

# Coon Rapids Boulevard Framework Plan

City of Coon Rapids, December 2010





Introduction..... 5

I. Inventory and Assessment..... 7

II. Market Analysis..... 17

III. Goals and Policies..... 35

IV. Framework Plan Recommendations..... 41

V. Implementation..... 47

Appendix A: Visual Preference Survey Results



# INTRODUCTION

The Coon Rapids Boulevard corridor benefits from a number of committed businesses and institutions, relatively high traffic volumes, and stable residential areas. However, over the years, commercial development in Coon Rapids has gravitated toward more prominent locations with easier freeway access, changing the demand for development along the corridor. These changes in market needs have contributed to deterioration and disinvestment among some properties along the corridor. Continued disinvestment can affect the public’s perception of the area and decrease the confidence of developers and investors. Despite its market challenges, potential exists for improvement along the corridor.

The *Coon Rapids Boulevard Framework Plan*, adopted in 2000, presented ideas and concepts for the redevelopment and enhancement of Coon Rapids Boulevard through 2020. The Plan was developed as a community effort, involving the City Council, a Task Force consisting of the Planning Commission and Economic Development Commission, City Staff, and the public. It recommended a variety of changes to land uses and public enhancements along the entire length of Coon Rapids Boulevard. The primary recommendations included:

- Creating “Port Districts,” or areas where redevelopment efforts are concentrated. The plan proposed locating more intense commercial and residential development in these districts, while other areas along the corridor would redevelop with moderate-density housing and small-scale commercial uses.

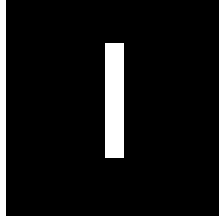
## Introduction

- Installing streetscape elements, including a unified streetscape along the entire length of the corridor, gateway elements, and distinct themes for each Port district.
- Adopting architectural standards for new buildings.

Several of the Plan’s specific recommendations have been implemented since 2000, including:

- Amending the City’s comprehensive plan to reflect land use changes.
- Creating new zoning districts and zoning map amendments to encourage higher quality development.
- Strengthening the Housing and Redevelopment Authority’s involvement, including acquisition and demolition of buildings and site cleanup in Port Riverwalk and Port Campus Square.
- Strengthening regulations addressing outdoor storage and vacant buildings.
- Painting traffic signal masts.
- Improving the Coon Creek bridge and a bicycle and pedestrian bridge.
- Encouraging private development in several locations in accord with new zoning regulations.

The original *Framework Plan* and the City’s Comprehensive Plan, adopted in 2009, recommend updating the *Framework Plan* at least every 10 years. Many of the *Framework Plan*’s goals and principles remain relevant today. However, some policies are no longer relevant due to changes in market demands and priorities among the City and Anoka County. This plan provides a blueprint for continued revitalization of the Coon Rapids Boulevard corridor, addressing both private development and improvements to the public environment. It builds upon and updates the recommendations of the original *Framework Plan*.



# INVENTORY AND ASSESSMENT

**T**his chapter overviews both the physical characteristics of the Coon Rapids Boulevard corridor, and the demographic characteristics that affect development patterns. Major conclusions include:

- *While the corridor benefits from several institutional anchors and relatively stable residential neighborhoods, it has several obsolete commercial buildings, outdated traffic patterns, and an overall lack of landscaping.*
- *Over 172,000 square feet of new commercial and office space and 42 new dwelling units have been constructed along the corridor since 2000.*
- *The Coon Rapids Boulevard market area's population has declined slightly since 2000 and is projected to decline further by 2014.*
- *Despite its declining population, the market area's number of households is increasing.*
- *While household incomes in the market area are slightly lower than incomes citywide, the market area still has a substantial income base.*

# I. Inventory and Assessment

- *The market area has a lower home ownership rate than the City as a whole, a substantial 72% of units are owner-occupied.*

## PHYSICAL CHARACTERISTICS

### Corridor Features

- *While the corridor benefits from several institutional anchors and relatively stable residential neighborhoods, it has several obsolete commercial buildings, outdated traffic patterns, and an overall lack of landscaping.*

Coon Rapids Boulevard is a 6 ½ mile long major arterial roadway. Formerly the alignment of U.S. Highway 10, it is currently maintained by Anoka County and also known as County State Aid Highway 1. The roadway has two through lanes in each direction west of Egret Boulevard, as well as bus shoulder lanes and right and left turn lanes at major intersections. East of Egret Boulevard, the roadway has additional through lanes. The entire corridor is a divided highway with grass and concrete medians its entire length. Many sections of the corridor include a discontinuous system of frontage roads.

While the corridor used to include a majority of the City's commercial and institutional uses, it has been transformed due to the out-migration of many of the principal users to newer or more accessible commercial developments, including Riverdale, Woodcrest Drive, the Northtown area, and the Northdale-Hanson area. This transformation has meant that existing buildings have been converted to lower value uses, redeveloped to new uses, or remained vacant for extended periods of time. Portions of the corridor also include obsolete commercial uses and incompatible housing.

The corridor's positive features include:

**Several institutional anchors.** The corridor is home to several major institutions, including Mercy Hospital, Anoka-Ramsey Community College, and the entrance to Coon Rapids Dam Re-



# I. Inventory and Assessment

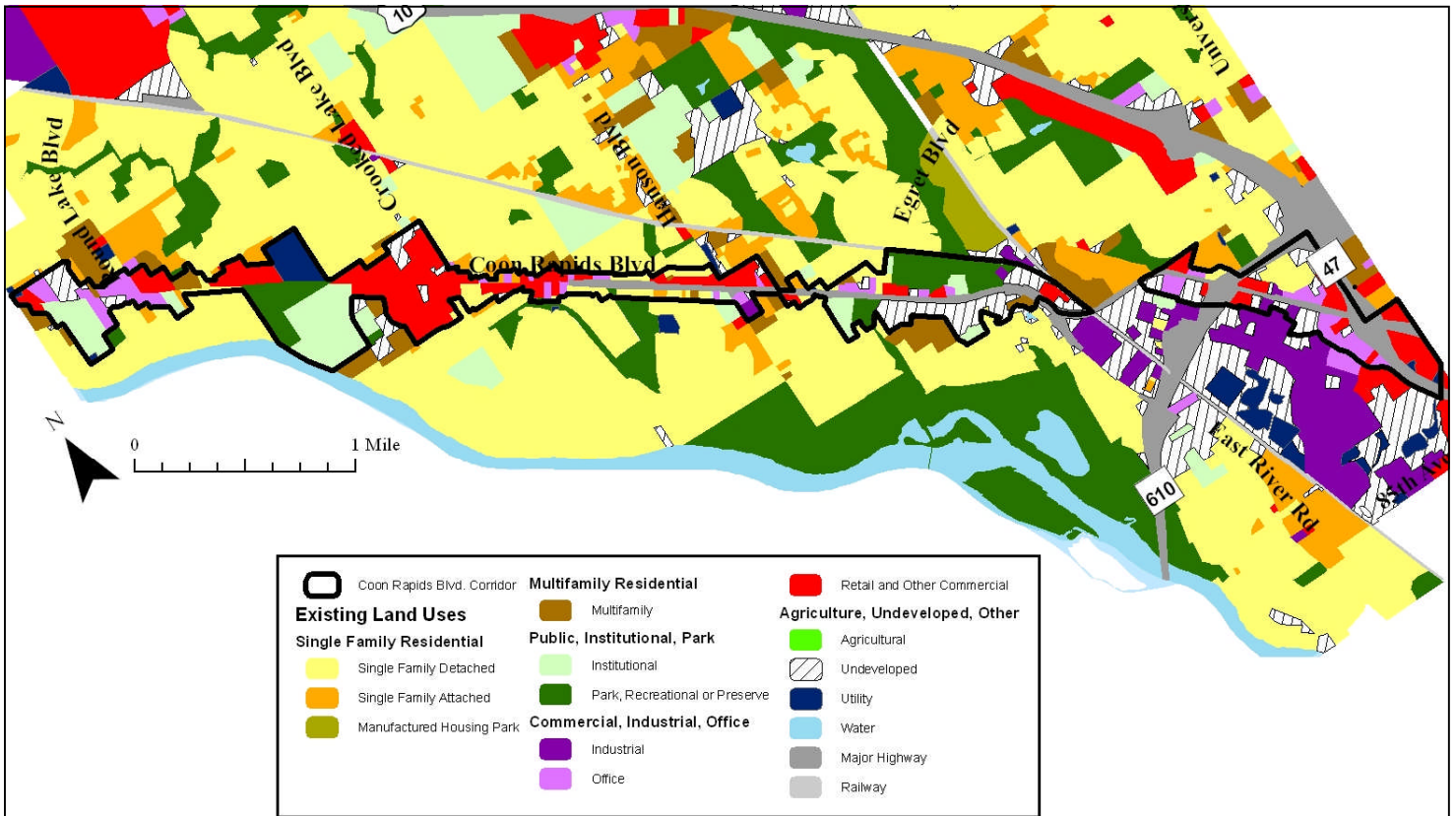
gional Park. These institutions can be catalysts for additional public and private investment.

**Stable surrounding residential areas.** The corridor is surrounded by well-established neighborhoods that make up its primary market for commercial development. While there are a handful of deteriorating properties in these neighborhoods, overall their housing stock is in very good condition.

**Grass median.** Much of the corridor contains a wide grass median. While it does not contain trees, shrubs, or perennials, it provides some visual relief from the wide roadway.

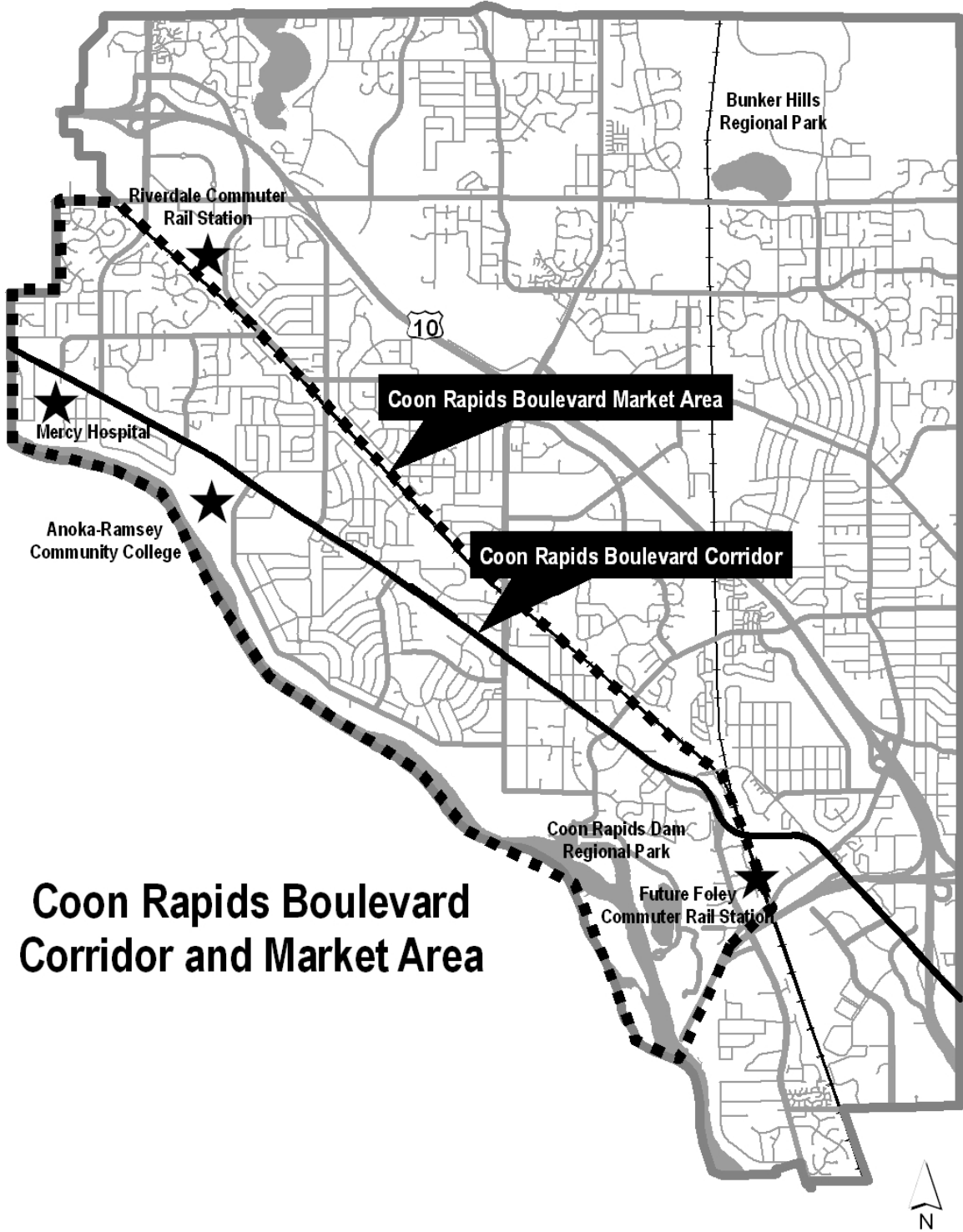
**Nearby wooded areas.** There are several large groups of mature trees along the entire corridor, adding variety to its appearance.

**Lack of billboards.** The corridor has no billboards, minimizing clutter.



## Existing Land Use, Coon Rapids Blvd. Corridor

# I. Inventory and Assessment



## I. Inventory and Assessment

**High traffic volumes.** The corridor carries a lot of traffic, with at least two through lanes in each direction, turn lanes, and bus shoulders. This traffic provides an additional market segment for commercial development.

Negative corridor features include:

**Obsolete commercial districts and vacancies.** Many strip commercial developments along the corridor are functionally obsolete and have poor visibility and high vacancy rates.

**Deteriorating buildings and eyesores.** Although it is not a widespread problem, the corridor contains a handful of deteriorating buildings. However, even a small number of distressed properties can contribute to disinvestment among surrounding properties.

**Low-value, low-image replacement businesses.** Because of out-migration of many retail businesses, existing buildings along the corridor have been reoccupied with “low-rent” or “discount” retail uses. These uses can contribute to a negative image of the corridor.

**Obsolete traffic patterns.** Discontinuous frontage roads and obscure access points have resulted in poor traffic circulation in some areas.

**Relatively high speed limits.** The corridor has speed limits of 45 to 50 miles per hour, which can detract from the pedestrian environment and present challenges for new residential development.

**Overhead utility lines.** Many sections of the corridor contain overhead lines, which affect visual quality and limit opportunities for additional landscaping.

**Discontinuous sidewalks and trails.** While most of the corridor has either sidewalks or trails on both sides of the street, significant gaps exist.

**Lack of landscaping treatments.** Most of the corridor, particularly the commercial districts, lacks trees, shrubs, or perennials.

# I. Inventory and Assessment

TABLE 1.1: Major Developments Since 2000, Coon Rapids Boulevard Corridor

Project	Address	Year Built	Size (square feet)	Number of Units
<b>COMMERCIAL</b>				
Culver's/Marathon convenience store	601-603 Coon Rapids Blvd.	2000	12,691	-
medical office building	3867 Coon Rapids Blvd.	2000	15,139	-
Walgreen's	2860 Coon Rapids Blvd.	2001	14,392	-
Auto Zone	2131 Coon Rapids Blvd.	2002	6,250	-
medical office building	3750 Coon Rapids Blvd.	2002	23,134	-
Sixty-One Stop convenience store	430 Coon Rapids Blvd.	2002	6,510	-
U-Haul (reuse)	3467 Coon Rapids Blvd.	2002	114,323	-
Ace Hardware	9680 Foley Blvd.	2004	14,020	-
CVS Pharmacy	2017 Coon Rapids Blvd.	2004	15,690	-
office buildings	300-320 Coon Rapids Blvd.	2005	14,768	-
\$3 Car Wash	2550 Coon Rapids Blvd.	2006	2,980	-
McDonald's	3080 Coon Rapids Blvd.	2006	4,455	-
medical office building	3833 Coon Rapids Blvd.	2007	30,876	-
multi-tenant retail building	11650 Round Lake Blvd.	2007	11,200	-
<b>RESIDENTIAL</b>				
ACCAP townhouses	3685 Coon Rapids Blvd.	2003	-	8
Village townhouses	26xx Coon Rapids Blvd.	2004	-	13
Valencia Coach townhouses	36xx Coon Rapids Blvd.	2005	-	9
Villas on the Boulevard detached townhouses	110th Ln. and Dahlia St.	2007	-	12

Source: City of Coon Rapids

**Lack of identity and few “hardscape” treatments.** There are few “hardscape” features, such as street furniture along the corridor and few elements that provide an identity.

## Land Use Trends

The Existing Land Use Map illustrates existing land uses along the corridor. Over the years, some commercial land has been redeveloped as housing. However, most of the corridor contains low-intensity commercial and office uses. More intense commercial districts are located east of Foley Boulevard, near Hanson Boulevard, between Crooked Lake Boulevard and Anoka-Ramsey Community College, and near Round Lake Boulevard.

## Construction Activity

- *Over 172,000 square feet of new commercial and office space and 42 new dwelling units have been constructed along the corridor since 2000.*

# I. Inventory and Assessment

TABLE 1.2: Population Change

	1990	2000	2009	2014	% Change 2009-2014
CR Blvd Market Area	16,510	18,194	17,554	17,422	-0.8%
City of Coon Rapids	52,859	61,607	61,956	62,812	1.4%

Source: Claritas Inc.

Since 2000, a total of 83,917 square feet of new retail space, 88,188 square feet of new office space, and 42 new dwelling units have been constructed along the Coon Rapids Boulevard corridor. While many of these projects involved redevelopment of previously underutilized land, this level of construction activity suggests that a market exists for smaller scale commercial development.

## DEMOGRAPHIC CHARACTERISTICS

### Population and Household Characteristics

Revitalization plans for the Coon Rapids Boulevard Corridor must take into account both the area's market advantages and challenges. Examining the area's demographic characteristics helps to identify strategies to encourage development.

For purposes of examining demographic trends pertaining to the Coon Rapids Boulevard corridor, a study area was identified. The market area includes areas within Coon Rapids bounded by the BNSF railroad tracks, Highway 610, the Mississippi River, and 9<sup>th</sup> Avenue. People residing in this area are most likely to patronize businesses along the corridor.

- *The Coon Rapids Boulevard market area's population has declined slightly since 2000 and is projected to decline further by 2014.*

The Coon Rapids Boulevard market area had an estimated population of 17,554 in 2009, which represents a decline of 640 since 2000. This area represents about 28% of the City's population. The market area's population is expected to continue to decline through 2014. The citywide population, however, has increased slightly since 2000 and is projected to increase through 2014.

# I. Inventory and Assessment

TABLE 1.3: Household Change

	1990	2000	2009	2014	% Change 2009-2014
CR Blvd Market Area	5,546	6,790	6,866	6,946	1.2%
City of Coon Rapids	17,410	22,578	23,764	24,530	3.2%

Source: Claritas Inc.

TABLE 1.4: Income Characteristics, 2009

	Median HH Income	Per Capita Income
Coon Rapids Boulevard Market Area	\$58,367	\$25,795
City of Coon Rapids	\$61,954	\$26,616

Source: Claritas Inc.

TABLE 1.5: Housing Tenure, 2009

	Owner-Occupied		Renter-Occupied		Total Units
	Number	%	Number	%	
CR Blvd Market Area	4,970	72.4%	1,896	27.6%	6,866
City of Coon Rapids	19,100	80.4%	4,664	19.6%	23,764

Source: Claritas Inc.

- *Despite its declining population, the market area's number of households is increasing.*

Change in the number of households affects demand for both housing and retail development. The Coon Rapids Boulevard market area has grown by nearly 100 households since 2000, with an estimated 6,866 households. The number of households is projected to grow to 6,946 by 2014. The area's decrease in population and increase in households suggests a decrease in average household size. The market area had an average of 2.56 persons per household in 2009, compared with 2.61 persons per household citywide.

## Income Characteristics

- *While household incomes in the market area are slightly lower than incomes citywide, the market area still has a substantial income base.*

Household income is one of the most important determinants for demand for retail development. It also helps identify other development needs, such as housing pricing. In 2009, the market area had a median household income of \$58,367 and a per capita income of \$25,795. While both of these figures are slightly below

## I. Inventory and Assessment

the citywide figures, they suggest a stable income base.

### Housing Characteristics

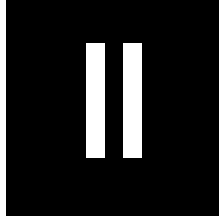
- *While the market area has a lower home ownership rate than the City as a whole, a substantial 72% of units are owner-occupied.*

While the market area is home to 28% of the City's housing units, it contains about 40% (1,896 of 6,560) of the City's rental units. About 72% of the market area's 6,866 housing units are owner-occupied, compared with 80% of the units citywide.



# I. Inventory and Assessment



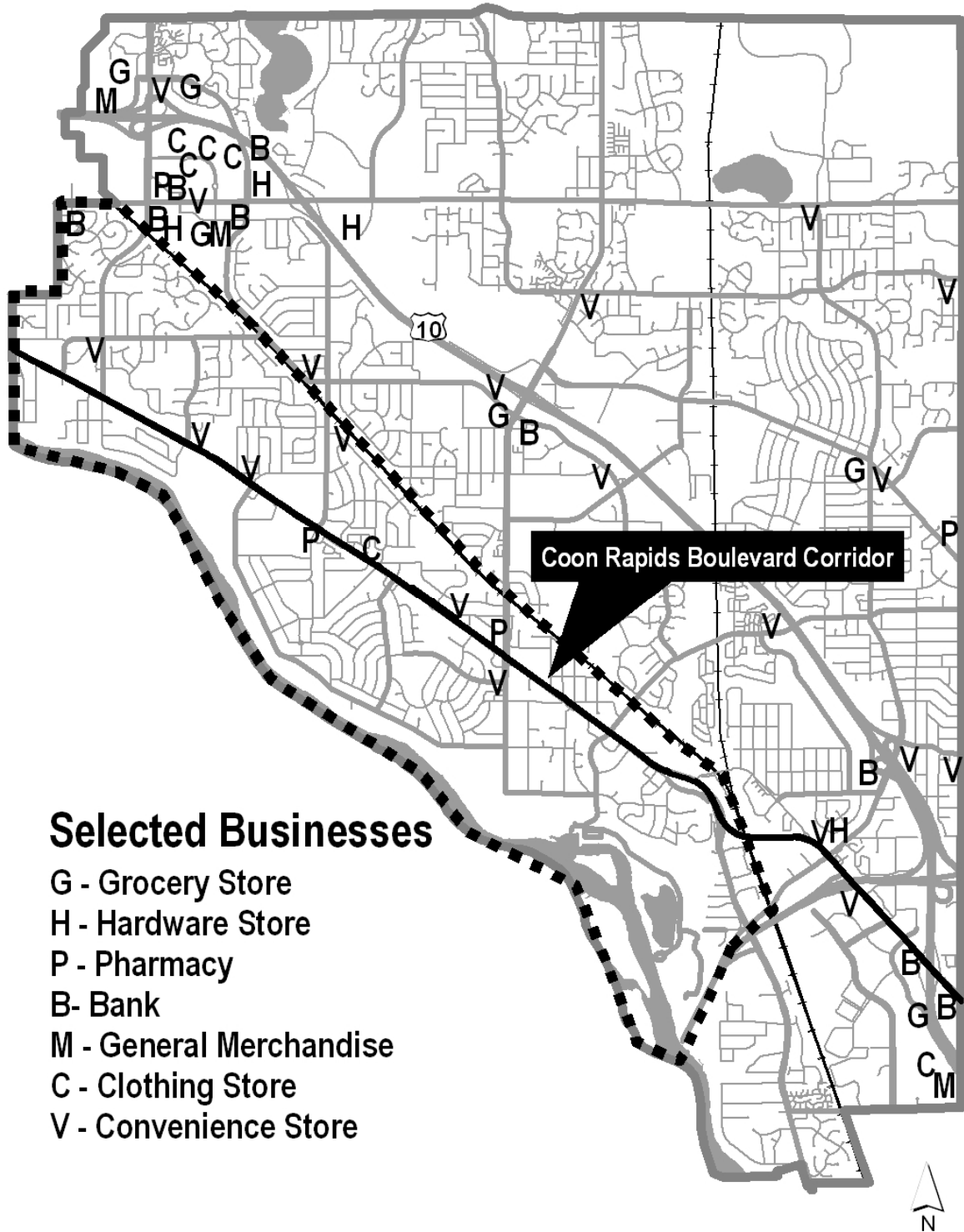


# MARKET ANALYSIS

**E**xamining retail behavior and trends along the Coon Rapids Boulevard corridor helps determine future demands for commercial space. This section provides a retail market analysis for the corridor, including the supply of retail space, consumer spending patterns, projected changes in consumer demands, and future commercial space demands for the corridor. The market area used for analyzing retail trends includes areas within Coon Rapids bounded by the BNSF railroad tracks, Highway 610, the Mississippi River, and 9<sup>th</sup> Avenue. People residing in this area are most likely to patronize businesses along the corridor. Major findings of this section include:

- *While it contains a large amount of commercial space, the market area lacks most “basic needs” business types, such as grocery stores, banks, and general merchandise stores.*
- *Consumer spending patterns in the market area are similar to nationwide patterns.*
- *It is estimated that retail sales levels in the market area are less than half of what could be supported by the area’s population. The food and beverages and general merchandise categories experience significant leakages.*
- *The market area has a higher population density and greater consumer expenditures per square mile than the City as a whole.*

## II. Market Analysis



## II. Market Analysis

- *It is projected that by 2014 annual consumer spending will increase by \$104 million in the market area.*
- *The Coon Rapids Boulevard corridor could support up to an additional 104,000 square feet of commercial space through 2014.*
- *Additional retail demand could be generated by increases in the amount of office and residential development along the corridor.*

### Supply of Retail Space

- *While it contains a large amount of commercial space, the market area lacks most “basic needs” business types, such as grocery stores, banks, and general merchandise stores.*

The Selected Business Map illustrates the location of various types of businesses along the Coon Rapids Boulevard corridor and elsewhere in the City. While the market area includes several convenience stores, it lacks most “basic needs” businesses, such as grocery stores, banks, and general merchandise stores. The development of nearly 3 million square feet of retail space in the nearby Riverdale shopping area has affected the retail dynamics along Coon Rapids Boulevard. New retail near Highway 10 and Hanson Boulevard has also affected the market.

Despite its lack of several business types, the Coon Rapids Boulevard corridor contains over 700,000 square feet of retail space and over 400,000 square feet of office space. While a majority of the office space is located near Highway 47 and Northtown Mall, the retail space is scattered along the entire length of the corridor. The corridor’s retail environment faces several challenges, including:

- Most commercial development is dispersed along the corridor, so there’s no “critical mass” of retail in any particular area. Areas with concentrations of retail lack anchor tenants.
- Many commercial buildings along the corridor are outdated and lack functionality for contemporary businesses.
- Many commercial sites have poor configurations, awkward

## II. Market Analysis

- access, or poor visibility.
- Some of the buildings originally housed “big box” and auto-oriented tenants, which have since moved to more prominent locations. These buildings are not functional for the types of retail that could be supported along the corridor.

### Consumer Spending Patterns

- *Consumer spending patterns in the market area are similar to nationwide patterns.*

Table 2.1 compares annual consumer expenditures by product type in the Coon Rapids Boulevard market area to national averages. National average per capita expenditures are equal to an index of 100. This data is derived from the Bureau of Labor Statistics’ Consumer Expenditure Survey and adjusted according to

**TABLE 2.1: Per Capita Expenditures, 2009**

	US Index: 100-Average Per Capita Expenditure
Food at Home	99
Alcoholic Beverages	106
Food away from Home	97
Day Care	96
Prescription Drugs	103
Furniture	97
Household Textiles	101
Major Appliances	107
Small Appliances and Housewares	103
Housekeeping Supplies	100
Personal Care Products and Services	98
Smoking Products	123
TV, Radio, and Sound Equipment	98
Computers, Software and Accessories	100
Auto Maintenance/Repair	101
Vehicle Purchases and Leases	111
Boats and Recreational Vehicle Purchase	136
Women's Apparel	98
Men's Apparel	94
Girls' Apparel	101
Boys' Apparel	101
Infants' Apparel	101
Footwear	96
<b>Total Consumer Expenditures</b>	<b>100</b>

Source: Claritas, Inc.

## II. Market Analysis

the region of the country and income distribution of the particular area. Spending in the market area largely mirrors consumer spending nationwide. Consumer spending in the market area is somewhat above average in the categories of vehicles, recreational vehicles, alcoholic beverages, major appliances, smoking products, and prescription drugs.

### Retail Surplus and Leakage

- *It is estimated that retail sales levels in the market area are less than half of what could be supported by the area's population. The food and beverages and general merchandise categories experience significant leakages.*

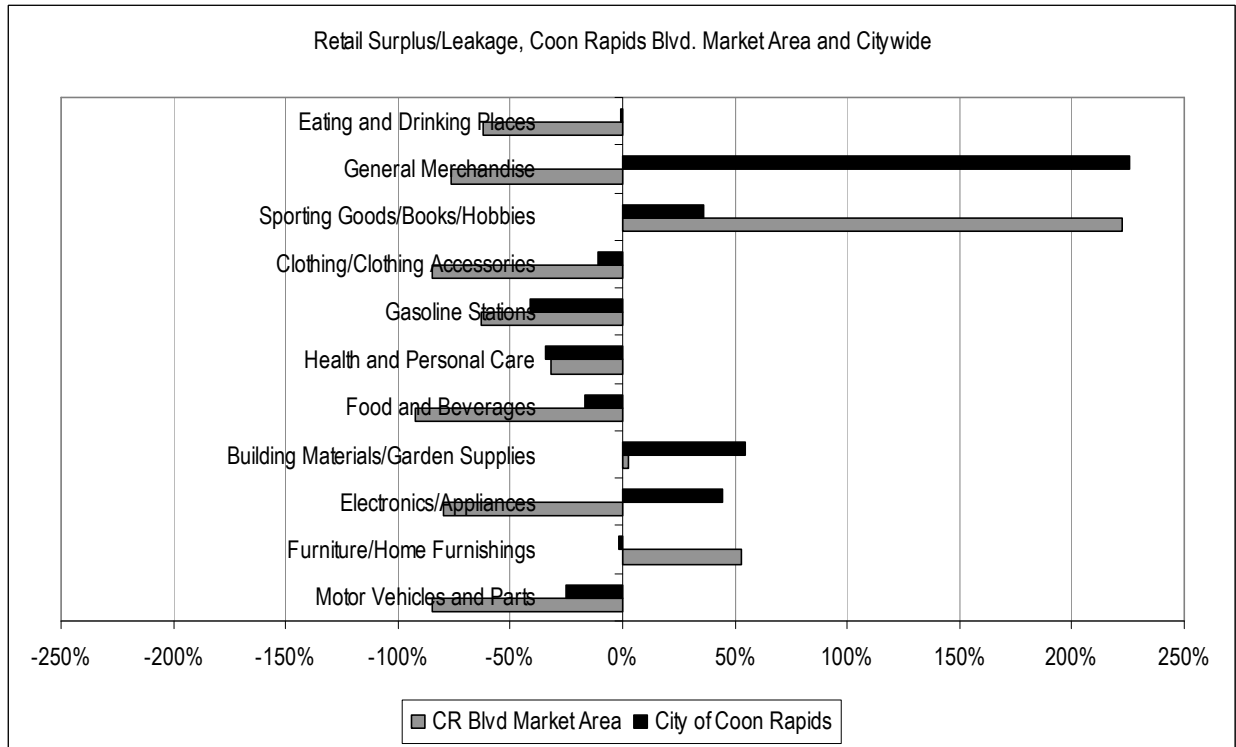
Table 2.2 displays the estimated surplus of leakage of retail sales by store type in the market area and City of Coon Rapids. The table calculates the difference between estimated consumer expenditures at each store type and estimated retail sales, which are based on the existing supply of retail space. Overall retail sales levels in the market area are less than half of what could be supported by the area's population. The market area experiences a leakage of retail sales in nearly every retail category, except for sporting goods and furniture. The area experiences a \$34 million

**TABLE 2.2: Retail Sales Surplus/Leakage, Coon Rapids Blvd. Market Area, 2009**

Retail Store	Estimated Consumer Spending, 2009	Estimated Retail Sales, 2009	Surplus (Leakage)	% Surplus (Leakage) CRB	% Surplus (Leakage) City
<b>Total Retail Sales</b>	<b>\$279,538,086</b>	<b>\$118,621,456</b>	<b>(\$160,916,630)</b>	<b>-58%</b>	<b>19%</b>
Motor Vehicles and Parts	\$44,783,690	\$6,860,562	(\$37,923,128)	-85%	-25%
Furniture/Home Furnishings	\$5,728,058	\$8,745,573	\$3,017,515	53%	-1%
Electronics/Appliances	\$6,679,430	\$1,329,351	(\$5,350,079)	-80%	44%
Building Materials/Garden Supplies	\$30,752,427	\$31,511,938	\$759,511	2%	55%
Food and Beverages	\$37,033,829	\$2,711,909	(\$34,321,920)	-93%	-17%
Health and Personal Care	\$15,744,633	\$10,713,144	(\$5,031,489)	-32%	-35%
Gasoline Stations	\$32,020,704	\$11,834,428	(\$20,186,276)	-63%	-41%
Clothing/Clothing Accessories	\$12,198,766	\$1,885,005	(\$10,313,761)	-85%	-11%
Sporting Goods/Books/Hobbies	\$5,343,412	\$17,244,382	\$11,900,970	223%	36%
General Merchandise	\$37,115,790	\$8,876,865	(\$28,238,925)	-76%	226%
Eating and Drinking Places	\$27,466,430	\$10,427,751	(\$17,038,679)	-62%	-1%
Other Stores	\$24,670,917	\$6,480,548	(\$18,190,369)	-74%	-31%

Source: Claritas, Inc.

## II. Market Analysis



**TABLE 2.3: Population Density and Purchasing Power**

	2009 Population	Area (sq. mi.)	Population Density (Persons/sq. mi.)	Retail Expendi- tures	Expenditures per Sq. Mi.
CR Blvd Market Area	17,554	6	2,926	\$279,538,086	\$46,589,681
City of Coon Rapids	61,956	23	2,694	\$1,009,841,011	\$43,906,131

Source: Claritas Inc.

leakage at grocery stores and a \$28 million leakage at general merchandise stores. These considerable leakages are likely attributable to larger shopping areas nearby. However, the City as a whole experiences leakages at grocery stores, health and personal care stores, and clothing stores. Based on the estimated retail leakages, it is plausible that the Coon Rapids Boulevard corridor could absorb additional retail activity in the future, particularly in the categories with the greatest leakages.

### Population and Income Density

- *The market area has a higher population density and greater consumer expenditures per square mile than the City as a whole.*

## II. Market Analysis

Population density is a key consideration for future retail development. The market area has about 2,926 people per square mile, while the City has about 2,694. While incomes in the market area are slightly lower than in the City as a whole, a higher population density yields a higher aggregate income and greater purchasing power. The market area's population yields about \$46 million in retail expenditures per square mile, while the City's population yields about \$44 million.

### Projected Consumer Expenditure Growth

- *It is projected that by 2014 annual consumer spending will increase by \$104 million in the market area.*

Figure 2.4 projects potential growth in annual consumer expendi-

**TABLE 2.4: Estimated Growth in Consumer Spending**

	2009 Spending	2014 Spending	Increment 2009-2014
Food at Home	\$38,139,000	\$47,352,000	\$9,213,000
Alcoholic Beverages	\$7,304,000	\$10,414,000	\$3,110,000
Food away from Home	\$18,915,000	\$35,055,000	\$16,140,000
Day Care	\$2,259,000	\$2,345,000	\$86,000
Prescription Drugs	\$17,166,000	\$26,097,000	\$8,931,000
Furniture	\$4,681,000	\$6,162,000	\$1,481,000
Household Textiles	\$3,786,000	\$4,498,000	\$712,000
Major Appliances	\$1,828,000	\$2,526,000	\$698,000
Small Appliances and Housewares	\$4,148,000	\$5,274,000	\$1,126,000
Housekeeping Supplies	\$2,457,000	\$2,512,000	\$55,000
Personal Care Products and Services	\$7,303,000	\$8,031,000	\$728,000
Smoking Products	\$7,495,000	\$7,483,000	-\$12,000
TV, Radio, and Sound Equipment	\$4,954,000	\$6,221,000	\$1,267,000
Computers, Software and Accessories	\$3,685,000	\$4,444,000	\$759,000
Auto Maintenance/Repair	\$13,757,000	\$16,800,000	\$3,043,000
Vehicle Purchases and Leases	\$36,293,000	\$47,415,000	\$11,122,000
Boats and Recreational Vehicle Purchase	\$3,293,000	\$2,906,000	-\$387,000
Women's Apparel	\$8,499,000	\$8,990,000	\$491,000
Men's Apparel	\$5,193,000	\$6,658,000	\$1,465,000
Girls' Apparel	\$1,924,000	\$2,210,000	\$286,000
Boys' Apparel	\$1,366,000	\$1,778,000	\$412,000
Infants' Apparel	\$775,000	\$767,000	-\$8,000
Footwear	\$3,247,000	\$3,489,000	\$242,000
Other Products	\$131,986,000	\$174,925,000	\$42,939,000
<b>Total</b>	<b>\$330,453,000</b>	<b>\$434,352,000</b>	<b>\$103,899,000</b>

Source: Claritas, Inc.

## II. Market Analysis

TABLE 2.5: Estimated Commercial Space Needs through 2014

	2009 Spending	2014 Spending	Increment 2009-2014
Sales	\$330,453,000	\$434,352,000	\$103,899,000
Capture Rate	20%	20%	20%
Projected Sales, CRB Corridor	\$66,090,600	\$86,870,400	\$20,779,800
Sales Yield/Square Foot	\$200	\$200	\$200
Commercial Space Demand (sq. ft.)	330,453	434,352	103,899

tures through 2014 by product type. This analysis indicates a projected growth of about \$104 million in spending in the market area.

### Retail Space Potential

- *The Coon Rapids Boulevard corridor could support up to an additional 104,000 square feet of commercial space through 2014.*

Projected annual expenditure growth helps determine the need for additional commercial space along the corridor. Table 2.5 outlines the methodology for calculating commercial space demands. This is determined by:

- Establishing a “capture rate,” the percentage of new expenditures that could be claimed by businesses along the corridor. This analysis assumes that 20% of all new expenditures in the market area will be spent along the corridor.
- Determining the average sales yield of retail space, using an estimated sales yield of \$200 per square foot.
- Dividing projected local sales by the sales yield per square foot.

This analysis indicates a demand for about 104,000 square feet of additional commercial space along the corridor through 2014. This amount is comparable to the amount of retail space that has been added over the last several years. While this analysis does not account for retail facilities that have been demolished along the corridor, most of that space was located in buildings that were obsolete or unsuitable for contemporary businesses.



## II. Market Analysis

**TABLE 2.6: Commercial Space Demand from Employees**

Employees	10,000
Annual Expenditures per Employee	\$1,404
Expenditure Potential	\$14,040,000
Capture Rate	20%
Projected Local Sales	\$2,808,000
Sales Yield/Square Foot	\$200
<b>Commercial Space Demand (sq. ft.)</b>	<b>14,040</b>

**TABLE 2.7: Commercial Space Demand Generated by Housing Growth**

Annual Sales per Household, Market Area	\$48,129
Sales Yield/Square Foot	\$200
Commercial Space Supported per Household (sq. ft.)	241
Capture Rate	20%
<b>Commercial Space Demand per New Household (sq. ft.)</b>	<b>48</b>

- *Additional retail demand could be generated by increases in the amount of office and residential development along the corridor.*

Table 2.6 estimates the demand for retail space based on the corridor's existing employment base. Assuming that area employees spend \$6 per day on retail items (based on 260 working days per year and discounted by 20% to account for employees who live in the market area), an additional \$14 million in expenditure potential arises. Applying a capture rate of 20% and a sales yield of \$200 per square foot suggests a demand for an additional 14,000 square feet of retail space.

Addition of new housing along the corridor is another source of potential retail space demand. However, a large number of new housing units would be necessary to support new retail space. Based on consumer spending patterns in the market area, each household can support about 240 square feet of retail space. Assuming that 20% of expenditures could be claimed by businesses along the Coon Rapids Boulevard corridor, each household generates a demand for about 48 square feet of retail space. Therefore, construction of 100 housing units would create a demand for an additional 4,800 square feet of space.

## II. Market Analysis

### HOUSING MARKET ISSUES

The City's Comprehensive Plan and the original *Framework Plan* identify the Coon Rapids Boulevard corridor as a location for additional housing development. This section identifies demands for housing development along the corridor. Major findings include:

- *Coon Rapids is projected to add between 1,200 and 2,000 housing units through 2030, a majority of which will be in attached settings.*
- *The City's senior population is projected to increase by nearly 1,500 by 2014.*
- *About 28% of the City's senior households include elderly people living alone.*
- *A substantial 74% of senior households live in owner-occupied housing.*
- *About 64% of the City's senior households have annual incomes above \$25,000.*
- *The City could support up to 460 additional senior housing units by 2014.*

### Housing Projections

- *Coon Rapids is projected to add between 1,200 and 2,000 housing units through 2030, a majority of which will be in attached settings.*

The Metropolitan Council projects that an average of 100 units per year will be constructed in Coon Rapids through 2030. The City's Comprehensive Plan suggests that without substantial City involvement in redevelopment, the Met Council's projection may be somewhat high. The Comprehensive Plan offers a more conservative projection of about 50 new housing units per year. Because very little land exists in the City for new single-family development, most new units will be in attached housing. A large

## II. Market Analysis

amount of the land that could be developed or redeveloped with housing is located along the Coon Rapids Boulevard corridor. These units may include attached and detached townhouses, apartments and condominiums, and senior-oriented housing.

### Senior Population Characteristics

- *The City's senior population is projected to increase by nearly 1,500 by 2014.*

Because much of the City's housing growth is expected to occur in higher density settings, it is anticipated that a proportion of new housing units would be oriented toward older adults. Providing additional housing opportunities for seniors also frees up existing homes for new younger households. This section examines trends in the dynamics of the City's senior population and identifies senior housing demands.

Two factors affect population change in a community—natural change (births minus deaths) and people moving in and out of the community (migration). Table 2.8 outlines changes in the City's senior population between 1990 and 2000. According to the U.S. Census Bureau, Coon Rapids had 5,540 residents age 55 and over in 1990. Based on standard survival rates, this population would have naturally increased to 9,284 by 2000. Census data, however, showed an actual population of 9,523 in 2000, or a 72% increase over the 1990 level. The difference between the predicted and actual populations, 239, is a result of net migration into the City. Because Coon Rapids has become a fully developed community

**TABLE 2.8: Predicted and Actual Age Cohort Change, Senior Population**

Age Group	1990 Actual	2000 Predicted	2000 Actual	Actual minus Predicted	% variance (Actual/Predicted)
Age 55-59	1,830	3,080	2,935	(145)	-4.7%
Age 60-64	1,247	2,174	2,092	(82)	-3.8%
Age 65-69	883	1,604	1,637	33	2.1%
Age 70-74	604	1,017	1,168	151	14.9%
Age 75-79	415	647	823	176	27.2%
Age 80-84	264	383	511	128	33.4%
Age 85 and over	297	380	357	(23)	-6.0%
<b>Total</b>	<b>5,540</b>	<b>9,284</b>	<b>9,523</b>	<b>239</b>	<b>2.6%</b>

Source: U.S. Census Bureau

## II. Market Analysis

TABLE 2.9: Senior Population Characteristics, City of Coon Rapids

	2000 Census	2009 Estimate	2014 Projection	% Change 2009-2014	% Change 2000-2014
Age 55-59	2,935	3,767	4,386	16.4%	49.4%
Age 60-64	2,092	3,073	3,504	14.0%	67.5%
Age 65-69	1,637	2,137	2,797	30.9%	70.9%
Age 70-74	1,168	1,511	1,879	24.4%	60.9%
Age 75-79	823	1,057	1,241	17.4%	50.8%
Age 80-84	511	650	789	21.4%	54.4%
Age 85 and over	357	589	732	24.3%	105.0%
<b>Age 55 and over</b>	<b>9,523</b>	<b>12,784</b>	<b>15,328</b>	<b>19.9%</b>	<b>61.0%</b>
<b>Age 65 and over</b>	<b>4,496</b>	<b>5,944</b>	<b>7,438</b>	<b>25.1%</b>	<b>65.4%</b>

Source: Claritas, Inc.

TABLE 2.10: Senior Household Characteristics, City of Coon Rapids

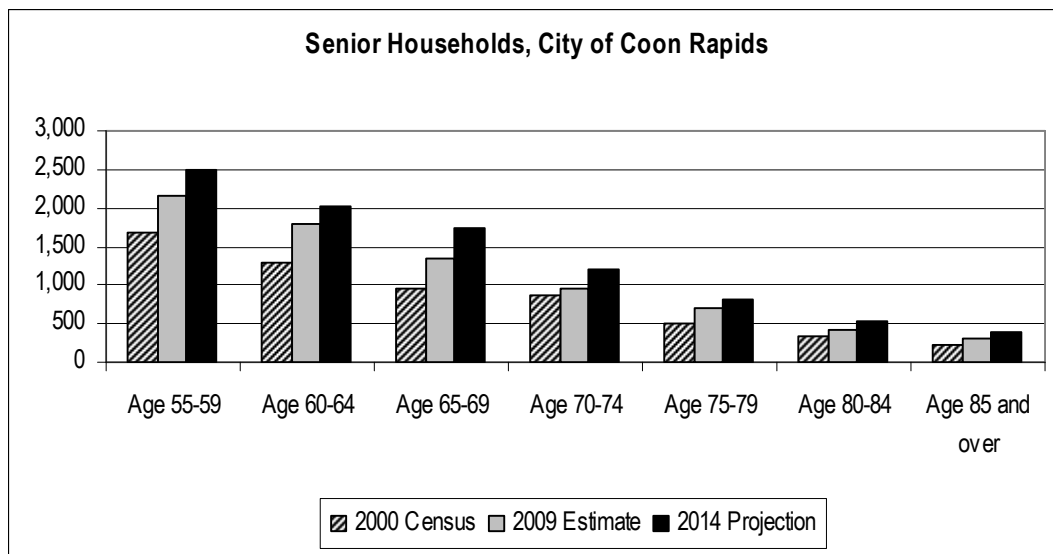
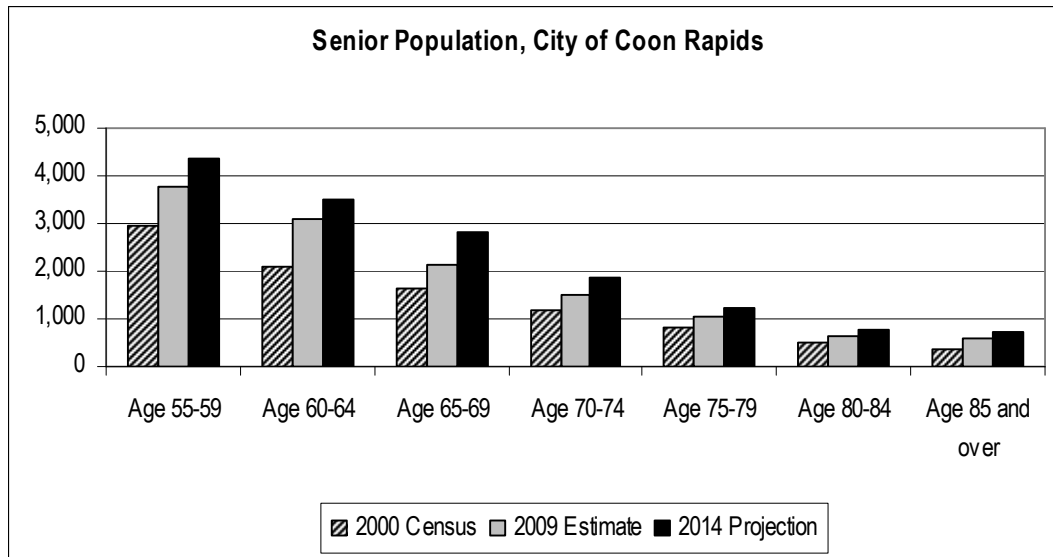
	2000 Census	2009 Estimate	2014 Projection	% Change 2009-2014	% Change 2000-2014
Householder Age 55-59	1,688	2,160	2,504	15.9%	48.3%
Householder Age 60-64	1,277	1,783	2,020	13.3%	58.2%
Householder Age 65-69	949	1,339	1,748	30.5%	84.2%
Householder Age 70-74	871	960	1,199	24.9%	37.7%
Householder Age 75-79	503	698	824	18.1%	63.8%
Householder Age 80-84	342	426	522	22.5%	52.6%
Householder Age 85 and over	236	306	389	27.1%	64.8%
<b>Householder Age 55 and over</b>	<b>5,866</b>	<b>7,672</b>	<b>9,206</b>	<b>20.0%</b>	<b>56.9%</b>
<b>Householder Age 65 and over</b>	<b>2,901</b>	<b>3,729</b>	<b>4,682</b>	<b>25.6%</b>	<b>61.4%</b>

Source: Claritas, Inc.

since 2000, most of its future population growth will occur as a result of natural change, and not migration. Nonetheless, analysis of the City's age composition suggests an increase in the senior population as a result of natural change.

The City's number of residents age 65 and over is projected to increase by 25%, or nearly 1,500, through 2014. The population age 55 and over is projected to increase by nearly 20% through 2014. The City's number of senior households is projected to increase by a similar amount. Table 2.9 and 2.10 illustrate these dynamics. These increases are largely attributable to the aging of the "baby boom" generation and large population cohorts feeding the older age ranges. The increases are most pronounced in the 65 to 69 age cohort.

## II. Market Analysis



**TABLE 2.11: Household Characteristics, Population Age 65 and Over, 2000**

Total Population, Age 65 and Over	4,384	
In Family Households	2,867	65.4%
In Non-family Households	1,257	28.7%
Men Living Alone	184	4.2%
Women Living Alone	1,028	23.4%
In Group Quarters	260	5.9%

Source: US Bureau of the Census

## II. Market Analysis

TABLE 2.12: Senior Population in Owner-Occupied Units, 2000

	# Households	% of Households in Owner-Occupied Housing	% of All Households in City
Householder Age 55-59	1,696	92.3%	7.5%
Householder Age 60-64	1,070	88.2%	4.7%
Householder Age 65-74	1,400	84.1%	6.2%
Householder Age 75-84	539	62.1%	2.4%
Householder Age 85 and Over	52	30.6%	0.2%
<b>Householder Age 65 and Over</b>	<b>1,991</b>	<b>73.7%</b>	<b>8.8%</b>

Source: US Bureau of the Census

TABLE 2.13: Median Household Income, Senior Population

	2009 Estimate	2014 Projection
Householder Age 55-59	\$66,603	\$69,805
Householder Age 60-64	\$64,628	\$68,522
Householder Age 65-69	\$39,717	\$42,665
Householder Age 70-74	\$40,694	\$44,398
Householder Age 75-79	\$27,765	\$32,243
Householder Age 80-84	\$24,049	\$30,966
Householder Age 85 and Over	\$19,423	\$22,727

Source: US Bureau of the Census

### Senior Household Characteristics

- *About 28% of the City's senior households include elderly people living alone.*

Analyzing household characteristics of the senior population, including the number of elderly people living alone and the number of seniors living in owner-occupied housing, can help calculate demand for senior housing. Table 2.11 examines the household makeup of people over age 65. While this data is derived from the 2000 Census, it is expected that the proportions are similar today. A total of 1,212 seniors lived alone in 2000, including 1,028 women and 184 men. This represents about 28% of all senior households. These households may face physical and financial demands in maintaining a residence. Providing additional housing options for seniors would provide company and security and free up homes for new younger residents.

- *A substantial 74% of senior households live in owner-occupied housing.*

Table 2.12 indicates the number of owner-occupied units inhab-

## II. Market Analysis

TABLE 2.13: Income Distribution and Housing Affordability, Senior Population, 2009

	Number of Households	Monthly Housing Cost, 30% of GI	Monthly Housing Cost, 50% of GI
<b>Householder Age 65 and Over</b>			
<\$10,000	307	<\$250	<\$400
\$10,000-\$14,999	345	\$250-\$375	\$400-\$625
\$15,000-\$24,999	698	\$375-\$625	\$625-\$1,050
\$25,000-\$34,999	580	\$625-\$875	\$1,050-\$1,450
\$35,000-\$49,999	669	\$875-\$1,250	\$1,450-\$2,100
\$50,000-\$74,999	610	\$1,250-\$1,875	\$2,100-\$3,100
\$75,000-\$99,999	252	\$1,875-\$2,500	\$3,100-\$4,200
\$100,000+	268	\$2,500+	\$4,200+
<b>Householder Age 75 and Over</b>			
<\$10,000	193	<\$250	<\$400
\$10,000-\$14,999	194	\$250-\$375	\$400-\$625
\$15,000-\$24,999	345	\$375-\$625	\$625-\$1,050
\$25,000-\$34,999	231	\$625-\$875	\$1,050-\$1,450
\$35,000-\$49,999	276	\$875-\$1,250	\$1,450-\$2,100
\$50,000-\$74,999	88	\$1,250-\$1,875	\$2,100-\$3,100
\$75,000-\$99,999	36	\$1,875-\$2,500	\$3,100-\$4,200
\$100,000+	67	\$2,500+	\$4,200+

ited by older adults. Seniors in Coon Rapids are overwhelmingly likely to own their homes, suggesting market potential for senior-oriented housing. About 74% of households with a householder age 65 and over live in owner-occupied housing. Nearly 9% of all owner-occupied units in the City include a householder age 65 and over. Over 2% of all owner-occupied units include a householder age 75 and over.

- *About 64% of the City's senior households have annual incomes above \$25,000.*

The income distribution of the senior population measures the ability of older adults to afford various housing types. Table 2.13 lists the median household income for each senior age cohort. Table 2.14 pairs the income distribution of senior households to affordable housing costs. Housing costs at or below 30% of gross income are generally considered affordable for independent living settings and housing costs at or below 50% of gross income are considered affordable for settings with support services. Many senior households may be willing to spend larger proportions of

## II. Market Analysis

**TABLE 2.15: Existing Senior Housing Facilities, Coon Rapids**

Facility	Location	# Units
<b>AFFORDABLE RENTAL</b>		<b>109</b>
Cottages of Coon Rapids	110th Ln. and Coon Rapids Blvd.	48
Oxbowl Bend Apts.	3101 111th Ave.	61
<b>ASSISTED LIVING</b>		<b>128</b>
Creekside Cottages	1190 117th Ave.	12
Epiphany Pines	10955 Hanson Blvd.	50
Homestead at Coon Rapids	11372 Robinson Dr.	32
Select Senior Living	113th Ave. and Martin St.	34
<b>MEMORY CARE</b>		<b>10</b>
Select Senior Living	113th Ave. and Martin St.	10
<b>MARKET-RATE RENTAL</b>		<b>376</b>
Dublin Park Apts.	10020 Drake St.	89
Epiphany Pines	1800 111th Ave.	107
Loftus Centre Apts.	3931 Coon Rapids Blvd.	30
Margaret Place	118th Ln.	72
Redwood Terrace	9950 Redwood St.	54
Select Senior Living	113th Ave. and Martin St.	24
<b>NURSING</b>		<b>193</b>
Camilia Rose Care Center	11800 Xeon Blvd.	94
Park River Estates Care Center	9899 Avocet St.	99
<b>OWNER-OCCUPIED</b>		<b>100</b>
Real Life Coop	Main St. and Hanson Blvd.	100
<b>TOTAL SENIOR UNITS:</b>		<b>916</b>

Source: City of Coon Rapids

**TABLE 2.16: Senior Housing Unit Demand**

	2009 Households	Capture Rate	Unit Demand
Householder Age 55-64	3,943	4%	158
Householder Over Age 65	3,729	6%	224
<b>Total</b>			<b>381</b>
	2014 Households	Capture Rate	Unit Demand
Householder Age 55-64	4,524	4%	181
Householder Over Age 65	4,682	6%	281
<b>Total</b>			<b>462</b>

the income on housing if they have proceeds of a home sale to supplement their income. A total of 2,379 households (64%) with a householder age 65 and over have incomes over \$25,000 and 698 households (48%) of households with a householder age 75 and over have incomes over \$25,000. The 75+ households are most likely to seek housing in alternative settings.



### Existing Senior Housing Facilities

- *Coon Rapids currently has 916 housing units oriented specifically toward seniors.*

Coon Rapids currently has 916 housing units oriented toward older adults. These include 109 “affordable” rental units, 128 assisted living units, 10 memory care units, 375 market-rate rental units, 193 units in nursing homes, and 100 owner-occupied units.

### Senior Housing Demand

- *The City could support up to 460 additional senior housing units by 2014.*

In order to estimate the demand for senior housing in the City, absorption rates of 4% for households with householders ages 55 to 64 and 6% for 65+ households are used. This corresponds to the proportion of senior households that are likely to seek alternative residential settings. This analysis suggests that Coon Rapids could support about 381 senior-oriented units at present and about 462 by 2014. For purposes of this analysis, senior housing includes multi-family units marketed exclusively to seniors, and not detached townhouses and other units that may be oriented toward more mature households. These demand projections do not account for demand that could be absorbed from surrounding cities. Neighboring communities, particularly exurban areas, generally have limited senior housing options, suggesting that a development in Coon Rapids could attract seniors from outlying areas. The City’s Comprehensive Plan, which examined migration patterns by age cohort, indicates that Coon Rapids experienced in-migration of older adults during the 1990s, possibly due to its range of housing options.

Additional information reinforces this demand. Older adults living alone and in owner-occupied housing are important market segments for potential senior housing developments. In 2000, the City had over 1,200 seniors living alone. Assuming a 6% capture rate suggests a demand of 72 units from this market segment alone. About 2,000 senior households live in owner-occupied houses. Applying a capture rate of 6% suggests a demand of

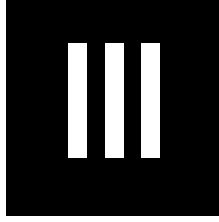
## II. Market Analysis

about 120 units from this market segment.

### Housing Demand for Young Households

Younger households represent another important market segment. Providing amenities and housing options that attract younger households in their family formation years will stabilize the City's population and positively influence local school enrollment. While this market segment is difficult to quantify, policies for the Coon Rapids Boulevard corridor should accommodate this demand. This includes allocating adequate land for multi-family residential development and providing open spaces, trails, and other amenities.





# GOALS AND POLICIES

**T**his chapter presents conclusions drawn from the input provided by key stakeholders and the Planning Commission and City Council. It also establishes goals and policies for development along the Coon Rapids Boulevard corridor.

## **VISUAL PREFERENCE SURVEY**

The Planning Commission and City Council participated in a visual preference survey to build consensus on desired qualities of future development along the corridor. The Council and Commission rated a series of photos based on several criteria. Complete results from this survey can be found in Appendix A. Major conclusions include:

**Pedestrian/Bicycle Facilities.** Provide adequate sidewalks and trails with wide boulevard areas.

**Landscaping.** Provide abundant landscaping and elements, such as wrought iron fences, along the street frontage and in yards.

**Density.** Increased residential density is appropriate in well-designed buildings.

## III. Goals and Policies

**Setbacks.** While buildings should be set back from the street, shallow setbacks are appropriate with landscaped yards.

**Building Orientation.** While it may not be appropriate for front doors of residential units to front Coon Rapids Boulevard, buildings should have a focal point or “front door” appearance on walls that face the Boulevard.

**Parking Location.** Residential parking areas should be located behind buildings or underground and commercial parking areas should be to the side or rear of buildings. Surface parking spaces should be adequately screened from public view.

**Building Materials.** A variety of building materials should be used to ensure quality appearance of new buildings.

### FOCUS GROUPS

A series of focus groups and meetings with key stakeholders also provided direction on development policies for the corridor. These stakeholders included real estate brokers, business owners, and commercial property owners along the corridor. Major conclusions from the meetings include:

**Retail.** Demand for commercial space along the corridor will be primarily neighborhood commercial. Ensure that good vehicular access is maintained in commercial areas.

**Housing Density.** Additional housing will generate demand for new retail development. Increasing allowable residential densities would help.

**Perceptions.** The City should manage perceptions of the corridor by communicating a positive message.

**Public Projects.** Locating new public facilities along the corridor could stimulate private investment.

**Land Assembly.** The HRA should continue to acquire and demolish blighted properties. The presence of vacant buildings discourages private investment.

## III. Goals and Policies

**Curb Blight.** Ensure that multi-family housing developments are well-managed and do not deteriorate. Encourage removal of vacant and blighted buildings.

**Development Incentives.** City resources, such as tax-increment financing and revolving loan funds, would stimulate development.

**Design Standards.** While the City's zoning regulations should encourage quality design of new buildings, the City should consider the economic impact of design requirements.

**Highway 610 Access.** A full interchange at Highway 610 and Coon Rapids Boulevard would positively influence development at the east end of the corridor.

### GOALS AND POLICIES

This section establishes goals and policies for the Coon Rapids Boulevard corridor.

#### Corridor Goals

**Overall Goals.** Encourage a family and community orientation that fosters a sense of community. This includes locating new public and civic facilities along the corridor.

**Land Use and Development.** Concentrate businesses in a limited number of nodes with residential, institutional, and open space uses between nodes. Encourage mixed-use development and infill housing to meet the community's needs and strengthening land use regulations for the corridor.

**Circulation System.** The traffic circulation system should provide adequate capacity, but also convenient access to businesses and complement the community orientation of the corridor. It should include a complete sidewalk and trail system with linkages to the Mississippi River.

**Image and Appearance.** Develop a unifying urban design theme with individual themes for each node and create a well-

## III. Goals and Policies

landscaped, pedestrian-friendly environment. This includes consistent signs, public art, underground utilities, and well-maintained properties.

**Upkeep and Maintenance.** Provide programs for maintenance of both public improvements and private property, and minimize the negative impacts of vacant buildings.

**Public Safety.** Provide adequate lighting for motorists and pedestrians and implement safety programs, such as neighborhood watch.

**Programs and Events.** Identify and promote community-oriented events.

### Development Principles

**Sense of Place and Community.** Improvements along the corridor should support a sense of community, encouraging interaction among neighbors. Amenities such as sidewalks, lighting, and landscaping can help foster a sense of place.

**Pulse Nodes of Intensity.** Commercial development should be concentrated in a limited number of nodes. Four of these nodes, known as “Preservation Or Renovation Tracts,” or PORTs, have been given a special zoning designation to ensure that redevelopment occurs in accordance with a master plan for each area, and are considered priorities for redevelopment. Consolidation of commercial uses allows for greater economic viability than dispersed strip commercial development patterns. Mixed and multi-use developments should be encouraged. Obsolete and underutilized commercial space should be eliminated.

**Infill Housing.** Commercial properties and incompatible single-family houses outside of PORT Districts and designated nodes should be encouraged to redevelop as compatible residential uses. New housing should fulfill the needs of the community, such as providing housing for seniors, and should fit in with the scale and character of the corridor. While the highest residential densities are envisions in the PORT Districts, moderate to high density residential development is appropriate in areas between the PORTs.

## III. Goals and Policies

**Retail to Meet Market Demands.** New retail development should be designed in a way that considers the corridor’s long-term position in the retail market.

**Green Spaces.** Open spaces should be integrated into new development, adding to the “green” image of the corridor and enhance recreational opportunities. Existing landscaping should be preserved and should be supplemented with new street trees and shrubs on both public and private properties.

**Good Design and No Blight.** The corridor serves as a gateway to surrounding neighborhoods and provides a first impression. Blight should be eliminated through design standards for new development, public purchase of dilapidated properties, and investment in public improvements.

### Transportation Principles

**Balanced Traffic Circulation.** Traffic circulation along and near the corridor should provide smooth traffic flow and access to businesses and neighborhoods.

**Frontage Road System.** The Access Management Study completed in 2010 proposes eventual elimination of several accesses and median crossings at non-signalized intersections along the corridor. It is envisioned that the existing frontage road system will remain, although frontage roads could be located to the rear of new developments as large areas are redeveloped. Retaining this network will enhance access and safety. Development plans should take into account these changes to access.

**Linkages to the Mississippi River.** Open space and sidewalk and trail connections should be provided, where feasible, between Coon Rapids Boulevard, area parks, the Mississippi River, and the Coon Rapids Dam Regional Park.

**Complete Sidewalk and Trail Network.** The corridor should include a continuous sidewalk and trail network for pedestrians and bicyclists and sidewalk connections to residential and commercial buildings.

## III. Goals and Policies

### Image/Appearance Principles

**Continuous Design Theme.** The corridor should have a unifying, continuous design theme, reflecting its unique features, such as its relationship to the Mississippi River.

**Distinct Treatments in Ports.** Each of the four Port Districts should have a unique design theme, complementing the overall theme for the corridor.

**Pedestrian-Friendly Environment.** Corridor design should support a pedestrian-friendly environment. Building entrances should be connected to public sidewalks, parking lots should be located to the side or rear of buildings and screened from public view, and pedestrian-scale lighting and streetscape amenities should be provided. Rural sections of roadway with open ditches should be upgraded to urban roadways with curbs, gutters, and sidewalks.

**Trees and Landscaping.** The corridor should have a “green” appearance. Existing landscaping should be preserved and supplemented with new landscaping, including street trees and shrubs both in the public right-of-way and on private property.

**No Overhead Utilities.** Existing overhead utilities should be relocated or buried. No new overhead utilities should be permitted along the corridor.



# IV

# FRAMEWORK PLAN RECOMMENDATIONS

**T**his section establishes specific policies for the corridor.

## LAND USES AND DEVELOPMENT POLICIES

The *Framework Plan's* overall land use recommendation is that commercial and high-density residential development should be concentrated in a handful of nodes, or PORT Districts. These areas include: Port Evergreen (between Highway 47 and Foley Boulevard), Port Riverwalk (between East River Road and Egret Boulevard), Port Campus Square (between Crooked Lake and Mississippi Boulevards), and Port Wellness (between Round Lake Boulevard and the Anoka City limits). Land uses in each PORT are dictated by adopted master plans, which refine the future land uses outlined in this plan. Development within the PORTs must adhere to the adopted master plan, which further refine land uses allowed by the zoning district. Areas along Coon Rapids Boulevard in between the PORTs, which presently include a variety of land uses, are planned for primarily moderate density residential redevelopment. Some neighbor-

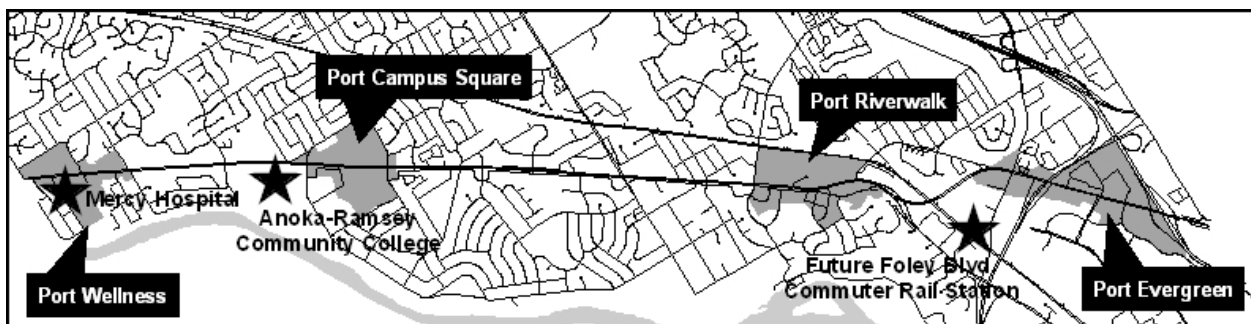
## IV. Framework Plan Recommendations

hood commercial development is appropriate between the PORTs, but is expected to be concentrated at existing nodes at Hanson Boulevard, Xavis Street, and Pheasant Ridge Drive.

The Future Land Use Map illustrates proposed land uses along the corridor as established by the City's Comprehensive Plan. Development policies for specific areas along Coon Rapids Boulevard are as follows:

**Port Evergreen.** Areas along Coon Rapids Boulevard generally between Foley Boulevard and Highway 47 have experienced a fair amount of redevelopment in recent years. While some commercial development exists in this area, it is envisioned that office will continue to be the predominant land use in the future, with vacant and underutilized parcels redeveloping as such. Some supporting commercial uses, such as restaurants and hotels, are also planned along Coon Rapids Boulevard with neighborhood or convenience commercial uses near its intersection with Foley Boulevard. The single-family neighborhood north of Coon Rapids Boulevard and south of Highway 610 is slated for eventual redevelopment with high-density residential development. Because upgrades to Foley Boulevard and the potential construction of a commuter rail station will present important development opportunities, the areas north of Highway 610 near the Foley Park and Ride should be planned for transit-oriented development.

**Port Riverwalk.** Areas along Coon Rapids Boulevard between the "Y" at East River Road and Egret Boulevard are priorities for redevelopment. The City demolished the Coon Rapids Shopping Center to make way for a major redevelopment on the south side of Coon Rapids Boulevard. Primarily moderate and high-density housing is planned for this area. Neighborhood commercial and

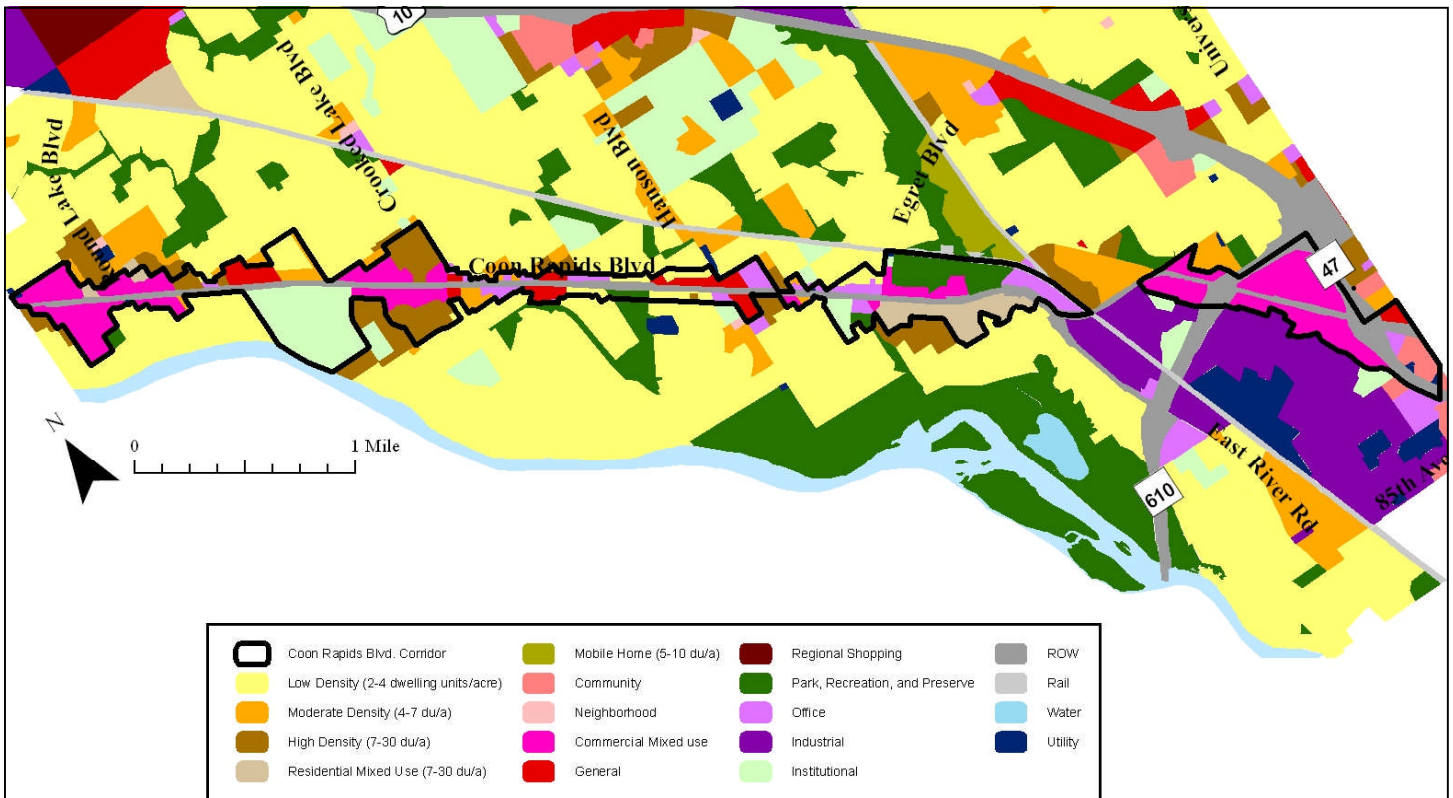


## IV. Framework Plan Recommendations

small-scale office development is planned for the north side of Coon Rapids Boulevard. As redevelopment occurs, the street network should be modified to include a new street parallel to Coon Rapids Boulevard connecting Egret Boulevard and Avocet Street. Future development on the north side of Coon Rapids Boulevard would be served by a new street behind the development extending from Egret Boulevard to Avocet Street. Additional recommendations include the following:

- Explore a new connection over Coon Creek between Avocet Street and Coon Rapids Boulevard Extension.
- The HRA should continue to make strategic property acquisitions in this area to facilitate redevelopment.
- Develop a refined master plan for the area to facilitate sale of the property in segments.

**Port Campus Square.** The area between Crooked Lake Boulevard and Mississippi Boulevard is a priority for redevelopment.



# Future Land Use, Coon Rapids Blvd. Corridor

## IV. Framework Plan Recommendations

The Master Plan for Port Campus Square envisions relocating the intersection of 111<sup>th</sup> Avenue and Coon Rapids Boulevard to the east adjacent to a new City park. Realignment of this intersection also allows for assembly of parcels on the south side of Coon Rapids Boulevard for redevelopment as either commercial or residential uses. While the City's ice arena and future phases of a community center would occupy most of the land south of Coon Rapids Boulevard, residential development is planned near the intersection of Crooked Lake Boulevard and 109<sup>th</sup> Lane. The land along the south side of 111<sup>th</sup> Avenue is planned for a combination of stacked parking for a future community center and mixed-use development. A new north-south public street connection is planned between 109<sup>th</sup> Lane and 111<sup>th</sup> Avenue. The area along the north side of Coon Rapids Boulevard is planned for either commercial or residential redevelopment, while much of the Family Center Mall site on the northwest corner of Coon Rapids Boulevard and Crooked Lake Boulevard is suitable for redevelopment as housing. Other recommendations include the following:

- The HRA should continue to make strategic property acquisitions in this area to facilitate redevelopment.
- Develop a refined master plan for the area that incorporates redevelopment of the Family Center Mall.

**Port Wellness.** While the area between Round Lake Boulevard and the west City limits, near Mercy Hospital, is generally a viable office and commercial district, several opportunities exist for redevelopment. Primarily office and institutional uses are planned for both sides of Coon Rapids Boulevard to accommodate future expansions of the hospital and additional medical office development. The City should consider expanding the PORT boundaries to include several properties east of Round Lake Boulevard, guiding areas fronting Coon Rapids Boulevard for commercial mixed-use development and areas to the north for residential mixed-use. Recommendations include:

- Facilitate additional redevelopment on the northeast and northwest corners of Round Lake Boulevard and Coon Rapids Boulevard.
- Develop a plan to redevelop properties along the north side of Coon Rapids Boulevard between 9th Avenue and ECM Pub-

## IV. Framework Plan Recommendations

ishing.

**Riverview Reservoir.** Residential properties between Coon Rapids Boulevard and the Riverview Reservoir should eventually be acquired to connect the reservoir park to Coon Rapids Boulevard.

**Other Areas of Coon Rapids Boulevard between PORTS.** Areas along Coon Rapids Boulevard between the PORTs, which presently include a variety of land uses, are planned for a mixture of land uses, but primarily moderate to high density residential redevelopment due to the corridor's transit access. Some neighborhood commercial development is appropriate, but should be concentrated at existing nodes at Hanson Boulevard, Xavis Street, and Pheasant Ridge Drive, on parcels currently zoned for commercial and office development.

### SIDEWALKS/TRAILS

A continuous 10-foot-wide trail exists along the south side of Coon Rapids Boulevard generally west of the East River Road split. East of East River Road, the sidewalk network is incomplete on the south side of the street. The north side of the corridor also has a discontinuous sidewalk system. Many areas lacking sidewalks have a worn path from pedestrian traffic, suggesting a need to fill in the gaps. While sidewalks should be constructed as redevelopment occurs, it may be difficult to simply fill in the gaps, since the existing sidewalks vary in their width, location, and design. It would be more realistic to construct a consistent sidewalk network as the roadway is reconstructed. In several locations, the existing right-of-way width is insufficient to accommodate both a reconstructed roadway and adequate sidewalks and trails. Proposed sidewalk and trail widths for the corridor include:

- **West of Dakotah Street.** 5' sidewalk on both sides.
- **Dakotah Street to Avocet Street (Coon Creek Regional Trail).** 10' trail on south side and 5' sidewalk on north side.
- **Avocet Street to Foley Boulevard.** 10' trail on north side. 10' trail on south side continues south along East River Road.
- **Foley Boulevard to East City Limits.** 5' sidewalk on both sides.

## IV. Framework Plan Recommendations

### PHYSICAL ENHANCEMENTS

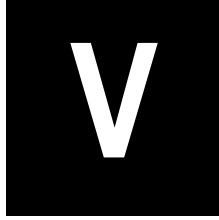
Providing a consistent streetscape is an important goal of the *Framework Plan*. The *Coon Rapids Boulevard/East River Road Corridor Study* identifies types of enhancements that would improve visual quality along the corridor. It is anticipated that installation of these improvements would occur in conjunction with reconstruction of the roadway. The most significant enhancements are planned for the four Port Districts.

### NOISE WALLS

The *Coon Rapids Boulevard/East River Road Corridor Study* proposes addition of one traffic lane in each direction along Coon Rapids Boulevard between Hanson Boulevard and East River Road. Use of federal funds for this expansion could trigger a requirement for noise walls in certain areas. Because noise walls could detract from the visual quality of the corridor, the City should seek alternative ways of mitigating negative impacts of the expansion. In particular, noise walls would detract from the sense of place in Port Riverwalk. The City may consider seeking a different source of funding or acquiring property to eliminate the need for noise walls.

### TRANSIT SERVICE

Metro Transit bus service presently serves the corridor. However, the City should encourage the addition of service to commuter rail stations and other amenities. In addition, pedestrian and bicycle connections should be added between Coon Rapids Boulevard and the transit stations.



# **IMPLEMENTATION**

**T**his chapter presents a schedule of tasks for implementing the *Framework Plan*. Recommendations are categorized as short-term (within 1-3 years), medium-term (3-5 years), long-term (more than 5 years), or ongoing policies. The implementation schedule should be reviewed on an annual basis. The City should also monitor and document completed tasks and progress on projects each year.

## V. Implementation

Implementation Item	Short	Medium	Long	Ongoing
<b>A. Administrative and Procedural Tasks</b>				
1. <b>Coordinate with Anoka County.</b> Coordinate installation/maintenance of boulevard enhancements when roadway is reconstructed.			X	
2. <b>Citizen/Business Involvement Programs.</b> Develop programs for citizen, civic organization, and business organizations to maintain some enhancement.				X
3. <b>Funding Options and Sources.</b> Pursue funding sources for redevelopment and enhancement.				X
4. <b>Implement Access Management Study.</b> Work with Anoka County on implementing the Access Management Strategy completed in 2010. This includes planning for eventual reconstruction of the roadway, possible expansion of the roadway between Hanson Boulevard and East River Road, elimination of several non-signalized intersections, and installation of landscaping and other improvements.				X
5. <b>Update Port Riverwalk Master Plan.</b> Update Master Plan to show land uses and street connections.	X			
6. <b>Planning for Port Evergreen.</b> Implement Port Master Plan.	X			
7. <b>Planning for Port Campus Square.</b> Implement Port Master Plan.	X			
8. <b>Update Port Wellness Master Plan.</b> Update master plan to show future streets and land uses.	X			
9. <b>Expand Port Wellness.</b> Rezone NW corner of Coon Rapids and Round Lake Boulevards from General Commercial/PUD to PORT.	X			
10. <b>Complete Foley Transit Station Area Plan.</b> Identify future land uses and sidewalk and trail connections to and from Coon Rapids Boulevard. Create a transit-oriented development zoning district and rezone selected properties near the station.	X			
11. <b>Rezone WCCO Tower Site.</b> Change zoning to low and moderate density residential to conform to the updated comprehensive plan.	X			



## V. Implementation

Implementation Item	Short	Medium	Long	Ongoing
<p><b>12. Prohibit Intense General Commercial Uses from River Rapids Overlay, 11-2708(5).</b> Amend zoning code to prohibit or require a conditional use permit for intense commercial uses currently allowed. This may include marine sales, motor vehicle washes, automobile rental facilities (with more than a particular number of vehicles stored on site), commercial storage facilities, gun clubs, rental businesses with exterior storage, trailer sales, and warehousing/wholesaling businesses.</p>	X			
<p><b>13. Streamline Approval Process for Port Master Plans.</b> Currently, Port Master Plans and revisions to them must be considered at two Planning Commission and Council meetings. Site plans in the Ports must be considered by the Council in addition to the Planning Commission. This process should be streamlined.</p>	X			
<p><b>14. Create Density Incentive for Assembling Smaller Parcels for Redevelopment.</b> Many potential redevelopment sites along the corridor include smaller parcels. To encourage land assembly, rather than piecemeal development, higher residential densities should be allowed on larger parcels.</p>	X			
<p><b>15. Require Change of Underlying Zoning when General Commercial/Office Properties are Developed with Varied Density Residential Development, 11-2713.</b> Change underlying zoning to residential for clarity.</p>	X			
<p><b>16. Increase Density Between PORT Districts.</b> Increase the allowable residential density from 7 to 10 units per acre in the River Rapids Overlay between PORTs.</p>	X			
<p><b>17. Modify Dimensional, Design, and Use Flexibility in River Rapids Overlay, 11-2716.</b> Explore clarifying or adding limits to flexibility.</p>	X			
<p><b>18. Modify Requirement of Two-Story Expression, 11-2711(1).</b> Explore ways of modifying the two-story expression requirement to ensure human scale of new buildings, while considering cost. This may include allowing division of buildings into sections that are taller than they are wide as an alternative to accent elements for two-story expression.</p>	X			

## V. Implementation

Implementation Item	Short	Medium	Long	Ongoing
19. <b>Modify Building Materials Requirements, 11-2711(7).</b> This may include increasing the percentage of commercial buildings that must be brick or stone.	X			
20. <b>Modify Building Floor Area Maximums, 11-2807(7).</b> Modify 20,000 square foot maximum to allow for possible construction of a community center in Port Campus Square.	X			
21. <b>Add Color Requirement, 11-2711.</b> Address primary and accent colors of new buildings to ensure variety.	X			
22. <b>Make Port Land Use Table Consistent with other Zoning Districts, 11-2803.</b> The permitted and conditional uses for the Port districts do not align with the use types listed in other zoning districts. The table should be modified to be consistent with other chapters of the zoning code.	X			
23. <b>Revise Setback Requirements in Ports, 11-2807(5).</b> Eliminate floor-area ratio requirement or modify setbacks so that they are physically possible to meet.	X			

### B. General Corridor-Wide Public Enhancements

1. <b>Traffic Signals and Street Signs.</b> Paint signal poles corridor theme color and install larger street signs.		X		
2. <b>Guardrails.</b> Repaint guardrails and other items the corridor theme color or another color.		X		
3. <b>Sidewalks/Trails.</b> Develop continuous sidewalks/trails on both sides of the entire length of Coon Rapids Boulevard, at least 5' wide on the north side and a 10' wide trail, where feasible, on the south side. Enhance pedestrian crossings with colored concrete and modify traffic signals to include pedestrian timers. Consider amending subdivision regulations to require wider sidewalks in necessary locations.	X	X		
4. <b>Overhead Utilities.</b> Remove, relocate, or bury overhead utility lines. Consider amending the zoning code to require as development occurs.				X

## V. Implementation

Implementation Item	Short	Medium	Long	Ongoing
<p>5. <b>Streetscape.</b> Work with Anoka County to reach consensus on a streetscape plan in conjunction with reconstruction of the roadway. The streetscape plan may include streetlights, banners, boulevard and median trees, planters with flowers and shrubs, crosswalks with colored concrete, and bus shelters along the length of the corridor. Explore the possibility of a “pilot” streetscape project to be used as a prototype for the rest of the corridor.</p>		X	X	
<p>6. <b>Frontage Roads.</b> Maintain system of frontage roads to ensure adequate circulation as non-signalized accesses to Coon Rapids Boulevard are removed. Encourage relocation of frontage roads to rear of new large scale developments, where circulation and access to existing businesses is not affected.</p>				X
<p>7. <b>Roadway Reconstruction/Noise Walls.</b> Work with Anoka County to reconstruct the roadway in accord with the Access Management Study. Avoid triggering requirement for noise walls between Hanson Boulevard and East River Road when roadway is reconstructed.</p>			X	
<b>C. Specific Corridor Public Enhancements</b>				
<p>1. <b>Corridor Gateway Signs.</b> Install gateway signs at east and west ends of the corridor and East River Road junction.</p>		X		
<p>2. <b>Landscape Embankments.</b> Landscape the embankments of the Hwy. 47 and 610 overpasses.</p>		X		
<p>3. <b>Overpass Enhancements.</b> Paint or provide other enhancements for the Hwy. 47 and 610 overpasses and at East River Rd. and the BN railroad tracks.</p>		X		
<p>4. <b>Pedestrian/Bicycle Link at Hwy. 47.</b> Reconstruct slope pavements underneath Hwy. 47 overpass to include sidewalks/trails on at least one side.</p>		X		
<p>5. <b>Pedestrian/Bicycle Link at BN Railroad Bridge.</b> Install sidewalks/trails at bridge over railroad tracks on shoulder with protective barriers, attached to side of bridge, or on a separate structure.</p>		X		

## V. Implementation

Implementation Item	Short	Medium	Long	Ongoing
6. <b>Reconstruct Rural Cross Sections.</b> Sections east of Hwy. 47 and west of Blackfoot Street should be upgraded to urban cross-sections.		X		
7. <b>Chain Link Fence at Jay Street.</b> Remove chain link fence between Coon Rapids Blvd. and the frontage road.			X	
8. <b>Realign Coon Rapids Boulevard Extension.</b> Explore feasibility of a connection over Coon Creek between Coon Rapids Boulevard Extension and Avocet Street.		X		
<b>D. Port Public Enhancements</b>				
1. <b>Port Campus Square.</b> Install streetscape enhancements as recommended by <i>Coon Rapids Boulevard/East River Road Corridor Study</i> .			X	
2. <b>Port Riverwalk.</b> Install streetscape enhancements as recommended by the <i>Coon Rapids Boulevard/East River Road Corridor Study</i> .			X	
3. <b>Port Evergreen.</b> Install streetscape enhancements as recommended by the <i>Coon Rapids Boulevard/East River Road Corridor Study</i> .			X	
4. <b>Port Wellness.</b> Install streetscape enhancements as recommended by the <i>Coon Rapids Boulevard/East River Road Corridor Study</i> .			X	
<b>E. Corridor-Wide Private Enhancements</b>				
1. <b>Screening.</b> Install screening for all surface parking lots, loading areas, and storage areas adjacent to and visible from the corridor.				X
2. <b>Pedestrian-Friendly Environment.</b> Include pedestrian-friendly treatments in new developments, including. Building heights of 2-3 stories, parking located to the side and rear of buildings, building access on street side with links to public sidewalks, sloped roofs, façade articulation, natural materials, canopies, generous landscaping, and accent lighting.				X

## V. Implementation

Implementation Item	Short	Medium	Long	Ongoing
<b>F. Specific Public/Private Redevelopment Projects</b>				
1. <b>South Side of Port Riverwalk.</b> Develop land currently owned by HRA and acquire apartments on the 9800 and 9900 blocks of East River Rd.	X			
2. <b>North Side of Port Riverwalk.</b> Coordinate land acquisition, clear sites, and redevelop. Encourage HRA acquisition of certain parcels.	X	X		
3. <b>South Side of Port Campus Square.</b> Facilitate redevelopment land currently owned by HRA. Acquire additional commercial properties along Coon Rapids Boulevard if feasible.	X	X		
4. <b>Port Evergreen Commercial Node.</b> Encourage development near Coon Rapids and Foley Boulevards after Station Area Plan is complete.		X		
5. <b>Port Wellness Commercial Node.</b> Coordinate land acquisition, clear sites, and redevelop northeast corner of Coon Rapids and Round Lake Boulevards.	X			
6. <b>North Side of Port Campus Square.</b> Coordinate land acquisition, clear sites, and redevelop.		X	X	
7. <b>Miscellaneous Parcels.</b> Facilitate private assembly and redevelopment of blighted or underutilized parcels as they become available.				X