



City Council Meeting

January 5, 2026 at 7 p.m.
Fridley Civic Campus, 7071 University Avenue NE

Agenda

Call to Order

The Fridley City Council (Council) requests that all attendees silence cell phones during the meeting. A paper copy of the Agenda is at the back of the Council Chambers. A paper copy of the entire Agenda packet is at the podium. The Agenda and all related materials may also be found on the City's website at

Pledge of Allegiance

Proposed Consent Agenda

The following items are considered to be routine by the Council and will be approved by one motion. There will be no discussion of these items unless a Councilmember requests, at which time that item may be moved to the Regular Agenda.

Meeting Minutes

1. Approve the Minutes from the City Council Meeting of December 22, 2025
2. Receive the Minutes from the City Council Conference Meeting of December 22, 2025

New Business

3. Resolution No. 2026-01, Confirming City Council Appointments and Designations
4. Resolution No. 2026-03, Authorizing the Use of Municipal State Aid System Funding for 2026 Local Improvement Projects
5. Resolution No. 2026-04, Approving a Development Agreement with Endeavor Development, LLC for River Edge Business Center
6. Resolution No. 2026-05, Awarding Professional Services for Development of Safe Streets for All Citywide Safety Action Plan

Claims

7. Resolution No. 2026-02, Approving Claims for the Period Ending December 30, 2025

Open Forum

The Open Forum allows the public to address the Council on subjects that are not on the Regular Agenda. The Council may take action, reply, or give direction to staff. Please limit your comments to five minutes or less.

Regular Agenda

The following items are proposed for the Council's consideration. All items will have a presentation from City staff, are discussed, and considered for approval by separate motions.

New Business

Informal Status Reports

Adjournment

Accessibility Notice:

- If you need free interpretation or translation assistance, please contact City staff.
- Si necesita ayuda de interpretación o traducción gratis, comuníquese con el personal de la ciudad.
- Yog tias koj xav tau kev pab txhais lus los sis txhais ntaub ntawv dawb, ces thov tiv tauj rau Lub Nroog cove neeg ua hauj lwj.
- Haddii aad u baahan tahay tarjumaad bilaash ah ama kaalmo tarjumaad, fadlan la xiriir shaqaalaha Magaalada.

Upon request, accommodation will be provided to allow individuals with disabilities to participate in any City of Fridley services, programs or activities. Hearing impaired persons who need an interpreter or other persons who require auxiliary aids should contact CityClerk@FridleyMN.gov or (763) 572-3450.

AGENDA REPORT



Meeting Date: January 5, 2026
Meeting Type: City Council
Submitted By: Beth Kondrick, Deputy City Clerk
Title: Approve the Minutes from the City Council Meeting of December 22, 2025

Background

Attached are the minutes from the City Council meeting of December 22, 2025.

Financial Impact

None.

Recommendation

Staff recommend the approval of the minutes from the City Council meeting of December 22, 2025.

Focus on Fridley Strategic Alignment

-
- | | |
|-------------------------------------|---|
| ☐ | Vibrant Neighborhoods & Places |
| ☐ | Financial Stability & Commercial Prosperity |
| ☒ | Organizational Excellence |
| ☐ | Community Identity & Relationship Building |
| ☐ | Public Safety & Environmental Stewardship |

Attachments and Other Resources

-
1. December 22, 2025 City Council Meeting Minutes

Vision Statement

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



City Council Meeting

December 22, 2025

7:00 PM

Fridley City Hall, 7071 University Avenue NE

Minutes

Call to Order

Mayor Ostwald called the City Council Meeting of December 22, 2025, to order at 7:00 p.m.

Present

Mayor Dave Ostwald
Councilmember Patrick Vescio
Councilmember Ryan Evanson
Councilmember Luke Cardona
Councilmember Ann Bolcom

Absent

Others Present

Wally Wysopal, City Manager
Paul Bolin, Community Development Director
Mike Maher, Parks and Recreation Director
Joe Starks, Finance Director

Pledge Of Allegiance

Proclamations/Presentations

Approval of Proposed Consent Agenda

Motion made by Councilmember Bolcom to adopt the proposed Consent Agenda. Seconded by Councilmember Evanson.

Upon a voice vote, all voting aye, Mayor Ostwald declared the motion carried unanimously.

Approval/Receipt of Minutes

1. Approve the Minutes from the City Council Meeting of December 8, 2025.
2. Receive the Minutes from the City Council Conference Meeting of December 8, 2025.
3. Receive the Minutes from the HRA Commission Meeting of October 2, 2025.

New Business

4. Resolution No 2025-168, Accepting the 2026 Animal Impound Agreement Between Companion Animal Care and the City of Fridley.

Claims

5. Resolution No. 2025-174, Approving Claims for the Period Ending December 17, 2025.

Open Forum, Visitors: (Consideration of Items not on Agenda – 15 minutes.)

Brenda Lewis, Superintendent of Fridley Public Schools, shared a resolution the School Board adopted at its December 16, 2025, meeting and provided context on why the resolution was adopted.

Avonna Starck, a Fridley School Board member, provided input on the importance of student safety and well-being and spoke out against the actions of ICE.

Councilmember Vescio asked what the Council could do to meet with community partners to discuss further what could be done. Mayor Ostwald stated that they could discuss that after, noting that the open forum is not meant for action.

Jonathon Relander, United Front, provided comments on the fear that some families are living in at this time and encouraged a larger discussion on this topic.

David Carlson provided additional comments on a matter he has brought before the Council in the past.

Adoption of Regular Agenda

Motion made by Councilmember Evanson to adopt the regular agenda. Seconded by Councilmember Bolkcom.

Upon a voice vote, all voting aye, Mayor Ostwald declared the motion carried unanimously.

Regular Agenda

Public Hearing(s)

6. Public Hearing and Resolution No. 2025-173, Approving Creation of TIF District #27

Motion made by Councilmember Vescio to open the public hearing. Seconded by Councilmember Evanson.

Upon a voice vote, all voting aye, Mayor Ostwald declared the motion carried unanimously.

Paul Bolin, Community Development Director, provided background information on the proposed TIF District #27 and the related project.

Jessica Green, HRA Development Consultant, provided additional information on tax increment financing (TIF), proposed TIF District #27, an analysis of the request for TIF, the proposed TIF Plan, and terms for assistance to the developer.

Councilmember Evanson asked if the developer plans to monetize the TIF and whether there would be risk if the developer failed to perform on the monetization of the TIF note. Ms. Green replied that it has not been determined, but if the developer monetized the TIF, there would be no risk to the City.

Evan Matson, Endeavor Development, stated that he is present to answer any questions, noting that they are not planning to monetize the TIF.

Motion made by Councilmember Bolkcom to close the public hearing, Seconded by Councilmember Cardona.

Upon a voice vote, all voting aye, Mayor Ostwald declared the motion carried unanimously.

The Council agreed that this will be a great reuse of a vacant property.

Motion made by Councilmember Bolkcom to adopt Resolution No. 2025-173, Approving Creation of TIF District #27. Seconded by Councilmember Cardona.

Upon a voice vote, all voting aye, Mayor Ostwald declared the motion carried unanimously.

New Business

7. Resolution No. 2025-172, Approving the Concept Proposal for the Commons Park Sculpture by Artist Ken McCall

Mike Maher, Parks and Recreation Director, presented a request for approval of a resolution approving the concept proposal for the Commons Park sculpture. He provided information on the public art program, public art projects and priorities, the Commons Park redevelopment, Artist Ken McCall, the proposed sculpture, and the ongoing community engagement process.

Councilmember Bolkcom commented on the great discussion that has occurred with the Public Arts Commission, as she is the liaison to that group.

Councilmember Cardona asked for more information on the funding source. Mr. Maher replied that the Fridley Creative Arts Foundation is fully funding this piece.

Councilmember Evanson asked for more information on the educational sessions and assurances that the piece would be delivered when agreed upon. Mr. Maher replied that the staff is still working on the education plan and provided details of the contractual agreement that includes milestones and a delivery date.

Motion made by Councilmember Bolkcom to adopt Resolution No. 2025-172, Approving the Concept Proposal for Commons Park Sculpture from Artist Ken McCall. Seconded by Councilmember Cardona.

Upon a voice vote, all voting aye, Mayor Ostwald declared the motion carried unanimously.

8. Resolution No. 2025-169, Certifying the Final Tax Levy Requirements for 2026 to the County of Anoka

Joe Starks, Finance Director, presented the 2026 proposed budget and tax levy, providing additional information on the budget process, final tax levy, proposed 2026 budget, and recommendation to adopt the resolutions certifying the final tax levy, and approving the budget and Capital Investment Program as presented.

Councilmember Cardona thanked Mr. Starks for the assistance he has provided throughout this process, as this is his first year on the Council.

Councilmember Evanson provided directions on how residents can find information on property tax relief programs.

Motion made by Councilmember Evanson to adopt Resolution No. 2025-169, Certifying the Final Tax Levy Requirements for 2026 to the County of Anoka. Seconded by Councilmember Vescio.

Upon a voice vote, all voting aye, Mayor Ostwald declared the motion carried unanimously.

9. Resolution No. 2025-170, Approving a Budget for the Fiscal Year 2026 and the 2026-2030 Capital Investment Program

Motion made by Councilmember Evanson to adopt Resolution No. 2025-170, Approving a Budget for the Fiscal Year 2026 and the 2026-2030 Capital Investment Program. Seconded by Councilmember Bolkcom.

Upon a voice vote, all voting aye, Mayor Ostwald declared the motion carried unanimously.

10. Resolution No. 2025-171, Approving Budget Reappropriation for Certain Funds for the Fiscal Year Ending December 31, 2025

Mr. Starks provided an overview of the request and related proposed 2025 budget amendments. He recommended adoption as presented.

Motion made by Councilmember Vescio to adopt Resolution No. 2025-171, Approving Budget Reappropriation for Certain Funds for the Fiscal Year Ending December 31, 2025. Seconded by Councilmember Evanson.

Upon a voice vote, all voting aye, Mayor Ostwald declared the motion carried unanimously.

Informal Status Reports

Councilmember Bolkcom reminded residents to keep trash bins on their own property to ensure they do not interfere with plowing activities.

Councilmember Cardona commented that through the input he has received, people are feeling scared, hurt, and abandoned right now. He acknowledged those feelings and comments. He appreciated the input from the School Board and residents tonight and shared his own input, welcoming conversations with those who want to share their input with him.

Councilmember Vescio noted the upcoming WinterFest, which will take place on February 7. He stated that donations of new or gently used winter gear will be accepted beginning January 5, 2026, which will be distributed free of charge at WinterFest.

The Mayor and Council wished everyone happy holidays.

Adjourn

Motion made by Councilmember Evanson to adjourn. Seconded by Councilmember Bolkcom.

Upon a voice vote, all voting aye, Mayor Ostwald declared the motion carried unanimously, and the meeting adjourned at 8:17 p.m.

Respectfully Submitted,

Melissa Moore
City Clerk

Dave Ostwald
Mayor



AGENDA REPORT

Meeting Date: January 5, 2026
Meeting Type: City Council
Submitted By: Beth Kondrick, Deputy City Clerk
Title: Receive the Minutes from the City Council Conference Meeting of December 22, 2025

Background

Attached are the minutes from the City Council conference meeting of December 22, 2025.

Financial Impact

None.

Recommendation

Receive the minutes from the City Council conference meeting of December 22, 2025.

Focus on Fridley Strategic Alignment

-
- | | |
|-------------------------------------|---|
| ☐ | Vibrant Neighborhoods & Places |
| ☐ | Financial Stability & Commercial Prosperity |
| ☒ | Organizational Excellence |
| ☐ | Community Identity & Relationship Building |
| ☐ | Public Safety & Environmental Stewardship |

Attachments and Other Resources

-
1. City Council Conference Meeting Minutes of December 22, 2025

Vision Statement

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



City Council Conference Meeting

December 22, 2025

5:30 PM

Fridley City Hall, 7071 University Avenue NE

Minutes

Roll Call

Present: Mayor Dave Ostwald
Councilmember Ann Bolkcom
Councilmember Patrick Vescio
Councilmember Luke Cardona
Councilmember Ryan Evanson

Others Present: Wally Wysopal, City Manager
Joe Starks, Finance Director
Melissa Moore, Assistant City Manager
Jim Kosluchar, Public Works Director
Paul Bolin, Community Development Director
Jenny Baroda, Metropolitan Council
Julie Benadum, Consultant

Items for Discussion

1. Update on Metropolitan Council Sanitary Sewer Lift Station L32A Project

The City Council received a presentation from the Metropolitan Council about the Sanitary Sewer Lift Station Project and discussed the landscaping plan and how to mitigate odor concerns.

2. Legislative Priorities

Wally Wysopal, City Manager, provided background to the City Council on the Intergovernmental relations processes and highlighted the City of Fridley's participation in various Member Associations. The City Council expressed a desire to pursue a strategy concerning the State's program of Fiscal Disparities.

AGENDA REPORT



Meeting Date: January 5, 2026
Meeting Type: City Council
Submitted By: Melissa Moore, Assistant City Manager
Title: Resolution No. 2026-01, Confirming City Council Appointments and Designations

Background

The City of Fridley (City) annually adopts a resolution appointing members of the Fridley City Council or staff to various boards, appointing residents to advisory commissions, naming the official publication, designating certain financial entities, appointing the City Attorney and data practices officials.

This resolution designates each person listed as a local official, pursuant to Minnesota Statute (M.S.) § 10A.01, subd. 22.

Financial Impact

None.

Recommendation

Staff recommend the approval of Resolution No. 2026-01, Confirming City Council Appointments and Designations.

Focus on Fridley Strategic Alignment

-
- | | |
|-------------------------------------|---|
| ☐ | Vibrant Neighborhoods & Places |
| ☐ | Financial Stability & Commercial Prosperity |
| ☒ | Organizational Excellence |
| ☐ | Community Identity & Relationship Building |
| ☐ | Public Safety & Environmental Stewardship |

Attachments and Other Resources

-
1. Resolution No. 2026-01

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

Resolution No. 2026 - 01

Approving City Council Appointments and Designations

Whereas, the Fridley City Council (Council) appoints local officials, commissions and committees to perform functions outlined and authorized by the Fridley City Charter (Charter), ordinance, resolution or agreement; and

Whereas, a review of vacancies and reappointments is conducted at the first Council meeting of each year.

Now therefore, be it resolved, that the City Council of the City of Fridley hereby confirms, makes or extends the following appointments.

City Council

Position	Appointee	Term Expires	Authority
Mayor Pro Tem	Councilmember Vescio	January 4, 2027	Charter § 2.03

Local Boards and Committees

Body	Appointee(s)	Term Expires	Authority
Anoka County Fire Protection Council	Councilmember Cardona, Representative	January 4, 2027	Anoka County Fire Protection Council Constitution; Minnesota Statute (M.S.) § 471.59
Anoka County Law Enforcement Council	Mayor Ostwald, Representative	January 4, 2027	Members appointed per establishing agreement of 1970; M.S. § 471.59
League of Minnesota Cities	Councilmember Bolkcom, Representative; Councilmember Vescio, Alternate	January 4, 2027	M.S. § 465.58
Metro Cities	Mayor Ostwald, Delegate; Councilmember Bolkcom, Alternate	January 4, 2027	M.S. § 471.96
Mississippi Watershed Management Organization	Councilmember Bolkcom, Representative; Mayor Ostwald, Alternative	January 4, 2027	M.S. § 103B
North Metro Mayors Association	Mayor Ostwald, Member; Councilmember Vescio, Alternate	January 4, 2027	Discretionary member driven advocacy organization

School District No. 13	Councilmember Vescio, Representative; Councilmember Bolkcom, Alternate	January 4, 2027	
School District No. 14	Councilmember Evanson, Representative; Councilmember Bolkcom, Alternate	January 4, 2027	
School District No. 16	Councilmember Cardona, Representative; Councilmember Evanson, Alternate	January 4, 2027	
Twin Cities Gateway	Walter T. Wysopal, Representative	January 4, 2027	M.S. § 469.190

Advisory Commissions

Commission	Appointees	Term Expires	Authority
Environmental Quality and Energy Commission	Aaron Klemz, Chair Mark Hansen Sam Stoxen Justin Foell Heidi Ferris Avonna Stark Emma Carter Dustin Norman	December 31, 2029 December 31, 2027 December 31, 2029 December 31, 2029 December 31, 2026 December 31, 2026 December 31, 2028 December 31, 2028	Commissions Chapter of the Fridley City Code
Housing and Redevelopment Authority (HRA)	Elizabeth Showalter, Chair Troy Brueggemeier Rachel Schwankl Gordon Backlund Frank Inamagua	June 30, 2028 June 30, 2027 June 30, 2030 June 30, 2026 June 30, 2029	Housing and Redevelopment Authority Resolution No. 82-1965; HRA Bylaws
Parks and Recreation Commission	Peter Borman, Chair EB Graham Ken Schultz Don Whalen Tim Kirk Melissa Luna Jodi Rehlander	December 31, 2028 December 31, 2026 December 31, 2027 December 31, 2028 December 31, 2029 December 31, 2027 December 31, 2028	Commissions Chapter of the Fridley City Code
Planning Commission	Mark Hansen, Chair Peter Borman Ross Meisner Aaron Klemz Michael Heuchert Aaron Brom Paul Nealy	December 31, 2028 December 31, 2028 December 31, 2028 December 31, 2029 December 31, 2029 December 31, 2026 December 31, 2029	Commissions Chapter of the Fridley City Code

Public Arts Commission	Joshua Collins, Chair Gary Osterbauer Ryan Fugleberg Maija Sedzielarz Frank Sedzielarz Kara Ruwart Gary Swanson	December 31, 2027 December 31, 2027 December 31, 2027 December 31, 2027 December 31, 2027 December 31, 2027 December 31, 2027	Commissions Chapter of the Fridley City Code
------------------------	---	---	--

Official Publication

Publication	Term Expires	Authority
<i>Star Tribune</i>	Indefinite	M.S. § 331A; Charter § 12.01

Official Depositories*

Institution	Authorization	Term Expires	Authority
UBS Financial Services, Inc.	Walter T. Wysopal, City Manager Joseph A. Starks, Finance Director Shannon Veeraboina, Assistant Finance Director	Indefinite Indefinite Indefinite	M.S. § 427.02; M.S. § 118A; Charter § 6.04; City Investment Policy
U.S. Bank, NA and all of its branches and subsidiaries	Walter T. Wysopal, City Manager Joseph A. Starks, Finance Director Shannon Veeraboina, Assistant Finance Director	Indefinite Indefinite Indefinite	M.S. § 427.02; M.S. § 118A; Charter § 6.04

*The City Manager, Director of Finance/City Treasurer or Assistant Finance Director have the authority to transfer funds from one official depository to another for the purpose of investing and satisfying claims against City funds. The City delegates authority to make Electronic Funds Transfers to the Finance Director or their designee.

Financial Advisor

Institution	Authorization	Term Expires	Authority
Ehlers and Associates, Inc.	Walter T. Wysopal, City Manager Joseph A. Starks, Finance Director Shannon Veeraboina, Assistant Finance Director	Indefinite Indefinite Indefinite	M.S. § 427.02; M.S. § 118A; Charter § 6.04

Investment Advisors

Institution	Appointee	Term Expires	Authority
Moreton Markets Capital LLC, Investment Advisor	Walter T. Wysopal, City Manager Joseph A. Starks, Finance Director Shannon Veeraboina, Assistant Finance Director	Indefinite Indefinite Indefinite	M.S. § 427.02; M.S. § 118A; Charter § 6.04; City Investment Policy

Wells Fargo Advisors	Walter T. Wysopal, City Manager Joseph A. Starks, Finance Director Shannon Veeraboina, Assistant Finance Director	Indefinite Indefinite Indefinite	M.S. § 427.02; M.S. § 118A; Charter § 6.04; City Investment Policy
UBS Financial Services, Inc.	Walter T. Wysopal, City Manager Joseph A. Starks, Finance Director Shannon Veeraboina, Assistant Finance Director	Indefinite Indefinite Indefinite	M.S. § 427.02; M.S. § 118A; Charter § 6.04; City Investment Policy

Statutorily Required Staff Positions

Position	Appointee	Term Expires	Authority
Secretary of the Council	Melissa Moore, City Clerk	Indefinite	Charter § 3.02
Building Official	Tony DeForge	Indefinite	M.S. § 326B.133

City Attorney

Position	Appointee	Term Expires	Authority
Civil Affairs	Kennedy and Graven, Chartered	Indefinite	Memorandum of Understanding signed November 7, 2019
Criminal Affairs	City of Coon Rapids	December 31, 2027	Resolution No. 2022-91
Bond Counsel	Taft, Stettinius and Hollister, LLP	Indefinite	M.S. § 410, M.S. § 412, M.S. § 429, M.S. § 444, M.S. § 462C, M.S. § 469
Code Enforcement, Zoning Violations	Steven M. Tallen Gregerson, Rosow, Johnson & Nilan, Ltd.	Indefinite	M.S. § 410, M.S. § 412, M.S. § 429, M.S. § 444, M.S. § 462C, M.S. § 469

Data Practices

Position	Appointee	Term Expires	Authority
Responsible Authority	Melissa Moore, City Clerk	Indefinite	M.S. § 13.02, subd. 16; City Data Practices Policy
Data Practices Compliance Official, General	Beth Kondrick, Deputy City Clerk	Indefinite Indefinite	M.S. § 13.05, subd. 13; City Data Practices Policy
Data Practices Compliance Official, Employee Resources	Rebecca Hellegers, Employee Resources Director	Indefinite	M.S. § 13.05, subd. 13; City Data Practices Policy

Data Practices Compliance Official, Public Safety	Ryan George, Public Safety Director or designee(s)	Indefinite Indefinite	M.S. § 13.05, subd. 13; City Data Practices Policy
---	---	--------------------------	--

Passed and adopted by the City Council of the City of Fridley this 5th day of January, 2026.

Dave Ostwald – Mayor

Attest:

Melissa Moore – City Clerk

AGENDA REPORT



Meeting Date: January 5, 2026
Meeting Type: City Council
Submitted By: Brandon Brodhag, Assistant City Engineer
James Kosluchar, Public Works Director
Title: Resolution No. 2026-03, Authorizing the Use of Municipal State Aid System Funding for 2026 Local Improvement Projects

Background

The City of Fridley (City) is proud to be one of a handful of cities in the state with a certified complete Municipal State Aid System (MSAS) street system. Complete MSAS cities are able to use MSAS funds on local (non-MSAS) streets. In order to be eligible to use our MSAS funds on the City's non-MSAS neighborhood streets or for other uses off our MSAS system, Minnesota Rules § 8820.1800 requires the Fridley City Council (Council) request the approval of these uses by resolution.

The attached resolution allows disbursement of funds from the City's population portion of the MSAS revenues for the local or off-system portions for the proposed projects as follows:

- ADA Improvements Project
- 2026-01 Street Project
- 2026-02 Street Project
- Safe Routes to School
- Traffic Signal Installation/Replacements
- Traffic Safety Upgrades (Improvements)
- Traffic and Sidewalk Upgrades.

The resolution does not authorize construction of any project, or commit the City to completing any project, rather enables the most flexible use of the City's MSAS funds in the event a project moves forward to construction by a future Council action.

Financial Impact

There is no financial impact in approving this resolution. The resolution allows use of funding sources as intended in the City's Capital Investment Plan for these projects.

Recommendation

Staff recommend the approval of Resolution No. 2026-03, Authorizing the Use of Municipal State Aid System Funding for 2026 Local Improvement Projects.

Focus on Fridley Strategic Alignment

☒	Vibrant Neighborhoods & Places
☒	Financial Stability & Commercial Prosperity
☐	Organizational Excellence
☐	Community Identity & Relationship Building
☐	Public Safety & Environmental Stewardship

Attachments and Other Resources

1. Resolution No. 2026-03

Vision Statement

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

Resolution No. 2026-03

Authorizing the Use of Municipal State Aid System Funding for 2026 Local Improvement Projects

Whereas, the City of Fridley (City) receives Municipal State Aid System (MSAS) funds for construction and maintaining 20% of its City streets; and

Whereas 22.9 MSAS miles are currently authorized and have been improved to State Aid standards and most are in an adequate condition that they do not have needs other than additional surfacing; and

Whereas, the City currently has 88.7 miles of local streets including some mileage that requires maintenance and upgrades; and

Whereas, it is authorized by MN Rules 8820.1800 to use part of the MSAS construction appropriation of our City's State Aid allocation on local streets not on the approved State Aid system; and

Whereas, it is proposed to systematically resurface these streets and enhance multimodal access, upgrade the storm sewer system for improved drainage and water quality, and provide additional strength to the streets for traffic survivability; and

Whereas, it is proposed to use a portion of the City's population allocation funds to upgrade local streets; and

Whereas, the City has identified the MSAS and local (non-MSAS) uses for inclusion as listed in this resolution; and

Whereas the MSAS and local streets associated with the following projects require repair and reconstruction of surface and drainage elements:

- ADA Improvements Project
- 2026-01 Street Project
- 2026-02 Street Project
- Safe Routes to School
- Traffic Signal Installation/Replacements
- Traffic Safety Upgrades (Improvements)
- Traffic and Sidewalk Upgrades

Whereas, the City indemnifies, saves and holds harmless the State of Minnesota and its agents and employees from claims, demands, actions, or causes of action arising out of or by reason or matter related to constructing the local streets as designed; and

Whereas, the City further agrees to defend at its sole cost any claims arising as a result of constructing the local streets; and

Whereas, the final approval of the State Aid for Local Transportation Division is therefore required.

Now, therefore it be resolved, that the City of Fridley, Anoka County, Minnesota, requests the release of MSAS funds for the upgrade and reconstruction of City municipal streets.

Passed and adopted by the City Council of the City of Fridley this 5th day of January, 2026

Dave Ostwald – Mayor

Attest:

Melissa Moore – City Clerk



AGENDA REPORT

Meeting Date: January 5, 2026
Meeting Type: City Council
Submitted By: James Kosluchar, Public Works Director
Title: Resolution No. 2026-04, Approving a Development Agreement with Endeavor Development, LLC for River Edge Business Center

Background

On November 10, 2025, the City Council (Council) approved a request by Endeavor Development, LLC (Developer) to vacate an existing drainage, utility, and access easements to allow for the redevelopment of the property at 7350 Commerce Lane N.E. The vacation's approval was granted pending, amongst other items, a development agreement for the relocation of existing City of Fridley (City) utilities that occupy the easement.

The property is located west of University Avenue, north of 73rd Avenue, and abuts the BNSF railroad to the west. The Developer proposes to demolish an existing structure and construct a new, larger warehouse/distribution center, which will become River Edge Business Center. The proposed building's footprint will occupy the easement and therefore, the utilities must be relocated. This will include relocation of a 60-inch diameter storm sewer interceptor and associated drainage swale and an 8-inch sanitary sewer main, both of which serve upstream properties.

The costs of the storm water and sanitary sewer relocations, their inspection, and surety in the event of non-performance are fully borne by the Developer in this agreement. The City will own and operate the utilities subject to this agreement after their construction. The Developer is also required to establish new easements, submit a performance surety to the City ensuring the satisfactory completion of all relocated utilities and improvements as required by the Development Agreement, and provide completion of all improvements to City and other permitting agency standards.

Financial Impact

The Development Agreement will allow the developer to pay the cost for relocation of public improvements necessary for their development. Costs are absorbed by the developer insofar as is practical under the agreement.

Recommendation

Staff recommend approval of Resolution No. 2026-04, Approving a Development Agreement with Endeavor Development LLC for River Edge Business Center and authorizing execution

pending final edits by the City Attorney.

Focus on Fridley Strategic Alignment

- | | |
|-------------------------------------|---|
| ☐ | Vibrant Neighborhoods & Places |
| ☒ | Financial Stability & Commercial Prosperity |
| ☐ | Organizational Excellence |
| ☐ | Community Identity & Relationship Building |
| ☐ | Public Safety & Environmental Stewardship |

Attachments and Other Resources

1. Resolution No. 2026-04
2. City of Fridley Development Agreement with Endeavor Development for River Edge Business Center

Vision Statement

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

Resolution No. 2026-04

**Approving a Development Agreement with Endeavor Development, LLC
for River Edge Business Center**

Whereas, Endeavor Development, LLC (Developer) has made application to the City Council for approval of the River Edge Business Center located at 7350 Commerce Lane (Development); and

Whereas, the City Council has on November 10, 2025, granted vacation of a drainage and utility easement for storm water and sanitary sewer purposes, to enable construction of the Development through relocation of a storm water interceptor and sanitary sewer main pending a development agreement with the Developer; and

Whereas, the Developer has submitted preliminary plans, and is anticipated to submit final plans that will complete design for review to the City of Fridley (City) for all site improvements, and should they meet the requirements of the City and other agencies they will be approved for construction; and

Whereas, said plans will include certain public improvements that will include a relocated trunk storm sewer system and a relocated sanitary sewer main that will be owned and maintained by the City after construction of the development is concluded; and

Whereas, relocation of said utilities are at the sole request of and benefit to the Developer; and

Whereas, the proposed agreement apportions cost of utility relocation and surety to the Developer.

Now, therefore be it resolved, that the City Council of the City of Fridley hereby approves the content of the attached Development Agreement with Endeavor Development, LLC for River Edge Business Center and authorizes execution of the agreement with any final minor modifications meeting the approval of the City Attorney.

Passed and adopted by the City Council of the City of Fridley this 5th day of January, 2026.

Dave Ostwald – Mayor

Attest:

Melissa Moore – City Clerk

**CITY OF FRIDLEY
ANOKA COUNTY, MINNESOTA
DEVELOPMENT AGREEMENT FOR RIVER EDGE BUSINESS CENTER**

THIS AGREEMENT, made and entered into the ____ day of January, 2026, by and between the City of Fridley, a municipal corporation under the laws of the State of Minnesota (the "**City**"), and Endeavor Development, LLC, (the "**Developer**").

WHEREAS, the Developer has made application to the City Council for approval of the River Edge Business Center located at 7350 Commerce Lane within the corporate limits of the City legally described on Exhibit A, attached hereto (the "**Development**"); and,

WHEREAS, the City Council has on November 10, 2025, granted vacation of a drainage and utility easement for storm water and sanitary sewer purposes, to enable construction of the Development through relocation of a storm water interceptor and sanitary sewer main, currently located within Lots 3 & 4, Block 4, COMMERCE PARK plat in the City of Fridley, hereinafter described, in Exhibit B ("**Easement Vacation Application**" dated September 12, 2025) all in accordance with the terms and conditions hereinafter set forth; and,

WHEREAS, the Developer is anticipated to submit final plans that complete design of preliminary plans shown in Exhibit C for review to the City for all site improvements, and should they meet the requirements of the City and other agencies they will be approved for construction ("**Development Plans**"); and

WHEREAS, said plans will include certain public improvements that will include relocated the trunk storm sewer system and relocated sanitary sewer main that will be owned and maintained by the City after construction of the development is concluded ("**Developer Improvements**");

NOW, THEREFORE, in consideration of the premises and of the mutual promises and conditions hereinafter contained, it is hereby agreed as follows:

- 1. Developer and City Warranties:** Developer and City hereby warrant and represent the following:
 - a. Developer and City have the right, power, legal capacity and authority to enter into and perform their obligations under this Development Agreement, and no approvals or consents of any persons are necessary in connection with the authority of Developer and City to enter into and perform their obligations under this Development Agreement.
 - b. Developer and City are not in default under any lease, contract or agreement to which it is a party or by which it is bound which would affect performance under this Development Agreement. Developer and City are not parties to or bound by any mortgage, lien, lease, agreement, instrument, order, judgment or decree which would prohibit the execution or performance of this Development Agreement by Developer and City or prohibit any of the transactions provided for in this Development Agreement.
 - c. Developer and City have complied with and is not in violation of applicable federal, state or local statutes, laws, and regulations including, without limitation, permits and licenses and any applicable zoning, environmental or other law, ordinance or regulation affecting the Plans for Development and Developer Improvements; and Developer and City are not aware of any pending or threatened claim of any such violation.

- d. Developer and City will comply with all applicable statutes, laws, codes, rules and regulations of all federal, state and local agencies including, without limitation, permits and licenses and any applicable zoning, environmental or other law, ordinance or regulation affecting the Plans for Development and Developer Improvements.
- e. There is no suit, action, arbitration or legal, administrative or other proceeding or governmental investigation pending, or threatened against or affecting Developer or the Plans for Development and Developer Improvements. Developer and City are not in default with respect to any order, writ, injunction or decree of any federal, state, local or foreign court, department, agency or instrumentality.
- f. None of the representatives and warranties made by Developer or City or made in any exhibit hereto or memorandum or writing furnished or to be furnished by Developer or City or on their behalf contains or will contain any untrue statement of material fact or omit any material fact the omission of which would be misleading.
- g. To the best of Developer's knowledge, the Development Plans shall comply with all City, County, metropolitan, state and federal laws and regulations, including but not limited to subdivision ordinances, zoning ordinances and environmental regulations. Compliance with permitting and requirements may include, jointly and severally, the following:
 - i. Minnesota Department of Transportation
 - ii. Anoka County
 - iii. Anoka County Highway Department
 - iv. Minnesota Department of Health
 - v. Minnesota Pollution Control Agency
 - vi. State of Minnesota
 - vii. Minnesota Department of Natural Resources
 - viii. Army Corps of Engineers
 - ix. Metropolitan Council
 - x. Coon Creek Watershed District
 - xi. Environmental Protection Agency
 - xii. Any other regulatory or governmental agency or entity affected by, or having jurisdiction over the Developer's Improvements.
- h. The Developer warrants all concrete required to be constructed by it under this Developer Agreement against defective material and faulty workmanship for a period of two (2) years and all other Improvements required to be performed by Developer under this Developer Agreement against defective material and faulty workmanship for a period of one (1) year after its completion and acceptance by the City. During the warranty period, the Developer shall be solely responsible for all costs of performing warranted repair work required by the City within thirty (30) days of notification. All trees, grass, and sod shall be warranted to be alive, of good quality, and disease free for one year after planting. Any replacements under warranty shall be similarly warranted for one (1) year from the time of planting. In addition, the warranty period for drainage and erosion control improvements shall be for the applicable two (2) years or one (1) year depending upon whether they are constructed of concrete or other materials after completion and acceptance by the City; the warranty for the drainage and erosion control improvements shall also include the obligation of the Developer to repair and correct any warranted deficiency with respect to such improvements. Developer will faithfully provide uninhibited access for warranty inspections to City through the term of all warranties.
- i. The Developer shall obtain in a timely manner and pay for all required permits, licenses and approvals, and shall meet, in a timely manner, all requirements of all applicable, local, state

and federal laws and regulations which must be obtained or met before the Developer Improvements may be lawfully constructed.

- j. Within 30 days of execution, Developer will file this agreement with the Anoka County Recorder's Office.
- k. Developer owns fee title to the property made the subject of the Development. The Developer is solely responsible for all costs associated with acquisition, transfer, defense and maintenance of title to the property.

2. **Notice:** Notice given by one party to the other if in writing and if and when delivered or tendered shall be either in person or by depositing it in the United States mail in a sealed envelope, by certified mail, return receipt requested, with postage and postal charges prepaid, addressed as follows:

If to City: City of Fridley
 Attention: Director of Public Works
 7071 University Avenue, N.E.
 Fridley, MN 55432

If to Developer: Endeavor Development, LLC
 200 Southdale Center
 Minneapolis MN 55435

or to such other address as the party addressed shall have previously designated by notice given in accordance with this Section. Notices shall be deemed to have been duly given on the date of service if served personally on the party to whom notice is to be given, or on the third day after mailing if mailed as provided above, provided, that a notice not given as above shall, if it is in writing, be deemed given if and when actually received by a party.

3. **Escrow:** The forms of security that are intended to permit the City to complete the Developer Improvements in the event that Developer is unable to complete them will be one of the following. The Escrow will include both an amount for construction of the Developer Improvements as well as an Engineering Escrow component to reimburse the City for engineering inspection fees at the City's Consultant standard rates charged for such tasks.

The Developer will fully and faithfully comply with all terms and conditions of any and all contracts entered into by the Developer for the installation and construction of all Developer Improvements. Concurrently with the execution of this Agreement, for the purpose of guaranteeing the performance by Developer of the construction of the Developer Improvements in a timely and proper manner, Developer or its general contractor shall furnish the City with the security defined in this section in the form of one the following as determined by Developer:

Escrow amounts required to comply with this agreement shall be given in amounts determined to be sufficient to reasonably ensure compliance in the construction of the following Developer Improvements:

- a. Future City Maintained Improvements (storm water system improvements and sanitary sewer main improvements, along with all grading, demolition, restoration and other associated costs): 25% of costs as estimated or bid.

- b. Erosion control, traffic control and other general construction costs: 125% of costs as estimated or bid.
- c. Engineering Escrow: 15% of total costs as estimated or bid.

Escrow may take the form of the following:

- d. Performance Bond to the City of Fridley in a form to be approved by the City Attorney;
- e. Cash Deposit;
- f. Letter of Credit;
- g. Any other form of security approved by the City.

The Security provided by the Developer shall be issued for a period of time not less than one (1) year in duration and shall be reduced as set forth herein. With City administrative approval, the Security shall be reduced from time to time as Developer Improvements are completed and financial obligations are paid, but in no case shall the security be reduced to a point less than 10% of the original estimated construction costs of the Development Improvements until: (1) all Developer Improvements have been completed; (2) all financial obligations to the City satisfied; and (3) the required "as-built" drawings have been received by the City. Any reduction in the Security shall be made after City approves Developer's written notice requesting a reduction in the Security. The Developer notice shall include evidence of completion and payment of the Developer Improvements for which a reduction is requested, together with the cost of the completed Developer Improvements. The City shall inspect the improvements and evidence provided by the Developer and shall approve or deny any requested reduction in the Security with specific reasons for denial within 30 days.

The bank and form of the Escrow shall be subject to approval by the City Finance Director and City Attorney and shall continue to be in full force and effect until released by the City. The term of surety shall be no less than two (2) years and further provide that any form of surety states that at least sixty (60) days prior to the expiration date the issuer will notify the City if the issuer elects not to renew for an additional period.

The City shall use the Escrow proceeds to reimburse the City for its costs and to cause the Developer Improvements to be constructed to the extent practicable; if the City determines that such Developer Improvements have been constructed and after retaining five percent (5%) of the proceeds for later distribution, the remaining proceeds shall be distributed to the Developer.

With City approval, Escrow may be reduced pursuant to from time to time as financial obligations are paid. Periodically, upon the Developer's written request and upon completion by the Developer and acceptance by the City of any specific Developer Improvements, ninety-five percent (95%) of that portion of the Escrow covering those specific completed improvements only shall be released. The final five percent (5%) of that portion of the Escrow, for those specific completed improvements shall be held until acceptance by the City and expiration of the warranty period; in the alternative, the Developer may post a bond satisfactory to the City with respect to the final five percent (5%).

The City may draw down the Security for any violation of the terms of this Agreement upon written notice and 30-day opportunity to commence and continue to cure any default provided to Developer, and notice as required under the letter of credit. If the Security is drawn down, the draw shall be used to cure the default. Additionally, Developer guarantees and agrees that, should the City of Fridley need to apply a claim on said Security, that Developer shall pay all attorney's fees and administrative expenses associated with said action.

- 4. Developer Improvements:** The Developer shall purchase, construct, and install, at its own cost, the Developer Improvements in accord with final permitted plans. The Developer is responsible for providing all equipment, labor, materials, and work needed to complete the Developer Improvements, including project management, administration, design, construction, inspection, and closeout activities to the satisfaction of the City. The Developer Improvements shall be completed by December 31, 2026, except as completion may be extended by subsequent written action of the City. Failure of the City to promptly take action to enforce this Developer Agreement after expiration of time by which the Developer Improvements are to be completed shall not waive or release any rights of the City; the City may take action at any time thereafter, and the terms of this contract shall be deemed to be automatically extended until such time as the Developer Improvements are completed to the City's satisfaction.
- a. The Developer shall insure that adequate and suitable ground material shall exist in the areas of Developer Improvements and shall guarantee the removal, replacement or repair of substandard or unstable material. The cost of removal, replacement or repair is the responsibility of the Developer.
 - b. The Developer shall construct drainage facilities adequate to serve the Development in accord with the Development Plans. The Developer agrees to grant to the City all necessary easements for the preservation of the drainage system, for drainage basins, and for utility service. All such easements required by the City shall be recorded with the Anoka County Recorder's Office on the standard easement form of the City, and on such other terms and conditions as the City shall determine; such easements shall be delivered to the City prior to the start of construction. The grading and drainage plan shall include building elevations, drainage swales to be sodded, storm sewer, catch basins, erosion control structures and ponding areas necessary to conform with the overall City storm sewer plan, City Surface Water Management Plan, and plans approved by the applicable watershed management organizations or districts. The grading of the site shall be completed in conformance with the Development Plans. In the event that the Developer fails to complete the grading of the site in conformance with the Development Plans by the stipulated date, the City may declare the Developer in default.
 - c. The Developer shall clear, on a daily basis, any soil, earth or debris from public rights-of-ways and easements within or adjacent to the Development resulting from the grading or building on the land within or adjacent to the Development by the Developer or its agents, and shall restore to the City's specifications any gravel base contaminated by mixing construction or excavation debris, or earth in it, and repair to the City's specifications any damage to right-of-way or easement improvements resulting from the use of construction equipment. Furthermore, the Developer shall maintain reasonable access to any occupied buildings within the Development, including necessary street maintenance such as grading, graveling, patching and snow removal, prior to the installation and acceptance of permanent street surfacing.
 - d. No occupancy of any building in the Development shall occur until the public water, drainage, and sanitary sewer improvements have been installed and the parking areas for said building within the Development have been adequately graded and the gravel sub-base and base course of bituminous for the parking areas for said building have been constructed for said building within the Development and such improvements have been inspected and approved by the City and are determined by the City to be available for use.
 - e. The Developer at its expense shall construct concrete or bituminous surface driveway approach areas for the Property in accordance with City approved standards.

- f. The Developer shall comply with City ordinances and policies related to preservation of vegetation and trees and specifically shall exercise reasonable efforts in residential areas to save mature, undiseased trees and vegetation on the subject land which do not have to be removed for the reasonable installation of buildings, streets, sidewalks, utilities or drainage improvements, construction activities related thereto, or site grading. Prior to any excavation, the Developer shall mark the trees to be saved with a red band and protect such trees by snow fences or other suitable enclosures. All diseased trees shall be removed according to City requirements.
- g. Site landscaping shall be in accordance with the Development Plans.
- h. The Developer shall provide and follow a plan for erosion control and pond maintenance in accord with the Minnesota Pollution Control Agency (MPCA) Construction Stormwater Permit, Best Management Practices (BMP) as delineated in the Minnesota Stormwater Manual (MPCA), Coon Creek Watershed District and City MS4 requirements. Such plan shall be detailed on the Development Plans and shall be subject to approval of the City. The Developer shall install and maintain such erosion control structures as appear necessary under the Development Plans or become necessary subsequent thereto. The Developer shall be responsible for all damage caused as the result of grading and excavation within the PLAT including, but not limited to, restoration of existing control structures and clean-up of public right-of-way, until all lots are final graded and improvements are completed. As a portion of the erosion control plan, the Developer shall re-seed or sod any disturbed areas in accordance with the Development Plans. The City reserves the right to perform any necessary erosion control or restoration as required, if these requirements are not complied with after notice by the City, or by notice in accordance with its ordinances. The Developer shall be financially responsible for payment for this extra work. In addition:
 - i. The Developer shall control soil erosion ensuring:
 - 1. The Developer has submitted an erosion control plan, detailing all erosion control measures to be implemented during construction as part of the Plans.
 - 2. Appropriate control measures as required by the City Engineering Department shall be installed prior to development and as may be necessary to control erosion.
 - 3. Land shall be developed such that adequate erosion and siltation controls can be provided as construction progresses.
 - 4. The Developer shall not locate its equipment within the public right-of-way adjacent to this development without the express written consent of the Public Works Director.
 - i. The Developer will construct at Developer's expense the following improvements according to the terms and conditions incorporated in this Developer Agreement:
 - i. The Developer shall purchase, install, and construct all improvements incorporated in the Development Plans once approved and permitted. Any changes to the Plans during construction shall be submitted to the City for approval and no changes shall be made by the Developer until approval is obtained from the City.
 - ii. The Developer shall be responsible for maintaining the location of and protecting all existing utilities, including curb stops, water services and sewer services. Any service or curb stop damaged as a result of the construction work being performed by the Developer or any of its contractors or subcontractors shall be repaired or replaced, at the Developer's expense, as specified by the City. The Developer shall make all

- adjustments to the curb stops to bring them flush with the topsoil (after grading) or driveway surface.
- iii. The Developer shall be responsible for street maintenance resulting from construction work being performed by the Developer or any of its contractors or subcontractors, including maintenance of curbs, boulevards, sod and street sweeping until the project is complete. The Developer shall maintain all streets free of debris and soil that has resulted from the work being performed by the Developer or any of its contractors or subcontractors until the development is completed. Warning signs shall be placed when hazards develop in streets and directing attention to detours. The repair of any damage done to the streets or public utilities by Developer or any of its contractors or subcontractors, shall be at the cost of the Developer.
 - iv. The Developer shall dedicate by easement for storm water and sanitary sewer system improvements to the City via a separate easement agreement. The Developer shall be responsible for storm sewer cleaning and holding pond dredging within the Development, as required, by the City under a separate maintenance agreement. The City and Developer shall enter into drainage, utility, and storm water holding pond easements prior to issuance of a certificate of occupancy for the Development in a form provided by the City. The easement shall be recorded against the Development.
 - v. The Developer shall be responsible for securing all necessary approvals and permits from all appropriate federal, state, regional and local jurisdictions prior to the commencement of site grading or construction.
 - vi. The Developer shall submit a plan for Tree Protection and Clearing prior to the clearing operation being initiated, all clearing limits and trees to be protected as determined by Developer shall be clearly marked. Tree protection fencing shall be installed and maintained until after grading is complete.
 - vii. Warranty of Title. By its execution hereof, Developer hereby warrants and represents that it has the exclusive and marketable fee title to the subject property. Developer further warrants and represents that there are no liens or encumbrances against the title, and that it is fully authorized to execute this agreement as the fee owner of the subject lands.
 - viii. All construction shall meet the requirements of City of Fridley standard details, including componentry and method of installation.

5. Construction of Developer Improvements.

- a. The construction, installation, materials and equipment related to Developer Improvements shall be in accord with the Development Plans once permitted. The Developer shall cause the contractor(s) to furnish the City a written schedule of proposed operations, subcontractors and material suppliers, at least ten (10) days prior to commencement of construction work. The Developer shall notify the City in writing, coordinate and hold a pre-construction conference with all affected parties at least five (5) days prior to starting construction of any Developer Improvements. The construction, installation, materials and equipment shall be in accordance with the plans and specifications approved by the City and, where appropriate, any other governmental agencies having jurisdiction.
- b. Warranty. Developer hereby guarantees the workmanship and materials for a period of one year following the City's final written administrative acceptance of the Developer Improvements; provided that the City shall inspect and administratively accept or reject the

Developer Improvements in writing within 30 days after notice of completion from the Developer. Security shall be reduced to 10% during the one-year warranty period.

- c. Binding Effect. The terms and provisions hereof shall be binding upon and inure to the benefit of the heirs, representatives, successors and assigns of the parties hereto and shall be binding upon all future owners of all or any part of the Development and shall be deemed covenants running with the land. References herein to Developer, if there is more than one, shall mean each and all of them. The Agreement, at the option of the City, shall be placed on record so as to give notice hereof to subsequent purchasers and encumbrances of all or any part of the Development and all recording fees, if any, shall be paid by the Developer.

6. General Requirements

- a. Landscaping. A final landscaping plan will be submitted for City approval, which will be required prior to construction start. Plants and ground cover which are shown on the approved landscape plan and which have died within one (1) year after completion and acceptance by the City shall be replaced as soon as seasonal or weather conditions allow.
- b. The Developer, owner, tenant and their respective agents shall be jointly and responsible for the maintenance of the site in a condition presenting a healthy, neat and orderly appearance and free from refuse and debris.
- c. Trash receptacles and sanitation shall be provided by the Developer's contractor and maintained so that all waste is contained on the site.
- d. A right-of-way permit and traffic control plan shall be submitted by the Developer and submitted and subject to review and specific approval of the City which will be obtained before any construction start.
- e. Certificate of Occupancy. After the Developer has completed the construction of the Developer Improvements and other work required of it under this Agreement, the City shall issue a certificate of occupancy with 21 days after written request from the Developer or other lot owner within the Development, unless denied as set forth below. The certificate of occupancy shall be in recordable form and may be recorded against the Development. Upon issuance of a certificate of occupancy, the Developer, its successors and assigns, and all future owners of the property shall be released from all obligations to construct the Developer Improvements under this Agreement, except that any warranty and maintenance obligations remaining thereafter shall continue to remain. If the City shall refuse or deny to provide a certificate of occupancy in accordance with the provisions of this Section, the City shall provide the requesting party with a written statement indicating in detail in what respects the construction of the Developer Improvements are not completed, or any other failure or default under this Agreement, and what measures or acts will be necessary, in the opinion of the City, in order to obtain a certificate of occupancy. The written refusal or denial of the issuance of a certificate of occupancy shall be provided by the City within the same 21- day period during which a certificate of occupancy would be issued.
- f. Transfer of Property. In the event that the Developer sells the Development to a third party, then, within 15 days after request by Developer, the City shall acknowledge and certify certain facts in connection with this Agreement and the status of construction of the Developer Improvements. The City shall provide this certification to Developer and any potential buyer of the Development. The certification shall reference the following: (i) that the Developer and buyer may rely on the representations and agreements made by the City in the certification; (ii) the status of the completion of the Developer Improvements; (iii) the amount of any Security remaining and that any remaining amounts will be returned to

Developer and not the buyer; (iv) that the Developer and not the buyer remain responsible for obligations under this Agreement, and that buyer and any subsequent owners of the Development are hereby released from all obligations under this Agreement; (v) whether or not there exists any defaults, events of default, or conditions which with the passage of time or giving of notice would constitute a default under this Agreement; and (vi) if applicable, that this Agreement is completed and hereby terminated and of no further force and effect.

- 7. Inspection:** Developer shall retain qualified full-time inspection services acceptable to City. Developer shall provide the City with an inspection plan including qualifications of firm(s), personnel proposed and planned schedule of inspections. If City disapproves of the plan, personnel, firm, or planned schedule of inspections, Developer shall modify the same and resubmit to City. Developer is responsible for providing inspections in accordance with its approved inspection plan. Developer shall ensure City is regularly provided with a copy of all shop drawings, material bills of lading, inspection test results, reports, construction logs, meeting summaries, and any other documentation requested by the City.

The City shall be notified of all construction progress meetings, and be provided with all construction schedules, work directives, and change orders relating to the City IMPROVEMENTS and Developer Improvements installed by the Developer.

The City shall periodically inspect the work installed by the Developer, its contractors, subcontractors or agents. The Developer shall notify the City two (2) working days prior to the commencement of the laying of utility lines, subgrade preparation, the laying of gravel base for street construction or any other improvement work which shall be subsequently buried or covered to allow the City an opportunity to inspect such improvement work. Upon receipt of the notice, the City shall have a reasonable time, not to be less than one (1) working day, to inspect the improvements. Failure to notify the City to allow it to inspect the work shall result in the City's right to withhold and expend any portion of the escrow amount resulting from work being performed without the opportunity for adequate City inspection.

The Developer shall provide the City with the following submittals prior to acceptance of the work:

- a. One (1) copy of the detailed record plan "as built" drawings of the Developer Improvements shall be provided by the Developer in *.tiff, *.pdf, and/or CAD format, in accord with City standards no later than thirty (30) days after completion and acceptance of the Developer Improvements by the City, unless otherwise approved in writing by the City.
- b. all approved shop drawings,
- c. records of all materials testing,
- d. bills of lading,
- e. final quantity tabulations,
- f. affidavits of payments,
- g. certificates of completion,
- h. warranties,
- i. consents of sureties,
- j. ICR 134 contractor and subcontractor(s) withholding affidavit(s), and
- k. contractor and subcontractor lien waivers.

- 8. City Acceptance:** The Developer shall fully and faithfully comply with all terms of any and all contracts entered into by the Developer for the installation and construction of all of the Developer Improvements; and the Developer shall obtain lien waivers. Within thirty (30) days after notice from the City, the Developer agrees to repair or replace, as directed by the City and at the Developer's sole cost and expense, any work or materials relating to Developer Improvements that within the warranty periods become defective in the reasonable opinion of the City.

The Developer shall give notice to the City within ten (10) days once Developer Improvements have been completed in accord with this Development Agreement and the ordinances, City standards and specifications and the Development Plans. The City shall then inspect the Developer Improvements and notify the Developer of any Developer Improvements that do not conform. Upon compliance with this Development Agreement and City ordinances, standards and specifications, and the Development Plans, the Developer Improvements shall become the property of the City upon notice of acceptance by the City. After acceptance, the Developer Improvements become the property of the City, and the Developer shall have no responsibility with respect to maintenance of the Developer Improvements except as provided in any Storm Water Facilities Maintenance Agreement. If the Developer Improvements do not conform, notice shall be given to the Developer of the need for repair or replacement.

- 9. Responsibility for Costs:** The Developer shall pay for the Developer Improvements, including but not limited to all engineering, auditing, appraisal, legal, surveying, advertising fees associated with the Developer Improvements; that is, all costs of persons doing work or furnishing skills, tools, machinery or materials, or insurance premiums, equipment or supplies and all just claims for the same to include engineering, audit, appraisals, legal, surveying, permits, advertising, etc.; and the City shall be under no obligation to pay the contractor, subcontractor, supplier, or consultant any sum whatsoever on account thereof, whether or not the City shall have approved the contract or subcontract.

The Developer shall pay the City for costs incurred in the enforcement of this Developer Agreement including engineering and attorneys' fees.

The Developer shall pay all bills from the City within thirty (30) days after billing. Bills not paid within thirty (30) days shall bear interest at the rate of eighteen percent 18% per year.

- 10. Indemnification of City.** From and after the execution of this Development Agreement and for a period of three years after the expiration of the Developer warranties, to the fullest extent permitted by law, Developer shall indemnify, defend and hold the City, its City Council, agents, employees, attorneys and representatives harmless against and in respect of any and all claims, demands, actions, suits, proceedings, losses, costs, expenses, obligations, liabilities, damages, recoveries, and deficiencies, including interest, penalties and attorneys' fees, that the City incurs or suffers, which arise out of, result from or relate to:
- a. breach by the Developer of the Developer warranties
 - b. failure of the Developer to timely construct the Developer Improvements according to the Development Plans and the City ordinances, standards and specifications;
 - c. failure by the Developer to observe or perform any covenant, condition, obligation or agreement on its part to be observed or performed under this Development Agreement;
 - d. failure by the Developer to pay contractors, subcontractors, laborers, or material suppliers;
 - e. failure by the Developer to pay for materials;

- f. approval by the City of the Development Plans;
- g. failure to obtain the necessary permits and authorizations to construct the Developer Improvements;
- h. permitting assistance with other agencies that the City provides;
- i. construction of the Development Improvements;
- j. delays in construction of the Developer Improvements;
- k. all costs and liabilities arising because permits were issued prior to the completion and acceptance of the Developer Improvements;
- l. any claims resulting from the delay in accepting the Developer Improvements.

11. City Remedies: If a Developer Default occurs that is not caused by acts of God, including, but not limited to floods, ice storms, blizzards, tornadoes, landslides, lightning and earthquakes (but not including reasonably anticipated weather conditions for the geographic area), riots, insurrections, war or civil disorder affecting the performance of work, blockades, power or other utility failures, and fires or explosions, the City shall give the Developer notice of the Developer Default and the Developer shall have ten (10) days to cure the Developer Default or such longer time as may be reasonable under the circumstances. If the Developer, after notice to it by the City, does not cure the Developer Default within ten (10) days or such longer time as may be reasonable under the circumstances, then the City may avail itself of any remedy afforded by law and any of the following remedies:

- a. the City may specifically enforce this DEVELOPMENT CONTRACT;
- b. the City may suspend any work, improvement or obligation to be performed by the City;
- c. the City may collect on the bond, irrevocable letter of credit, cash deposit, or other surety provided as Escrow in the amount reasonably determined to be necessary by the City to remedy the default and to reimburse the City for its attorneys' fees and other administrative expenses, and provided partial and multiple drawings are permitted under the terms and conditions of the irrevocable letter of credit otherwise the City may collect on the entirety of the irrevocable letter of credit;
- d. the City may suspend or deny building and occupancy permits for buildings within the Development;
- e. the City may, at its sole option, perform the work or improvements to be performed by the Developer, in which case the Developer shall within thirty (30) days after written billing by the City reimburse the City for any costs and expenses incurred by the City.
- f. In the event any agreement contained in this Development Agreement is breached by the Developer and thereafter waived in writing by the City, such waiver shall be limited to the particular breach so waived and shall not be deemed to waive any other concurrent, previous or subsequent breach hereunder. All waivers by the City must be in writing.
- g. No remedy herein conferred upon or reserved to the City shall be exclusive of any other available remedy or remedies, but each and every such remedy shall be cumulative and shall be in addition to every other remedy given under the Development Agreement now or hereafter existing at law or in equity or by statute. No delay or omission to exercise any right or power accruing upon any default shall impair any such right or power or shall be construed to be a waiver thereof, but any such right and power may be exercised from time to time and as often as may be deemed expedient. In order to entitle the City to exercise any remedy reserved to it, it shall not be necessary to give notice, other than the FORMAL NOTICE.
- h. Notwithstanding notice requirements or notice of the Developer Default, in the event of an emergency as determined by the City, resulting from the Developer Default, the City may

perform the work or improvement to be performed by the Developer without giving any notice to the Developer and without giving the Developer the minimum ten (10) day period to cure the Developer Default. In such case, the Developer shall within thirty (30) days after written billing by the City reimburse the City for any and all costs incurred by the City.

- 12. City's Duties:** The terms of this Development Agreement shall not be considered an affirmative duty upon the City to complete any Development Improvements.
- 13. No Third-Party Recourse:** Third parties shall have no recourse against the City or the Developer under this Development Agreement.
- 14. Validity:** If any portion, section, subsection, sentence, clause, paragraph or phrase of this Development Agreement is for any reason held to be invalid, such decision shall not affect the validity of the remaining portion of this Development Agreement.
- 15. Federal Agencies:** If the Developer requires any evidence of this Development Agreement for the purpose of escrow requirements of the Federal Housing Administration, the Veterans Administration, or any other United States government agency, the City will provide same at the request of the Developer so the escrow deposit, herein provided for, may be considered a deposit in lieu of the deposit normally made with such governmental agencies to guarantee the completion of required improvements.
- 16. Recording:** The Development Agreement shall be recorded by the Developer with the Anoka County Recorder's Office and Developer shall provide and execute any and all documents necessary to implement the recording.
- 17. Binding Agreement:** The parties mutually recognize and agree that all terms and conditions of this recordable Development Agreement shall run with the land herein described, and shall be binding upon the heirs, successors, administrators and assigns of the Developer. This Development Agreement shall also be binding on and apply to any title, right and interest of any property owner after the execution date of this Development Agreement or after the recording date of this Development Agreement. Individual property owners purchasing from Developer or Developer's assigns shall be subject to, but not be personally obligated to perform, Developer's obligations under this Development Agreement.
- 18. Assignment:** The Developer may not assign this Development Agreement without the written permission of the City Council. The Developer's obligations hereunder shall continue in full force and effect, even if the Developer sells the property, or any part of it.
- 19. Amendment and Waiver:** The parties hereto may by mutual written agreement amend this Development Agreement in any respect. Any party hereto may extend the time for the performance of any of the obligations of another, waive any inaccuracies in representations by another contained in this Development Agreement or in any document delivered pursuant hereto which inaccuracies would otherwise constitute a breach of this Development Agreement, waive compliance by another with any of the covenants contained in this Development Agreement, waive performance of any obligations by the other or waive the fulfillment of any condition that is precedent to the performance by the party so waiving of any of its obligations under this Development Agreement. Any agreement on the part of any party for any such amendment, extension or waiver must be in

writing. No waiver of any of the provisions of this Development Agreement shall be deemed, or shall constitute, a waiver of any other provisions, whether or not similar, nor shall any waiver constitute a continuing waiver.

- 20. Governing Law:** This Development Agreement shall be governed by and construed in accordance with the laws of the State of Minnesota.
- 21. Counterparts:** This Development Agreement may be executed in any number of counterparts, each of which shall be deemed an original but all of which shall constitute one and the same instrument.
- 22. Headings:** The subject headings of the paragraphs and subparagraphs of this Development Agreement are included for purposes of convenience only and shall not affect the construction of interpretation of any of its provisions.
- 23. Inconsistency.** If the Development Plans are inconsistent with the words of this Development Agreement or if the obligation imposed hereunder upon the Developer are inconsistent, then that provision or term which imposes a greater and more demanding obligation on the Developer shall prevail.
- 24. Access:** The Developer hereby grants to the City, its agents, employees, officers, and contractors a license to enter the PLAT to perform all work and inspections deemed appropriate by the City during the installation and through the warranty period(s) of Developer Improvements.
- 25. Term:** The term of this Development Agreement shall commence upon the date the Development Agreement has been executed by both Developer and City and shall continue until such time that Developer has performed and fulfilled all of its duties and obligations as set forth herein and in any amendment to this DEVELOPMENT CONTRACT. Upon Developer's completion of Developer Improvements, City's acceptance of the Developer Improvements pursuant to this Development Agreement, and the expiration of all warranties related to Developer Improvements set forth in this Development Agreement, the City shall promptly provide Developer with a resolution releasing the Development property from the Development Agreement and its terms and conditions, save and except from the indemnification set forth in this Development Agreement, which shall expire three (3) years after the City's acceptance of the Developer Improvements.

[The remainder of this page has been intentionally left blank]

IN WITNESS WHEREOF, the City and Developer have caused this Development Agreement to be duly executed on the date and year first above written.

CITY OF FRIDLEY (City)

By: _____
David Ostwald, Mayor

By: _____
Walter Wysopal, City Manager

STATE OF MINNESOTA)
) ss. City of Fridley
COUNTY OF ANOKA)

On this ____ day of _____, 20 __, before me a Notary Public within and for said County, personally appeared David Ostwald and Walter Wysopal to me personally known, who being each by me duly sworn, each did say that they are respectively the Mayor and City Manager of the City of Fridley, the municipality named in the foregoing instrument, and that the seal affixed to said instrument was signed and sealed in behalf of said municipality by authority of its City Council and said Mayor and City Manager acknowledged said instrument to be the free act and deed of said municipality.

Notary Public

Endeavor Development, LLC (Developer)

By: _____

Name: _____

Its: _____

By: _____

Name: _____

Its: _____

STATE OF MINNESOTA)

) ss.

Endeavor Development, LLC

COUNTY OF _____)

On this ____ day of _____, 20____, before me a Notary Public within and for said County, personally appeared _____ to me personally known, who being by me duly sworn, did say that he is the _____ of Endeavor Development, LLC, the named in the foregoing instrument, and that said instrument was signed on behalf of said _____ authority of its _____ and said _____ acknowledged said instrument to be the free act and deed of _____.

Notary Public

Exhibit A to Development Agreement
Legal Description of Development

Real property in the City of Fridley, County of Anoka, State of Minnesota, described as follows:

Lot 3 and Lot 4, Block 4, COMMERCE PARK, according to the recorded plat thereof, Anoka County, Minnesota.

(Abstract Property)

Exhibit B to Development Agreement
Easement Vacation Application

River Edge Business Center

7350 Commerce Lane NE, Fridley, MN 55435

Easement Vacation Application

September 12th, 2025

Endeavor Development (the “Applicant”) is requesting to vacate two (2) easements at 7350 Commerce Lane NE to accommodate the development of a new 250,224 square foot warehouse/distribution center (referred to as “River Edge Business Center”). River Edge Business Center will transform the existing property and bring many benefits to the community. These benefits include bolstering the tax base, creation of jobs and improvements to public utilities/stormwater management facilities.

The existing onsite improvements will be demolished, and public utilities will be rerouted to make way for the new construction. The proposed storm water treatment facility will upgrade areawide capabilities and reduce flood potential. A sample building rendering and site plan for River Edge Business Center are attached in **Exhibit A** and **Exhibit B**.

The Applicant is requesting to vacate the following easement to accommodate the development:

1. Drainage and Utility Easement depicted in **Exhibit C**
2. Ingress and Egress Easement depicted in **Exhibit D**

The existing legal description of the property is also included as **Exhibit E**. Refer to ALTA Survey (also included in submittal) for depiction of existing Easement.

The Applicant is proposing to replace the vacated easements with a new Drainage and Utility Easement and a new Access Easement to allow the City of Fridley and authorized representatives continued access for maintenance and repair. The proposed easements are depicted in **Exhibit F** and **Exhibit G**.

Exhibit A

Renderings



Site Plan

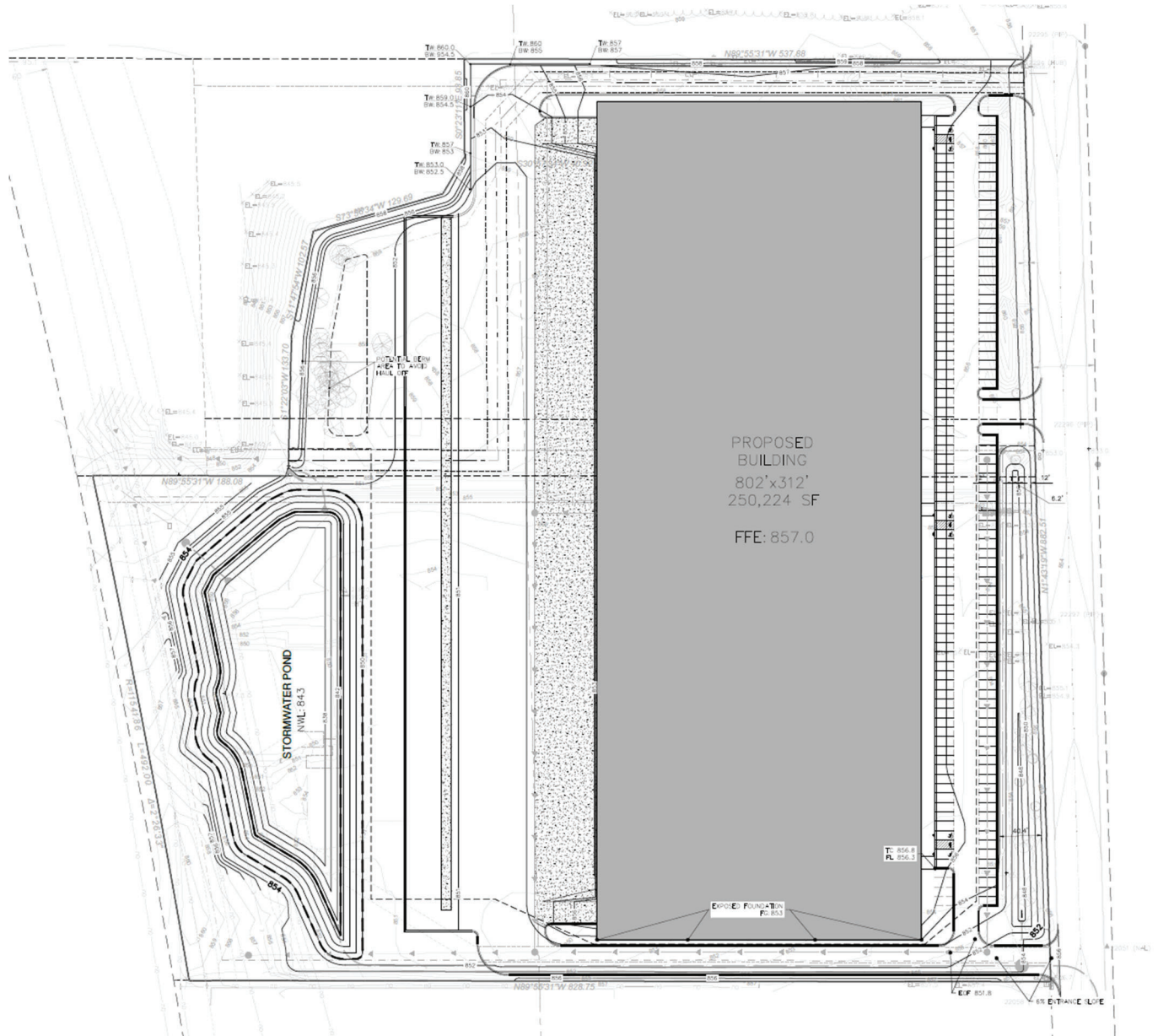
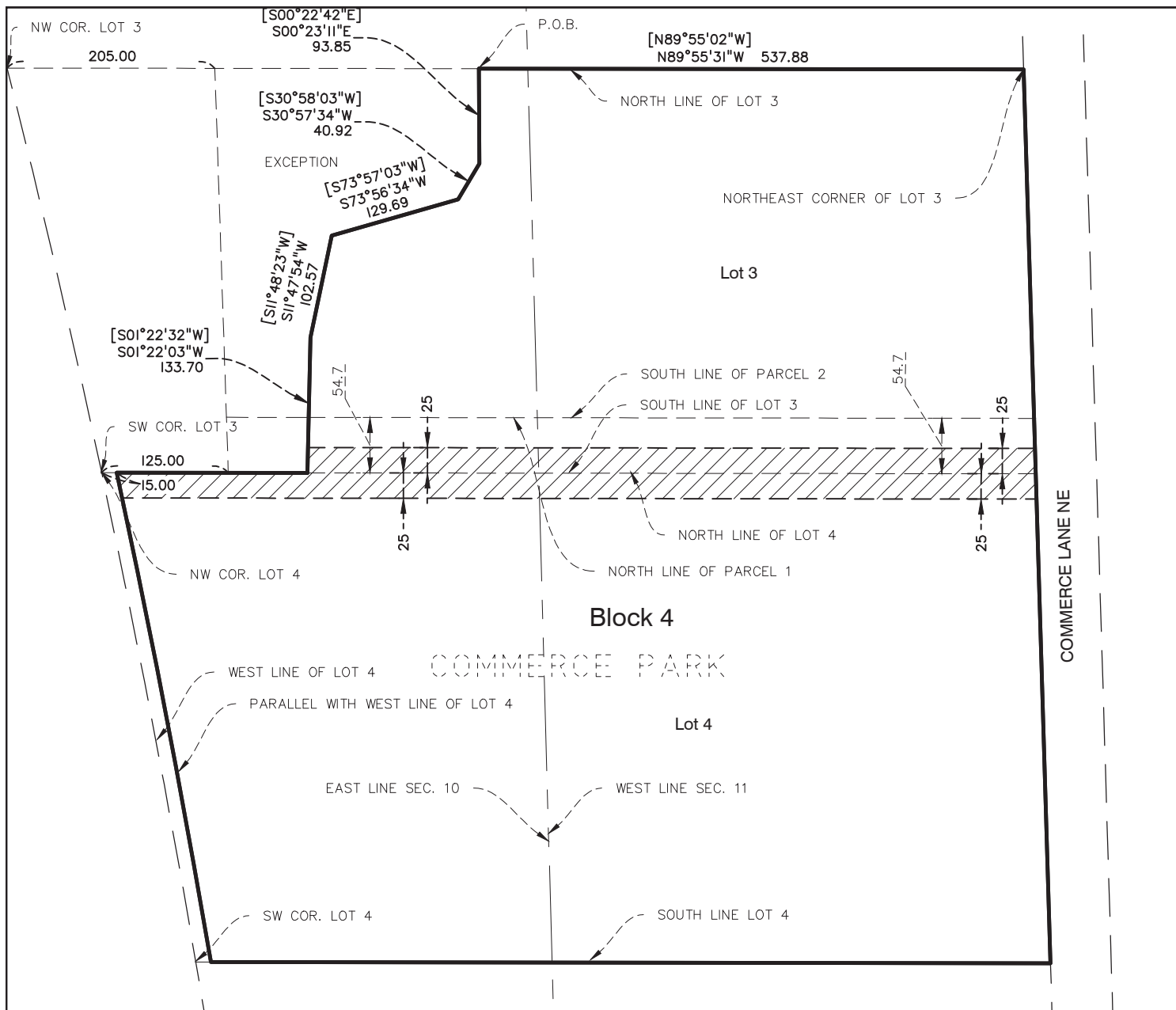


Exhibit C

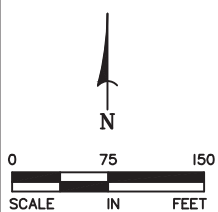
Request to Vacate Drainage and Utility Easement



EASEMENT
VACATION AREA

[]

DENOTES DEED DIMENSION



SHEET 1 OF 2 SHEETS

Design File: 4000821	Checked By: DPE
Dwg Name: ESMT VACATION.dwg	Drawn By: DPE
Date: 9/26/25	Scale: 1"=75'

DRAINAGE AND UTILITY EASEMENT VACATION
RIVER EDGE BUSINESS CENTER
FRIDLEY, MINNESOTA



Alliant Engineering, Inc.
 733 Marquette Ave, Ste 700
 Minneapolis, MN 55402
 612.758.3080 MAIN
 612.758.3099 FAX
 www.alliant-inc.com

DESCRIPTION OF EASEMENT TO BE VACATED

The drainage and utility easement per the plat of COMMERCE PARK, according to the recorded plat thereof, Anoka County, Minnesota, embraced within the following described land:

Parcel 1:

That part of Lot 4, Block 4, COMMERCE PARK, according to the recorded plat thereof, Anoka County, Minnesota, lying east of the following described line:

Beginning at a point on the north line of said Lot 4, distant 15.00 feet east of the northwest corner of said Lot 4; thence southerly parallel to the west line of said Lot 4 to the south line of said Lot 4; and there terminating.

AND

The South 54.70 feet of Lot 3, Block 4, COMMERCE PARK, according to the recorded plat thereof, Anoka County, Minnesota, lying East of the following described line.

Beginning at a point on the north line of said Lot 3, distant 205.00 feet east of the northwest corner of said Lot 3, thence southerly to a point on the south line of said Lot 3, distant 125.00 feet east of the Southwest corner of said Lot 3; and there terminating.

EXCEPT:

That part of Lot 3, Block 4, COMMERCE PARK, lying in Section 10, Township 30, Range 24, according to the recorded plat thereof, Anoka County, Minnesota, and which lies east of a line beginning at a point on the north line of said Lot 3 being 205.00 feet east of the northwest corner of said Lot 3; thence southerly to a point on the south line of said Lot 3 being 125.00 feet east of the southwest corner of said Lot 3 and which lies northwesterly of the following described line:

Commencing at the northeast corner of said Lot 3; thence North 89 degrees 55 minutes 02 seconds West, along the north line of said Lot 3, a distance of 537.88 feet to the point of beginning; thence South 00 degrees 22 minutes 42 seconds East a distance of 93.85 feet; thence South 30 degrees 58 minutes 03 seconds West a distance of 40.92 feet; thence South 73 degrees 57 minutes 03 seconds West, a distance of 129.69 feet; thence South 11 degrees 48 minutes 23 seconds West a distance of 102.57 feet; thence South 01 degree 22 minutes 32 seconds West a distance of 133.70 feet to the south line of said Lot 3; and said line there terminating.

Parcel 2:

That part of Lot 3, Block 4, COMMERCE PARK, according to the recorded plat thereof, Anoka County, Minnesota, lying north of the South 54.70 feet of said Lot 3 and east of the following described line:

Beginning at a point on the north line of said Lot 3, distant 205.00 feet east of the Northwest corner of said Lot 3; thence southerly to a point on the south line of said Lot 3, distant 125.00 feet east of the Southwest corner of said Lot 3 and there terminating.

EXCEPT:

That part of Lot 3, Block 4, COMMERCE PARK, lying in Section 10, Township 30, Range 24, according to the recorded plat thereof, Anoka County, Minnesota, and which lies east of a line beginning at a point on the north line of said Lot 3 being 205.00 feet east of the northwest corner of said Lot 3; thence southerly to a point on the south line of said Lot 3 being 125.00 feet east of the southwest corner of said Lot 3 and which lies northwesterly of the following described line:

Commencing at the northeast corner of said Lot 3; thence North 89 degrees 55 minutes 02 seconds West, along the north line of said Lot 3, a distance of 537.88 feet to the point of beginning; thence South 00 degrees 22 minutes 42 seconds East a distance of 93.85 feet; thence South 30 degrees 58 minutes 03 seconds West a distance of 40.92 feet; thence South 73 degrees 57 minutes 03 seconds West, a distance of 129.69 feet; thence South 11 degrees 48 minutes 23 seconds West a distance of 102.57 feet; thence South 01 degree 22 minutes 32 seconds West a distance of 133.70 feet to the south line of said Lot 3; and said line there terminating.

SHEET 2 OF 2 SHEETS

Design File: 4000821	Checked By: DPE
Dwg Name: ESMT VACATION.dwg	Drawn By: DPE
Date: 9/26/25	Scale: 1" = 75'

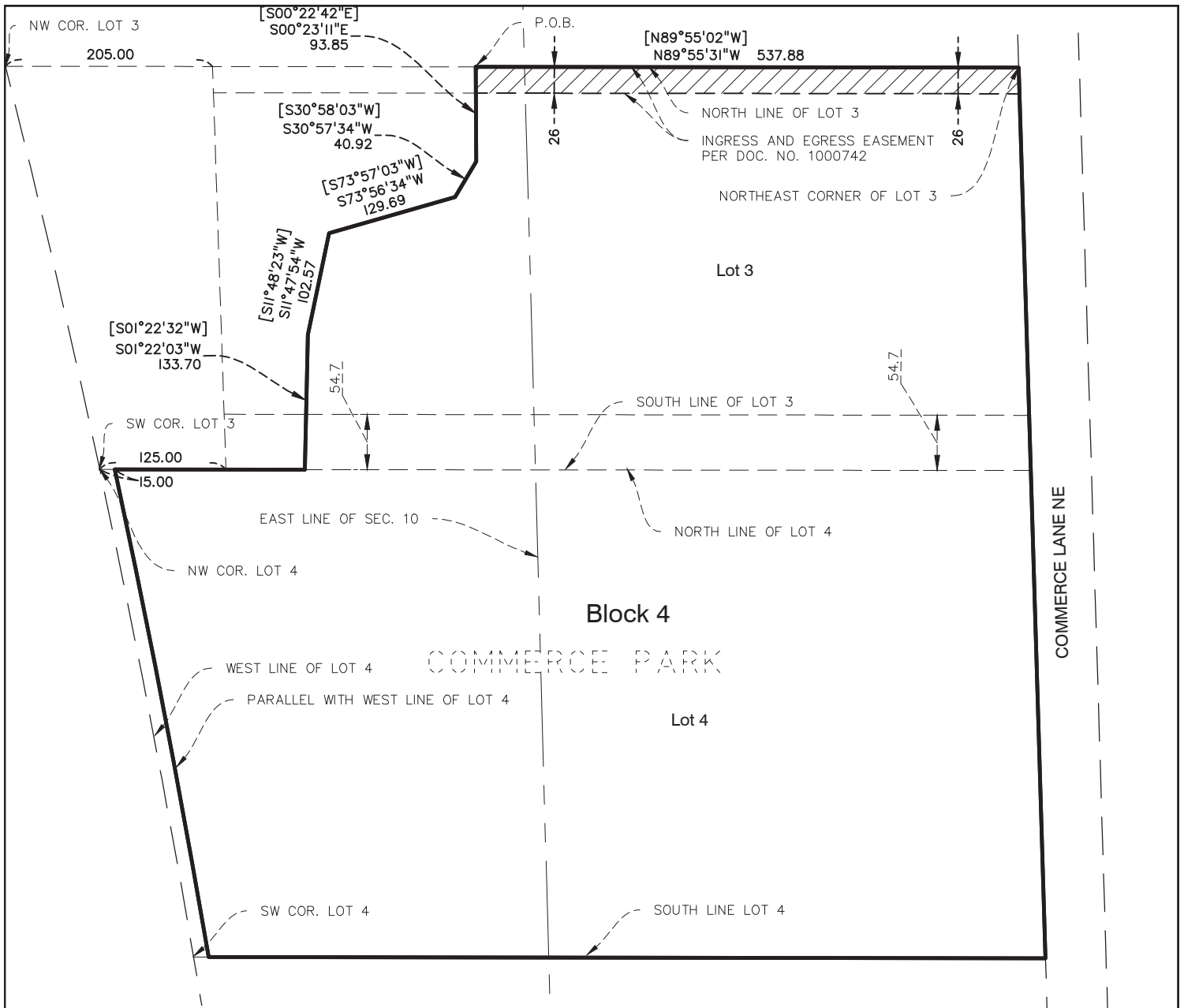
DRAINAGE AND UTILITY EASEMENT VACATION
RIVER EDGE BUSINESS CENTER
FRIDLEY, MINNESOTA



Alliant Engineering, Inc.
733 Marquette Ave, Ste 700
Minneapolis, MN 55402
612.758.3080 MAIN
612.758.3099 FAX
www.alliant-inc.com

Exhibit D

Request to Vacate Ingress and Egress Easement



EASEMENT
VACATION AREA

[]

DENOTES DEED DIMENSION



N

0 75 150
SCALE IN FEET

SHEET 1 OF 2 SHEETS

Design File: 4000821	Checked By: DPE
Dwg Name: ESMT VACATION.dwg	Drawn By: DPE
Date: 9/24/25	Scale: 1"=75'

INGRESS AND EASEMENT EASEMENT VACATION
RIVER EDGE BUSINESS CENTER
FRIDLEY, MINNESOTA



Alliant Engineering, Inc.
733 Marquette Ave, Ste 700
Minneapolis, MN 55402
612.758.3080 MAIN
612.758.3099 FAX
www.alliant-inc.com

DESCRIPTION OF EASEMENT TO BE VACATED

That part of the ingress and egress easement over the north 26.00 feet of Lot 3, Block 4, COMMERCE PARK, according to the recorded plat thereof, Anoka County, Minnesota, as described in Document No. 1000742, on file and of record in the Office of the County Recorder, said county, that is embraced within the following described property:

That part of Lot 3, Block 4, COMMERCE PARK, according to the recorded plat thereof, Anoka County, Minnesota, lying north of the South 54.70 feet of said Lot 3 and east of the following described line:

Beginning at a point on the north line of said Lot 3, distant 205.00 feet east of the Northwest corner of said Lot 3; thence southerly to a point on the south line of said Lot 3, distant 125.00 feet east of the Southwest corner of said Lot 3 and there terminating.

EXCEPT:

That part of Lot 3, Block 4, COMMERCE PARK, lying in Section 10, Township 30, Range 24, according to the recorded plat thereof, Anoka County, Minnesota, and which lies east of a line beginning at a point on the north line of said Lot 3 being 205.00 feet east of the northwest corner of said Lot 3; thence southerly to a point on the south line of said Lot 3 being 125.00 feet east of the southwest corner of said Lot 3 and which lies northwesterly of the following described line:

Commencing at the northeast corner of said Lot 3; thence North 89 degrees 55 minutes 02 seconds West, along the north line of said Lot 3, a distance of 537.88 feet to the point of beginning; thence South 00 degrees 22 minutes 42 seconds East a distance of 93.85 feet; thence South 30 degrees 58 minutes 03 seconds West a distance of 40.92 feet; thence South 73 degrees 57 minutes 03 seconds West, a distance of 129.69 feet; thence South 11 degrees 48 minutes 23 seconds West a distance of 102.57 feet; thence South 01 degree 22 minutes 32 seconds West a distance of 133.70 feet to the south line of said Lot 3; and said line there terminating.

SHEET 2 OF 2 SHEETS

Design File: 4000821	Checked By: DPE	INGRESS AND EASEMENT EASEMENT VACATION RIVER EDGE BUSINESS CENTER FRIDLEY, MINNESOTA	 Alliant Engineering, Inc. 733 Marquette Ave, Ste 700 Minneapolis, MN 55402 612.758.3080 MAIN 612.758.3099 FAX www.alliant-inc.com
Dwg Name: ESMT VACATION.dwg	Drawn By: DPE		
Date: 9/24/25	Scale: 1" = 75'		

Exhibit E

Legal Description of Property

Real property in the City of Fridley, County of Anoka, State of Minnesota, described as follows:

Parcel 1:

That part of Lot 4, Block 4, COMMERCE PARK, according to the recorded plat thereof, Anoka County, Minnesota, lying east of the following described line:

Beginning at a point on the north line of said Lot 4, distant 15.00 feet east of the northwest corner of said Lot 4; thence southerly parallel to the west line of said Lot 4 to the south line of said Lot 4; and there terminating.

AND

The South 54.70 feet of Lot 3, Block 4, COMMERCE PARK, according to the recorded plat thereof, Anoka County, Minnesota, lying East of the following described line.

Beginning at a point on the north line of said Lot 3, distant 205.00 feet east of the northwest corner of said Lot 3, thence southerly to a point on the south line of said Lot 3, distant 125.00 feet east of the Southwest corner of said Lot 3; and there terminating.

EXCEPT:

That part of Lot 3, Block 4, COMMERCE PARK, lying in Section 10, Township 30, Range 24, according to the recorded plat thereof, Anoka County, Minnesota, and which lies east of a line beginning at a point on the north line of said Lot 3 being 205.00 feet east of the northwest corner of said Lot 3; thence southerly to a point on the south line of said Lot 3 being 125.00 feet east of the southwest corner of said Lot 3 and which lies northwesterly of the following described line:

Commencing at the northeast corner of said Lot 3; thence North 89 degrees 55 minutes 02 seconds West, along the north line of said Lot 3, a distance of 537.88 feet to the point of beginning; thence South 00 degrees 22 minutes 42 seconds East a distance of 93.85 feet; thence South 30 degrees 58 minutes 03 seconds West a distance of 40.92 feet; thence South 73 degrees 57 minutes 03 seconds West, a distance of 129.69 feet; thence South 11 degrees 48 minutes 23 seconds West a distance of 102.57 feet; thence South 01 degree 22 minutes 32 seconds West a distance of 133.70 feet to the south line of said Lot 3; and said line there terminating.

Parcel 2:

That part of Lot 3, Block 4, COMMERCE PARK, according to the recorded plat thereof, Anoka County, Minnesota, lying north of the South 54.70 feet of said Lot 3 and east of the following described line:

Beginning at a point on the north line of said Lot 3, distant 205.00 feet east of the Northwest corner of said Lot 3; thence southerly to a point on the south line of said Lot 3, distant 125.00 feet east of the Southwest corner of said Lot 3 and there terminating.

EXCEPT:

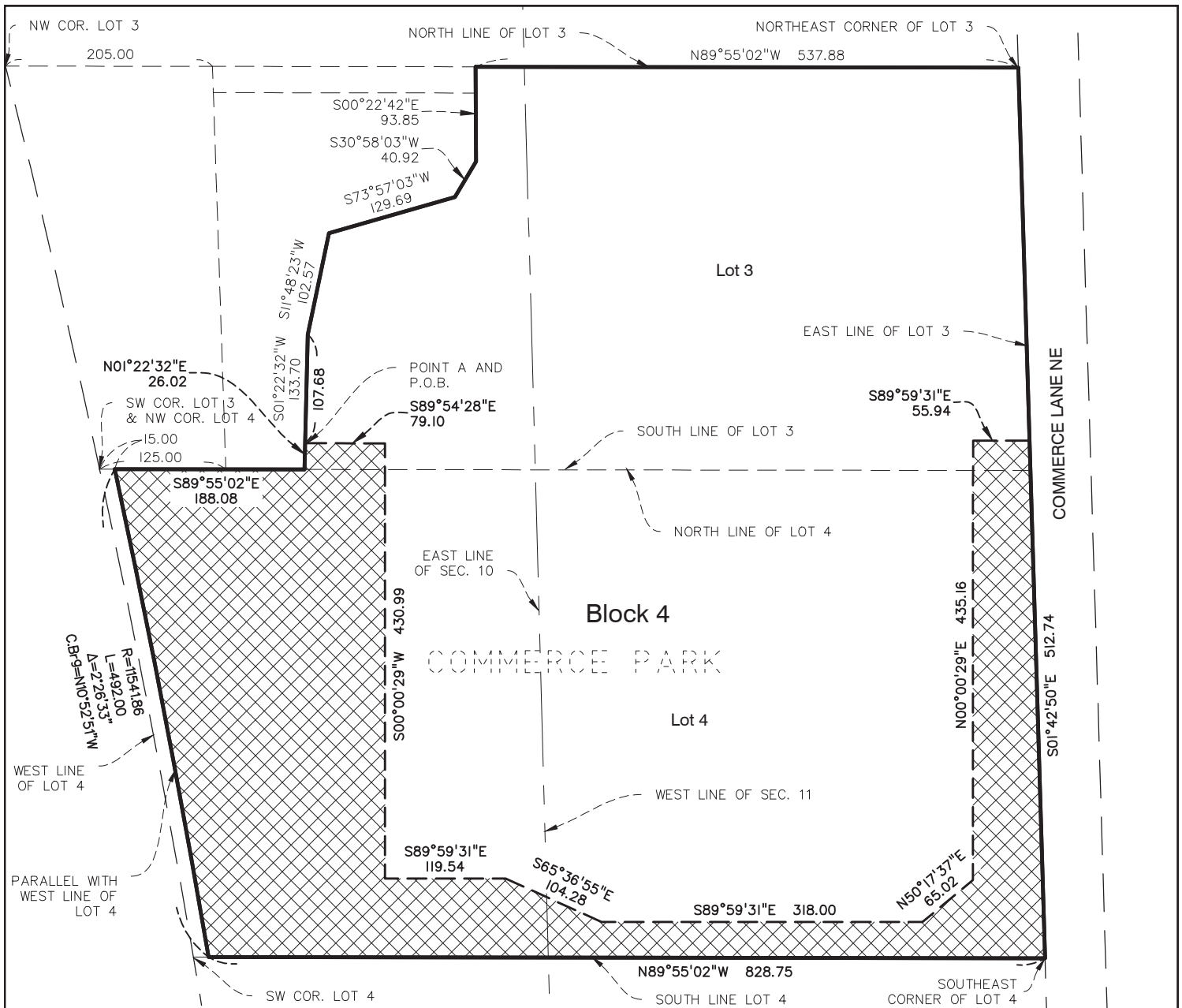
That part of Lot 3, Block 4, COMMERCE PARK, lying in Section 10, Township 30, Range 24, according to the recorded plat thereof, Anoka County, Minnesota, and which lies east of a line beginning at a point on the north line of said Lot 3 being 205.00 feet east of the northwest corner of said Lot 3; thence southerly to a point on the south line of said Lot 3 being 125.00 feet east of the southwest corner of said Lot 3 and which lies northwesterly of the following described line:

Commencing at the northeast corner of said Lot 3; thence North 89 degrees 55 minutes 02 seconds West, along the north line of said Lot 3, a distance of 537.88 feet to the point of beginning; thence South 00 degrees 22 minutes 42 seconds East a distance of 93.85 feet; thence South 30 degrees 58 minutes 03 seconds West a distance of 40.92 feet; thence South 73 degrees 57 minutes 03 seconds West, a distance of 129.69 feet; thence South 11 degrees 48 minutes 23 seconds West a distance of 102.57 feet; thence South 01 degree 22 minutes 32 seconds West a distance of 133.70 feet to the south line of said Lot 3; and said line there terminating.

(All Abstract Property)

Exhibit F

Proposed Drainage and Utility Easement



SHEET 1 OF 2 SHEETS

Design File: 4000821	Checked By: DPE
Dwg Name: D&U EASEMENT	Drawn By: DPE
Date: 9/26/25	Scale: 1" = 75'

DRAINAGE AND UTILITY EASEMENT
RIVER EDGE BUSINESS CENTER
FRIDLEY, MINNESOTA



Alliant Engineering, Inc.
733 Marquette Ave, Ste 700
Minneapolis, MN 55402
612.758.3080 MAIN
612.758.3099 FAX
www.alliant-inc.com

DESCRIPTION OF DRAINAGE AND UTILITY EASEMENT

An easement for drainage and utility purposes over, under, and across the following described property:

Those parts of Lot 3 and Lot 4, Block 4, COMMERCE PARK, lying in Section 11, Township 30, Range 24, according to the recorded plat thereof, Anoka County, Minnesota.

AND

That part of Lot 3, Block 4, COMMERCE PARK, lying in Section 10, Township 30, Range 24, according to the recorded plat thereof, Anoka County, Minnesota, which lies easterly of the following described line:

Commencing at the northeast corner of said Lot 3; thence North 89 degrees 55 minutes 02 seconds West, along the north line of said Lot 3, a distance of 537.88 feet to the point of beginning; thence South 00 degrees 22 minutes 42 seconds East a distance of 93.85 feet; thence South 30 degrees 58 minutes 03 seconds West a distance of 40.92 feet; thence South 73 degrees 57 minutes 03 seconds West, a distance of 129.69 feet; thence South 11 degrees 48 minutes 23 seconds West a distance of 102.57 feet; thence South 01 degree 22 minutes 32 seconds West a distance of 133.70 feet to the south line of said Lot 3; and said line there terminating.

AND

That part of Lot 4, Block 4, COMMERCE PARK, lying in Section 10, Township 30, Range 24, according to the recorded plat thereof, Anoka County, Minnesota, lying east of the following described line:

Beginning at a point on the north line of said Lot 4, distant 15.00 feet east of the northwest corner of said Lot 4; thence southerly parallel to the west line of said Lot 4 to the south line of said Lot 4; and there terminating.

Said easement is described as follows:

Commencing at the northeast corner of said Lot 3; thence North 89 degrees 55 minutes 02 seconds West, along the north line of said Lot 3, a distance of 537.88 feet; thence South 00 degrees 22 minutes 42 seconds East a distance of 93.85 feet; thence South 30 degrees 58 minutes 03 seconds West a distance of 40.92 feet; thence South 73 degrees 57 minutes 03 seconds West, a distance of 129.69 feet; thence South 11 degrees 48 minutes 23 seconds West a distance of 102.57 feet; thence South 01 degree 22 minutes 32 seconds West a distance of 107.68 feet to a point hereinafter referred to as Point A and the point of beginning; thence South 89 degrees 54 minutes 28 seconds East 79.10 feet; thence South 00 degrees 00 minutes 29 seconds West 430.99 feet; thence South 89 degrees 59 minutes 31 seconds East 119.54 feet; thence South 65 degrees 36 minutes 55 seconds East 104.28 feet; thence South 89 degrees 59 minutes 31 seconds East 318.00 feet; thence North 50 degrees 17 minutes 37 seconds East 65.02 feet; thence North 00 degrees 00 minutes 29 seconds East 435.16 feet; thence South 89 degrees 59 minutes 31 seconds East 55.94 feet to the east line of said Lot 3; thence South 01 degrees 42 minutes 50 seconds East 512.74 feet to the southeast corner of said Lot 4; thence North 89 degrees 55 minutes 02 seconds West, along the south line of said Lot 4, a distance of 828.75 feet to the southwest corner of the above described property; thence northerly 492.00 feet along the westerly line of said property, along a non-tangential curve concave to the west, having a radius of 11,541.86 feet, a central angle of 02 degrees 26 minutes 33 seconds, and a chord bearing of North 10 degrees 52 minutes 51 seconds West to the north line of said Lot 4; thence South 89 degrees 55 minutes 02 seconds East, along said north line of Lot 4, a distance of 188.08 feet to the intersection with a line bearing South 01 degrees 22 minutes 32 seconds West from the aforementioned Point A; thence North 01 degrees 22 minutes 32 seconds East 26.02 feet to said Point A and there closing.

SHEET 2 OF 2 SHEETS

Design File: 4000821	Checked By: DPE
Dwg Name: D&U EASEMENT	Drawn By: DPE
Date: 9/26/25	Scale: 1" = 75'

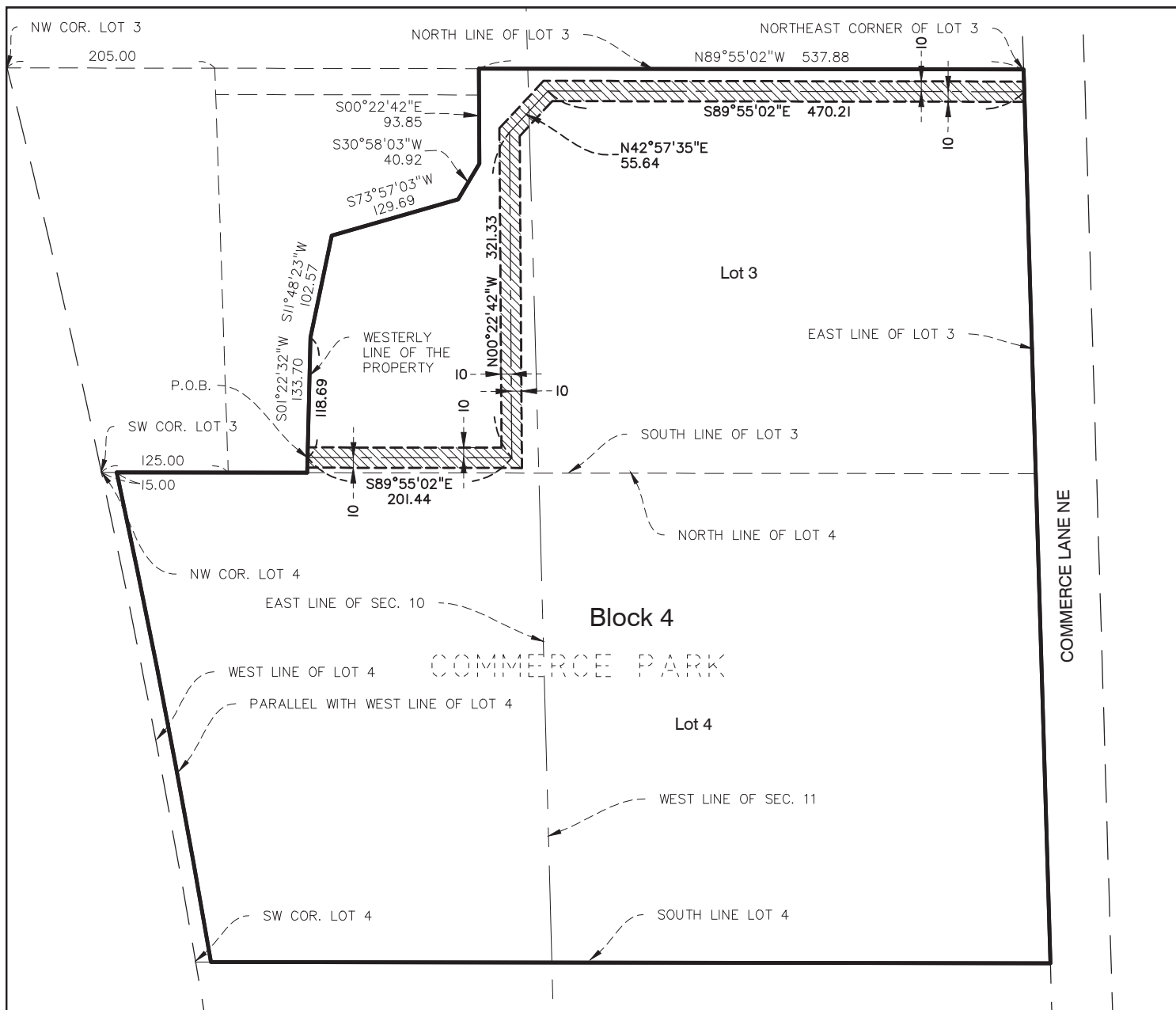
DRAINAGE AND UTILITY EASEMENT RIVER EDGE BUSINESS CENTER FRIDLEY, MINNESOTA



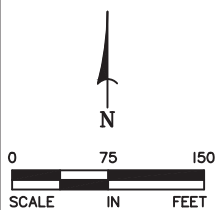
Alliant Engineering, Inc.
733 Marquette Ave, Ste 700
Minneapolis, MN 55402
612.758.3080 MAIN
612.758.3099 FAX
www.alliant-inc.com

Exhibit G

Proposed Access Easement



ACCESS EASEMENT



SHEET 1 OF 2 SHEETS

Design File: 4000821	Checked By: DPE
Dwg Name: ACCESS EASEMENT	Drawn By: DPE
Date: 9/26/25	Scale: 1"=75'

ACCESS EASEMENT
RIVER EDGE BUSINESS CENTER
FRIDLEY, MINNESOTA



Alliant Engineering, Inc.
733 Marquette Ave, Ste 700
Minneapolis, MN 55402
612.758.3080 MAIN
612.758.3099 FAX
www.alliant-inc.com

DESCRIPTION OF ACCESS EASEMENT

A 20.00 foot wide easement for access purposes over, under, and across the following described property:

Those parts of Lot 3 and Lot 4, Block 4, COMMERCE PARK, lying in Section 11, Township 30, Range 24, according to the recorded plat thereof, Anoka County, Minnesota.

AND

That part of Lot 3, Block 4, COMMERCE PARK, lying in Section 10, Township 30, Range 24, according to the recorded plat thereof, Anoka County, Minnesota, which lies easterly of the following described line:

Commencing at the northeast corner of said Lot 3; thence North 89 degrees 55 minutes 02 seconds West, along the north line of said Lot 3, a distance of 537.88 feet to the point of beginning; thence South 00 degrees 22 minutes 42 seconds East a distance of 93.85 feet; thence South 30 degrees 58 minutes 03 seconds West a distance of 40.92 feet; thence South 73 degrees 57 minutes 03 seconds West, a distance of 129.69 feet; thence South 11 degrees 48 minutes 23 seconds West a distance of 102.57 feet; thence South 01 degree 22 minutes 32 seconds West a distance of 133.70 feet to the south line of said Lot 3; and said line there terminating.

AND

That part of Lot 4, Block 4, COMMERCE PARK, lying in Section 10, Township 30, Range 24, according to the recorded plat thereof, Anoka County, Minnesota, lying east of the following described line:

Beginning at a point on the north line of said Lot 4, distant 15.00 feet east of the northwest corner of said Lot 4; thence southerly parallel to the west line of said Lot 4 to the south line of said Lot 4; and there terminating.

The centerline of said easement is described as follows:

Commencing at the northeast corner of said Lot 3; thence North 89 degrees 55 minutes 02 seconds West, along the north line of said Lot 3, a distance of 537.88 feet; thence South 00 degrees 22 minutes 42 seconds East a distance of 93.85 feet; thence South 30 degrees 58 minutes 03 seconds West a distance of 40.92 feet; thence South 73 degrees 57 minutes 03 seconds West, a distance of 129.69 feet; thence South 11 degrees 48 minutes 23 seconds West a distance of 102.57 feet; thence South 01 degree 22 minutes 32 seconds West a distance of 118.69 feet to the point of beginning of the centerline to be described; thence South 89 degrees 55 minutes 02 seconds East 201.44 feet; thence North 00 degrees 22 minutes 42 seconds West 321.33 feet; thence North 42 degrees 57 minutes 35 seconds East 55.64 feet; thence South 89 degrees 55 minutes 02 seconds East 470.21 feet to the east line of said Lot 3, and said centerline there terminating.

The sidelines of said easement are to be prolonged or shortened to terminate at said east line of Lot 3 and said westerly line of the property.

SHEET 2 OF 2 SHEETS

Design File: 4000821	Checked By: DPE
Dwg Name: ACCESS EASEMENT	Drawn By: DPE
Date: 9/26/25	Scale: 1" = 75'

ACCESS EASEMENT
RIVER EDGE BUSINESS CENTER
FRIDLEY, MINNESOTA

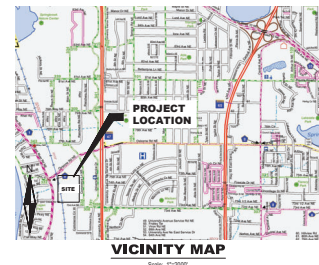
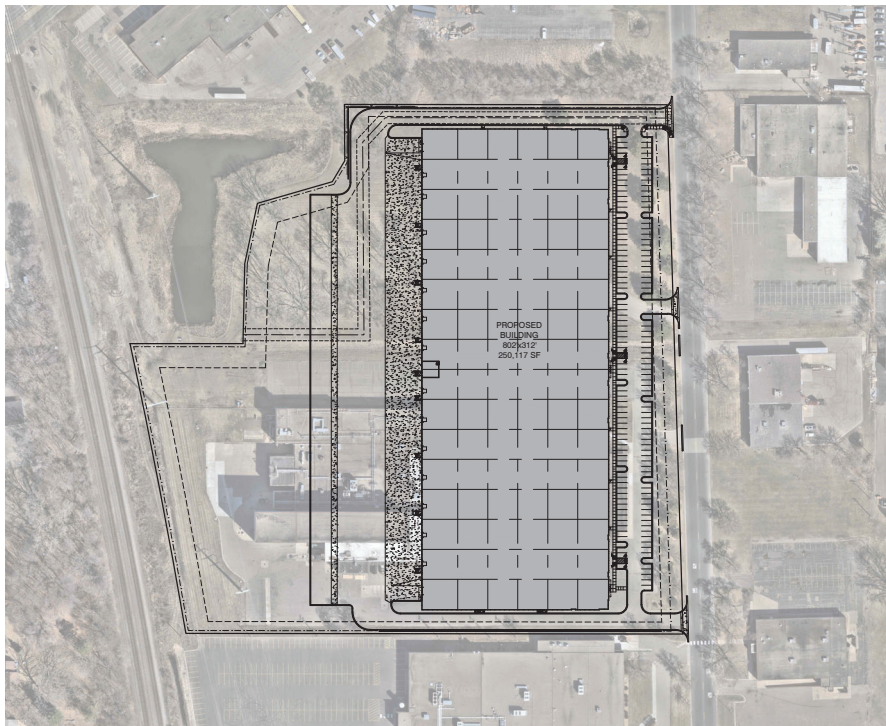


Alliant Engineering, Inc.
733 Marquette Ave, Ste 700
Minneapolis, MN 55402
612.758.3080 MAIN
612.758.3099 FAX
www.alliant-inc.com

Exhibit C to Development Agreement
Preliminary Plans including Developer Improvements

RIVER EDGE BUSINESS CENTER

FRIDLEY, MINNESOTA



CONTACT LIST

DEVELOPER

Endeavor Development
200 Southdale Center
Minneapolis, MN 55435
Phone: 651-343-1118
Contact: Evan Mattson

ENGINEER

Dan Spjotorn, PE
License No. 54821
Email: dsgblom@alliant-inc.com

SURVEYOR

Daniel Ekrem, PLS
License No. 57366
Email: dekrem@alliant-inc.com

CONSULTANT

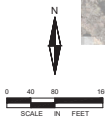
Alliant Engineering, Inc.
Marquette Avenue South, Suite 700
Minneapolis, MN 55402
Phone: 612-758-3080
Fax: 612-758-3099

LANDSCAPE ARCHITECT

Mark Kironbeck, PLA, ASLA
License No. 26222
Email: mkironbeck@alliant-inc.com

Sheet List Table

Sheet Number	Sheet Title
C-1.0	COVER SHEET
C-2.0	EXISTING CONDITIONS SURVEY
C-3.0	DEMOLITION & REMOVALS PLAN
C-4.0	SITE PLAN
C4.1	PROOF OF PARKING PLAN
C-5.0	GRADING PLAN
C-6.0	EROSION CONTROL PLAN
C-7.0	STORMWATER POLLUTION PREVENTION PLAN
C-8.0	UTILITY PLAN
C-9.0	60 INCH STORM SEWER PROFILE
C-10.0	SANITARY SEWER PROFILE
C-11.0	DETAILS
L-1.0	LANDSCAPE PLAN
L-1.1	SNOW STORAGE
P-1.0	PHOTOMETRIC PLAN



Know what's below.
Call before you dig.
Dial 811



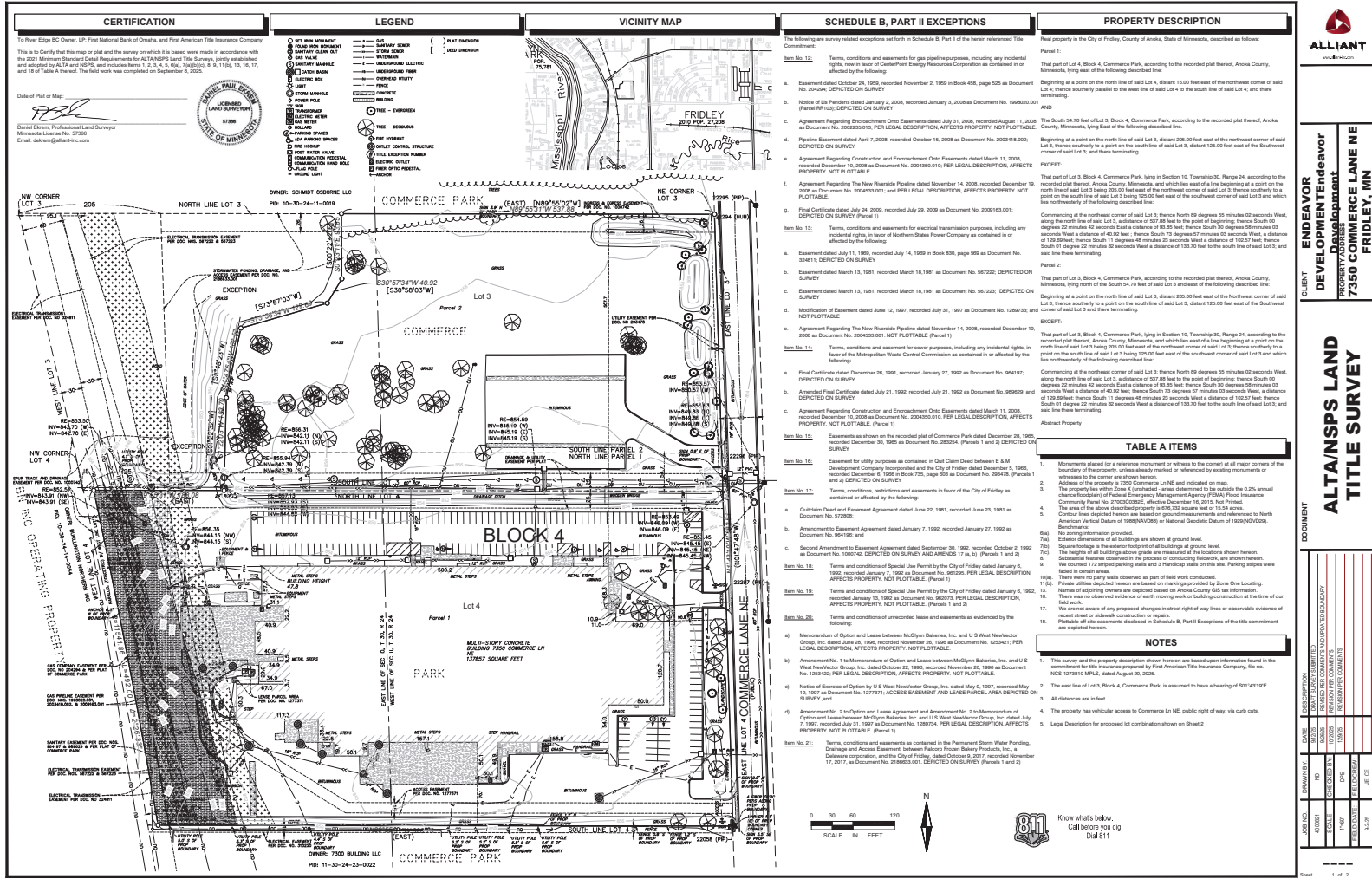
RIVER EDGE BUSINESS CENTER
FRIDLEY, MINNESOTA

PERMIT SET
COVER SHEET

DATE	DESCRIPTION	BY	CHKD
10/15/2019	PROJECT START		
10/15/2019	EXISTING CONDITIONS SURVEY		
10/15/2019	DEMOLITION & REMOVALS PLAN		
10/15/2019	SITE PLAN		
10/15/2019	PROOF OF PARKING PLAN		
10/15/2019	GRADING PLAN		
10/15/2019	EROSION CONTROL PLAN		
10/15/2019	STORMWATER POLLUTION PREVENTION PLAN		
10/15/2019	UTILITY PLAN		
10/15/2019	60 INCH STORM SEWER PROFILE		
10/15/2019	SANITARY SEWER PROFILE		
10/15/2019	DETAILS		
10/15/2019	LANDSCAPE PLAN		
10/15/2019	SNOW STORAGE		
10/15/2019	PHOTOMETRIC PLAN		

CERTIFICATION	
I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly licensed Professional Civil Engineer under the laws of the State of Minnesota.	
Signature	Date
<i>[Signature]</i>	10/15/2019
DATE/CHK	
10/15/2019	10/15/2019
PROJECT TEAM DATA	
Designed By: DS	Checked By: DS, MKS, PK
Project No.: 4000001-00	

C-1.0

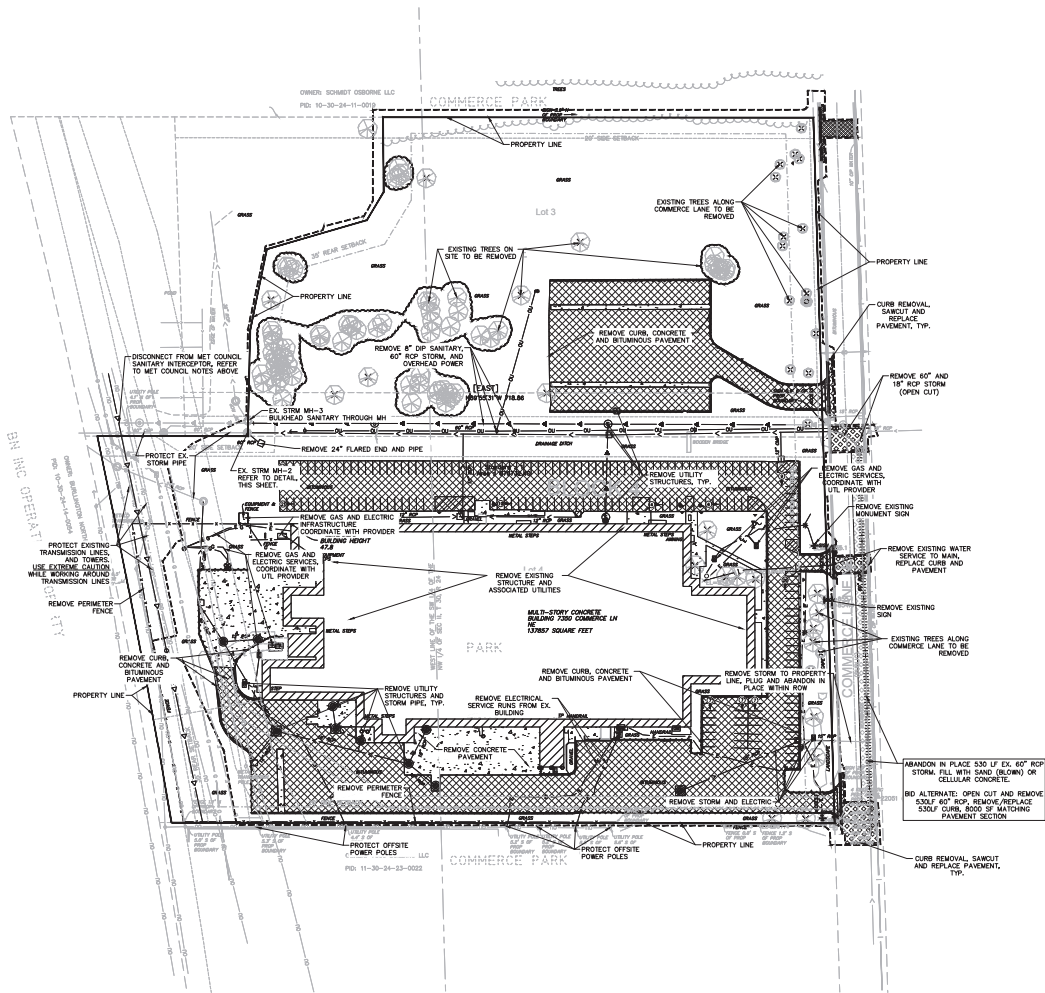


PROPERTY DEVELOPMENT
7350 COMMERCE LANE NE
FRIDLEY, MN

CLIENT
ENDEAVOR
DEVELOPMENT
7350 COMMERCE LANE NE
FRIDLEY, MN

DOCUMENT
ALTANSPS LAND
TITLE SURVEY

DATE	REVISION	BY	DATE	REVISION	BY
10/30/14	1	DE	10/30/14	1	DE
11/01/14	2	DE	11/01/14	2	DE
11/01/14	3	DE	11/01/14	3	DE
11/01/14	4	DE	11/01/14	4	DE
11/01/14	5	DE	11/01/14	5	DE
11/01/14	6	DE	11/01/14	6	DE
11/01/14	7	DE	11/01/14	7	DE
11/01/14	8	DE	11/01/14	8	DE
11/01/14	9	DE	11/01/14	9	DE
11/01/14	10	DE	11/01/14	10	DE
11/01/14	11	DE	11/01/14	11	DE
11/01/14	12	DE	11/01/14	12	DE
11/01/14	13	DE	11/01/14	13	DE
11/01/14	14	DE	11/01/14	14	DE
11/01/14	15	DE	11/01/14	15	DE
11/01/14	16	DE	11/01/14	16	DE
11/01/14	17	DE	11/01/14	17	DE
11/01/14	18	DE	11/01/14	18	DE
11/01/14	19	DE	11/01/14	19	DE
11/01/14	20	DE	11/01/14	20	DE
11/01/14	21	DE	11/01/14	21	DE
11/01/14	22	DE	11/01/14	22	DE
11/01/14	23	DE	11/01/14	23	DE
11/01/14	24	DE	11/01/14	24	DE
11/01/14	25	DE	11/01/14	25	DE
11/01/14	26	DE	11/01/14	26	DE
11/01/14	27	DE	11/01/14	27	DE
11/01/14	28	DE	11/01/14	28	DE
11/01/14	29	DE	11/01/14	29	DE
11/01/14	30	DE	11/01/14	30	DE
11/01/14	31	DE	11/01/14	31	DE
11/01/14	32	DE	11/01/14	32	DE
11/01/14	33	DE	11/01/14	33	DE
11/01/14	34	DE	11/01/14	34	DE
11/01/14	35	DE	11/01/14	35	DE
11/01/14	36	DE	11/01/14	36	DE
11/01/14	37	DE	11/01/14	37	DE
11/01/14	38	DE	11/01/14	38	DE
11/01/14	39	DE	11/01/14	39	DE
11/01/14	40	DE	11/01/14	40	DE
11/01/14	41	DE	11/01/14	41	DE
11/01/14	42	DE	11/01/14	42	DE
11/01/14	43	DE	11/01/14	43	DE
11/01/14	44	DE	11/01/14	44	DE
11/01/14	45	DE	11/01/14	45	DE
11/01/14	46	DE	11/01/14	46	DE
11/01/14	47	DE	11/01/14	47	DE
11/01/14	48	DE	11/01/14	48	DE
11/01/14	49	DE	11/01/14	49	DE
11/01/14	50	DE	11/01/14	50	DE
11/01/14	51	DE	11/01/14	51	DE
11/01/14	52	DE	11/01/14	52	DE
11/01/14	53	DE	11/01/14	53	DE
11/01/14	54	DE	11/01/14	54	DE
11/01/14	55	DE	11/01/14	55	DE
11/01/14	56	DE	11/01/14	56	DE
11/01/14	57	DE	11/01/14	57	DE
11/01/14	58	DE	11/01/14	58	DE
11/01/14	59	DE	11/01/14	59	DE
11/01/14	60	DE	11/01/14	60	DE
11/01/14	61	DE	11/01/14	61	DE
11/01/14	62	DE	11/01/14	62	DE
11/01/14	63	DE	11/01/14	63	DE
11/01/14	64	DE	11/01/14	64	DE
11/01/14	65	DE	11/01/14	65	DE
11/01/14	66	DE	11/01/14	66	DE
11/01/14	67	DE	11/01/14	67	DE
11/01/14	68	DE	11/01/14	68	DE
11/01/14	69	DE	11/01/14	69	DE
11/01/14	70	DE	11/01/14	70	DE
11/01/14	71	DE	11/01/14	71	DE
11/01/14	72	DE	11/01/14	72	DE
11/01/14	73	DE	11/01/14	73	DE
11/01/14	74	DE	11/01/14	74	DE
11/01/14	75	DE	11/01/14	75	DE
11/01/14	76	DE	11/01/14	76	DE
11/01/14	77	DE	11/01/14	77	DE
11/01/14	78	DE	11/01/14	78	DE
11/01/14	79	DE	11/01/14	79	DE
11/01/14	80	DE	11/01/14	80	DE
11/01/14	81	DE	11/01/14	81	DE
11/01/14	82	DE	11/01/14	82	DE
11/01/14	83	DE	11/01/14	83	DE
11/01/14	84	DE	11/01/14	84	DE
11/01/14	85	DE	11/01/14	85	DE
11/01/14	86	DE	11/01/14	86	DE
11/01/14	87	DE	11/01/14	87	DE
11/01/14	88	DE	11/01/14	88	DE
11/01/14	89	DE	11/01/14	89	DE
11/01/14	90	DE	11/01/14	90	DE
11/01/14	91	DE	11/01/14	91	DE
11/01/14	92	DE	11/01/14	92	DE
11/01/14	93	DE	11/01/14	93	DE
11/01/14	94	DE	11/01/14	94	DE
11/01/14	95	DE	11/01/14	95	DE
11/01/14	96	DE	11/01/14	96	DE
11/01/14	97	DE	11/01/14	97	DE
11/01/14	98	DE	11/01/14	98	DE
11/01/14	99	DE	11/01/14	99	DE
11/01/14	100	DE	11/01/14	100	DE



- DEMOLITION NOTES:**
1. PRIOR TO STARTING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE TO MAKE SURE THAT ALL REQUIRED PERMITS AND APPROVALS HAVE BEEN OBTAINED. NO CONSTRUCTION OR FABRICATION SHALL BEGIN UNTIL THE CONTRACTOR HAS RECEIVED AND THOROUGHLY REVIEWED ALL PLANS AND OTHER DOCUMENTS APPROVED BY ALL OF THE PERMITTING AUTHORITIES.
 2. ALL DIMENSIONS, GRADES, EXISTING AND PROPOSED INFORMATION SHOWN ON THE PLANS SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY THE CONSTRUCTION MANAGER IF ANY DISCREPANCIES EXIST PRIOR TO PROCEEDING WITH CONSTRUCTION FOR NECESSARY PLAN OR GRADE CHANGES. NO EXTRA COMPENSATION SHALL BE PAID TO THE CONTRACTOR FOR WORK HAVING TO BE REDONE DUE TO INFORMATION SHOWN INCORRECTLY ON THESE PLANS IF SUCH NOTIFICATION HAS NOT BEEN GIVEN.
 3. NOTIFY CUMBER STATE ONE CALL 48 HOURS PRIOR TO START OF CONSTRUCTION.
 4. PRIOR TO STARTING CONSTRUCTION, ALL PERIMETER EROSION CONTROL DEVICES MUST BE INSTALLED IN ACCORDANCE WITH GRADING & EROSION CONTROL PLAN AND THE CITY OF FREDLEY.
 5. REMOVAL CONTRACTOR SHALL BE RESPONSIBLE FOR PROPERLY LOCATING AND PROTECTING ALL UTILITY LINES PRIOR TO DIGGING AND DEMOLITION. OWNER AND ENGINEER SHALL NOT BE HELD RESPONSIBLE FOR PUBLIC OR PRIVATE UTILITY LOCATIONS.
 6. REMOVAL CONTRACTOR SHALL BE RESPONSIBLE FOR THE DEMOLITION AND REMOVAL OF ALL EXISTING STRUCTURES AND OBJECTS THAT INTERFERE WITH THE PROPOSED CONSTRUCTION AS SHOWN IN THIS DRAWING PACKAGE. MATERIALS SALVAGED FOR REUSE ON-SITE SHALL NOT BE STORED ON ANY PUBLIC RIGHT OF WAY.
 7. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THESE PLANS AND SPECIFICATIONS AND THE REQUIREMENTS AND STANDARDS OF THE CITY OF FREDLEY.
 8. ALL WORK WITHIN THE PUBLIC R.O.W. SHALL COMPLY WITH THE CITY OF FREDLEY DESIGN STANDARDS.
 9. CONTRACTOR SHALL FIELD VERIFY THE LOCATIONS AND ELEVATIONS OF EXISTING UTILITIES AND TOPOGRAPHIC FEATURES, SUCH AS EXISTING GUTTER GRADES AT THE PROPOSED DRIVEWAYS CONNECTIONS, PRIOR TO THE START OF SITE WORK. CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES OR VARIATIONS FROM THE PLANS.
 10. CONTRACTOR SHALL PROVIDE TRAFFIC CONTROL IN ACCORDANCE WITH MN MUTCD AND/OR MN DOT TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS MANUAL DURING DEMOLITION OF EXISTING CURB CUT ACCESSORIES ON PUBLIC R.O.W.
 11. CONTRACTOR SHALL BE HELD FULLY RESPONSIBLE TO PREVENT AND ELIMINATE ANY DUST NUISANCE OCCASIONED BY AND DURING CONSTRUCTION, UNTIL THE PROJECT HAS BEEN COMPLETED.
 12. CONTRACTOR SHALL PROTECT ADJACENT PROPERTIES AND STRUCTURES FROM HAZARDS ASSOCIATED WITH HIS CONSTRUCTION ACTIVITIES AND SHALL BE RESPONSIBLE FOR ALL DAMAGES TO PROPERTIES AND STRUCTURES THAT OCCUR AS A RESULT OF THESE ACTIVITIES.
 13. CONTRACTOR SHALL NOT INTERFERE EXISTING TRAFFIC CIRCULATION TO ADJACENT BUSINESSES.
 14. ANY DAMAGED PUBLIC R.O.W. PAVEMENT AND CURBING SHALL BE REPLACED WITH THE EQUIVALENT PAVEMENT SECTION.
 15. CONTRACTOR IS RESPONSIBLE FOR THE REMOVAL AND DISPOSAL OF THE EXISTING BITUMINOUS. BITUMINOUS SHALL BE SAWCUT OR JACK HAMMERED FOR STRAIGHT EDGES. TACK SHALL BE USED ON BITUMINOUS EDGE PRIOR TO PATCHING. MATCH EXISTING GRADES.
 16. CONTRACTOR SHALL COORDINATE PRIVATE/PUBLIC UTILITIES RELOCATES, SUCH AS TRAFFIC SIGNAL HANDHOLES, AND WIRING, ETC.
 17. IF BITUMINOUS IS NEEDED TO BE REMOVED FOR CURB REPLACEMENT, SAW CUT TO HAVE CLEAN EDGE, TACK EDGE AND PLACE NEW BITUMINOUS IN EVEN LIFTS NOT TO EXCEED 3".

LEGEND

1. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR	2. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR
3. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR	4. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR
5. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR	6. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR
7. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR	8. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR
9. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR	10. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR
11. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR	12. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR
13. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR	14. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR
15. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR	16. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR
17. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR	18. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR
19. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR	20. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR
21. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR	22. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR
23. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR	24. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR
25. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR	26. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR
27. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR	28. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR
29. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR	30. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR
31. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR	32. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR
33. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR	34. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR
35. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR	36. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR
37. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR	38. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR
39. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR	40. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR
41. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR	42. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR
43. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR	44. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR
45. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR	46. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR
47. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR	48. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR
49. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR	50. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR
51. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR	52. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR
53. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR	54. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR
55. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR	56. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR
57. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR	58. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR
59. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR	60. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR
61. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR	62. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR
63. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR	64. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR
65. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR	66. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR
67. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR	68. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR
69. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR	70. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR
71. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR	72. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR
73. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR	74. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR
75. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR	76. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR
77. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR	78. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR
79. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR	80. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR
81. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR	82. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR
83. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR	84. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR
85. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR	86. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR
87. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR	88. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR
89. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR	90. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR
91. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR	92. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR
93. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR	94. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR
95. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR	96. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR
97. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR	98. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR
99. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR	100. EXISTING 60" R.O.P. OPEN CUT TO BE REMOVED BY CONTRACTOR

RIVER EDGE BUSINESS CENTER

PERMIT SET

DEMOLITION & REMOVALS PLAN

DATE	DESCRIPTION	BY	CHKD
11/10/2023	ISSUED FOR PERMIT	DLN	DLN
11/10/2023	REVISION 1	DLN	DLN
11/10/2023	REVISION 2	DLN	DLN
11/10/2023	REVISION 3	DLN	DLN
11/10/2023	REVISION 4	DLN	DLN
11/10/2023	REVISION 5	DLN	DLN
11/10/2023	REVISION 6	DLN	DLN
11/10/2023	REVISION 7	DLN	DLN
11/10/2023	REVISION 8	DLN	DLN
11/10/2023	REVISION 9	DLN	DLN
11/10/2023	REVISION 10	DLN	DLN
11/10/2023	REVISION 11	DLN	DLN
11/10/2023	REVISION 12	DLN	DLN
11/10/2023	REVISION 13	DLN	DLN
11/10/2023	REVISION 14	DLN	DLN
11/10/2023	REVISION 15	DLN	DLN
11/10/2023	REVISION 16	DLN	DLN
11/10/2023	REVISION 17	DLN	DLN
11/10/2023	REVISION 18	DLN	DLN
11/10/2023	REVISION 19	DLN	DLN
11/10/2023	REVISION 20	DLN	DLN
11/10/2023	REVISION 21	DLN	DLN
11/10/2023	REVISION 22	DLN	DLN
11/10/2023	REVISION 23	DLN	DLN
11/10/2023	REVISION 24	DLN	DLN
11/10/2023	REVISION 25	DLN	DLN
11/10/2023	REVISION 26	DLN	DLN
11/10/2023	REVISION 27	DLN	DLN
11/10/2023	REVISION 28	DLN	DLN
11/10/2023	REVISION 29	DLN	DLN
11/10/2023	REVISION 30	DLN	DLN
11/10/2023	REVISION 31	DLN	DLN
11/10/2023	REVISION 32	DLN	DLN
11/10/2023	REVISION 33	DLN	DLN
11/10/2023	REVISION 34	DLN	DLN
11/10/2023	REVISION 35	DLN	DLN
11/10/2023	REVISION 36	DLN	DLN
11/10/2023	REVISION 37	DLN	DLN
11/10/2023	REVISION 38	DLN	DLN
11/10/2023	REVISION 39	DLN	DLN
11/10/2023	REVISION 40	DLN	DLN
11/10/2023	REVISION 41	DLN	DLN
11/10/2023	REVISION 42	DLN	DLN
11/10/2023	REVISION 43	DLN	DLN
11/10/2023	REVISION 44	DLN	DLN
11/10/2023	REVISION 45	DLN	DLN
11/10/2023	REVISION 46	DLN	DLN
11/10/2023	REVISION 47	DLN	DLN
11/10/2023	REVISION 48	DLN	DLN
11/10/2023	REVISION 49	DLN	DLN
11/10/2023	REVISION 50	DLN	DLN
11/10/2023	REVISION 51	DLN	DLN
11/10/2023	REVISION 52	DLN	DLN
11/10/2023	REVISION 53	DLN	DLN
11/10/2023	REVISION 54	DLN	DLN
11/10/2023	REVISION 55	DLN	DLN
11/10/2023	REVISION 56	DLN	DLN
11/10/2023	REVISION 57	DLN	DLN
11/10/2023	REVISION 58	DLN	DLN
11/10/2023	REVISION 59	DLN	DLN
11/10/2023	REVISION 60	DLN	DLN
11/10/2023	REVISION 61	DLN	DLN
11/10/2023	REVISION 62	DLN	DLN
11/10/2023	REVISION 63	DLN	DLN
11/10/2023	REVISION 64	DLN	DLN
11/10/2023	REVISION 65	DLN	DLN
11/10/2023	REVISION 66	DLN	DLN
11/10/2023	REVISION 67	DLN	DLN
11/10/2023	REVISION 68	DLN	DLN
11/10/2023	REVISION 69	DLN	DLN
11/10/2023	REVISION 70	DLN	DLN
11/10/2023	REVISION 71	DLN	DLN
11/10/2023	REVISION 72	DLN	DLN
11/10/2023	REVISION 73	DLN	DLN
11/10/2023	REVISION 74	DLN	DLN
11/10/2023	REVISION 75	DLN	DLN
11/10/2023	REVISION 76	DLN	DLN
11/10/2023	REVISION 77	DLN	DLN
11/10/2023	REVISION 78	DLN	DLN
11/10/2023	REVISION 79	DLN	DLN
11/10/2023	REVISION 80	DLN	DLN
11/10/2023	REVISION 81	DLN	DLN
11/10/2023	REVISION 82	DLN	DLN
11/10/2023	REVISION 83	DLN	DLN
11/10/2023	REVISION 84	DLN	DLN
11/10/2023	REVISION 85	DLN	DLN
11/10/2023	REVISION 86	DLN	DLN
11/10/2023	REVISION 87	DLN	DLN
11/10/2023	REVISION 88	DLN	DLN
11/10/2023	REVISION 89	DLN	DLN
11/10/2023	REVISION 90	DLN	DLN
11/10/2023	REVISION 91	DLN	DLN
11/10/2023	REVISION 92	DLN	DLN
11/10/2023	REVISION 93	DLN	DLN
11/10/2023	REVISION 94	DLN	DLN
11/10/2023	REVISION 95	DLN	DLN
11/10/2023	REVISION 96	DLN	DLN
11/10/2023	REVISION 97	DLN	DLN
11/10/2023	REVISION 98	DLN	DLN
11/10/2023	REVISION 99	DLN	DLN
11/10/2023	REVISION 100	DLN	DLN

CERTIFICATION

I hereby certify that the plan, specification, or report was prepared by me or under my direct supervision and that I am a duly licensed professional engineer or architect in the State of Minnesota.

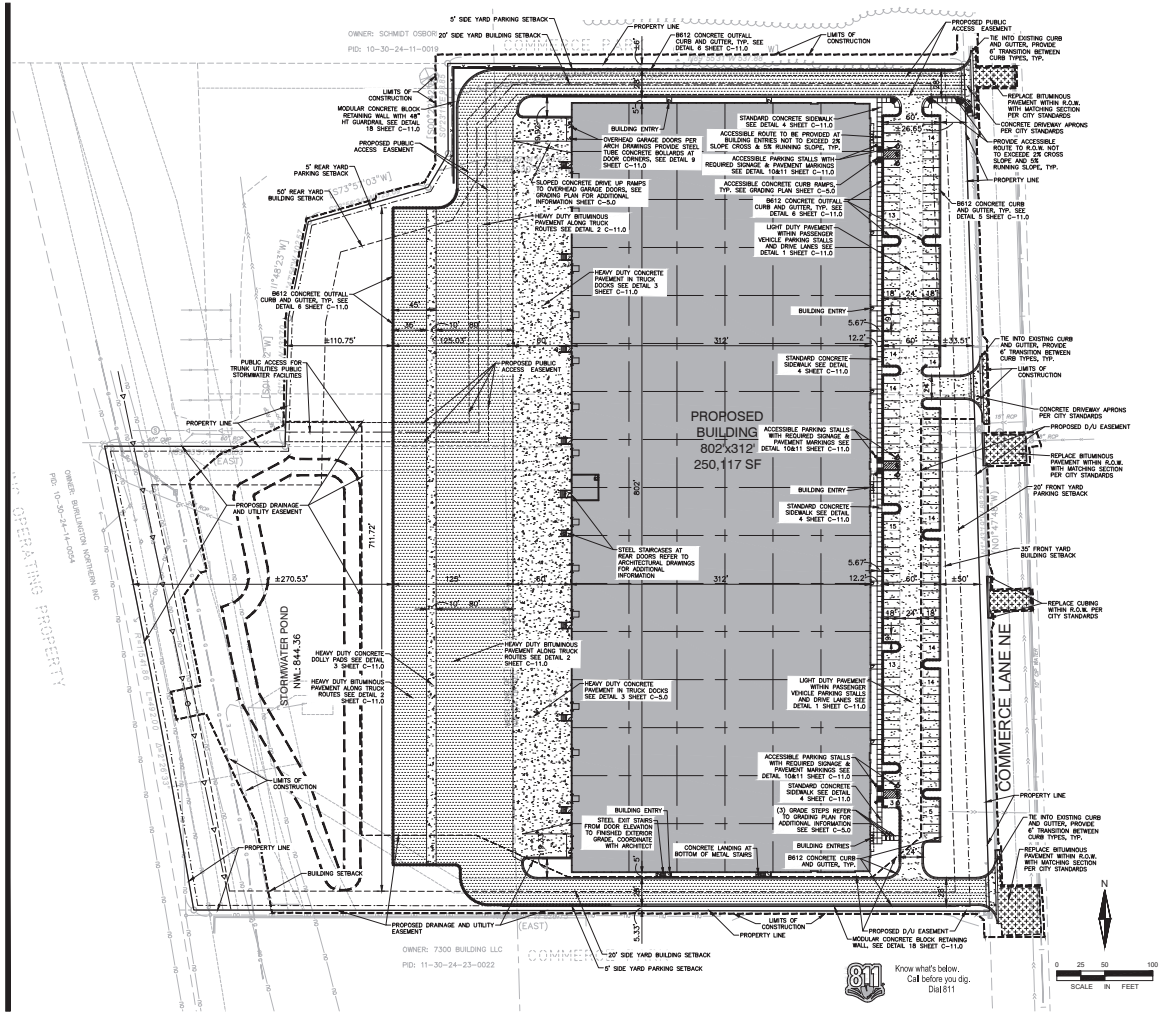
Professional Engineer/Architect
No. 123456789
Exp. 12/31/2025

DATE 11/10/2023 **BY** DLN **CHKD** DLN

PROJECT TEAM DATA

Designed By: DLN
Checked By: DLN
Project No.: 2023-001

C-3.0



- SITE NOTES:**
1. PRIOR TO STARTING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE TO MAKE SURE THAT ALL REQUIRED PERMITS AND APPROVALS HAVE BEEN OBTAINED. CONSTRUCTION OF IMPROVEMENTS SHALL BEGIN WITH THE CONTRACTOR HAS RECEIVED AND TRANSMITTED REVIEWED ALL PLANS AND OTHER DOCUMENTS APPROVED BY ALL OF THE PERTINENT AGENCIES.
 2. CONTRACTOR SHALL FIELD VERIFY THE LOCATIONS AND ELEVATIONS OF EXISTING UTILITIES AND SURROUNDING FEATURES, SUCH AS EXISTING GUTTER GRADERS AT THE PROPOSED DRIVEWAYS, PRIOR TO THE START OF THE GRADING. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES OR VARIATIONS FROM THE PLANS.
 3. ALL WORK TO BE PERFORMED IN ACCORDANCE WITH THESE PLANS AND SPECIFICATIONS AND THE REQUIREMENTS AND STANDARDS OF THE LOCAL GOVERNING AGENCIES.
 4. CONTRACTOR IS RESPONSIBLE FOR DEMOLITION & REMOVAL OF ALL EXISTING STRUCTURES WHICH INTERFERE WITH NEW WORK AS SHOWN.
 5. ALL DIMENSIONS, GRADES, EXISTING AND PROPOSED INFORMATION SHOWN ON THE PLANS SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY IF ANY DISCREPANCIES EXIST PRIOR TO PROCEEDING WITH CONSTRUCTION FOR NECESSARY PLAN OR GRADE CHANGES. NO EXTRA COMPENSATION SHALL BE PAID TO THE CONTRACTOR FOR WORK HAVING TO BE REDONE DUE TO INFORMATION SHOWN INCORRECTLY ON THESE PLANS IF SUCH INFORMATION HAS NOT BEEN BEEN SHOWN.
 6. DIMENSIONS SHOWN ARE TO FACE OF CURB, CENTER OF STRUCTURE, EDGE OF SIDEWALK OR EXTERIOR OF BUILDING.
 7. ALL CONCRETE BEARING ADJACENT TO BUILDING SHALL BE SEPARATED BY A 1/2" EXPANSION JOINT.
 8. PROTECT EXISTING CONCRETE SIDEWALKS DURING ALL PHASES OF CONSTRUCTION. CONTRACTOR TO REPLACE ANY CRACKED OR BROKEN PANELS CAUSED BY SITE CONSTRUCTION.
 9. CONTRACTOR IS RESPONSIBLE FOR THE REMOVAL & DISPOSAL OF THE EXISTING BITUMINOUS PAVEMENT SHALL BE SAW CUT OR JACK REMOVED FOR THICKNESS EXCEEDS 100% SHALL BE LAYERED ON BITUMINOUS EDGE FROM 10' SETBACK, MATCH EXISTING GRADES.
 10. CONTRACTOR SHALL PROTECT EXISTING INFRASTRUCTURE & STRUCTURES FROM DAMAGES ASSOCIATED WITH HIS CONSTRUCTION ACTIVITIES & SHALL BE RESPONSIBLE FOR DAMAGES TO PROPERTIES & STRUCTURES OCCUR AS A RESULT OF THESE ACTIVITIES.
 11. CONTRACTOR SHALL NOT IMPED EXISTING TRAFFIC CIRCULATION TO ADJACENT BUSINESSES. PROVIDE TRAFFIC CONTROL DURING CONSTRUCTION FOR STREET CLOSURES.
 12. CONTRACTOR SHALL PERFORM SWEEEPING ON PRIVATE PARKING AREAS AND PUBLIC STREETS AT LEAST ONCE A WEEK, ONCE A DAY IF NEEDED.
 13. CONTRACTOR SHALL BE HELD FULLY RESPONSIBLE TO PREVENT AND MAINTAIN EXISTING TRAFFIC CIRCULATION AND MAINTAINING CONSTRUCTION, UNTIL THE PROJECT HAS BEEN COMPLETED AND HANDLED OTHERWISE.
 14. REFER TO ARCHITECTURAL DRAWINGS FOR CONCRETE STOPS ADJACENT TO PROPOSED BUILDING.
 15. CONTIGUOUS CONCRETE CURB & GUTTER WHICH CHANGES TYPE SHALL HAVE A FIVE FOOT TRANSITION.
 16. ALL CONCRETE CURB AND GUTTER ADJACENT TO CONCRETE WALK SHALL BE SEPARATED BY A 1/2" EXPANSION JOINT.
 17. PARKING LOT STOPPING SHALL BE 4 INCH WHITE.
 18. ALL WORK WITHIN THE A.C.S. SHALL COMPLY WITH THE CITY OF FREELY ENGINEERING DESIGN STANDARDS.
 19. ALL CURB AND GUTTER TO BE CONCRETE 8"12 CURB UNLESS NOTED OTHERWISE.
 20. CONCRETE APPROXS TO BE INSTALLED AT ACCESS DRIVES WHERE SHOWN ON THE PLANS. STREETS PER CITY STANDARDS.

SITE DATA:

EXISTING PARCEL AREA: 44,848 SQ FT 10.12 AC
 EXISTING ZONING: M-2 HEAVY INDUSTRIAL DISTRICT
 MAXIMUM BUILDING HEIGHT: 40'

PARKING:

(WAREHOUSE) AND DISTRIBUTION FACILITY: (1/2000 S.F.)
 250,117 S.F. / 2000 = 125 STALLS REQ.
 OFFICE (1/300 S.F.)
 250,117 S.F. / 300 = 833 STALLS REQ.
 TOTAL PARKING REQUIRED: 148 STALLS
 TOTAL PARKING PROVIDED: 147 STALLS

INTERIUS COVERING:

TOTAL SITE AREA: 477,054 S.F. 10.94 AC
 PROPOSED PAVEMENT AREA: 250,117 S.F. 5.71 AC
 PROPOSED IMPERVIOUS AREA: 47,448 S.F. 1.08 AC
 (88.89% IMP. COVERAGE)
 BUILDING COVERAGE: 250,117 S.F. = 57% MAX 50%

- SITE LEGEND:**
- 8"12 CURB & GUTTER (EXCEPT IN ROW)
 - EXISTING CURB & GUTTER
 - OUTFALL CURB AND GUTTER
 - CONSTRUCTION LIMITS
 - PROPERTY LINE
 - LIGHT DUTY BITUMINOUS PAVEMENT
 - HEAVY DUTY BITUMINOUS PAVEMENT
 - BITUMINOUS PAVEMENT WITHIN R.O.N. (PER CITY STANDARDS)
 - PROPOSED POLE MOUNTED LIGHT FIXTURE
 - PROPOSED HYDRANT OR RELOCATED HYDRANT
 - PARKING SETBACK
 - BUILDING SETBACK

ALLIANT

ENDEAVOR
DEVELOPMENT

RIVER EDGE BUSINESS CENTER

100' REAR YARD PARKING SETBACK

PERMIT SET

SITE PLAN

DATE	DESCRIPTION	BY	DATE	DESCRIPTION	BY
11-30-24	11-30-24-11-001	7330 BUILDING LLC	11-30-24-23-002	7330 BUILDING LLC	7330 BUILDING LLC

CERTIFICATION

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly licensed professional engineer or architect in the State of Minnesota.

 Date: 11-30-24 License No.: 11-30-24-23-002

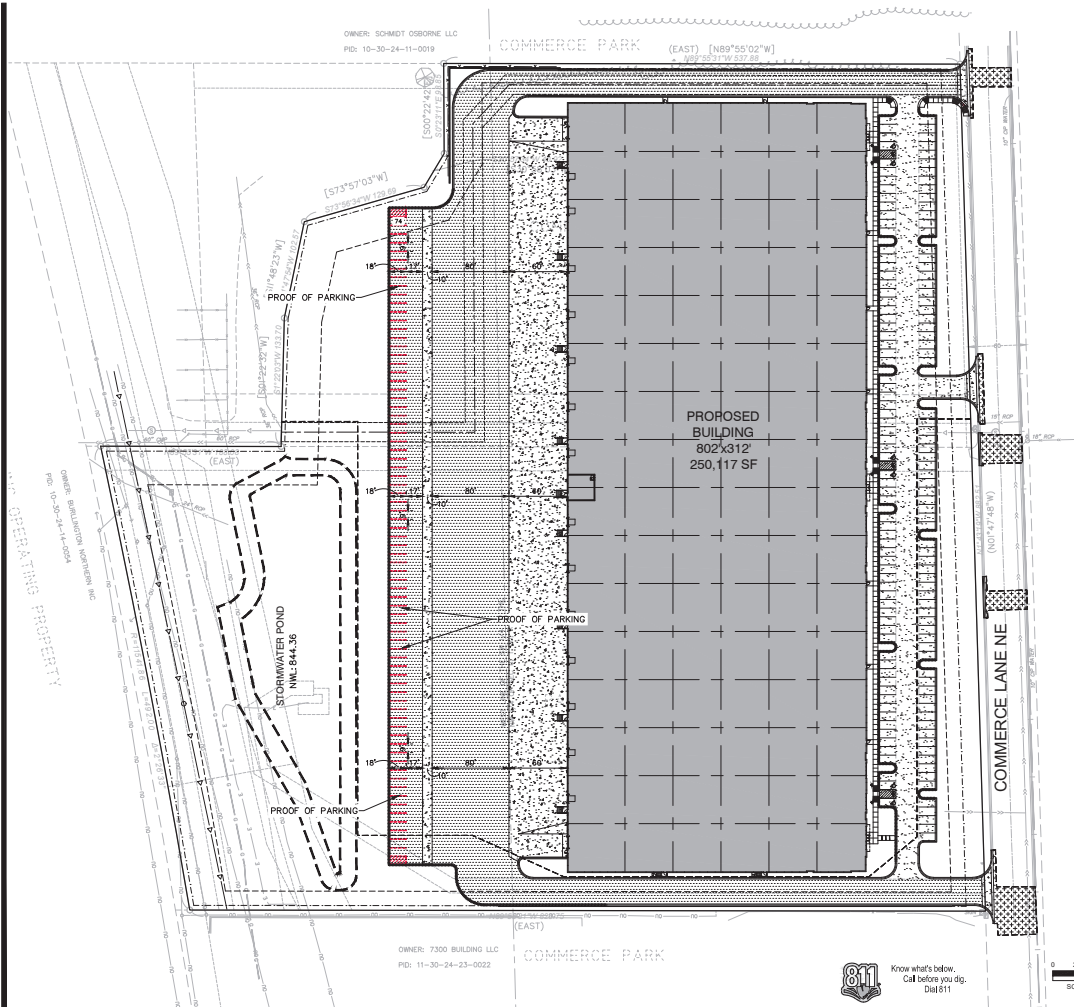
GA/QC CHECK

 Date: 11-30-24 License No.: 11-30-24-23-002

PROJECT TEAM DATA

Designed By: 7330 BUILDING LLC
 Checked By: 7330 BUILDING LLC
 Project No.: 7330 BUILDING LLC

C-4.0



SITE DATA:

EXISTING PARCEL AREA: 40,000 SQ. FT. 10.13 AC
EXISTING ZONING: M-2 HEAVY INDUSTRIAL DISTRICT

MAXIMUM BUILDING HEIGHT: 45'

BUILDING SETBACKS
FRONT: 35 FEET
SIDE: 25 FEET
REAR: 25 FEET
PARKING SETBACKS
STREET: 20 FEET
SIDE: 10 FEET
REAR LOT LINE: 5 FEET
REAR LOT LINE: 5 FEET

PARKING
(WAREHOUSE) AND DISTRIBUTION FACILITY: (1/2000 S.F.)
212,000 S.F. / 2000 = 106 STALLS REQ. (96%)
WAREHOUSE PARKING REQUIRED: 106 STALLS
OFFICE: (1/300 S.F.)
37,000 S.F. / 300 = 123 STALLS REQ. (100%)
OFFICE PARKING REQUIRED: 123 STALLS
TOTAL PARKING REQUIRED: 229 STALLS
PARKING STALLS PROVIDED: 147 STALLS
PROOF STALLS PROVIDED: 74 STALLS
TOTAL PARKING PROVIDED: 221 STALLS (INCLUDING PROOF STALLS)

SITE LEGEND:

- 811 CURB & GUTTER (EXCEPT IN ROW)
- EXISTING CURB & GUTTER
- OUTFALL CURB & GUTTER
- CONSTRUCTION LIMITS
- PROPERTY LINE
- LIGHT DUTY BITUMINOUS PAVEMENT
- HEAVY DUTY BITUMINOUS PAVEMENT
- PROPOSED POLE MOUNTED LIGHT FIXTURE
- PROPOSED HYDRANT OR RELOCATED HYDRANT
- PARKING SETBACK
- BUILDING SETBACK
- PROOF OF PARKING STALLS

ALLIANT
www.alliant.com

ENDEAVOR
DEVELOPMENT

RIVER EDGE BUSINESS CENTER
802x312'
250,117 SF
FARLEY, MINNESOTA

PERMIT SET
PROOF OF PARKING PLAN

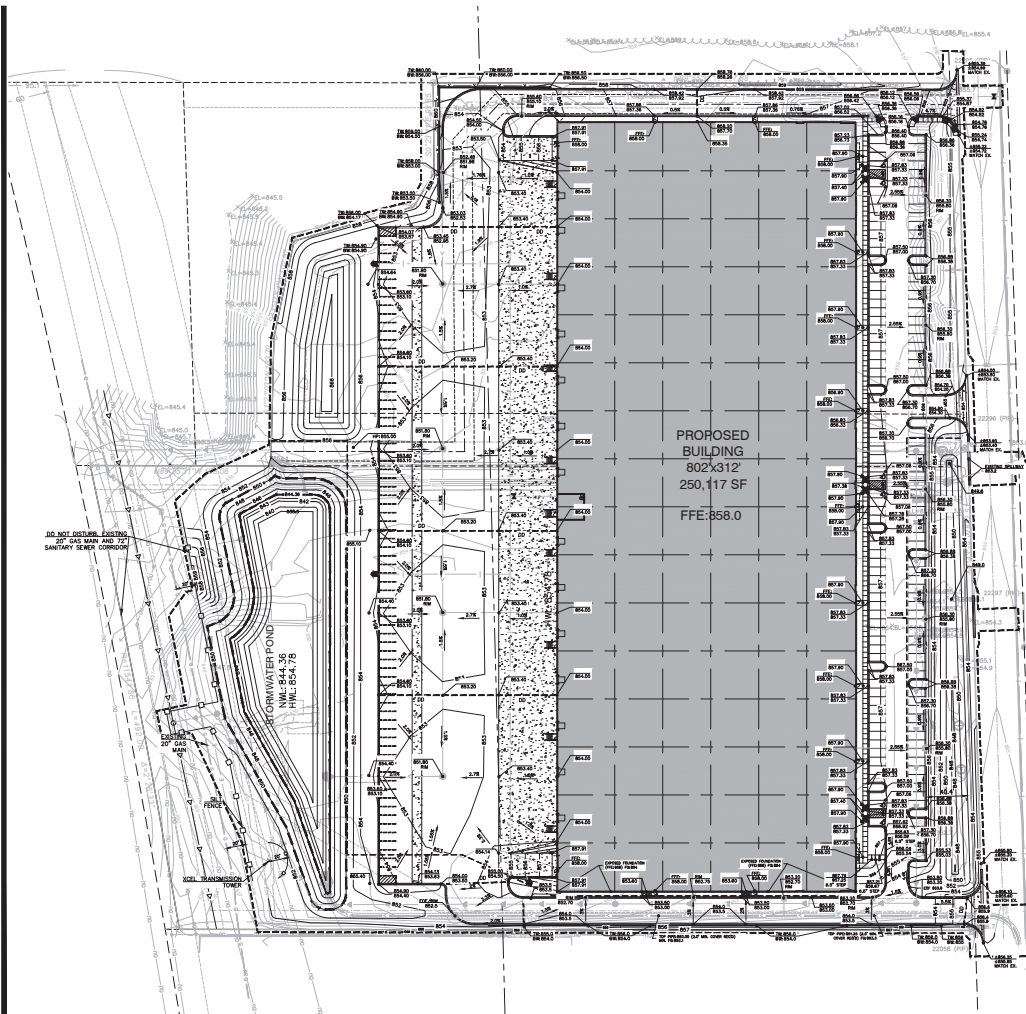
DATE	DESCRIPTION
11/15/2024	1. PREPARED FOR SUBMITTAL
11/15/2024	2. CITY REVIEW
11/15/2024	3. CITY REVIEW
11/15/2024	4. CITY REVIEW
11/15/2024	5. CITY REVIEW
11/15/2024	6. CITY REVIEW
11/15/2024	7. CITY REVIEW
11/15/2024	8. CITY REVIEW
11/15/2024	9. CITY REVIEW
11/15/2024	10. CITY REVIEW

CERTIFICATION
I hereby certify that the plan, specification, or report was prepared by me or under my direct supervision and that I am a duly licensed Professional Engineer under the laws of the State of Minnesota.

DATE 11/15/2024
BY [Signature]
FOR [Signature]

PROJECT TEAM DATA
Designed By: [Signature]
Checked By: [Signature]
Project No.: 4000001-00

C4.1



GRADING NOTES:

1. ALL PAVEMENTS SHALL SLOPE AWAY FROM PROPOSED BUILDING.
2. ACCESSIBLE PARKING SPACE NOT TO EXCEED 2.0% IN ANY DIRECTION.
3. ALL CURB AND GUTTER AT ACCESSIBLE PARKING SPACES TO BE DEPRESSIONED WITH 5' TAPER.
4. THE CONTRACTOR SHALL KEEP THE ADJACENT ROADWAYS FREE OF DEBRIS AND PREVENT THE UNDESIRABLE TRIPPING OF SOIL IN ACCORDANCE WITH THE REQUIREMENTS OF THE CITY/COUNTY.
5. NOTIFY CUMBER STATE ONE CALL 48 HOURS PRIOR TO START OF CONSTRUCTION.
6. ALL IMPROVEMENTS TO CONFORM WITH CITY AND COUNTY CONSTRUCTION STANDARDS SPECIFICATIONS LATEST EDITION.
7. STABILIZED VEHICLE EXITS SHALL BE PROVIDED AT ALL CONSTRUCTION ACCESS POINTS.
8. CONTRACTOR TO KEEP A COPY OF THE FINAL DRAINAGE REPORT ON SITE AT ALL TIMES.
9. CONTRACTOR TO SEED ALL ROUGH GRAZED AREAS A FUTURE PWD SITES W/ APPROVED DOT TEMPORARY SEED MIX.
10. SURVEYOR TO VERIFY BENCHMARK ELEVATION PRIOR TO START OF CONSTRUCTION.
11. REFER TO GEOTECHNICAL REPORT AND PROJECT MANUAL FOR SOIL CONNECTION REQUIREMENTS AND TESTING REQUIREMENTS.
12. STRIP TOPSOIL PRIOR TO ANY CONSTRUCTION, REUSE STOCKPILE ON SITE.
13. REFER TO SITE DESIGN CRITERIA SECTION OF PROJECT MANUAL FOR ADDITIONAL REQUIREMENTS.
14. CONTRACTOR TO LOOSEN SUBSOIL WITHIN ALL PROPOSED INFILTRATION AREAS TO A DEPTH OF 24 INCHES OR GREATER, TO A MAXIMUM COMPACTION OF 95% STANDARD PROCTOR DENSITY.
15. PRIOR TO STARTING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE TO MAKE SURE THAT ALL REQUIRED PERMITS AND APPROVALS HAVE BEEN OBTAINED. NO CONSTRUCTION OR FENCEWORK SHALL BEGIN UNTIL THE CONTRACTOR HAS RECEIVED AND THOROUGHLY REVIEWED ALL PLANS AND OTHER DOCUMENTS APPROVED BY ALL OF THE PERMITTING AGENCIES.

EROSION CONTROL SCHEDULE:

1. PRIOR TO ANY CONSTRUCTION OR DEMOLITION, SILT FENCE AND FILTERS SHALL BE INSTALLED AS SHOWN TO INTERCEPT RUNOFF.
2. IMMEDIATELY FOLLOWING GRADING OF SLOPES, WOOD FIBER BLANKET (OR OTHER SLOPE STABILIZATION METHOD APPROVED BY ENGINEER) SHALL BE APPLIED OVER APPROVED SEED MIXTURE AND A MINIMUM OF 4" TOPSOIL.
3. ALL EROSION CONTROL INSTALLATIONS SHALL REMAIN IN PLACE AND BE MAINTAINED IN GOOD CONDITION BY THE CONTRACTOR UNTIL THE SITE HAS BEEN RE-VEGETATED. CONTRACTOR MAY REMOVE NECESSARY SILT FENCES/FILTERS TO CONSTRUCT ROADWAYS, WHILE MAINTAINING ADEQUATE EROSION CONTROL IN ADJACENT AREA.
4. SUFFICIENT TOPSOIL SHALL BE STOCKPILED TO ALLOW FOR THE REPLACEMENT OF 4" OF TOPSOIL FOR DISTURBED AREAS TO BE RE-VEGETATED.
5. THE CONTRACTOR SHALL SCHEDULE SITE GRADING, UTILITY INSTALLATION AND ROADWAY CONSTRUCTION TO TAKE THE GENERAL LOT ON BE RE-VEGETATED AND RE-SEEDING FROM THE DISTURBED AREAS THAT WILL BE SUBMITTED TO CONSTRUCTION PARTY. IT SHALL BE SEEDING AND MULCHED OR SOILED WITHIN THREE (3) DAYS OF BEING DISTURBED.
6. THE GRASSES UTILIZED IN THE REED AND SOO AREAS SHALL BE OF A SHADE TOLERANT TYPE APPROVED BY THE SUPERVISOR OF TRANSPORTATION.
7. STREET SWEEPING MAINTENANCE AS DIRECTED BY CITY OF FREEDLEY.

EROSION MAINTENANCE:

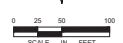
1. INSPECT SILT FENCES IMMEDIATELY AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL. IMMEDIATELY REPAIR FAILED OR FAILING SILT FENCE.
2. REPLACEMENT - FENCE SHALL BE REPLACED PROMPTLY WHEN IT DECOMPOSES OR BECOMES INEFFECTIVE BEFORE THE BARRIER IS NO LONGER NECESSARY.
3. SEDIMENT REMOVAL - SEDIMENT DEPOSITS SHOULD BE REMOVED AFTER EACH STORM EVENT. THAT WHICH IS REMOVED WHEN DEPOSITS REACH APPROXIMATELY ONE-HALF THE HEIGHT OF THE BARRIER. ANY SEDIMENT REMOVED IN PLACE AFTER THE FENCE OR FILTER FABRIC IS NO LONGER REQUIRED SHALL BE DREDGED TO CONFORM WITH EXISTING GRADE, REPAIRED AND SEEDING WITH THE APPROVED SEED MIX AS DIRECTED BY THE ENGINEER.
4. REMOVAL OF SILT FENCE - SILT FENCES SHALL BE REMOVED WHEN THEY HAVE SERVED THEIR USEFUL PURPOSE, BUT NOT BEFORE THE UPWARD SLOPING AREA HAS BEEN PERMANENTLY STABILIZED. IF THE UPWARD SLOPING AREA IS TO BE EXPOSED LONGER THAN SIX (6) MONTHS, THAT AREA SHALL BE COVERED WITH TEMPORARY VEGETATION WHEN FIRST EXPOSED.

LEGEND:

- EXISTING CONTOUR
- PROPOSED CONTOUR
- PROPOSED SPOT ELEVATION
- TOP OF WALL ELEVATION
- BOTTOM OF WALL ELEVATION
- DIRECTION OF DRAINAGE
- EMERGENCY OVERFLOW ROUTING
- RETAINING WALL
- PROPOSED LUMINAIRIES
- EXISTING CATCH BASINS
- EXISTING STORM SEWER
- PROPOSED CATCH BASINS
- PROPOSED STORM SEWER
- PROPOSED LIMITS OF CONSTRUCTION
- PROPOSED EASEMENT
- PROPERTY LINE
- DRAINAGE DITCH



Know what's below.
Call before you dig.
Dial 811







RIVER EDGE BUSINESS CENTER

802x312' BUILDING

FREEDLEY, MINNESOTA

PERMIT SET

GRADING PLAN

DATE	DESCRIPTION	BY	CHECKED
11/11/2020	ISSUED FOR PERMIT	MM	MM
11/11/2020	REVISED	MM	MM
11/11/2020	REVISED	MM	MM
11/11/2020	REVISED	MM	MM
11/11/2020	REVISED	MM	MM
11/11/2020	REVISED	MM	MM
11/11/2020	REVISED	MM	MM
11/11/2020	REVISED	MM	MM
11/11/2020	REVISED	MM	MM
11/11/2020	REVISED	MM	MM

CERTIFICATION

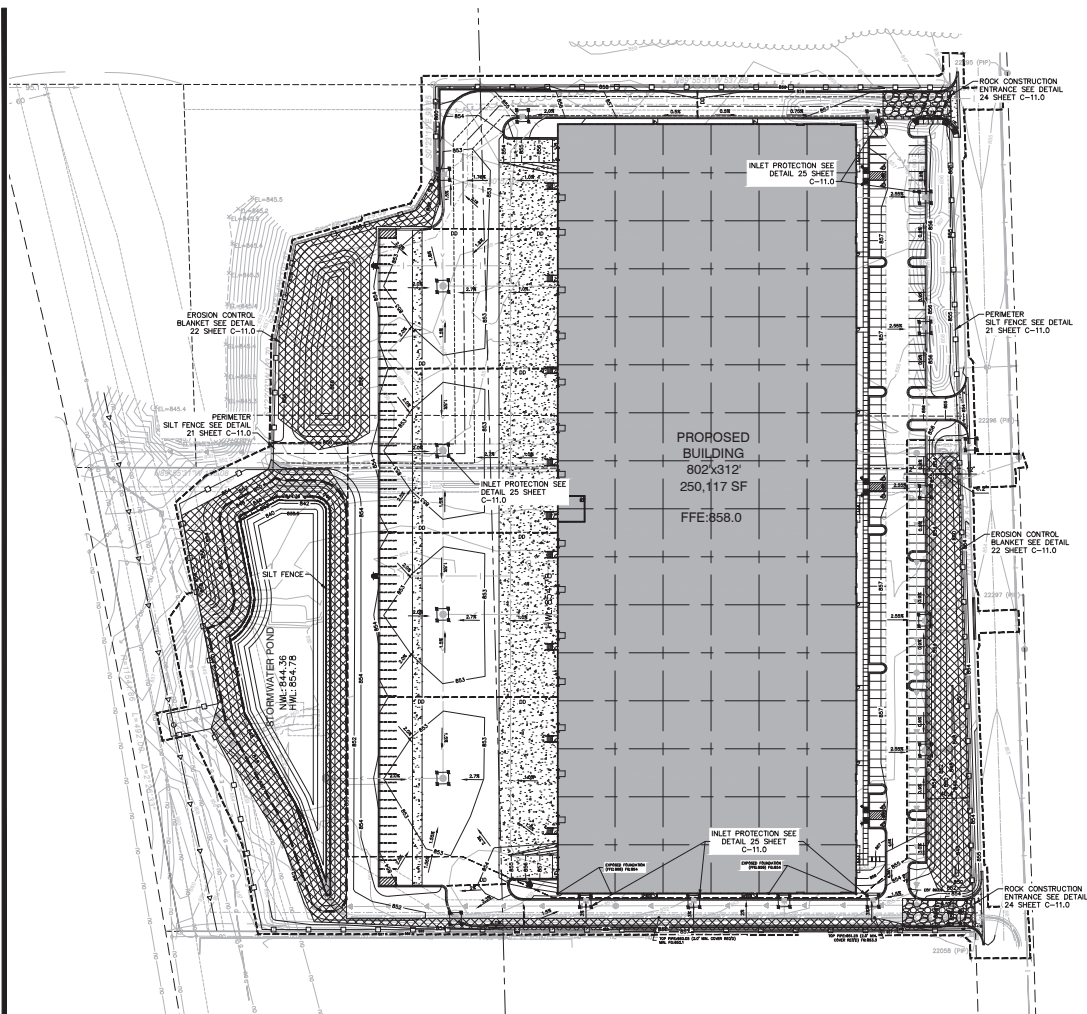
I hereby certify that the plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

[Signature]
 Date: 11/11/2020 License No. 54821

QA/QC CHECK

Drawn By: DL NELS, INC.
 Checked By: DL NELS, INC.
 Project No.: 4000001-00

C-5.0



GRADING NOTES:

1. ALL PAVEMENTS SHALL SLOPE AWAY FROM PROPOSED BUILDING.
2. ACCESSIBLE PARKING SPACE NOT TO EXCEED 2.0% IN ANY DIRECTION.
3. ALL CURBS AND GUTTER AT ACCESSIBLE PARKING SPACES TO BE DERESSED WITH 5' TAPER.
4. THE CONTRACTOR SHALL KEEP THE ADJACENT ROADWAYS FREE OF DEBRIS AND PREVENT THE OFF-SITE GRADING OF SOIL IN ACCORDANCE WITH THE REQUIREMENTS OF THE CITY/COUNTY.
5. NOTIFY GOMPER STATE ONE CALL 48 HOURS PRIOR TO START OF CONSTRUCTION.
6. ALL IMPROVEMENTS TO CONFORM WITH CITY AND COUNTY CONSTRUCTION STANDARDS SPECIFICATION, LATEST EDITION.
7. STABILIZED VEHICLE EXITS SHALL BE PROVIDED AT ALL CONSTRUCTION ACCESS POINTS.
8. CONTRACTOR TO KEEP A COPY OF THE FINAL DRAINAGE REPORT ON SITE AT ALL TIMES.
9. CONTRACTOR TO KEEP ALL ROUGH GRADED AREAS & FUTURE PAD SITES W/ APPROVED SOFT TEMPORARY SEED MIX.
10. SURVEYOR TO VERIFY BENCHMARK ELEVATION PRIOR TO START OF CONSTRUCTION.
11. REFER TO GEOTECHNICAL REPORT AND PROJECT MANUAL FOR SOIL CORRECTION REQUIREMENTS AND TESTING REQUIREMENTS.
12. STRIP TOPSOIL PRIOR TO ANY CONSTRUCTION. REUSE STOCKPILE ON SITE.
13. REFER TO SITE DESIGN CRITERIA SECTION OF PROJECT MANUAL FOR ADDITIONAL REQUIREMENTS.
14. CONTRACTOR TO LOOSEN SUBSOIL WITHIN ALL PROPOSED INFILTRATION AREAS TO A DEPTH OF 24 INCHES OR GREATER, TO A MINIMUM COMPOSITION OF 80% STANDARD PROCTOR DENSITY.
15. PRIOR TO STARTING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE TO HAVE SURE THAT ALL REQUIRED PERMITS AND APPROVALS HAVE BEEN OBTAINED. NO CONSTRUCTION OR PAVEMENT SHALL BEGIN UNTIL THE CONTRACTOR HAS RECEIVED AND THOROUGHLY REVIEWED ALL PLANS AND OTHER DOCUMENTS APPROVED BY ALL OF THE PERMITTING AUTHORITIES.

EROSION CONTROL SCHEDULE:

1. PRIOR TO ANY CONSTRUCTION OR DEMOLITION, SILT FENCE AND FILTERS SHALL BE INSTALLED 24 HOURS PRIOR TO ANY CONSTRUCTION.
2. IMMEDIATELY FOLLOWING GRADING OF SLOPES, WOOD FIBER BLANKET (OR OTHER SLOPE STABILIZATION METHOD APPROVED BY ENGINEER) SHALL BE APPLIED OVER APPROVED SEED MIXTURE AND A MINIMUM OF 4" TOPSOIL.
3. ALL EROSION CONTROL INSTALLATIONS SHALL REMAIN IN PLACE AND BE MAINTAINED IN ACCORDANCE WITH THE CONTRACTOR'S SCHEDULE. THE SITE SHALL BE RE-VEGETATED. CONTRACTOR MAY REMOVE NECESSARY SILT FENCES/FILTERS TO CONSTRUCT ROADWAYS, WHILE MAINTAINING ADEQUATE EROSION CONTROL IN ADJACENT AREAS.
4. SURVEYOR TOPSOIL SHALL BE STOCKPILED TO ALLOW FOR THE REPLACEMENT OF 4" OF TOPSOIL FOR DISTURBED AREAS TO BE RE-VEGETATED.
5. THE CONTRACTOR SHALL SCHEDULE SITE GRADING, UTILITY INSTALLATION AND ROADWAY CONSTRUCTION SO THAT THE GENERAL USE CAN BE MAINTAINED AND RE-SEEDING SOON AFTER COMPLETION. AREAS THAT WILL NOT BE SUBJECT TO CONSTRUCTION TRAFFIC SHALL BE SEED AND MULCHED OR SOODED WITHIN THREE (3) DAYS OF BEING DISTURBED.
6. THE GRASSES UTILIZED IN THE SEED AND SOO AREAS SHALL BE OF A SHADE TOLERANT TYPE APPROVED BY THE DEPARTMENT OF TRANSPORTATION.
7. STREET SWEEPING REQUIRED AS DIRECTED BY CITY OF FRIEDLEY.

EROSION MAINTENANCE:

1. INSPECT SILT FENCES IMMEDIATELY AFTER EACH RAINFALL AND AT LEAST DURING PROLONGED RAINFALL. IMMEDIATELY REPAIR FAILED OR FAILING SILT FENCE.
2. REPLACEMENT - FABRIC SHALL BE REPLACED IMMEDIATELY WHEN IT DISCOPIES OR BECOMES INEFFECTIVE BEFORE THE BARRIER IS NO LONGER NECESSARY.
3. SEDIMENT REMOVAL - SEDIMENT DEPOSITS SHOULD BE REMOVED AFTER EACH FLOOD EVENT. THEY MUST BE REMOVED WHEN DEPOSITS REACH APPROXIMATELY ONE-HALF THE HEIGHT OF THE BARRIER. ANY SEDIMENT DEPOSITS IN PLACE AFTER THE SILT FENCE OR FILTER FABRIC IS NO LONGER REQUIRED SHALL BE DISPOSED TO CONFORM WITH EXISTING GRADING, PREPARED AND SEEDING WITH THE APPROPRIATE SEED MIX, AS DIRECTED BY THE ENGINEER.
4. REMOVAL OF SILT FENCE - SILT FENCES SHALL BE REMOVED WHEN THEY HAVE SERVED THEIR USEFUL PURPOSE, BUT NOT BEFORE THE UPWARD SLOPING AREA HAS BEEN PERMANENTLY STABILIZED. IF THE UPWARD SLOPING AREA IS TO BE EXPOSED LONGER THAN SIX (6) MONTHS, THAT AREA SHALL BE COVERED WITH TEMPORARY VEGETATION WHEN FIRST EXPOSED.

LEGEND

- EXISTING CONTOUR
- PROPOSED CONTOUR
- EROSION CONTROL BLANKET (MINIMUM 50' LENGTH AND 30' WIDTH)
- ROCK CONSTRUCTION (MINIMUM 50' LENGTH AND 30' WIDTH)
- PROPOSED SILT FENCE (PER GRADING)
- INLET PROTECTION

NOTE: REFER TO SWPPP FOR EROSION CONTROL BMP QUANTITIES SEE SHEET C-12



Know what's below.
Call before you dig.
Dial 811



ALLIANT
www.alliantinc.com

ENDEAVOR
DEVELOPMENT

PERMIT SET

EROSION CONTROL PLAN

DATE	DESCRIPTION
10/15/2024	ISSUED FOR PERMITTING
10/15/2024	ISSUED FOR PERMITTING
10/15/2024	ISSUED FOR PERMITTING
10/15/2024	ISSUED FOR PERMITTING
10/15/2024	ISSUED FOR PERMITTING
10/15/2024	ISSUED FOR PERMITTING
10/15/2024	ISSUED FOR PERMITTING
10/15/2024	ISSUED FOR PERMITTING
10/15/2024	ISSUED FOR PERMITTING
10/15/2024	ISSUED FOR PERMITTING

CERTIFICATION

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly licensed Professional Engineer in the State of Minnesota.

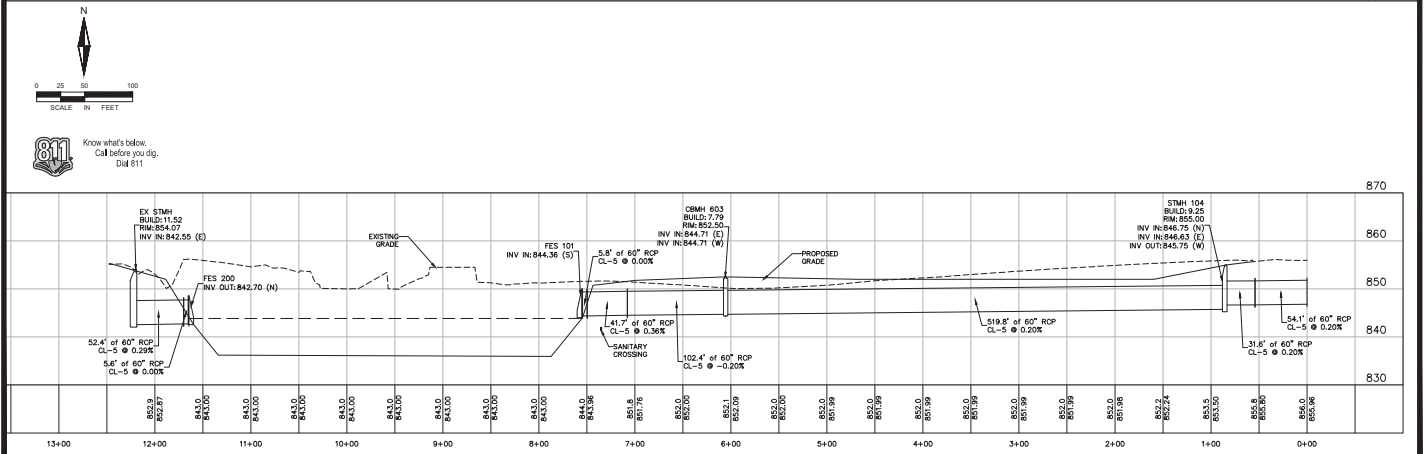
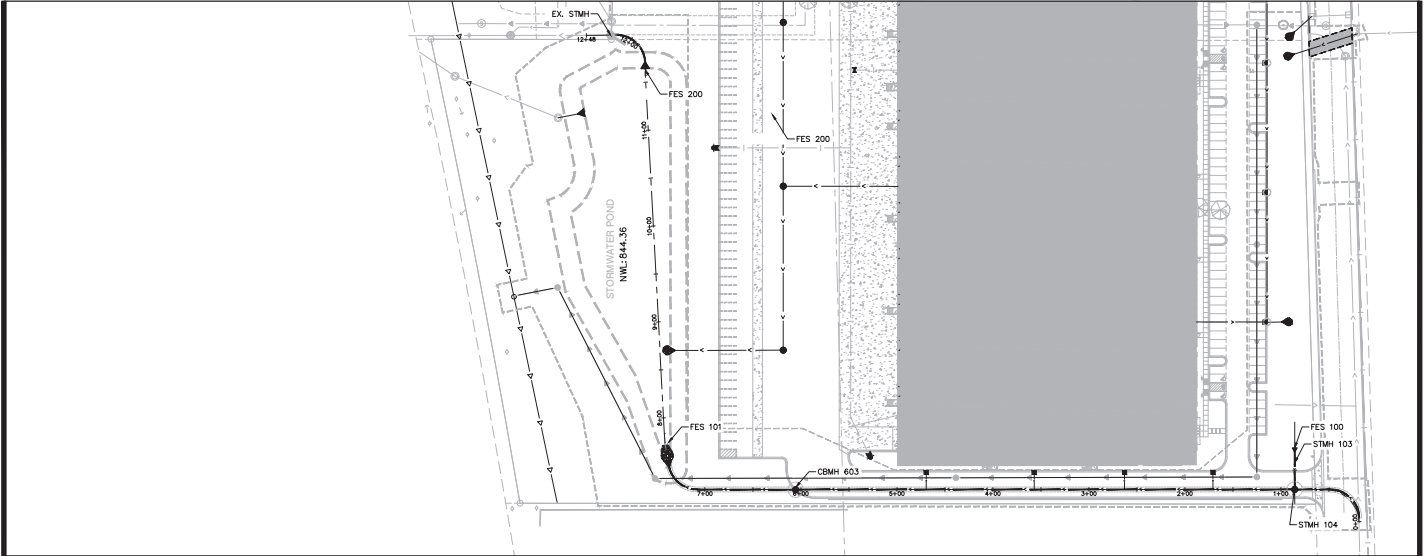
[Signature]
Date: 10/15/2024 License No. 1000000000

GA/QC CHECK

Project Team Data

Designed By: [Blank]
Checked By: [Blank]
Project No.: 4000000000

C-6.0



ALLIANT
www.alliantinc.com

ENDEAVOR
DEVELOPMENT

RIVER EDGE BUSINESS CENTER

60 INCH STORM SEWER PROFILE

PERMIT SET

ST. LOUIS, MISSOURI

DATE	DESCRIPTION
10/10/20	ISSUED FOR PERMIT
10/10/20	ISSUED FOR PERMIT
10/10/20	ISSUED FOR PERMIT
10/10/20	ISSUED FOR PERMIT
10/10/20	ISSUED FOR PERMIT
10/10/20	ISSUED FOR PERMIT
10/10/20	ISSUED FOR PERMIT
10/10/20	ISSUED FOR PERMIT
10/10/20	ISSUED FOR PERMIT
10/10/20	ISSUED FOR PERMIT

CERTIFICATION

I hereby certify that the plan, specification, or report was prepared by me or under my direct supervision and that I am a duly licensed Professional Engineer under the laws of the State of Missouri.

[Signature]

DATE: 10/10/20

SEAL: 10/10/20

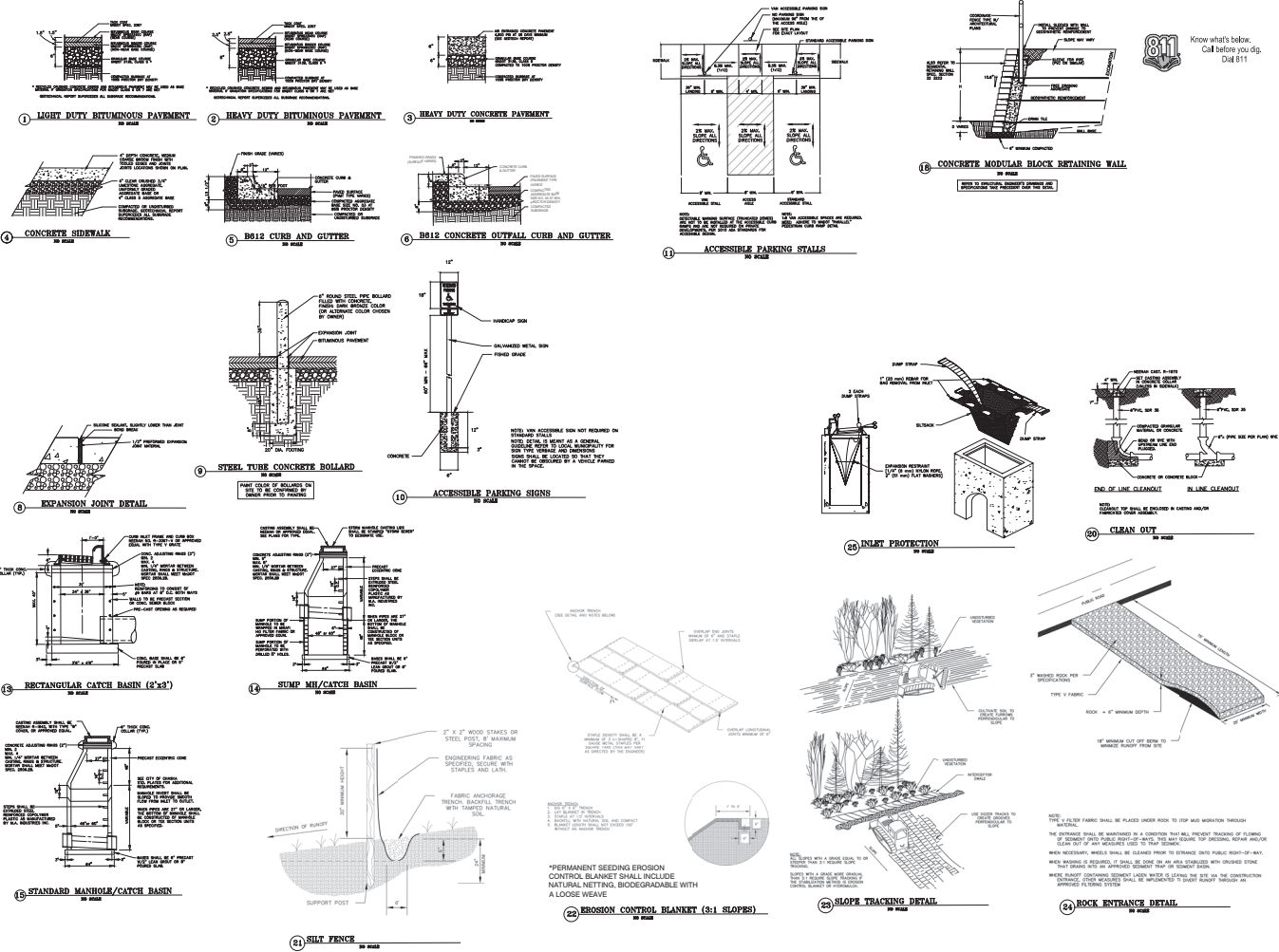
PROJECT TEAM DATA

Designed By: J. L. H. INC.

Checked By: J. L. H. INC.

Project No.: 4000001-00

C-9.0

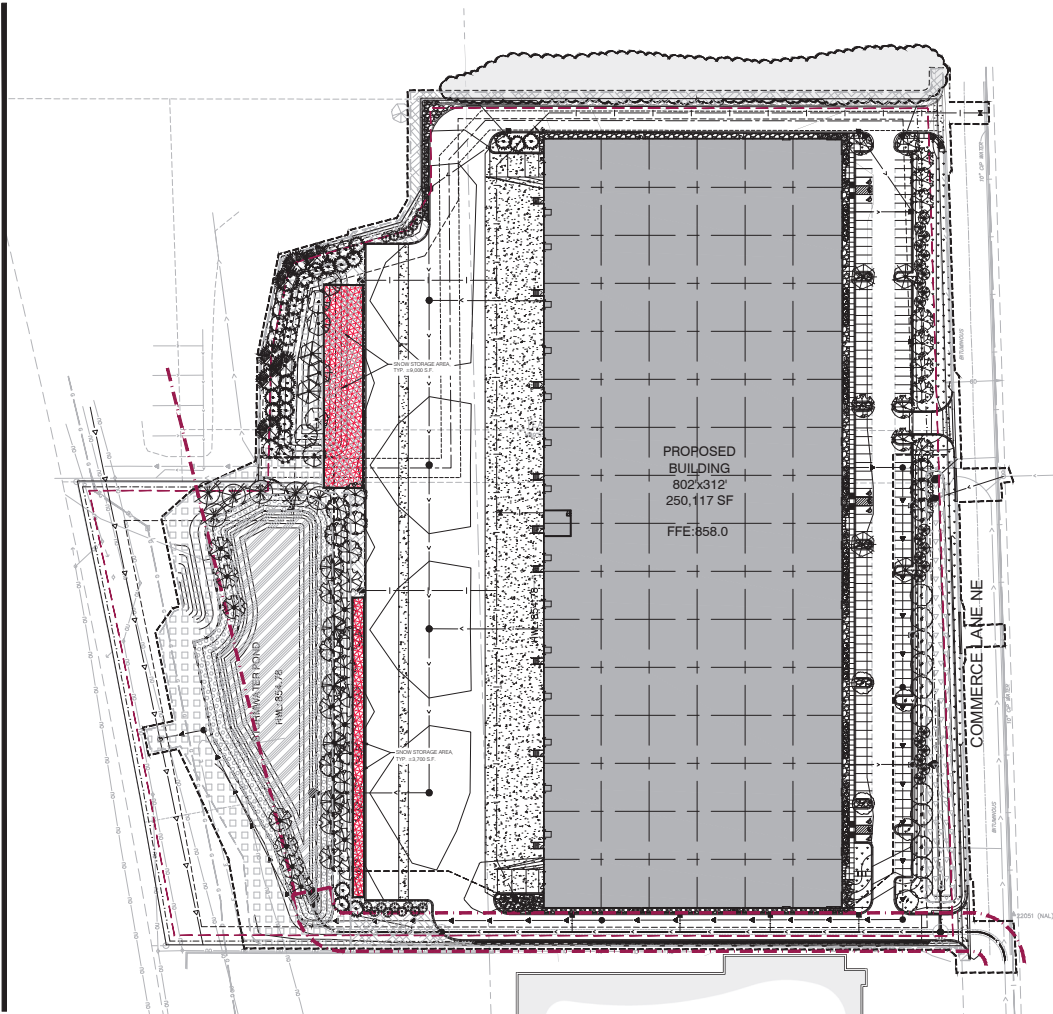


RIVER EDGE BUSINESS CENTER
10000 RIVER EDGE BLVD
FREDLEY, MINNESOTA

PERMIT SET
DETAILS

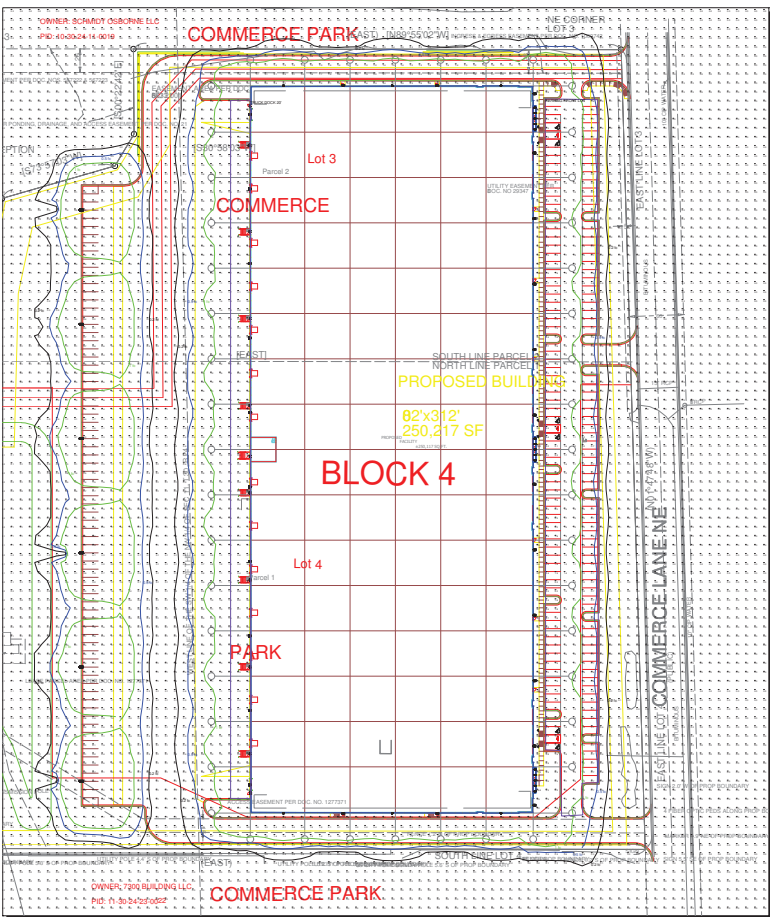
DATE	DESCRIPTION
10/10/20	REVISION 1: ADD TO DETAIL
10/10/20	REVISION 2: ADD TO DETAIL
10/10/20	REVISION 3: ADD TO DETAIL
10/10/20	REVISION 4: ADD TO DETAIL
10/10/20	REVISION 5: ADD TO DETAIL
10/10/20	REVISION 6: ADD TO DETAIL
10/10/20	REVISION 7: ADD TO DETAIL
10/10/20	REVISION 8: ADD TO DETAIL
10/10/20	REVISION 9: ADD TO DETAIL
10/10/20	REVISION 10: ADD TO DETAIL
10/10/20	REVISION 11: ADD TO DETAIL
10/10/20	REVISION 12: ADD TO DETAIL
10/10/20	REVISION 13: ADD TO DETAIL
10/10/20	REVISION 14: ADD TO DETAIL
10/10/20	REVISION 15: ADD TO DETAIL
10/10/20	REVISION 16: ADD TO DETAIL
10/10/20	REVISION 17: ADD TO DETAIL
10/10/20	REVISION 18: ADD TO DETAIL
10/10/20	REVISION 19: ADD TO DETAIL
10/10/20	REVISION 20: ADD TO DETAIL
10/10/20	REVISION 21: ADD TO DETAIL
10/10/20	REVISION 22: ADD TO DETAIL
10/10/20	REVISION 23: ADD TO DETAIL
10/10/20	REVISION 24: ADD TO DETAIL
10/10/20	REVISION 25: ADD TO DETAIL
10/10/20	REVISION 26: ADD TO DETAIL
10/10/20	REVISION 27: ADD TO DETAIL
10/10/20	REVISION 28: ADD TO DETAIL
10/10/20	REVISION 29: ADD TO DETAIL
10/10/20	REVISION 30: ADD TO DETAIL
10/10/20	REVISION 31: ADD TO DETAIL
10/10/20	REVISION 32: ADD TO DETAIL
10/10/20	REVISION 33: ADD TO DETAIL
10/10/20	REVISION 34: ADD TO DETAIL
10/10/20	REVISION 35: ADD TO DETAIL
10/10/20	REVISION 36: ADD TO DETAIL
10/10/20	REVISION 37: ADD TO DETAIL
10/10/20	REVISION 38: ADD TO DETAIL
10/10/20	REVISION 39: ADD TO DETAIL
10/10/20	REVISION 40: ADD TO DETAIL
10/10/20	REVISION 41: ADD TO DETAIL
10/10/20	REVISION 42: ADD TO DETAIL
10/10/20	REVISION 43: ADD TO DETAIL
10/10/20	REVISION 44: ADD TO DETAIL
10/10/20	REVISION 45: ADD TO DETAIL
10/10/20	REVISION 46: ADD TO DETAIL
10/10/20	REVISION 47: ADD TO DETAIL
10/10/20	REVISION 48: ADD TO DETAIL
10/10/20	REVISION 49: ADD TO DETAIL
10/10/20	REVISION 50: ADD TO DETAIL
10/10/20	REVISION 51: ADD TO DETAIL
10/10/20	REVISION 52: ADD TO DETAIL
10/10/20	REVISION 53: ADD TO DETAIL
10/10/20	REVISION 54: ADD TO DETAIL
10/10/20	REVISION 55: ADD TO DETAIL
10/10/20	REVISION 56: ADD TO DETAIL
10/10/20	REVISION 57: ADD TO DETAIL
10/10/20	REVISION 58: ADD TO DETAIL
10/10/20	REVISION 59: ADD TO DETAIL
10/10/20	REVISION 60: ADD TO DETAIL
10/10/20	REVISION 61: ADD TO DETAIL
10/10/20	REVISION 62: ADD TO DETAIL
10/10/20	REVISION 63: ADD TO DETAIL
10/10/20	REVISION 64: ADD TO DETAIL
10/10/20	REVISION 65: ADD TO DETAIL
10/10/20	REVISION 66: ADD TO DETAIL
10/10/20	REVISION 67: ADD TO DETAIL
10/10/20	REVISION 68: ADD TO DETAIL
10/10/20	REVISION 69: ADD TO DETAIL
10/10/20	REVISION 70: ADD TO DETAIL
10/10/20	REVISION 71: ADD TO DETAIL
10/10/20	REVISION 72: ADD TO DETAIL
10/10/20	REVISION 73: ADD TO DETAIL
10/10/20	REVISION 74: ADD TO DETAIL
10/10/20	REVISION 75: ADD TO DETAIL
10/10/20	REVISION 76: ADD TO DETAIL
10/10/20	REVISION 77: ADD TO DETAIL
10/10/20	REVISION 78: ADD TO DETAIL
10/10/20	REVISION 79: ADD TO DETAIL
10/10/20	REVISION 80: ADD TO DETAIL
10/10/20	REVISION 81: ADD TO DETAIL
10/10/20	REVISION 82: ADD TO DETAIL
10/10/20	REVISION 83: ADD TO DETAIL
10/10/20	REVISION 84: ADD TO DETAIL
10/10/20	REVISION 85: ADD TO DETAIL
10/10/20	REVISION 86: ADD TO DETAIL
10/10/20	REVISION 87: ADD TO DETAIL
10/10/20	REVISION 88: ADD TO DETAIL
10/10/20	REVISION 89: ADD TO DETAIL
10/10/20	REVISION 90: ADD TO DETAIL
10/10/20	REVISION 91: ADD TO DETAIL
10/10/20	REVISION 92: ADD TO DETAIL
10/10/20	REVISION 93: ADD TO DETAIL
10/10/20	REVISION 94: ADD TO DETAIL
10/10/20	REVISION 95: ADD TO DETAIL
10/10/20	REVISION 96: ADD TO DETAIL
10/10/20	REVISION 97: ADD TO DETAIL
10/10/20	REVISION 98: ADD TO DETAIL
10/10/20	REVISION 99: ADD TO DETAIL
10/10/20	REVISION 100: ADD TO DETAIL

C-11.0



REVISION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
1	12/25/2025	JLL	INITIAL DESIGN			
2	12/25/2025	JLL	WORKING DRAWING			
3	12/25/2025	JLL	FINAL DESIGN			

GENERAL NOTES:
 A. PULSE PRODUCTS DOES NOT ASSUME RESPONSIBILITY FOR THE INTERPRETATION OF THIS CALCULATION OR COMPLIANCE TO THE LOCAL, STATE, OR FEDERAL LIGHTING CODES OR ORDINANCES.
 B. LIGHTING LAYOUT IS NOT INTENDED FOR CONSTRUCTION DOCUMENTS BUT ONLY TO ILLUSTRATE THE PERFORMANCE OF THE PRODUCT.
 C. ALL READINGS/CALCULATIONS SHOWN ARE SHOWN ON WORKPLANE OR FLOOR DEPENDS ON SPACE ACTIVITY.



#	Date	Comments

DRAWN BY: JILL BLONBERG, LLC
 CHECKED BY: JLL
 DATE: 12/25/2025

RIVER EDGE BUSINESS CENTER
 7350 COMMERCE LN FRIDLEY, MN

Scale: AS NOTED

PAGE 1 OF 1



AGENDA REPORT

Meeting Date: January 5, 2026
Meeting Type: City Council
Submitted By: Brandon Brodhag, Assistant City Engineer
James Kosluchar, Public Works Director
Title: Resolution No. 2026-05, Awarding Professional Services for Development of Safe Streets for All Citywide Safety Action Plan

Background

The City of Fridley (City) applied for and was successfully awarded a federal SS4A grant to develop a Citywide Safety Action Plan to improve safety for all roadway users, including motorists, bicyclists, and pedestrians. To maximize local resources, staff also secured a state grant to cover the required local match, ensuring the project is 100% grant funded.

The City issued a Request for Proposals (RFP) to four specialized firms. Two firms submitted formal proposals. A staff evaluation committee reviewed the submittals based on a work plan that included:

- Comprehensive safety analysis.
- Community and stakeholder engagement.
- Identification and prioritization of safety interventions.
- Design concepts and innovative solutions.

Staff recommend awarding the contract to Bolton & Menk. While both Bolton & Menk and SRF were qualified, Bolton & Menk's proposal scored slightly higher due to a more robust and comprehensive approach.

Completion of this Safety Action Plan will satisfy federal requirements and position the City to apply for future SS4A Implementation Grants for permanent safety infrastructure projects.

Financial Impact

The total project cost is \$275,000, structured as follows:

- Federal SS4A Grant: \$220,000 (80%)
- State Match Grant: \$55,000 (20%)

Recommendation

Staff recommends the approval of Resolution No. 2026-05, Awarding of Professional Services for Development of Safe Streets for All Citywide Safety Action Plan.

Focus on Fridley Strategic Alignment

☐	Vibrant Neighborhoods & Places
☐	Financial Stability & Commercial Prosperity
☐	Organizational Excellence
☐	Community Identity & Relationship Building
☒	Public Safety & Environmental Stewardship

Attachments and Other Resources

1. Resolution No. 2026-05
2. Bolton & Menk Plan
3. Contract Summary Page

Vision Statement

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

Resolution No. 2026-05

Awarding Professional Services For Development of Safe Streets for All Citywide Safety Action Plan

Whereas, the City of Fridley (City) is committed to increasing the safety of the traveling public, including motorists, bicyclists, and pedestrians, through the reduction of roadway fatalities and serious injuries; and

Whereas, the U.S. Department of Transportation (USDOT) has awarded the City a federal Safe Streets and Roads for All (SS4A) grant in the amount of \$220,000 for the development of a Comprehensive Citywide Safety Action Plan; and

Whereas, the City has successfully secured \$55,000 in state funding to cover the 20% local match requirement, resulting in a total project budget of \$275,000 with no direct impact on the City's general fund; and

Whereas, the City issued a Request for Proposals (RFP) to four specialized firms, receiving two qualifying proposals that were evaluated based on technical expertise, comprehensive safety analysis, and innovative design solutions.

Now, therefore be it resolved, that the City Council of the City of Fridley hereby approves the award of a professional services contract for the development of the Citywide Safety Action Plan to Bolton & Menk, Inc.

Passed and adopted by the City Council of the City of Fridley this 5th day of January, 2026.

Dave Ostwald – Mayor

Attest:

Melissa Moore – City Clerk



CITY OF FRIDLEY, MINNESOTA
DECEMBER 19, 2025



PROPOSAL FOR

SAFE STREETS FOR ALL SAFETY ACTION PLAN



Contact:
Aaron Bartling
952-256-0976
Aaron.Bartling@bolton-menk.com

111 Washington Ave South
Suite 650 | Minneapolis, MN 55401
612-416-0220 | Bolton-Menk.com

In partnership with:

Kimley»Horn



Real People. Real Solutions.

111 Washington Ave South
Suite 650 | Minneapolis, MN 55401
612-416-0220 | Bolton-Menk.com

December 19, 2025

Annie Olsen
Engineering Administrative Assistant
City of Fridley
7071 University Avenue NE
Fridley, MN 55432

RE: Proposal for SS4A Safety Action Plan

Statement of Compliance

We verify that our firm is compliant with the terms identified for Standard Assurances and insurance terms.

Conflict of Interest

We do not perceive any existing conflict of interest at this time.

Proposal Validity

The proposal shall remain valid for a period of 120 days from the date of submittal (or until April 18, 2025).

Dear Annie:

Bolton & Menk, Inc. is excited at the opportunity to support the City of Fridley with the Safe Streets for All (SS4A) Safety Action Plan. Backed by a federal SS4A grant, this comprehensive, multimodal strategy is designed to eliminate serious and fatal crashes and create a transportation network where every user—whether driving, biking, walking, or riding transit—can travel safely. Together, we'll seamlessly blend our expertise and insight to craft a tailored plan that elevates your city's safety while preserving essential community needs. Like you, Bolton & Menk takes great pride in designing and managing projects that are safe, sustainable, and functional. We understand what needs to be accomplished for the successful creation and implementation of the City of Fridley's SS4A Safety Action Plan.

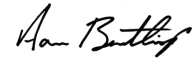
Firm Experience – Bolton & Menk approaches each safety action plan project with a fresh perspective, ensuring we do not rely on a one-size-fits-all method. As your project managers, we will draw upon our team's extensive experience with multi-modal safety initiatives, including our own efforts leading the development of similar safety action plans, to allow for careful consideration of the long-term impact of our designs, budget recommendations, and implementation schedules. When you choose Bolton & Menk, you can trust that we will work tirelessly to identify the most effective and sustainable safety solutions—ones that not only address current needs but also support the city's future.

Community Knowledge – We, too, are vested in the City of Fridley and look forward to our continued partnership. We will do our best to ensure safe and sustainable improvements for the community in which we also live and work. We have a reputation for delivering the right project at the right price; we make projects happen. Choosing Bolton & Menk means you gain a consultant and committed partner with the local knowledge, efficient design expertise, and problem-solving creativity to ensure every dollar spent gets results. Some notable projects that our team has worked on include the CSAH 6 Corridor Study, CSAH 8 (Mississippi Street) Corridor Study, 53rd Avenue Traffic Corridor Study, and the 73rd Avenue Corridor Study for City of Fridley (in process).

Meeting Timelines – We understand the importance of the project schedule for the City of Fridley. This project is a top priority for us; our team is immediately available to further the project without delay. From the moment we receive the green light, we are prepared to hit the ground running, ensuring prompt mobilization and rapid progress from day one. To further enhance our capacity and ensure overlapping tasks are managed with precision, we are proud to partner with Kimley-Horn. Leveraging Kimley-Horn's expanded resources and expertise, we are able to accelerate project delivery and streamline workflows, positioning us to overcome scheduling challenges and deliver exceptional outcomes for the city.

In continued service to the City of Fridley, we are excited at the opportunity to complete the SS4A Safety Action Plan. Aaron will serve as your lead client contact and project manager. Please contact him at 952-256-0976 or Aaron.Bartling@bolton-menk.com if you have any questions regarding our proposal.

Respectfully submitted,
Bolton & Menk, Inc.


Aaron Bartling
Project Manager


Kevin Kielb, PE
Municipal Project Manager | Principal

BOLTON & MENK IS AN EQUAL OPPORTUNITY EMPLOYER.

CONTENTS

SIMILAR PROJECTS.....1

OUR TEAM.....5

PROJECT UNDERSTANDING.....9

PROJECT APPROACH.....10

WORK PLAN.....11

TIMELINE.....16

FEE.....17



SIMILAR PROJECTS

Bolton & Menk has provided the full range of services required for SS4A comprehensive safety action plans. We have assisted communities with planning, securing funds, and/or implementation (design and construction), and our in-house staff has a variety of specialized expertise critical to the success of these plans. Below are a few examples of our recent work. Additional examples can be provided upon request.

SS4A SAFETY ACTION PLAN City of Columbia Heights, MN

Bolton & Menk worked with the City of Columbia Heights to develop a comprehensive transportation safety action plan aimed at proactively reducing severe and fatal crashes in the city. The plan addresses safety for all roadway users—pedestrians, bicyclists, public transportation users, motorists, and commercial vehicle operators—but it prioritizes safety for the most vulnerable users such as pedestrians and people with disabilities. Our team inventoried and assessed current safety conditions and concerns, then identified future needs, developed and prioritized strategies to reduce fatalities and serious injuries, and helped the city monitor long-term progress and performance of safety strategies. Equity considerations and a robust public engagement process are woven throughout our entire process, from the initial evaluation of existing practices, policies, and crash history, to recommendations, project prioritization, and evaluation.

Reference: Kevin Hansen, PE, City Engineer
763-706-3705
khansen@columbiaheightsmn.com

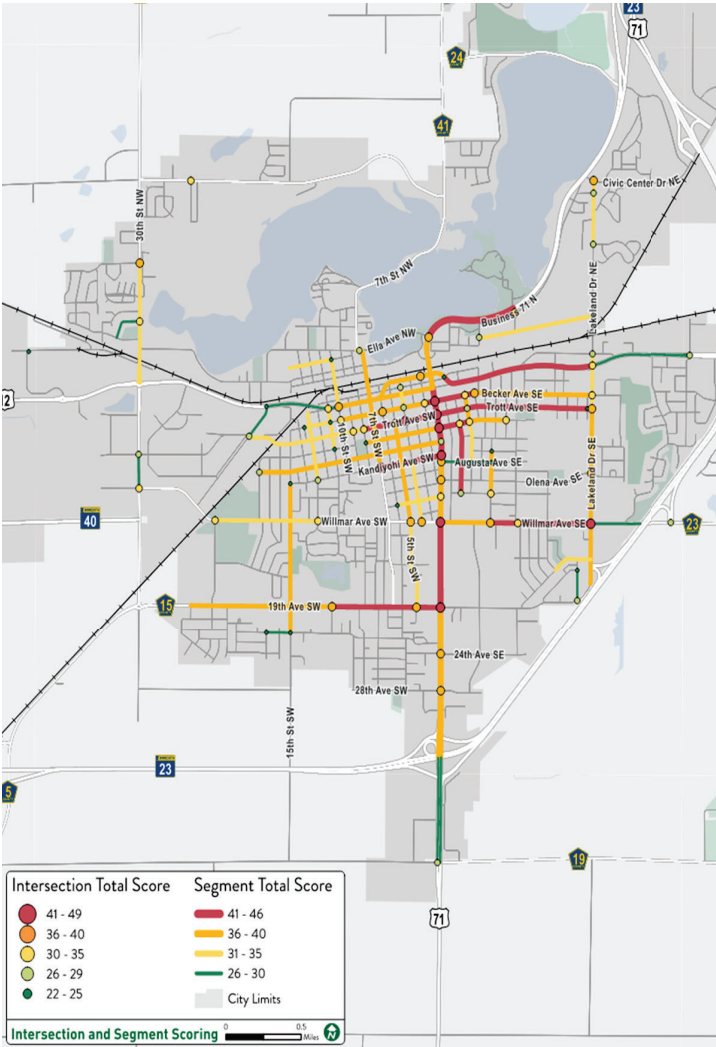


SS4A SAFETY ACTION PLAN

City of Willmar, MN

As part of the Willmar Safe Streets for All Safety Action Plan, the project team, led by Aaron Bartling, completed a comprehensive set of tasks to advance the city's goal of eliminating roadway fatalities and serious injuries by 2045. These efforts included an in-depth crash analysis of ten years of data to identify trends, contributing factors, and develop a High Injury Network for both vehicles and vulnerable road users. A transportation equity analysis was conducted to prioritize improvements for historically disadvantaged communities, ensuring fairness in mobility and safety outcomes. Robust community engagement was carried out through surveys, pop-up events, focus groups, and an open house, gathering input from over 680 interactions to shape recommendations. Using a data-driven prioritization framework, ten high-risk corridors and intersections were identified, and concept-level safety improvements such as road diets, roundabouts, curb extensions, and pedestrian refuge islands were proposed. Finally, an implementation strategy was developed, outlining short-, mid-, and long-term actions, pilot projects, and coordination with MnDOT and Kandiyohi County to ensure transparency and sustained progress toward Vision Zero.

Reference: Christopher Corbett, Planning and Development Director
320-235-8311
ccorbett@willmarmn.gov



TH 47 AND TH 65 PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY
MnDOT Metro

The TH 47/65 corridors have a troubled history of serious and fatal crashes, including multiple pedestrian deaths. Bolton & Menk is part of a consultant team developing a future vision for the 10-mile stretch of both Highway 47 and 65—two high-traffic state highways traversing urban and suburban cities in the Twin Cities metro area including Fridley. The study sought to identify concepts that will meet the safety-based goals and improve the highways for all users while balancing traffic management needs. Bolton & Menk led the planning, concept evaluation, documentation, and community engagement portions of the study. Our community engagement efforts included a team of community-based partners focused on reaching people with different background, spoken languages, and perspectives. Our work will culminate with partner-supported recommendations for concepts and alternatives to be carried forward into the NEPA process.

Reference: Melissa Barnes, North Area Manager
651-234-7718
melissa.barnes@state.mn.us



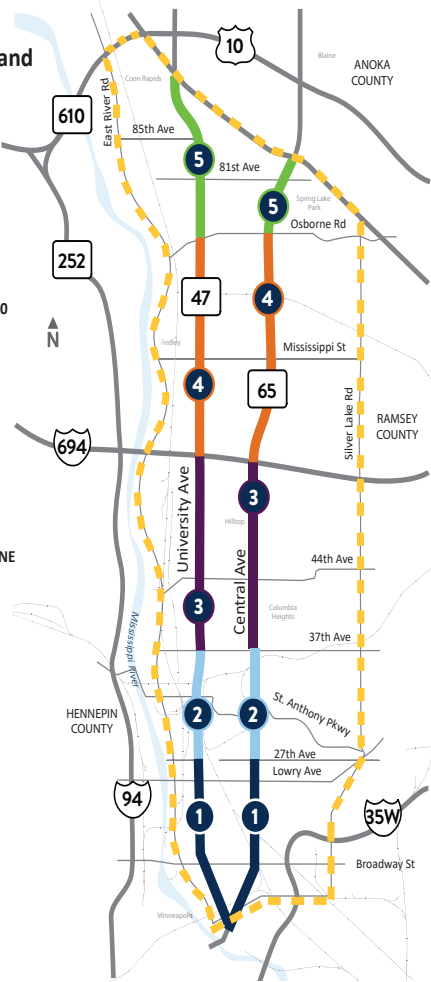
Hwy 47/University Ave and Hwy 65/Central Avenue

Study Area

Railroads

Sections

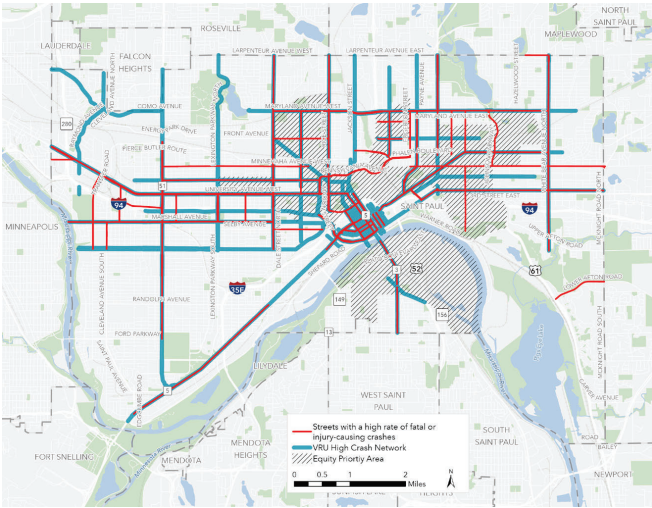
- 5 Osborne Rd to County Hwy 10
- 4 I-694 to Osborne Rd
- 3 37th Ave NE to I-694
- 2 27th Ave NE to 37th Ave NE
- 1 Hwy 47/Hwy 65 to 27th Ave NE



SS4A TRANSPORTATION SAFETY ACTION PLAN
City of Saint Paul, MN

Kimley-Horn assisted the City of Saint Paul in developing a Transportation Safety Action Plan that aimed to eliminate traffic fatalities and serious injuries. The Action Plan included a comprehensive crash analysis, identification of an HIN, project prioritization, and development of a safety strategy toolkit. The plan also included a comprehensive community engagement strategy focusing on historically underrepresented populations who are overburdened by traffic crashes, as well as an equity analysis to identify ways the city can mitigate disparities in traffic safety. The first phase of the plan was completed in Spring 2023 and is compliant with the SS4A funding program, which allowed the city to apply for implementation funding to complete projects identified in the plan. Kimley-Horn supported the successful grant application which awarded the city \$15.7 million in federal funds to implement improved roadway safety measures in underserved communities experiencing a high rate of severe crashes.

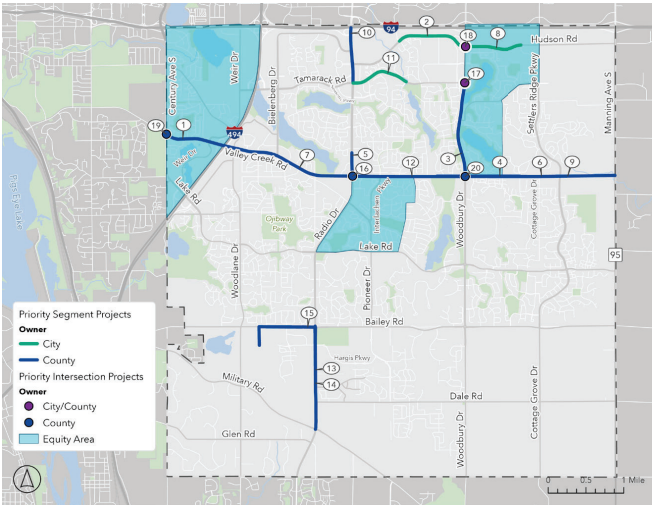
Reference: David Peterson, AICP, Senior Transportation Planner
651-266-9724
david.peterson@ci.stpaul.mn.us



WOODBURY SS4A ACTION PLAN
City of Woodbury, MN

Kimley-Horn assisted the City of Woodbury in developing a Safe Streets for All Action Plan to eliminate traffic fatalities and reduce serious injuries. The Action Plan included a crash analysis, identification of an HIN, project prioritization, and demonstration projects. The plan incorporated an inclusive community engagement strategy focusing on areas or groups of people who were impacted by severe and fatal traffic crashes. The plan was compliant with the SS4A funding program, allowing the city to apply for implementation funding to complete projects identified in the plan. This plan was completed in early 2025.

Reference: Drew Boxrud, Engineering Project Coordinator
651-414-3423
drew.boxrud@woodburymn.gov



OUR TEAM

Bolton & Menk has assembled a highly motivated and experienced group of professionals for the City of Fridley's Safety Action Plan project. Our project manager, Aaron Bartling, will be supported by key individuals and support staff. In addition to Bolton & Menk staff, our project team includes staff from Kimley-Horn. Our team members will work interdependently to build synergy for a sustainable solution. Our team is 100 percent available and committed to completing this project.



AARON BARTLING Project Manager

Aaron will lead and coordinate the project team to develop and implement effective safety strategies, ensuring the plan aligns with community needs.

Aaron Bartling is a Senior Transportation Planner with over a decade of experience delivering right-sized, context-sensitive solutions for communities across the Midwest. Since 2013, he has combined his expertise in multimodal transportation planning with strong project management skills to guide projects from concept through implementation. He is passionate about creating transportation systems that foster equity, resilience, and sustainability while meeting the unique needs of each community. Aaron has successfully managed a wide range of projects, including bicycle and pedestrian plans, transit studies, and corridor improvements. His approach emphasizes clear communication, stakeholder engagement, and rigorous attention to scope, schedule, and budget. By facilitating collaboration among clients, agencies, and community members, Aaron ensures that projects align with local priorities and deliver measurable outcomes. As part of Bolton & Menk's Active Transportation and Transit practice, Aaron brings a deep understanding of multimodal planning and design. He leverages industry best practices and innovative strategies to improve safety, connectivity, and accessibility for all users. His work focuses on creating safe and inviting transportation systems, enhancing pedestrian and bicycle networks, and integrating transit solutions that strengthen a community's sense of place. Aaron's leadership extends beyond technical expertise—he is committed to building consensus, fostering partnerships, and delivering projects that reflect community values. His ability to balance vision with practical implementation makes him a trusted advisor to clients and a respected leader in the transportation planning field.

Relevant Experience:

- SS4A Safety Action Plan, City of Willmar, MN
- SS4A Safety Action Plan, City of Columbia Heights, MN
- Safe Routes to Services, Bismarck-Mandan MPO
- SS4A Safety Action Plan, City of Buffalo, MN
- Transportation Safety Plan, Prairie Island Indian Community
- Downtown Sidewalk Safety Improvements, City of Geneva, MN
- Phoenix Elementary School Safety Plan, City of Grand Forks, ND



ZOE HUEBNER, AICP Deputy Project Manager/Planning Lead

Zoe will provide project management support and lead planning efforts by coordinating design, research, and implementation activities to advance safe, sustainable transportation solutions tailored to Fridley's needs. During her undergraduate career at Augsburg University in Minneapolis, Zoe interned with the City of Fridley as an Economic Development Intern from 2019 to 2020 under Paul Bolin and became familiar with the city through her work. Since then, Zoe has completed a Masters in City and Regional Planning from UNC at Chapel Hill and started her career as a transportation planner at Bolton & Menk in 2023. As an outdoor enthusiast who is passionate about safe and accessible multimodal facilities, her expertise lies in multimodal planning. Her previous experience includes Safe Streets for All planning for communities around the country, including Columbia Heights, Minnesota; Grand Forks-East Grand Forks, North Dakota; and the Foothills region in Western North Carolina. Zoe also has extensive experience in comprehensive land use, pedestrian, and bicycle planning and has led numerous community engagement events. Zoe is passionate about the field of planning because it gives her the opportunity to help people live healthier and safer lives through changing the built environment.

Relevant Experience:

- SS4A Safety Action Plan, City of Columbia Heights, MN
- SS4A Implementation Grant Application, Carver County, MN
- SS4A Safety Action Plan, Ely, IA
- SS4A Safety Action Plan, Town of Boiling Springs, NC
- SS4A Safety Action Plan, Foothills Regional Commission, NC
- SS4A Safety Action Plan, Anderson County, SC
- Sidewalk Master Plan, City of Union, SC
- Safe Routes to Services, Bismarck-Mandan MPO
- Grand Valley Pedestrian Safety and Mobility Study, Grand Forks-East Grand Forks MPO



RAVEENA BANDARU
Transportation Planner

As the transportation planner, Raveena will analyze current systems, identify opportunities for improvement, and develop strategies to create safer, more efficient, and more equitable mobility solutions for all community members.

Raveena is a transportation planner who began her career in 2024. Her focus area is corridor planning, including analyzing existing transportation conditions, identifying areas for improvement, and assisting in the development of strategies to enhance mobility and safety. She also contributes to active transportation plans by promoting multimodal solutions, conducting community engagement, and creating inclusive and accessible networks that support all users. Raveena is passionate about transportation planning because it plays a vital role in shaping equitable, efficient, and sustainable communities.



BRYAN NEMETH, PE, PTOE
Safety Analysis Advisor

Bryan provides expert guidance in traffic safety and operations analysis. He will implement effective solutions that enhance safety for all road users.

Bryan is a principal traffic engineer who began his career in 1998. He has extensive experience in traffic safety and operations analysis, preliminary and final design, traffic forecasting, simulation, and development and evaluation of innovative intersection concepts, and within urban cores with limited right-of-way. He leads traffic analysis, safety, intersection, and corridor studies for numerous clients. He also leads traffic design elements in large urban centers including traffic signals, lighting, roundabouts, bicyclist, and pedestrian facilities. Overall, he helps clients to understand their concerns, develop solutions through effective traffic analysis and design considerations, and help to carry them through to design and implementation. He has experience in completing studies and designs for cities, counties, and states throughout the region, from small spot traffic safety improvements to multi-jurisdictional corridor reconstruction.



KATE HARDING, PE
Concept Development Lead

Kate will guide ideas from the initial spark to a viable plan, bridging creative vision with technical reality.

Kate is a transportation project manager who began her career at Bolton & Menk in 2018. She is responsible for preliminary traffic modeling, signal design, and road design using programs such as Vissim, Syncro, MicroStation, Civil3D, and GEOPak. Kate is always looking for ways to expand her skill set and strives to learn something new every day, whether it's an entirely new program or a small detail used in a design. She enjoys opportunities to try different aspects and areas of transportation and traffic engineering.



KEVIN KIELB, PE
Design Advisor/Local Liaison

As your design advisor and local liaison, Kevin will provide expert guidance on engineering projects, ensuring practical and creative solutions that align with local requirements and project objectives.

Kevin is a municipal project manager specializing in municipal and transportation engineering. Since 1988, he has provided engineering services on numerous highway construction, reconstruction, and rehabilitation projects in the Minneapolis/St. Paul metropolitan area. Kevin's project participation includes overseeing municipal improvement projects from planning through construction, and he has special expertise in guiding projects with federal aid, state aid, and municipal agreements. Kevin focuses on the right blend of common sense and creativity to develop the right solutions for his clients.

KIMLEY-HORN SUPPORT STAFF



RAY HAYHURST, AICP
IMPLEMENTATION TASK LEAD

Ray will oversee the development and execution of pedestrian, bicycle, and roadway safety strategies, leveraging his extensive experience to help communities prioritize and implement effective solutions for vulnerable road users.

Ray has 14 years of comprehensive experience leading pedestrian, bicycle, roadway safety, and traffic calming projects and policies nationally. He is known for helping communities prioritize strategies and projects to improve safe mobility for vulnerable roadway users. Ray brings a unique municipal perspective as the former Complete Streets Program Manager for the City of Alexandria, VA, and led the city's Vision Zero Action Plan, which has reduced fatal and severe crashes, including zero deaths in 2023. He has managed or played a key role in developing multiple Vision Zero and SS4A Action Plans, and has led the planning, design, and evaluation of more than 50 Complete Streets projects prioritizing safety.



TIM KLOCKZIEM, PE
SAFETY ANALYSIS TASK LEAD

Tim will apply his expertise in traffic safety methodologies to oversee and deliver innovative, data-driven solutions that enhance multimodal safety for local, state, and federal agencies.

Tim has nine years of experience covering traffic safety, traffic operations, and transportation planning. He has provided local, state, and federal agencies with innovative, safe, cost-effective solutions to multimodal traffic challenges on a variety of facilities, including urban arterials, highways, and freeways. Tim is an expert in traffic safety analysis methodologies, including the Safe Systems Approach. Tim's experience includes corridor and regional safety studies, crash mapping, and quantifying the benefits of safety improvements. Tim's project experience also includes traffic and transit modeling, funding applications, traffic forecasting, signal timing, roadway safety audits, innovative intersection design, and intersection control evaluations.

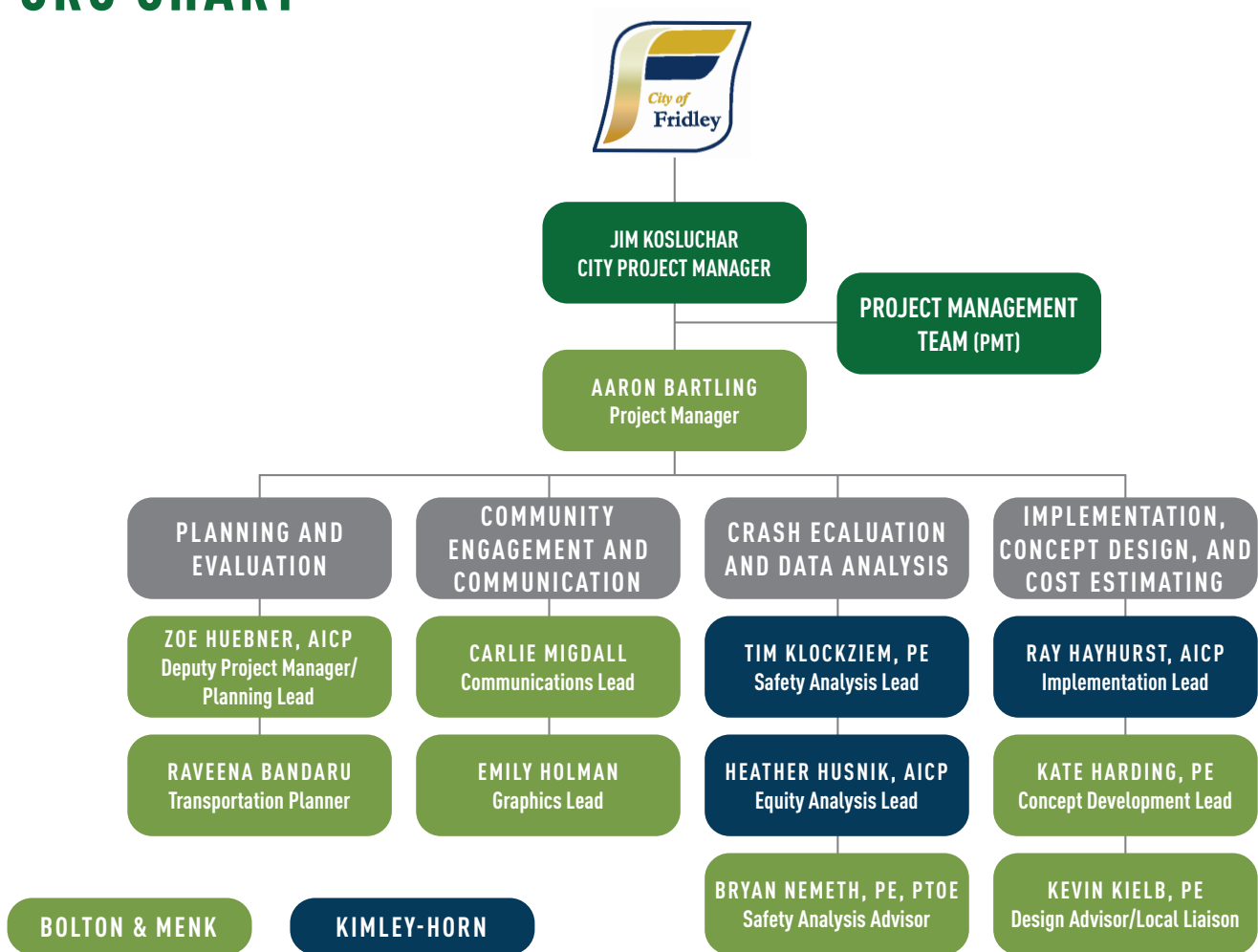


HEATHER HUNSNIK, AICP
EQUITY ANALYSIS LEAD

Heather will be responsible for assessing and promoting equitable transportation solutions that address the diverse needs of all community members.

Heather is a transportation planner and data analyst experienced in multimodal transportation planning and design who specializes in making complex concepts and analysis accessible to the public through maps and graphics. She has worked with municipalities and rural communities on items such as roadway safety action plans, roadway redesigns, trail studies, and Complete Streets projects. She is experienced with ArcGIS and Adobe Creative Suite, as well as public engagement and meeting coordination. Heather enjoys working with steering committees, local stakeholders, and government agencies to deliver projects that all parties are excited to see come to fruition.

ORG CHART



PROJECT UNDERSTANDING

The City of Fridley continues to be a proactive leader in transportation safety. The city has a rich history of working with transportation partners including MnDOT, Anoka County, adjacent cities, and BNSF Railroad to deliver a high functioning, safe, sustainable, and efficient transportation system for the users within the community.

The city is continuing this endeavor and taking it to another level with the Safe Streets for All plan. This plan is a key step to address safety concerns and improve the transportation system for all users. The city, along with transportation partners, have invested heavily into the overall transportation system, including roadways, trail systems, and the transit system. However, the city recognizes that efforts can't stop and must continue.

Crash data shows the total number of crashes in the last five years within the City of Fridley. This is further broken down by roadway jurisdiction within Fridley:

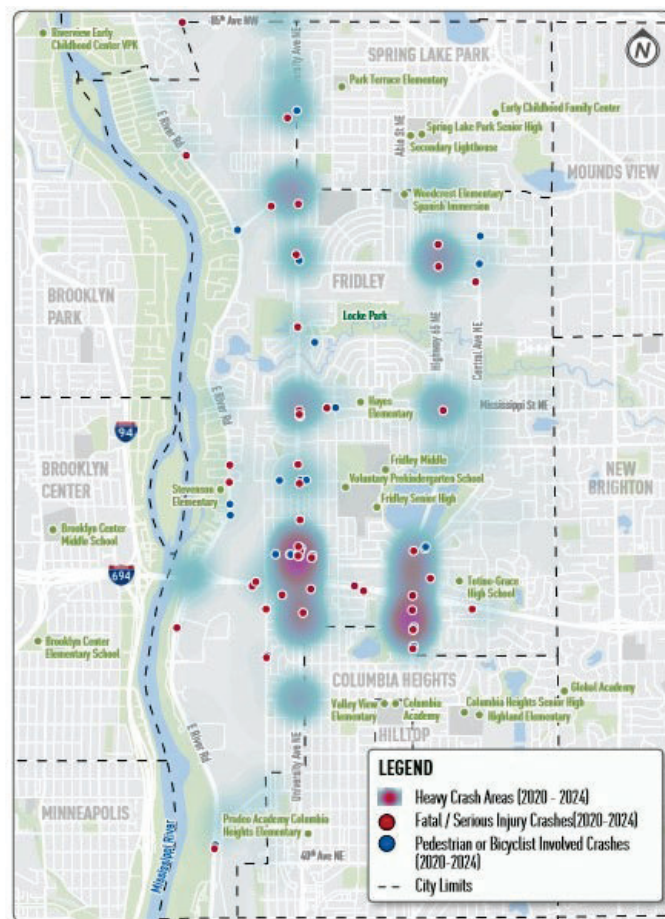
- State roads: 43.2%*
- County roads: 17.2%
- Local roads: 21.1%
- Others: 18.4%

*State was determined by RTESYS (route system) code 03, which are MN state highways. When adding 01 and 02, which are interstate and us highways respectively (as they are maintained by MnDOT), state jumps to 55.1 percent, and others falls to 7.2 percent.

Of these crashes, there have been 9 fatalities (5 of which were fatal pedestrian crashes), 27 serious injury crashes (5 of which were again fatal pedestrian crashes), and 32 bike and pedestrian crashes (9 bike and 23 pedestrian).

The backbone of the Fridley transportation system includes two major north-south trunk highways and an east-west interstate corridor. While each of these routes have a high level of service and provide an efficient transportation route for vehicles within and through the community, they do pose difficulties for safe and comfortable pedestrian and bicycle crossings. The volume of traffic, speeds, and number of access points also pose the greatest safety issues within the city, as can be seen on the crash density "heat map" shown to the right. More than half of all the crashes in Fridley are on the two trunk highways. BNSF Railroad also bisects the city, running parallel to TH 47 with three at-grade crossings, but only six crossings in total, including I-694, along the 6.2 mile segment within the city's boundaries.

Fridley also has many trails and parks combined with other public amenities, including two recreational lakes. However, there are some significant trail gaps within the system that pose safety concerns for people walking and biking.



PROJECT APPROACH

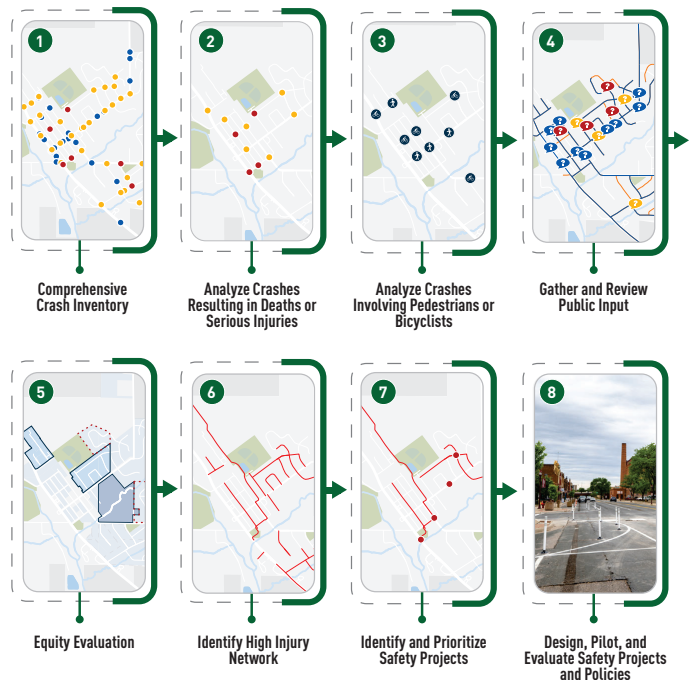
The Bolton & Menk team has completed numerous safety action plans for communities across the country. Our approach is grounded in Fridley's requirements for an SS4A action plan with an eye towards preparing the city for future SS4A implementation grant funding. We will also prepare near-term project and program concepts that the city can implement in a phased approach with local and regional partners.

This plan is an important milestone in proactively reducing severe and fatal crashes in the city. Its development and implementation will focus on all users, including pedestrians, bicyclists, public transportation users, motorists, and commercial vehicle operators, while prioritizing safety for the most vulnerable users such as pedestrians and people with disabilities.

There are critical steps to develop a high-quality, proactive, and action-oriented plan including public participation, analysis of crash trends, identification of contributing factors and high-risk locations, development of safety strategies and countermeasures, and implementation methods. We will inventory and assess current safety conditions and concerns, identify future needs, develop and prioritize strategies that will reduce fatalities and serious injuries, and help the city monitor long-term progress and performance of safety strategies. The plan will provide the city with an effective tool that can be updated to prioritize and assess transportation safety investments year after year as different safety concerns arise.

Bolton & Menk's comprehensive and proven process for developing safety action plans includes the steps outlined in the graphic to the right. We start by evaluating all recorded crashes throughout the community and look for patterns and crash clusters that may indicate a problem spot, and then filter crashes that resulted in severe injuries or fatalities, or involved pedestrians or bicyclists. The technical crash data analysis is then supplemented by a robust community outreach effort and an equity evaluation, both of which inform our identification of a high injury network and the prioritization of safety project locations across the community.

Our team will work through a series of investigations and evaluations to fully understand existing conditions, set reasonable goals and objectives, develop and evaluate feasible concepts, provide recommendations, and complete the design and environmental documentation. Our approach includes ongoing discussions with stakeholders, finalizing steps along the way to minimize the potential for surprises. We have outlined the process we feel will effectively provide sustainable recommendations for corridor improvements that are technically feasible, economically viable, environmentally compatible, and publicly acceptable.



WORK PLAN

The City of Fridley can be assured the Bolton & Menk team will provide outstanding technical deliverables, exceptional leadership in public and stakeholder involvement, and superior project management in a timely and cost-effective manner. The detailed work plan below is outlined by tasks addressing all elements of the RFP.

PROJECT MANAGEMENT

TASK 1: PROJECT MANAGEMENT

TASK 1.1 PROJECT ADMINISTRATION

Effective project management is essential to a smooth study process. The purpose of this task is to ensure the scope, schedule, and budget for this project are successfully managed from start to finish. Our proactive project management approach will result in successful completion of the study that is on time and on budget, with strong public and stakeholder support.

The Bolton & Menk team will convene and facilitate a kickoff meeting with the City of Fridley project manager to review the project objectives, identify key stakeholders to engage during the project, and refine the scope of work and project timeline to ensure that it meets the goals and expectations of the city.

TASK 1.2 SUB-CONSULTANT COORDINATION

Bolton & Menk is excited to partner on this project with Kimley-Horn, a firm with extensive experience in transportation safety planning and design, to complete each task in a timely manner for the city. Bolton & Menk will coordinate with Kimley-Horn as necessary to complete each deliverable.

TASK 1.3 MONTHLY INVOICES

Aaron Bartling will develop monthly invoices and corresponding progress reports that describe work completed for each month, percentage of project completion, and the percentage of project billed to date for each work task and the total project. Bolton & Menk will bill the city monthly throughout the duration of the project.

TASK 1.4 PROJECT WEBSITE

A website can share project information, upcoming events, opportunities to get involved, invitations for public comment, materials from meetings, and online surveys. The City of Fridley will design, develop, and host the project website. Bolton & Menk will provide support by supplying content, materials, and links as needed. To enhance engagement, we recommend incorporating a story map within the city-hosted site, as this platform allows seamless integration of public surveys and interactive mapping tools to gather community feedback.



TASK 1.5 PROJECT SCHEDULE

We will develop a schedule detailing the anticipated work tasks, task relationships, critical path timeline, and deliverable due dates. The schedule will include multiple feedback loops to allow for stakeholder input and revisions. We will start from our proposed schedule in this proposal and modify it based on feedback received from the city. The schedule will ensure the City of Fridley is positioned and prepared for future SS4A funding solicitations, such as demonstration project grants or implementation grants.

TASK 1.6 COORDINATION MEETINGS

Aaron will prepare and facilitate project management team (PMT) meetings with the city's project manager and key city staff, starting bi-weekly and moving to monthly to ensure the project stays on track and progresses throughout the expedited timeline. We anticipate up to 10 monthly virtual meetings with the PMT. At each meeting, we will share progress updates, discuss findings from project analyses, review project recommendations and potential project locations, and make decisions about implementation and conceptual design recommendations.

ENGAGEMENT & COLLABORATION

TASK 2: AGENCY INVOLVEMENT

TASK 2.1 TECHNICAL ADVISORY COMMITTEE

In coordination with city staff, our team will form a technical advisory committee (TAC) to provide insight into roadway experience and safety throughout the planning process. This group will include key stakeholders from the city, such as the project manager, community planning and economic development director, parks and recreation staff, and potentially other stakeholders from Anoka County, the police department, or the fire department. It's anticipated that the TAC will meet three times, beginning with an introductory meeting to review the planning process and identify issues, needs, and opportunities, and review preliminary results from the safety and equity analyses. This will be followed by a second meeting focused on phase one engagement results and preliminary implementation strategies. The third and final meeting will focus on a draft implementation plan and project concepts, including countermeasures and pilot opportunities.

TASK 2.2 CITY MEETINGS

We will attend and present project materials at up to two joint City Council/Environmental Quality and Energy Commission meetings. The first meeting will be held at the beginning of the project introduce the planning process and determine city priorities early on. A second meeting will be held to present findings from the safety analysis, distill key themes from community feedback, and present safety project recommendations and strategies and ensure that decision-makers are supportive of the plan and endorse its adoption.

TASK 3: LEADERSHIP COMMITMENT

Bolton & Menk will collaborate with city staff to establish a leadership commitment that formalizes the city's safety objectives for the study. In Fridley, this will involve a public commitment in the form of a policy and resolution from the city council aimed at achieving zero roadway fatalities and serious injuries. The commitment will specify a goal and timeline for eliminating these incidents, which will be developed with input from Bolton & Menk staff and the PMT.

TASK 4: PUBLIC INVOLVEMENT

TASK 4.1 PUBLIC INVOLVEMENT APPROACH

For this project's outreach and engagement efforts, we will deploy an equitable and multifaceted strategy comprising high-touch and high-tech tools. For high-touch outreach, we will employ highly creative and interactive community activities that align with local standards and expectations. Focus groups and interviews, pop-up and intercept events, an online survey, and an open house among other activities will all be considered to provide key stakeholders and community members opportunities to provide input and feedback.

We will make a special effort to reach out to key stakeholder groups who may be most impacted by safety improvements or who may have special insight into safety issues, including:

- Fridley Schools, including school staff, students, and parents
- Local senior citizen groups or residents
- Community businesses
- Fridley Police
- Homeowner or neighborhood groups
- MnDOT staff
- Anoka County staff

Our team will develop user-friendly and graphic-heavy materials and collateral to frame conversations and decisions throughout the process, promoting public participation opportunities.

TASK 4.2 PUBLIC PARTICIPATION

Our team anticipates two phases of public participation throughout plan development. The first phase will begin within one month of project kickoff, with a goal to understand existing conditions, concerns, and opportunities. This phase will utilize electronic tools to collect feedback from the public. A second phase will occur in concert with draft plan review timelines and will focus on sharing draft priority projects and recommendations to confirm the final action plan is in alignment with the community and stakeholders. This phase will include one open house or pop-up event to engage with the community.

TASK 4.4 DIGITAL ENGAGEMENT

The Bolton & Menk team has experience using a variety of techniques to engage the public and stakeholders. Some tools we expect to employ for Fridley include:



COMMENT MAPPING: Bolton & Menk has developed INPUTiD™, an online public input application with a customizable interface and tools, which makes it easy to gather all comments in one place.



PROJECT WEB PAGE: A website can share project information, upcoming events, opportunities to get involved, invitations for public comment, materials from meetings, and online surveys.



ONLINE SURVEYS: We can create and host surveys on project web pages and promote them through multiple avenues, including social media. Any survey results would be summarized and presented as reports to the steering committee.



SOCIAL MEDIA CAMPAIGN: Bolton & Menk will develop a social media campaign to promote other outreach activities, educate stakeholders about transportation safety, and create excitement through challenges and contests.

DATA COLLECTION & ANALYSIS

TASK 5: SAFETY ANALYSIS

Upon notice to proceed, our team will launch a comprehensive safety analysis using a clear, data-driven methodology that has been reviewed and approved by the city. We'll leverage existing and publicly available data, supplemented by resources from the city, Anoka County, and MnDOT. Key sources include:

- Historical crash data (2015–2024) from MnDOT's Crash Mapping Analysis Tool (MnCMAT)
- Crash data assembled for the MnDOT TH 47 and TH 65 PEL Study
- Minnesota Strategic Highway Safety Plan
- Prevailing speed data, where available
- To enhance insights, we may incorporate "big data" platforms such as StreetLight or Replica for AADT and trip speed metrics

Our analysis will establish a baseline of crashes involving fatalities and serious injuries, then drill down into crash locations, severity, contributing factors, crash types, and user groups. We'll also assess systemic and site-specific safety needs, including high-risk roadway features, vulnerable user considerations, and built environment factors. Findings will be summarized in clear, actionable formats, including tables, charts, and maps, ready for staff use and public engagement.

We will integrate crash data with socioeconomic indicators (2020 Census, 2021 ACS) and roadway characteristics (traffic volumes,

zoning, bike network, functional classification, lanes, speed limits, signals, etc.) to identify both existing high-risk locations and corridors with similar risk profiles.


7% of Fridley residents over the age of 16 bike, walk, or use public transit to work or school.


21% of Fridley households include at least one person with a disability.

DATA DRIVEN ANALYSIS

Our safety analysis will generally consist of a five-step process:

Step 1 – Citywide Trends

We will analyze historical data and previous plans for trends and risk factors. We will identify trends and citywide crash statistics for Fridley based on five years of crash data, while also keeping in mind past trends from the past 10 years. This will help the city determine citywide goals.

Step 2 – Historic Safety Analysis and High Injury Network

We will map crashes in GIS and identify high-injury streets and intersections for all modes using segmentation and sliding window analysis. We will do this in a way that is documented and reproducible later when the data is updated in MnCMAT to include data for all of 2025.

Step 3 – Systemic Analysis

Our team will conduct a systemic analysis of crashes separately for each mode that is analyzed. We will programmatically generate crash trees that break the citywide data down by roadway type, surrounding land use, socioeconomic, and environmental characteristics to ultimately identify risk factors

(factors with over-representation of fatal and serious injury crashes). We will conduct up to five site visits of high-crash corridors, locations, or potential hotspots to determine site constraints and opportunities for improvements.

Step 4 – Risk Analysis

We will map and compare risk factors with crash locations and community-identified concern areas to prioritize corridors. We will tabulate criteria and review with city, county, and MnDOT. As part of this work, we will also develop citywide crash statistics by roadway section, control type, and volume ranges based on available data.

Step 5 – High-Risk Network

We will use trend analysis and traffic characteristics to forecast future severe crash locations and prioritize interventions. We will document the findings of the safety analysis in a tech memo for one round of city review and a graphic summary document that can be used to communicate with a wide variety of stakeholders, including the general public.

TASK 6: EQUITY ANALYSIS

Traffic safety is an equity issue. Nationally, people of color and low-income communities bear a disproportionate burden of traffic-related injuries and fatalities. These disparities stem from historic and ongoing inequities, including disinvestment in walking and biking infrastructure and transportation policies that prioritize drivers over pedestrians and bicyclists. To address these gaps, we must ensure all communities have access to safe, reliable transportation options and adopt policies that prioritize the safety of every road user—regardless of mode, race, or income.

We will lead a focused equity analysis to uncover where safety and access gaps disproportionately affect vulnerable populations. This includes analyzing crash data to identify disparities and mapping high-risk corridors linked to

socioeconomic triggers such as poverty rates, zero-car households, and language isolation. We will use datasets such as Areas of Persistent Poverty and align our analysis with the latest USDOT SS4A Program guidance.

We will pinpoint and map multimodal network gaps in underserved neighborhoods, ensuring these findings drive targeted improvements. The findings will inform recommended updates to the Active Transportation Plan and the prioritization of projects and strategies to advance equitable outcomes.

We will provide a section of the Safety Analysis tech memo summarizing the findings, with recommendations included in Task 8.

TASK 7: POLICY & PROCESS REVIEW

We will review current policies and plans of the city to understand the approach to traffic safety and incorporation of equity in the way projects are identified, developed, and implemented. This includes specific review of how the policies and regulatory standards are implemented throughout the community, where they are implemented, how easy the policies are to understand, and how they address traffic safety issues.

Traffic engineering and transportation safety-related policies will be reviewed for their impacts on traffic safety and equity. It is anticipated that the review will include policies, programs, and projects from the city, Anoka County, and MnDOT, in addition to national best practices related to Toward Zero Deaths Vision Zero, the Safe System Approach, the National Roadway Safety Strategy (safer people, safer vehicles, safer roads, safer speeds, and post-crash care), and Complete Streets. Policy and project recommendations will consider best practices for comparable municipalities, engineering and legal requirements, and fiscal requirements given city budgets and financial realities.

PRIORITIZATION & IMPLEMENTATION

TASK 8: IMPLEMENTATION PLANNING

We will deliver a clear, actionable roadmap that helps the city and its partners determine **what to build, where, and when**. Our approach includes:

FOCUS AREA IDENTIFICATION

Using safety analysis findings, best practices, and input from stakeholders and the public, we will define key focus areas that guide targeted projects and strategies.

COUNTERMEASURE IDENTIFICATION

For each focus area, we will work with the TAC to select countermeasures with the greatest potential to reduce crashes at high-risk locations. Recommendations will draw on FHWA's Proven Safety Countermeasures, NHTSA's Countermeasures That Work, MnDOT's Big Book of Ideas, and guidance from AASHTO, NACTO, NCHRP, and ITE. Countermeasures will include:

- **Engineering Solutions** – Low-cost systemic improvements and targeted upgrades such as traffic calming, enhanced crosswalks, intersection control, and multimodal facilities
- **Behavioral & Enforcement Strategies** – Education and enforcement programs aligned with proven safety principles
- **Technology Integration** – Innovative tools such as advanced data collection, warning systems, and connected vehicle applications

We will summarize these in a countermeasure matrix with application guidance, expected crash reduction, timelines, and cost estimates.

TARGETED SAFETY PROJECT IDENTIFICATION

We will identify specific safety project locations (e.g., specific segment or intersection improvements) across the city given findings from the safety analysis, public and stakeholder engagement, and previous planning efforts. Existing planned and targeted safety projects will be summarized in a tabular and map format. These may include priority locations for systemic deployment of certain countermeasures and targeted locations where a more comprehensive suite of safety treatments is needed. We will identify specific enhancements to the city's active transportation network to improve connectivity and accessibility. Those enhancements will include countermeasures identified in the countermeasure toolbox.

PRIORITIZATION FRAMEWORK

We will develop evaluation criteria aligned with the plan's goals and objectives. Criteria will include crash severity, crash rates, cost-effectiveness, community input, equity considerations, and safer connections to schools and key destinations. Draft evaluation criteria will be developed by Bolton & Menk and will be reviewed by the PMT.

PRIORITIZED LIST OF PROJECTS

We will apply the prioritization framework to rank interventions by short-, mid-, and long-term implementation schedules. We will collaborate with the PMT to refine the project prioritization and develop an online GIS-based map for displaying the prioritized projects.

DELIVERABLES

We will provide a clear, visual roadmap with timelines, priority rankings, and decision-ready data to guide implementation and funding strategies.

TASK 9: KEY PROJECT DEVELOPMENT

TASK 9.1 CONCEPTUAL DESIGNS AT PRIORITY LOCATIONS

Once locations and projects are ranked and identified, **up to eight projects** will be carried into the preliminary design stage. Preliminary designs will focus on high-risk intersections, addressing issues such as visibility, turning radii, and pedestrian safety. Project scoping will be at the 10% design level based on right-of-way and existing information available from the city. A concept layout for each project will be completed along with planning-level cost estimates that include and separate out costs for supplemental action plan activities: planning, design and development, project implementation, and construction.

While all projects identified are intended to save lives through roadway safety improvements, our team will give extra considerations to projects that are located in underserved areas, have a high project readiness, include multimodal options, include low-cost solutions with a high safety benefit, include traffic calming and lighting, and consider climate change and sustainability. These projects will have the greatest safety benefit and will also set up the city for the greatest chance at future grant funding opportunities.

Specific project recommendations may include:

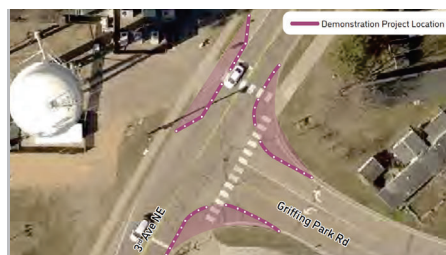
- New and improved signals
- Intersection treatments and pedestrian crossings
- Lighting enhancements
- Enhanced signage and roadway markings
- Traffic calming measures
- Near-term, low-cost implementation options that can be accomplished as temporary or demonstration projects before funding for more permanent projects can be secured

TASK 9.2 POSITIONING FOR COMPETITIVE FUNDING

The completion of the Safety Action Plan will provide Fridley opportunities to pursue competitive grant applications, notably the SS4A Implementation Grants, immediately following the adoption of the plan. Led by Ashley Hudson, Bolton & Menk's dedicated and experienced funding team will provide preliminary development of grant materials for competitive programs. Our team's expertise in safety action plans has enabled us to optimize budget allocation for the preparation of project narratives and supporting documentation, thereby expediting the development of funding applications, including those for SS4A implementation.

TASK 9.3 DEMONSTRATION PROJECT IDENTIFICATION

Bolton & Menk staff have designed and implemented demonstration projects to test potential implementation of future safety interventions and inform recommendations in the final plan. These projects, which are generally small scale, localized improvements, can also be an effective public engagement strategy and help increase awareness of the plan.



Example of a pilot demonstration project identification in Buffalo, MN

To support city planning for future project needs, our team will develop a demonstration project toolkit as a new city resource to assist with the planning, design, and immediate implementation of low-cost projects within the city.

TASK 10: PROGRESS & TRANSPARENCY

An online, publicly available interactive dashboard can be developed to visualize crash data and map out planned projects in the city. This intuitive tool can be used by local officials, staff, and the community to track progress of key safety improvements in the city. will work with the city to determine a preferred platform that allows for ongoing management after plan adoption.

TASK 11: SUBMISSION OF WORK

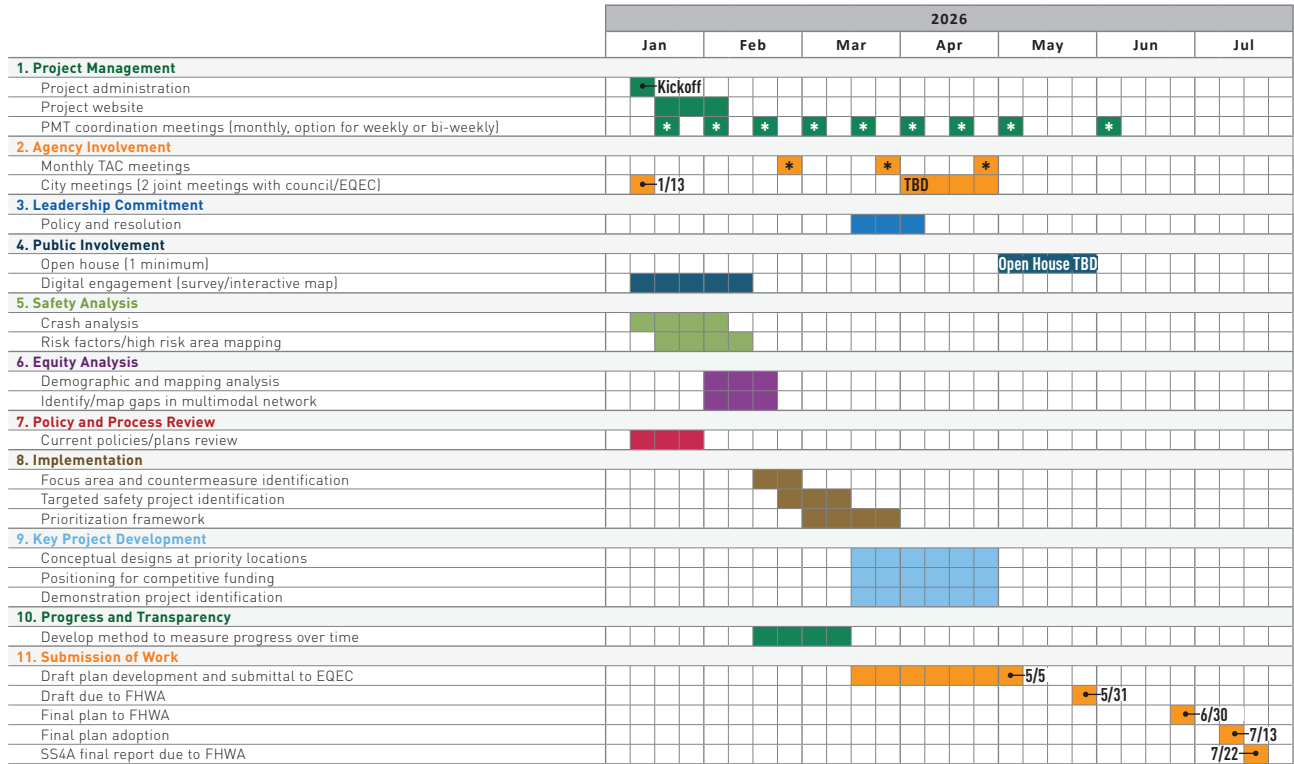
Fridley's Safety Action Plan will be summarized in a publicly accessible final report that includes the findings and memorandums developed in the preceding tasks. The report will contain all the required components of a safety action plan to ensure Fridley is eligible for future SS4A implementation grant funding. It will be organized around FHWA's required components of an SS4A Action Plan and will be designed to make it easier to track Fridley's progress toward reducing roadway fatalities and serious injuries.

A draft report will be available for public review and shared with stakeholders. Individual meetings will be dedicated to discussing the safety strategies and recommendations in the draft plan to solicit feedback for the final report. The final report will not only serve as documentation for the study, but it will allow the city to immediately pursue SS4A implementation funding and serve as a valuable resource for future city and partner agency transportation projects.

The final report will be completed in a timely manner to ensure the city adheres to the period of performance end date per the agreement with FHWA. Bolton & Menk will also provide the city with all data and documentation developed and analyzed for the study, including the safety analysis and all GIS deliverables.

TIMELINE

We have developed a schedule detailing the anticipated work tasks, task relationships, critical path timeline, deliverable due dates, and completion dates. This schedule is based on our review of the project background, description, and scope of services included in the Request for Proposals and our experience on other similar projects. Upon selection, Bolton & Menk will work with city staff and other project partners to revise and update this schedule as needed to ensure successful delivery of this project.



FEE

The following table summarizes the hours and cost breakdown for each major work task item. The estimated fee includes labor, general business, and other normal and customary expenses associated with operating a professional business. Unless otherwise noted, the fees include vehicle and personal expenses, mileage, telephone, and routine expendable supplies; no separate charges will be made for these activities and materials. Expenses beyond the agreed scope of services and non-routine expenses, such as large quantities of prints, extra report copies, out-sourced graphics and photographic reproductions, document recording fees, outside professional and technical assistance, and other items of this general nature will be invoiced separately.

Detailed Cost Estimate

Client: Fridley Project: SS4A Safety Action Plan		Bolton & Menk, Inc.											Kimley-Horn							
Task No.	Work Task Description	Principal-in-Charge/Local Liaison/Advisor	Project Manager	Deputy Project Manager/Planning Lead	Transportation Planner	Transportation Planner	Communications Lead	Graphics Lead	Safety Analysis Advisor	Concept Development Lead	GIS	Funding Lead	Implementation Lead	Safety Analysis Lead	Equity Analysis Lead	Graduate Engineer	Engineering/Planning Analyst	Clerical	Total Hours	Total Cost
1.0	Project Management	16	60	72	0	0	16	4	0	0	8	0	8	0	0	0	0	6	190	\$33,006
2.0	Agency Involvement	0	26	42	12	17	0	0	0	0	0	0	4	0	0	0	0	0	101	\$16,510
3.0	Leadership Commitment	2	6	8	4	10	0	0	0	0	0	0	0	0	0	0	0	0	30	\$4,752
4.0	Public Participation	0	22	48	40	30	36	30	0	0	16	0	0	0	0	0	0	0	222	\$32,498
5.0	Safety Analysis	2	6	6	0	0	0	0	8	0	0	0	8	32	0	90	160	0	312	\$53,278
6.0	Equity Analysis	0	2	4	0	0	0	0	0	0	0	0	2	0	12	0	26	0	46	\$7,918
7.0	Policy and Process Review	0	0	12	0	20	0	0	0	0	0	0	0	0	0	0	0	0	32	\$4,460
8.0	Implementation Planning	2	4	4	0	0	0	0	4	0	0	0	16	6	0	40	60	0	136	\$24,106
9.0	Key Project Development	5	32	60	0	60	0	0	16	130	16	12	0	0	0	0	0	0	331	\$56,525
10.0	Progress and Transparency	0	12	16	0	0	0	0	0	0	30	0	0	0	0	0	0	0	58	\$9,668
11.0	Submission of Work	8	40	50	20	60	0	0	0	8	8	0	6	0	0	0	0	0	200	\$32,278
Total Hours		35	210	322	76	197	52	34	28	138	78	12	44	38	12	130	246	6	1658	
Average Hourly Rate		\$233.00	\$199.00	\$155.00	\$138.00	\$130.00	\$120.00	\$146.00	\$231.00	\$178.00	\$160.00	\$208.00	\$240.00	\$210.00	\$210.00	\$180.00	\$150.00	\$79.00		
Subtotal		\$8,155	\$41,790	\$49,910	\$10,488	\$25,610	\$6,240	\$4,964	\$6,468	\$24,564	\$12,480	\$2,496	\$10,560	\$7,980	\$2,520	\$23,400	\$36,900	\$474		
Total Fee																				\$274,999

CONTRACT SUMMARY PAGE

Term	Description	Section
"CONSULTANT"	Bolton & Menk, Inc.	Preamble
"CLIENT"	City of Fridley	Preamble
"Project"	Safe Streets for All Safety Action Plan	Preamble
Scope of Services	Services to be performed in connection with the Project	Exhibit A/Exhibit I
Fees	Consultant shall be compensated by (check one): ☒ on an hourly basis pursuant to the Schedule of Fees, but the total fees shall not exceed \$274,999.00	Section III.A, Schedule 1
Schedule of Fees	Hourly rates to be charged for the Project or for Additional Services	Schedule 1
Reimbursable Expenses	Consultant shall be reimbursed at cost plus an overhead fee not to exceed 10.00% for Direct Expenses incurred in the performance of the work.	Section III.A.6
Payment	Consultant shall invoice Client no more than monthly, with payments to be due within 45 days of invoice.	Section III.B
Limitation of Liability	Consultant's aggregate liability shall not exceed: ____[the total available insurance proceeds paid on behalf of or to Consultant in satisfaction of Client's claims, up to the then available amount of insurance under the applicable policy	Section IV.C.5
Term of Agreement	one (1) years or a longer identified completion period	Section IV.J

ATTACHMENTS:

- Schedule 1 Schedule of Fees
- Exhibit A Scope of Services

AGREEMENT FOR PROFESSIONAL SERVICES MN

STANDARD PROJECT-PUBLIC CLIENT

PUBLIC CLIENT and BOLTON & MENK, INC.

This Agreement, made this 5th day of January, 2026, by and between City of Fridley, Fridley, MN 55432, ("CLIENT"), and Bolton & Menk, Inc., 1960 Premier Drive, Mankato, MN 56001, ("CONSULTANT").

WITNESS, whereas the CLIENT requires professional services in conjunction with Safe Streets for All Safety Action Plan ("Project") and whereas the CONSULTANT agrees to furnish the various professional services (the "Services"), including Basic Services and Additional Services as defined in Section I, as requested by the CLIENT.

NOW, THEREFORE, in consideration of the mutual covenants and promises between the parties hereto, it is agreed:

SECTION I – CONSULTANT’S SERVICES

- A.** The CONSULTANT agrees to perform the various Basic Services in connection with the Project as described in Exhibit A.
- B.** Upon mutual agreement of the parties, professional services in addition to the Basic Services (the "Additional Services") may be authorized as described in Paragraph IV.B, and when so authorized, shall be included with the Services to be provided under this Agreement.

SECTION II - THE CLIENT'S RESPONSIBILITIES

- A.** The CLIENT shall promptly compensate the CONSULTANT for the Services in accordance with Section III of this Agreement.
- B.** The CLIENT shall place any and all previously acquired information related to the Project in its custody at the disposal of the CONSULTANT for its use. Such information shall include, but is not limited to: planning documents, preliminary sketch plan layouts, aerial photos, environmental reviews, and zoning limitations. The CONSULTANT may rely upon the accuracy and sufficiency of all such information in performing services unless otherwise instructed, in writing, by CLIENT.
- C.** The CLIENT will guarantee access to and make all provisions for entry upon public portions of the project and reasonable efforts to provide access to private portions and pertinent adjoining properties.
- D.** The CLIENT will give prompt notice to the CONSULTANT whenever the CLIENT observes or otherwise becomes aware of any defect in the proposed project.
- E.** The CLIENT shall designate a liaison person to act as the CLIENT'S representative with respect to services to be rendered under this Agreement. Said representative shall have the authority to transmit instructions, receive instructions, receive information, interpret and define the CLIENT'S policies with respect to the project and CONSULTANT'S services.
- F.** The CONSULTANT’S services do not include legal, insurance counseling, accounting, independent cost estimating, financial advisory or "municipal advisor" (as described in Section 975 of the Dodd-Frank Wall

Street Reform and Consumer Protection Act 2010 and the municipal advisor registration rules issued by the SEC) professional services and the CLIENT shall provide any such services as may be required for completion of the Project described in this Agreement.

G. The CLIENT will obtain any and all regulatory permits required for the proper and legal execution of the Project. CONSULTANT will assist CLIENT with permit preparation and documentation to the extent described in Exhibit I.

SECTION III - COMPENSATION FOR SERVICES

A. FEES.

1. The CLIENT will compensate the CONSULTANT in accordance with the Schedule of Fees for the time spent by CONSULTANT'S personnel in performance of the Services. Total fees for the Services shall not exceed \$274,999.00 without the prior consent of CLIENT. See the attached Schedule 1 for Schedule of Fees applicable to this Agreement.
2. The preceding Schedule of Fees shall apply for services provided through December 31, 2026. Hourly rates may be adjusted by CONSULTANT, in consultation with CLIENT, on an annual basis thereafter to reflect reasonable changes in its operating costs and other market factors. Adjusted rates will become effective on January 1st of each subsequent year, upon written acceptance by CLIENT.
3. Rates and charges do not include sales tax. If such taxes are imposed and become applicable after the date of this Agreement CLIENT agrees to pay any applicable sales taxes.
4. The rates in the Schedule of Fees include labor, general business and other normal and customary expenses associated with operating a professional business. Unless otherwise agreed in writing, the above rates include vehicle and personal expenses, mileage, telephone, survey stakes and routine expendable supplies; and no separate charges will be made for these activities and materials.
5. Additional Services as outlined in Section I.B will vary depending upon project conditions and will be billed on an hourly basis at the rate described in Section III.A.1.
6. Expenses required to complete the agreed scope of services or identified in this paragraph will be invoiced separately, and include but are not limited to large quantities of prints; extra report copies; out-sourced graphics and photographic reproductions; document recording fees; special field and traffic control equipment rental; outside professional and technical assistance; geotechnical services; and other items of this general nature required by the CONSULTANT to fulfill the terms of this Agreement. CONSULTANT shall be reimbursed at cost plus an overhead fee (not-to-exceed 10%) for these Direct Expenses incurred in the performance of the work subject to the Total cost not to exceed fee or approved Additional Services

B. PAYMENTS AND RECORDS.

1. The payment to the CONSULTANT will be made by the CLIENT upon billing at intervals not more often than monthly at the herein rates and terms.

2. If CLIENT fails to make any payment due CONSULTANT for Services and expenses within 45 days after date of the CONSULTANT'S invoice, a service charge of one and one-half percent (1.5%) per month or the maximum rate permitted by law, whichever is less, will be charged on any unpaid balance.
3. In addition to the service charges described in preceding paragraph, if the CLIENT fails to make payment for Services and expenses within 60 days after the date of the invoice, the CONSULTANT may, upon giving seven days' written notice to CLIENT, suspend Services and withhold project deliverables due under this Agreement until CONSULTANT has been paid in full for all past due amounts for Services, expenses and charges, without waiving any claim or right against the CLIENT and without incurring liability whatsoever to the CLIENT.
4. Documents Retention. The CONSULTANT will maintain records that reflect all revenues, costs incurred and the Services provided in the performance of the Agreement. The CONSULTANT will also agree that the CLIENT, State, or their duly authorized representatives may, at any time during normal business hours and as often as reasonably necessary, have access to and the right to examine, audit, excerpt, and transcribe any books, documents, papers, records, etc., and accounting procedures and practices of the CONSULTANT which are relevant to this Contract for a period of six years.

SECTION IV – GENERAL

- A. **STANDARD OF CARE.** Professional services provided under this Agreement will be conducted in a manner consistent with that level of care and skill ordinarily exercised by members of the CONSULTANT'S profession currently practicing under similar conditions. No warranty, express or implied, is made.
- B. **CHANGE IN PROJECT SCOPE.** In the event the CLIENT changes or is required to change the scope or duration of the Project from that described in Exhibit I, and such changes require Additional Services by the CONSULTANT, the CONSULTANT shall be entitled to additional compensation at the applicable hourly rates. To the fullest extent practical, the CONSULTANT shall give notice to the CLIENT of any Additional Services, prior to furnishing such Additional Services. The CONSULTANT shall furnish an estimate of additional cost, prior to authorization of the changed scope of work and this Agreement will be revised in writing.
- C. **LIMITATION OF LIABILITY**
 1. Liability of CONSULTANT. CONSULTANT shall indemnify CLIENT from losses, damages, and judgments arising from third-party claims or actions relating to the Project only to the extent caused by the negligent acts, errors or omissions (whether in the performance of professional services or otherwise) of CONSULTANT or CONSULTANT'S officers, employees, or subconsultants occurring during the scope of CONSULTANT's work on the Project and provided that any such claim, action, loss, damages, or judgment is attributable to bodily injury, sickness, disease, or death, or to injury to or destruction of tangible property. CONSULTANT's obligation to indemnify the CLIENT and CLIENT's officers and employees harmless does not include a duty to defend. This indemnification shall not apply to third-party claims or actions for consequential damages, lost revenues, increased expense, or lost profits, nor to any claim for punitive or exemplary damages.
 2. Liability of Client. To the fullest extent permitted by law and subject to the maximum limits of liability set forth in Minnesota Statutes Section 466.04, Wisconsin Statutes Section 893.80, CLIENT shall indemnify CONSULTANT from losses, damages, and judgments (including reasonable attorneys' fees and expenses of litigation) arising from claims or actions relating to the Project, provided that any such claim, action, loss, damages, or judgment is attributable to bodily injury, sickness, disease, or death, or to injury to or

destruction of tangible property, but only to the extent caused by the acts or omission of CLIENT or CLIENT'S employees, agents, or other consultants. This indemnification shall not apply to third-party claims or actions for consequential damages, lost revenues, increased expense or lost profits, nor to any claim for punitive or exemplary damages.

3. To the fullest extent permitted by law, CLIENT and CONSULTANT waive against each other, and the other's employees, officers, directors, members, agents, insurers, partners, and consultants, any and all claims for or entitlement to special, incidental, indirect, or consequential damages arising out of, resulting from, or in any way related to this Agreement, from any cause or causes. CLIENT waives all claims against individuals involved in the services provided under this Agreement and agrees to limit all claims to the CONSULTANT's corporate entity.
4. Nothing contained in this Agreement shall create a contractual relationship with or a cause of action in favor of a third party against either the CLIENT or the CONSULTANT. The CONSULTANT'S services under this Agreement are being performed solely for the CLIENT'S benefit, and no other entity shall have any claim against the CONSULTANT because of this Agreement or the performance or nonperformance of services provided hereunder.

D. INSURANCE

1. The CONSULTANT agrees to maintain, at CONSULTANT'S expense a commercial general liability (CGL) and excess or umbrella general liability insurance policy or policies insuring CONSULTANT against claims for bodily injury, death or property damage arising out of CONSULTANT'S general business activities. The general liability coverage shall provide limits of not less than \$2,000,000 per occurrence and not less than \$2,000,000 general aggregate. Coverage shall include Premises and Operations Bodily Injury and Property Damage; Personal and Advertising Injury; Blanket Contractual Liability; Products and Completed Operations Liability.
2. The CONSULTANT also agrees to maintain, at CONSULTANT'S expense, a single limit or combined limit automobile liability insurance and excess or umbrella liability policy or policies insuring owned, non-owned and hired vehicles used by CONSULTANT under this Agreement. The automobile liability coverages shall provide limits of not less than \$1,000,000 per accident for property damage, \$2,000,000 for bodily injuries, death and damages to any one person and \$2,000,000 for total bodily injury, death and damage claims arising from one accident.
3. CLIENT shall be named Additional Insured for the above CGL and Auto liability policies, to the extent permitted by CONSULTANT'S insurers.
4. The CONSULTANT agrees to maintain, at the CONSULTANT'S expense, statutory worker's compensation coverage together with Coverage B, Employer's Liability limits of not less than \$500,000 for Bodily Injury by Disease per employee, \$500,000.00 for Bodily Injury by Disease aggregate and \$500,000 for Bodily Injury by Accident.
5. The CONSULTANT also agrees to maintain, at CONSULTANT'S expense, Professional Liability Insurance coverage insuring CONSULTANT against damages for legal liability arising from a negligent act, error or omission in the performance of professional services required by this Agreement during the period of CONSULTANT'S services and for three years following date of final completion of its services. The professional liability insurance coverage shall provide limits of not less than \$2,000,000 per claim and an annual aggregate of not less than \$2,000,000 on a claims-made basis.

6. CLIENT shall maintain statutory Workers Compensation insurance coverage on all of CLIENT'S employees and other liability insurance coverage for injury and property damage to third parties due to the CLIENT'S negligence.
 7. Prior to commencement of this Agreement, CONSULTANT will provide the CLIENT with certificates of insurance, showing evidence of required coverages. All policies of insurance shall contain a provision or endorsement that the coverage afforded will not be canceled or reduced in limits by endorsement for any reason except non-payment of premium, until at least 30 days prior written notice has been given to the Certificate Holder, and at least 10 days prior written notice in the case of non-payment of premium
- E. OPINIONS OR ESTIMATES OF CONSTRUCTION COST.** Where provided by the CONSULTANT as part of Exhibit I or otherwise, opinions or estimates of construction cost will generally be based upon public construction cost information. Since the CONSULTANT has no control over the cost of labor, materials, competitive bidding process, weather conditions and other factors affecting the cost of construction, all cost estimates are opinions for general information of the CLIENT and the CONSULTANT does not warrant or guarantee the accuracy of construction cost opinions or estimates. The CLIENT acknowledges that costs for project financing should be based upon contracted construction costs with appropriate contingencies.
- F. USE OF ELECTRONIC/DIGITAL DATA.**
1. Because of the potential instability of electronic/digital data and susceptibility to unauthorized changes, copies of documents that may be relied upon by CLIENT are limited to the printed copies (also known as hard copies) that are signed or sealed by CONSULTANT. Except for electronic/digital data which is specifically identified as a project deliverable for this Agreement or except as otherwise explicitly provided in this Agreement, all electronic/digital data developed by the CONSULTANT as part of the Project is acknowledged to be an internal working document for the CONSULTANT'S purposes solely and any such information provided to the CLIENT shall be on an "AS IS" basis strictly for the convenience of the CLIENT without any warranties of any kind. As such, the CLIENT is advised and acknowledges that use of such information may require substantial modification and independent verification by the CLIENT (or its designees).
 2. Provision of electronic/digital data, whether required by this Agreement or provided as a convenience to the Client, does not include any license of software or other systems necessary to read, use or reproduce the information. It is the responsibility of the CLIENT to verify compatibility with its system and long-term stability of media. CLIENT shall indemnify and hold harmless CONSULTANT and its Subconsultants from all claims, damages, losses, and expenses, including attorneys' fees arising out of or resulting from third party use or any adaptation or distribution of electronic/digital data provided under this Agreement, unless such third party use and adaptation or distribution is explicitly authorized by this Agreement.
- G. REUSE OF DOCUMENTS**
1. Drawings and specifications and all other documents (including electronic and digital versions of any documents) prepared or furnished by CONSULTANT pursuant to this Agreement are instruments of service in respect to the Project and CONSULTANT shall retain an ownership interest therein. Upon payment of all fees owed to the CONSULTANT, the CLIENT shall acquire a limited license in all identified deliverables (including reports, plans, and specifications) for any reasonable use relative to the Project and the general operations of the CLIENT. Such limited license to Owner shall not create any rights in third parties
 2. CLIENT may make and disseminate copies for information and reference in connection with the use and maintenance of the Project by the CLIENT. However, such documents are not intended or represented to be

suitable for reuse by CLIENT or others on extensions of the Project or on any other project. Any reuse by CLIENT or, any other entity acting under the request or direction of the CLIENT, without written verification or adaptation by CONSULTANT for such reuse will be at CLIENT'S sole risk and without liability or legal exposure to CONSULTANT and CLIENT shall indemnify and hold harmless CONSULTANT from all claims, damages, losses and expenses including attorney's fees arising out of or resulting from such reuse.

H. CONFIDENTIALITY. CONSULTANT agrees to keep confidential and not to disclose to any person or entity, other than CONSULTANT'S employees and subconsultants any information related to the Project obtained from CLIENT not previously in the public domain or not otherwise previously known to or generated by CONSULTANT. These provisions shall not apply to information in whatever form that comes into the public domain through no fault of CONSULTANT; or is furnished to CONSULTANT by a third party who is under no obligation to keep such information confidential; or is information for which the CONSULTANT is required to provide by law or authority with proper jurisdiction; or is information upon which the CONSULTANT must rely for defense of any claim or legal action.

I. PERIOD OF AGREEMENT. This Agreement will remain in effect for the longer of a period of one (1) years or until such other expressly identified completion date, after which time the Agreement may be extended upon mutual agreement of both parties.

J. TERMINATION. This Agreement may be terminated:

1. For cause, by either party upon 7 days written notice in the event of substantial failure by other party to perform in accordance with the terms of this Agreement through no fault of the terminating party. For termination by CONSULTANT, cause includes, but is not limited to, failure by CLIENT to pay amounts owed to CONSULTANT within 120 days of invoice and delay or suspension of CONSULTANT's services for more than 120 days for reasons beyond CONSULTANT'S cause or control; or,
2. For convenience by CLIENT upon 7 days written notice to CONSULTANT.
3. Notwithstanding, the foregoing, this Agreement will not terminate under paragraph IV.K if the party receiving such notice immediately commences correction of any substantial failure and cures the same within 7 days of receipt of the notice.
4. In the event of termination by CLIENT for convenience or by CONSULTANT for cause, the CLIENT shall be obligated to the CONSULTANT for payment of amounts due and owing including payment for services performed or furnished to the date and time of termination, computed in accordance with Section III of this Agreement. CONSULTANT shall deliver and CLIENT shall have, at its sole risk, right of use of any completed or partially completed deliverables, subject to provisions of Paragraph IV. H.
5. In event of termination by CLIENT for cause and in addition to any other remedies available to CLIENT, CONSULTANT shall deliver to CLIENT and CLIENT shall have right of use of any completed or partially completed deliverables, in accordance with the provisions of Paragraph IV.H. CLIENT shall compensate CONSULTANT for all undisputed amounts owed CONSULTANT as of date of termination.

K. INDEPENDENT CONTRACTOR. Nothing in this Agreement is intended or should be construed in any manner as creating or establishing the relationship of co-partners between the parties hereto or as constituting the CONSULTANT or any of its employees as the agent, representative, or employee of the CLIENT for any purpose or in any manner whatsoever. The CONSULTANT is to be and shall remain an independent contractor with respect to all services performed under this Agreement.

- L. CONTINGENT FEE.** The CONSULTANT warrants that it has not employed or retained any company or person, other than a bona fide employee working solely for the CONSULTANT to solicit or secure this Agreement, and that it has not paid or agreed to pay any company or person, other than a bona fide employee, any fee, commission, percentage, brokerage fee, gift or any other consideration, contingent upon or resulting from award or making of this Agreement.
- M. NON-DISCRIMINATION.** The provisions of any applicable law or ordinance relating to civil rights and discrimination shall be considered part of this Agreement as if fully set forth herein. **The CONSULTANT is an equal opportunity employer and federal contractor or subcontractor. Consequently, the parties agree that, as applicable, they will abide by the requirements of 41 CFR 60-1.4(a), 41 CFR 60-300.5(a) and 41 CFR 60-741.5(a) and that these laws are incorporated herein by reference. These regulations prohibit discrimination against qualified individuals based on their status as protected veterans or individuals with disabilities, and prohibit discrimination against all individuals based on their race, color, religion, sex, sexual orientation, gender identity or national origin. These regulations require that covered prime contractors and subcontractors take affirmative action to employ and advance in employment individuals without regard to race, color, religion, sex, sexual orientation, gender identity, national origin, protected veteran status or disability. The parties also agree that, as applicable, they will abide by the requirements of Executive Order 13496 (29 CFR Part 471, Appendix A to Subpart A), relating to the notice of employee rights under federal labor laws.**
- N. ASSIGNMENT.** Neither party shall assign or transfer any interest in this Agreement without the prior written consent of the other party.
- O. SURVIVAL.** All obligations, representations and provisions made in or given in Section IV and Documents Retention clause of this Agreement will survive the completion of all services of the CONSULTANT under this Agreement or the termination of this Agreement for any reason.
- P. SEVERABILITY.** Any provision or part of the Agreement held to be void or unenforceable under any law or regulation shall be deemed stricken, and all remaining provisions shall continue to be valid and binding upon CLIENT and CONSULTANT, who agree that the Agreement shall be reformed to replace such stricken provision or part thereof with a valid and enforceable provision that comes as close as possible to expressing the intention of the stricken provision.
- Q. CONTROLLING LAW.** This Agreement is to be governed by the law of the Minnesota and venued in courts of Minnesota; or at the choice of either party, and if federal jurisdictional requirements can be met, in federal court in the district in which the project is located.
- R. DISPUTE RESOLUTION.** CLIENT and CONSULTANT agree to negotiate all disputes between them in good faith for a period of 30 days from the date of notice of dispute prior to proceeding to formal dispute resolution or exercising their rights under law. Any claims or disputes unresolved after good faith negotiations shall then be submitted to mediation using mutually agreed upon a neutral from the Minnesota District Court Rule 114 Roster, or if mutually agreed at time of dispute submittal, a neutral from the American Arbitration Association Construction Industry roster. If mediation is unsuccessful in resolving the dispute, then either party may seek to have the dispute resolved by bringing an action in a court of competent jurisdiction.
- S. MINNESOTA GOVERNMENT DATA PRACTICES ACT (MGDPA).** All data collected, created, received, maintained, or disseminated, or used for any purposes in the course of the CONSULTANT'S performance of the Agreement is governed by the Minnesota Government Data Practices Act, Minnesota Statutes Section 13.01, et seq. or any other applicable state statutes and state rules adopted to implement the Act,

as well as state statutes and federal regulations on data privacy. The Consultant agrees to abide by these statutes, rules and regulations and as they may be amended. In the event the CONSULTANT receives a request to release data, it shall notify CLIENT as soon as practical. The CLIENT will give instructions to CONSULTANT concerning release of data to the requesting party and CONSULTANT will be reimbursed as additional services for its reasonable labor and other direct expenses in complying with any MGDPA request, but only to the extent that the request is not due to a negligent, intentional or willful act or omission by the CONSULTANT or other failure to comply with its obligations under this contract.

[REMAINDER OF THIS PAGE IS INTENTIONALLY BLANK. SIGNATURE PAGE FOLLOWS.]

SECTION V - SIGNATURES

THIS INSTRUMENT embodies the whole agreement of the parties, there being no promises, terms, conditions or obligation referring to the subject matter other than contained herein. This Agreement may only be amended, supplemented, modified or canceled by a duly executed written instrument signed by both parties.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed in their behalf.

CLIENT: City of Fridley

CLIENT: City of Fridley

Walter T. Wysopal, City Manager
Dated this 5th day of January, 2026

Dave Ostwald, Mayor
Dated this 5th day of January, 2026

CONSULTANT: Bolton & Menk, Inc.



Kevin Kielb, Principal
Dated this 30th day of December, 2025



AGENDA REPORT

Meeting Date: January 5, 2026
Meeting Type: City Council
Submitted By: Emylie Morris, Accounts Payable
Title: Resolution No. 2026-02, Approving Claims for the Period Ending December 30, 2025

Background

Attached is Resolution No. 2026-02 and the claims report for the period ending December 30, 2025.

Financial Impact

Included in the budget.

Recommendation

Staff recommend the approval of Resolution No. 2026-02, Approving Claims for the Period Ending December 30, 2025.

Focus on Fridley Strategic Alignment

☐	Vibrant Neighborhoods & Places
☒	Financial Stability & Commercial Prosperity
☐	Organizational Excellence
☐	Community Identity & Relationship Building
☐	Public Safety & Environmental Stewardship

Attachments and Other Resources

-
1. Resolution No. 2026-02
 2. Council Claims 01-05-26 Bank Transaction Report

Vision Statement

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

Resolution No. 2026-02

Approving Claims for the Period Ending December 30, 2025

Whereas, Minnesota Statute § 412.271 generally requires the City Council to review and approve claims for goods and services prior to the release of payment; and

Whereas, a list of such claims for the period ending December 30, 2025, was reviewed by the City Council.

Now, therefore be it resolved, that the City Council of the City of Fridley hereby approves the payment of the claims as presented.

Passed and adopted by the City Council of the City of Fridley this 5th day of January 2026.

Dave Ostwald - Mayor

Attest:

Melissa Moore – City Clerk



City of Fridley, MN

Bank Transaction Report

Transaction Detail

Issued Date Range: 12/18/2025 - 12/30/2025

Cleared Date Range: -

Is Date	Cleared Date	Number	Description	Module	Status	Amount
Bank Account:						
12/19/2025			FRIDLEY POLICE ASSOCIATION-PY only		EFT	-196.00
12/19/2025			FRIDLEY-IAFF DUES/INTL ASSOC/FIRE FIGHTERS		EFT	-120.00
12/19/2025		76			Check	0.00
12/19/2025			VOYA INSTITUTIONAL TRUST (for MINN DEFERRED)		Bank Draft	-1,079.48
12/19/2025			VOYA INSTITUTIONAL TRUST (for MINN DEFERRED)		Bank Draft	-2,549.56
12/19/2025			CITY OF FRIDLEY-MISSION SQUARE-457 Def.Comp		Bank Draft	-21,080.68
12/19/2025			CITY OF FRIDLEY-MISSION SQUARE-457 Def.Comp		Bank Draft	-5,027.30
12/19/2025			CITY OF FRIDLEY-MISSION SQUARE RHS Retiree Health Sav		Bank Draft	-397.20
12/19/2025			OPTUM BANK (HSA)		Bank Draft	-5,560.43
12/19/2025			OPTUM BANK (HSA)		Bank Draft	-2,760.66
12/19/2025			PERA - PUBLIC EMPLOYEES		Bank Draft	-49,314.15
12/19/2025			PERA - PUBLIC EMPLOYEES		Bank Draft	-164.46
12/19/2025			PERA - PUBLIC EMPLOYEES		Bank Draft	-74,935.37
12/19/2025			CITY OF FRIDLEY-MISSION SQUARE RHS Retiree Health Sav		Bank Draft	-150.00
12/19/2025			CITY OF FRIDLEY-MISSION SQUARE RHS Retiree Health Sav		Bank Draft	-2,625.00
12/19/2025			CITY OF FRIDLEY-MISSION SQUARE RHS Retiree Health Sav		Bank Draft	-600.00
12/19/2025			CITY OF FRIDLEY-MISSION SQUARE Roth IRA		Bank Draft	-6,736.92
12/19/2025			BRI/BENEFIT RESOURCE LLC - BPA/VEBA		Bank Draft	-900.00
12/19/2025			INTERNAL REVENUE SERVICE - PAYROLL TAXES		Bank Draft	-45,682.14
12/19/2025			INTERNAL REVENUE SERVICE - PAYROLL TAXES		Bank Draft	-18,320.35
12/19/2025			MINN DEPT OF REVENUE - PAYROLL TAX		Bank Draft	-27,560.52
12/19/2025			INTERNAL REVENUE SERVICE - PAYROLL TAXES		Bank Draft	-62,048.10
12/19/2025			Payroll EFT		EFT	-414,667.08
12/23/2025			4FRONT ENERGY SOLUTIONS		Check	-70.00
12/23/2025			AMERICAN SOLUTIONS FOR BUSINESS		Check	-27.10
12/23/2025			APOLLO HEATING AND AIR		Check	-29.00
12/23/2025			ASCEN TEK / LUBE TECH		Check	-632.50
12/23/2025			ASPEN MILLS INC		Check	-854.78
12/23/2025			BAUER, CHRISTINE		Check	-420.00

12/23/2025	BECKER ARENA PRODUCTS INC	Check	-4,924.27
12/23/2025	BOLTON & MENK INC	Check	-14,913.00
12/23/2025	CARR'S TREE SERVICE INC	Check	-3,950.00
12/23/2025	CENTERPOINT ENERGY-MINNEGASCO	Check	-4,172.12
12/23/2025	COMCAST/XFINITY (PO BOX 60533)	Check	-159.11
12/23/2025	COMPASS MINERALS	Check	-10,417.23
12/23/2025	COON RAPIDS, CITY OF	Check	-372.52
Date	Description	Type	Amount
12/23/2025	CORE & MAIN LP	Check	-659.27
12/23/2025	CUMMINS INC	Check	-640.92
12/23/2025	DKN CONSTRUCTION LLC	Check	-12,275.00
12/23/2025	FAUL PSYCHOLOGICAL PLLC	Check	-5,250.00
12/23/2025	GOES AROUND TIRE TRANSPORT	Check	-185.25
12/23/2025	HAMMER SPORTS LLC	Check	-490.00
12/23/2025	HAWKINS INC	Check	-385.48
12/23/2025	HCM ARCHITECTS-HAGEN CHRISTENSEN & MCILWAIN	Check	-3,487.50
12/23/2025	IMPERIAL DADE	Check	-754.30
12/23/2025	INNOVATIVE OFFICE SOLUTIONS	Check	-1,398.22
12/23/2025	KENNEDY & GRAVEN CHARTERED	Check	-1,172.90
12/23/2025	LANO EQUIPMENT INC	Check	-118.79
12/23/2025	MALONE, TOM / ULTIMATE MARTIAL ARTS INC	Check	-1,680.00
12/23/2025	MC TOOL & SAFETY	Check	-59.88
12/23/2025	METRO VOLLEYBALL OFFICIALS ASSOCIATION	Check	-510.00
12/23/2025	MINN BUREAU OF CRIMINAL APPR - BCA	Check	-3,000.00
12/23/2025	MINN IT	Check	-884.94
12/23/2025	NELSEN, NICOLE	Check	-890.22
12/23/2025	NORTHLAND PETROLEUM SERVICE	Check	-197.00
12/23/2025	NYKANEN, ANDREW	Check	-5,266.59
12/23/2025	PLATINUM POWER WASHING INC	Check	-1,539.05
12/23/2025	POSTMASTER	Check	-3,000.00
12/23/2025	PYE-BARKER / NARDINI FIRE	Check	-55.40
12/23/2025	RIVERVIEW LAW OFFICE PLLC	Check	-2,459.94
12/23/2025	SCHROEDER PROCESS AUTOMATION AND CONTROLS LLC	Check	-2,930.49
12/23/2025	SOUTH EAST TOWING INC	Check	-175.00
12/23/2025	ST PAUL, CITY OF	Check	-4,811.61
12/23/2025	STIMEY ELECTRIC	Check	-1,550.17
12/23/2025	SUN BADGE CO	Check	-159.00
12/23/2025	TAHO SPORTSWEAR	Check	-198.75
12/23/2025	VERIZON WIRELESS	Check	-150.00
12/23/2025	VESTIS	Check	-432.50
12/23/2025	XCEL ENERGY	Check	-20,427.93
12/29/2025	BOLIN, PAUL	Check	-150.00

12/29/2025	FABER, PATRICK	Check	-150.00
12/29/2025	FISCHER, KAREN	Check	-150.00
12/29/2025	GNADKE, OLIVIA	Check	-150.00
12/29/2025	HELLEGERS, BECCA	Check	-150.00
12/29/2025	KNAEBLE, NICHOLAS	Check	-150.00
12/29/2025	KONDRICK, BETH	Check	-150.00
12/29/2025	LANDRUD, OWEN	Check	-150.00
12/29/2025	LANGE, JAMES	Check	-150.00
12/29/2025	MOORE, MELISSA	Check	-150.00
Date	Description	Type	Amount
12/29/2025	STARKS, JOE	Check	-150.00
12/29/2025	STROMBERG, STACY	Check	-150.00
12/29/2025	TIREVOLD, GREG	Check	-150.00
12/29/2025	TODD, ANDREW	Check	-150.00
12/29/2025	WORKIN, RACHEL	Check	-150.00
12/30/2025	AHLERS, BRIAN	Check	-152.99
12/30/2025	AMERICAN SOLUTIONS FOR BUSINESS	Check	-26.13
12/30/2025	ANOKA COUNTY TREASURY OFFICE	Check	-950.00
12/30/2025	BOSCH BUILDING TECHNOLOGIES LLC	Check	-505.00
12/30/2025	COMCAST (PO BOX 37601)	Check	-1,845.10
12/30/2025	DKN CONSTRUCTION LLC	Check	-19,628.75
12/30/2025	ECOSAFE ZERO WASTE USA INC	Check	-462.08
12/30/2025	FRIENDLY CHEVROLET INC	Check	-39.24
12/30/2025	GRAINGER	Check	-270.74
12/30/2025	HAMMER SPORTS LLC	Check	-525.00
12/30/2025	INTERSTATE BATTERY SYSTEM	Check	-197.95
12/30/2025	KATH FUEL OIL SERVICE	Check	-198.45
12/30/2025	KIWANIS	Check	-68.00
12/30/2025	MAITLAND, KYLE	Check	-161.50
12/30/2025	MARTIN MARIETTA	Check	-2,397.79
12/30/2025	MC TOOL & SAFETY	Check	-246.56
12/30/2025	MENARDS - BLAINE	Check	-49.98
12/30/2025	MENARDS - FRIDLEY	Check	-254.80
12/30/2025	MINN IT	Check	-546.32
12/30/2025	NORTHERN TOOL & EQUIPMENT	Check	-3,403.29
12/30/2025	PLATINUM POWER WASHING INC	Check	-84.00
12/30/2025	SHRED RIGHT	Check	-53.70
12/30/2025	STIMEY ELECTRIC	Check	-4,039.53
12/30/2025	TC WINTER SERVICES	Check	-1,942.50
12/30/2025	TOFT, TAYLOR	Check	-4,300.00
12/30/2025	UHL COMPANY	Check	-1,121.00
12/30/2025	VESTIS	Check	-251.12

12/30/2025	XCEL ENERGY	Check	-19,206.52
12/30/2025	ZURBEY, WILLIAM A	Check	-187.00
12/30/2025	BUDDHU, ANDREA	Check	-2,637.44
12/30/2025	FLAGSHIP RECREATION LLC	Check	-43,424.40
12/30/2025	FLAGSHIP RECREATION LLC	Check	-179,048.64
12/30/2025	NELSON CHEESE & DELI	Check	-295.99
12/30/2025	RESPEC	Check	-3,050.00
12/30/2025	RJM CONSTRUCTION LLC	Check	-573,282.54
			-1,727,717.18
Report Total: (119)			-1,727,717.18

Summary

Bank Account	Amount
	-1,727,717.18
	-1,727,717.18
Cash Account	Amount
<u>**No Cash Account**</u>	0.00
<u>999 999-101100 Cash in Bank -</u>	-1,727,717.18
<u>CITY Pooled Cash</u>	
	-1,727,717.18
Transaction Type	Amount
Bank Draft	-327,492.32
Check	-985,241.78
EFT	-414,983.08
Report Total:	-1,727,717.18