



FRIDLEY PLANNING COMMISSION

WEDNESDAY, JANUARY 15, 2020

7:00 P.M.

FRIDLEY CIVIC CAMPUS, COUNCIL CHAMBERS
7071 UNIVERSITY AVENUE N.E.

AGENDA

CALL TO ORDER

ROLL CALL

APPROVE PLANNING COMMISSION MEETING MINUTES: November 20, 2019

PUBLIC HEARING:

ACCEPTANCE OF MINUTES FROM OTHER COMMISSIONS – THROUGH ONE MOTION

Motion to accept the minutes from the following Commission meetings:

1. October 3, 2019, Housing and Redevelopment Authority
2. December 5, 2019, Housing and Redevelopment Authority
3. November 4, 2019, Parks & Recreation Commission
4. November 12, 2019, Environment Quality & Energy Commission

OTHER BUSINESS:

1. 2020 Census Presentation, Alyssa Kruzel, Community Engagement Specialist.
2. Information for the Transportation Plan, Rachel Workin, Environmental Planner.
3. Public Disclosure Statement, Scott Hickok, Community Development Director.
4. Update on the Highway 65/University Avenue Project, Scott Hickok, Community Development Director.

ADJOURN

NEXT PLANNING COMMISSION MEETING DATE:

FEBRUARY 19, 2019



FRIDLEY PLANNING COMMISSION

WEDNESDAY, NOVEMBER 20, 2019

7:00 P.M.

FRIDLEY CIVIC CAMPUS, COUNCIL CHAMBERS
7071 UNIVERSITY AVENUE N.E.

MINUTES

CALL TO ORDER

Chairperson Kondrick called the Planning Commission Meeting to order at 6:59 p.m.

ROLL CALL

PRESENT: David Kondrick, Mike Heintz, Mark Hansen, Brad Sielaff, Ryan Evanson, Leroy Oquist, and Terry McClellan

OTHERS PRESENT: Stacy Stromberg, Planner
Scott Hickok, Community Development Director
Clay Dutra, 3415 Elliot Avenue South, Mpls
Terry McClellan, Brigadoon, Flannery Park neighborhood
Pam Reynolds, 1241 Norton Avenue
Matthew Brown, 7661 Brigadoon Place
Patty Fowler, 1437 Meadowmoore Drive
Jim Hammerbeck, 549 Bennett Drive
Roger Stene, 870 Pandora Drive
Richard Young, 5695 Quincy Street
Debra Patchin, 280 Rice Creek Boulevard
Amber Hendrickson, 1538 Rice Creek Road
Steve Warnke, 1580 Rice Creek Road
Jim Golden, 6701 Overton Drive

APPROVE MINUTES

September 18, 2019

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

UPON A VOICE VOTE, ALL VOTING AYE, CHAIRPERSON KONDRICK DECLARED THE MOTION CARRIED UNANIMOUSLY.

PUBLIC HEARING:

- 1. Consideration of a Transit Oriented Development Master Plan, TOD #19-01, by In Gauge Engineering & Technology Inc., to allow the construction of a second multi-family building, generally located at 105 58th Avenue.**

MOTION by Commissioner Oquist to open the public hearing. Seconded by Commissioner Hansen.

UPON A VOICE VOTE, ALL VOTING AYE, CHAIRPERSON KONDRICK DECLARED THE MOTION CARRIED UNANIMOUSLY AND THE PUBLIC HEARING WAS OPENED AT 7:02 P.M.

Stacy Stromberg, Planning Manager, stated the petitioner is requesting this transit-oriented development master plan to allow the construction of a second multi-family apartment building along the southern property line of the subject property.

Ms. Stromberg stated the subject property is zoned S-1, Hyde Park Neighborhood. In 1976 the City Council created this Overlay district which applied only to the properties located between Main Street and University Avenue and 57th Place and 61st Avenue. At that time this area of the City was a mixture of uses: single-family residential, duplexes, multi-family and commercial properties. The purpose of the overlay district was to recognize the mix of uses that existed at that time and to no longer permit commercial properties within the Hyde Park district.

Ms. Stromberg stated the subject property is located on the corner of Main Street and 58th Avenue. It is a 7-unit apartment building which was constructed in 1960, and the detached garage building was constructed in 1975.

Ms. Stromberg stated in 2011, the Planning Commission and Council approved a TOD Overlay District, which includes the Hyde Park Neighborhood. The purpose of the TOD Overlay is: encourage dense, mixed use, pedestrian-friendly development within a one-half mile of the Northstar Commuter Rail Station in Fridley, create multi-modal connections to the Fridley Northstar Commuter Rail Station that allow for safe access to the station no matter what means of transportation someone uses, create a neighborhood identity with the Northstar Station that promotes the use of mass transit, human interactions, safety and livability, reduce automobile dependency by locating a variety of land uses within a half mile of the train station, and provide life cycle housing for people of different income levels and housing space needs within one half mile of the train station.

Ms. Stromberg stated the petitioner approached City staff earlier this year with the idea of adding another multi-family building to the property. Overall there was support of the idea as it achieves what the TOD Overlay is trying to accomplish by creating more density, where buildings are closer to the street and people are closer to transit and commercial without reliance on a car.

Ms. Stromberg stated as a result, the petitioner submitted a TOD Master Plan application to allow the construction of a 3-story, 9-unit multi-family apartment building south of the existing 2-story, 7-unit apartment building. There will be 3 one-bedroom units and 6 two-bedroom units in the new building and the existing building has 6 one-bedroom units and 1 two-bedroom unit. There will be a total of 16 apartments on the property.

Ms. Stromberg stated currently there are 15 parking stalls on site, including a 7-car garage. Eight additional stalls will be constructed for a total of 23 stalls.

Ms. Stromberg stated landscaping, storm water treatment, and the exterior of the existing building will be remodeled to match the new building will also be a part of this development project.

Ms. Stromberg stated for a TOD project to be approved there are a list of standards within the Zoning Code the applicant needs to meet in order to allow for the development to occur. Those standards relate to lot coverage, setback, height, façade articulation, parking, landscaping, sidewalks, and lighting.

Ms. Stromberg stated within the Planning Commission's packet there is a list of regulations in a table format. She didn't want to go through each of them tonight because there are 20-25 but wanted the Commission to know that the petitioner is complying with all the standards even though it was difficult considering the location of the existing buildings on the site.

Ms. Stromberg stated she did want to highlight 2 of the regulations related to setbacks and sidewalks. The setback on 58th Avenue is about 1 foot from the property line. The TOD Overlay allows the building to go right up to the property line. For example, the buildings at Cielo are 5 feet from the property line and there is a 28-foot right-of-way there. So, there is about 33 feet from the curb to the Cielo building. In this case there is about a 10-foot boulevard so the building will be approximately 11 feet from the curb.

Ms. Stromberg stated staff has had an internal discussion about sidewalks. The City requires all projects within the TOD to have sidewalks constructed along the property lines that abut a roadway. In this location there are no connections on either side of the property. It makes more sense for the City to collect the funds that would be required to construct the sidewalk, put it into an account that would then be used within the TOD district at which time the sidewalk makes sense and is actually going to lead somewhere, as opposed to just starting and then stopping at the property line and not bringing you anywhere.

Ms. Stromberg stated staff does recommend approval as it does meet all the standards that are laid out in the TOD Overlay, and it does meet the Comprehensive Plan goals. Staff does recommend that if the master plan is approved, the following stipulations be attached:

1. The property shall be developed in accordance with the site plan submitted for "Main Street Apartments II", page A-102, by In Gauge Engineering and Technology, dated revision: 10/30/2019.
2. The exterior building elevations shall be developed in accordance with the architectural exterior elevations sheet submitted for "Main Street Apartments II, page A-104, by In Gauge Engineering and Technology, dated revision: 10/30/2019.
3. The petitioner shall meet all requirements set forth by:
 - a. The Building Code
 - b. The Fire Code
 - c. The City's Engineering department – related to grading, drainage, storm pond maintenance agreement, utilities, and utility connection fees
 - d. The City's Planning department – related to irrigation, landscaping, signage, and the TOD Overlay Zoning District
4. All parking for tenants and visitors shall occur on-site. The Property Management Company or Property Owner is responsible for controlling tenant parking spot designation and enforcing City code requirements related to parking. If street parking becomes an issue, staff may require additional parking be installed on the property.
5. The petitioner shall pay sidewalk construction costs at time of building permit submittal. Costs submitted will be put in a TOD sidewalk account created by the City to be used when applicable.
6. A building permit to remodel the exterior of the existing apartment building and garage shall be submitted at the same time as the building permit for the new building.

Commissioner Hansen asked whether the applicant has contemplated where that additional parking will be constructed in the event that it becomes necessary?

Ms. Stromberg replied, that is a good question. It is a conversation she has not had with him since he has gotten copy of the staff report. It is a relatively nice-sized lot. She does believe there would be a way for them to pick up additional parking if they needed to.

Commissioner Hansen stated it looks like there would be space for some spots adjacent to that entrance off Main Street. If they are planning on doing a rain garden or something like that as part of this project, he would not want it to impact that.

Ms. Stromberg replied, they have submitted their plans to the Engineering Department, so they are aware of the grading and drainage requirements.

Commissioner Hansen asked whether the City would ever consider extending the sidewalk further to 61st to then intersect with eventually the transit station right in that same area, just as a separate project. Maybe a standalone project, assuming it would probably be a while before any of those other properties redevelop.

Ms. Stromberg replied, that is the idea. Staff would love to see a sidewalk on the east side of Main Street, as there is one already on the west side. Further connections to the train station is the plan. If constructed right now it would be as long as the lot and would stop right at the next property. It doesn't seem it would be the best way to spend the money.

Commissioner Hansen stated he sees the rationale in the escrow. He worries it would be a while before the sidewalk ever becomes a reality.

Ms. Stromberg replied, it could be but maybe there is an extension somewhere else that makes more sense within the TOD. Those are the things that will need to be evaluated because the money will need to be used within the TOD district.

Commissioner Oquist stated as to the parking area that is to the east of the building, do they get to that parking area through the alley?

Ms. Stromberg replied, yes.

Commissioner Oquist asked whether there is any consideration of vacating that alley?

Ms. Stromberg replied, that is a discussion they did have when the applicant came in and met with the staff. There are a couple of properties to the north that do use that alley. To vacate it they would need to then access their properties off 2nd Street.

Commissioner Heintz asked, who plows that out?

Scott Hickok, Community Development Director, stated the City's policy is it plows alleys that go all the way through. If there is an alley that stops three-quarters of the way through the block, then it is the owner's responsibility to take care of that.

Commissioner Heintz asked, what happens in the wintertime when they plow the alley and we get 12-18 inches of snow. They are going to block those cars in. He is worried

there is enough parking because if the applicant rents out four apartments that have two cars each, he has used up his 8 spots. Is the applicant going to keep the other 5 apartments empty?

Mr. Hickok replied, they have had that discussion with the owner. Ideally the City likes to have more parking that is more like the parking on the north side of the existing building. However, there are some certain considerations that need to be given when you come in directly off from an alley.

Mr. Hickok stated as to the Commissioner's question about the sidewalk going to the north, that is one of the issues where there is also parking in a similar fashion that comes directly out to Main Street that would make a sidewalk difficult to continue it to the north until those blocks would redevelop.

Commissioner Heintz asked, where else in the City is there a 1-foot setback?

Ms. Stromberg replied, they don't. This would be the first.

Commissioner Heintz stated so they are setting a new precedent then?

Ms. Stromberg replied, the TOD Overlay allows buildings to go right up to the property line. It is not like a variance is being sought or anything, so a precedence isn't be set. These conditions are allowed in this zoning overlay district.

Commissioner Heintz asked, when the owner redoes the outside of the existing building, does that have to then come up to ADA code, too?

Ms. Stromberg replied, no, not to just fix up the exterior.

Commissioner Heintz stated it sounds like he is not going to just fix it. It is going to be torn off and replaced to match the new stuff.

Mr. Hickok replied, he is not sure exactly what Commissioner Heintz's question is but he will say the intent is to create an image of the existing building that matches the architecture on the new building with exterior building type, etc. When you get into accessibility issues is when you spend a certain amount of money on the building, then one-quarter of that expenditure goes into accessibility enhancements. Certainly they need to be aware of that. The exterior enhancements on this building would generate very little in terms of additional demand for accessibility improvements here.

Chairperson Kondrick asked Mr. Hickok whether the new building will have an elevator in it?

Mr. Hickok replied, no, they are walk-up units.

Commissioner McClellan asked, and it may not be fair, but what are the parking regulations currently on Main Street in that general area? Is that a No Parking street or is there parking available?

Ms. Stromberg replied, the east side is marked for No Parking.

Commissioner Hansen asked whether it is actually the west side that is No Parking. He drove by the site today and it did appear you can park on the east side going northbound and then you have the bike lane, and on the other side you have the sidewalk and the bike lane.

Commissioner Sielaff stated as far as parking on the site, all the new parking stalls are not going to be enough for this new apartment. There is parking north of the existing apartment, correct? So how are people going to get from those stalls to the new apartment building?

Ms. Stromberg replied, just to go over parking a little bit. For the two buildings combined, the R-3 zoning code would require 28 stalls. The applicant is proposing 23 so they are deficient by 5. The S-1, Hyde Park zoning district requires 16 stalls; and they are at 23. The purpose of the TOD is to allow less cars, less parking which needs to be managed by the management company so the parking is used as it should be. In other words, they can't lease a one-bedroom apartment to two people who have 2 or 3 cars.

Commissioner Sielaff stated and they can always add more parking if it becomes a problem.

Ms. Stromberg replied, correct.

Commissioner Sielaff asked whether there will be assigned parking spots here? The concern he has is for people who do not park on the east side, because not all of them would be able to, and they have to park north, how are they going to get to from that lot to their apartment?

Ms. Stromberg replied, that is a discussion she did have with the petitioner. She referred to the map displayed and stated they do plan to install a sidewalk from the parking area on the north to the sidewalk that leads to the new building.

Commissioner Evanson asked, do they have an idea what the rents might be in the new place and how that compares to rents of other properties in the area?

Ms. Stromberg replied, that is a good question and she is sure the petitioner would be better to answer that question.

Commissioner Heintz stated as to landscaping it states they are supposed to have 12 trees and have 5 right now.

Ms. Stromberg replied, correct, staff has since received an updated plan that shows the 10 trees required because there is one existing tree that will be kept and that counts for 2.

Commissioner Heintz asked, are any of those trees where the sidewalk is intended to go?

Ms. Stromberg replied, the plans shows a few shrubs which will have to be relocated.

Commissioner Heintz asked, they are not counting shrubs as trees are they?

Ms. Stromberg replied, no, they just count trees.

Commissioner Oquist asked Mr. Stromberg if she said there are assigned parking spots?

Ms. Stromberg replied, she does not know that, but the petitioner could answer that question.

Commissioner Oquist stated he can see where there could be a conflict in the parking areas.

Ms. Stromberg replied, she understands his concerns as they have seen this with the City's other multi-family development in its TOD overlay. Cielo has had some growing pains with their parking situation and is why when these gentlemen came in, staff had a really good conversation with him about how they need to manage their parking. If they sign a lease with somebody because they want to fill that unit, but they have 4 cars, then there is a problem. It comes down to managing the site.

Chairperson Kondrick stated they do not want any cars on the street.

Commissioner Oquist stated he was also thinking about the conflict between the buildings. The people in the existing building are used to parking there and they now have this new building where there is going to be a fight over parking stalls.

Commissioner Evanson stated he imagines this might be a blueprint for other similar lots where there is excess space and other new construction can occur on. He asked if this is a blueprint for future development or does staff imagine this to be more of a one-off opportunity given the dimensions of this particular lot?

Ms. Stromberg replied, that is a good question. There are very few lots of this size in the Hyde Park zoning district, but it is getting at the intent of what the City was wanting to see in the TOD overlay. She can see other lots that are of the same size may be able to accomplish something similar. She believes it could happen elsewhere, but not real likely.

Commissioner Heintz asked how many handicap spots are there? Three?

Ms. Stromberg replied, three.

Commissioner Heintz stated if they do not have a handicap person parking there, they are down to 20 spots.

Ms. Stromberg replied, by State law they are only required to have one parking stall for the whole development. One for every 25 stalls. They could reduce the amount of handicap parking stalls that they have.

Commissioner Hansen stated in the report it talks about the trash and the recycling collection and that it is enclosed currently. He asked if that is expected to also serve this additional building or should it be contemplated how that might need to expand and how that might then potentially impact future parking stalls that may become necessary?

Ms. Stromberg replied, she would guess that it would need to be expanded based on 9 additional units. They already have the location southeast of the existing garages.

Chairperson Kondrick asked whether that is going to consume another parking spot?

Ms. Stromberg replied, as of now, no; but it would take up potential room for a stall if one needed to be added at a later date.

Commissioner Sielaff asked what does storm water treatment mean for this site?

Ms. Stromberg replied, she believed it is under an acre so not a whole lot is going to be required.

Commissioner Hansen stated according to the report they are doing some infiltration basins or rain gardens.

Ms. Stromberg replied, correct.

Clay Dutra, 3415 Elliot Avenue South, Minneapolis, stated he is the developer and representing the owner. As to how much the owner is planning to charge, right now she is charging about \$1,000-\$1,100 for the two bedrooms. Six units in the new building are going to be two bedrooms so she is planning to charge \$1,200 and a little bit less for the one-bedroom units.

Chairperson Kondrick asked Mr. Dutra whether they are going to have any problems with designating parking stalls for the parking that is available.

Mr. Dutra stated he did not believe they are going to any problems because as of right now, five stalls are being used for seven apartments. Some of the tenants living there now already do not have cars. He believes the intent of the TOD Overlay is to reduce the number of cars. They are trying to supply some parking but, want to believe they are not going to need it. They are going to supply some parking for bikes too and would be more open to that then to add more car spaces. If they do have to construct more spaces, they do have room on the side of both buildings.

Commissioner Sielaff asked whether the lease is going to have restrictions on the number of parking spots? What would that be?

Mr. Dutra replied, yes, it is one per unit. They are going to have the other ones left for visitors and they mark them so its organized.

Chairperson Kondrick stated one of the Commission members asked where the applicant will be placing recycling and garbage containers. He asked Mr. Dutra if they have thought about provisions for that and, if so, where?

Mr. Dutra replied, it is going to be around the same spot where they have it now. They are just going to extend towards the alley.

Chairperson Kondrick asked, by the new building or the old building?

Mr. Dutra replied, it is by the garage, in the northeast corner of the lot. There is a big maple tree there and it is kind of under the radius of that tree, and then they have space to extend to the east side to be able to fit another container. The enclosure is already big so the container they have there is smaller than the space they have so they would have to add a little more of the enclosure to be able to fit another one.

Chairperson Kondrick asked Mr. Dutra if they have had a chance to review the stipulations? If so, do they concur and do they have any problems with them?

Mr. Dutra replied, he did review and agrees with all of them.

Chairperson Kondrick asked how are the dollars going to be accumulated for the building of the sidewalk?

Mr. Dutra replied, they have not discussed that yet, but he is sure the City has stipulated what it would cost by linear feet to build the sidewalk and then they will just go with that.

Chairperson Kondrick asked how will the City know when they have the money to do that?

Mr. Dutra replied, as soon as the building permit is approved they are going to start right away. They are trying to break ground before it freezes as financing is already in place. As soon as they have the permits, they will submit the funds for the sidewalk.

Chairperson Kondrick asked if they go along with this can the City have provisions to make sure the applicant has the dollars available ahead of time to make sure a sidewalk can be provided? Do they have the power to do that?

Ms. Stromberg replied, yes, they will require that money be put in the account at building permit time. When the building permit is issued, they will submit the money to the City.

Commissioner McClellan asked who takes care of the snow removal on the sidewalks on the perimeter?

Mr. Dutra replied, it is the management company who takes care of it. The issue about plowing the alley and if there is incredible snow there, they already have that issue in their own parking lot. There is a plow that comes out and leaves the snow plow right behind the cars so then they by hand clean the snow. The management company will take care of that.

MOTION by Commissioner Sielaff to close the public hearing. Seconded by Commissioner Hansen.

UPON A VOICE VOTE, ALL VOTING AYE, CHAIRPERSON KONDRICK DECLARED THE MOTION CARRIED UNANIMOUSLY AND THE PUBLIC HEARING WAS CLOSED AT 7:39 P.M.

Commissioner Heintz stated he understands dense and then there is 15 pounds of beans in a 10 pound bag. He thinks they are getting close that that. He does not know if he is sold on this project yet.

Commissioner Hansen stated he is struggling with it as well. He pulled up on Main Street this afternoon and tried to envision where the second building will be and how close it will be in relation to the existing one, and it seems like they thought through most of the issues and the challenges and they responded to the City's concerns and he is for this type of use. He is a little concerned that it may be a while before any sidewalks get constructed on Main Street for those people who live here and not have a car and want to get to the transit station. He guessed they can just cross the street and go on the west side as well. He does just feel like it's a lot of buildings in a small area.

Commissioner Sielaff stated he has similar concerns. They are trying to shoe horn something in here that is difficult to do. His main concern is, and he agrees with Commissioner Hansen, is that there does not appear to be a lot of room for that second apartment building. He is inclined to vote against it.

Commissioner Oquist stated he agrees with what has been said. He drove by the property and shoehorn is a good term. He does not know how you can put a three-story apartment building in that same area and still have all the parking. He is inclined to go against it as well.

Commissioner McClellan stated going back to options that are available for additional parking and would there be an arbitrary number that would satisfy the Commission, another five spaces? Would that help, is parking the fundamental issue?

Commissioner Oquist stated to him it is an issue no doubt, but it is also about putting the new building in that small spot and the one-foot setback he just cannot visualize it.

Commissioner Hansen stated that is his concern as well. It is not about the parking necessarily, it is just the proximity and the setback and how this building is going to look right on top of the existing one and what they are going to do to the existing one which is not particularly clear to make it look similar.

Commissioner McClellan stated not if the new building was a two-story instead of a three-story, does that change people's minds?

Commissioner Heintz stated for him, it's the largeness of the footprint.

Commissioner Evanson stated the purpose of the TOD is to be able to utilize spaces like this. He understands it looks like a cramped space, but it was designed with the intent of being able to do that so you can take advantage of these opportunities. You may be attracting the type of tenant who is not as concerned about the parking. With the proximity to the commuter line and the proximity of other major thoroughfares down into the metropolitan area, he presumes those types of tenants may want to live here. Also given that there is already not full utilization of the parking area, it would seem to him there is enough mitigating factors where parking concerns would be less prominent, given the transportation amenities.

Commissioner Evanson stated as far as the way the property looks on here, do they have any insights from the community? Obviously the property owner themselves are comfortable with it, but do they know about the tenants from the existing building, people in the neighborhood? Neighborhoods change, appearances change, and they cannot be afraid of having a space that looks a little bit different. There are other places in the metropolitan area like this. This might be the first in this location, but is that something that they are hearing a strong response opposing it? He does not see anyone here in the crowd objecting to it or has come to object. A lack of objection does not mean support, and he understands that, but what do they know about what the community thinks?

Commissioner McClellan asked if there were any neighbors in the audience?

Chairperson Kondrick stated they gave them a chance to talk and no one seems to be objecting to this. If there were a lot of people objecting, he might be willing to change his vote, but he agrees with commissioner Evanson. This district is zoned for this type of use. He wishes it was only two stories which would kind of alleviate a lot of different things. This is a special district and the petitioner is meeting all the conditions. It has been that way now for how many years?

Ms. Stromberg replied, eight years.

Chairperson Kondrick stated he understands the other Commissioners' point of view but he agrees with Mr. Evanson that is what this district is designed for. It offers something different and people who are moving into area will be moving here for that reason.

Commissioner McClellan stated if this is currently underutilized and will likely stay that way, if not further developed. He agrees with the premise that this TOD is intended to increase density, increase utilization, and decrease traffic by making transit more usable. It may not be an ideal layout but, again, if it is not going to be done now, he is not sure when it would be done and by whom. He would tend to vote for the approval of the project.

Commissioner Oquist stated he could vote, yes, for it as well but he is still concerned about putting that kind of a building in that small of a space.

Commissioner Hansen stated he agrees. He is actually looking more in favor of this but is still concerned about how it is going to fit and how it is going to look. He agrees with some of the things with the TOD and the goals this is trying to achieve.

Commissioner Heintz stated what percentage of density do they need to put on that lot. To take that whole front yard. To him it is just a little bit too big for that area. Parking is just part of it. He is more concerned about the 11 feet between the buildings. They have not even talked about emergencies and that type of thing.

Chairperson Kondrick asked, how far is it from one building to the next?

Ms. Stromberg replied, there is 11 feet between the two.

Commissioner Heintz stated they have not talked about emergencies and accessing with the firemen ladders and things like that.

Chairperson Kondrick stated the fire department has seen the plant and have decided there is no problem with getting trucks in there and hoses.

Commissioner Evanson stated when creating these parameters they probably made some of these considerations in advance. As far as safety, the fire and police and everybody else, that has already seen the design. Really it is kind of a matter do they like the way this looks and the way it might change the character of the neighborhood. Again, they created the TOD with the intent and perhaps the hope that it would change the look and the character of the neighborhood. If not now, when, and are they inviting this type of development by doing this or are they going to be pushing away development they originally wanted when they created this overlay district.

Chairperson Kondrick stated once the old building is updated, they will look the same? That is the intent?

Ms. Stromberg replied, comparable. Similar materials and roofline.

MOTION by Commissioner McClellan to approve the Transit Oriented Development Master Plan, TOD #19-01, by In Gauge Engineering & Technology Inc., to allow the construction of a second multi-family building, generally located at 105 58th Avenue with the following stipulations:

1. The property shall be developed in accordance with the site plan submitted for "Main Street Apartments II", page A-102, by In Gauge Engineering and Technology, dated revision: 10/30/2019.
2. The exterior building elevations shall be developed in accordance with the architectural exterior elevations sheet submitted for "Main Street Apartments II, page A-104, by In Gauge Engineering and Technology, dated revision: 10/30/2019.
3. The petitioner shall meet all requirements set forth by:
 - a. The Building Code
 - b. The Fire Code
 - c. The City's Engineering department – related to grading, drainage, storm pond maintenance agreement, utilities, and utility connection fees
 - d. The City's Planning department – related to irrigation, landscaping, signage, and the TOD Overlay Zoning District
4. All parking for tenants and visitors shall occur on-site. The Property Management Company or Property Owner is responsible for controlling tenant parking spot designation and enforcing City code requirements related to parking. If street parking becomes an issue, staff may require additional parking be installed on the property.
5. The petitioner shall pay sidewalk construction costs at time of building permit submittal. Costs submitted will be put in a TOD sidewalk account created by the City to be used when applicable.
6. A building permit to remodel the exterior of the existing apartment building and garage shall be submitted at the same time as the building permit for the new building.

Seconded by Commissioner Evanson.

UPON A VOICE VOTE, WITH COMMISSIONERS HEINTZ AND SIELAFF VOTING NAY, AND COMMISSIONERS HANSEN, OQUIST, MCCLELLAN, EVANSON AND CHAIRPERSON KONDRICK ALL VOTING AYE, CHAIRPERSON KONDRICK DECLARED THE MOTION CARRIED ON A 5 TO 2 VOTE.

ACCEPTANCE OF MINUTES FROM OTHER COMMISSIONS – THROUGH ONE MOTION:

1. August 1, 2019, Housing and Redevelopment Authority Commission
2. September 5, 2019, Housing and Redevelopment Authority Commission
3. September 3, 2019, Parks & Recreation Commission
4. October 7, 2019, Parks & Recreation Commission

5. September 10, 2019, Environment Quality & Energy Commission
6. October 8, 2019, Environment Quality & Energy Commission

MOTION by Commissioner Heintz accepting the above minutes. Seconded by Commissioner Sielaff.

UPON A VOICE VOTE, ALL VOTING AYE, CHAIRPERSON KONDRICK DECLARED THE MOTION CARRIED UNANIMOUSLY.

OTHER BUSINESS:

1. Discussion related to on street parking and Commission recommendation.

Pam Reynolds, 1241 Norton Avenue, stated she believed Commissioner McClellan should recuse himself as he is the one who generated the discussion on this issue and is not fair for him to be sitting with the Commission when he has already put his two cents' worth in to the Council.

Ms. Stromberg stated the purpose of this portion of the meeting is for the Planning Commission to have a discussion related to on-street parking and then to receive feedback from people, gather information, and make a recommendation to the City Council.

Ms. Stromberg stated she is going to go through what the City Code says related to on-street parking and then off-street parking. The on-street parking Code says that vehicles can be parked on the street they just need to be moved every 24 hours. In the winter months, between November 1 and April 1, the City does not allow vehicles to be parked on the street from 2 a.m. to 6 a.m. In the winter months street parking is not allowed if it will impede a snow plow from removing the snow from the road and the on-street parking Code says that loading and unloading of motor homes and travel trailers is allowed no more than two non-consecutive 24-hour time periods in seven days.

Ms. Stromberg stated as to off-street parking the City allows one commercial vehicle on a residential lot provided the owner lives at the property, the vehicle is parked on hard surface, and the engine does not create noise that violates the noise ordinance, and that the vehicle is 10 feet from the property line. Recreational vehicles can be parked on residential lots in the driveway if they are on a hard surface. A trailer, a camping trailer, or a boat, if they are unmotorized, can be parked in the side or rear yard on the grass.

Ms. Stromberg stated the Police Department did a little research related to what other cities allow, and cities that have a year-around on-street ordinance (meaning, no overnight parking) are: Coon Rapids, Mounds View, New Brighton, Ramsey, Maplewood, and

Robbinsdale. Cities that have a winter on-street ordinance, such as Fridley, are: Arden Hills, Columbia Heights, Spring Lake Park, Lino Lakes, Blaine, Cottage Grove, Little Canada, and Vadnais Heights. Cities that are relaxed on their parking ordinance are Osseo, Roseville, Hopkins, and Elk River.

Ms. Stromberg stated all cities do have provision when it comes to not parking on the street for snow removal. Fridley falls in the middle in how strict we are related to parking on the street.

Ms. Stromberg stated the purpose of tonight is to get feedback from the Planning Commission. Do they have concerns about this, have they received complaints, should staff leave the ordinance as it is, maybe amend the ordinance to prohibit on-street parking between the hours of 2 and 6 year around, create a parking permit program to allow temporary parking for things like graduation parties and holiday parties, of if they have another idea or recommendation.

Ms. Stromberg stated the Council did discuss this topic at their October 28 meeting and then the City Manager did direct City staff to review it with the Planning Commission and get their opinion. She suggested the Commission have a discussion and receive information from the public.

Commissioner Sielaff asked what is the rationale of having no parking from 2 to 6 from November to April?

Ms. Stromberg replied, snow removal – it's a very standard rule that a lot of cities have.

Commissioner Sielaff stated the plows are going through at those early morning hours.

Ms. Stromberg stated correct, that is typically the best time for the plows to remove the snow, before people are up and needing to use the street to get to work.

Terry McClellan stated he is not speaking on behalf of the Commission. He is speaking on behalf of the homeowner and resident. He lives on Brigadoon Place in the Flannery Park neighborhood.

Mr. McClellan stated roughly 20 years after he built his house the City of Fridley amended 506.13.6 and as a result it created a special group for RV/motor homes. This represents by his count, 1 percent of the residents of the City of Fridley. The other 99 percent of the residents do not enjoy the same parking privileges that are allowed in Chapter 506. He feels that was a bad decision. It is a bad policy because first of all it creates winners and losers. If you do not happen to like a 50 feet RV in front of your house or nearly in front

of your house for 24 hours, you lose. If you get to enjoy the parking privileges, you are a winner. Most importantly the policy ends up pitting neighbor against neighbor over this parking thing that did not exist prior to that amendment that was done long after he built his house there. It also sets precedence for when is the next group of special folks which might be ATV'ers, snowmobilers, car enthusiasts, and even if you are a self-employed contractor who uses a pick-up truck – he should have those same rights. There was no size, no weight, and no location limitations put on this amendment.

Mr. McClellan stated it is hard to enforce the Code because there is really no meaningful recourse if it is in fact abused because when do you call the Police? At 24 hours and 1 minute, at 23 hours just in case? He is not sure in fairness to the Police how they are to manage this. In fact you do not even have to be a resident of the City of Fridley to park your motor home in Fridley on a public street.

Mr. McClellan stated should the City be in the business of supplying storage for personal property on public roads? It is big picture stuff, is that the City of Fridley's job? He would argue good policy is fair and it puts all residents in the same boat. Just as the code requirement for outdoor storage, there is one code that everyone needs to live by. A good policy he would argue should improve neighborhoods and enhance property values. Good policy is also easy to enforce and manage.

Mr. McClellan stated the City of Fridley by his research is the only city in this area that has a special RV/mobile home provision in its city code. The solution is easy, you rescind the amendment that was done anywhere from 15-18 years ago and that way 100 percent of the City residents would be held to the same parking rules. The bad news is that, if left at status quo, it could get worse. The maximum size of an RV in the State of Minnesota is 75 feet long, 13 ½ feet high, and 8 plus feet wide. That is as wide as a city lot. The Fridley's minimum lot he believes, is 75 feet.

Mr. McClellan stated if the Code is taken to the extreme and he is a little confused even by the way it is written when they say two non-consecutive days, is that Sunday to Saturday, can you have two shots at it? By his math that is 52 days. That could be 7 weeks of parking if you maxed it out.

Mr. McClellan stated the good news is that the vast majority of RV owners, those that store their RV's on their private property, load and unload on their private property which is entirely within their rights the way the Codes are written.

Mr. McClellan stated for the record he is one of those people who thinks that we should have one parking Code that is applicable 12 months out of the year, and there is no

overnight parking and he thinks there were more cities than what was listed that had provisions for overnight parking.

Chairperson Kondrick asked Mr. McClellan what is the length of his vehicle that he parks?

Mr. McClellan replied, he does not have one. He is one of the losers.

Chairperson Kondrick asked, what is the average length of the average vehicle that is stored outside?

Mr. McClellan replied, the ones he knows are about 50 feet and they are about 6-8 feet high and 8-feet wide.

Chairperson Kondrick replied, okay, 50 feet. He asked Mr. McClellan if his neighbor next door to him had a vehicle that was 40 feet long would he mind his neighbor having it parked in front of his house the whole year.

Mr. McClellan replied, if it was parked in front of their house, he probably would not care much. What frustrates him more is, so you have 24 hours, you do your business, and then it sits for all intents and purposes for 20 plus hours during that time, just sitting there. If he had a real frustration that might be it.

Commissioner Evanson stated they understand you can have a motor home, a trailer, parked on your property whenever you want. There is no concern there. The concern is a vehicle that is so large that the person cannot park it on their lot. They use it, they are storing it presumably somewhere else, and so when they are unloading things from their home onto the trailer, there has been the provision created within Fridley's law to say you can park it in the street for a limited period of time to accommodate your ability to load/unload, do your business, and then store it somewhere else.

Chairperson Kondrick replied, right.

Commissioner Evanson stated and this is a problem for some people. Some people object to the idea there that is a large vehicle parked in the street.

Chairperson Kondrick stated he has a neighbor who has a pretty long Winnebago which is parked right up against his garage door. He has to park as close to his garage door as he can because he has to be 15 feet away from the property line.

Mr. Hickok stated, it is the curb.

Chairperson Kondrick stated he cannot meet that requirement. When he loads it up he has to park it as close as he can to his house, opens the door, loads and unloads, and then sometimes he will park the vehicle in the street for a day or two. It is on a street that is heavily walked and used, which can be dangerous.

Mr. McClellan stated technically he can park the camper in the street.

Chairperson Kondrick stated, yes, he can and it's dangerous.

Mr. Hickok stated to Mr. Kondrick's example if it is over 24 hours then it would be a problem. One of the things Mr. McClellan mentioned that might not be easy to understand if you do not have an RV is that it takes time to get the refrigerator going and often with sloped driveways, you need a level surface. Back when the discussion happened, and it was in 2001 when this was discussed, one of the things they heard was that 20 hours that it is sitting there doing nothing it is actually doing something. It is actually sitting level so the refrigerator can get cool as it is plugged in as somebody is getting ready to go. They then load the materials in the cooled refrigerator and they take off. Those are some of the things where if you were not involved in the discussion, you may have not understood why a motorhome, or a camper needs to sit there for that period of time. But the level is the key and parking on the street in front of your home oftentimes is the level spot you get to do that. That was some of the rationale for permitting it at the time.

Commissioner Sielaff stated as to the enforcement of this ordinance, he asked whether staff had any data to show how often the City has cited people on this? He can see there is a real problem enforcing the ordinance this way. Unless you just rely on complaints.

Mr. Hickok replied, they have data on every type of code enforcement complaint and they do not get complaints on these. This is a rather rare instance where they have a complaint on a situation where it is parked in the street. Sometimes there are circumstances that cause maybe one neighbor to be less tolerant of another neighbor's camper being there but for the most part, we are in Minnesota, it is a camping state, people have campers and the City does not hear from people. He can probably count on one hand in his now almost 26 years of being here the number of times they have had a complaint about a camper on the street.

Commissioner Sielaff stated basically the City does it from a complaint.

Mr. Hickok stated yes, and we also have a systematic code enforcement person who is out in the summer. Campers on the street typically have not been an issue.

Pam Reynolds stated she is going to disagree with the date they believe this ordinance was enacted. Ordinance 1257 which changed this language was in 2009. At that time there was much deliberation regarding the RV. Actually the language that came forward was to make it so you could not have your RV in Fridley anywhere. Part of the discussion back then, and she went back and looked at the minutes of all those meetings, she brought up the point that every licensed vehicle in Fridley can be parked on the City street for up to 24 hours. In 2009 she did not feel it was necessary to make special rules for RV's because that Code already existed for 24 hours. However, Council felt that they should put some kind of language that would specifically deal with the RV's. That is when they came up with the 24 hours, twice in a seven-day period. Councilmember Bolkcom brought up the fact that, okay, I am going to load it in front of my house and when I get back from where I have been, I need to unload it again. That was why they put the seven days in there. Part of the issue that was brought forward at that time was because they had a couple of issues where someone came to visit, pulled their RV up, and had their extension code running into the house. They had a visitor there for like five days parked in front of their house. She does not see the need to change this language. She did not see the need to change it then because any licensed vehicle can be on the City street for up to 24 hours except between November 1 and April for snow removal.

Ms. Reynolds stated her feeling on the overall parking restriction for the overnight parking of 2 to 6, the Police do not spend a lot of time enforcing that now and parking issues are a police issue, not code enforcement, and she has been told that recently. On her street someone did put reminders on cars that said, remember the winter parking rules are in effect. She thought that was fantastic; however, the next day she picked most of them up blowing down the street. She does not believe the Police Department spends a lot of time doing parking tickets. She thinks the ordinance should be left alone. There was a lot of thought put into Ordinance 1257 in 2009.

Chairperson Kondrick asked, what about the RV issue?

Ms. Reynolds replied, the RV can park on the street for 24 hours. That is what the Code says, is that not what it says?

Mr. Hickok replied, yes, that is correct. Going back 18 years ago is when the unattended vehicle ordinance did pass and that is where they talk about the 24 hours on the street. Also, they talked about the 2 a.m. to 6 a.m. at that time which was Ordinance 1162 and the second reading was in December 2001. Then in 2002 was when they took on the RV issue, when they talked about it being no closer than 15 feet from the street, not the property line. Also where it talks about boats and trailers being in the side or rear yard and they can be on an unimproved surface and so forth. In 2009 the piece about the loading and unloading, 24 hours during a seven-day period was adopted.

Matthew Brown, 7661 Brigadoon, stated he spoke at the last City Council meeting about that 24-hour, twice a week rule. They bought a travel trailer last year. Before they bought it they looked at the City of Fridley rules to make sure they had what they needed to come and go temporarily to load and unload. They bought the travel-trailer under those pretenses. He has had some troubles with his neighbor about that. The troubles he has had are not because of some of the thing mentioned, like blocking the thoroughfare or children having to walk around a parked vehicle. That is not a problem for him. He is on a cul de sac, he is not blocking mailboxes or driveways.

Mr. Brown stated he really likes the rule the way that it is. As to someone mentioning 1 percent of the population having campers, he does not think that figure is correct. Minnesota is an RV state and it is a big commerce for the State, too. The Ice Castle he owns is one of 20,000 made by a small business in Montevideo, Minnesota. They have been in business since 1994. The City of Fridley should support campers and people who buy those products from Minnesota companies.

Mr. Brown stated he thinks the rule is fair, 24 hours, two days a week. He wanted to get a feeling for what his neighbors thought and so he walked around the neighborhood and knocked on doors and asked people what they thought about his trailer and if it bothered them, and if this rule should be rescinded. He obtained 30 written signatures and 130 signatures on an on-line petition in favor of keeping the ordinance the way it is. He believes it to be a good reflection of the community and their thoughts on this issue. If the rules get changed and he cannot do this anymore, he will have to sell the trailer and he will not be able to go camping because he cannot get up into his parking spot in the middle of the night in the dark.

Commissioner Sielaff asked Mr. Brown, during what months does he use his RV?

Mr. Brown replied, he uses it year around. It is an Ice Castle fish house. During the winter it sits up on Mille Lacs. During the summer he uses it for camping.

Commissioner Sielaff asked Mr. Brown what months would he be parking it on the street then?

Mr. Brown replied, between the months of May and August/September, the camping season.

Chairperson Kondrick stated to Mr. Brown, he wants to be able to park his fish house on the street?

Mr. Brown replied, it is an RV.

Patty Fowler, 1437 Meadowmoor Drive NE, stated she is also an RV owner and supports the regulations as they stand. It is important to know that other than the few hours she is cleaning or putting food in her frig or making the bed, it does need to sit in the street. The refrigerator does take quite a lot of time to chill, so it's not doing nothing. She believes there is a regulation or a law that says motor homes can only be 45 feet in length. The regulation as it stands regarding RV's, trailers, boats and whatever is actually more restrictive. It is not something special for a select group of people. Her neighbor parks on the street every day of the week other than in the winter because they have three or four high school kids. She gets to do it twice in a seven-day period.

Ms. Fowler stated there are multiple cars that are parked on the street that are probably longer than her 26-foot motor home. It is not an issue of length or duration if you compare it to multiple vehicles vs. one motor home. Also, within a three-block area she knows of six people who have motor homes. All the way from 40 something feet to her little 26-footer, nobody has ever complained. They are on private property or go away to a storage unit when not in use and then it is here to be washed or to food in it, and then it's gone again.

Commissioner Sielaff asked, does the 2 to 6 a.m. from November 1 to April 1 effectively rule out the parking of RV's for a 24-hour period?

Ms. Stromberg replied, yes, in the winter.

Jim Hammerbeck, 549 Bennett Drive NE, stated they bought their house in 2010. He owns a boat and a fifth wheel. He went around and asked all the neighbors what do they think of this, if he parks it here. They did not mind at all. Then he went to the City Planner and found out what he needed to know to park on their property. He was told he could get a curb cut and make his driveway wider if he wanted. He asked if he just built a pad alongside the driveway and was told that was ok. He asked what about his boat? He was told he can park that in his back yard provided it is on a pad. He has done that. He had no problem with anybody in the neighborhood. There are units over there who have all done the same thing. They built pads along their house, extended their driveways. Nobody has complained about anything.

Chairperson Kondrick asked Mr. Hammerbeck if he thinks that is a good idea?

Mr. Hammerbeck replied, is a good idea. He had his house rewired to make a 30-amp connection for his camper to park alongside the house. He hooks it up there so his refrigerator and everything else can get ready to go. He hooks it up the night before he

is going to use it and then parks it on the street, so he does not have to do it at 5 o'clock in the morning.

Roger Stene, 870 Pandora Drive, stated he has lived in Fridley well over 60 years and has seen this issue evolve. He has owned two pick-up campers and he did not know how many trailers. He has a lot of trouble with his neighbors because he has had them.

Chairperson Kondrick asked Mr. Stene why neighbors complained?

Mr. Stene replied, they do not like looking at it; and he has had really nice looking units. If you are going to have them on the property they should be a certain vintage. He has always had them off the street. He thinks anyone who has a trailer or motor home should have special use permit to park it on the property, they should pay an annual fee. He had to get a special use permit to put the car in the garage. He was going to move to New Brighton in 1971 or 1972 but he didn't because pick-up trailers had to be inside garages. That is their code over there. If someone can afford one of these vehicles, they should be able to store it in a storage facility.

Chairperson Kondrick asked Mr. Stene whether he thinks they should leave the ordinance the way it is?

Mr. Stene replied, no. He thinks there should be no street parking.

Mr. Stene stated he's tired of looking at the trailers that are so big parked up in the neighborhoods. There is the 15-foot rule, so some people park them sideways so they can concur with the law and they are hooked up and everything for days. Also, they park on the street and park backwards so they are not parked with the traffic. So when you are coming down the road there are no taillights, reflectors, there. They need to tighten up the rules. There are places you can go with these motor homes, the big travel trailers, you pull in. Drop them off, they clean them for you, fill it up with gas and propane when you want to use it. You call ahead, they have it all hooked up, you just drive in there, park your car, and go down the road. That is how it should be.

Mr. Stene stated as to the trailers they use for snowmobiles and that, there are a lot of sharp objects on them, they should either be fenced in or have a cover on them. Also, they should park those big rigs in a storage facility, not on the property, and they should not be parked in front of the house more than two hours.

Richard Young, 5695 Quincy Street NE, stated he has lived in Fridley for 39 years and has had an RV of some kind parked in his side lot or in his driveway for all of that period of

time. There have been so many terms thrown around here, he wondered how many people here know what is an RV or how many classes of motor home there are.

Mr. Young stated as to the Ice Castle fish house, the last 17 years he has volunteered in Minnesota state parks. Of those 17 years 13 of them he has predominantly been at Bemidji State Park. He would say of the 96 campsites there on any weekend at least 5 of the sites are occupied by fish houses because they have now put out what is called a Fish House RV addition. They have everything in it that a normal RV has. To be classified as an RV you typically have to have cooking and bathroom facilities. If your travel trailer/motor home has that, unless they change the tax code, you are able to deduct all of the interest paid on that loan just like you have been able to do on a home loan. It is considered to be a second home.

Mr. Young stated he speaks in favor of the ordinance as it currently stands. The only time his RV is in the street is when he comes home to wash it. It is in the street for maybe one hour, he does see a problem. If it is rescinded, they have people here who live in apartments and so where do they store their trailer? They store it at a rental facility, and those are not cheap. If they are going to go camping, they cannot bring it home as there is no room so they might park it on the street. So you are eliminating the apartment owners from owning a camper of any kind. If anything should be done with the ordinance, they should more clearly identify what is considered a recreational vehicle.

Mr. Young stated he would like the parking permit stipulation be considered seriously because he has seen this down by the old City Hall. Once or twice a year for about a three or four-day period it was alluded to by somebody else here about somebody running an extension cord. You have out-of-town visitors who are traveling the country, and they come to visit you. You cannot typically get into the closest park, Bunker Park. The next closest one is William O'Brian State Park in Scandia. Just for consideration, if somebody came to visit, they could get a three-day permit to park if they are from out of state. Maybe they could get a permit twice a year for that three-day thing if they are coming to visit from out of town. He has not seen campers being a big issue in the City of Fridley. As far as the 2 a.m. to 6 a.m. ordinance, he has seen cars parked in his neighborhood that have been plowed around and two days later they are still sitting there. Never been a ticket on the car. If they have an ordinance they need one that is going to be enforced.

Debra Patchin, 280 Rice Creek Boulevard, stated she supports the ordinance as it is. It is not a haves against the have nots and it does not pit people who have trailers against those who do not. She also likes the idea about getting a one or two time a year permit for guests.

Amber Hendrickson, 1538 Rice Creek Road, stated she is also in favor of keeping the wording in the laws. They cannot fit a camper in their driveway, and they want to obey the laws. Her husband gets done with work, he goes and gets the camper from storage, parks it in front of their house, she plugs in the refrigerator, they fill up the water tank, they load it up. When they get back they need the 24 hours again to clean everything, etc. She would think Fridley would want to support families doing fun things with their kids.

Steve Warnke, 1580 Rice Creek Road NE, stated he actually prefers when the camper is parked on the street on a Friday or Thursday night. It may be a hinderance when he is walking the dog somewhat. He has to shift and turn his head to look for traffic which is the wise thing to do. It does not affect him walking his dog or his kids. He has kids from 7, 4, and 18 months. He has never had an issue. He has a camper which he leaves in his driveway and no one has complained about it. He would also be in favor of the three-day permit. Even make it a week. When he lived in Maple Grove, as long as you called into the city and said, you are going to have a black truck parked out of truck for seven days, it is an out-of-town relative, they just marked it and they knew in case something happened.

Jim Golden, 6701 Overton Drive, stated he is in favor of leaving the language the way it is and possibly adding a permit for someone staying for three days. They camped for years and years and there is no better way for a family to grow up then be spending some time doing that.

Mr. Stene asked as to commercial vehicles parked in the neighborhood, is there a limit? For a self-employed business, how many parked commercial vehicles can they have in the street, on the driveway, and on the side yard?

Commissioner Kondrick advised Mr. Stene he should contact the City and have them come out and take a look.

Commissioner Hansen stated he agrees with what people are saying. He does not see anything wrong with the way the ordinance is written and there are perfectly logical reasons why one might want to park for 24 hours to unload and the refrigerator circumstance all makes sense. Even a three-day permit is something the Council should consider as well. If the Council were to change something here, obviously a lot of people in the City are going to be very upset. Also, it states in the memo that a small number of complaints does not typically generate an ordinance revision, and that is what they are dealing with here. He has lived in Fridley for 43 years in three different locations, and he has never seen this as a problem.

Commissioner Evanson stated this ordinance is making it more restrictive for RV's than any other vehicle. Any vehicle can be parked for up to a 24-hour period during certain times of the year. It sounds like to avoid the situation of an eyesore being present, the City has said let's just limit it to a 24-hour period within a seven-day period. It seems like any special carving out if you will is made to make it more restrictive for this class of vehicles rather than creating a special accommodation. Is he understanding this correct?

Commissioner Hansen stated, yes, and also the points that have been made about enforcement are pretty valid as well. If they are going to make things more restrictive, more enforcement will need to happen. He does not think the police are going to do anymore about it.

Commissioner Oquist stated they might have to define what a vehicle is. They have to define a vehicle as an RV, an Ice Castle. What is a vehicle? He is in favor of leaving the ordinance as it is with the exception of adding a three-day permit if that seems to be a reasonable one. Also, maybe define what an RV is. He is not sure an Ice Castle is an RV.

Commissioner Evanson stated he supports the idea of adding a permitting process or some sort of an exception to allow for visitors. He recalled an elderly couple who sold their home and bought a travel trailer so they could drive around the country visiting their children who lived everywhere. It would be a nice accommodation for people who have made that life choice as well.

Commissioner Sielaff stated he agrees with Commissioner Oquist they have to have some definition about what they are talking about here.

Mr. Hickok stated to that point about the definition, the City does in Chapter 506 define quite well what a travel trailer is and the different distinctions of the vehicles they are talking about. Also, the State as they license vehicles makes a distinction between your typical pick-up truck and something used for commercial purposes and/or something that is used as an RV. They have a couple different levels of government definitions. One is through the licensing provisions. Another one is through the City ordinance.

Commissioner Heintz stated it does not have the weights of RV's.

Mr. Hickok replied, and maybe it should. Back when it was contemplated he does not know if the weight of an RV played into the discussion at all.

Chairperson Kondrick asked whether the statute includes all the different categories. Is the City being specific enough?

Mr. Hickok replied, the City does make a distinction from the park trailer. There are some that do not leave the campground and are seasonal and are not meant to be brought back and forth. They are defined in the ordinance. Motor homes is defined as is travel trailers. He may be presumptuous, and he is going to speculate a bit, he does not think they are going to see an appetite for saying that a Class A motor home is not acceptable, but a Class B motor home is. Motor homes go up to 45 feet in length. He thinks the length given earlier talks about the combination of things you can pull on the highway. That is the dimension that MnDOT has determined would be okay. Between the State's licensing of vehicles that has been mentioned here and the City's definitions of what these different vehicles are, he thinks the City has hit it pretty well.

Commissioner Heintz stated he would like it considered a parking permit to be issued for on-street parking for graduation parties, reunions, holiday parties. He has had experience with this, when 2 a.m. to 6 a.m. parking regulation was adopted. He had kids in college, and he had several parking tickets he had to pay.

Commissioner Oquist stated he'd consider a three-day permit. Keep in mind there may be a cost involved.

MOTION by Chairperson Oquist to keep the ordinance as is, with a consideration of a three-day parking permit. Seconded by Commissioner Heintz.

UPON A VOICE VOTE, WITH CHAIRPERSON KONDRICK, COMMISSIONERS HEINTZ SIELAFF, HANSEN, OQUIST, AND EVANSON VOTING AYE, AND COMMISSINER MCCLELLAN VOTING NAY, CHAIRPERSON KONDRICK DECLARED THE MOTION CARRIED ON A 6 TO 1 VOTE.

ADJOURN:

UPON A VOICE VOTE, ALL VOTING AYE, CHAIRPERSON KONDRICK DECLARED THE MOTION CARRIED UNANIMOUSLY AND THE MEETING ADJOURNED AT 9:10 P.M.

Respectfully submitted,

Denise M. Johnson
Recording Secretary

WeCount Fridley, Minnesota | 2020 Census

Census Day - April 1, 2020

The U.S Constitution requires that each decade a count, or census, is taken of America's population. The Census is the building block of our democracy and completing it is your civic duty. Help us ensure a complete count in Fridley!

It's about *fair representation*.



The Census determines how many representatives each state gets in Congress and is used to redraw district boundaries for federal, state and local offices. Minnesota is at risk of losing a seat in Congress, which would make congressional districts increase by about 100,000 people. If we are undercounted, we are underrepresented!



It's about *\$675 billion*.

Census data determines how federal funding is distributed throughout the country. Even one missed person could mean losing **\$28,000** in funding for the next ten years in Minnesota.



It's about the *economy*.

Census data assists businesses in investing in the community, such as locating new businesses, factories and stores, and recruiting employees.



It's *confidential*.

Any personal, identifiable information you provide to the U.S. Census Bureau is confidential, protected under current law, and will only be used to produce statistics. Information will never be shared with another governmental agency, including, Immigration Customs Enforcement (ICE) or other law enforcement agencies.



It's about *community*.

Census data helps federal, state and local governments plan transportation schools, hospitals, senior centers, emergency services, and other needs to best serve our communities.



It's about your *civic duty*.

Taking part in the census is your civic duty. Completing the census is required. It is a way to participate in our democracy and say, "I Count!"



WeCount Fridley, Minnesota | 2020 Census

Census Day - April 1, 2020

What can you do?

Respond

to the 2020 Census online, by phone, or by mail.
Mailings will be sent in March and April 2020.

Spread the word

about the 2020 Census to your family, friends,
neighbors, and community. The Census helps us
all build for the future.

Learn

more by visiting FridleyMN.gov/2020Census.
Find the latest updates, information, videos,
resources, and factsheets.

Apply

to work for the census at 2020Census.gov/Jobs.
There are a variety of flexible, part-time positions.
Earn extra income while serving the community.

Don't have access to the internet?

Anoka County Library branches will have computers available to fill out Census forms.

Questions?

Contact Alyssa Kruzel, Community Engagement Specialist, at
Alyssa.Kruzel@FridleyMN.gov or 763-572-3579.





Memorandum

DATE: January 7, 2020

TO: Planning Commission

FROM: James Kosluchar, Director of Public Works and Engineering
Scott Hickok, Director of Community Development
Stacy Stromberg, City Planner
Brandon Brodhag, Civil Engineer
Rachel Workin, Environmental Planner

SUBJECT: Active Transportation Plan

Background

In 2013, the City adopted an Active Transportation Plan. This plan set the City's vision for providing safe transportation opportunities for all citizens of Fridley and established strategies for increasing multi-modal transportation options. The plan also identified winter maintenance activities, streets designated for trails and sidewalks, and priority roads for sidewalks and trails.

Since the original plan was adopted 7 years ago, many of the priority trails have now been completed (Main Street, West Moore Lake) or funded (7th Street). City staff and the Environmental Quality and Energy Commission have collaborated to revise the plan for consistency with the 2040 Comprehensive Plan and to incorporate resident feedback gathered through the Finding Your Fun in Fridley campaign.

The Plan's vision is that that "Fridley residents and visitors of all ages, abilities, and socio-economic status will feel safe and comfortable using the city's active transportation infrastructure to walk, bike and roll for transportation and outdoor recreation," and is organized around 4 goals:

1. Improve the connectivity of the city by constructing active transportation infrastructure
2. Design active transportation infrastructure to provide a comfortable experience for users of all ages and abilities
3. Integrate living streets concepts into reconstruction and development projects
4. Maintain trails and sidewalks to allow for satisfactory, year-round use

This plan will guide budgeting within the City's capital investment program as well as staff's pursuit of grant funding for trail projects.

Recommendation

The Environmental Quality and Energy Commission and Parks and Recreation Commission have recommended this plan to the Planning Commission to approval. Staff recommends that the Planning Commission motion to recommend the Active Transportation Plan- 2nd edition to the City Council. A summary page is included with this packet; the full plan can find online at www.FridleyMN.gov/ActiveTransportation.



Active Transportation Plan



Vision

The vision for this plan is that Fridley residents and visitors of all ages, abilities, and socio-economic status will feel safe and comfortable using the city's active transportation infrastructure to walk, bike and roll for transportation and outdoor recreation.

Goals

- Improve the connectivity of the city by constructing active transportation infrastructure
- Design active transportation infrastructure to provide a comfortable experience for users of all ages and abilities
- Integrate living streets concepts into reconstruction and development projects
- Maintain trails and sidewalks to allow for satisfactory, year-round use

Focus Areas

Roads show in the 2040 Comprehensive Plan as high volume or high traffic roadways. (See Appendix A, Figure 4)

Sidewalks adjacent to high density residential or employment areas. (See Appendix A, Figure 5, 6 and 7)

Sidewalks and trails identified in the Safe Routes to Schools plans or other destinations of interest.

Sidewalks within the Transit-Overlay District. (See page 11 of Active Transportation Plan)

Active Transportation Plan (continued)

Implementation

- Install active transportation infrastructure in conformance with the plan's goals
 - Provide funding through the Capital Investment Program
 - Pursue grant funding to support the construction of active transportation infrastructure
- Evaluate zoning code language to ensure conformity with the plan
- Implement Living Streets policy within street reconstruction projects
- Develop and fund pavement maintenance plan to program trail and sidewalk maintenance
- Perform winter maintenance of trails and sidewalks in conformance with the goals outlined in the plan
- Conduct education, outreach and engagement to pedestrians, cyclists and drivers related to active transportation and safety



Community Development Department | Public Works Department

View or download the full Active Transportation Plan at FridleyMN.gov/ActiveTransportation.

Questions? Call the City of Fridley at 763-572-3594.

City of Fridley
Public Disclosure Statement
 By Members of Advisory Bodies

Name: _____ Date _____

Position Title: _____

Pursuant to Section 5.05 of the Fridley City Code, I hereby make the following declarations regarding my financial and personal interests:

- Names of all business corporations, partnerships, other business enterprises, or governmental agencies doing business with the City of Fridley or located within the City of Fridley.

a) With which I have a financial interest

As used in Chapter 5, the term financial interest shall be deemed to include ownership of more than 10% of: the outstanding stock in a corporation, an interest in a partnership, proprietorship, or other business entity, or an interest in real property. Financial interest shall apply to real or personal properties owned by one person making the disclosure and by said person's spouse.

b) With which I have a personal interest

As used in Chapter 5, the term personal interest shall be deemed to apply whenever a person required to make a disclosure under this code of ethics shall be associated with a business as an employee, officer, director, trustee, partner, advisor or consultant.

Name of Business, Partnership, Etc.	Address	Financial Interest	Personal Interest

(use additional paper if necessary)

- A list of the non-homestead real property located within the City of Fridley in which I currently have a financial interest:

Non-Homestead Real Property Address

(use additional paper if necessary)

I do swear (or affirm) that this report is a full and true statement pursuant to Section 5.05 of the Fridley City Code.

Signature

Date

This statement must be filed upon appointment or reappointment to an advisory committee or material changes in financial interest while on an advisory committee. Please submit a signed Public Disclosure Form to the City Clerk's Office. Thank you.

**CITY OF FRIDLEY
HOUSING AND REDEVELOPMENT AUTHORITY COMMISSION
October 3, 2019**

Chairperson Holm called the Housing and Redevelopment Authority Meeting to order at 7:00 p.m.

MEMBERS PRESENT: William Holm
Elizabeth Showalter
Gordon Backlund

MEMBERS ABSENT: Kyle Mulrooney

OTHERS PRESENT: Paul Bolin, HRA Assistant Executive Director
Wally Wysopal, City Manager

Action Items:

1. Approval of Expenditures

MOTION by Commissioner Backlund to approve the expenses as submitted. Seconded by Commissioner Showalter.

UPON A VOICE VOTE, ALL VOTING AYE, CHAIRPERSON HOLM DECLARED THE MOTION CARRIED UNANIMOUSLY

2. Approval of September 5, 2019 Meeting Minutes

MOTION by Commissioner Backlund to approve the minutes as presented. Seconded by Commissioner Showalter.

UPON A VOICE VOTE, ALL VOTING AYE, CHAIRPERSON HOLM DECLARED THE MINUTES APPROVED.

3. Public Hearing – Lot Sale – 6209 Baker Avenue NE

MOTION by Commissioner Backlund to open the public hearing. Seconded by Commissioner Showalter.

UPON A VOICE VOTE, ALL VOTING AYE, CHAIRPERSON HOLM DECLARED THE MOTION CARRIED AND THE PUBLIC HEARING OPENED AT 7:02 P.M.

Paul Bolin, Assistant Executive Director, stated that Tollberg Homes has submitted a lot reservation agreement for purchasing the property located at 6209 Baker Avenue. The Authority acquired the property through a tax forfeiture and demolished the home in late August. Tollberg

Homes is a custom home builder located in Anoka. They have previously participated in the Authority's Housing Replacement Program, constructing three new homes in over the past few years. They have been easy to work with and build a quality home. Prior to closing, they will submit plans meeting the criteria of the program. Staff recommends holding a public hearing and approving the attached resolution, authorizing the sale of 6209 Baker Avenue to Tollberg Homes in the amount of \$55,000.

MOTION by Commissioner Backlund to close the public hearing. Seconded by Commissioner Showalter.

UPON A VOICE VOTE, ALL VOTING AYE, CHAIRPERSON HOLM DECLARED THE MOTION CARRIED AND THE PUBLIC HEARING CLOSED AT 7:06 P.M.

MOTION by Commissioner Showalter to approve the sale of 6209 Baker Avenue NE. Seconded by Commissioner Backlund.

UPON A VOICE VOTE, ALL VOTING AYE, CHAIRPERSON HOLM DECLARED THE MOTION CARRIED UNANIMOUSLY.

4. Public Hearing – Lot Sale – 4733 2 ½ Street NE

MOTION by Commissioner Backlund to open the public hearing. Seconded by Commissioner Showalter.

UPON A VOICE VOTE, ALL VOTING AYE, CHAIRPERSON HOLM DECLARED THE MOTION CARRIED AND THE PUBLIC HEARING OPENED AT 7:06.

Paul Bolin, Assistant Executive Director, stated that JB Hoffman Homes has submitted a lot reservation agreement for purchasing the property located at 4733 2 ½ Street. The Authority acquired the property through a tax forfeiture and demolished the home in late August. JB Hoffman Homes is a custom homebuilder located in Champlin. JB Hoffman has done quite a bit of work in Fridley but are first time participants in the Housing Replacement Program. The City's building inspectors have nothing but good things to say about the quality of the work done by Mr. Hoffman and his crew. Prior to closing, they will submit plans meeting the criteria of the program. Staff recommends holding a public hearing and approving the attached resolution, authorizing the sale of 4733 2 ½ Street to JB Hoffman Homes in the amount of 45,000.

Chairperson Holm asked if there was any special considerations due to the lot size.

Mr. Bolin replied that the lots can be as narrow as 50' and this lot is 73' wide, almost 9800 sq. ft. in size.

MOTION by Commissioner Backlund to close the public hearing. Seconded by Commissioner Showalter.

UPON A VOICE VOTE, ALL VOTING AYE, CHAIRPERSON HOLM DECLARED THE MOTION CARRIED AND THE PUBLIC HEARING CLOSED AT 7:09 P.M.

MOTION by Commissioner Showalter to approve the sale of 4733 2 ½ Street NE. Seconded by Commissioner Backlund.

UPON A VOICE VOTE, ALL VOTING AYE, CHAIRPERSON HOLM DECLARED THE MOTION CARRIED UNANIMOUSLY.

5. Resolution / Third Amendment – Extend Closing Deadline – Fridley Station Village

Paul Bolin, HRA Assistant Executive Director, stated that the closing was delayed by the sale of IRS Code 1031 property. Sales proceeds are needed to fund construction and closing is anticipated in the next month. Staff recommends approval of the third amendment to the development contract.

Shane LaFave, Sherman Associates, said that Monday they had a meeting with the City of St. Paul and were surprised that the city requested additional information above and beyond what was reasonable. They met with a Councilmember who agreed that information isn't needed. There is a proposal on the table for the city and they are concerned if they were audited and they were not in compliance. We agreed to indemnify the city from that, and Sherman Associates guarantee to take on that payment on behalf of the city. They meet next Wednesday and if everyone is in agreement, they will close on that transaction followed by the closing on this property to start construction next week. This has taken longer than anticipated but seems like this will now happen in the next few weeks.

Commissioner Showalter asked how this was affecting the interaction with Metro Transit and the loss of the use of the parking lot.

Mr. LaFave replied that they are not thrilled but will be happier when we are under construction.

Mr. Bolin added that people can still access the rail from this side as the sidewalk is still open, the parking is what has been taken away. Metro Transit made the decision that once it was closed they wouldn't open it until the new parking lot was ready.

MOTION by Commissioner Backlund to approve resolution / third amendment to extend the closing deadline for the Fridley Station Village contract. Seconded by Commissioner Showalter.

UPON A VOICE VOTE, ALL VOTING AYE, CHAIRPERSON HOLM DECLARED THE MOTION CARRIED UNANIMOUSLY.

Informational Items

1. Housing Loan Program Update

Paul Bolin, HRA Assistant Executive Director, reported that in September one senior loan was closed making a total of 15 loans year to date. The Remodel Advisor Visits didn't have any so there is a total of 14 year to date and Home Energy Squad had 5 visits for a total of 34 year to date. They are doing more visits in Fridley than what gets reported to the Authority. There are some low income and health department programs that pay for these energy squad visits and those are not reported to us. There are 17 on the schedule between now and the end of the year.

Mr. Bolin said that the old city hall demolition is close to complete. Most of the erosion control measures are in place. They have finished abating the lead and the fencing around the site will be gone in the coming weeks. There were two old tanks on the site, one fuel/oil and the other diesel. Those have been removed and were filled with sand previously. There was no leakage from the tanks.

Wally Wysopal, City Manager, recognized Paul for his attention to detail on these projects. He has kept on top of it and working with people to make things happen. We have dedicated staff working on these projects to make a difference for the city.

Adjournment:

MOTION by Commissioner Backlund to adjourn. Seconded by Commissioner Showalter.

UPON A VOICE VOTE, ALL VOTING AYE, CHAIRPERSON HOLM DECLARED THE MOTION CARRIED UNANIMOUSLY AND THE MEETING ADJOURNED AT 7:27 PM.

Respectfully submitted,



Krista Peterson
Recording Secretary

**CITY OF FRIDLEY
HOUSING AND REDEVELOPMENT AUTHORITY COMMISSION
December 5, 2019**

Chairperson Holm called the Housing and Redevelopment Authority Meeting to order at 7:00 p.m.

MEMBERS PRESENT: William Holm
Elizabeth Showalter
Dave Ostwald
Gordon Backlund
Kyle Mulrooney
Rachel Schwankl

OTHERS PRESENT: Paul Bolin, HRA Assistant Executive Director
Dan Tienter, Finance Director
Jim Casserly, Development Consultant
Greg Johnson, Development Consultant

Action Items:

Paul Bolin, HRA Assistant Executive Director, asked to add Review of Transit Orient Development Master Plan located at 105 58th Avenue NE and to Adopt an Amendment to Northern Stacks Agreement with Paul Hyde and Fridley Land LLC to the agenda.

1. Approval of Expenditures

MOTION by Commissioner Showalter to approve the expenses as submitted. Seconded by Commissioner Backlund.

UPON A VOICE VOTE, ALL VOTING AYE, CHAIRPERSON HOLM DECLARED THE MOTION CARRIED UNANIMOUSLY

2. Approval of October 3, 2019 Meeting Minutes

MOTION by Commissioner Backlund to approve the minutes as presented. Seconded by Commissioner Schwankl.

UPON A VOICE VOTE, ALL VOTING AYE, CHAIRPERSON HOLM DECLARED THE MINUTES APPROVED.

2B. Review and Approval of Transit Orient Development Master Plan located at 105 58th Avenue N.E.

Stacy Stromberg, Planning Manager, stated that this is the first Project since the adoption that the HRA hasn't been involved in. The TOD requires the HRA to give a recommendation to the Council. The Project is located at 105 58th Avenue in the Hyde Park Neighborhood, NE corner of 58th Ave and Main Street and there is an existing 7-unit apartment building and 7-stall garage. TOD Standards relate to lot coverage, setbacks, height, façade articulation, parking, landscaping, sidewalks and lighting.

Ms. Stromberg said that the Planning Commission reviewed the request at their November 20th meeting and recommended approval. City Staff recommends the HRA concur with the Planning Commission on approval of TOD #19-01. This meets the purpose of the TOD Overlay District and the goals highlighted in the 2030 Comprehensive Plan.

City staff recommends approval with the following stipulations:

1. The property shall be developed in accordance with the site plan submitted for "Main Street Apartments II", page A-102, by In Gauge Engineering and Technology, dated revision: 12/03/2019.
2. The exterior building elevations shall be developed in accordance with the architectural exterior elevations sheet submitted for "Main Street Apartments II, page A-109, by In Gauge Engineering and Technology, dated revision: 12/03/2019.
3. The petitioner shall meet all requirements set forth by:
 1. The Building Code
 2. The Fire Code
 3. The City's Engineering department – related to grading, drainage, storm pond maintenance agreement, utilities, and utility connection fees
 4. The City's Planning department – related to irrigation, landscaping, signage, and the TOD Overlay Zoning District stipulations
4. All parking for tenants and visitors shall occur on-site. The Property Management Company or Property Owner is responsible for controlling tenant parking spot designation and enforcing City code requirements related to parking. If street parking becomes an issue, staff may require additional parking be installed on the property.
5. The petitioner shall pay sidewalk construction costs at time of building permit submittal. Costs submitted will be put in a TOD sidewalk account created by the City to be used when applicable.
6. A building permit to remodel the exterior of the existing apartment building and garage shall be submitted at the same time as the building permit for the new building.

Commissioner Showalter thought this would be a great improvement to the area with the improvements to the existing building.

MOTION by Commissioner Mulrooney to approve the Transit Orient Development Master Plan located at 105 58th Avenue NE. Seconded by Commissioner Showalter.

UPON A VOICE VOTE ALL VOTING AYE, CHAIRPERSON HOLM DECLARED THE MOTION CARRIED UNANIMOUSLY.

3. Approval of 2020 HRA Regular Meeting Dates

MOTION by Commissioner Showalter to approve the 2020 HRA Regular Meeting Dates. Seconded by Commissioner Mulrooney.

UPON A VOICE VOTE, ALL VOTING AYE, CHAIRPERSON HOLM DECLARED THE MOTION CARRIED UNANIMOUSLY.

4. Approval of 2020 HRA Budget.

Dan Tienter, Finance Director, said that as part of the annual budget development process, Housing and Development Authority (HRA) staff prepare a proposed budget for review by the HRA Board of Commissioners. The proposed 2020 Budget reflect past action of the HRA Board, including current agreements, outstanding revenue notes, existing programs and current or pending Tax Increment Financing (TIF) District plans. Normally, the HRA Board first reviews the proposed budget during their November meeting, which was cancelled due to a lack of agenda items.

Mr. Tienter said that the budget for the HRA contains three major components; the General Fund, Housing Loan Program Fund and the TIF District Funds. Annually the HRA Board reviews a series of cash flow projections for each fund, which are significant source of information for the proposed budget. Significant revenue changes for the 2020 proposed budget include \$54,996 increase in the property tax levy; \$492,800 decrease in the sale of real estate and a \$769,747 increase in miscellaneous revenues. These and other changes represent an increase in revenue of about \$235,100. Significant expenditure changes for the proposed 2020 budget include \$30,778 decrease in debt service payments; \$20,631 increase in administrative charges from the City and \$5,700 decrease in non-personnel insurance allocation. These and other changes represent a decrease in expenditures of about \$12,200.

Mr. Tienter noted that in addition to the General fund budget modifications, staff also assumed \$20,000 “carry-over” for an outstanding senior housing loan and about \$15,765,000 limited revenue tax increment note payment. Based on the process date, staff recommend the HRA Board adopt the Proposed 2020 Budget as included in the December 5, 2019 Agenda Packet.

MOTION by Commissioner Backlund to approve the 2020 HRA Budget. Seconded by Commissioner Schwankl.

UPON A VOICE VOTE, ALL VOTING AYE, CHAIRPERSON HOLM DECLARED THE MOTION CARRIED UNANIMOUSLY.

4B. Adopt an Amendment to Northern Stacks Agreement with Paul Hyde and Fridley Land LLC

Paul Bolin, HRA Assistant Executive Director, stated that this item is related to the bond issue for Northern Stacks. One thing needs to be changed in the development agreement with Mr. Hyde and Fridley Land LLC, the provision for the Authority to sue for delinquent taxes. By removing

that wording from agreement bonds can be issued tax exempt which will save on taxes quite a bit. The excess revenue coming in is extensive coverage on the bond itself, so staff has no concerns to remove that provision from the development agreement.

Chairperson Holm said that this is a technical adjustment to consider issuance of TIF bonds for this project.

MOTION by Commissioner Showalter to Adopt an Amendment to Northern Stacks Agreement with Paul Hyde and Fridley Land LLC. Seconded by Commissioner Mulrooney.

UPON A VOICE VOTE, ALL VOTING AYE, CHAIRPERSON HOLM DECLARED THE MOTION CARRIED UNANIMOUSLY.

5. Approval of HRA/Northern Stacks TIF Bond Issue

Dan Tienter, Finance Director, stated that based on current interest rates, a bond issue would allow the HRA to refinance the current Note at a lower interest rate from 4.69% to 2.37%, which would save the HRA about \$1,487,000. The bond issue would also allow the City and HRA to extend the life of the TIF District and thereby build a fund balance to support other potential redevelopment projects. The bond issue would also recapitalize the developer allowing them to consider other projects within Fridley.

Mr. Tienter noted that in July, the HRA guided staff to further examine a potential bond issue. Through a series of meetings, staff identified the following bond issues as the best issuance strategy. The City Council reviewed the bond issues and its proposed structure at their Conference Meetings on September 23 and October 14, 2019. They also provided for the sale of the bond issues at their November 12, 2019 Meeting. To issue the bonds, the HRA must pledge tax increment from TIF District No. 20 to support the repayment of the bonds. Staff estimate the average annual debt service at approximately \$1,250,000 compared to estimated annual tax increment of about \$2,300,000. To support repayment, the HRA would receive tax increment semi-annually, and transfer the payment amount to the City.

Mr. Tienter said that Assuming City Council supports the issuance of the Series 2019A and Series 2020A General Obligation Tax Increment Bonds, the next steps include December 9 Award sale of the bonds, December 26 and January 2 Closing Date of the Bonds and January 7, 2020 Refinance the TIF note. Based on the process to date, staff recommend the City Council adopt the resolution authorizing execution of a tax increment pledge agreement with the City of Fridley.

Chairperson Holm asked if tax increment is pledged every six months or annually.

Mr. Tienter replied that the payments would happen on an annual basis and the HRA TIF funds would be held until the city has to make the bond payment.

Chairperson Holm asked if the TIF amount received is greater than the money owed if the Authority keeps the excess.

Mr. Tienter replied that the only money that goes to the City is what is needed to pay the bond.

MOTION by Commissioner Backlund to approve the HRA/Northern Stacks TIF Bond Issue. Seconded by Commissioner Showalter.

UPON A VOICE VOTE, ALL VOTING AYE, CHAIRPERSON HOLM DECLARED THE MOTION CARRIED UNANIMOUSLY.

6. Approval of Resolution Designating Expenses, Northstar TIF Funds 12 & 13

Paul Bolin, HRA Assistant Executive Director, stated that in 2008 special legislation was granted for the Northstar Station. We were the only City that had to fund their own station. Legislature worked with us and allowed us to pool tax increment for districts 11, 12, and 13. Districts are starting to expire, and fund balances must be used. The Authority approved allocating funds toward the trail along East River Road and that went in this fall. In 2019 district 12 will expire and district 13 expires in 2023. As the City continues to work on the bridge over the Burlington Northern at 57th Avenue there are a number of things the HRA could assist with like engineering and design, preliminary street and utility work. Staff recommends approval of resolution authorizing funds from TIF Districts 12 and 13 be spent in the Northstar District which will be approximately \$800,000.

Commissioner Showalter asked if this new road would be a County road.

Mr. Bolin replied that they had a meeting earlier this week and the County is working with Fridley on this bridge. It is too early to get commitments on funding or ownership of the bridge.

Commissioner Backlund asked how people would get on the bridge, there is a short distance and high overpass. Several ideas have been presented.

Mr. Bolin replied that some engineering work has been done already and he will email that information to the Authority.

Chairperson Holm asked what the time frame was to expend this money.

Mr. Bolin didn't know if there is an expiration date, but he doesn't anticipate any problems spending the funds in the next year.

MOTION by Commissioner Backlund to approve the resolution designating expenses, Northstar TIF Funds 12 & 13. Seconded by Commissioner Showalter.

UPON A VOICE VOTE, ALL VOTING AYE, CHAIRPERSON HOLM DECLARED THE MOTION CARRIED UNANIMOUSLY.

7. Approval of Amendment to Sherman Fridley Station Village Agreement

Paul Bolin, HRA Assistant Executive Director, stated that the HRA closed with the Sherman group on October 31. They met on-site this afternoon with Metro Transit and the lot will be open again for use next Monday. In the development agreement all the work related to the parking lot is to be completed in December. With the delays that happened, they scrambled but still some items that won't be completed until later this spring, so they need to amend the agreement to memorialize those things. The first coat of asphalt is done, striped, sidewalks are poured, and temporary lighting will be brought in. Permanent lighting may be installed next week, and the final lift of asphalt will be installed this spring along with signage and restriping the parking lot. Staff recommends approval of the 4th amendment of the development contract with Sherman associates.

Commissioner Mulrooney asked if May 1st would be the new final deadline.

Mr. Bolin replied correct.

MOTION by Commissioner Showalter to approve the Amendment to Sherman Fridley Station Village Agreement. Seconded by Commissioner Schwankl.

UPON A VOICE VOTE, ALL VOTING AYE, CHAIRPERSON HOLM DECLARED THE MOTION CARRIED UNANIMOUSLY.

8. Approval of Amendment to Dunbar Fridley Senior Building Agreement

Paul Bolin, HRA Assistant Executive Director, stated that staff continues to get closer to closing on the City Hall. There is a small amount of contamination on the Fairview property and parking lot. There used to be a dry cleaner shop on the site at one time and fluids were found. As long as this area is a parking lot there is no need to do anything with the contamination that was found. The property was sold as is and the issues are being worked out between the developer and Fairview. The deadline is today to close on the property but with the outstanding issues the date needs to be extended to March 1, 2020. This will also memorialize the eligible reimbursement expenses that will be given to Mr. Dunbar at closing as a credit. Staff recommends the Authority approve the resolution, adopting the 5th amendment to the development contract.

MOTION by Commissioner Showalter to approve the amendment to Dunbar Fridley Senior Building Agreement. Seconded by Commissioner Mulrooney.

UPON A VOICE VOTE, ALL VOTING AYE, CHAIRPERSON HOLM DECLARED THE MOTION CARRIED UNANIMOUSLY.

Informational Items:

1. CEE Housing Programs Update

Paul Bolin, HRA Assistant Executive Director, reported that this past month and a half two loans were issued making 24 year to date. There are 17 remodel advisor visits year to date and there were 13 home energy squad visits in November for a total of 47 year to date.

Adjournment:

MOTION by Commissioner Backlund to adjourn. Seconded by Commissioner Schwankl.

UPON A VOICE VOTE, ALL VOTING AYE, CHAIRPERSON HOLM DECLARED THE MOTION CARRIED UNANIMOUSLY AND THE MEETING ADJOURNED AT 7:55 PM.

Respectfully submitted,

A handwritten signature in black ink that reads "Krista Peterson". The signature is written in a cursive, flowing style.

Krista Peterson
Recording Secretary



PARKS AND RECREATION COMMISSION
Fridley Municipal Center
7071 University Ave NE, Fridley MN 55432

MINUTES

November 4, 2019

1. CALL TO ORDER:

Chairperson Heintz called the Parks and Recreation Commission meeting to order at 6:59 p.m. and asked those in the meeting to introduce themselves.

Members present: Mike Heintz, Pete Borman, Ryan Gerhard, and Dave Kondrick

Members absent: EB Graham and Shannon Larson

Others Present: Stephen Eggert (Councilmember, Ward 2), Mike Maher, Springbrook Nature Center Director, Jeff Jensen, Public Works Operations Manager, and Deborah Dahl, (Director of Community Services and Employee Resources)

2. APPROVAL OF THE AGENDA:

Chairperson Heintz called for a motion to adopt the agenda for the November 4, 2019 meeting agenda. Mr. Kondrick made the MOTION to adopt the agenda, SECONDED by Mr. Borman. The MOTION PASSED unanimously.

3. APPROVAL OF THE MINUTES:

Chairperson Heintz called for a motion to adopt the minutes from the October. 7, 2019 Parks and Recreation Commission Meeting. Mr. Kondrick made the MOTION to approve the minutes as submitted. Mr. Borman SECONDED the motion. The MOTION PASSED unanimously.

4. NEW BUSINESS/ACTION ITEMS:

a. Field Utilization Report

Ms. Dahl showed a report staff compiled on field utilization in 2019 and that they are continuing to study, which will assist with the Parks Master Planning Process. They indicated they used the new registration system to compile the data.

The report broke down frequency of use and who used the facility, field or shelter and included a summary of the users, such as individuals, the Fridley Recreation Department, High School Groups, and Soccer FYSA, etc.

The summary of users is as follows:

The Fridley Recreation Department as the largest user (204)
Fridley Youth Sports Associations (168)
Individual requests (47)
Fridley High School Athletics/Community Education (38) times
Spring Lake Park High School Softball (32)

Staff will continue to analyze the reports along with revenue data to show trends, operational expenses as well, as to determine where the City's rental/reservation fees line up as compared to other cities. This will also give a better idea of where the demand is and if any adjustments are needed to be made.

It is mentioned that it is important to note that some fields are not designated for certain uses and are used for a variety of sports and while many are reserved, many fields and facilities are used by groups by just walking on. The Parks Maintenance team also blocks off fields for maintenance, repairs and upgrades and will be tracked in the future. The new registration software will help to track all of these uses more accurately.

Chairperson Heintz questioned the Little League numbers and asked staff to review that information. Ms. Dahl said staff will continue to review the information with staff and work to improve the reports.

b. GIS Interactive Map (Demonstration)

Ms. Dahl demonstrated the draft of new interactive mapping system prepared by the City's Engineering and GIS division that will be available on the City's website and allow users to view what amenities are available in each park.

It will be a good way-finding tool for people that want to find a specific amenity like tennis courts they can use. Ms. Dahl explained what each icon meant and said that the map will eventually have updated trails, walking paths with the park amenities and will be linked to the department's registration page. The project is a work in progress but should be launched online in the coming months.

Ms. Dahl mentioned that the City's Environmental Planner, Rachel Workin, will meet with the Commission next month and will talk about the active transportation plan recommendations, which will tie to this mapping system as well.

Staff feels this is a simple application that will be nice for the residents and website users, with the hope of improving it and linking photos or other information as well.

c. Joint Powers Agreement for Locke Park (Under Review)

Ms. Dahl reported that when the Civic Campus was built, there was a trail realignment and adjustments made to accommodate the campus development. She reported that the Parks

staff from Anoka County reached out to the City and wanted to review the Joint Powers agreement that deals with the whole property and Locke Park, since the original agreement has not been updated since 1980 and should be updated.

Staff will be meeting with County to review and will bring responses or recommendations for change (if needed) back through to the Commission and then City Council.

d. Other

Nothing else was reported.

5. Staff Reports

a. Springbrook Nature Center Report

Mr. Maher gave a summary of the Springbrook Nature Center report. He said Pumpkin Night in the Park a major event in October with 3,800 people that either participated or volunteered and the weather was great. He was grateful for the support from the public works, police and fire departments, stating there were no safety incidents and with closing 85th, it made for a much safer road crossing for thousands of pedestrians either parking or taking shuttle busses. Mr. Maher plans to continue to discuss the safety plan at upcoming meetings to determine the impact the closure had what kind of a hurdle it may be to do that in future years.

Another change to this year's event was offering a shuttle bus from Spring Lake Park High School, which was well-received and successful. He thought there was just under 1000 people that took the shuttle.

Mr. Maher said the event generates about \$30,000 in revenue and costs about \$8,000 to \$10,000 in expenses, noting attendance and revenue largely contingent upon the weather. Mr. Kondrick asked what percentage of the event was prepaid. Mr. Maher the presale tickets are available through a third-party vendor called Eventbrite and that 900 tickets were purchased in advance.

Mr. Maher reported another big item was that Nature Center added a new team member. Dina Cyrus is the new full-time Naturalist on staff, who replaced Mary Morris. She originally was a seasonal employee for several years and is a welcome addition to their team.

b. SNC Pavilion/Activity Center Update

The new pavilion at SNC was the next topic and Mr. Maher showed pictures of the pavilion to show the Commission. Mr. Maher also took the time to thank Mr. Jensen and all the help and organization for the new pavilion.

Mr. Jensen reported there are some finishes on the exterior of the building that need to be completed in the spring. There were also several upgrades that were needed for code which did add to the cost. Frost footings were necessary for the sidewalk to not raise, as well as preparing the foundation for a future fireplace for the outside. He said that both the interior and the exterior are wood and are an extremely nice finish.

What is left is the electrical (going in soon) then insulation and gas lines and then interior walls, stating that the center will be very energy efficient. Mr. Maher commented that the initial plan was not to have heat and would be a three-season building, however, the plan did grow in scope and in the long run, making the upgrades will allow it to get a lot of use for rentals and a diverse variety of program use all season long.

Budget estimates were distributed to Commission members with costs identified to-date for construction. Mr. Maher explained the general costs, commented that some things that came up along the way and many new donors came forward. The biggest cost was for building materials from Cedar Forrest Products, which was \$230,000.

He said there were some very nice community contributions to the project that came from the parks crew and the public works department performed that we normally would have contractors perform. One of the big gifts or contributions is from Parsons Electric which is estimated to be about \$20,000-\$25,000 for electrical installation performed in kind. Park Construction did grading and a installed a sewer line, and provided \$10,000 of in-kind services so they did \$25,000 worth of work for \$15,000.

The second biggest cost outside of the materials themselves was the concrete foundation that was put in and that was \$95,000.

Mr. Maher mentioned City staff will be doing some things in-house like the trail installation and some smaller things, like painting, adding a water fountain, performing concrete inspections, etc. Public Works staff will continue to work on a number of items throughout the course of the winter months, like drywall and maintenance either in the fall or spring for staining or treatment to the exterior of the building to keep it protected.

Some information has not been finalized, like the costs for plumbing, final permits and sewer costs.

Another donation that came in for the project was from a company called Total Air. They are donating all their labor to install a furnace. The City will purchase the equipment but they will do all the installation at no cost.

So there is a total of \$400,000 in construction costs. There is still some furnishings and finishes to be completed yet. Vision Woodworking has committed to make cabinetry for

the building like they did for the Interpretive Center and that will end up being a \$10,000-\$15,000 contribution.

Mr. Maher thanked Mr. Heintz for working with some of his contacts to arrange for some preparation of the floor and an epoxy finish. He said it will be a really nice addition to the project. He said that tables and chairs and other things are still needed to make it a functional classroom space.

Combined construction and furnishings costs make this about a \$425,000 project. The funds have come from a grant that Mr. Jensen found through the DNR for \$150,000. The Grant requires a full match. When it was accepted, the Nature Center Foundation (the Friends Group) agreed to contribute \$50,000, the city was able to find \$100,000 in the budget for some other things and so that matches the grant and gives us \$300,000.

Mr. Maher thanked the Lions who continue to be very generous to Springbrook both, in the past and on this project so they made one gift already of \$25,000. He thanked McGough Construction, who did the construction on the Civic Campus and did give a very nice donation of \$25,000.

Mr. Maher mentioned there is a short fall of about \$50,000. There are some potential options for funding within the city parks CIP i.e. projects that aren't necessary or will not be completed this year that can provide additional funding. The Springbrook Nature Center Foundation is continuing to raise money for the project as well.

It was estimated that the project will be short about \$50,000 is what is needed to complete the pavilion project. The Parks Commission members discussed the shortage made a recommendation to the City ensure getting funds to complete the pavilion project. Mr. Kondrick made the MOTION that if the funds become available can be spent out the CIP on the finishing of the pavilion at Springbrook. Mr. Borman SECONDED THE MOTION. The motion was PASSED unanimously.

Mr. Borman asked if plumbing is needed. Mr. Jensen said he is still working on it but that all the interior utilities should be completed in November. Some interior construction is still about two weeks behind and said once the floor is installed it will be another two weeks. The entire interior should be done by mid-December.

Ms. Dahl said there is a temporary sign posted that recognizes the donors up currently but eventually have a permanent sign inside the pavilion to recognize the donors. Benches and picnic tables can also be purchased to support the project.

Ms. Dahl mentioned that at the last Spring Foundation Development Committee meeting, Malcolm Mitchell passed out a chart of all of the donors since the Spring Project was initially launched in 2014. She said that there was \$1.2 million in corporate donors and

\$500,000 in individual donors who donated to the SPRING Project. She said that the list needs to be finalized but commented how much has been done in a short amount of time to support the facility.

Ms. Dahl went on to say that staff is putting together a mini documentary or a feature story of the Nature Center's SPRING Project and it will have some interviews that will capture why SNC is such a special place and its recent changes. The hope is to launch that in early spring with the unveiling of the pavilion and used as a kind of a kickoff event this spring. Ms. Dahl said that when it's available, she can get an updated list to the Commission.

c. Park Maintenance

Mr. Jensen reported this is a slower part of the year as far as athletic fields. He said they have picked up and cleaned up from summer, picking up branches and mulching leaves, and prepping for winter. Safety fences are up, boards are up, benches and hockey nets getting repainted. The park staff are helping street department catch up as well.

d. Winterfest

Ms. Dahl New location to be at the Springbrook Nature Center and will be held on January 18, 2020 from 12 noon 3 p.m.

Mr. Borman asked about bon fires and Mr. Maher responded that there are portable bonfire pits, which will be used. Ms. Dahl mentioned the Medallion Hunt will be a bit different as a result of location change, but is a very popular element to the event. Mr. Kondrick mentioned more people are becoming aware of the Nature Center and was happy it is getting good press and money well-spent. Mr. Heintz suggested that the medallion be hidden a little bit earlier and clues sent out earlier to spark interest in the event. Staff will consider the idea.

Ms. Dahl said that plans are still being finalized. The hope is that the pavilion will be ready for able to be used in some capacity. There are usually about 300-500 people who usually attend Winterfest. Efforts are going out to spread the word about Winterfest at SNC this year. Ms. Dahls asked for volunteers and are much appreciated.

e. 49ers Days Update

Mr. Dahl and Ryan Gerhard (the 49'ers Chairperson) met with Dan (the tournament organizer) from USA Softball and Twin City Gateway to discuss a softball tournament for 49ers Day. There is a strong interest to have a softball tournament return for 49ers Day. The pre-parade family activities are planned for Commons Park on Thursday (the night of the parade). There is a possibility of having the 2nd day (Friday) moved to Community Park with car show, the bands, concessions and the softball tournament.

Nothing is committed yet and meetings with the 49ers group are still underway. There are also some opportunities to bring in youth softball tournaments in as well.

Ms. Dahl said there is a need for many volunteers for concessions, traffic, signage, providing help, etc. A possible idea for an art show on the Civic Campus that same weekend as well. More discussion needs to be held with who will be able to help and take over certain tasks (beer sales, field cleaning, etc.).

The Marketing Manager, Luke Cardona, is also working with Twin City Gateway to promote more of these tournaments and groups to come to the city. Fridley is a premier spot, and is underutilized, but one of the nicer facilities with lit fields, a press box, and good parking.

No action taken.

f. Status of Deer Permit Application

Mr. Maher updated the Commission members on the plan discussed in the previous meeting in August. The deer management plan did go before the City Council in September and was approved along with the resolution. Mr. Maher received the application last week, so he is working through the plan with the DNR and is on track to get the application completed and get work lined up for the optimal time (possibly December through end of February.)

Mr. Heintz asked how many deer would be taken. Mr. Maher said we can apply for a certain number of tags with a limit of up to 30 tags, but may not be needed. Mr. Maher will work with the contractors to coordinate the removal.

Mr. Jensen asked how many deer have been spotted. According to an aerial survey of SNC was done last winter, Mr. Maher believed there were approximately 19 deer spotted right along the Rice Creek corridor. Mr. Maher's contact at the DNR thought that amount can be doubled to get a truer estimate of the number of deer.

Mr. Maher said that there has been feedback from a number of residents that the deer have been problematic in their neighborhoods, so the plan will be considering that input as well.

g. OTHER

Parks Master Plan Update - Ms. Dahl updated the Commission about the Parks Master Plan, stating staff has hired HKGI (the design firm that worked on the Moore Lake plans) to

do some initial conceptual plans, ballpark estimates and options. She said that they are a great firm that is familiar to the City. A report will be completed with the priorities of Moore Lake, Community Park and Commons Park and how to improve those parks as well.

November Highlight - Ms. Dahl handed out the November Highlights report to commission members for their review.

Mr. Heintz asked how the new resident open house event went. Ms. Dahl said that the weather deterred some, but there was a decent turn out (approximately 15) and the ones who came really enjoyed the information and meeting representatives from community organizations. Staff was pleased to see a significant number of attendees signed up for the energy audits, and City staff appreciated seeing the new residents and making connections as well. Staff will be reviewing the event and hope offer it again.

6. Other Business

No other business was considered.

ADJOURNMENT:

Mr. Kondrick made the MOTION to adjourn the meeting at 8:22 p.m., SECONDED by Mr. Borman. The MOTION PASSED unanimously.

Respectfully submitted,

Deborah Dahl, Director
Community Services and Employee Resources



ENVIRONMENTAL QUALITY AND ENERGY COMMISSION

Fridley Municipal Center, 7071 University Ave Ne

MINUTES

November 12, 2019

Location: City of Fridley Civic Campus, Banfill Room

Call to Order

Chair Hanson called the Environmental Quality and Energy Commission to order at 7:06 p.m.

Present: Amy Dritz, Heidi Ferris, Mark Hanson, Justin Foell, Paul Westby, Nick Olberding

Absent: Sam Stoxen

Staff: Rachel Workin, Environmental Planner

Approval of Minutes

Chair Hansen called for a motion to adopt the minutes from the October 8 Environmental Quality and Energy Commission minutes.

Ms. Workin states there was an error, and that minutes under New Item 2 Approve 2020 Meeting Dates should be revised to dates.

Commissioner Dritz made a motion to approve the minutes and Commissioner Foell seconded the motion to approve the minutes.

MOTION PASSED unanimously

New Business

1) Review Active Transportation Plan

Ms. Workin provided a presentation on the Active Transportation Plan. The presentation detailed the planning process to date, the process for selecting focus areas, the Living Streets Policy, Maintenance, Winter Maintenance, and implementation. She asked that the EQEC provide comments on the document or recommend approval.

Commissioner Ferris emphasized the importance of physical snow removal to avoid the need for de-icing agents that could harm water quality. Ms. Workin said that the City did not currently use de-icing agents on sidewalks. Commissioner Hansen commented that trails are often in shady areas with lack of traffic that pose challenges for ice removal.

Commissioner Hansen said that the goals made and were in line with what the commission had talked about. He liked the focus on collector streets. He recommended including discussions about long range Highway

65 to be able to incorporate any new opportunities that might arise as a result of land use changes.

Commissioner Hansen asked how the plan would incorporate water quality. Ms. Workin said that the Living Streets worksheet identifies opportunities for narrowing road width and identifying stormwater management opportunities. She provided the example of 69th Avenue which is planned to be narrowed with incorporated swales.

Commissioner Foell shared that he really liked Edina's plan. He appreciated that they were doing tactical tests and getting feedback, and that he would like trial runs to be part of the vocabulary- make it the norm not the exception. Foell- they have a lot guidelines for redevelopment.

Commissioner Hansen said that a lot of the guidelines have been standardized and recommended listing other sources and references. Commissioner Ferris recommended integrating climate resiliency.

Commissioner Foell shared Hennepin County Active Living's checklist.

The group then discussed the importance of education and educational outreach. Based on the discussion the group recommended bringing the document back in December with the following changes:

- 1) Include discussion of long-range planning on Highway 65
- 2) Provide information on integration of active transportation into redevelopment, such as the Hennepin County Active Living checklist
- 3) Include a section on education/outreach
- 4) Integrate climate resiliency

2) Lawns to Legumes

Ms. Workin provided an update on the Lawns to Legumes program which is a new program administered through BWSR to encourage residences to plant pollinator friendly yards, particularly in areas of the rusty patch bumble bee. She described that there would be two tracks: an individual application as well as a demonstration project application. She said that the City of Fridley would be applying for a demonstration application with ACD, and the City of Coon Rapids and Andover with a focus on pollinator habitat along the Mississippi and Rum Rivers. She asked EQEC members to share her contact information with residents in that area that may be interested in applying. Commissioner Hansen said that residents in Coon Rapids could reach out to the city forester.

Old Business

- 1) Energy Action Plan update

Ms. Workin said the information was in the packet.

2) 53rd Ave open house recap

Ms. Workin said that the 53rd Ave open house was a success with approximately 60 people in attendance. She said that attendees preferred a street design that had a trail, and the City would be moving forward with a grant application for the upcoming regional solicitation grant.

3) **Other**

Commissioner Foell recommended having an article about MMCD and stormwater information. The group discussed how informative the presentation was. Ms. Workin asked the EQEC to share other speakers they would be interested in hearing from. The group mentioned Bob Dahm of Organic Bobs and Cheryl Seeman of APAP.

Adjournment

Commissioner Westby moved to adjourn the meeting and Commissioner Foell seconded the motion. The meeting Environmental Quality and Energy Commission adjourned at 8:15 p.m.