WASHINGTON CO.	R. R. HAMILTON HAMLET COUNTY	E. A. PETRANGELO ANOKA COUNTY
----------------------------------	------------------------------	-------------------------------	---------------------------------	----------------------------------

E. A. HICKER & ASSOCIATES Consulting Engineers 4724-224 • HAMLET J. MURRAY Attorney 224-7440

Item No. 3. Does the District agree with the use of floatation boardwalks
and the use of steel and wood bridges across channels?

The District would be concerned about flow obstruction caused by the bridge
structures and would be concerned with any wetland filling associated with
boardwalks.

Item No. 4. Does the District agree with constructing a catwalk walkway
through one of the existing box culverts located under State
Trunk Highway 65?

The District would not allow construction inside the box culverts that would
increase the potential of flow obstruction in the culverts or obstruct the
flow thru the culverts during a 100-year flow.

Item No. 5. Does the District agree with dam restoration to create ponding?
The District would not allow dam construction that would increase the potential
for flood damage in the upstream reaches of the channel.

Item No. 6. Are there any special design considerations?

A. Channel crossings can not create an obstruction to the 100-year flow.

B. Channel crossings must have erosion protection provided for 100-year flow.

C. Trail construction must not obstruct flow or obstruct backwater action of
Rice Creek or any of its tributaries.

D. Sediment and erosion control measures must be provided to prevent sediment
from leaving the site during trail construction.

E. Any proposed Wetland Alteration must meet the Districts requirements.
These requirements are listed in the Wetland Preservation Guideline
enclosed for your use.

In addition to the above, Permits must be obtained from the District for the
following:

- A) Channel Crossings
- B) Dam Construction
- C) Wetland Alteration
- D) Retaining Wall Construction
- E) Erosion Control Plan

A permit application is enclosed for your use. If you have any further questions on this matter, feel free to contact me at 473-4224.

Very truly yours,

EUGENE A. HICKOK AND ASSOCIATES
Engineers for the District

Peter Willenbring
Peter P. Willenbring
Civil Engineer

PRW:lf
Enclosure
cc: Board of Managers
Frank Murray
District Office
D. Eklin
J. Grose
Barton-Aschman Associates
City of New Brighton
City of Fridley

APPENDIX C

Five Year Capital Improvements Program

METROPOLITAN COUNCIL - METROPOLITAN PARKS AND OPEN SPACE COMMISSION

CAPITAL IMPROVEMENT PROGRAMMING DATA FORM

Item 3.

1. Agency Anoka County 2. Park Rice Creek West Regional Trail Approved Master Plan Yes x No
Acq. Stage x Dev. Stage

3. Project Description Acquire remainder of parcels.

Acq. x Dev.

(Attach a suitable parcel map for acquisition or concept map for development.)

4. Capital Costs, Operations and Maintenance Costs, Use Projections :

Item	Design Capacity	1979			1980			1981			1982			1983			1984-1988		
		Capital	O & M	Use	Capital	O & M	Use	Capital	O & M	Use	Capital	O & M	Use	Capital	O & M	Use	Capital	O & M	Use
1. 73 - 15	1.60 A	12,000																	
2. 73 - 17	.24 A	3,484																	
3. 73 - 18	1.00 A	2,800																	
4. 73 - 19	2.00 A	20,000																	
5. 73 - 20	8.00 A	50,000																	
6. 73 - 21	21.60 A	362,700																	
7. 73 - 25	1.41 A	85,016																	
8.																			
9.																			
10.																			
TOTALS	35.85 A	536,000																	

5. Funding Source

Item 3.

Identify those items for which capital funding sources other than regional funding will be used:

Item #	Total Cost	Amount Funded by Other Source	Other Source
			NONE

6. Identify funding sources for O & M costs other than general property taxes

Item #	Total Cost	Amount funded by other than general tax	Other Source
			NONE

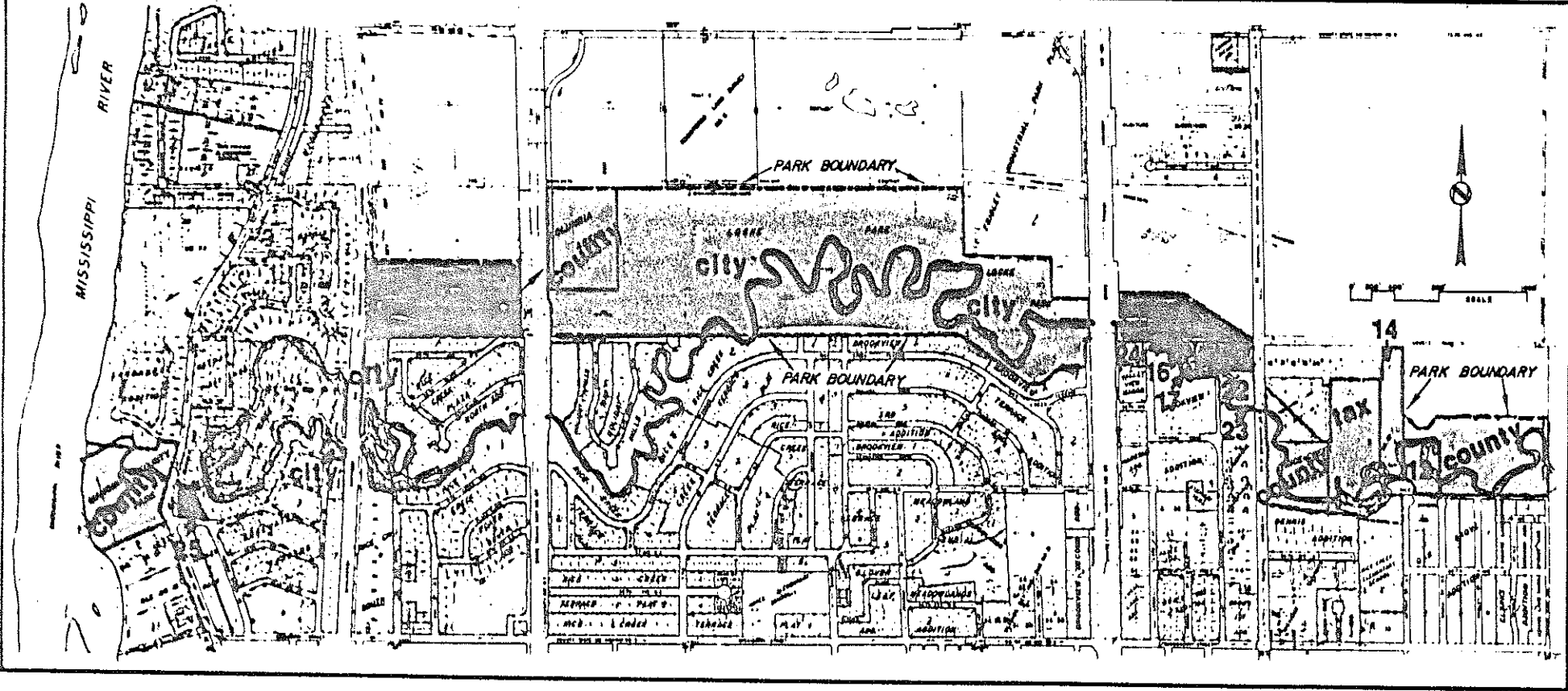
7. Is this project on the formally adopted CIP for the agency? Yes x No

If no, or in a different year, etc., please explain the change in status.

8. Date October 1, 1979

9. Authorized Signature

David J. [Signature]



RICE CREEK-WEST TRAIL
FRIDLEY — Anoka County
By: Anoka County Park Dept.
Source: Anoka County Surveyor
OCT 74
PARCEL MAP

CAPITAL IMPROVEMENT PROGRAMMING DATA FORM

1. Agency Anoka County 2. Park Rice Creek West Regional Trail Approved Master Plan Yes X No

Acq. Stage Dev. Stage X

3. Project Description Develop trails (nature & bike), trail signs, parking lots & roads, dam work, picnic facilities, bike & walk bridges,

Acq. Dev. X shelters, landscape, boardwalks, etc.

(Attach a suitable parcel map for acquisition or concept map for development.)

4. Capital Costs, Operations and Maintenance Costs, Use Projections

Item	Design Capacity	1979			1980			1981			1982			1983			1984-1988		
		Capital	O & M	Use	Capital	O & M	Use	Capital	O & M	Use	Capital	O & M	Use	Capital	O & M	Use	Capital	O & M	Use
1. Bicycle trails	3.75 mi.				168,750		12,000		.....	...	....								
2. Hiking trails	3 miles				135,000		7,000		...	..	....								
3. Roads	1/2 mile				15,000		1,000		...	..	....								
4. Parking lots	5 lots				30,000		29,500		...	..	....								
5. Trail signs	-				1,800		-		...	..	....								
6. Shelters-2	100/day				6,000		5,000		...	.....	....								
Information																			
7. shelters-2	100/day				60,000		15,000		...	...	....								
15 Tables &																			
8. 15 grills	400/day				1,500		10,000		...	...	....								
9. Bike Racks-4	10/rack				700		5,000		...	...	....								
10. Landscape	-				25,000		-		...	..	....								
Sewer & Water																			
11. Hookup	-				12,000		-		...	..	....								

CAPITAL IMPROVEMENT PROGRAMMING DATA FORM

1. Agency Anoka County 2. Park Rice Creek West Regional Trail Approved Master Plan Yes x No
Acq. Stage Dev. Stage x

3. Project Description Develop trails (nature & bike), trail signs, parking lots & roads, dam work, picnic facilities, bike & walk bridges,
Acq. Dev. x shelters, landscape, boardwalks, etc.

(Attach a suitable parcel map for acquisition or concept map for development.)

4. Capital Costs, Operations and Maintenance Costs, Use Projections

Item	Design Capacity	1979			1980			1981			1982			1983			1984-1988		
		Capital	O & M	Use	Capital	O & M	Use	Capital	O & M	Use	Capital	O & M	Use	Capital	O & M	Use	Capital	O & M	Use
Pedestrian																			
1. bridges - 3	500/day				60,000		4,200		.....	...									
Bike																			
2. bridges - 2	500/day				42,000		12,000		...	...									
Bike-ped.																			
3. bridges - 3	500/day				90,000		15,000												
Bike-ped.																			
4. under Hwy. 65	500/day				200,000		15,000		...	...									
Signals-Hwy. 47																			
5. bike-ped.	-				25,000		10,000												
Signals-Hwy. 35																			
6. bike-ped.	-				25,000		8,000		.....	...									
7. Boardwalks	2,500'				65,000		12,000												
8. Dam repairs	-							30,000	...	...									
Consultation																			
9. fees	-				96,275														
10.																			
TOTALS					\$1,059,025		160,700	30,000											

5. Funding Source

Identify those items for which capital funding sources other than regional funding will be used:

Item #	Total Cost	Amount Funded by Other Source	Other Source
			NONE

Item 3.

6. Identify funding sources for O & M costs other than general property taxes

Item #	Total Cost	Amount funded by other than general tax	Other Source
			NONE

7. Is this project on the formally adopted CIP for the agency? Yes _____ No X

If no, or in a different year, etc., please explain the change in status. Need and demand

8. Date October 1, 1979

9. Authorized Signature

David J. Carlson

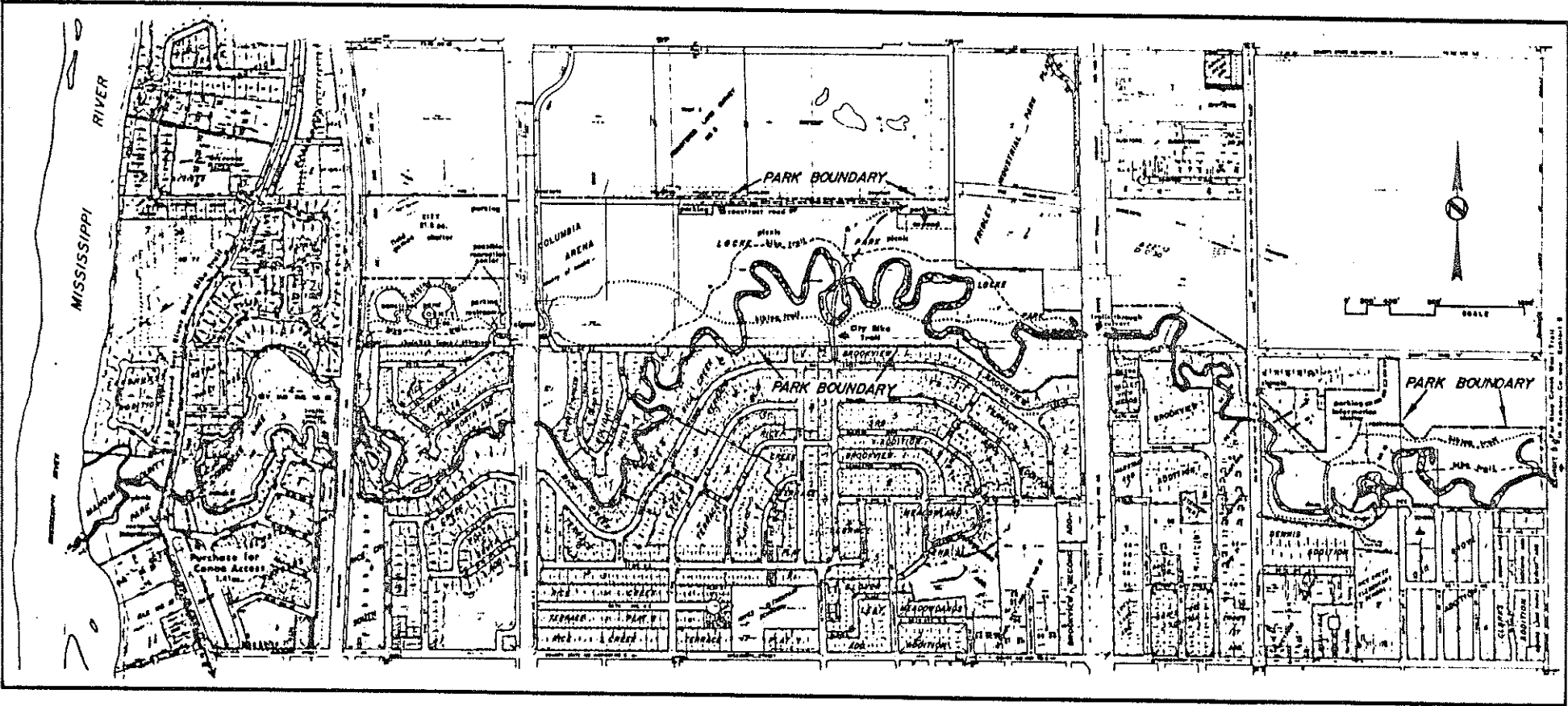


EXHIBIT A

RICE CREEK-WEST TRAIL
FRIDLEY - Anoka County
By: Anoka County Park Dept.
Source: Anoka County Surveyor
OCT 74
Rev. Feb 79



AGENDA REPORT

Meeting Date: September 21, 2023

Meeting Type: Planning Commission

Submitted By: Julie Beberg, Office Coordinator

Title

Approve 2023 Planning Commission Meeting Dates

Background

Approve 2023 Planning Commission Meeting Dates

Financial Impact

Recommendation

Approve 2023 Planning Commission Meeting Dates

Attachments and Other Resources

2023 Planning Commission Meeting Dates

Vision Statement

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



COMMUNITY DEVELOPMENT DEPARTMENT PLANNING DIVISION

Memorandum

DATE: September 21, 2022

TO: Planning Commission Members

FROM: Julianne Beberg, Planning Assistant

SUBJECT: Proposed 2023 Planning Commission Meeting Dates

The following dates are for your review and approval of the proposed 2023 Planning Commission meeting dates:

Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
18	15	15	19	17	21	19	16	20	18	15	20