



HRA Work Session - 6:15p.m.

CITY COUNCIL AGENDA
Tuesday, November 5, 2014
7:00 p.m.
Coon Rapids City Center
Council Chambers

Open Mic/Public Comment

Call to Order

Pledge of Allegiance

Roll Call

Adopt Agenda

Proclamations/Presentations

Approval of Minutes of Previous Meeting

1. Approval of Minutes of October 21, 2014.

Consent Agenda

2. Approve final payment to Hydrocon, Inc. in the amount of \$9,430.02 for Project 14-23, Street Reconstruction.
3. Accept Two Easements for Drainage and Utility from Super 1 Properties, LLC at 10425 Jay Street.
4. Acknowledge Receipt of Quarterly Financial Information as of September 30, 2014.
5. Approve Lease with the Coon Rapids Lions for the Rental of Space to Operate Pull Tabs at Bunker Hills.
6. Approve Resolution 14-98 Accepting the 2014 Additional Enhancement Grant and Appropriating Funds for the Purchase of a Styrofoam Processor.
7. Approve Resolution 14-99 amending the budget for the Recycling Center for the purchase of the pallet jack for the Recycling Center and Authorize the Purchase of a Heli AC-20 Pallet Jack for the Recycling Center.
8. Approve Resolution No. 14-100 Authorizing an Appropriation of Funds for Rooftop Units for the Public Communication Building.

Reports on Previous Open Mic

9. Open Mic Report Jennifer Koch 2020 127th Ave. NW.
10. Open Mic Report Dale Koch, 2020 127th Ave. NW.
11. Open Mic Report Jerry Pierce, 12236 Partridge Street NW.

Public Hearing

Bid Openings and Contract Awards

Old Business

12. Consider Adopting Ordinance 2123 Setting Deadlines for Completion of Exterior Work.

New Business

13. Consider Approval of Final Plat for Gateway Commerce Center 3rd Addition with conditions.
14. Consider Approval of Proposed Lot Split with Conditions.
15. Consider Approval of:
 1. The *Foley Boulevard Station Area Plan*.
 2. The text amendment to Chapter 2 of the Comprehensive Plan incorporating the future land uses and relationships, traffic circulation, and pedestrian systems established by the *Foley Boulevard Station Area Plan*.
16. Ordinances Revising Fees for 2015:
 1. Cons. Introduction of an Ordinance to Revise Certain License Fees, Service Fees and Related Charges effective January 1, 2015; and
 2. Cons. Introduction of an Ordinance Establishing Permit and Inspection Fees for the Building Inspections Division as Authorized by Minnesota Statutes Section 16B.62, subdivision 1 effective January 1, 2015; and
 3. Set a public hearing for November 18, 2014 at 7:00 p.m. regarding the fee increase for off-sale and on-sale 3.2 malt liquor.

Other Business

Adjourn



City Council Regular

1.

Meeting Date: 11/05/2014

SUBJECT: Minutes of October 21, 2014

Attachments

October 21, 2014

UNAPPROVED

COON RAPIDS CITY COUNCIL MEETING MINUTES OF OCTOBER 21, 2014

OPEN MIC/PUBLIC COMMENT

Jennifer Koch of 127th Avenue NW addressed Council and said she thinks the City has too many parks and asked the Council to consider removing half the parks and using the parks that are eliminated for housing and businesses to grow the tax base. Ms. Koch asked Council how the City is going to help homeless teens in Anoka County and said that information from the School District indicates that Coon Rapids has a lot of homeless teens.

Ms. Koch asked the Council how, as elected officials, they feel about calling taxpayers derogatory names. She then said that she takes pride in being a professional and, while working in her profession, she would never have insulted anyone because she knew where her salary came from.

Dale Koch of 127th Avenue NW addressed the Council and suggested there is a double standard in the City regarding building permits. He then alluded to a situation regarding a resident on 128th Avenue building a deck without a permit. Mr. Koch then suggested that a resident on Eagle Street had done concrete work without a building permit.

Mr. Koch provided Council with an overview of the situation that unfolded in Bell, California which began back in 2010. Mr. Koch indicated that the Council, Mayor and city employees in Bell were put in jail for "cooking the books".

Jerry Pierce of 12236 Partridge Street addressed the Council and requested information on the Committee meetings that took place regarding the Harvest Grill situation. He then said that residents do not know what is happening and he would like to see a Council discussion and an update from the Mayor tonight at this meeting.

CALL TO ORDER

The second regular meeting of the Coon Rapids City Council for the month of October was called to order by Mayor Tim Howe at 7:00 p.m. on Tuesday, October 21, 2014, in the Council Chambers.

PLEDGE OF ALLEGIANCE TO THE FLAG

Mayor Howe led the Council in the Pledge of Allegiance.

ROLL CALL

Members Present: Mayor Tim Howe, Councilmembers Denise Klint, Ron Manning, Paul Johnson, Jerry Koch, Bruce Sanders and Steve Wells

Members Absent: None

ADOPT AGENDA

MOTION BY COUNCILMEMBER JOHNSON, SECONDED BY COUNCILMEMBER KOCH, TO ADOPT THE AGENDA AS AMENDED ADDING ITEM 12 TO CONSIDER THE ADOPTION OF RESOLUTION 14-97, AWARDING THE SALE OF GENERAL OBLIGATION BONDS. THE MOTION PASSED UNANIMOUSLY.

PROCLAMATIONS/PRESENTATIONS

1. HEART SAFE CITIZEN AWARDS

Officer Brian Platz indicated the Heart Safe Coon Rapids Program and the Coon Rapids City Council would like to acknowledge citizens Mark Snell, Jennifer Fritz, Kristen Shields and Ryan Radke with an Outstanding Citizen Award for their heroic efforts in saving the life of Tim Buck, who collapsed from sudden cardiac arrest on July 31, 2014 at a summer concert at the Coon Rapids Dam. Tim Buck is alive and well today thanks to the efforts of these individuals and their willingness to step forward to perform compression-only CPR and use an AED to re-start Tim's heart...all of this *before* paramedics arrived on the scene.

Officer Platz indicated Kim Wolf and Jinny Jorgenson will also be honored with a Citizen Recognition award for their help in comforting Fatima Buck, Tim's wife, during this incident. They went above and beyond to help Fatima remain calm, provide support and make sure she was never alone while going through this traumatic event involving her husband. Certificates were awarded to the individuals being honored.

Officer Platz recognized the emergency responders and fire fighters who also assisted in saving Tim's life. A round of applause was offered by all in attendance.

APPROVAL OF MINUTES OF PREVIOUS MEETINGS

2. OCTOBER 7, 2014, COUNCIL MEETING

MOTION BY COUNCILMEMBER SANDERS, SECONDED BY COUNCILMEMBER JOHNSON, FOR APPROVAL OF THE MINUTES OF THE OCTOBER 7, 2014, COUNCIL MEETING. THE MOTION PASSED UNANIMOUSLY.

CONSENT AGENDA/INFORMATIONAL BUSINESS

3. RECEIVE GAMBLING EXPENDITURE REPORT FOR FIRST HALF OF 2014
4. ADOPT RESOLUTION 14-96 ORDERING A HAZARDOUS BUILDING AT 9910

LINNET STREET, COON RAPIDS MN 55433 TO BE RAZED AND REMOVED IF THE HOME IS NOT REPAIRED

MOTION BY COUNCILMEMBER MANNING, SECONDED BY COUNCILMEMBER SANDERS, FOR APPROVAL OF THE CONSENT AGENDA AS PRESENTED. THE MOTION PASSED UNANIMOUSLY.

REPORTS ON PREVIOUS OPEN MIC

5. OPEN MIC REPORT – SHELLY IVERSON – 149 104TH AVENUE – RE: THE RIVERWIND TEEN CENTER
-

Mayor Howe discussed Ms. Iverson’s comments made during Open Mic at the October 7, 2014 Council meeting.

PUBLIC HEARING

None.

OLD BUSINESS

6. CONSIDER APPROVAL OF RESOLUTION NO. 15-4(8) APPROVING PLANS AND SPECIFICATIONS AND ORDERING ADVERTISEMENT FOR BIDS FOR REHABILITATION OF WELLS 8, 9, 10 AND 13
-

The Staff report was shared with Council.

MOTION BY COUNCILMEMBER JOHNSON, SECONDED BY COUNCILMEMBER MANNING, TO ADOPT RESOLUTION NO. 15-4(8) APPROVING PLANS AND SPECIFICATIONS AND ORDERING ADVERTISEMENT FOR BIDS FOR REHABILITATION OF WELLS 8, 9, 10 AND 13. THE MOTION PASSED UNANIMOUSLY.

NEW BUSINESS

7. CONSIDER AUTHORIZING PURSUIT OF BIDS FOR WORK ON DRAINAGE PROBLEM AREA
-

The Staff report was shared with Council.

MOTION BY COUNCILMEMBER MANNING, SECONDED BY COUNCILMEMBER WELLS, TO AUTHORIZE PURSUIT OF BIDS FOR WORK ON DRAINAGE PROBLEM AREAS. THE MOTION PASSED UNANIMOUSLY.

8. INTRODUCE PROPOSED ORDINANCE SETTING DEADLINES FOR COMPLETION OF EXTERIOR WORK

The Staff report was shared with Council.

MOTION BY COUNCILMEMBER SANDERS, SECONDED BY COUNCILMEMBER WELLS, TO INTRODUCE THE PROPOSED ORDINANCE SETTING DEADLINES FOR COMPLETION OF EXTERIOR WORK. THE MOTION PASSED UNANIMOUSLY.

9. CONSIDER APPROVAL OF PROPOSED RIGHT OF ENTRY AGREEMENT WITH ANOKA COUNTY

The Staff report was shared with Council.

MOTION BY COUNCILMEMBER KLINT, SECONDED BY COUNCILMEMBER SANDERS, TO APPROVE THE PROPOSED RIGHT OF ENTRY AGREEMENT WITH ANOKA COUNTY.

Councilmember Johnson asked if the Fire Department could use the structure for training purposes. Fire Chief Piper stated he would look into this possibility.

THE MOTION PASSED UNANIMOUSLY.

10. CONSIDER APPROVAL OF THE MEMORANDUM OF UNDERSTANDING WITH MHC BUNKER HILLS, LLC

The Staff report was shared with Council.

Wayne Morrissey, MHC Bunker Hills, LLC, introduced his St. Paul-based family owned business to the Council. He explained he had 1,000 employees in Minnesota, which provide hospitality to the marketplace. He was thrilled to be working with the City of Coon Rapids on this venture. He discussed the positive work history he had with public entities.

Councilmember Manning asked if the catering name would change. Mr. Morrissey recommended the catering venue name be changed to the Bunker Hills Convention Center for branding purposes.

He did not suggest changing the name of the Harvest Grill.

Mayor Howe looked forward to working with the Morrissey Hospitality Companies.

MOTION BY COUNCILMEMBER KLINT, SECONDED BY COUNCILMEMBER SANDERS, TO APPROVE THE MEMORANDUM OF UNDERSTANDING WITH MHC BUNKER HILLS, LLC.

Councilmember Sanders appreciated the time staff and the three subcommittee Councilmembers spent reviewing potential candidates for this position.

Councilmember Klint thanked staff for the thorough reports provided to the subcommittee members as this greatly assisted the group in making a final decision.

THE MOTION PASSED UNANIMOUSLY.

11. CONSIDER APPROVAL OF CLASS A ON SALE AND SUNDAY LIQUOR LICENSE FOR MHC BUNKER HILLS, LLC D/B/A HARVEST GRILL WITH CONDITIONS

The Staff report was shared with Council.

MOTION BY COUNCILMEMBER KOCH, SECONDED BY COUNCILMEMBER WELLS, TO APPROVE THE CLASS A ON SALE AND SUNDAY LIQUOR LICENSE FOR MHC BUNKER HILLS, LLC, D/B/A HARVEST GRILL CONDITIONED ON THE FOLLOWING:

1. **THE LICENSE AND INVESTIGATION FEES BE PAID;**
2. **SATISFACTORY COMPLETION OF BACKGROUND INVESTIGATIONS ON PARTNERS AND RESTAURANT MANAGERS OF MORRISSEY HOSPITALITY COMPANIES, INC.;**
3. **RECEIPT OF A CERTIFICATE OF INSURANCE EVIDENCING APPROPRIATE LIQUOR LIABILITY INSURANCE;**
4. **RECEIPT OF A CERTIFICATE OF INSURANCE EVIDENCING WORKER'S COMPENSATION COVERAGE; AND**
5. **RECEIPT OF EVIDENCE OF ANOKA COUNTY FOOD SERVICE LICENSE.**

THE MOTION PASSED UNANIMOUSLY.

12. CONSIDER THE ADOPTION OF RESOLUTION 14-97, AWARDING THE SALE OF GENERAL OBLIGATION BONDS, SERIES 2014A

The Staff report was shared with Council.

Mark Ruff, Ehlers & Associates, reviewed the results of the bond sale and commended the City on its AA bond rating. He was pleased to report the City received seven bids for the bonds and noted the interest rate came in one-half percent lower than anticipated. He reported this was a positive reflection on the City of Coon Rapids. He explained the bonds were set to close on November 18th.

MOTION BY COUNCILMEMBER MANNING, SECONDED BY COUNCILMEMBER JOHNSON, TO ADOPT RESOLUTION NO. 14-97, AWARDING THE SALE OF GENERAL OBLIGATION BONDS, SERIES 2014A. THE MOTION PASSED UNANIMOUSLY.

OTHER BUSINESS

Councilmember Koch requested an update on Northdale Boulevard. Public Works Director Himmer discussed the changes being made to this Northdale Boulevard, based on requests made by the school district.

Councilmember Johnson requested the City speak with Burlington Northern regarding the condition of the tracks at Hanson Boulevard. Public Works Director Himmer stated he had spoken with Burlington Northern and there were issues with rerouting trains at this time. He indicated minor improvements would be made this fall with a larger project planned for next spring.

Councilmember Koch asked when Round Lake Boulevard would be reopened. Public Works Director Himmer commented the final lift would be put in place next week. He indicated the Round Lake Boulevard could not be used until the striping was complete, which should be complete by the end of October.

Mayor Howe thanked Community Development Director Nevinski for his 13 years of dedicated service to the City of Coon Rapids and noted his last day with the City would be October 24th.

Community Development Director Nevinski appreciated the opportunities he has had working for the City of Coon Rapids and stated this has been a great place to work. He wished the Mayor and Council well. A round of applause was offered by all in attendance.

ADJOURN

MOTION BY COUNCILMEMBER SANDERS, SECONDED BY COUNCILMEMBER KOCH,
TO ADJOURN THE MEETING AT 7:54 P.M. THE MOTION PASSED UNANIMOUSLY.

Tim Howe, Mayor

ATTEST:

Joan Lenzmeier, City Clerk



City Council Regular

2.

Meeting Date: 11/05/2014

Subject: Final Payment for Project 14-23, Street Reconstruction

Submitted For: Sharon Legg, Finance Director

From: Dianne Nelson, Advanced Accounting Technician

INTRODUCTION

The City Engineer has recommended final payment to Hydrocon, Inc. in the amount of \$9,430.02 for Project 14-23, Street Reconstruction.

DISCUSSION

A summary of Project 14-23 is as follows:

Contract completion date	09/12/14
Substantial completion date	09/08/14
Final completion date	10/03/14
Contract amount	\$159,631.00
Total additions/deletions	\$0.00
Final contract amount	\$159,631.00
Actual project cost	\$159,549.45
Less: previous payments by City	(\$150,119.43)
Amount due	\$9,430.02
Amount under final contract	(\$81.55)

The actual project costs were less than the final contract amount due to less work performed than actual bid.

RECOMMENDATION

All of the above dates and amounts are reasonable and accurate according to the project file. No liquidated damages are recommended. Staff recommends approval of final payment to Hydrocon, Inc. in the amount of \$9,430.02 for Project 14-23, Street Reconstruction.



City Council Regular

3.

Meeting Date: 11/05/2014

Subject: Accept two easements from Super 1 Properties, LLC

Submitted For: David Brodie, City Attorney

From: Kim Reid, Administrative Legal Assistant

INTRODUCTION

Council is asked to accept two easements from Super 1 Properties, LLC for drainage and utility purposes over portions of the property located at 10425 Jay Street.

DISCUSSION

On October 7, 2014 council approved to subdivide an existing parcel into two lots and variances regarding the property located at 10425 Jay Street. As a condition of the lot split and variances, Council requested a drainage and utility easement along both the front and rear lot lines and a 5' wide minimum along all side lot lines.

ACTION REQUESTED

Accept two easements for drainage and utility purposes from Super 1 Properties, LLC over portions of the property located at 10425 Jay Street.

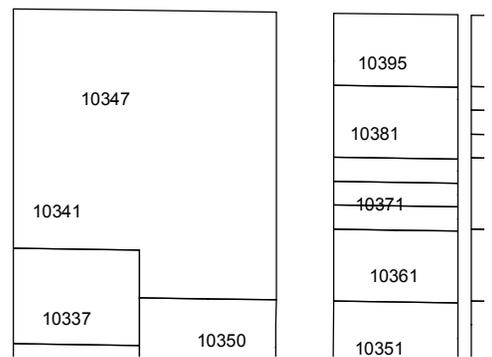
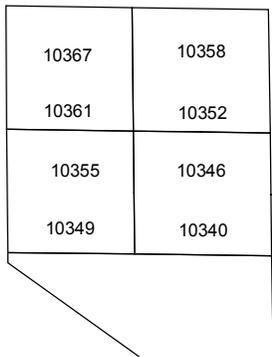
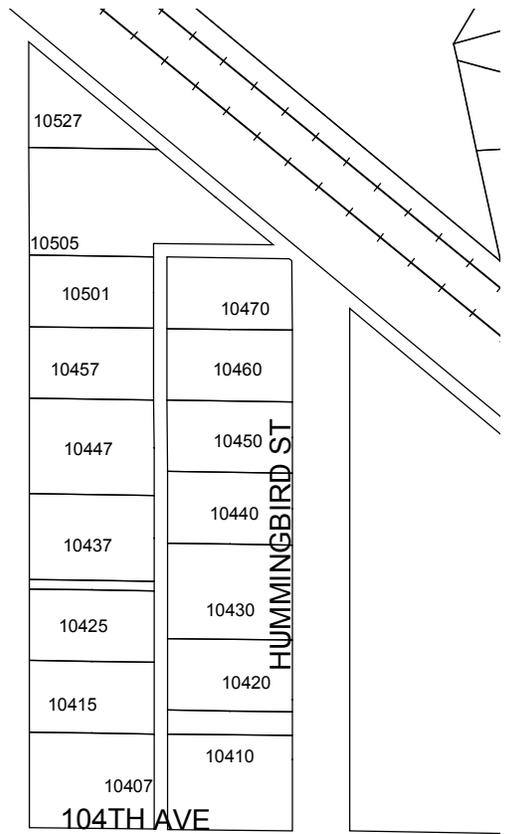
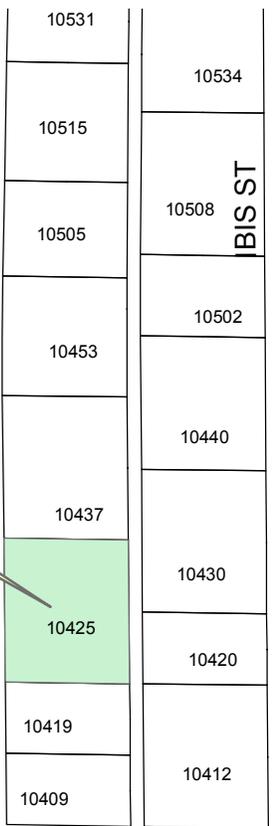
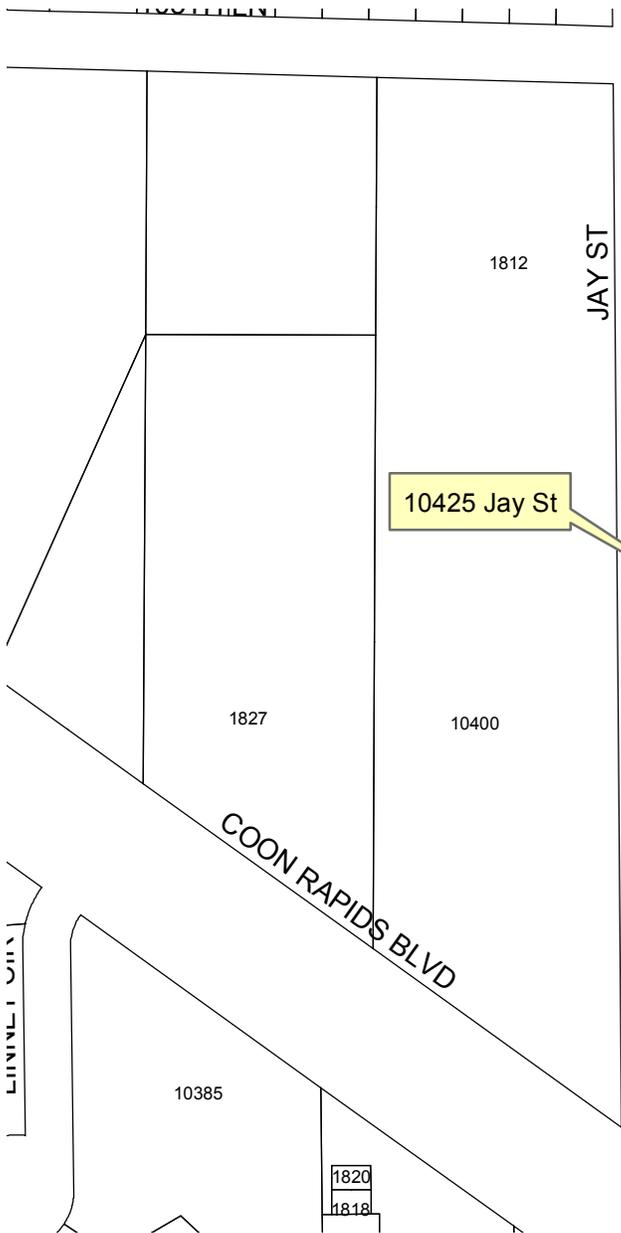
Attachments

Location Map

Easement Map

Easement Agreement 1

Easement Agreement 2



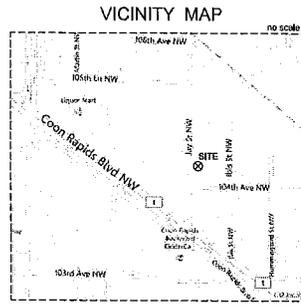
Established in 1962
LOT SURVEYS COMPANY, INC.
LAND SURVEYORS
 REGISTERED UNDER THE LAWS OF STATE OF MINNESOTA
 7691 13rd Avenue North
 Minneapolis, Minnesota 55428
 (763) 560-3093 Fax No. 560-3322

Surveyors Certificate

INVOICE NO. 83259
 F.B.NO. 1064-43
 SCALE: 1" = 20'
 ● Denotes Found Iron Monument
 ○ Denotes Iron Monument
 x000.0 Denotes Existing Elevation

LOT DIVISION FOR:
SUPER I PROPERTIES, LLC
 8700 Mississippi Blvd.
 Coon Rapids, MN 55433

Property located in Section 22, Township 31, Range 24,
 Anoka County, Minnesota.
 Property Address: 10425 Jay Street NW, Coon Rapids, MN 55433



EXISTING LEGAL DESCRIPTION:

Lots 7 to 12 inclusive, Block B, FOREST PARK.

PROPOSED LEGAL DESCRIPTION:

PARCEL A : (Area of Parcel = 9697 sq.ft)
 Lots 10 to 12 inclusive, Block B, FOREST PARK.

PARCEL B : (Area of Parcel = 9709 sq.ft)
 Lots 7 to 9 inclusive, Block B, FOREST PARK.

Property zoned LDR-2 Low-Density Residential District

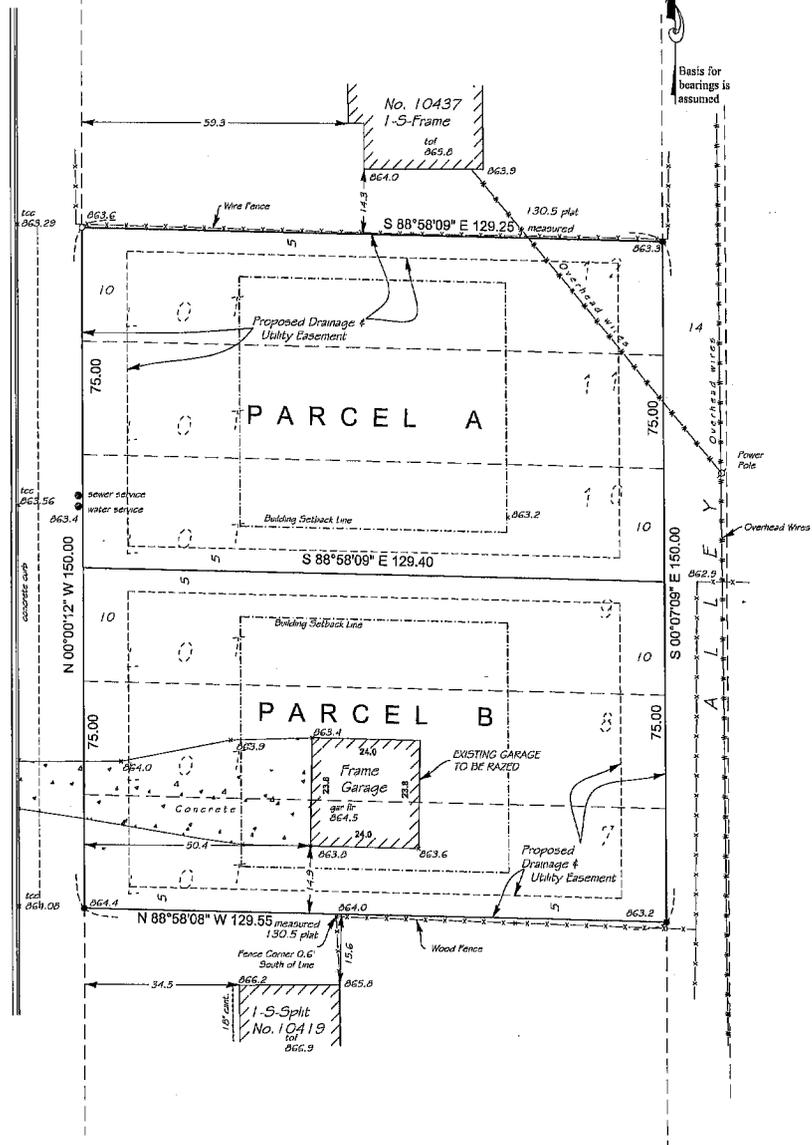
Zoning Requirements:

- Minimum lot area = 10,800 sq.ft
- Minimum lot width = 80 feet
- Minimum lot depth = 135 feet
- Building Setback Requirements (principal structure):
- Front - 35 feet
- Rear - 35 feet
- Side - 10 feet

Maximum building height = 40 feet

Refer to City Code for additional requirements or restrictions.

JAY STREET



PROPOSED EASEMENT DESCRIPTIONS:

For Parcel A:
 Easement for drainage and utility purposes over, under and across the North 5 feet of Lot 12, the South 5 feet of Lot 10, the West 10 feet and the East 10 feet of Lots 10, 11 and 12 all in Block B, FOREST PARK, Anoka County, Minnesota.

For Parcel B:
 Easement for drainage and utility purposes over, under and across the North 5 feet of Lot 9, the South 5 feet of Lot 7, the West 10 feet and the East 10 feet of Lots 7, 8 and 9 all in Block B, FOREST PARK, Anoka County, Minnesota.

The only easements shown are from plats of record or information provided by client.

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

Surveyed this 12th day of August 2014.

Rev. 8-25-14	Drawn By 308
10-29-14 easement descriptions	
File Name	
fp-12-dim-83259bldiv.dwg	

Signed *[Signature]*
 Gregory P. Paul
 Registered Professional Land Surveyor
 Group 19, State of Minnesota, License No. 24992

EASEMENT AGREEMENT

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THIS INDENTURE, made this _____ day of _____, _____, between SUPER 1 PROPERTIES, LLC, a Minnesota limited liability company, herein referred to as the Landowner, and the CITY OF COON RAPIDS, a municipal corporation organized under the laws of the State of Minnesota, hereinafter referred to as the "City".

WITNESSETH:

That the said Landowner in consideration of the sum of One Dollar and other good and valuable consideration to it in hand paid by the City, the receipt and sufficiency of which is hereby acknowledged, does hereby grant and convey unto the said City, its successors and assigns, forever, a permanent easement for drainage and utility purposes over, under and across the following described property:

Easement for drainage and utility purposes over, under and across the North 5 feet of Lot 12, the South 5 feet of Lot 10, the West 10 feet and the East 10 feet of Lots 10, 11, and 12 all in Block B, FOREST PARK, Anoka County, Minnesota.

EXEMPT FROM STATE DEED TAX

This easement shall convey to the City, its contractors, agents, officers and employees the right to enter upon said premises at all reasonable times for the purpose of construction, grading, sloping and restoration purposes, and all such purposes ancillary thereto, together with the right of said City, its contractors, agents, officers and employees to remove trees, brush, undergrowth and other obstructions from the easement area, as well as the right to deposit earthen materials within the easement area.

The City agrees to indemnify and hold the Landowner harmless from damages or claims resulting directly and solely from the use of the easements. This indemnification, however, shall not include and the City shall not be responsible for any and all costs, expenses, damages,

demands, obligations, including penalties and reasonable attorney's fees, and losses resulting from any claims, actions, suits, or proceedings based upon a release or threat of release of any hazardous substances, pollutants, or contaminants which may have existed on, or which relate to, the property prior to the date hereof and which were not caused by the City.

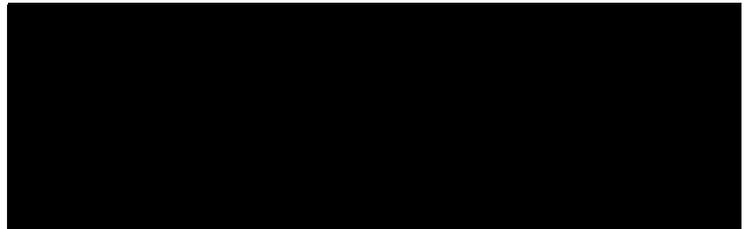
Upon the completion of any construction, maintenance, or replacement project, the City will restore any disturbed areas including, but not limited to, the replacement of any damaged sod and plantings

Nothing contained herein shall be deemed a waiver by the City of any governmental immunity defenses, statutory or otherwise. Further, any and all claims brought by Landowner, its successors or assigns, shall be subject to any governmental immunity defenses of the City and the maximum liability limits provided in Minnesota Statutes Chapter 466.

And the said Landowner, for itself, its successors and assigns, does covenant with the City, its successors and assigns, that it is well seized in fee of the lands and premises aforesaid and has good right to grant and convey the easement herein to said City.

IN WITNESS WHEREOF, the said Landowner has caused this agreement to be executed as of the day and year first above written.

SUPER 1 PROPERTIES, LLC



CITY OF COON RAPIDS

By: _____
Tim Howe, Mayor

By: _____
Steven D. Gatlin, City Manager

[Signatures continue on following page]

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demands, obligations, including penalties and reasonable attorney's fees, and losses resulting from any claims, actions, suits, or proceedings based upon a release or threat of release of any hazardous substances, pollutants, or contaminants which may have existed on, or which relate to, the property prior to the date hereof and which were not caused by the City.

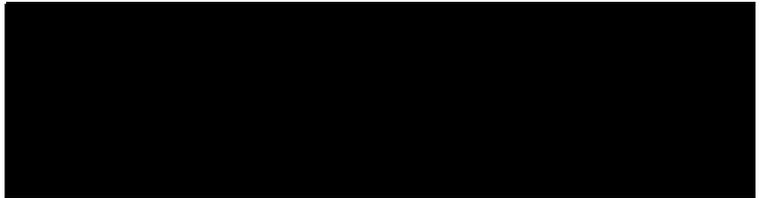
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SUPER 1 PROPERTIES, LLC



CITY OF COON RAPIDS

By: _____
Tim Howe, Mayor

By: _____
Steven D. Gatlin, City Manager

[Signatures continue on following page]



City Council Regular

4.

Meeting Date: 11/05/2014

Subject: Quarterly Financial Report

Submitted For: Kevin Vouk, Manager of Accounting/Treasurer

From: Dianne Nelson, Advanced Accounting Technician

INTRODUCTION

Quarterly financial information as of September 30, 2014 has been completed and is being presented at this time.

DISCUSSION

The financial summary of all funds for the third quarter and the quarterly Enterprise Fund statements are attached for your review.

RECOMMENDATION

Assuming the Council has no specific questions, no action is necessary other than to acknowledge receipt of this report.

Attachments

3rd Quarter Financials

GENERAL FUND

Revenues

A summary of revenues through September 30 for 2014 and 2013 is as follows:

	September 30, 2014	September 30, 2013	Increase (Decrease)	% Increase (Decrease)
General Property Taxes	\$9,426,767	\$9,471,628	(\$44,861)	(0.5)
Business Licenses	540,856	531,134	9,722	1.8
Non-business Licenses/Permits	973,348	885,877	87,471	9.9
Fines and Forfeitures	204,907	246,310	(41,403)	(16.8)
Investment Income ¹	130,821	130,831	(10)	-
Intergovernmental Revenue ²	803,641	323,289	480,352	148.6
Charges for Services	1,262,467	1,223,446	39,021	3.2
Utilities Tax	2,509,009	2,237,313	271,696	12.1
Other	341,915	347,292	(5,377)	(1.5)
Total	<u>\$16,193,731</u>	<u>\$15,397,120</u>	<u>\$796,611</u>	<u>5.2</u>
Amended Budget	\$27,695,712	\$26,773,475	\$922,237	3.4
% of Budget Received to Date	58.5	57.5		

Revenues have increased \$796,611 or 5.2% over the same period last year. General property taxes have decreased \$44,861 or 0.5% as a result of the tax levy that was budgeted. All other revenues have increased \$841,472² or 14.2%. Payments for property taxes and certain intergovernmental revenues, which represent approximately 71% of the budget, are received at mid-year and year-end.

¹The investment income shown represents interest only. An adjustment for the change in fair value of investments will be made at year-end. As of September 30th, there is a \$2,265,400 overall fair value increase of which the General Fund portion is estimated at \$317,000. Assuming there is no further change in fair value and after projected 4th quarter interest, the General Fund investment income at December 31st would be approximately \$497,000. In 2013, there was a fair value decrease of \$543,536 in the General Fund and investment income was (\$267,948) as of December 31st.

²Includes \$467,270 for first half local government aid in 2014. No funds were received from this program in 2013.

Expenditures

A summary of expenditures by program through September 30 for 2014 and 2013 is as follows:

	September 30, 2014	September 30, 2013	Increase (Decrease)	% Increase (Decrease)
General Government	\$2,645,715	\$2,517,005	\$128,710	5.1
Public Safety	9,688,430	9,240,251	448,179	4.9
Community Services	302,545	278,376	24,169	8.7
Community Development	1,315,910	1,202,469	113,441	9.4
Maintenance Services	4,974,609	4,771,939	202,670	4.2
Total	<u>\$18,927,209</u>	<u>\$18,010,040</u>	<u>\$917,169</u>	<u>5.1</u>
Amended Budget	\$27,134,284	\$26,183,871	\$950,413	3.6
% of Budget Expended to Date	69.8	68.8		

Expenditures have increased \$917,169 or 5.1% over the same period last year. Personal services have increased \$707,121 or 5.0% due to increases of \$428,123 for salaries and \$278,998 for benefits primarily related to increased PERA, health insurance, and workers compensation insurance. All other expenditures have increased \$210,048 or 5.3% primarily due to increases of \$159,225 in maintenance & repair, \$21,828 in insurance, \$30,785 in professional and consulting, and \$28,892 in capital outlay offset by decreases of \$27,886 in utilities, \$24,236 in travel/schools/conferences, and \$38,137 in general supplies.

SPECIAL REVENUE FUNDS

- Scattered Site Housing Fund

This fund had a balance of \$363,334 as of September 30, 2014, part of which is \$268,507 in property being held for resale.

- Housing Programs Fund

This fund accounts for \$3,775,000 that was transferred from the Coon Rapids MAF Program Fund beginning in 2005 to be used for housing improvement program loans and had a September 30, 2014 fund balance of \$2,619,450. As of September 30, 2014, 112 loans were outstanding with a principal balance of \$1,300,173 compared to 122 loans with a total balance of \$1,264,172 a year ago.

- Coon Rapids MAF Program Fund

This fund accounted for proceeds from mortgage payments funded through the Coon Rapids Mortgage Assistance Foundation (MAF) program. In 2014, this fund has earned \$36,316 in interest through September 30th. Since 2000, this fund has transferred \$1,250,000 to the Scattered Site Housing Fund and \$3,775,000 to the Housing Programs Fund. As of September 30, 2014 the fund balance of this fund was \$3,345,442.

- Law Enforcement Programs Fund

This fund accounts for dedicated revenues and related expenditures for drug forfeiture, DWI, DARE, Night to Unite, and grant activities. The September 30, 2014 fund balance of this fund was \$233,785. This fund is projected to have a fund balance by December 31, 2014 of \$248,843.

- Fire Department Programs Fund

This fund accounts for special activities performed by the Fire Department such as the safety camp, lock box and smoke alarm programs. This fund had a September 30, 2014 fund balance of \$9,967.

- Public Communications Fund

The Public Communications Fund had a fund deficit of (\$96,092) as of September 30, 2014 and is projected to have a fund balance of \$40,579 by December 31, 2014. The deficit fund balance is due to a purchase of high definition equipment for the cable truck totaling \$809,455 in 2011. An internal loan for \$750,000 from the Revolving Construction Fund was established in 2011 to pay for this equipment over a 10 year period.

- Commissions and Events Fund

This fund accounts for Arts and Historical Commission activities not accounted for in the General Fund. The September 30, 2014 fund balance of this fund was \$14,570. This fund is projected to have a fund balance by December 31, 2014 of \$13,496.

- Senior Activity Fund

This fund accounts for senior citizen trips and events, the senior center kitchen fund, and the senior citizen transportation account. The September 30, 2014 fund balance of this fund was \$69,551. This fund is projected to have a fund balance by December 31, 2014 of \$58,595.

- Community Development Block Grant Fund

Expenditures for the Housing Rehabilitation Program are recovered from Anoka County as they are made and are estimated to be \$301,073 for 2014.

- Curbside Recycling Fund

This fund accounts for recycling center activities. Year-to-date expenditures were \$155,154. Expenditures are recovered from Anoka County through the Recycling Center SCORE grant. The grant award for 2014 equals \$221,080.

DEBT SERVICE FUNDS

These funds pay the principal and interest on the long-term debt of the City, other than debt accounted for in the Enterprise Funds. Funding comes from tax levies, special assessments, and/or transfers. In 2014, principal and interest payments through September 30th totaled \$1,875,000 and \$804,071 respectively. All revenues and expenditures are as planned.

CAPITAL PROJECTS FUNDS

- Park Improvement Fund

The major source of revenue for 2014 is a \$331,650 property tax levy. Year-to-date expenditures were \$700,531, of which \$648,514 will be funded by referendum approved bonds to be issued in 2015.

- Equipment Certificate Fund

This fund accounts for major capital equipment purchases financed with equipment certificates. This fund had a fund deficit of (\$1,386,280) as of September 30, 2014 which will be covered through future certificate proceeds or transfers from other funds.

- Capital Equipment Fund

This fund accounts for major capital outlay purchases for the General Fund activities. This fund has a 2014 property tax levy of \$826,650 and had expended \$846,285 as of September 30th. This fund is projected to have a fund balance of \$919,005 by December 31, 2014.

- Street Reconstruction Fund

This fund includes property tax revenue of \$792,000 for 2014. Estimated expenditures for the year are \$1,213,505. This fund is projected to have a fund balance of \$967,385 by December 31, 2014.

- Sidewalk Projects Fund

This fund includes property tax revenue of \$193,050 for 2014. The September 30, 2014 fund balance was \$211,825.

- HRA Fund

There are several sources of revenue for the HRA including tax levies, tax increment collections, industrial revenue bond fees, and proceeds from the sale of land. Tax collections are as planned. Tax increments are pledged to pay debt service on bond issues as well as for the purchase of certain property for redevelopment and related relocation costs.

- Facilities Construction Fund

This fund accounts for the construction and refurbishment of City owned facilities. The September 30, 2014 fund balance was \$1,651,040. This fund is projected to have a fund balance of \$1,098,582 by December 31, 2014.

- Special Assessment Construction Funds

These funds account for assessable and non-assessable infrastructure construction projects that are funded through bond proceeds, MSA, and/or other intergovernmental revenues. In 2014, \$7,403,983 had been expended from these funds through September 30th of which \$6,421,595 was for the 2014 street reconstruction projects and \$982,388 was for various other projects. This compares to \$4,341,693 expended at this time last year (\$4,185,484 for street reconstruction and \$156,209 for various other projects). Revenues and funding sources in 2014 are as anticipated.

INTERNAL SERVICE FUNDS

- Insurance Reserve Fund

The Insurance Reserve fund had net assets of \$3,938,910 as of September 30, 2014 compared to \$4,326,151 a year ago. Savings from insurance premiums are being reserved to (1) provide for future claims that may be due under the current insurance plan, and (2) to provide adequate cash to support deductible levels on current and future policies. Operating income in this fund is used to subsidize General Fund insurance costs. The average amount of this subsidy over the last five years has been \$28,400 per year. Also, prior year investment income from this fund (before temporary fair value adjustments) is transferred to the Retirement Insurance Fund to partially fund other post employment benefits. For 2014, this transfer will be \$93,967.

- Compensated Absences Fund

This fund accounts for the compensated absences of the governmental funds. The December 31, 2013 liability in this fund was \$2,358,645 which was fully funded. Based on the 2014 estimated liability increase of \$185,000 and planned investment income and transfers, this liability should continue to be fully funded at year-end 2015.

- Retirement Insurance Fund

This fund builds a reserve for the direct subsidy portion of health care benefits for qualified police and firefighter retirees. Budgeted transfers in 2014 of \$500,000 from the General Fund and \$93,967 from the Insurance Reserve Fund, along with the December 31, 2013 assets of \$2,490,268 in this fund, will cover this portion of the annual required contributions as determined in the actuarial studies.

ENTERPRISE FUNDS

Statements and related comments on the Water, Sewer, Storm Water Drainage, and Golf Funds are as follows:

CITY OF COON RAPIDS, MINNESOTA

WATER FUND

STATEMENT OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION

PERIOD ENDED SEPTEMBER 30, 2014

(WITH COMPARATIVE TOTALS FOR PERIOD ENDED SEPTEMBER 30, 2013)

	Audited 2013	09/30/13	09/30/14
Operating Revenues:			
Water charges	\$ 5,529,131	\$ 4,590,575	\$ 4,205,364
Miscellaneous	23,835	15,662	10,764
Total Operating Revenues	5,552,966	4,606,237	4,216,128
Operating Expenses:			
Personal services	917,673	674,779	739,347
Other charges and services	2,013,447	1,476,326	1,998,235
Supplies	231,263	158,508	164,101
Depreciation	1,853,629	1,398,121	1,406,280
Total Operating Expenses	5,016,012	3,707,734	4,307,963
Operating Income (Loss)	536,954	898,503	(91,835)
Nonoperating Revenues (Expenses):			
Investment income	15,120	(6,913)	6,520
Sale of water meters	28,745	26,963	25,780
Gain on disposal of capital assets	1,395		
Interest and fiscal charges	(320,834)	(209,150)	(235,901)
Purchase and repair of water meters	(63,484)	(53,596)	(41,935)
Total Nonoperating Revenues (Expenses)	(339,058)	(242,696)	(245,536)
Change in net position	197,896	655,807	(337,371)
Net Position at Beginning of Year	45,962,761	45,962,761	46,160,657
Net Position at End of Year	\$ 46,160,657	\$ 46,618,568	\$ 45,823,286

COMMENTS ON THE SEPTEMBER 2014 STATEMENTS
OF THE ENTERPRISE FUNDS
COMPARED TO SEPTEMBER OF 2013

	For the Period Ended September 2013	Percent of Revenues	For the Period Ended September 2014	Percent of Revenues	Favorable (Unfavorable)
<u>WATER FUND</u>					
Operating Revenues	\$ 4,606,237	100.00	\$ 4,216,128	100.00	\$ (390,109)
Operating Expenses	<u>3,707,734</u>	80.49	<u>4,307,963</u>	102.18	<u>(600,229)</u>
Operating Income	898,503	19.51	(91,835)	(2.18)	(990,338)
Non-operating Revenue (Expenses)	<u>(242,696)</u>	(5.27)	<u>(245,536)</u>	(5.82)	<u>(2,840)</u>
Net Income(Loss)	<u><u>655,807</u></u>	14.24	<u><u>(337,371)</u></u>	(8.00)	<u><u>(993,178)</u></u>

Summary Statement

Operating revenue is down \$390,109 (8.47%) and operating expenses increased by \$600,229 resulting in a net decrease in operating income of \$990,338 over the same period last year. The decrease in operating revenue is due to a decrease in water usage. The increase in operating expense is mostly due to emergency repairs of frozen water lines caused by the extremely cold winter. It is anticipated that this fund will end the year with roughly a \$750,000 loss. The net loss of \$337,371 through September 30th compares to a net income at this time last year of \$665,807, a decrease of \$993,178.

CITY OF COON RAPIDS, MINNESOTA

SEWER FUND
 STATEMENT OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION
 PERIOD ENDED SEPTEMBER 30, 2014
 (WITH COMPARATIVE TOTALS FOR PERIOD ENDED SEPTEMBER 30, 2013)

	Audited 2013	09/30/13	09/30/14
Operating Revenues:			
Sewer charges	\$ 5,984,839	\$ 4,495,130	\$ 4,603,914
Miscellaneous	1,727	1,445	293
Total Operating Revenues	5,986,566	4,496,575	4,604,207
Operating Expenses:			
Personal services	628,786	448,091	460,699
Other charges and services	600,291	439,590	539,483
Supplies	50,117	28,425	30,469
Disposal charges	3,857,331	2,892,998	3,001,431
Depreciation	838,046	628,226	638,343
Total Operating Expenses	5,974,571	4,437,330	4,670,425
Operating Income (Loss)	11,995	59,245	(66,218)
Nonoperating Revenues:			
Investment income	(268,168)	77,670	69,830
Gain on disposal of capital assets	7,295		
Total Nonoperating Revenues	(260,873)	77,670	69,830
Change in net position	(248,878)	136,915	3,612
Net Position at Beginning of Year	37,963,107	37,963,107	37,714,229
Net Position at End of Year	\$ 37,714,229	\$ 38,100,022	\$ 37,717,841

COMMENTS ON THE SEPTEMBER 2014 STATEMENTS
OF THE ENTERPRISE FUNDS
COMPARED TO SEPTEMBER OF 2013

	For the Period Ended September 2013	Percent of Revenues	For the Period Ended September 2014	Percent of Revenues	Favorable (Unfavorable)
<u>SEWER FUND</u>					
Operating Revenues	\$ 4,496,575	100.00	\$ 4,604,207	100.00	\$ 107,632
Operating Expenses	<u>4,437,330</u>	98.68	<u>4,670,425</u>	101.44	<u>(233,095)</u>
Operating Income	59,245	1.32	(66,218)	(1.44)	(125,463)
Non-Operating Revenues	<u>77,670</u>	1.73	<u>69,830</u>	1.52	<u>(7,840)</u>
Net Income	<u><u>136,915</u></u>	3.04	<u><u>3,612</u></u>	0.08	<u><u>(133,303)</u></u>

Summary Statement

Operating revenue is up \$107,632 (2.39%) and operating expenses increased by \$233,095 resulting in a net decrease in operating income of \$125,463 over the same period last year. The increase in operating revenue is due to the rate increase in July of 2014, The increase in operating expenses is mainly due to a 3.75% increase in disposal charges compared to 2013 and an increase in contractual maintenance and repairs for cleaning and televising sewer lines city wide. The net income of \$3,612 through September 30th compares to a net income at this time last year of \$136,915, a decrease of \$133,303.

CITY OF COON RAPIDS, MINNESOTA

STORM WATER DRAINAGE FUND
STATEMENT OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION
PERIOD ENDED SEPTEMBER 30, 2014
(WITH COMPARATIVE TOTALS FOR PERIOD ENDED SEPTEMBER 30, 2013)

	Audited 2013	09/30/13	09/30/14
Operating Revenues:			
Storm drain charges	\$ 1,357,622	\$ 1,018,239	\$ 1,016,799
Miscellaneous	4,848	3,839	171
Total Operating Revenues	<u>1,362,470</u>	<u>1,022,078</u>	<u>1,016,970</u>
Operating Expenses:			
Personal services	249,761	165,569	170,457
Other charges and services	315,064	205,078	212,107
Supplies	60,447	45,835	36,067
Depreciation	611,203	461,302	473,232
Total Operating Expenses	<u>1,236,475</u>	<u>877,784</u>	<u>891,863</u>
Operating Income	<u>125,995</u>	<u>144,294</u>	<u>125,107</u>
Nonoperating Revenues:			
Investment income	<u>(125,950)</u>	<u>35,580</u>	<u>38,260</u>
Change in net position	45	179,874	163,367
Net Position at Beginning of Year	<u>13,935,556</u>	<u>13,935,556</u>	<u>13,935,601</u>
Net Position at End of Year	<u>\$ 13,935,601</u>	<u>\$ 14,115,430</u>	<u>\$ 14,098,968</u>

COMMENTS ON THE SEPTEMBER 2014 STATEMENTS
OF THE ENTERPRISE FUNDS
COMPARED TO SEPTEMBER OF 2013

	For the Period Ended September 2013	Percent of Revenues	For the Period Ended September 2014	Percent of Revenues	Favorable (Unfavorable)
<u>STORM WATER DRAINAGE FUND</u>					
Operating Revenues	\$ 1,022,078	100.00	\$ 1,016,970	100.00	\$ (5,108)
Operating Expenses	<u>877,784</u>	85.88	<u>891,863</u>	87.70	<u>(14,079)</u>
Operating Income	144,294	14.12	125,107	12.30	(19,187)
Non-operating Revenue (Expenses)	<u>35,580</u>	3.48	<u>38,260</u>	3.76	<u>2,680</u>
Net Income	<u><u>179,874</u></u>	17.60	<u><u>163,367</u></u>	16.06	<u><u>(16,507)</u></u>

Summary Statement

Operating revenue is down \$5,108 and operating expenses increased by \$14,079 resulting in a net decrease in the operating income of \$19,187. Operating revenue is comparable to prior year due to the fact that there was no rate increase in 2014.

The net income of \$163,367 through September 30th compares to net income at this time last year of \$179,874, a decrease of \$16,507.

CITY OF COON RAPIDS, MINNESOTA

GOLF FUND
STATEMENT OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION
PERIOD ENDED SEPTEMBER 30, 2014
(WITH COMPARATIVE TOTALS FOR PERIOD ENDED SEPTEMBER 30, 2013)

	Audited 2013	09/30/13	09/30/14
Operating Revenues:			
Sales, fees, and charges:			
Green fees	\$ 1,383,173	\$ 1,279,171	\$ 1,330,845
Driving Range	52,794	51,685	95,939
Merchandise sales (net)	49,617	40,875	56,474
Rentals:			
Building	388,276	309,923	253,811
Carts	317,404	288,541	278,165
Simulator	83,832	65,699	65,489
Total sales, fees and charges	<u>2,275,096</u>	<u>2,035,894</u>	<u>2,080,723</u>
Miscellaneous	117,291	24,485	4,042
Total Operating Revenues	<u>2,392,387</u>	<u>2,060,379</u>	<u>2,084,765</u>
Operating Expenses:			
Maintenance:			
Personal services	493,878	378,865	373,125
Other charges and services	72,291	53,412	59,006
Supplies	368,096	278,217	211,266
Depreciation	220,686	167,419	162,954
Total Maintenance Expenses	<u>1,154,951</u>	<u>877,913</u>	<u>806,351</u>
Administration:			
Personal services	325,223	251,628	268,453
Other charges and services	480,705	372,410	395,204
Supplies	22,185	18,749	23,355
Depreciation	365,978	286,617	299,798
Total Administration Expenses	<u>1,194,091</u>	<u>929,404</u>	<u>986,810</u>
Total Operating Expenses	<u>2,349,042</u>	<u>1,807,317</u>	<u>1,793,161</u>
Operating Income	<u>43,345</u>	<u>253,062</u>	<u>291,604</u>
Nonoperating Revenues (Expenses):			
Investment income	(6,791)	3,675	1,416
Intergovernmental revenue	66,438	22,800	19,886
Gain on disposal of capital assets	2,450		
Interest and fiscal charges	(219,850)	(160,400)	(160,215)
Total Nonoperating Revenues (Expenses)	<u>(157,753)</u>	<u>(133,925)</u>	<u>(138,913)</u>
Change in net position	(114,408)	119,137	152,691
Net Position at Beginning of Year	<u>7,773,298</u>	<u>7,773,298</u>	<u>7,658,890</u>
Net Position at End of Year	<u>\$ 7,658,890</u>	<u>\$ 7,892,435</u>	<u>\$ 7,811,581</u>

COMMENTS ON THE SEPTEMBER 2014 STATEMENTS
OF THE ENTERPRISE FUNDS
COMPARED TO SEPTEMBER OF 2013

<u>GOLF FUND</u>	For the Period Ended September 2013	Percent of Revenues	For the Period Ended September 2014	Percent of Revenues	Favorable (Unfavorable)
Operating Revenues	\$ 2,060,379	100.00	\$ 2,084,765	100.00	\$ 24,386
Operating Expenses	<u>1,807,317</u>	87.72	<u>1,793,161</u>	86.01	<u>14,156</u>
Operating Income	253,062	12.28	291,604	13.99	38,542
Non-Operating Revenues (Expenses)	<u>(133,925)</u>	(6.50)	<u>(138,913)</u>	(6.66)	<u>(4,988)</u>
Net Income	<u><u>119,137</u></u>	5.78	<u><u>152,691</u></u> *	7.32	<u><u>33,554</u></u>

Summary Statement

Operating revenue is up \$24,386 and operating expenses have decreased \$14,156 resulting in a net increase in operating income of \$38,542 over the same period last year. The net income of \$152,691 through September 30th compares to a net income at this time last year of \$119,137, an increase of \$33,554.

* It is anticipated that the Golf Fund will have a net loss of roughly \$250,000 before any further losses from the restaurant operation in November and December. Of that loss, \$127,000 can be attributed to rental of the building. In spite of the late spring and loss of early season, greens fees will exceed 2013 by \$47,000 but may be less than estimated by \$68,000.



City Council Regular

5.

Meeting Date: 11/05/2014

Subject: Lease with Lions Club

From: Sharon Legg, Finance Director

INTRODUCTION

The City should enter into a lease with the Coon Rapids Lions to allow them to rent space at Bunker Hills Golf Club to operate a charitable gambling operation.

DISCUSSION

The Coon Rapids Lions presently rents space from Harvest Grill to run the charitable gambling at the Golf Course. Because the City will begin operating the restaurant effective November 3, 2014, a lease should be entered into with the Coon Rapids Lions.

The terms will remain the same as had been with the previous operator. There is a 30 day cancellation clause for the lease.

RECOMMENDATION

Approve Lease with the Coon Rapids Lions for the Rental of Space to Operate Pull Tabs at Bunker Hills.



City Council Regular

6.

Meeting Date: 11/05/2014

Subject: Accept Grant and Appropriate Funds for Styrofoam Processor

From: Sharon Legg, Finance Director

INTRODUCTION

Staff is requesting authorization to accept grant funds from Anoka County to purchase a machine to process styrofoam at the recycling center.

DISCUSSION

The City has applied for and received a 2014 Additional Enhancement Grant from Anoka County in the amount of \$49,700. This grant will allow the City to accept additional polystyrene and process it. As you may be aware, the City accepts some types of styrofoam at the recycling center and HOM Furniture processes it for the City. However, they cannot increase the amount that they can take and can accept a limited type of foam. The City has looked at a couple of different versions of machines to process it and is recommending the purchase of a screw compactor with a pre-crusher. It has more options for end use than the other type of machine that melts styrofoam into blocks, plus there is no odor generated.

Styrofoam is a commodity and its value fluctuates. Presently it sells for about \$300 per ton. In 2013, the City accepted 22 tons. Therefore, at that rate, it would take about seven years of sales to pay for the machine.

The styrofoam machine is presently included in the 2015 proposed budget. If approved, these funds can be freed up for other uses.

RECOMMENDATION

Approve Resolution 14-98 Accepting the 2014 Additional Enhancement Grant and Appropriating Funds for the Purchase of a Styrofoam Processor.

Attachments

RS 14-98

RESOLUTION NO. 14-98

**RESOLUTION TO ACCEPT GRANT FUNDS FROM ANOKA COUNTY TO
PURCHASE A MACHINE TO PROCESS STYROFOAM AT THE RECYCLING
CENTER**

WHEREAS, the City applied for and was authorized to receive additional 2014 Grant funds in the amount of \$49,700; and

WHEREAS, the Recycling Center is in need of a Styrofoam processor for the 22 tons of materials taken in each year; and

WHEREAS, the total cost to complete the purchase is estimated to be \$49,700, which includes a Styrofoam machine, containers and staff time to implement; and

WHEREAS, Section 1-700 of the City Charter provides for adoption of an annual budget and the subsequent amendments; and

WHEREAS, capital outlay purchases must specifically be identified and funded per the City Code 2-803.

WHEREAS, the proposed 2015 budget includes funds for the purchase of a Styrofoam processor for the Recycling Center, thus these funds could be freed up for other uses.

NOW, THEREFORE, BE IT RESOLVED by the City Council of Coon Rapids, Minnesota to accept the grant funds from Anoka County of \$49,700 for the purchase of a Styrofoam processor and associated costs.

NOW, THEREFORE BE IT FURTHER RESOLVED to amend the Recycling Budget for the cost of the Styrofoam machine in the amount of \$44,200.

Adopted this 5th day of November, 2014.

Tim Howe, Mayor

ATTEST:

Joan Lenzmeier, City Clerk



City Council Regular

7.

Meeting Date: 11/05/2014

Subject: Purchase of pallet jack for Recycling Center

Submitted For: Sharon Legg, Finance Director

From: Traci Reimringer, Purchasing Clerk

INTRODUCTION

Council is being asked to approve the purchase of a Heli AC-20 pallet jack for the Recycling Center and the approval of Resolution 14-99 amending the budget to cover the cost.

DISCUSSION

A pallet jack is used continually throughout the week Monday-Saturday and necessary to move palletized recycled materials for proper storage. The Recycling Center currently has a pallet jack that is not reliable and in a constant state of repair.

Quotes were received from two vendors: Elite Lift Truck, Inc. and Toyota-Lift of Minnesota. After reviewing all options, it is staff's recommendation to purchase the Heli AC-20 from Elite Lift Truck, Inc. because it's the only option that comes with power steering and has 2-year warranty vs. 1-year from Toyota-Lift.

RECOMMENDATION

Approve Resolution 14-99 amending the budget for the Recycling Center for the purchase of the pallet jack for the Recycling Center and Authorize the Purchase of a Heli AC-20 Pallet Jack for the Recycling Center.

Attachments

14-99 pallet jack

RESOLUTION NO. 14-99

**RESOLUTION AMENDING THE BUDGET FOR A PALLET JACK FOR THE
RECYCLING CENTER**

WHEREAS, Section 1-700 of the City Charter provides for adoption of an annual budget and the subsequent amendments; and

WHEREAS, the 2014 budget does not include funds for replacing the pallet jack at the Recycling Center; and

WHEREAS, the Recycling Center is in need of a pallet jack to allow for the operation to run; and

WHEREAS, the total cost to complete the purchase is estimated to be \$4,280; and

WHEREAS, capital outlay purchases must specifically be identified and funded per the City Code 2-803,

WHEREAS, sufficient funds are available in the Recycling Fund to make this purchase.

NOW, THEREFORE, BE IT RESOLVED by the City Council of Coon Rapids, Minnesota to increase the Recycling Fund budget by \$4,280 for the purchase of a Heli AC-20 pallet jack.

Adopted this 5th day of November, 2014.

Tim Howe, Mayor

ATTEST:

Joan Lenzmeier, City Clerk



City Council Regular

8.

Meeting Date: 11/05/2014

Subject: Purchase of (2) new rooftop heat units for Public Communications

Submitted For: Sharon Legg, Finance Director

From: Traci Reimringer, Purchasing Clerk

INTRODUCTION

Council is being asked to approve Resolution 14-100 amending the budget to cover the costs for two rooftop units for the Public Communication Building.

DISCUSSION

The rooftop units have failed on the Public Communications building. Staff has obtained two quotes for the replacement of them. Because this was unanticipated, there was not an amount budgeted for this capital outlay item. The amount to replace the units is estimated to cost approximately \$30,000. Staff is anticipating to purchase the units from McDowall, the City's HVAC contractor.

RECOMMENDATION

Approve Resolution No. 14-100 Authorizing an Appropriation of Funds for Rooftop Units for the Public Communication Building.

Attachments

RS 14-100

RESOLUTION NO. 14-100

**RESOLUTION AMENDING THE BUDGET FOR TWO ROOFTOP UNITS FOR THE
PUBLIC COMMUNICATION BUILDING**

WHEREAS, Section 1-700 of the City Charter provides for adoption of an annual budget and the subsequent amendments; and

WHEREAS, the 2014 budget does not include funds for replacing rooftop units on the Public Communication Building; and

WHEREAS, Public Communications building is in need of rooftop units to replace the existing units that have failed; and

WHEREAS, the total cost to complete the purchase is estimated to be \$30,000; and

WHEREAS, capital outlay purchases must specifically be identified and funded per the City Code 2-803,

WHEREAS, sufficient funds are available in the Public Communication Fund balance to make this purchase.

NOW, THEREFORE, BE IT RESOLVED by the City Council of Coon Rapids, Minnesota to increase the Public Communication Fund budget by \$30,000 for the purchase of two rooftop units.

Adopted this 5th day of November, 2014.

Tim Howe, Mayor

ATTEST:

Joan Lenzmeier, City Clerk



City Council Regular

9.

Meeting Date: 11/05/2014

Subject: Open Mic Report - Jennifer Koch, Re: City Parks and Homeless Youth

From: Matt Stemwedel, Assistant City
Manager

INTRODUCTION

Jennifer Koch of 2020 127th Ave. NW, appeared at Open Mic before the October 21, 2014 City Council Meeting.

DISCUSSION

At the October 21, 2014 Open Mic, Mrs. Koch addressed the City Council with her questions and concerns regarding the number of parks maintained by the City and asked the Council what the City was doing to address youth homelessness in the community. In regard to City parks, Mrs. Koch specifically requested that the Council consider eliminating half of the City's parks and to develop these parks as a way to add to the tax base.

Over the last several years the City Council has engaged City residents in extensive discussions regarding parks in City. In 2012, the City updated its comprehensive parks, trails and open space plan, which included public involvement as well as input from the City Parks and Recreation Commission and City Council. Based upon this update, the City Council decided it would work to maintain and improve the existing parks, trails and open space infrastructure in the City rather than close or consolidate existing parks. In order to accomplish this, the City Council decided to ask the residents if they would be willing to fund a long-term plan to address the financial needs of the City's parks, trails and open space through a park bond referendum. The voters approved this referendum during the November 2013 elections, thereby providing the City with the long-term financial resources to sustain and improve the City's parks. The City has, therefore, not further considered the option of reducing the number of parks in the City.

In regard to the second matter raised by Mrs. Koch, the City has recently participated in discussions with Anoka County and Anoka-Hennepin School District officials on the topic of youth homelessness. All agencies agree that the number of homeless youths within our community has increased and that it is a matter that needs serious consideration. At this time there are not any specific plans to address this issue; however, Anoka County will be taking a leadership role to develop proposals for how the situation can be improved. Any proposal that would include City participation or involvement will be brought forward to the City Council in the future for their consideration.

RECOMMENDATION

No further action is required at this time.



City Council Regular

10.

Meeting Date: 11/05/2014

Subject: Open Mic Report - Dale Koch, Re: Building Permit Requirements

From: Matt Stemwedel, Assistant City
Manager

INTRODUCTION

Dale Koch, 2020 127th Ave. NW, addressed the Council at Open Mic before the October 21, 2014 City Council Meeting.

DISCUSSION

At the October 21, 2014 Open Mic, Mr. Koch asked the City Council whether or not a building permit was required for concrete work being performed at a City Councilmember's residence. The City's Building Official, Greg Brady, reviewed the work being performed and the applicable state code. Mr. Brady determined that a building permit is not required for the type of concrete work being performed at the Councilmember's residence.

Specially, Mr. Brady stated that under Minnesota State Building Code Section 1300.0120, Subpart 4, Item 6 concrete work of this nature only requires a permit if a platform or steps are being constructed that will be higher than 30 inches off the ground or has four or more risers. The work being performed at this residence did not meet or exceed those standards; therefore, a building permit was not required.

RECOMMENDATION

No further action is required at this time.



City Council Regular

11.

Meeting Date: 11/05/2014
Subject: Open Mic Report - Jerry Pierce, Re: Harvest Grill
From: Matt Stemwedel, Assistant City
Manager

INTRODUCTION

Jerry Pierce, 12236 Partridge Street NW, appeared at Open Mic before the October 21, 2014 City Council meeting and requested an update regarding the status of the Harvest Grill at the Bunker Hills Golf Club.

DISCUSSION

At the September 26, 2014 Special City Council Meeting, the City authorized a Temporary Assignment Agreement with Potluck Catering, d/b/a Harvest Grill, the operator of the food and beverage operation at Bunker Hills Golf Club through November 2, 2014. Potluck Catering was not meeting its financial obligations and was in default under the lease agreement with the City. Rather than seek immediate removal which could potentially disrupt scheduled events, the City and Potluck Catering negotiated a resolution. This resolution allowed operations at Harvest Grill to continue and to provided for an orderly transfer from Potluck Catering to a new vendor while protecting the City's interest in the property.

At the October 21, 2014 meeting, City Council approved an agreement with Morrissey Hospitality Companies Inc. (MHC) to manage the facility for the City. Unlike the present arrangement with the food and beverage provider, MHC will manage the operation with the City. The City will retain profits with MHC receiving a management fee and incentives for increasing both gross sales and net income. MHC took over operations of the food and beverage operations effective November 3rd.

RECOMMENDATION

No additional action is required at this time.



City Council Regular

12.

Meeting Date: 11/05/2014

Subject: Completion of Exterior Work Requirement - Ordinance 2123

Submitted For: Greg Brady, Chief Building Official

From: Greg Brady, Chief Building Official

INTRODUCTION

The Inspections department finds that there is a definite benefit when projects have an established deadline for completion of work authorized by a building permit. This proposed ordinance sets deadlines for the completion of exterior work which has been suspended or stopped. These projects often generate complaints to staff and Council from the public. The goal of the proposed ordinance is to keep these jobs moving toward a firm completion date to avoid such concerns and complaints. Secondly, the department believes it will reduce the amount of staff time spent dealing with such projects.

DISCUSSION

Some work authorized by a building permit can be completed in a week's time or less. However, this is not always the case. Often, interior rough in work takes precedence over exterior finish on most construction projects. The ordinance proposes to, in situations where projects are languishing, set reasonable deadlines for the completion of the exterior facade. Staff has identified twelve properties where work has currently ceased or is taking considerable time to complete.

Under State Statute 326B.121, a municipality may not adopt an ordinance that is more restrictive than the State Building Code. However, an ordinance, such as the one proposed, is allowed under Subdivision 1a after 180 days after permit issuance. The minimum amount of time allowed to start work for which a permit is issued is 180 days. If the work has not started or has been abandoned for 180 days, the permit expires. The proposed ordinance is an extension of these standards. Similar ordinances have been adopted in a number of other metro area communities and used successfully.

Enforcement of this ordinance can be handled through a number of different avenues, including administrative actions, prosecution, or, most likely, through the administrative citation process. The City Attorney and Inspections Department have discussed a policy, to be developed as part of the City's Administrative Citation ordinance (2-1105), that would include the following after the expiration of the initial permit:

1. Request from the permit holder a written explanation for the delay and grant a six month extension upon receipt.
2. If the work remained incomplete, an administration citation/fine would be issued against the property, but stayed for an additional six months.
3. If the work still remained incomplete, a fine would then be imposed upon the property owner.

This progressive enforcement process would give a property owner eighteen months to complete the exterior work on the property. Any interior work would not be subject to this proposed ordinance.

RECOMMENDATION

Consider Adopting Ordinance 2123 Setting Deadlines for Completion of Exterior Work.

Attachments

Exterior Work Ordinance

ORDINANCE NO.

**AN ORDINANCE AUTHORIZING COMPLETION OF EXTERIOR WORK
DEADLINES AND PROVIDING FOR PENALTIES AND ABATEMENT PROCESSES,
THEREBY AMENDING
REVISED CITY CODE - 1982 BY ADDING CHAPTER 12-1000,
COMPLETION OF EXTERIOR WORK**

The City of Coon Rapids does ordain:

Section 1. Revised City Code - 1982 is hereby amended by adding Chapter 12-1000,
Completion of Exterior work as follows: (additions double underlined)

CITY OF COON RAPIDS, MINNESOTA

CHAPTER 12-1000

COMPLETION OF EXTERIOR WORK

12-1001 The City Council finds that the public safety, health, and welfare is impacted by exterior building projects that start, but are not finished in a timely manner, that there is benefit to establishing definitive time periods by which work should be completed so that both the City and the responsible party have a mutual understanding of their rights and obligations, that there should be consequences when responsible parties either fail to meet work deadlines, or fail to complete projects, and a mechanism to allow for abatement of nuisance conditions that unfinished projects tend to create. At the same time, the Council recognizes that, owing to weather and other unforeseen circumstances, it is important that any time frame scheme for work completion include flexibility to recognize the unavoidable delays that might occur. Accordingly, the Council finds that the Chief Building Official should be authorized to require the following time frames for work completion, and should be authorized to initiate a number of compliance and enforcement actions should a responsible party violate those time frames, or otherwise fail to complete a project in a timely manner.

12-1002 Scope. Exterior work authorized by a building permit issued in accordance with the Minnesota State Building Code must be completed within the time frames stated in Section 12-1004, or within the time frames set by the Chief Building Official at the time of permit issuance, whichever is greater.

12-1003 Meaning of Certain Words. "Exterior work" includes work on all exterior parts of a building, including but not limited to: roofs, doors, windows, siding, and stairs. Exterior work also includes work on other exterior structures, including but not limited to: driveways, retaining walls, sheds, detached garages, decks, and fences.

12-1004 Construction and Application. Exterior work authorized by a building permit issued in accordance with the Minnesota State Building Code must be completed within the specified number of days from the date of issuance of the building permit as follows:

(1) Buildings or structures on single family residential property:

(a) <u>Roofs, siding, replacement doors and windows</u>	<u>180 days</u>
(b) <u>Detached structures and sheds</u>	<u>180 days</u>
(c) <u>New construction</u>	<u>365 days</u>
(d) <u>Additions to primary home</u>	<u>365 days</u>
(e) <u>Retaining walls and grading</u>	<u>180 days</u>

(2) Buildings or structures on multifamily residential property:

(a) <u>Twin home exterior work same deadlines as single family</u>	
(b) <u>Quad home exterior work</u>	<u>275 days</u>
(c) <u>Buildings with more than four units</u>	<u>365 days</u>

(3) Buildings or structures on commercial or industrial property:

(a) <u>Building exterior work as determined by the Building Official</u>	
(b) <u>Exterior structures other than primary building</u>	<u>365 days</u>

(4) Notwithstanding the completion deadlines, a building permit expires 180 days from the date of issuance if there is not substantial work completed under the permit as provided in the Minnesota State Building Code. If no work has been completed under the building permit as of its expiration date, the completion deadline for the work under new permit shall be as set forth above.

12-1005 Time Limitation. Upon a showing by the permit holder or property owner that there has been an unavoidable delay in completion of the exterior work, the Building Official, at the Official's discretion, may grant one extension for the completion of the exterior work for a period of not more than 180 days.

12-1006 Violations. Failure to complete all exterior work authorized by a building permit within the specified completion deadline or deadlines, including any extension, is a violation of this Chapter. In such case, the Chief Building Official, in conjunction with the City Attorney, is authorized to take one or more of the following actions:

(1) Initiate a criminal action by citation or formal complaint. A violation of this chapter is a misdemeanor.

(2) Order work to cease.

(3) Process the violation as a public nuisance abatement matter under Chapter 8-1100.

(4) Process the violation or violations as an administrative procedures action under Chapter 2-1100.

(5) Process the matter as a hazardous building under Minnesota Statutes.

(6) Process the matter in any other way as allowed by statute or federal law.

For actions under Section 12-1005(3) and (4), the Chief Building Official is authorized to vary from the compliance timeframes therein as appropriate to the violation, based on factors including, but not limited to:

(a) The amount of time and extensions already allowed for completion;

(b) The nature of the work involved and a normal timeframe to complete;

(c) The visibility of the violation;

(d) Safety, health, and welfare impacts from the work not being completed.

12-1007 Effective Date. This section applies to Exterior work for which a building permit was issued on or after the effective date of this Section. Exterior work for which a building permit was issued prior to the effective date of this Section must be completed by August 1, 2015, unless another deadline was set by the Chief Building Official at or after the time of the issuance of the permit. If Exterior work has been completed or is in progress without the issuance of a building permit, the completion deadline or deadlines do not apply. In such case, the Building Official is authorized to determine a completion deadline.

Section 2. The effective date of this ordinance will be _____.

Introduced this ____ day of _____, 2014

Adopted this ____ day of _____, 2014

Tim Howe, Mayor

ATTEST:

Joan Lenzmeier, City Clerk



City Council Regular

13.

Meeting Date: 11/05/2014

Subject: PC 17-18, Final Plat Gateway Commerce Center 3rd Addition, Hanson Blvd/Northdale Blvd, H&W Family LLLP

From: Scott Harlicker, Planner

INTRODUCTION

The applicant is proposing the Final Plat for Gateway Commerce Center 3rd Addition.

DISCUSSION

At the February 8, 2008 meeting, the Council approved the final plat for Gateway Commerce Center. The plat created five lots along Hanson Boulevard and left the remainder of the site as an Outlot. The corresponding site plan for the entire site included 12 commercial lots. Since that time, three of the lots along Hanson Boulevard have developed and there is an interest in developing a fourth. The west end of the project, along Highway 10, has not seen the same type of interest as the lots along Hanson Boulevard until recently. A developer has expressed interest in developing the western most parcel at the end of the Gateway Drive cul de sac, shown on the attached site plan as lot 1. To develop that parcel it must be platted. On the approved site plan the end parcel (Lot 1) is shown as 2.91 acres and Gateway Drive extends to the west end of the project.

A drainage and utility easement must be added to Lot 1 to include the portion of the wetland on the lot. When the lot is developed, the site plan must include an access easement to the wetland.

Proposed Changes

The final plat of Gateway Commerce Center 3rd Addition creates one lot at the west end of Outlot C, Gateway Commerce Center and shortens the existing cul de sac. The area formally utilized for Gateway Drive is incorporated into Lot 1; the lot is increased in size to 4.5 acres. The remainder of Outlot C will be left as an outlot (Outlot A). Outlot B is the remainder of Gateway Drive.

In Planning Case 14-18, staff recommends the City Council approve the final plat for Gateway Commerce Center 3rd Addition with the following conditions:

1. All comments of the City Engineer be addressed.
2. A drainage and utility easement must be added to Lot 1 that covers the portion of the wetland on that lot. When Lot 1 is developed, the site plan must include an access easement to the wetland.

RECOMMENDATION

Consider Approval of Final Plat for Gateway Commerce Center 3rd Addition with conditions.

Attachments

Location Map

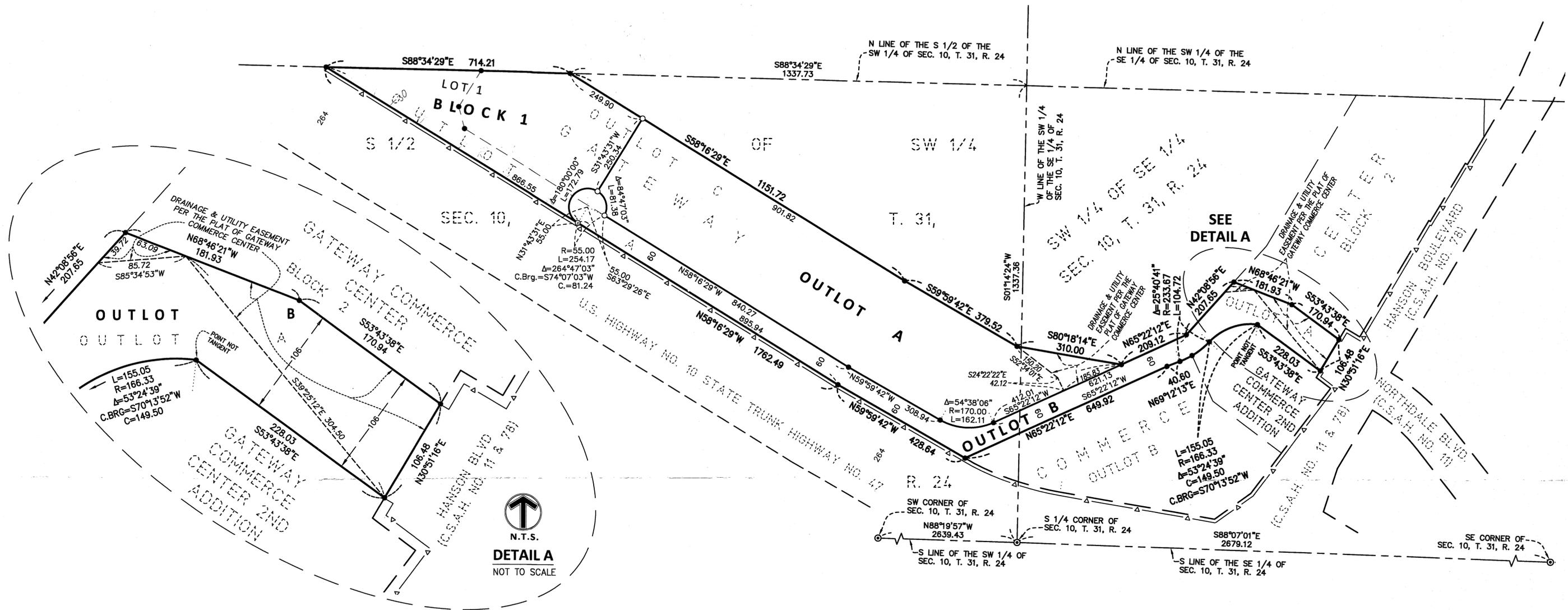
Final Plat

Current PUD Site Plan

Applicant's Narrative

GATEWAY COMMERCE CENTER 3RD ADDITION

CITY OF COON RAPIDS
COUNTY OF ANOKA
SEC. 10, T. 31, R. 24



KNOW ALL PERSONS BY THESE PRESENTS: That H & W Family, LLLP, a Minnesota limited liability limited partnership, owner of the following described property:

Outlot A and Outlot C, GATEWAY COMMERCE CENTER, according to the recorded plat thereof, Anoka County, Minnesota.

Has caused the same to be surveyed and platted as GATEWAY COMMERCE CENTER 3RD ADDITION, as shown by this plat.

In witness whereof said H & W Family, LLLP, a Minnesota limited liability limited partnership, has caused these presents to be signed by its proper officer this _____ day of _____, 20__.

SIGNED: H & W Family, LLLP
BY: H & W Holding, LLC

By: _____
William O. Cooley, as Chief Manager

STATE OF _____
COUNTY OF _____

This instrument was acknowledged before me this _____ day of _____, 20__ by William O. Cooley, as Chief Manager of H & W Holding, LLC, a Minnesota limited liability company, the General Partner of H & W Family, LLLP, a Minnesota limited liability limited partnership, on behalf of the partnership.

Notary Public, _____ County, Minnesota
My Commission Expires _____

I Marcus F. Hampton do hereby certify that this plat was prepared by me or under my direct supervision; that I am a duly Licensed Land Surveyor in the State of Minnesota; that this plat is a correct representation of the boundary survey; that all mathematical data and labels are correctly designated on this plat; that all monuments depicted on this plat have been, or will be correctly set within one year; that all water boundaries and wet lands, as defined in Minnesota Statutes, Section 505.01, Subd. 3, as of the date of this certificate are shown and labeled on this plat; and all public ways are shown and labeled on this plat.

Dated this _____ day of _____, 20__.

Marcus F. Hampton, Licensed Land Surveyor
Minnesota License No. 47481

STATE OF MINNESOTA
COUNTY OF _____

This instrument was acknowledged before me this _____ day of _____, 20__ by Marcus F. Hampton.

Notary Public, _____ County, Minnesota
My Commission Expires _____

Coon Rapids Planning Commission

Be it known that at a meeting held on this _____ day of _____, 20__, the Planning Commission of the City of Coon Rapids, Minnesota, did hereby review and approve this plat of GATEWAY COMMERCE CENTER 3RD ADDITION.

Planning Commission, City of Coon Rapids, Minnesota

By _____ By _____
Chair Secretary

City Council, Coon Rapids, Minnesota

This plat of GATEWAY COMMERCE CENTER 3RD ADDITION was approved and accepted by the City Council of the City of Coon Rapids, Minnesota at a regular meeting thereof held this _____ day of _____, 20__, and said plat is in compliance with the provisions of Minnesota Statutes, Section 505.03, Subd.2.

City Council, City of Coon Rapids, Minnesota

By _____ By _____
Mayor Clerk

County Surveyor

I hereby certify that in accordance with the Minnesota Statutes, Section 505.021, Subd. 11, this plat has been reviewed and approved this _____ day of _____, 20__.

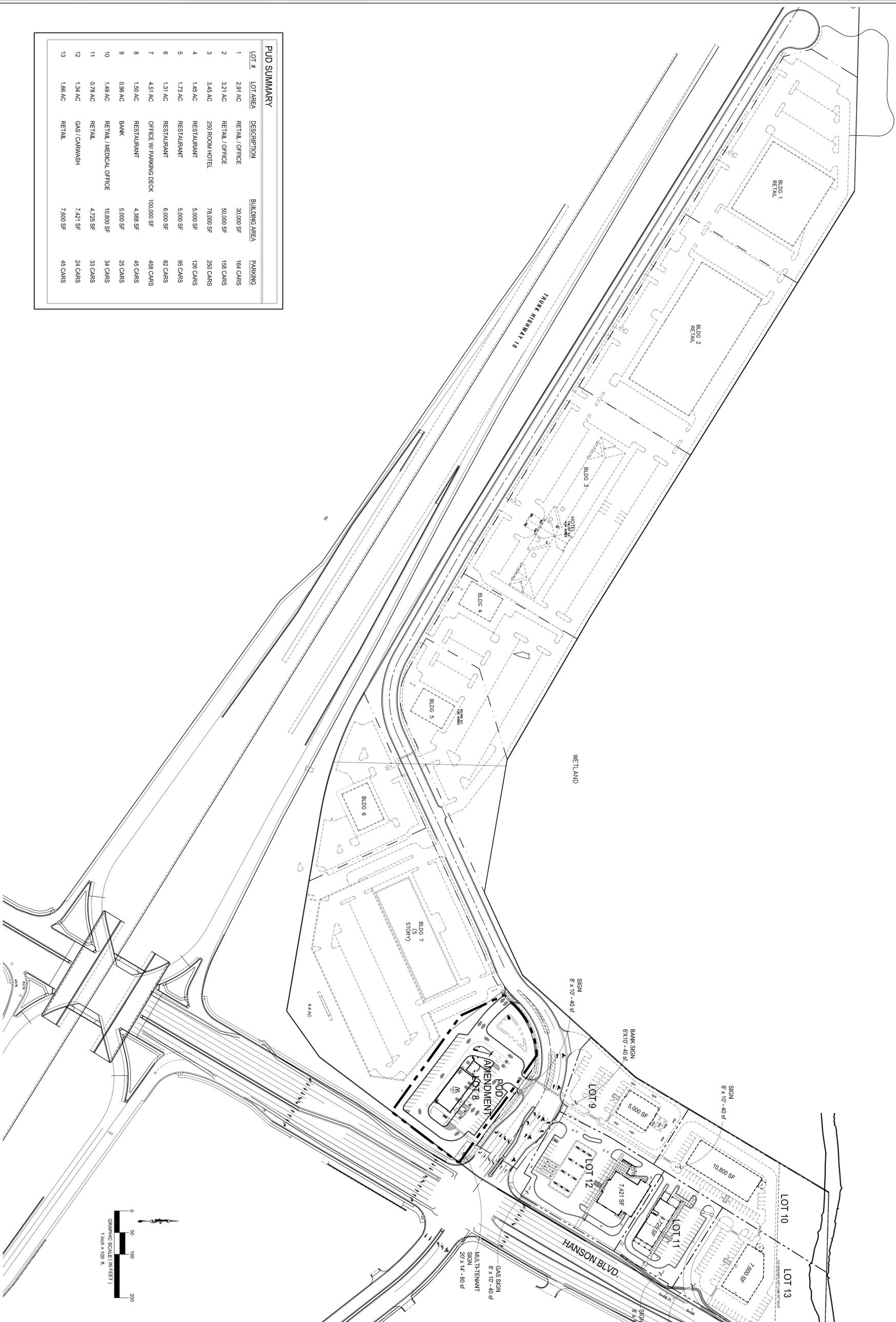
By _____
Larry D. Hoiium, Anoka County Surveyor



NORTH
0 150 300
SCALE IN FEET
1 INCH = 30 FEET

- Δ—Δ— DENOTES RIGHT OF ACCESS DEDICATED TO THE STATE OF MINNESOTA AND THE COUNTY OF ANOKA PER THE PLAT OF GATEWAY COMMERCE CENTER
- ⊙ DENOTES CAST IRON MONUMENT FOUND
- DENOTES 1/2 INCH BY 14 INCH IRON MONUMENT SET AND MARKED BY LICENSE NO. 47481.
- DENOTES 1/2 INCH IRON MONUMENT FOUND.

THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SECTION 10, TOWNSHIP 31, RANGE 24 IS ASSUMED TO HAVE A BEARING OF SOUTH 88 DEGREES 07 MINUTES 01 SECONDS EAST.



PUD SUMMARY				
LOT #	LOT AREA	DESCRIPTION	BUILDING AREA	PARKING
1	2.91 AC	RETAIL / OFFICE	30,000 SF	164 CARS
2	3.21 AC	RETAIL / OFFICE	50,000 SF	158 CARS
3	3.45 AC	250 ROOM HOTEL	78,000 SF	250 CARS
4	1.45 AC	RESTAURANT	5,000 SF	126 CARS
5	1.73 AC	RESTAURANT	5,000 SF	95 CARS
6	1.31 AC	RESTAURANT	6,000 SF	82 CARS
7	4.51 AC	OFFICE w/ PARKING DECK	100,000 SF	458 CARS
8	1.50 AC	RESTAURANT	4,388 SF	45 CARS
9	0.98 AC	BANK	5,000 SF	25 CARS
10	1.49 AC	RETAIL / MEDICAL OFFICE	10,800 SF	34 CARS
11	0.78 AC	RETAIL	4,725 SF	33 CARS
12	1.34 AC	GAS / CARWASH	7,421 SF	24 CARS
13	1.66 AC	RETAIL	7,600 SF	45 CARS

Mark	Revision / Issue	Date
	MCDONALDS SITE REVISION	07-30-13

GATEWAY COMMERCE CENTER
 HANSON BLVD. & HWY. 10
 COON RAPIDS, MN

OVERALL SITE PLAN	
PROJECT NUMBER:	CA-1014-C1
ISSUED DATE:	06-10-13
DRAWN BY:	BL
CHECKED BY:	KA

A1



October 24, 2014

**Mayor and City Council
City of Coon Rapids
11155 Robinson Drive
Coon Rapids, MN 55433**

Re: Plat, Lot 1 at the Gateway Commerce Center

Dear Mayor and Members of the Coon Rapids City Council:

This letter shall serve as a request to plat a portion of Outlot C into Lot 1, Block 1 at the Coon Rapids Gateway Commerce Center.

H&W Family, LLP is requesting final plat for a section of Outlot C that includes the current cul-de-sac and a portion of Gateway Drive. During the original platting process Gateway Drive was platted with the intent that it could be extended along Hwy 10 to the north as a frontage road that would connect to the Lowe's Site. After consideration from both the City of Coon Rapids and the Developer, H&W Family, LLP, it was deemed that this road extension was cost prohibited.

At this time our intent is to remove the current cul-de-sac and relocate it to the south so that we can better utilize the new Lot 1, Block 1 and attract a quality user.

Please feel free to contact the development team with any questions and thanks for your support.

Best Regards,

Jonathan Adam
Silverstone Realty
7955 Stone Creek Dr. Unit 130
Chanhassen MN 55317
(952) 856-6231
Jadam@silverstonemn.com

A handwritten signature in black ink, appearing to read "William O. Cooley". The signature is fluid and cursive.

William O. Cooley M/M of GP
H & W Family LLLP
16216 Ice Circle Drive
Wayzata, MN 55391
(561) 758-8787
cool3003@bellsouth.net

CC: Planning Staff



City Council Regular

14.

Meeting Date: 11/05/2014

Subject: PC 14-16, Lot Split, 12221 Olive Street, Boden

From: Scott Harlicker, Planner

INTRODUCTION

The applicant is requesting approval of a lot split to subdivide an existing parcel into two single family lots.

DISCUSSION

Project Description

The applicant is proposing to subdivide a 34,553 square foot parcel (.79 acres) into two lots. There is an existing single family home with an attached garage on the property. The existing house will remain on Lot 1. Lot 1 is a corner lot with frontage on 122nd Avenue and Olive Street. Access to Lot 1 will be via the existing driveway on Olive Street. Lot 2 will have frontage on 122nd Avenue with a driveway from 122nd Avenue. Both of the proposed lots meet the dimensional requirements of the LDR2 zoning district. Lot 1 is 20,194 square feet and Lot 2 is 14,359 square feet.

However, the existing house and deck do not meet the required 35 foot and 20 foot rear yard setbacks from the proposed new lot and a variance is required. The applicant has submitted a variance application to the required 35 foot and 20 foot rear yard setback to allow a setback of 27 feet for the house and 16 feet for the deck. Approval of the lot split should include a condition that the Board of Adjustment and Appeals approve a variances to the rear yard setback.

The Assistant City Engineer has reviewed the proposed lot split and has the following comments:

- Per City ordinance, any existing overhead power services that may be crossing the property, and intended to serve these lots, shall be buried. The costs for burying the services shall be at the developers expense.
- Information regarding proposed grading and drainage shall be submitted to the City for review. The new lots shall not alter existing drainage patterns or flows onto existing adjacent lots.
- Drainage and utility easements 5 feet in width shall be provided along each side of the proposed lot line.
- Permit and hookup fees shall apply to the installation of new sewer and water services to Parcel 2.
- The City shall require a bond or escrow, in an amount equal to the cost of the street pavement excavation/patch, that will be necessary for the installation of the new utility services. The bond or escrow is to ensure the proper patching and restoration of the 122nd Avenue pavement.

Park Dedication

The original lot was platted as part of Colleen Addition in 1984. Park dedication for the existing lot was paid at that time. Park dedication should be paid for the new lot, if approved, at this time.

Planning Commission Meeting

At the Planning Commission meeting held on October 16th, no one spoke at the public hearing. The Planning Commission voted unanimously to recommend approval of the proposed lot split.

In Planning Case 14-16, the City Council approve the proposed lot split with the following conditions:

1. All comments of the City Engineer must be addressed.
2. Compliance with Title 11, Land Development Regulations.
3. Park dedication for the new lot be paid in the amount of \$2,000 prior to releasing the lot split for recording.
4. The Board of Adjustment and Appeals grant a variance to the required rear yard setbacks for Lot 1

RECOMMENDATION

Consider Approval of Proposed Lot Split with Conditions.

Attachments

Location Map

Survey

Location Map



OWNER

THOMAS BODEN
12221 OLIVE STREET NW
COON RAPIDS, MN 55448
TEL: (763) 90-2270



MUNICIPALITY

PROJECT
BODEN PROPERTY
12221 OLIVE STREET NW
COON RAPIDS, MN

SHEET INDEX

SHEET TITLE

REVISION HISTORY

DATE	REVISION

PROJECT MANAGER REVIEW

DATE	REVISION

CERTIFICATION

I hereby certify that this survey was made by me or under my direct supervision and that I am a duly licensed and duly sworn land surveyor in the State of Minnesota.

W. J. [Signature]

Surveyor No. 45898 Date: 04/20/2014

LEGAL DESCRIPTION

PER ANKKA COUNTY PROPERTY SEARCH CB:
LOT 4 BLOCK 1 COLLEEN ADDITION, ANKKA COUNTY, MINNESOTA

LEGAL NOTES

1. BACKGROUND INFORMATION SHOWN PER BOUNDARY SURVEY REFERRED BY LAMBERTON ON 04/29/2014 EXPRESSLY FOR THIS PROJECT.

2. FOR THE PURPOSES OF THIS SURVEY THE BEARING BASE THE WEST LINE OF LOT 4, BLOCK 1, COLLEEN ADDITION IS ASSUMED TO BEAR NORTH ACCORDING TO THE RECORDED PLAT THEREOF, ANKKA COUNTY, MINNESOTA.

3. THE UTILITIES SERVING THIS PROPERTY HAVE BEEN LOCATED TO THE BEST OF THE SURVEYOR'S ABILITY USING THE SERVICES OF CONECS STATE ONE CALL - TOLL FREE 800. A PRIVATE UTILITY LOCATE AND AVAILABLE MAPS, NOT ALL SERVICE PROVIDERS RESPONDED TO THE WORKING OR ASSURED THAT THE UTILITIES AS SHOWN ARE ONE CALL. THE SURVEYOR DOES NOT GUARANTEE IN WRITING OR ASSURED THAT THE UTILITIES AS SHOWN ARE IN THE EXACT LOCATION, NO EXPLANATION WAS PERFORMED TO LOCATE THE UNDERGROUND UTILITIES.

4. THE PROPERTY HAS ACCESS TO OLIVE STREET NW AND 12ND AVENUE NW, ALL PUBLICLY DEDICATED STREETS & AVENUES VIA DIRECT ACCESS.

LEGAL NOTES (continued)

5. THE SURVEYOR HAS BEEN RESPONSIBLE FOR THE ACCURACY OF THIS SURVEY AND HAS BEEN ADVISED BY THE CLIENT TO ACCEPT ADDITIONAL LIABILITY.

REVISIONS AND BOUNDARY SURVEY CONTRACT, TERMS AND CONDITIONS OF SERVICE ARE SUBJECT TO THE TERMS AND CONDITIONS OF THE SURVEYOR'S STANDARD CONTRACT.

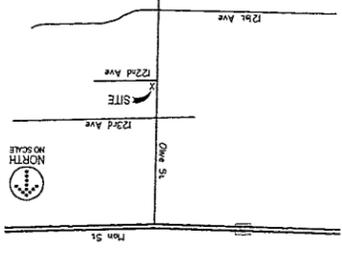
FILE NAME
PROJECT NO.
BOUNDARY & TOPOGRAPHIC SURVEY
SHEET NO. 11

105 South Fifth Avenue
Tel: 612-252-9070
Suite 513
Fax: 612-252-9077
Web: landform.net
Minneapolis, MN 55401

From Site to Finish

LANDFORM

COON RAPIDS, MN



BENCHMARK

PROJECT BENCHMARK:
STATION MARK: 072
NAD83 COORDINATES: 153 765 W. OF JUNCTION OF TRUNK HWY. 65 & CO. RD. H (TAN ST), 775 FT. E OF TALKOX NO. 401 76 FT. N OF CO. RD. H (TAN ST) 64 FT. E OF FIRE HYDRANT 10 FT. 5 OF WINDSS POST.
ELEVATION = 900.26 (NAD 29)

SITE BENCHMARK:
TOP NAT OF FIRE HYDRANT
LOCATION: S SIDE OF 12ND AVE NW AT NE CORNER OF LOT 1
BLOCK 2 COLLEEN ADDITION.
ELEVATION = 900.07 (NAD 29)

ZONING AND SETBACKS

ACCORDING TO THE CITY OF COON RAPIDS:
ZONING: LD27 - LOW DENSITY 2 RESIDENTIAL.
SETBACKS:
FRONT YARD: 35 FEET
SIDE YARD: 10 FEET HOUSE
REAR YARD: 20 FEET GARAGE
5 FEET CORNER
NATURAL REAR YARD: 35 FEET

AREA SUMMARY

TOTAL PARCEL AREA: 34,553 SQ. FT. OR 0.79 ACRES
PROPOSED LOTS:
PARCEL 1 = 20,144 SQ. FT. OR 0.46 ACRES
PARCEL 2 = 14,394 SQ. FT. OR 0.33 ACRES

SURVEY NOTES

1. BACKGROUND INFORMATION SHOWN PER BOUNDARY SURVEY REFERRED BY LAMBERTON ON 04/29/2014 EXPRESSLY FOR THIS PROJECT.

2. FOR THE PURPOSES OF THIS SURVEY THE BEARING BASE THE WEST LINE OF LOT 4, BLOCK 1, COLLEEN ADDITION IS ASSUMED TO BEAR NORTH ACCORDING TO THE RECORDED PLAT THEREOF, ANKKA COUNTY, MINNESOTA.

3. THE UTILITIES SERVING THIS PROPERTY HAVE BEEN LOCATED TO THE BEST OF THE SURVEYOR'S ABILITY USING THE SERVICES OF CONECS STATE ONE CALL - TOLL FREE 800. A PRIVATE UTILITY LOCATE AND AVAILABLE MAPS, NOT ALL SERVICE PROVIDERS RESPONDED TO THE WORKING OR ASSURED THAT THE UTILITIES AS SHOWN ARE ONE CALL. THE SURVEYOR DOES NOT GUARANTEE IN WRITING OR ASSURED THAT THE UTILITIES AS SHOWN ARE IN THE EXACT LOCATION, NO EXPLANATION WAS PERFORMED TO LOCATE THE UNDERGROUND UTILITIES.

4. THE PROPERTY HAS ACCESS TO OLIVE STREET NW AND 12ND AVENUE NW, ALL PUBLICLY DEDICATED STREETS & AVENUES VIA DIRECT ACCESS.

LEGAL DESCRIPTION

PER ANKKA COUNTY PROPERTY SEARCH CB:
LOT 4 BLOCK 1 COLLEEN ADDITION, ANKKA COUNTY, MINNESOTA

LEGAL NOTES

5. THE SURVEYOR HAS BEEN RESPONSIBLE FOR THE ACCURACY OF THIS SURVEY AND HAS BEEN ADVISED BY THE CLIENT TO ACCEPT ADDITIONAL LIABILITY.

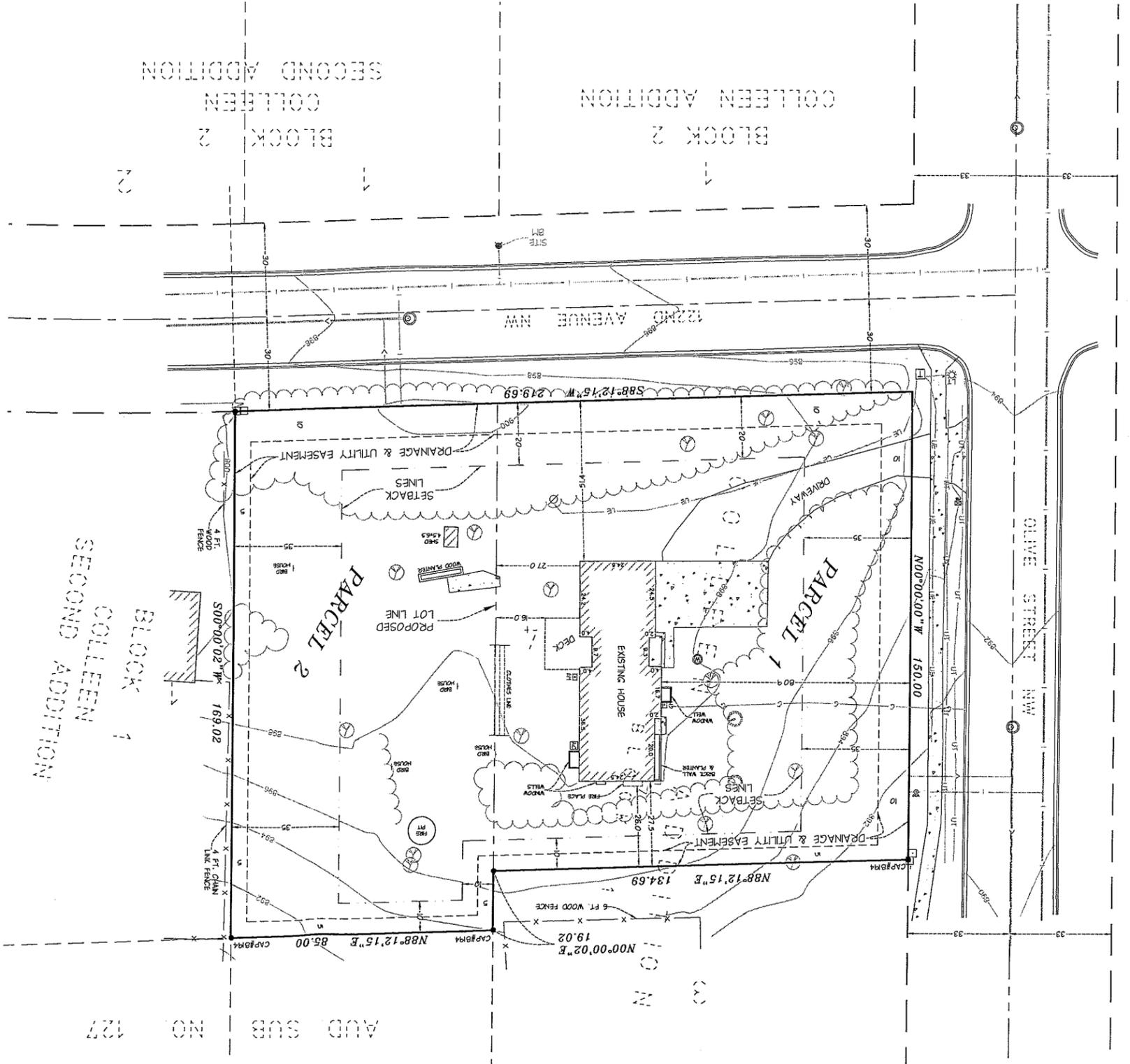
REVISIONS AND BOUNDARY SURVEY CONTRACT, TERMS AND CONDITIONS OF SERVICE ARE SUBJECT TO THE TERMS AND CONDITIONS OF THE SURVEYOR'S STANDARD CONTRACT.

FILE NAME
PROJECT NO.
BOUNDARY & TOPOGRAPHIC SURVEY
SHEET NO. 11

105 South Fifth Avenue
Tel: 612-252-9070
Suite 513
Fax: 612-252-9077
Web: landform.net
Minneapolis, MN 55401

From Site to Finish

LANDFORM



EXISTING	DESCRIPTION	EXISTING	DESCRIPTION	EXISTING	DESCRIPTION	EXISTING	DESCRIPTION	EXISTING	DESCRIPTION
	BUILDING / OVERHANG		SHRUB		TREES		DENOTES TREE LIMITS		MANHOLE
	CONCRETE SURFACE		CATCH BASIN		CLEANOUT		FIRE HYDRANT / CURB STOP		WATER VALVE / CURB STOP
	CONCRETE CURB		WELL		CURB STOP		LIGHT POLE		GUY WIRE
	BITUMINOUS SURFACE		AIR CONDITIONER		TRANSFORMER		UTILITY BOX (TV, TEL, ELEC)		ARC CONDITIONER
	CONTOUR		VAULT		ELECTRIC METER		PK. NAIL / CHISELED 'X'		CAST RON MOUNT FOUND
	FENCE		SANITARY SEWER LINE		GAS METER		WATER MAIN		GAS VALVE
	UNDERGROUND TELEPHONE LINE		UNDERGROUND GAS LINE		UNDERGROUND ELECTRIC LINE		UNDERGROUND TELEPHONE LINE		UNDERGROUND TELEPHONE LINE

AUD. SUB. NO. 127



City Council Regular

15.

Meeting Date: 11/05/2014

Subject: PC 14-17, Comprehensive Plan Amendment, Foley Boulevard Station Area Plan

From: Matt Brown, Interim Community
Development Director

INTRODUCTION

The Council is asked to consider the *Foley Boulevard Station Area Plan* and a text amendment to the Comprehensive Plan adopting the Station Area Plan.

ACTIONS

Recommendation by Planning Commission
Decision City Council (comprehensive plan amendment requires super majority)

60 DAY RULE

NA

LOCATION

Generally along Foley Boulevard between Coon Rapids Boulevard and East River Road.

DISCUSSION

The City's consultant team of HKGi and SEH recently completed work on the Foley Boulevard Station Area Plan. Funded by a grant from the Metropolitan Council, this planning initiative is intended guide future development and infrastructure improvements near the Foley Boulevard Park-and-Ride facility to support and accommodate future transportation investments. The terms of the grant require that the plan is complete by the end of 2014. The City's Comprehensive Plan, adopted in 2008, identified this area as a potential growth area and recommended further study of land uses. The Council considered the station area plan at a September 9 work session. The Planning Commission then recommended approval of the plan at its October 16 meeting.

The final draft of the Station Area Plan is attached. The plan's guiding principles are:

- Create a unique, pedestrian-oriented neighborhood that is both an origin and destination with places for people to live, work, and connect to the broader region.
- Establish a neighborhood that is supportive of but not dependent on transit.
- Phase redevelopment to support gradual transition and collaboration with property owners.
- Establish connectivity with adjacent neighborhoods and the Mississippi River through trails/sidewalks and attractive streetscapes.

The plan's key recommendations include:

- **New Local Street Connectivity.** Construct a loop road on the north side of Foley Boulevard serving the former Berry Plastics site and provide greater connectivity to Coon Rapids Boulevard.
- **Foley Boulevard Overpass.** Coordinate with Anoka County on Foley Boulevard overpass over the railroad tracks and access. A new traffic signal at the entrance to the Park-and-Ride would also serve the new loop road.

- **Future Land Uses.** Plan for high-density residential redevelopment on the former Berry Plastics site, commercial development along Foley Boulevard, and continued industrial development along East River Road. Accommodate continuation and expansion of existing businesses along Foley Boulevard. New development, particularly residential development, would have a greater intensity and more urban feel than existing development. Development would be phased based on interest of private property owners and significant City involvement in land assembly is not envisioned.
- **Pedestrian/Bicycle Access.** Add sidewalks and trails to both sides of all streets, including connections to the Mississippi River, Port Riverwalk, and surrounding neighborhoods.
- **Transit Platform.** Work with MnDOT on a transit platform for the Northern Lights Express high-speed rail line that serves as a focal point for the area and could accommodate Northstar commuter rail service in the long term.

In Planning Case 14-17:

1. **Approve** the *Foley Boulevard Station Area Plan*.
2. **Approve** the text amendment to Chapter 2 of the Comprehensive Plan incorporating the future land uses and relationships, traffic circulation, and pedestrian systems established by the *Foley Boulevard Station Area Plan*.

RECOMMENDATION

Consider Approval of:

1. The *Foley Boulevard Station Area Plan*.
2. The text amendment to Chapter 2 of the Comprehensive Plan incorporating the future land uses and relationships, traffic circulation, and pedestrian systems established by the *Foley Boulevard Station Area Plan*.

Attachments

Foley Boulevard Station Area Plan

Comprehensive Plan Text Amendment

Location Map



FOLEY BOULEVARD

STATION AREA PLAN



Hoisington Koegler Group Inc.
Planning • Landscape Architecture • Urban Design

ACKNOWLEDGEMENT

The Foley Boulevard Station Area Plan was made possible in part through a [Livable Communities Demonstration Account \(LCDA\)](#) grant furnished by the Metropolitan Council. The LCDA program provides grants to support innovative redevelopment projects that link housing, jobs, services, and transit in an effort to create inspiring and lasting Livable Communities.



FOLEY BOULEVARD

STATION AREA PLAN

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The Foley Boulevard Station Area Plan seeks to guide future development and redevelopment around the Foley Boulevard transit station. The plan presents a long-term vision for the area as well as prioritization of public infrastructure investments and private sector redevelopment opportunities. The following chapter provides an introduction to the study area, an overview of the planning and public engagement process, and a broad discussion of transit-oriented development principles.

1. **PROJECT OVERVIEW**

1. Project Overview

INTRODUCTION



Foley Boulevard Park and Ride



Existing light industrial development

The City of Coon Rapids developed the Foley Boulevard Station Area Plan to guide development, redevelopment, and infrastructure investment in the Foley Boulevard Station Area. The plan considers the potential for development and redevelopment as it relates to the existing transit facilities on Foley Boulevard (the Metro Transit Park and Ride facility and express bus service) as well as potential future transportation improvements such as a station for the Northern Lights Express - the proposed high speed rail to Duluth - and/or Northstar Commuter Rail.

The Foley Boulevard Station Area Plan was made possible in part through a Livable Communities Demonstration Account (LCDA) grant furnished by the Metropolitan Council to evaluate and encourage transit-oriented development (TOD). The Metropolitan Council supports opportunities for TOD around various types of transit facilities, including light rail transit (LRT), bus rapid transit (BRT), commuter rail, and high-frequency express bus.

This planning effort seeks to build consensus among various agencies (MnDOT, Anoka County, Metro Transit, etc.) regarding future investments in the area, and provides long-term guidance for land use, infrastructure improvements, transportation investment, and pedestrian/bicycle connectivity.

In the context of this plan, the Foley Boulevard “station area” is roughly defined as the area within a half-mile radius - or 10-minute walking distance from the transit station (i.e. the existing Foley Boulevard Park and Ride facility). Today, the station area includes predominantly light industrial uses, located in the core area around the station. Farther out, residential neighborhoods fill the edges of the station area to the north, east, and west, along with industrial and office uses in the Evergreen Industrial Park to the south. The area also features local and regional parks, including Coon Rapids Dam Regional Park, which accesses the Mississippi River to the west/northwest.

The plan also focuses on a more specific “study area” (shown in red in Figure 1.1 on the opposite page), which covers the area immediately adjacent to the transit station and bounded by Highway 610, Coon Rapids Boulevard, and East River Road. These two scales of analysis allow for discussion of broader connections to the station from surrounding residential and employment areas, as well as a detailed examination of land use and redevelopment opportunities in the immediate vicinity of the station.

Figure 1.1 - Aerial View of Foley Boulevard Station Area >



Parkside Park

COON RAPIDS BLVD

STUDY AREA

1/2 Mile Radius

Potential Rail Station
(exact location to be determined)

Existing Park & Ride

EAST RIVER RD

FOLEY BLVD

HWY 610

Lake Cenaiko

Coon Rapids Dam
Regional Park

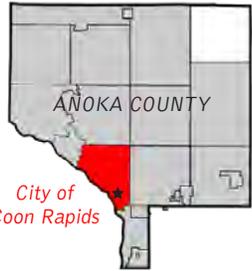
Evergreen
Industrial Park

Mississippi

400'



REGIONAL CONTEXT



The station area is located in the southeastern portion of Coon Rapids, approximately 17 miles north of downtown Minneapolis and less than a mile east of the Mississippi River. Figure 1.2 shows the regional context surrounding the station area.

Transit

Existing express bus service connects the Foley Boulevard station to downtown Minneapolis. Ride time to downtown from Foley is approximately 25-30 minutes. The Foley Boulevard Park and Ride is well-utilized and is one of the largest in the system.

The Foley Boulevard Station area is located along the existing Northstar Commuter Rail line which connects from downtown Minneapolis to Big Lake along BNSF-owned right-of-way. Northstar does not stop at Foley today, and there are no current plans to alter Northstar station locations. The Riverdale Northstar Station is located about 7 miles northwest from the Foley Boulevard station area and the Fridley Northstar Station about 5 miles southeast.

The proposed Northern Lights Express (NLX) route to Duluth heads north out of the station area following the BNSF freight rail corridor. NLX is a passenger rail project currently managed by MnDOT that will connect from Target Field Station in Minneapolis to the City of Duluth. The proposed route includes a north metro station at Foley Boulevard.

Retail

Major retail centers in the regional context include Northtown Mall and Riverdale Village Shopping Center. Northtown Mall is an enclosed regional shopping center with over 600,000 square feet of retail and a variety of big box retailers in the surrounding area. Riverdale Village includes over 1.1 million square feet of retail space, including most major suburban chains. In the broader area around Riverdale Village, there is an additional 2.5 million square feet of retail.



Fridley Northstar Station



Riverdale Village Shopping Center

Employment

Evergreen Industrial Park, a major employment center in Coon Rapids, is located just south of the station area. The Industrial Park includes over 2.5 million square feet of industrial, warehouse, and office space, and over 3,000 employees. Major tenants in the area include Bayer, Honeywell, and RMS Company.

Other Redevelopment Areas

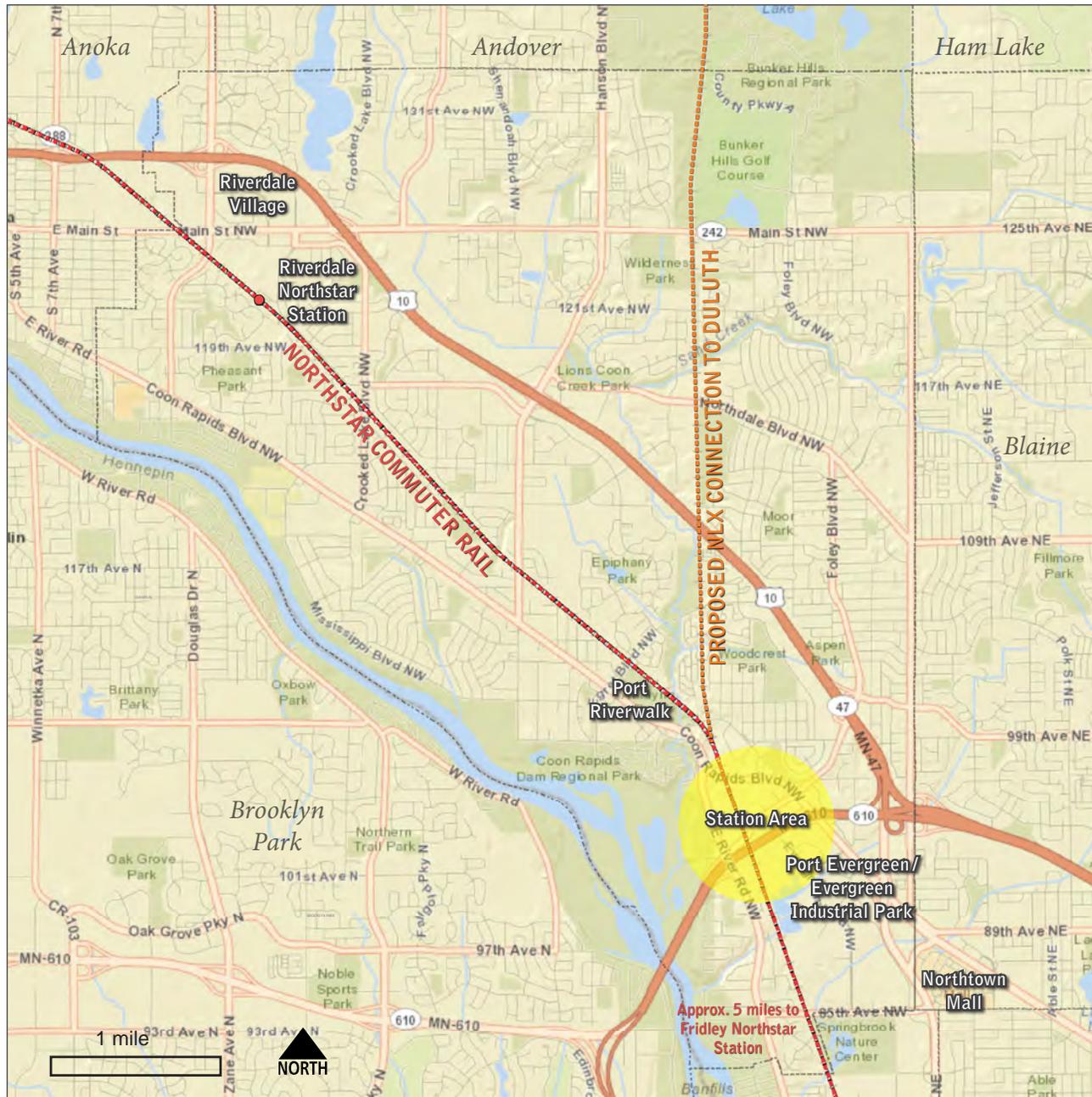
The southeast portion of the station area falls within the Port Evergreen district - one of four redevelopment areas along Coon Rapids Boulevard targeted by the City of Coon Rapids for office, commercial, and higher density residential development. A portion of Evergreen Industrial Park is part of the Port Evergreen district.

Located just northwest of the station area, Port Riverwalk includes areas along Coon Rapids Boulevard between Egret Boulevard and the East River Road split. The City has acquired over 30 acres of land, demolished buildings, and cleaned up contamination in this area in preparation for redevelopment. The master plan for Port Riverwalk envisions moderate to high-density housing as well as some mixed use development.



Land use plan from the Port Riverwalk Master Plan

Figure 1.2 - Regional Context



TOD POTENTIAL

WHAT IS TRANSIT ORIENTED DEVELOPMENT (TOD)?

Transit-oriented development (or TOD) aims to maximize access to public transit by encouraging walkable, moderate-to-high-density development within a half mile (or 10-minute walk) of a transit station. In addition to encouraging compact development, TOD often encourages features like a mix of housing, retail, or employment uses; parks and open space; bike and pedestrian amenities; and high quality streetscape design. Effective TOD has a number of potential benefits:

- Produces vibrant, mixed-use environments
- Encourages transit usage
- Reduces dependence on the private automobile
- Supports healthy/active lifestyles
- Expands housing and mobility choices
- Generates public and private sector revenues
- Creates places of lasting value.

TOD POTENTIAL AT FOLEY STATION

While express bus service may not generate as much transit-oriented development as light rail or subway systems due to limited frequency of service and connections, the proximity of the Foley Park and Ride to downtown Minneapolis and high utilization rates suggest some potential for TOD around the existing bus transit facilities. Additionally, the possibility of expanded transit options at the Foley station through Northern Lights Express and/or Northstar Commuter Rail, may bolster the attractiveness of the site for higher-density residential or commercial development.

Given that Metro Transit currently has no plans to add a Northstar stop, the improvements recommended in this plan are not predicated on the addition of new transit routes at

Foley. Rather, the plan seeks to create conditions that enhance the function of existing transit facilities, and allow for and ideally encourage future transit improvements.

Developers Roundtable

As part of the stakeholder engagement process, several local developers with experience in transit-oriented development, were invited to review preliminary redevelopment concepts and comment on development potential in the station area. Key feedback from the developers included the following:

- The existing Park and Ride/express bus service makes this a more attractive site for higher-density residential development.
- There is an opportunity to develop a unique housing product for the City, featuring a more urban, mixed-use TOD character; may be attractive to younger residents and



Transit-oriented development encourages walkable, mixed-use development around transit stations to encourage transit ridership and create vibrant places to live and work

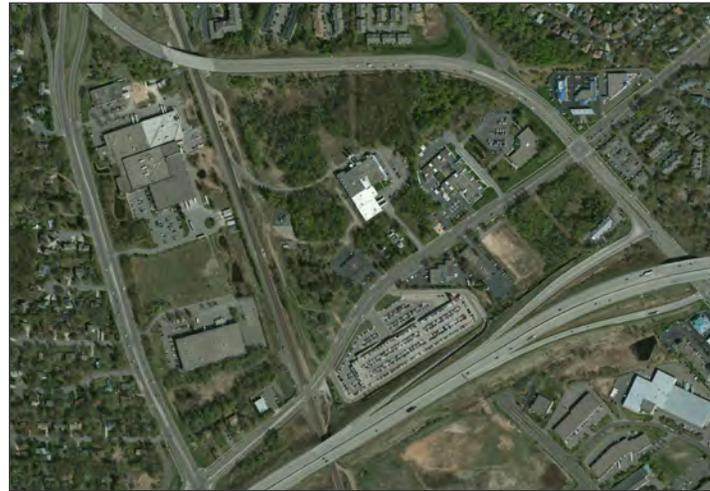
retirees who value lower maintenance housing, access to transit, and bike/pedestrian amenities.

- Limited access to Highway 610 is not a barrier for residential development or industrial redevelopment, but will inhibit a corporate campus-style redevelopment.
- Industrial redevelopment could work in this area, but there are a lot of other sites in the region offering raw, undeveloped land that would compete for development.

CHALLENGES AND OPPORTUNITIES

Today, the land use and development patterns in the Foley Boulevard station area are not transit-supportive. With large block sizes, low-density industrial land-uses, a limited street network, and incomplete bike and pedestrian connections, the station area presents a number of challenges to TOD. Key considerations for facilitating TOD and encouraging transit investment include:

- Introduce new land uses with higher intensities:
 - ▷ Encourage higher density residential and mixed use development within the immediate vicinity of the station
 - ▷ Encourage retail and commercial services near the station that would cater to the needs of residents and transit riders
- Design public realm and infrastructure to enhance multi-modal access and provide desirable amenities on the site:
 - ▷ Introduce a walkable, pedestrian-friendly street network with high-quality streetscape design
 - ▷ Fill gaps in the bicycle network and provide amenities for cyclists
 - ▷ Incorporate plazas, parks, open space, and other places for community gathering



The existing low-density land use and development patterns in the station area are not conducive to TOD

- ▷ Require active street-level frontages and buildings oriented to the street
- Create non-motorized connections to nearby recreational amenities, including the Mississippi River and area parks.

PLANNING PROCESS



Community stakeholders were invited to participate in an open house event to review and provide feedback on initial redevelopment concepts for the Foley Boulevard station area plan

ENGAGING STAKEHOLDERS

Community Stakeholders

Community stakeholders were instrumental throughout this planning process, helping to identify key issues and opportunities and define the vision for future redevelopment in the station area. City staff engaged local businesses, property owners, and residents from the beginning of the planning process and provided a range of opportunities for input and comment through small group discussion and individual interviews, as well as two community open house events.

Project Management Team

The Project Management Team (PMT) was comprised of City staff, key members of the consultant team, and agency representatives from Anoka County, MnDOT, Metropolitan Council, and Metro Transit. The PMT served as an advisory body for the development of the plan, helping to refine the work plan and engagement strategy, and provide input and direction around the plan content and implementation strategies.

City Council & Planning Commission

Project updates were provided for the City of Coon Rapids City Council and Planning Commission through regularly scheduled council and commission meetings as well as special work sessions. These meetings were open to the public and provided opportunities for City officials to stay apprised of the planning process and provide input and feedback on plan components.

DEVELOPING THE PLAN

The Foley Boulevard Station Area Plan was developed through a process led by City Staff and consultants from Hoisington Koenigler Group and SEH. The process involved stakeholder engagement, data collection and analysis, exploration of alternative design concepts, and refinement of a preferred master plan concept and implementation strategies.

Inventory and Analysis

The consultant team developed an understanding of the Foley Boulevard Station Area and key issues and opportunities through a review of existing studies and planning efforts, background data collection and analysis, and stakeholder engagement. [Chapter 2. Existing Conditions](#) provides a summary of this existing conditions analysis.

Master Plan Development

Building on the existing conditions analysis, stakeholder input, and initial assessment of redevelopment potential in the station area, the consultant team and City staff developed a number of initial redevelopment concepts through a day-long design workshop and community open house. These redevelopment concepts addressed potential land use, roadway, and bike/pedestrian improvements that may be appropriate to the site context. As part of design workshop, community stakeholders and City staff and officials were invited to review and provide feedback on the initial redevelopment concepts.

Three redevelopment concepts emerged from the design workshop, each with a distinct land use scheme: (1) continued light-industrial uses, (2) corporate campus, and (3) mixed residential and commercial redevelopment. Following the design workshop, these concepts were refined based on feedback from stakeholders, the City Council and Planning

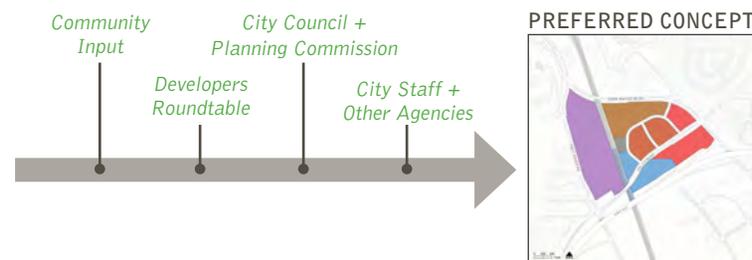
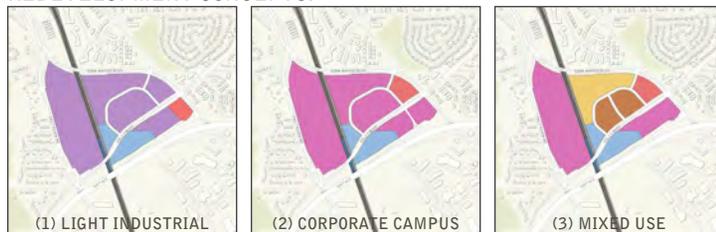
Commission, as well as review by a panel of local real estate developers. The resulting preferred redevelopment master plan concept integrates desirable characteristic from each of the three concept alternatives. [Chapter 3. Master Plan](#) illustrates key concepts of the preferred redevelopment master plan, including discussion of future land use, roadways access, and bike and pedestrian improvements.

Implementation Strategies

Key strategies, phasing, and resources were also identified to support implementation of the redevelopment master plan. [Chapter 4. Implementation](#) of this report delineates key public infrastructure improvements and potential phasing of private redevelopment within the study area. Also included in this chapter are potential funding strategies and resources, as well as recommendations for zoning and regulatory controls that will support future transit-oriented development and redevelopment around the Foley station.

Three redevelopment concepts were developed through a design workshop and community open house process and eventually refined into a preferred redevelopment master plan concept.

REDEVELOPMENT CONCEPTS:





Understanding existing land uses, infrastructure, and transit investments in the station area is a critical component of the station area planning process. The analysis in this chapter provides a baseline understanding of conditions on the ground today and identifies key constraints and opportunities for enhancing the station area, supporting transit use, and increasing redevelopment potential.

2. **EXISTING CONDITIONS**

2. Existing Conditions

LAND USE



Vacant / underutilized areas



Diversified Adjustment Services on Coon Rapids Boulevard

The existing study area, the area bounded by Highway 610, East River Road, and Coon Rapids Boulevard, is approximately 100 acres in size and includes over 430,000 square feet of industrial uses and 22,000 square feet of retail.

Industrial

Land uses in the station area are predominantly industrial and light industrial, featuring low density, single-story buildings set back from the road. Within the study area, existing businesses support an estimated 600 jobs, including employers such as John Roberts Company, Kurt Manufacturing, and A-1 Engineering. The southeast portion of the station area falls within Port Evergreen, one of four redevelopment areas along Coon Rapids Boulevard targeted for office, commercial, and higher density residential development. Evergreen Industrial Park (located south of Highway 610 and west of Coon Rapids Boulevard) is an employment center with more than 3,000 jobs.

Commercial / Institutional

A small number of commercial/institutional uses are located around Coon Rapids Boulevard. On the west side of Coon Rapids Boulevard is Diversified Adjustment Services, Anoka County Community Action Program's Head Start and Heritage Auto Body. On the east side of Coon Rapids Boulevard are Ace Hardware, Culver's, and Holiday Gas Station.

Residential

A small number of homes remain within the study area located on the north side of Foley Boulevard. Recognizing

that residential uses in an industrial area are not ideal from a land use perspective, the City has been acquiring homes for redevelopment as they become available from willing owners. The study area is bordered by residential neighborhoods to the north, east, and west. Most of this area features single-family detached housing, with the exception of areas to the north and east across Coon Rapids Boulevard which include clusters of single-family attached and multi-family housing. Although proximate to the Foley Boulevard station, these neighborhoods are not well connected physically or visually to the study area.

Parks and Open Space

Two local parks are located within the station's half-mile radius, Parkside Park and Mason Park. Coon Rapids Dam Regional Park, located west/northwest of the station area, is a popular destination for recreation with views of the Mississippi River and access to regional trails.

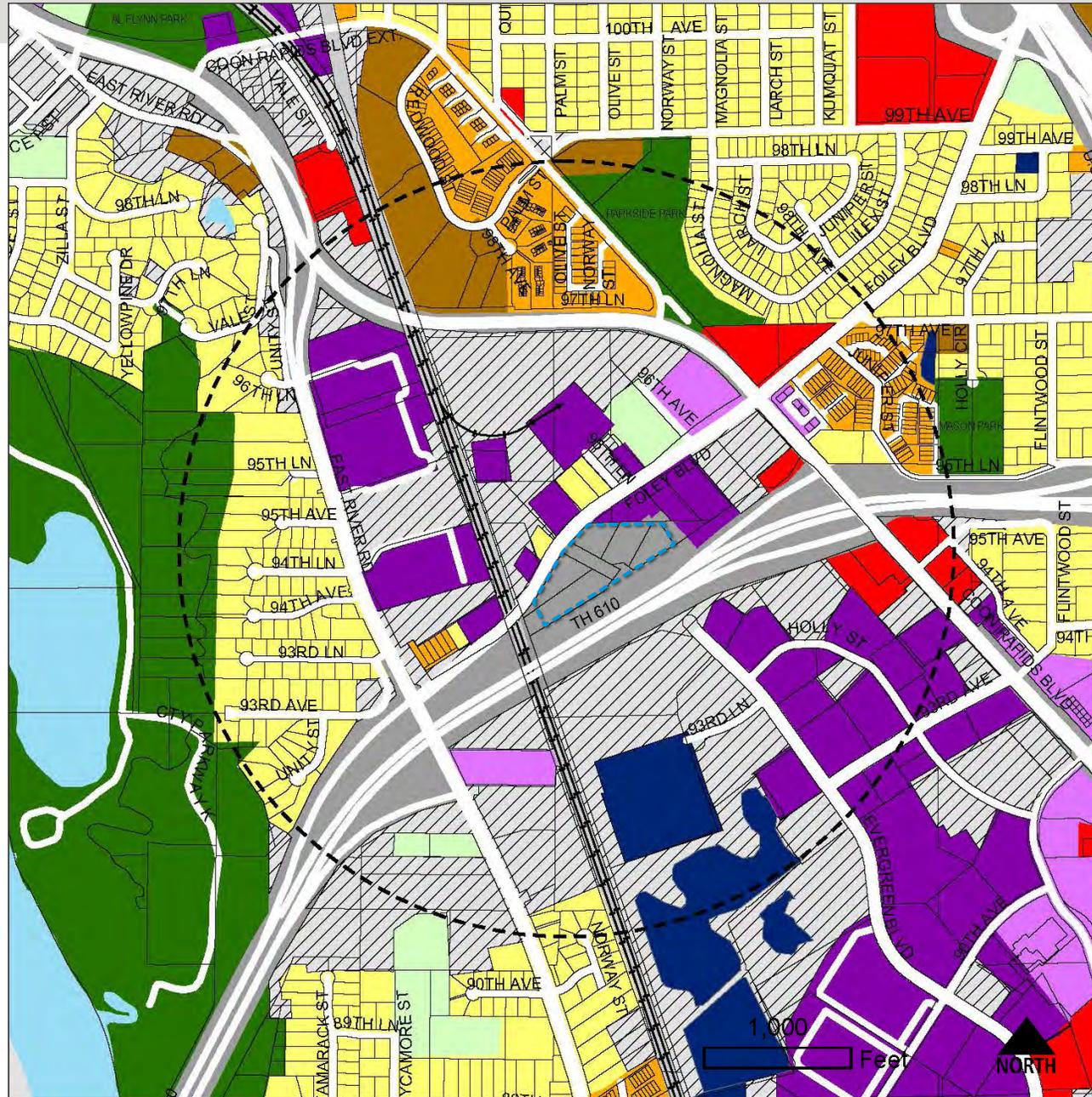
Transportation

An existing rail corridor runs north-south through the station area, carrying about 100 freight, 2 Amtrak, and 10 Northstar Commuter Rail trains per day. There are no rail station stops at Foley today. The existing Metro Transit Park and Ride occupies an eight acre site on the south side of Foley Boulevard.

Vacant / Underutilized

The study area includes large undeveloped areas which are primarily owned by adjacent businesses and/or encumbered by wetlands. Anoka County owns several vacant/underutilized parcels on the north side of Foley just east of the rail.

Figure 2.1 - Existing Land Use



Single Family Residential

Single Family Detached

Single Family Attached

Manufactured Housing Park

Multifamily Residential

Multifamily

Public, Institutional, Park

Institutional

Park, Recreational or Preserve

Commercial, Industrial, Office

Industrial

Office

Retail and Other Commercial

Agriculture, Undeveloped, Other

Agricultural

Undeveloped

Utility

Water

Major Highway

Railway

Park and Ride

ROADWAYS

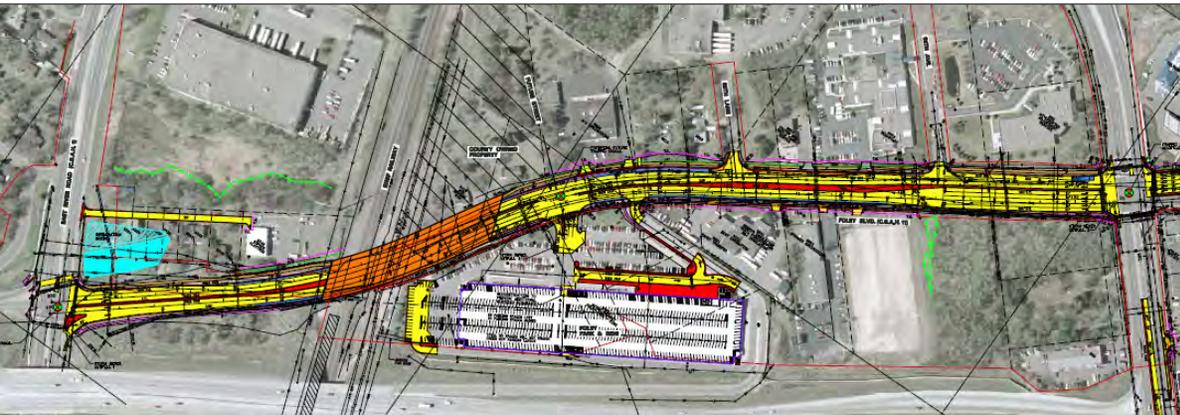


Existing at-grade rail crossing at Foley Boulevard

The roadway network in the study area is limited, with only one through road (Foley Boulevard). This superblock pattern along with the rail right of way create challenges to connectivity and limit access to the station from the surrounding neighborhoods.

Foley Boulevard Reconstruction

Anoka County has plans for the reconstruction of Foley Boulevard from East River Road to Coon Rapids Boulevard. The proposed design includes bridging Foley over the railroad tracks, a new signal near the Park and Ride, and sidewalk and trail along Foley. The proposed bridge over the rail tracks accommodates space for a potential transit platform and pedestrian connection under the bridge. While the proposed reconstruction is seen as a critical safety improvement over the existing at-grade rail crossing, a number of businesses along Foley have raised concerns about limited access resulting from the proposed median that will extend much of the length of the reconstruction area. The project is currently awaiting funding.



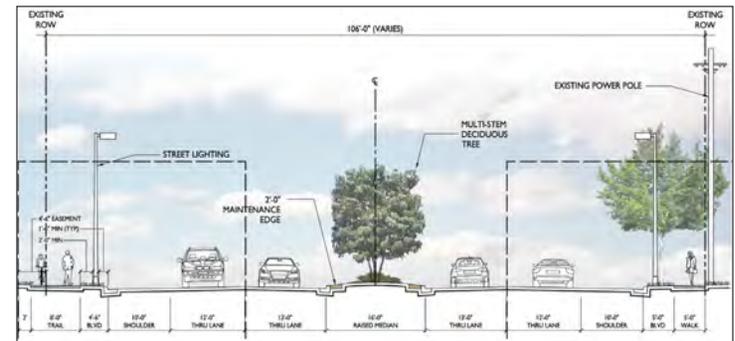
The planned reconstruction of Foley Boulevard will elevate Foley over the rail tracks and accommodate spacing for a future station platform and/or pedestrian connection under the bridge.

Highway 610

Extending through the study area, Highway 610 provides regional connectivity west to 35W, east to County Road 81/ Interstate 94, and south to downtown Minneapolis through Highway 252. Accessibility is currently limited in the study area as only the westbound ramps have been constructed. While improved connectivity is desired by the City, Anoka County, and MnDOT, access spacing with other interchanges, the BNSF Railroad, and the nearby Mississippi River have prevented a specific interchange design from being identified.

East River Road & Coon Rapids Boulevard (CSAH 1 & 3)

East River Road and Coon Rapids Boulevard are minor arterials that extend northwest to southeast through the study area. The Coon Rapids Boulevard/East River Road Corridor Study was completed in 2010 to identify concepts for improving mobility, increasing safety, and enhancing the corridor's appearance and economic vitality. The cross section proposed through the study area include a landscaped center median with two through lanes, a bus lane/shoulder and trails/sidewalks. The study also recommended corridor elements such as lighting, crosswalk markings, boulevard and median trees, shrub/perennial plantings, etc.



Illustrative Street Section from the East River Road Corridor Study

SIDEWALK & TRAIL



Auto-oriented environment in the station area today



Existing sidewalks and trails in the station area do not connect to nearby parks and regional trailways.

The existing sidewalk and trail network in the area is limited and does not support walking or biking to the station. Figure 2.3 shows the existing and proposed sidewalks and trails in the area. Numerous gaps exist today in the sidewalk network around the station, and many of the existing sidewalks are in need of repair.

Key issues and opportunities include:

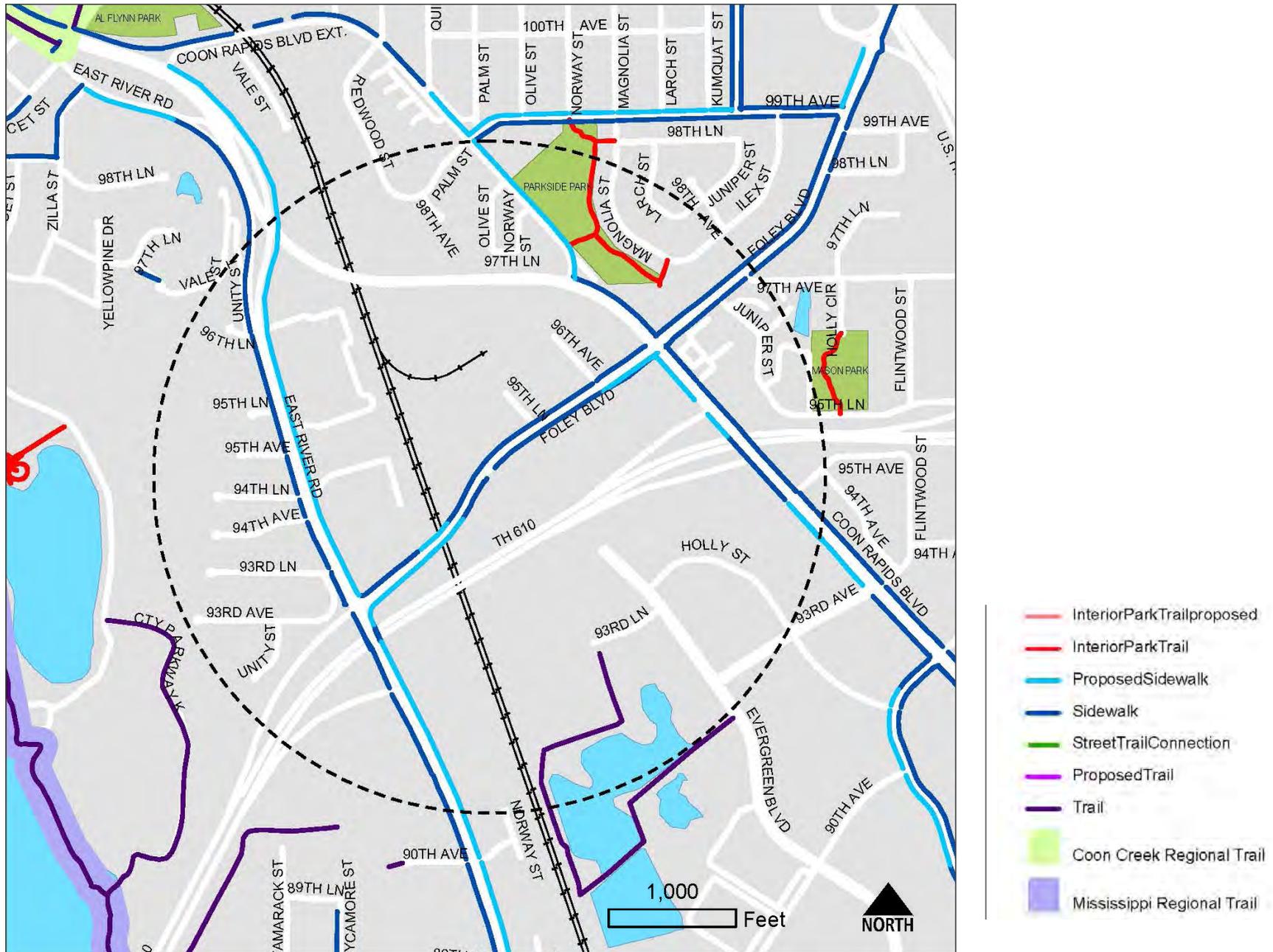
- Incomplete sidewalk/trail connections along Foley Boulevard, East River Road, and Coon Rapids Boulevard to surrounding residential neighborhoods, parks, and employment areas.
- Need for more direct trail connection to Evergreen Industrial Park from the Park and Ride; potential to connect along the east side of the rail corridor under Foley Boulevard.
- Need for trail connections along Foley Boulevard connecting to the Coon Rapids Dam Regional Park and Mississippi River Regional Trail.
- Proposed grade separation of Foley Boulevard over the rail corridor (which includes new sidewalk and trail along Foley) will enhance bike and pedestrian safety and improve access to the station.

While proposed sidewalk and trail improvements along with the Foley Boulevard reconstruction will help to fill gaps in the bike and pedestrian network, further streetscape, sidewalk, and trail enhancements are needed to encourage a truly walkable and bikeable TOD environment.



Existing sidewalk and trail network is incomplete and in poor conditions in some locations. The lack of street trees, wayfinding, landscaping, lighting, and dedicated bike facilities further inhibits walking and biking in the station area.

Figure 2.3 - Existing Sidewalk & Trail



TRANSIT



Metro Transit Express Bus service connects the Foley Park and Ride with destinations such as Downtown Minneapolis and Northtown Mall.

Existing Express Bus / Park & Ride

Metro Transit express bus service provides frequent, all-day service from the Foley Boulevard station to downtown Minneapolis (Routes 850 and 852). This is currently the fastest transit option from the area to downtown Minneapolis. Users value the frequency of service (2-3 buses per hour), relatively short ride time (approximately 30 minutes), and lower cost in comparison to commuter rail. The Foley Park and Ride is well-utilized and is one of the largest in the system. The existing Park and Ride (parking lot and ramp) accommodates 1,234 cars and is currently at full capacity (95% utilization). The existing parking ramp cannot take on additional decks, and there are no current plans for expansion.

Potential Transit Expansion

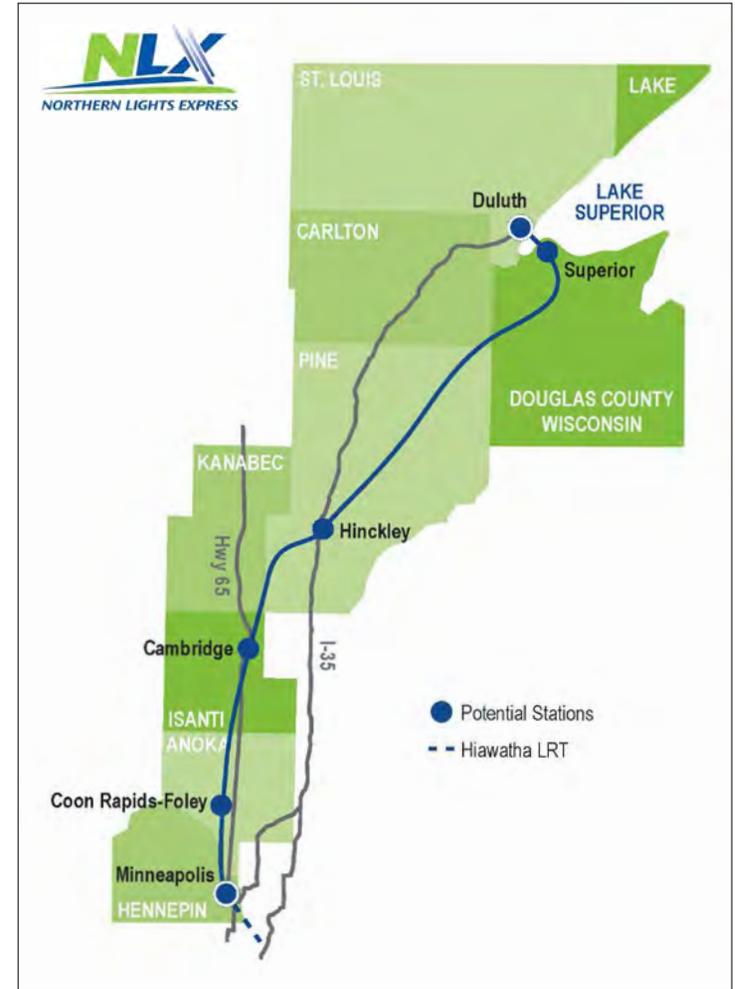
NLX Express

The proposed Northern Lights Express (NLX) high-speed route to Duluth heads north out of the station area following the Burlington Northern Santa Fe (BNSF) rail corridor. NLX will connect from Target Field Station in Minneapolis to the City of Duluth, serving a projected 2,500 riders daily. The proposed route includes a north metro station at Foley Boulevard.

BNSF currently uses this railway for intermodal transport, BNSF bulk and merchandise trains, Canadian Pacific and Union Pacific Railroad, and Amtrak trains. BNSF would grant an easement to MnDOT for operation of passenger rail services. Recent feasibility studies suggest that the addition of a transit station at Foley Boulevard (either NLX or Northstar) will require adding a third main line track through the area to accommodate crossovers between the platform and the Coon Creek junction north of the station.



While a Northstar commuter rail stop has been considered previously for Foley Boulevard, there are no current plans for a stop at this location.



The Northern Lights Express is a proposed high speed passenger rail project that would connect downtown Minneapolis to Duluth. If constructed, NLX will operate on approximately 155 miles of existing BNSF rail corridor and include a stop at Foley Boulevard.

Station planning for NLX is currently underway to determine track and station location and design. Preliminary designs identify parking and a station building on the north side of Foley, east of the rail.

Northstar Commuter Rail

The possibility of a Northstar station stop at Foley Boulevard has been explored previously, but not pursued based on a number of factors, including impacts to trip time for the line; proximity to nearby stations; the success and frequency of the existing express bus service at Foley; and lower than expected ridership at existing Northstar stations. Commuter rail, while more attractive to many riders because of the quality of experience (wi-fi, dimmed lights, etc.), may also have a hard time competing with express bus at Foley, given shorter ride times to downtown, more frequent service, and the lower fare costs by bus.



While a stop for the Northstar Commuter Rail has been considered at Foley, it has not been pursued given the added trip time, proximity of nearby stations, and the frequency and success of the existing express bus service at the Foley Park and Ride.

The Master Plan for the Foley Boulevard Station represents a long-term vision for the area. Change will not occur overnight and numerous public and private steps will need to occur to achieve the vision. The Master Plan is shaped by a number of factors, including existing conditions (particularly those conditions that are unlikely to change over time); planned infrastructure improvements (such as the Foley Boulevard reconstruction); potential transit expansion opportunities; and the guiding principles developed through the stakeholder engagement process.

3. **MASTER PLAN**

3. Master Plan

GUIDING PRINCIPLES

The Guiding Principles for the Foley Boulevard Station Area embody the community's general desires and objectives for future change, investment, and redevelopment within the area. The Guiding Principles define the big picture direction and character for future public and private investment in the area. They are also intended to be touchstones for policies, plans, and future decision-making related to the Foley Boulevard Station Area.

1

Create a unique, pedestrian-oriented neighborhood that is both an origin and destination with places for people to live, work, and connect to the broader region.

2

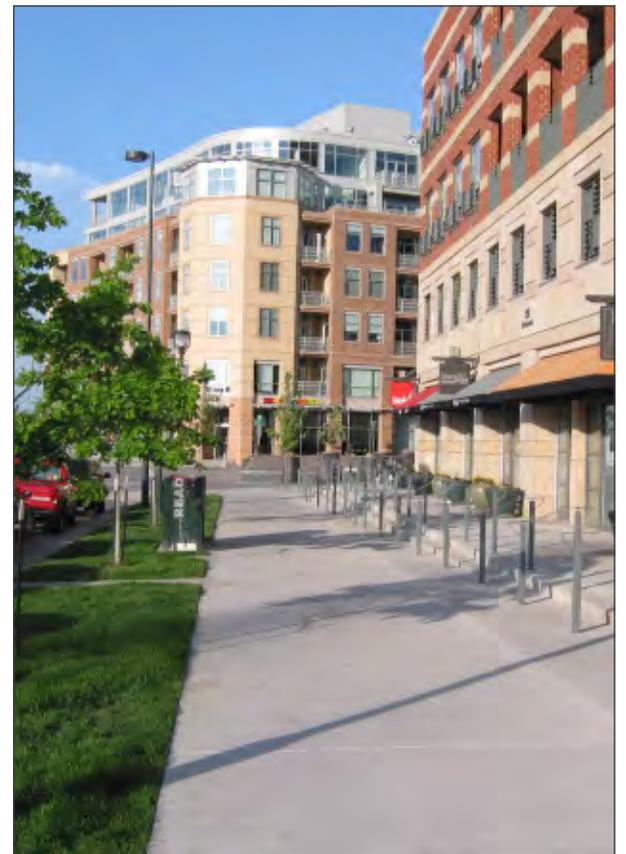
Establish a neighborhood that is supportive of, but not dependent on transit.

3

Phase redevelopment to support gradual transition and collaboration with property owner.

4

Establish connectivity with adjacent neighborhoods and the Mississippi River through trails/sidewalks and attractive streetscapes.



AUTO ACCESS PLAN

The diagrams shown on the following pages illustrate the key components and concepts that comprise the Station Area Master Plan. These Master Plan diagrams provide high-level descriptions of the desired future conditions for automobile access, land use, and pedestrian/bicycle connectivity in the station area.

Also included in this section are descriptions and images of the desired TOD character for the station area with regard to various land uses, transit facilities, and streetscape design.

The Auto Access component of the Master Plan demonstrates how street access and circulation can be improved within the area to transition the existing “superblock” pattern to a more connected, safe, and pedestrian-friendly environment. The proposed street network creates a framework for future land use and redevelopment.

EXISTING ROADWAYS AND INTERSECTIONS

The three Anoka County roads that bound the study area- Foley Boulevard, East River Road, and Coon Rapids Boulevard- will continue to function as minor arterial roads, providing through connections in the community and access to the regional transportation network. Likewise, the existing access to Highway 610 within the study area is maintained and not expected to change significantly.

FOLEY RECONSTRUCTION

The Auto Access Plan shown in Figure 3.1 reflects Anoka County’s current reconstruction plan for Foley Boulevard. The planned reconstruction, which includes a new median, controlled intersections, and a bridge over the railroad tracks, has been identified by the County as a safety priority. With more than 100 trains a day crossing Foley, the proposed bridge will not only improve safety, but shorten train travel time through the area. Per the County design, a median will be installed along Foley Boulevard almost the entire length from East River Roads to Coon Rapids Boulevard. While the median is necessitated by County roadway standards, it also reduces the number of full access intersections, preventing left turns in or out of most properties along this segment of Foley Boulevard.

NEW ROADS

The Auto Access Plan addresses the connectivity issues created by the generally limited road network that exists in

the area today - as well as the proposed Foley median - by introducing a number of new roads north of Foley and east of the rail. These new roads will encourage TOD in the station area by creating a more urban, pedestrian-scale block pattern, improving connectivity for all modes, and providing connections to otherwise hard-to-access business and redevelopment sites.

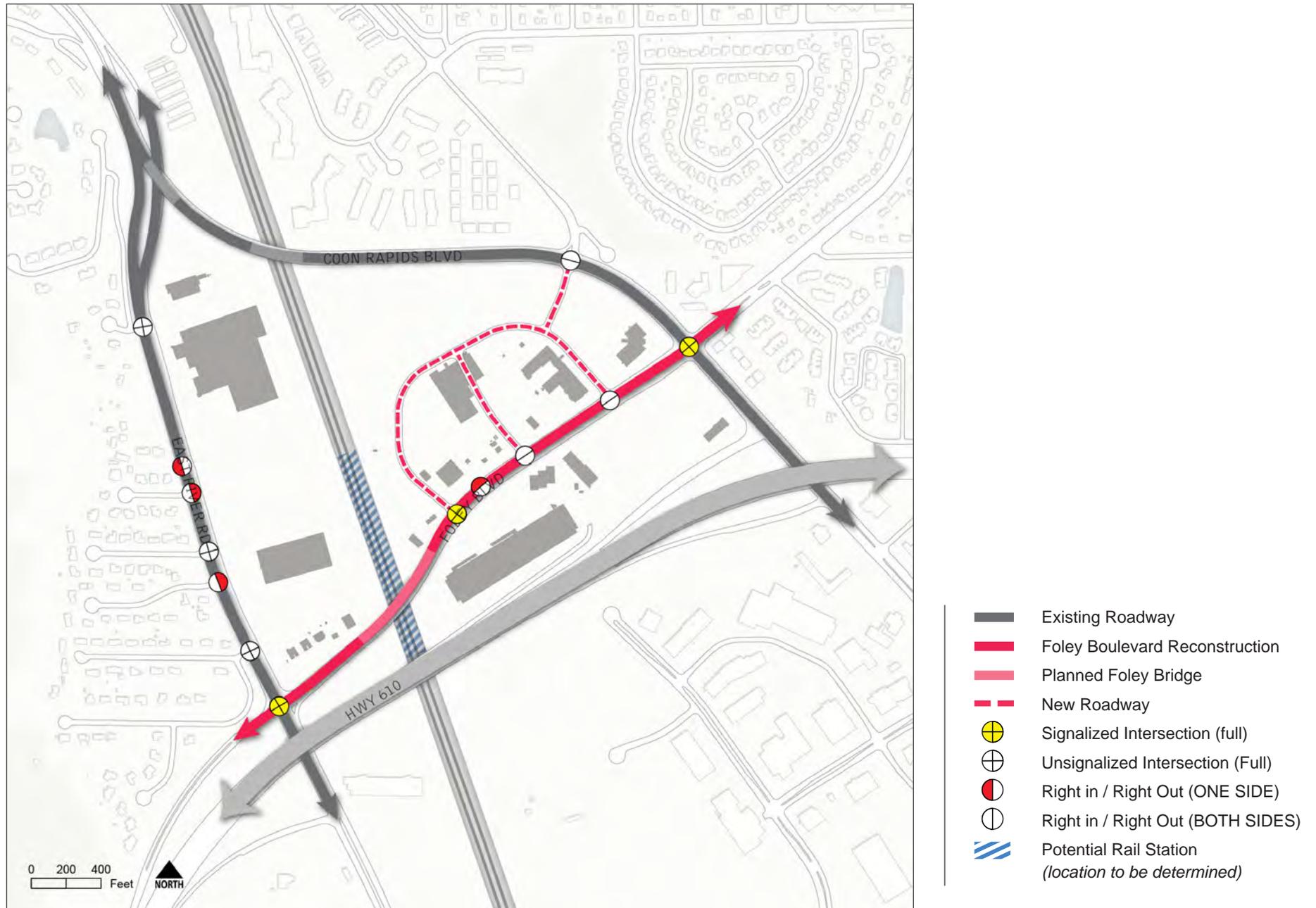
A new loop road is proposed on the north side of Foley Boulevard, connecting from the proposed signalized intersection at the Park and Ride to what is today an access road between the Diversified and Headstart properties. A second road segment is proposed to connect the loop road to Coon Rapids Boulevard. While the new intersection at Coon Rapids Boulevard will only be right-in/right-out, it will provide a valuable outlet for sites on the north side of Foley, particularly those penned in by the proposed Foley median. This roadway connection will also provide travellers heading south on Coon Rapids Boulevard with an alternate route to the station. A third new road segment, created by extending 95th Lane to the loop road further breaks down the block pattern and improves connectivity.

TRANSIT STATION / PARK AND RIDE

The proposed roadway network provides for safe and convenient automobile access to the existing Park and Ride/ express bus station, which is expected to be the primary form of commuter transit for now. While it is unlikely that a Northstar Station will be built in the near-term, redevelopment of the Station Area should not preclude the long-term development of a Northern Lights Express (NLX) and/or Northstar Station. Key considerations include:

- Maintaining space under the proposed Foley bridge for a potential rail station platform and/or pedestrian access.
- Accommodating multi-modal transfers, such as buses and taxis, at the station.

Figure 3.1 - Auto Access Plan



Existing building footprints are also shown to illustrate the new roadway locations relative to existing development.

LAND USE PLAN

The Land Use Plan for Foley Boulevard Station Area proposes a mixed use scheme that can develop over time, transitioning an area that is today dominated by low-density employment and services, to a vibrant district with diverse opportunities for living, working, and commerce. The proposed mix of uses and intensification of development within the study area will help to increase the community's tax base, support existing transit facilities, and create a unique neighborhood around the station. The development of transit-supportive uses, such as high-density housing and commercial retail and services, and intensification of existing employment areas will help to transform the area into both an "origin" and "destination" - and potentially a more attractive site for future transit investments.

RESIDENTIAL / MIXED USE

The Land Use Plan proposes high density residential development in the area north of Foley Boulevard and east of the rail. Residential development in this area will have convenient access to potential transit facilities on the north side of Foley, as well as the existing Park and Ride. These sites are impacted by some existing wetlands, which can be mitigated on-site and developed as an open space amenity for residents - or addressed through off-site mitigation.

Mixed use buildings with ground floor commercial and apartments above are appropriate in the blocks closest to Foley Boulevard, providing retail and services for nearby residents and surrounding employees. Mixed-use buildings may also incorporate existing businesses, such as the day care or Head Start program. This will allow compatible business uses to remain in the station area, while increasing land use efficiency and adding residential options.

Character and Form Considerations:

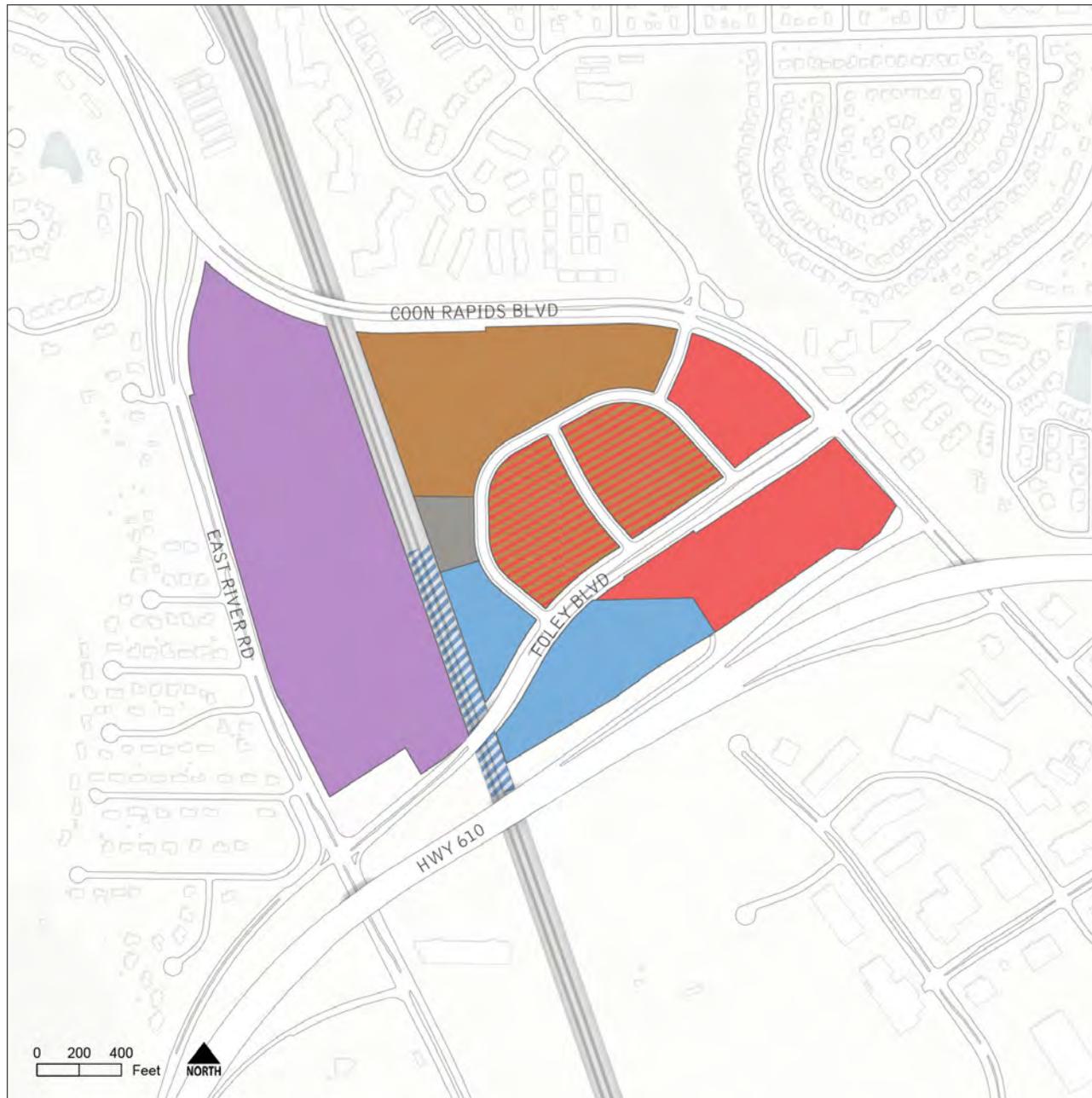
- Create an urban feel by placing 3 to 4-story buildings close to the street (residential densities of 30 to 45 units per acre); mixed use buildings should have active ground floor uses with articulated entryways, awnings, and/or signage.



Mixed use buildings with active ground floor uses create an inviting streetscape.

- Buildings facades should be articulated at regular intervals, incorporating features such as windows, architectural details, and projecting and recessed elements that break up the street wall and create visual interest.
- Primary entrances to buildings should face onto the public street; this may require two-sided buildings with access from both the street side and parking lot.
- Sidewalks should connect building entrances to the public street to encourage walking and biking to businesses.
- Create a connected system of walkways and gathering spaces (e.g. plazas, courtyards, parks, etc.); allow public access/use of private plazas and parks where adjacent to the public right-of-way.
- Integrate stormwater features into the design of gathering spaces and streetscape.
- Manage and design parking to minimize visual impact and maximize development potential – preferably with parking structures behind, surrounded by, or under the primary buildings they serve.

Figure 3.2 - Land Use Plan



Development Summary

Land Use	Acres*	Yield
High Density Residential	9	340 units
Mixed Use	13	475 units
Commercial	17	180,000 sq. ft.
Light Industrial	35	375,000 sq. ft.
Transit	10	
Utility	2	
Right of Way	7	
Total	93	

*Net acres excludes wetlands that may be available for development through mitigation.

- High Density Residential
- Mixed Use
- Commercial
- Light Industrial
- Transit
- Utility
- Potential Rail Station
(location to be determined)

**RESIDENTIAL CASE STUDY:
THE RESIDENCE AT THE COR**

- Location:** Ramsey, MN
Size / Acreage: 230 units on 3 acres
Density: Approximately 65 units/acre
Unit Types: 1, 2, and 3 bedroom apartments
Rents: \$875 - \$1,940
Salient Characteristics:
- ▷ Adjacent to Northstar Station
 - ▷ Resident parking in adjacent City-owned ramp
 - ▷ Urban feel with flat-roof buildings and well-designed outdoor gathering spaces (landscaping, seating, water features, etc.)



**RESIDENTIAL CASE STUDY:
LYNDALE PLAZA**

- Location:** Richfield, MN
Size / Acreage: 94 units on 2.5 acres
Density: Approximately 38 units/acre
Unit Types: 1, 2, and 3 bedroom apartments
Rents: \$645 - \$1,815
Salient Characteristics:
- ▷ Development includes transit plaza with express bus service
 - ▷ Easy access to 35W
 - ▷ Resident parking underground



**RESIDENTIAL CASE STUDY:
THE VIEW AT LONG LAKE**

- Location:** New Brighton, MN
Size / Acreage: 124 units on 11 acres
Density: Approximately 12 units/acre
Unit Types: 1, 2, and 3 bedroom apartments
Rents: \$1,325 - \$2,395
Salient Characteristics:
- ▷ Adjacent to Long Lake Regional Park
 - ▷ Access to 35W
 - ▷ Designed sensitively to site
 - ▷ Stormwater features / landscaping used as site amenity



LAND USE PLAN

COMMERCIAL

The areas south of Foley Boulevard and at the intersection of Foley and Coon Rapids Boulevard are guided for commercial retail or office. Commercial redevelopment in these areas is anticipated to occur through private redevelopment, the timing and location of which may be influenced by future access into the sites (i.e. when new roads are constructed) as well as owner interest and property availability. See Chapter 4 for more on redevelopment priorities and phasing.

With new medians proposed as part of the Foley Boulevard reconstruction, access to existing and future businesses along Foley will be limited. The City should work with Anoka County to explore options for full access intersections to remain open in the study area for as long as possible. The City, Anoka County, Metro Transit, and property owners should also collaborate on how future redevelopment south of Foley could be designed to create access for the commercial areas to the proposed signalized intersection at the Park and Ride.



Commercial retail and office buildings should be located closer to the public street with parking behind.

Character and Form Considerations:

- Higher intensity commercial development than what exists today (two to three story buildings).
- Development should be urban in character with buildings located closer to streets with parking behind or in structures.
- Primary entrances to buildings should face onto the public street; this may require two-sided buildings with access from both the street side and parking lot.
- Sidewalks should connect building entrances to the public street to encourage walking and biking to businesses.
- Integrate stormwater features into design of gathering spaces and streetscape.
- Allow public access/use of private plazas and parks where adjacent to the public right-of-way.



Integrate landscaping and stormwater features into the site design and streetscape

LAND USE PLAN



There is long-term potential to redevelop existing light industrial areas along East River Road into office/flex buildings or corporate headquarters.



Develop stormwater features as open space amenities for employees.

LIGHT INDUSTRIAL

The areas east of the rail along East River Road will continue to be guided for light industrial use, anticipating that current tenants will remain in the short to mid term. As existing buildings reach the end of their useful life, there may be opportunities for redevelopment into a more business park-like environment with office/flex/showroom space or corporate headquarters based on owner interest and available properties.

Character and Form Considerations:

- Existing development may remain in the short to mid term (low-density, single story buildings).
- Long-term potential for increased intensity with showroom or corporate headquarters characteristics (2-3 story buildings);
- Redevelopment should create a campus-like setting with reduced access points and internal roads.
- Integrate stormwater features to serve as an open space amenity for employees and to enhance the public realm.
- Sidewalks should connect building entrances to the public street to encourage walking and biking to businesses.

TRANSIT

Areas immediately east side of the railroad tracks on either side of Foley Boulevard are designated for existing and future transit facilities. This includes the existing Park and Ride, as well as room for additional parking and a potential transit plaza and station building on the north side of Foley should NLX or Northstar add a station at this location.

Character and Form Considerations:

- Bike facilities should be integrated into the transit station (bike parking, repair/pump station, bike racks, etc.)
- Station waiting areas should include seating, landscaping, shelters, public art, and lighting.
- Consider small retail uses/services at or near the station to serve commuter needs (e.g. coffee shop, dry cleaning, etc)
- Develop a transit plaza and/or station building that can serve as a community gathering space with hardscape surfaces, public art, seating, lighting, and other amenities.



Create a community gathering space at the transit station.



Bike lockers, parking, and repair stations should be located at or near the station to encourage biking to transit.



Transit waiting areas around the existing or future transit station should incorporate amenities like lighting, seating, shade, and public art.

UTILITIES

The Land Use Plan assumes that the existing Connexus Energy building and equipment will remain as these facilities are not easily moved. The cellular tower may be relocated in the future, depending on proposed redevelopment.

Character and Form Considerations:

- As streets are reconstructed, existing above ground utilities should be relocated below ground within the public street rights-of-way whenever feasible.
- Enhance the visual aesthetics of any above ground utility structures with landscaping, fencing, or other approved screening devices.
- Integrate public art into the design of street and utility infrastructure.



Integrate artistic elements into the utility infrastructure.

BIKE AND PEDESTRIAN ACCESS



A well-connected system of sidewalks and trails in the station area encourages residents to walk and bike to transit and other amenities, and contributes to a more vibrant, safe, and active public realm.



The Green Line's West Bank Station shows how vertical circulation may use a bridge to provide access.

A pedestrian and bike-friendly environment ensures safe routes to the station and access to and from key residential, commercial, and recreational destinations. Such improvements are critical to promoting transit use and active transportation and encourage TOD. The Bike and Pedestrian Access Plan (shown in Figure 3.3) significantly expands the non-motorized transportation network by proposing new sidewalks and multi-use trails that fill critical system gaps and connect to key amenities and destinations in the area.

FOLEY RECONSTRUCTION

In keeping with Anoka County's plans for the reconstruction of Foley Boulevard, the Bike and Pedestrian Access Plan shows a trail and sidewalk along Foley, including along the proposed bridge over the rail corridor. The County's design for the bridge accommodates a potential pedestrian and bicycle connection under the bridge to connect transit services to development on either side of Foley. The concept at right also shows potential locations for vertical circulation on the bridge to connect the sidewalk/trail above to a future rail transit platform below, should that develop over time.

While the County plans do not currently include streetscape elements like boulevard and median trees along Foley, landscaping and other pedestrian-friendly streetscape features should be integrated into the public right-of-way on Foley where possible. Additionally, where boulevard and median widths do not allow for significant planting, the City should work with private developers to encourage additional lighting and landscaping within the private right-of-way along Foley. See page 31 for an illustrative street section of Foley Boulevard.

NEW ROADS

Bike and pedestrian facilities are proposed for all new roads within the study area to create more direct connections to the station from Coon Rapids Boulevard and increase bike and pedestrian access to and within the sites north of Foley. Two illustrative street sections are shown on pages 32-33 for the new roadway segments. One section includes a sidewalk and trail on opposite sides of the street; the other shows sidewalks on both sides of the street with on-street bike lanes.

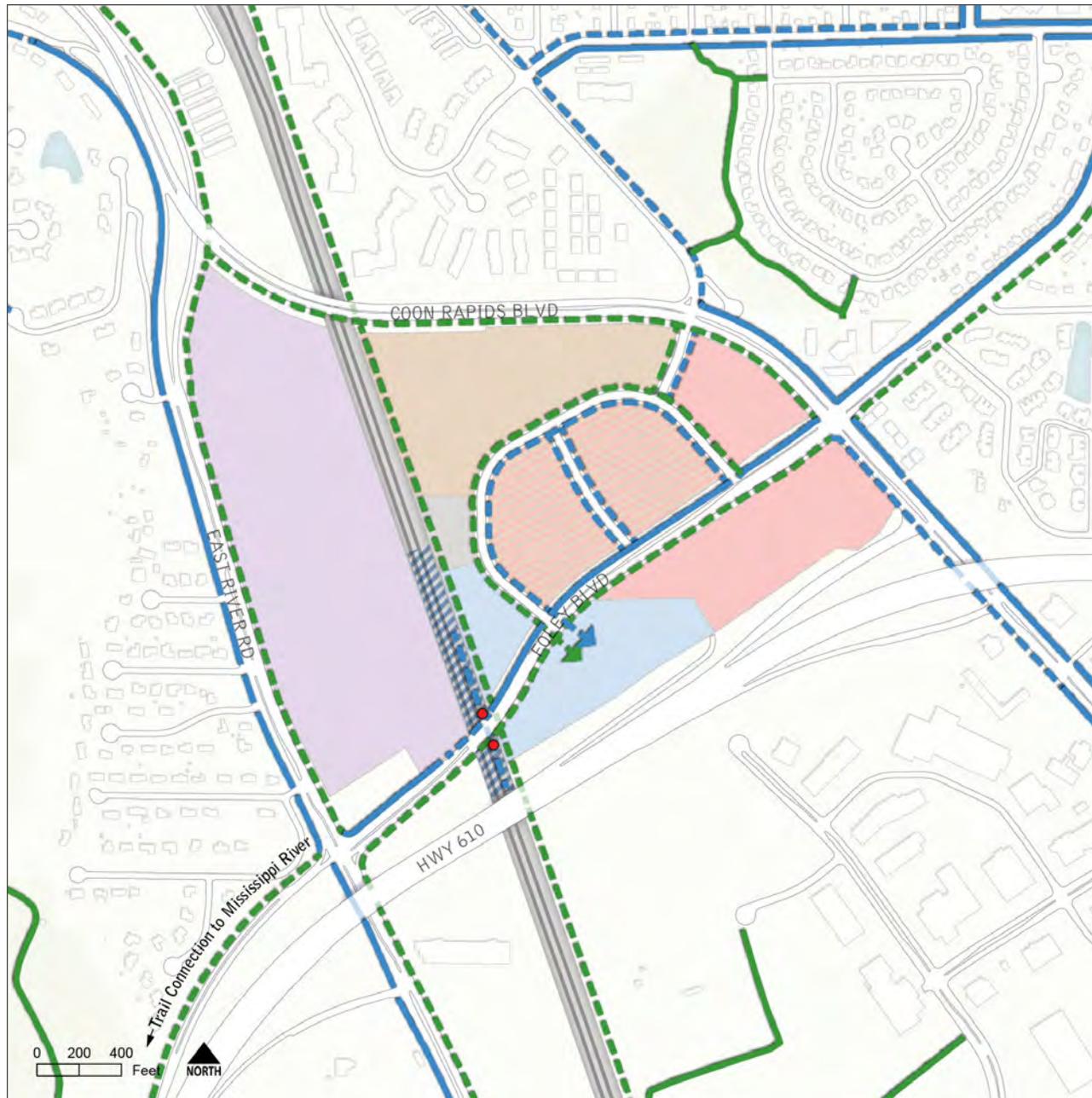
COMMUNITY CONNECTIONS

In addition to improving bike and pedestrian access near the station, the Future Bicycle and Pedestrian Access plan connects the station area and potential future residents and employees to the amenities in the broader Coon Rapids community. This includes trail and sidewalk connections west to the Mississippi River and Coon Rapids Dam Regional Park, south to Evergreen Industrial Park, and north to adjacent residential neighborhoods.

STREETSCAPE AMENITIES AND CHARACTER

While sidewalk and trail improvements will go a long way to encouraging active transportation around the station, additional amenities should be considered to create a more walkable and bikeable environment. The illustrative streets sections discussed on pages 34-37 demonstrate the desired streetscape character, dimensions, and amenities.

Figure 3.3 - Bike / Pedestrian Access Plan



- Existing sidewalk
- - - Proposed sidewalk
- Existing Trail
- - - Proposed trail
- Vertical circulation
- ▨ Potential Rail Station
(location to be determined)

BIKE AND PEDESTRIAN ACCESS

ILLUSTRATIVE STREET SECTIONS

The following pages show detailed street sections, dimensions, and descriptions of key features for select roadways within the station area. These street sections are intended to express the design intent and key characteristics or features of each street type. Sections are shown for the Foley Boulevard reconstruction area, as well as the proposed new roadways north of Foley Boulevard. For East River Road and Coon Rapids Boulevard, the streetscape character and dimensions should conform to recommendations from the Coon Rapids Boulevard/East River Road Corridor Study completed in 2010.

The proposed Foley Boulevard section is based on the dimensional criteria from Anoka County’s current reconstruction plans. The proposed section also integrates additional lighting and landscaping recommendations.

Two alternative sections are shown for the new roadways north of Foley Boulevard, one that includes a multi-use trail and sidewalk on opposite sides of the street, and the other that includes sidewalks on both sides with on-street bike lanes. The strengths and limitations of each design are discussed on the following pages. Further study and design will be necessary for these road segments as redevelopment occurs.



Clear wayfinding and trail signage can reduce conflicts between bikes and pedestrians and direct travellers to the station and other amenities in the area.



A well-designed and maintained streetscape contributes to a more inviting, walkable, and safe public realm in the station area. Features like street trees, public and private landscaping, pedestrian-scale lighting, as well as active ground-level uses that front the public street enhance the safety and comfort of pedestrians.

KEY STREETScape ELEMENTS:



Street trees and landscaping



Seating & Shade



Wayfinding

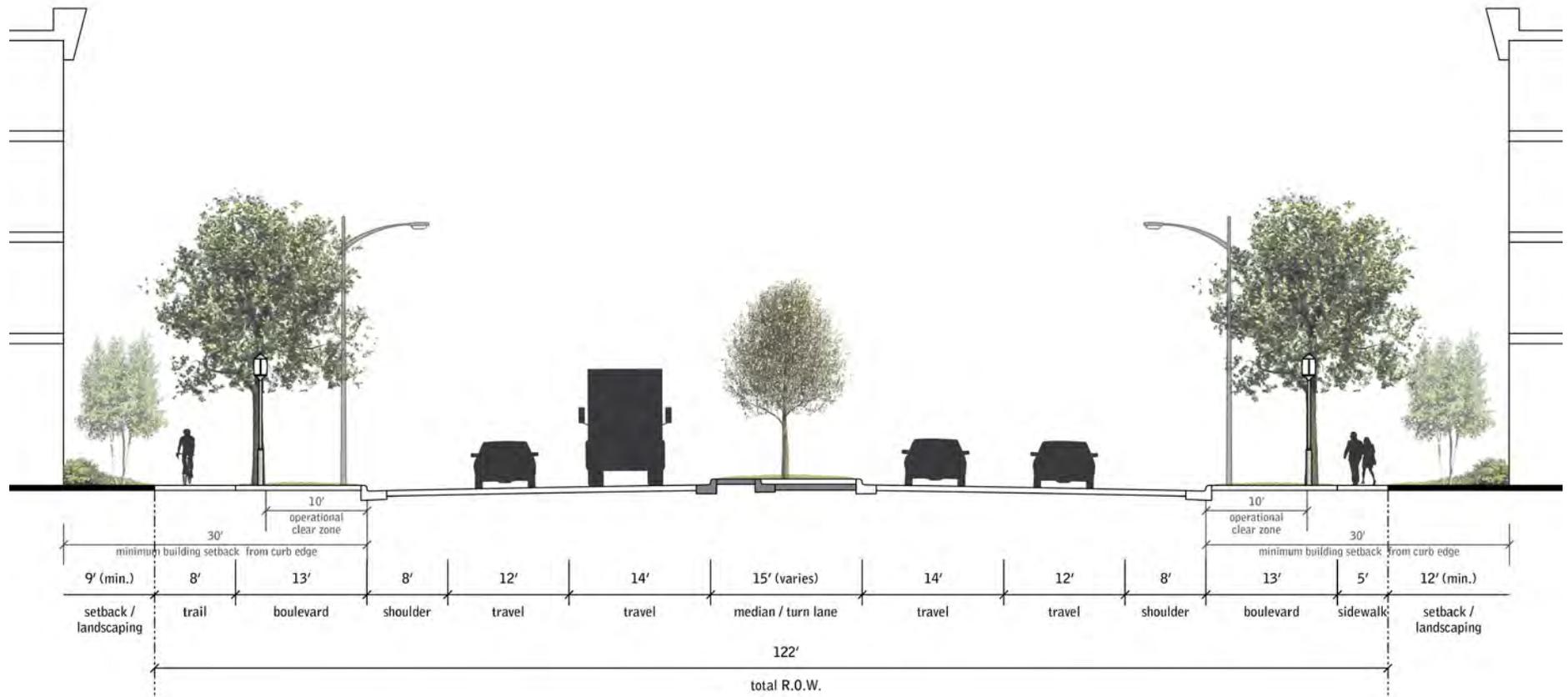


Enhanced pedestrian crossings



Auto & pedestrian-scale lighting

Figure 3.4 - Illustrative street section - Foley Boulevard



FOLEY BOULEVARD

This street section applies to the portion of Foley Boulevard that runs through the station area from East River Road to Coon Rapids Boulevard. The section includes a sidewalk on the north side of the street and multi-use trail on the south side. Bikes and pedestrians are buffered from automobile traffic by landscaping and trees. Landscaping and other pedestrian-friendly streetscape features are integrated into the public right-of-way on Foley. The City should work with private developers to encourage additional lighting and landscaping within the setback areas along Foley.

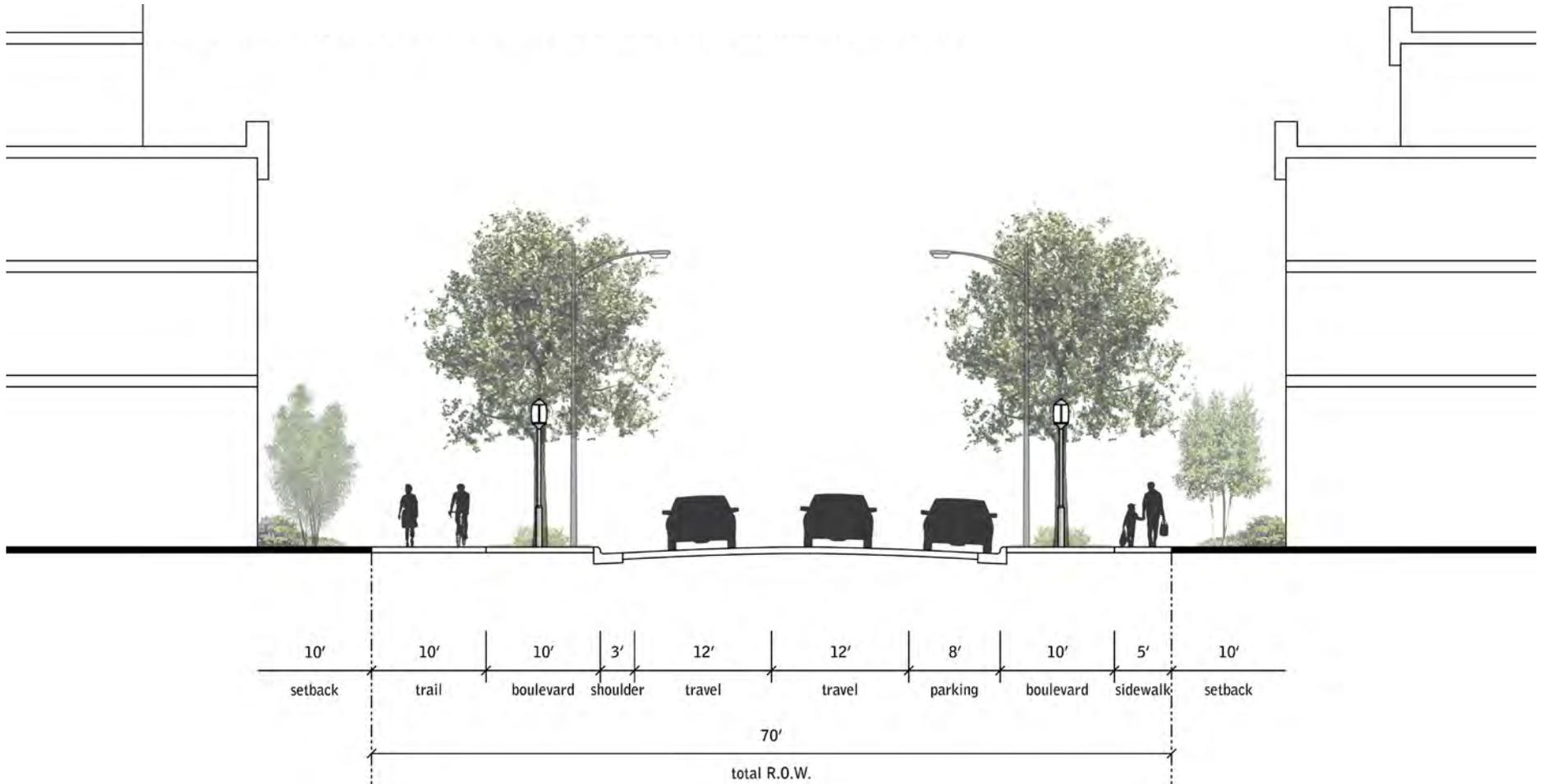
Design Features:

- Sidewalk (north side of Foley)
- Trail (south side of Foley)
- Street trees on side boulevards (outside of the 10' operational clear zone)
- Street trees on median (where width allows)
- Street and pedestrian scale lighting
- Signage / wayfinding
- Enhanced intersections (street markings, special paving, countdown signals, ADA features)

Dimensional Criteria

- Right-of-way width: 122' typical
- Pavement width: 83'
- Sidewalk: 5'
- Trail: 8'
- Boulevard: 13'
- Minimum building setback from curb: 30'

Figure 3.5 - Illustrative street section - New roadways (with trail and sidewalk)



NEW ROADWAYS (TRAIL & SIDEWALK)

This street section applies to new roadways in the area north of Foley Boulevard and east of the rail. As shown in the section above, pedestrian-friendly street furnishings, street trees, landscaping, on-street parking, and lighting contribute to a more walkable, TOD-friendly environment. On-street parking is included on one side of the street, and bikes are accommodated through multi-use trail and sidewalk on opposite sides of the street. While multi-use trail is the typical form of bike facility built by the City, it may not be as compatible with the proposed development pattern. Active frontages for retail/service destinations will increase street-side foot traffic in the area (particularly if uses like the existing day care and Head Start remain), creating the potential for congestion and safety issues along the trail.

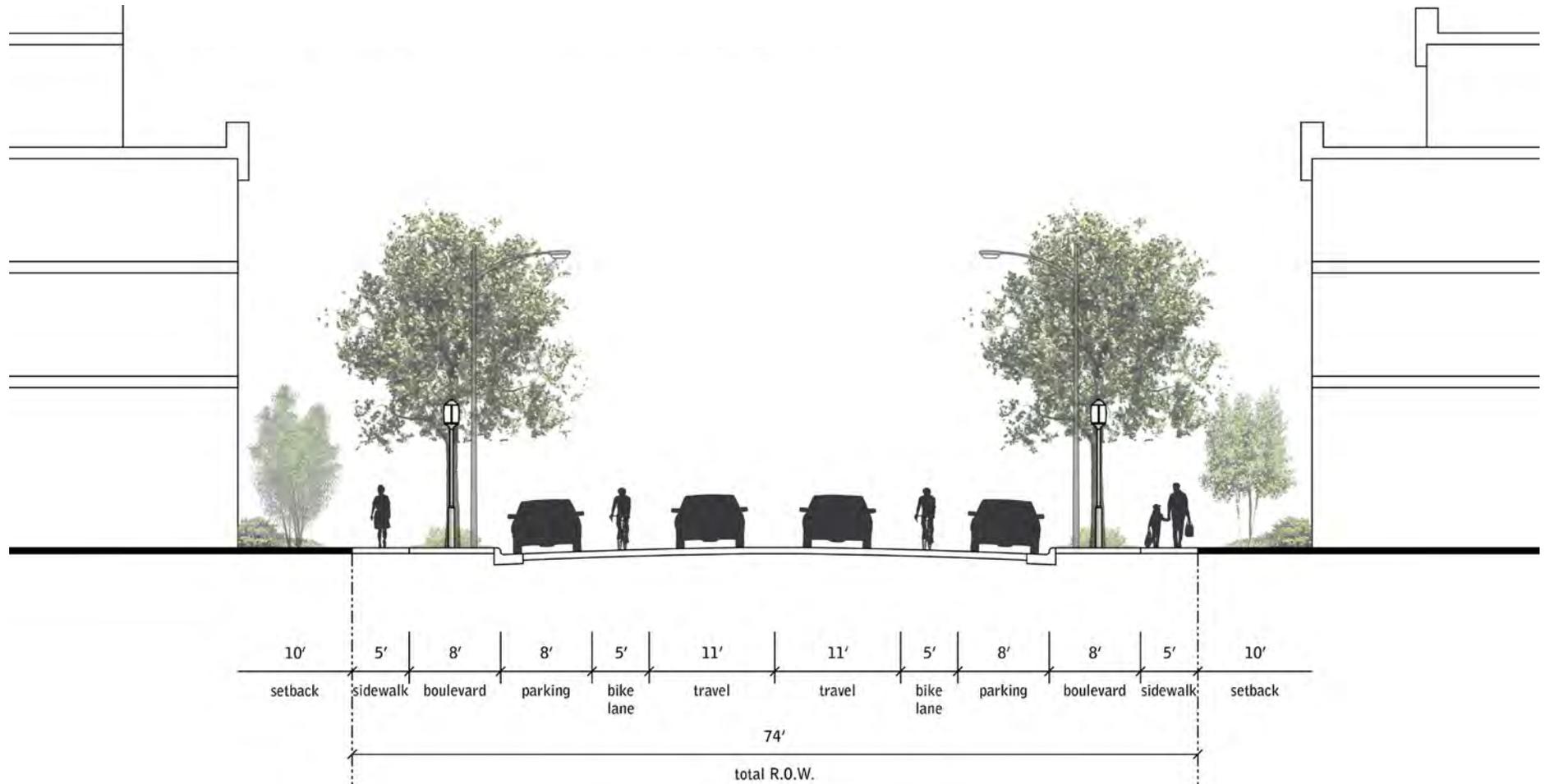
Design Features:

- Sidewalk (one side)
- Trail (one side)
- On-street parking (one side)
- Street trees and planting
- Street and pedestrian scale lighting
- Signage / wayfinding
- Enhanced intersections (street markings, special paving, countdown signals, ADA features)

Dimensional Criteria

- Right-of-way width: 70' typical
- Pavement width: 35'
- Drive lanes: 12'
- Sidewalk: 5'
- Trail: 10'
- Parking lane: 8'
- Boulevard: 10'

Figure 3.6 - Illustrative street section - New roadways (with bike lanes)



NEW ROADWAYS (BIKE LANES)

This street section applies to new roadways in the study area and is an alternative design to the section shown on the previous page. As in the previous scheme, pedestrian-friendly street furnishings, street trees, landscaping, on-street parking, and lighting contribute to a more walkable, TOD environment. However, in this section, on-street parking is included on both sides, and bikes are accommodated in on-street bike lanes to alleviate potential conflicts between bikes and pedestrians. While on-street bike lanes are not used elsewhere in the City's bike network, the proposed intensity and mix of uses around the Foley station may warrant this more urban street type with separated bike and pedestrian facilities.

Design Features:

- Sidewalks (both sides)
- On-street bike lanes (both sides)
- On-street parking (both sides)
- Street trees and planting
- Street and pedestrian scale lighting
- Signage / wayfinding
- Enhanced intersections (street markings, special paving, countdown signals, ADA features)

Dimensional Criteria

- Right-of-way width: 74' typical
- Pavement width: 48'
- Drive lanes: 11'
- Sidewalk: 5'
- Bike lanes: 8'
- Parking lanes: 8'
- Boulevard: 8'

ILLUSTRATIVE MASTER PLAN

ILLUSTRATIVE MASTER PLAN

The illustrative master plan is intended to visualize the general pattern and types of streets, blocks, buildings, parking areas, open spaces, and trails that is preferred in the long-term evolution of the Foley Boulevard station area. The illustrative master plan shows future development that is transit-oriented and would involve a combination of public infrastructure improvements (e.g. streets, sidewalks, and trails) and private intensification and redevelopment of properties. In general, the master plan is intended to illustrate preferred station area features, including a complementary mix of land uses, how buildings can be oriented to streets, appropriate building types, parking management needs, and a strong public realm.

Existing/fixed elements:

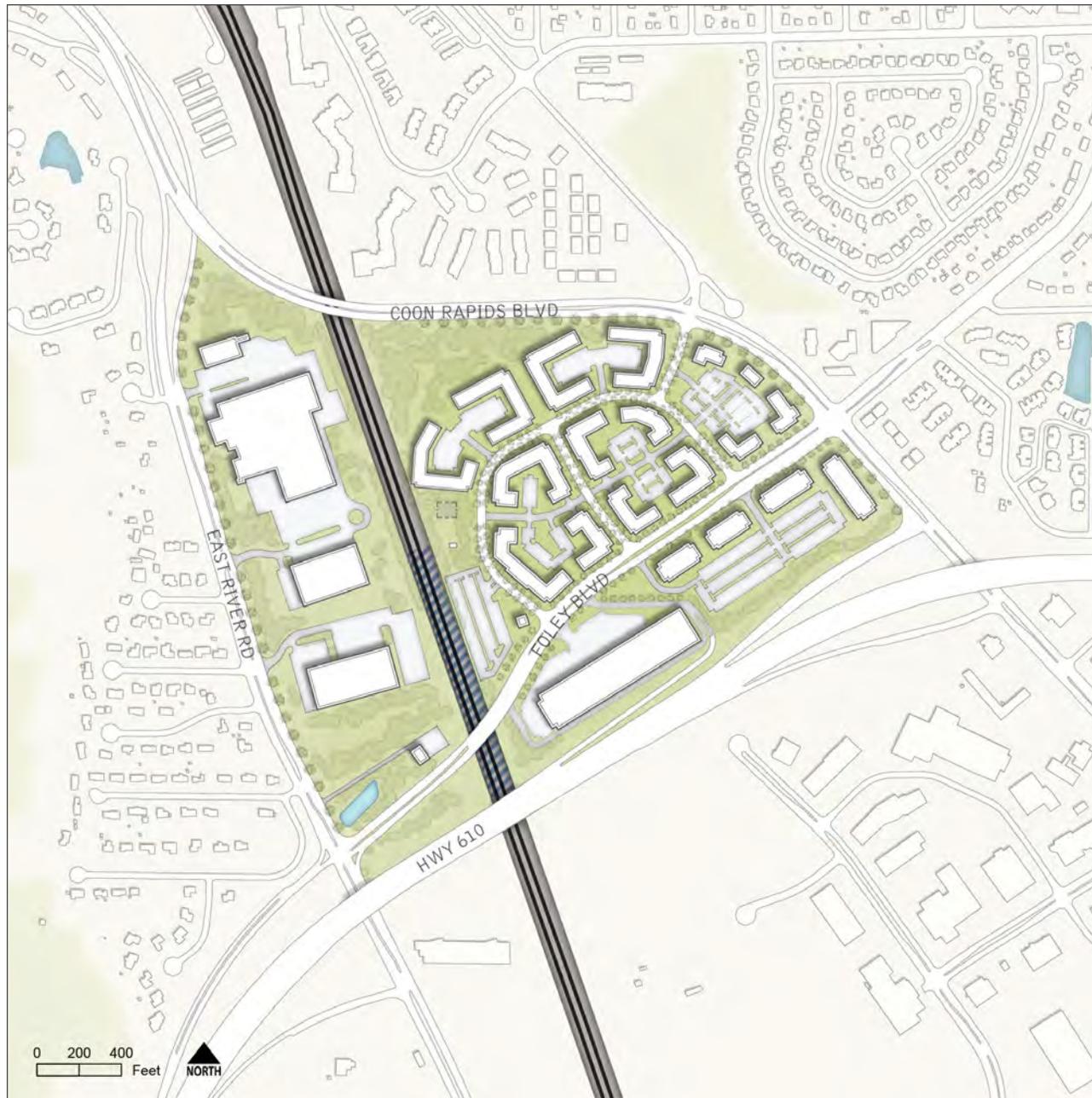
- Existing park and ride.
- Connexus building.
- Cell tower, which may be able to be moved to accommodate redevelopment.
- Existing buildings west of the rail; however, this area could intensify over time or go to more business park/campus look.
- Proposed Foley Boulevard reconstruction with bridge, median, and full intersection at the Park and Ride.
- Stormwater pond at west end of reconstruction area (could be developed as an open space amenity); the existing single-family homes in this area are planned to be removed per Foley reconstruction plans.

Proposed master plan elements:

- New roadways north of Foley and east of the rail
- Introduction of new uses as described in Future Land Use plan:

- ▷ Expanded transit facilities north of Foley (additional transit parking and potential station building)
- ▷ Residential/Mixed Use development north of Foley; buildings orient to street, creating a more continuous street wall.
- ▷ Commercial development south of Foley east of the the Park and Ride; buildings orient to the street.
- Surface parking in redevelopment areas is shown at the side or rear of buildings; could also include structure parking on redevelopment sites east of the rail (on mixed use, high density residential, and commercial sites); surface lots should be green/landscaped.
- Stormwater/parkland area incorporated into northernmost residential site to mitigate wetlands and create a neighborhood amenity; Additional communal open spaces/courtyards/plazas could be integrated into residential and mixed use sites.
- Tree-lined streets suggest high-quality streetscape with landscaping, trees, lighting, and other pedestrian and bike-friendly amenities.

Figure 3.7 - Illustrative Master Plan



Implementation is an essential component of the Foley Boulevard Station Area Plan. This chapter identifies the recommended public and private actions for implementing the vision, guiding principles, and design characteristics.

4. **IMPLEMENTATION**

4. Implementation

PUBLIC ACTIONS

Redevelopment in the Foley Station Area will occur through a combination of public and private efforts. Public actions will generally consist of updating the City's regulations and policies and investments in public infrastructure. Private redevelopment of property will occur based on owner interest.

RECOMMENDED UPDATES TO CITY POLICIES & REGULATIONS

A first step in implementing the Foley Boulevard Station Area Plan is updating the City policies and regulations that guide public and private investment in the study area. These include:

- 1) Comprehensive Plan
- 2) Zoning Map
- 3) Parks and Trails Plan

Comprehensive Plan

The future land uses designated in the 2030 Comprehensive Plan are shown in Figure 4.1. These include a combination of industrial, office, institutional, and commercial/mixed use that generally follow the existing land uses in the area.

The portion of the study area between the railroad tracks and Coon Rapids Boulevard also has a transit station overlay designation. The transit station overlay was created to specifically call out the long-term possibility of a transit station at Foley Boulevard and the need for transit-oriented development if that should occur. The Comprehensive Plan cites the need for the creation of a master plan to guide redevelopment.

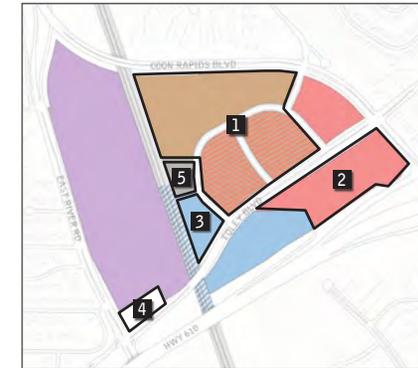
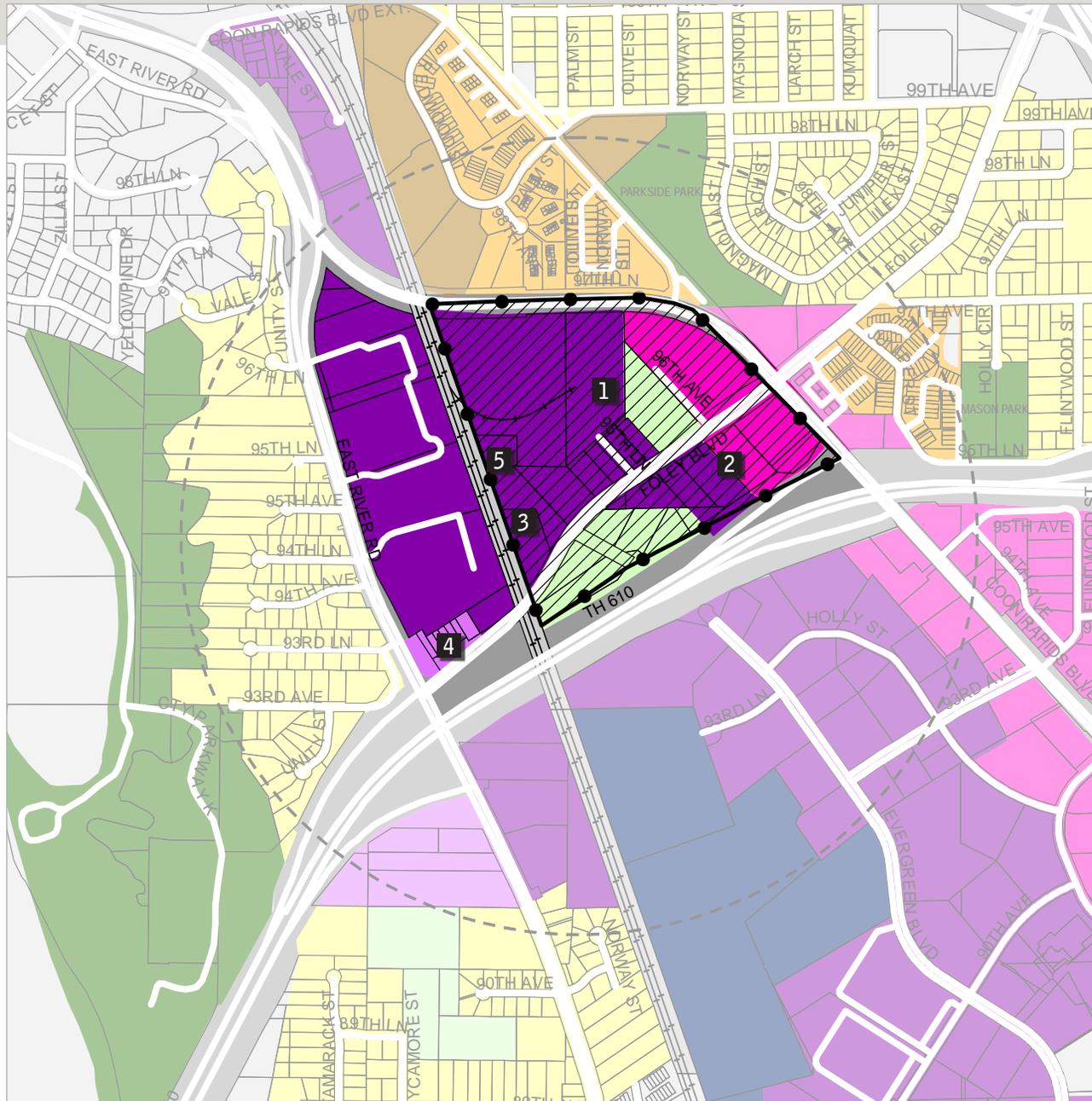
Changes to the Comprehensive Plan will be needed to support implementation of the Land Use Plan for the portions of the study area that are east of the railroad tracks. Given that a city-wide update to the Comprehensive Plan will begin in late 2015 or early 2016, it is recommended that reclassification of individual properties into new land use categories is delayed

until that time. This will enable the City to better determine whether new categories should be created or if existing land use categories should be modified to include the densities and mixing of uses proposed in the station area plan. Examples of issues to be addressed include:

- 1** The High Density Residential and Residential Mixed Use land use categories currently limit densities to 30 dwelling units per acre. This plan targets densities of 30 to 45 dwelling units per acre. The City will need to determine whether to increase the density threshold or create a new residential category specific to this area.
- 2** The absence of a land use category that can address the transition from industrial to retail, office and institutional, as is currently contemplated for the area south of Foley Boulevard.
- 3** The transit area on the north side of Foley Boulevard should be guided institutional similar to the existing Park and Ride.
- 4** Classification of the homes along Foley west of the railroad tracks as office should be reconsidered as the long-term intent is for them to become part of the right-of-way and stormwater infrastructure
- 5** The Connexus property should be guided utility as it needs to remain and cannot be redeveloped for other uses.

In the interim, it is recommended that the City modify the description of the Riverdale and Foley Commuter Rail Station Areas on page 2-23 to reference this station area plan as the master plan guiding development.

Figure 4.1 - 2030 Comprehensive Plan



Comprehensive Plan change areas overlaid on the Future Land Use Plan

- Residential
 - Low Density (2-4 dwelling units/acre)
 - Moderate Density (4-7 du/a)
 - High Density (7-30 du/a)
 - Residential Mixed Use (7-30 du/a)
 - Mobile Home (5-10 du/a)
- Commercial
 - Community
 - Neighborhood
 - Commercial Mixed use
 - General
 - Regional Shopping
- Other
 - Park, Recreation, and Preserve
 - Office
 - Industrial
 - Institutional
 - ROW
 - Rail
 - Water
 - Utility
 - Transit Station

PUBLIC ACTIONS

Zoning

Existing zoning in the Foley Boulevard Station Area includes a combination of industrial, office, and PORT as shown in Figure 4.2. In addition, the portion of the station area along Coon Rapids Boulevard also has the River Rapids Overlay District.

The zoning designation of industrial between East River Road and the railroad tracks should be maintained as it reflects the existing and proposed land uses for the area.

As part of its zoning review process, the City should confirm whether the designation of office for the homes along Foley Boulevard is appropriate given that the long-term vision of the area is for the homes to be purchased and removed for right-of-way and stormwater ponding to support the reconstruction of Foley Boulevard.

The area south of Foley between the railroad tracks and Coon Rapids Boulevard is planned to operate as a connected, transit-oriented commercial district with internal drives. The area should be removed from both the PORT and River Rapids Overlay District. While the intents of these areas are similar, the districts are not as transit supportive and the additional regulations are likely to hamper rather than foster redevelopment.

The proposed mix of land uses for the areas designated commercial in the Master Plan do not fit with the City's existing commercial districts. In addition to the likelihood of creating nonconforming industrial uses, the existing commercial districts do not allow the density desired to support transit. Existing development standards that are contrary to transit-oriented development include lot coverages that are limited to 40% and setbacks that are more suburban in character. It is recommended that a new transit zoning district be created that would encompass this area.

The new zoning district would also need to be applied for the area north of Foley where high density residential and mixed use is proposed. The existing median and high density districts do not meet the needs of this area given the limit of residential and nonresidential use mixing allowed, lot coverages limited to 50%; and setbacks that are suburban in character.

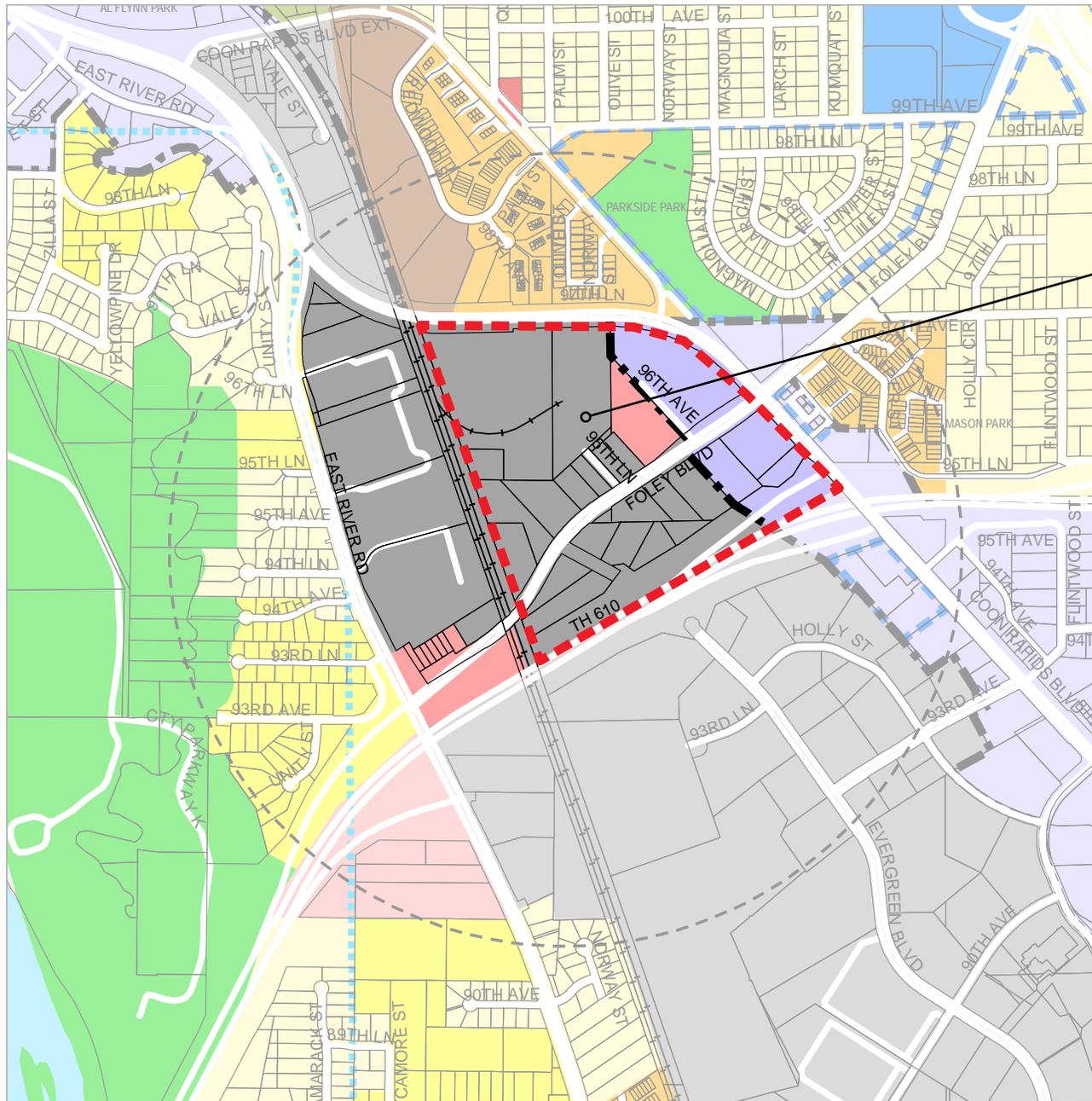
It is recommended that the new transit station zoning district developed be modeled after the City's existing PORT Zoning Districts. The new district is recommended for the area between Highway 610, Coon Rapids Boulevard and the railroad tracks, generally the same area as the transit station overlay identified in the Comprehensive Plan.

Having a Foley Transit Station Zoning District would allow the City both more control and flexibility in addressing the unique needs of this area as it redevelops. Similar to the PORT district, the City would be able to identify subareas that could be used to identify specific land uses and design considerations as described in Chapter 3 Master Plan.

Specific zoning district requirements to be incorporated should include:

- Building height - minimum building height of two stories with no maximum
- Setbacks - identified based on street sections
- Lot Coverage - maximize at 75 to 80%

Figure 4.2 - Existing Zoning



Create new transit district for the area between Highway 610, Coon Rapids Boulevard, and the Railroad Tracks

- Foley Transit Station
- Half Mile Station Radius
- PUD
- MISSISSIPPI RIVER CRITICAL AREA OVERLAY DISTRICT
- RIVER RAPIDS OVERLAY DISTRICT
- Zoning
- COMMUNITY COMMERCIAL
- CONSERVANCY DISTRICT
- GENERAL COMMERCIAL
- HIGH DENSITY RESIDENTIAL
- INDUSTRIAL
- LOW DENSITY RESIDENTIAL 1
- LOW DENSITY RESIDENTIAL 2
- MODERATE DENSITY RESIDENTIAL
- MOBILE HOME
- NEIGHBORHOOD COMMERCIAL
- OFFICE
- PORT
- REGIONAL SHOPPING
- RIVERDALE TRAIN STATION DISTRICT

PUBLIC ACTIONS

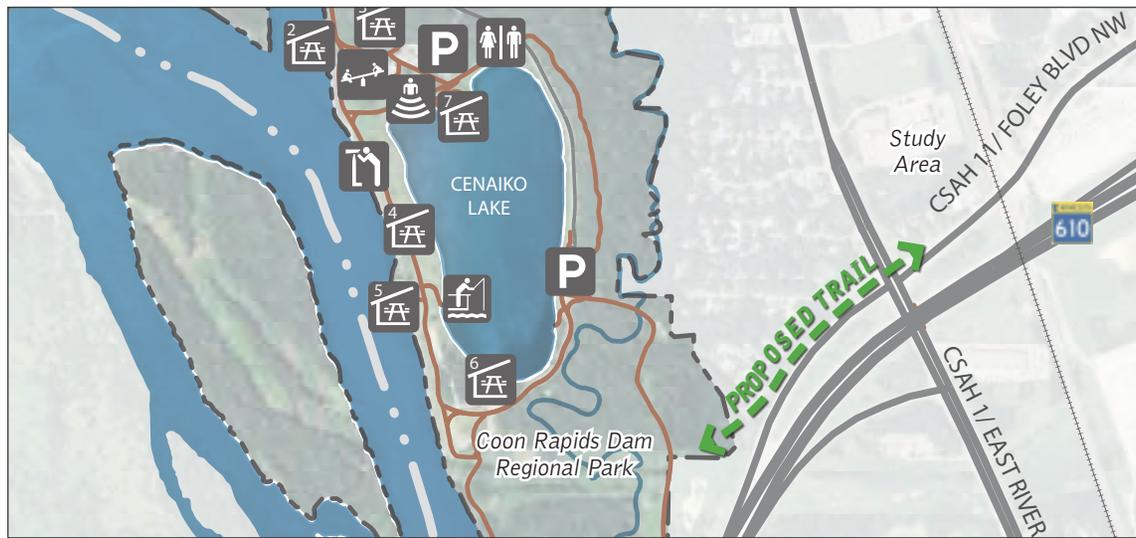
Sidewalks and Trails

The Comprehensive Plan guides sidewalk and trail development in the Transportation Chapter of the Comprehensive Plan (Chapter 3). As shown in Figure 4.3, the Comprehensive Plan currently identifies the need for additional sidewalks along East River Road and Foley Boulevard. It also includes a sidewalk along Coon Rapids Boulevard Extension NW to connect into Parkside Park.

The proposed network of sidewalks and trails will need to be more robust in this area if the desired walkable, pedestrian district to support transit is to be created. At a minimum this will involve the development of off-road sidewalks and trails on both sides of all of the local and arterial streets.

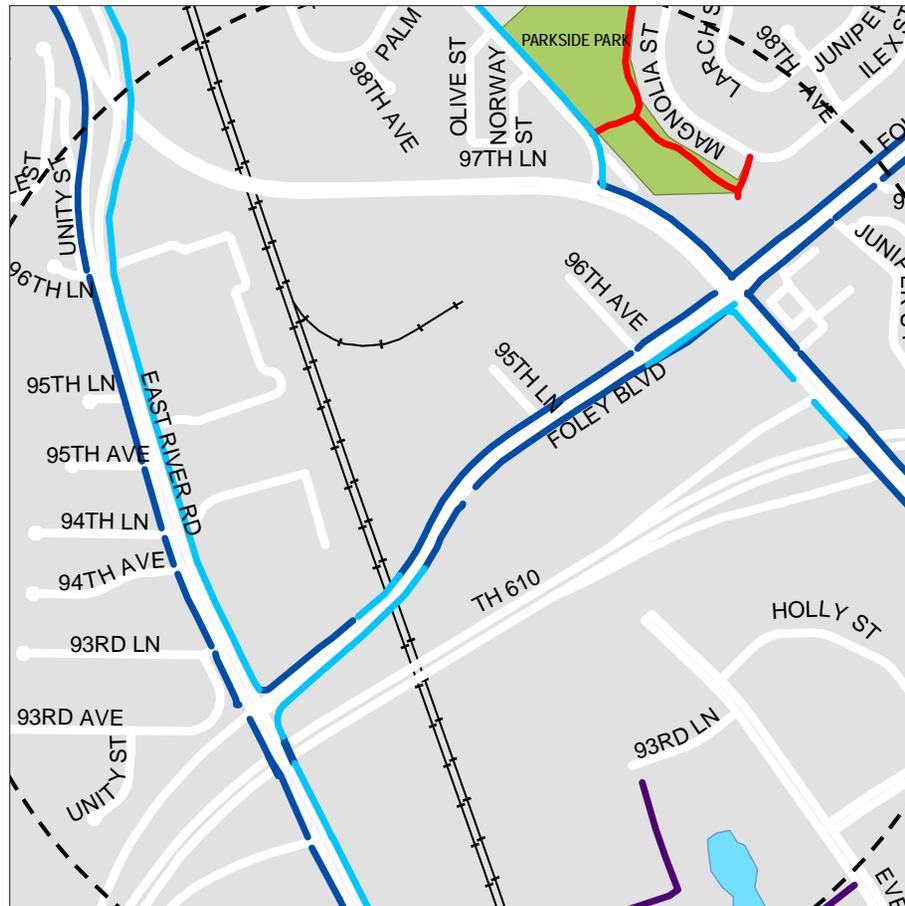
In addition to connectivity along street corridors, the plan proposes two new trails that will improve regional connectivity. The first extends west of East River Road to the Mississippi River and Coon Rapids Dam Regional Park. A recommended alignment for the City to explore is along the entrance ramp for Highway 610 and then through the existing west-east utility corridor to an existing paved Coon Rapids Dam Regional Park trail.

The second trail is a north-south trail along the east side of the rail corridor that will improve non-motorized connectivity to the transit facilities. The trail will link to existing residential neighborhoods and the Port Riverwalk redevelopment area to the north, and to Evergreen Industrial Park to the south, facilitating employee use of transit.



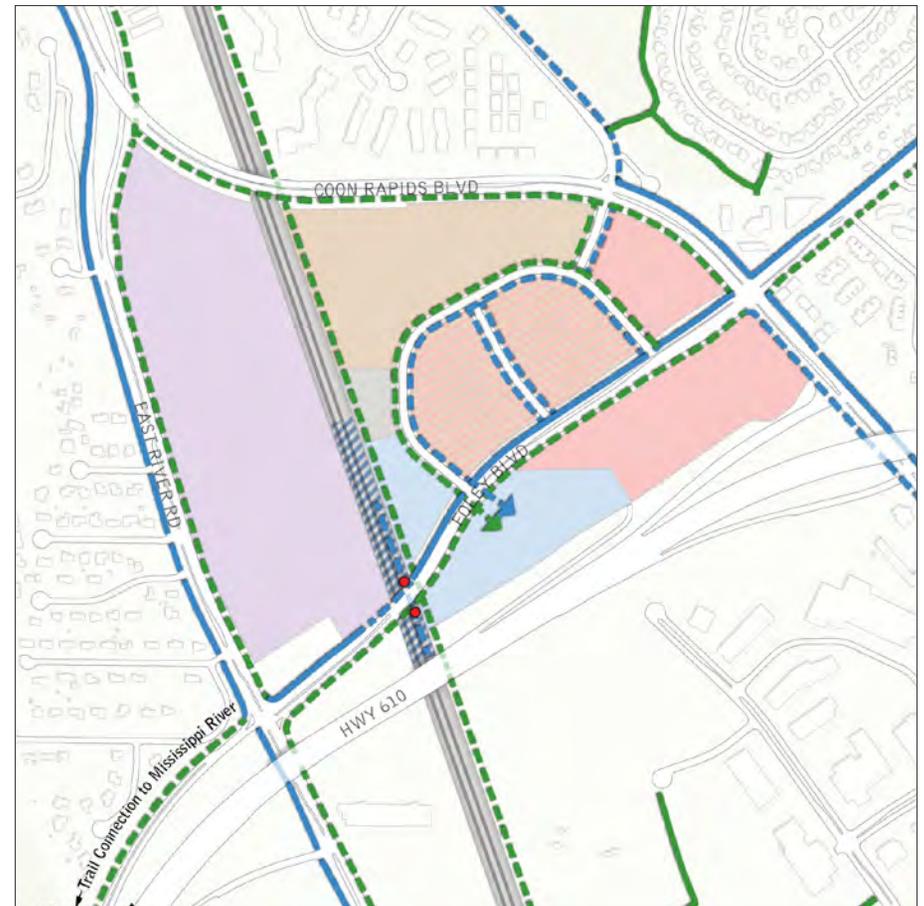
The establishment of a trail from the study area to Coon Rapids Dam Regional Park will involve collaboration among the City, MnDOT, Anoka County Highway, and Anoka County Parks.

Figure 4.3 - Existing Sidewalks and Trails



- InteriorParkTrailproposed
- InteriorParkTrail
- ProposedSidewalk
- Sidewalk

Figure 4.4 - Proposed Sidewalks and Trails



- Existing sidewalk
- - - Proposed sidewalk
- Existing Trail
- - - Proposed trail
- Vertical circulation
- ▨ Potential Rail Station
(location to be determined)

PUBLIC ACTIONS

While redevelopment of the study area will occur over the long-term and require private sector initiatives, there are steps the public sector can take to support the creation of a transit-oriented district.

PUBLIC SECTOR PRIORITIES

1 Create new loop road network

The creation of the loop road network north of Foley Boulevard will open up areas for development, as well as reduce the long-term impacts of the construction of a median on Foley Boulevard. Given that the roads are located on what is currently private property, the City should initiate discussions with those property owners on the proposed plans. The City should also begin developing designs for the roadway.

2 Clean up of Berry Plastics Site

The Berry Plastics Site is an identified superfund site that is in need of environmental remediation. The use of the site for industrial purposes recently ended and the property is available for sale and has been slated to be cleaned up by an outstate firm. The City should be in proactive discussions with the Minnesota Pollution Control Agency, the property owners, and the firm cleaning up the site about the cleanup process and the future use of the site, particularly as the Master Plan identifies that area for residential uses. The City should also be exploring with Coon Creek Watershed partnerships and opportunities for innovative stormwater management of the wetlands that could be marketed to potential developers.

3 Coordination with Northern Lights Express (NLX) and Anoka County on Station Area

Northern Lights Express (NLX) has identified Foley as the preferred location for a north metro station. The City should work with Anoka County (who owns the property) and NLX on the development of the transit station area north of Foley Boulevard, including a public plaza that can serve as a key gathering spot for the entire neighborhood. Development of the transit station for NLX should be carefully considered so as to ensure a future Northstar station continues to be possible.

4 Coordination with Anoka County on Foley Boulevard Reconstruction

Anoka County is planning to reconstruct Foley Boulevard to improve safety at the railroad tracks. The City should continue to work with Anoka County to enhance the roadway design to create a pedestrian environment with trees at regular intervals and within the median where possible, pedestrian scale lighting, the burying of the overhead electrical line, the design of the stormwater pond as an amenity, and the construction of trails and sidewalks. The City should continue discussions regarding the extent of median needed given its impact on local businesses.

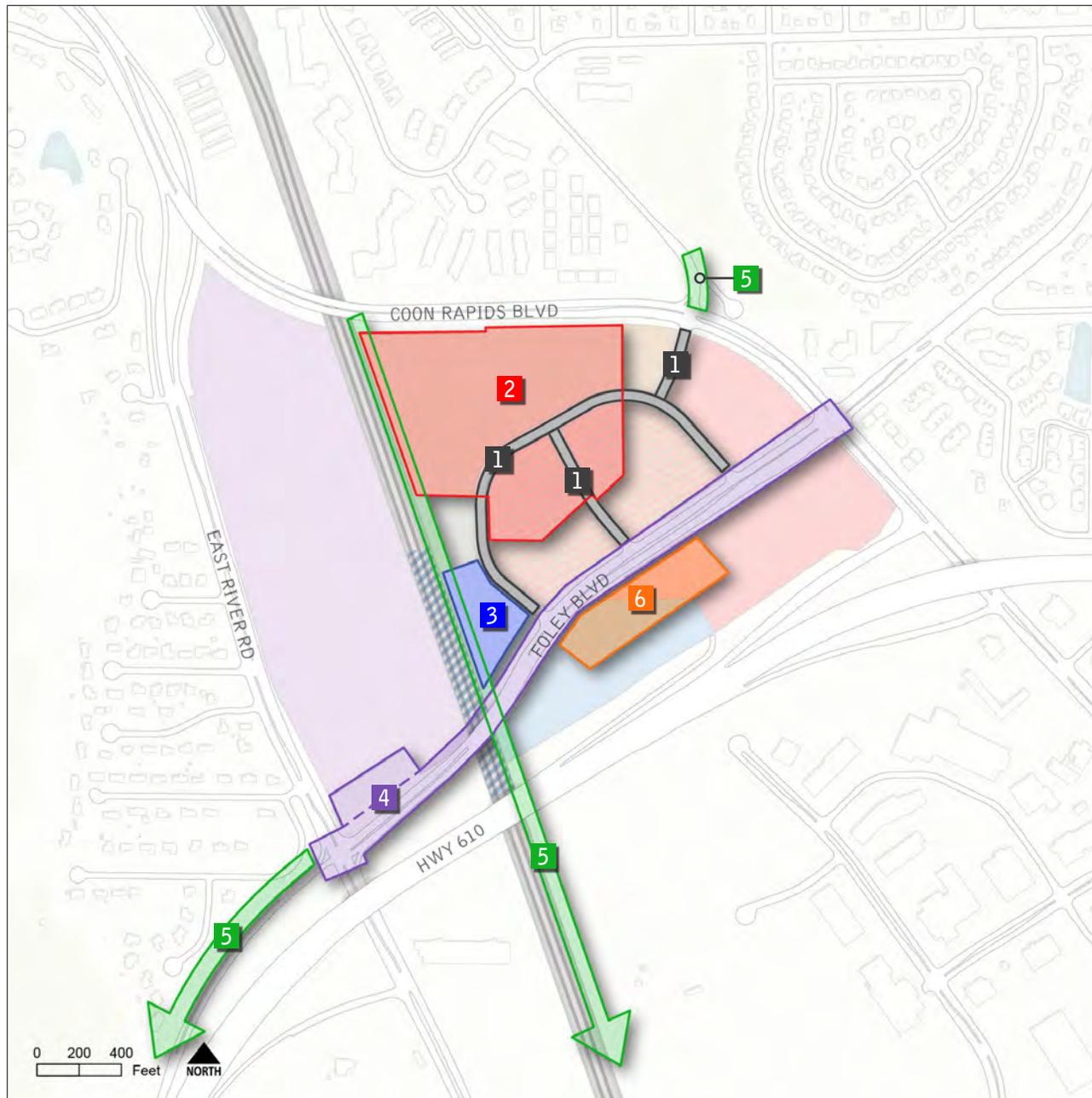
5 Construction of trails and sidewalks

Trails and sidewalks are fundamental components of creating a transit-oriented district. In addition to planning for trails and sidewalks along local city streets, the City will need to collaborate with MnDOT, Anoka County and other agencies on the trail segments that extend beyond the study area. This includes the use of Highway 610 right-of-way to establish a connection to Coon Rapids Dam Regional Park. It also involves the acquisition of an easement or right-of-way along the railroad tracks for a trail that extends north-south from the study area to Port Riverwalk and Evergreen Industrial Park.

6 Explore access improvements for area south of Foley

The reconstruction of Foley Boulevard with a center median will significantly impact access for properties on the south. A stoplight is proposed at the entrance to the Park and Ride and at the location of the loop road. Additional access points are not possible due to the short distance between the railroad tracks and Coon Rapids Boulevard. Discussion among the City, Anoka County, Metro Transit, and property owners should explore how development and redevelopment designs could accommodate the creation of a private, internal circulation road between commercial areas and the stoplight.

Figure 4.5 - Public Sector Investment Priorities



PRIVATE REDEVELOPMENT

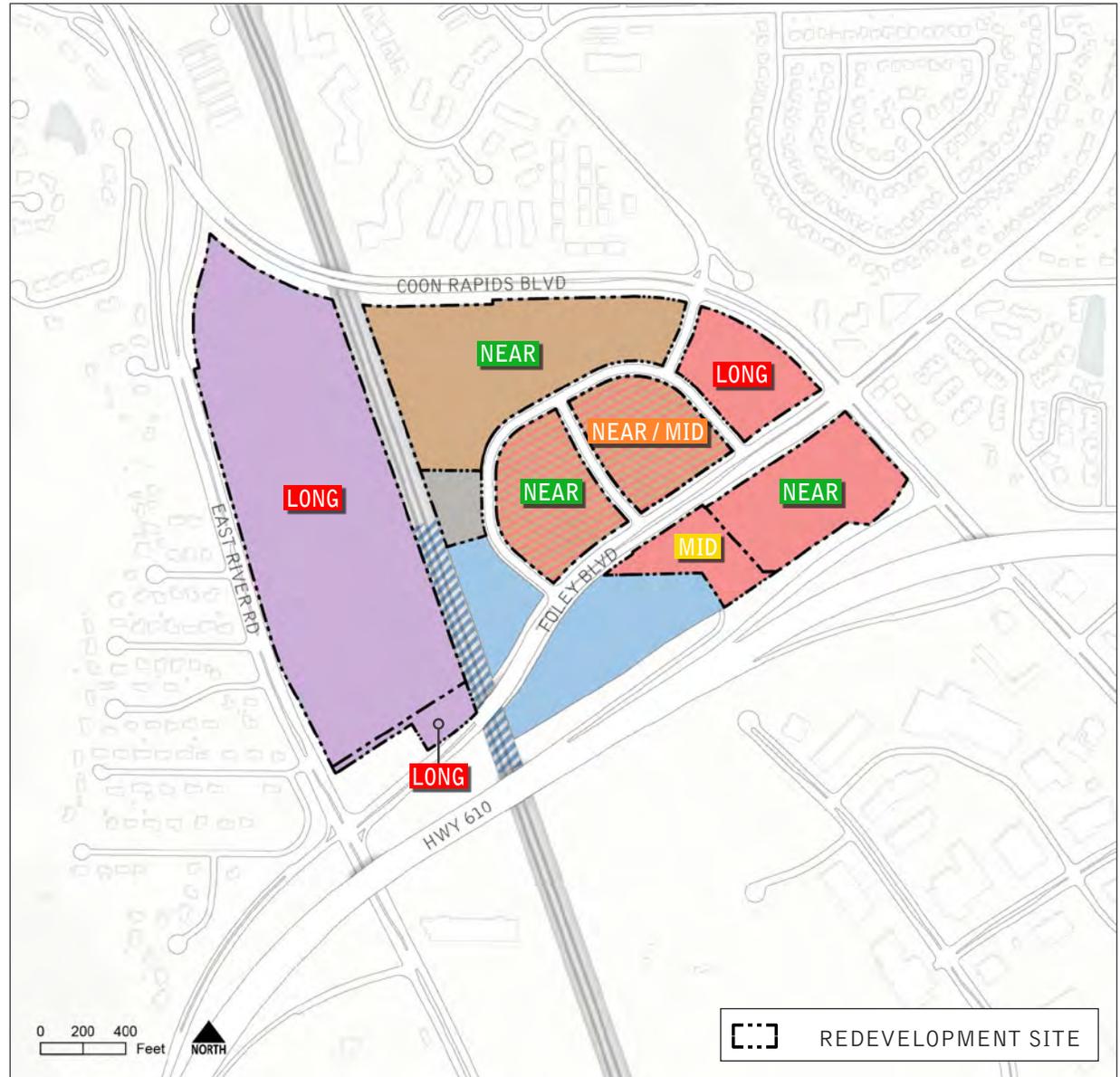
PRIVATE REDEVELOPMENT PHASING

Transformation of the Foley Boulevard Station Area is anticipated to occur in partnership with private property owners based on their interest and market conditions. It is likely that redevelopment in the area will occur over the long-term as markets for new uses develop and existing structures near the end of their useful lives.

The Private Sector Phasing identified is an estimate of when redevelopment is more likely to occur. Redevelopment may occur at faster or slower rates. The timeframes identified are based on the following assumptions:

- **NEAR** these areas seem to have the most potential for developing in the near term as portions are undeveloped or vacant. Redevelopment on the north side of Foley will be facilitated by the extension of the loop road to provide public access to those sites.
- **NEAR / MID** redevelopment of this area could occur at the same time as the other, adjacent residential land uses or it may take longer as there is an existing institutional use on the site.
- **MID** redevelopment of these sites into other commercial uses is not anticipated in the near term as there are existing uses on these sites.
- **LONG** it is not anticipated that redevelopment of these sites will occur until the existing buildings reach the end of their useful lives or market conditions significantly change.

Figure 4.6 - Private Sector Phasing



FUNDING TOOLS

FUNDING TOOLS

Redevelopment can be challenging, particularly when there is environmental contamination, land to assemble, or new infrastructure to construct. The tables on pages 57-59 outline various potential funding sources for infrastructure, development and other improvements.

Potential Funding Sources

PROGRAM NAME	ADMINISTERING AGENCY	TYPE OF ASSISTANCE	FUNDS AVAILABLE	DESCRIPTION
LCDA pre-development	Met Council	Grant	-	Assist cities with detailed redevelopment designs and economic feasibility
LCDA Development	Met Council	Grant	-	Public infrastructure and land assembly
LCA-TOD Pre-development	Met Council	Grant	\$100,000	Site Plans, design workshops, appraisals, market studies, impact analyses, soil testing, pro-forma development in support of a future development project. *Must have associated development project
LCA-TOD Development	Met Council	Grant	\$2,000,000	Site Acquisition, Holding Costs, Publically-Accessible Infrastructure, Placemaking. *Must have associated development project
TBRA-TOD Cleanup	Met Council	Grant	\$1,000,000	Cleanup of contaminated soil, groundwater, soil vapor or asbestos-containing materials and lead-based paint. *Must have associated development project
Local Housing Incentives Account	Met Council	Grant	\$1,500,000 total	Gap financing costs such as land/property/structure acquisition, demolition, site preparation, general construction/structural additions, alterations and rehabilitation, interior and exterior finishing, roofing, electrical, plumbing, heating and ventilation. *Must have associated development project
Tax Base Revitalization Account	Met Council	Grant	\$5,000,000 total	Phase 1 and 2, RAP development, demolition and site prep, soil/ groundwater remediation, soil vapor mitigation, asbestos abatement, LBP removal for projects with serious redevelopment potential.
Transportation Alternatives Program	Met Council - Transportation Advisory Board	Grant	\$6,000,000 total	Construction of infrastructure for bicycle and pedestrian facilities, Safe Routes to School Infrastructure, scenic and environmental improvements, and streetscape enhancements for projects implemented 2017/18
Regional Transportation Solicitation	Met Council - Transportation Advisory Board	Grant	-	Three evaluation categories, grouped by mode: Roadways, Transit, and Bicycle/Pedestrian, for projects implemented beginning 2018/19
Surface Transportation Program	Met Council	Grant	Up to 80% of project cost	This program is primarily used for roadway reconstruction, but does allow for construction of trails and sidewalks as part of a larger overall project. The program also supports the construction of independent bikeways (generally used for commuting purposes rather than recreational purposes).

FUNDING TOOLS

Potential Funding Sources (continued)

PROGRAM NAME	ADMINISTERING AGENCY	TYPE OF ASSISTANCE	FUNDS AVAILABLE	DESCRIPTION
Redevelopment	DEED	Grant	Up to 50% of project's redevelopment costs	Land acquisition, stabilizing soils demolition, infrastructure improvements and ponding or other environmental infrastructure and costs necessary for adaptive reuse of buildings. Eligible costs can only be applied towards publicly owned land with a public purpose, or public infrastructure costs that support a private redevelopment
Contamination Cleanup	DEED	Grant	Up to 75% of project's cost.	Investigation and cleanup costs necessary to implement RAP for projects with serious redevelopment potential.
Contamination Investigation and RAP Development	DEED	Grant	Up to 75% of project's cost. Max \$50,000	Investigation for projects with serious redevelopment potential.
Innovative Business Development Public Infrastructure Program (BDPI)	DEED	Grant	Up to 50% of project cost	Grant funds are to be used to assist Eligible Applicants with complex and costly Public Infrastructure projects when a funding gap exists and alternative sources of public and private financing are not adequate. "Publicly owned infrastructure related to a development project, including projects that target manufacturing, technology, warehousing and distribution; research and development; innovative business incubator; agricultural processing; or industrial, office, or research park development that would be used by an innovative business Funds from this program can also be used for land acquisition and preparation, telecommunications, bridges, parking ramps, demolition, hazard remediation, pre-design, construction, equipment and furnishings." Must have associated development project.
Minnesota Cleanup Revolving Loan Fund	DEED-EPA	Loan	Up to 78% of project costs	Cleanup Owner must be borrower and not the responsible party. Sites acquired after 1/11/2002
Housing Trust Fund (HTF)	Minnesota Housing	Grant	-	Development, construction, acquisition, preservation, and rehab of low-income rental housing. Currently used primarily for rent assistance and operating expenses, but has been available for capital funding previously. *Must have associated development project
Preservation Affordable Rental Investment Fund	Minnesota Housing	Loan	-	Acquisition, rehab, debt restructuring
Highway Safety Improvement Program	MnDOT	Grant	Up to 90% of project cost Max \$2,000,000	"Proactive" projects being solicited for 2014, 2015, and 2016. Examples include active intersection warning systems, ped refuge islands, curb extensions pavement messages, roundabouts, and sidewalks. Priority will be given to applications that are making impacts throughout the network (at multiple locations) or a corridor based approach.
Transportation Revolving Loan Fund	MnDOT	Loan	-	Road and bridge projects, and transit projects. Pre-design, acquisition, maintenance, repair, construction, transit capital purchases, drainage, signs, protective structures. Projects must be eligible under Title 23 or Title 49 or the U.S. Code and Minnesota Statute.
Local Trail Connections Program	MN DNR	Grant	Up to 75% of project cost Max \$150,000	Acquisition and development of trail facilities. Projects must result in a trail linkage that is immediately available for use by the general public. Trail linkages include connecting where people live (e.g. residential areas within cities, entire communities) and significant public resources (e.g. historical areas, open space, parks and/or other trails). Funds used to promote relatively short trail connections between where people live and desirable locations, not to develop significant new trails.
Minnesota Targeted Brownfields Assistance Program	Minnesota Pollution Control Agency	Technical Assistance	In Kind	Technical consultation for Phase 1, 2 and cleanup (RAP). Must pose a potential threat with no responsible or voluntary responsible party

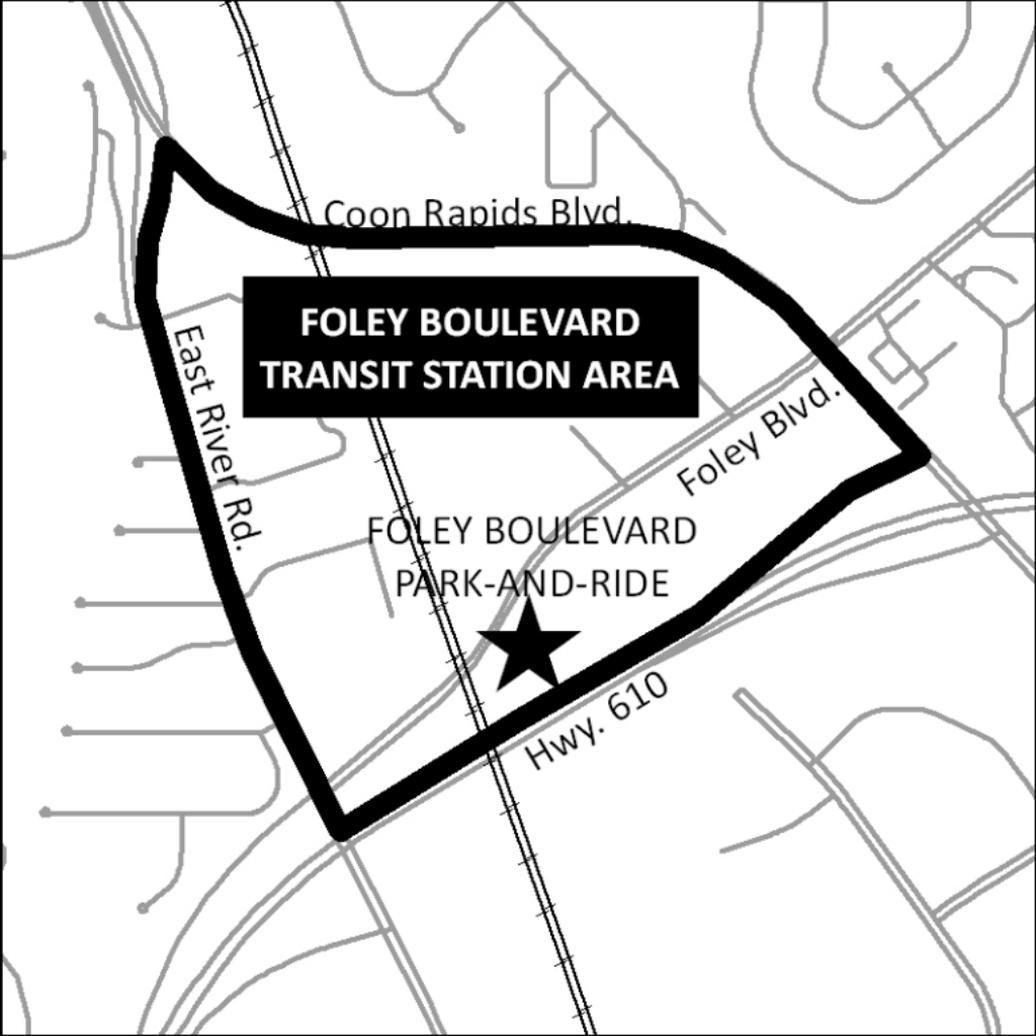
Potential Funding Sources (continued)

PROGRAM NAME	ADMINISTERING AGENCY	TYPE OF ASSISTANCE	FUNDS AVAILABLE	DESCRIPTION
Small Business Environmental Improvement Loan	Minnesota Pollution Control Agency	Loan	\$1,000 to \$50,000	Businesses with fewer than 50 FTE, after tax profits of <\$500,000 and net worth <\$1 million . Investigations, cleanup, capital equipment purchase to reduce/prevent pollution/waste. Collateral required and must demonstrate ability to repay loan
Petroleum Tank Release Clean Up Account-Petrofund	Department of Commerce	Reimbursement	Up to 90% of eligible costs, not to exceed \$1 million per release or \$2 million per facility	Owners/operators of underground and above ground petroleum storage tanks, owners of contaminated properties of leaking tanks Site investigation and cleanup deemed necessary by the MPCA. Minnesota Statutes 115C and Minnesota Rules Chapter 2890
Federal Brownfields Cleanup Program	EPA	Grant	Up to \$200,000 (20% match)	Demolitions, cleanup, removal of some abandoned containers and underground petroleum tanks. Must own the property and cannot be responsible party. 20% matching funds
Federal Brownfields Site Assessment Program	EPA	Grant	Up to \$200,000	Inventory, characterization, Assessment (Phase I or II), remedial planning and VIC program fees. Cannot fund Federal/state Superfund sites, federal lands
Federal Brownfields Cleanup Revolving Loan Grants	EPA	Grants to capitalize RLF	Up to \$1 million	Demolitions, cleanup, removal of some abandoned containers and underground petroleum tanks. Loans/grants cannot be provided to party that caused contamination. 20% match
Joint Development	FTA	Grant	-	Acquisition, demolition, site preparation, utilities, building foundations, walkways, ped and bike access, safety/security facilities, construction of space for commercial uses, parking improvements with a transit justification, project development activities (design, engineering, environmental analysis). Must benefit one of four criterion: Economic benefit; public transportation benefit; fair share of revenue; fair share of costs

Riverdale and Foley Commuter Rail Station Areas. Introduction of commuter rail service to Coon Rapids presents opportunities for new development. When the Northstar Commuter Rail line begins service, the Riverdale station along Northdale Boulevard will be the only station in the City. Anoka County Rail Authority owns a 15-acre parcel adjacent to the station site that will be used for transit-oriented development (TOD). A report, completed in 2007, established development guidelines for this site, suggesting that it develop with a mix of residential, retail, office, and open space uses. In the longer term future, an additional rail station may be located near the existing Foley Boulevard Park & Ride. The surrounding area, which presently includes a variety of industrial, office, and incompatible single-family residential uses, provides another opportunity for transit-oriented development. ~~A master plan should be prepared for this area before the station comes online.~~ The Foley Boulevard Station Area Plan, as adopted into the Comprehensive Plan by the City Council in 2014, establishes land use and infrastructure policies for this area. A new zoning district or modifications to existing regulations may be necessary to ensure that development occurs as dictated by the plans for both station areas.

Coon Rapids and Evergreen Industrial Parks. Coon Rapids Industrial Park (generally along Xeon Street between Highway 10 and Northdale Boulevard) and Evergreen Industrial Park (generally along Evergreen Boulevard south of Highway 610) provide important employment opportunities for City and regional residents. Both areas contain a variety of manufacturing, warehousing, office, and research businesses and are almost completely developed. In the long term, some of the existing low-yield industrial uses may become obsolete and their redevelopment will become necessary. As redevelopment occurs, new businesses in the industrial parks should provide quality jobs and fall within the following sectors: light manufacturing with minimal outdoor storage, medical and pharmaceutical industries, information technology (computer and telecommunication), environmental technology, and office/research and development. The City may consider financial incentives to encourage these types of businesses. The City may consider revising its Industrial zoning district regulations to prohibit new low-yield uses with nuisance characteristics and encourage high-yield, high-technology uses that are compatible with the surrounding area. This may include limiting outdoor storage, ensuring high-quality building materials, and extensive landscaping.

Predominantly Large-Lot Residential Areas South of Coon Rapids Boulevard. In recent years, several large residential lots between Coon Rapids Boulevard and the Mississippi River east of Hanson Boulevard have been subdivided to allow new home construction. Current zoning regulations allow further subdivision of this area, with the exception of lots with frontage on the river. Additional subdivision is appropriate, provided the street network is well-connected and newly created lots do not display awkward platting. Prohibiting “flag” lots in this area should be considered.

A map showing the Foley Boulevard Transit Station Area. A thick black line outlines a roughly rectangular area. Inside this area, a black star is positioned at the intersection of Hwy. 610 and Foley Blvd. A black box with white text is located in the upper left portion of the outlined area. The map includes labels for Coon Rapids Blvd. at the top, East River Rd. on the left, and Hwy. 610 at the bottom. The background shows a street grid and some topographical features.

**FOLEY BOULEVARD
TRANSIT STATION AREA**

FOLEY BOULEVARD
PARK-AND-RIDE



Hwy. 610



City Council Regular

16.

Meeting Date: 11/05/2014

Subject: Ordinances Revising Fees for 2015

Submitted For: Kevin Vouk, Manager of Accounting/Treasurer

From: Dianne Nelson, Advanced Accounting Technician

INTRODUCTION

Council is being asked to consider introducing ordinances to adjust certain fees and building inspection fees for 2015. Fees set by resolution will be presented when these ordinances are considered for adoption at the November 18, 2014 City Council meeting.

DISCUSSION

Ordinance Adjusting Certain Fees (see reference number in ordinance)

The fees for 2015 have been adjusted by the 2014 annual adjustment of 2.5% with exceptions noted below. A request for a rate change is made only if the adjustment is enough for the fee to be rounded to the next significant dollar amount. Items to note are as follows (reference numbers are included in the ordinance):

1. *Fees set by State Statute.* Certain fees under Section 5-209 (alcoholic beverages) and the gambling investigation fee under Section 5-2008 of the City Code are set by Minnesota Statutes and did not change for 2015.
2. *On-sale liquor license.* The on-sale liquor license was compared to the amount charged by other cities. Based on this review, staff determined that it should remain at the current rate of \$9,350 for 2015.
3. *Property Monitoring Fees.* A property monitoring fee was approved by the City Council in 2006. The 2007 fees were set at \$600 per year for residential property and \$1,000 per year for commercial property to cover related costs. Staff recommends no change for 2015.
4. In certain cases there may be no change in the fee due to rounding. For example, the secondhand/antique dealer license B which is rounded to the nearest \$5 had a calculated base amount of \$147.62 in 2014 and was rounded to \$150. For 2015, the calculated base increased to \$151.31, which rounded to the nearest \$5 leaves the fee at \$150.
5. Staff recommends that certain other fees not be increased for 2015 if they are adequate to cover current costs, are seldom used and therefore difficult to establish a cost basis, and/or are comparable to rates charged by other cities.

Ordinance Adjusting Building Inspection Fees

Staff is recommending the following changes to the building inspections fee schedule for 2015:

- The fee table (Table A-2015) in the ordinance has been revised and updated to bring it in line with other metro cities. The old structure was no longer relevant due to rising construction costs over several years. The valuation range has shifted for some of the tiers with the effect of lowering the base fees for the same valuation at all levels. Also, a new top tier was added to keep fees in check. The table ranges and multipliers are the same used by a number of similar sized cities in the metro area. A copy of the table for 2014 is

attached for comparative purposes.

- Re-inspection fees have been lowered for the first re-inspection (from \$100 to \$75) and second re-inspection (from \$200 to \$150). The third and subsequent re-inspections have been left at \$300.
- Driveways have been changed from a valuation based fee to a flat fee of \$100.
- Electrical permit fees have been converted from a straight 1.75% of the value of the work to a calculation that is based on Table A-2015. This will keep fees in line with other cities and hold them in check as the value of the work rises.

Other sections and amounts of the inspection fee ordinance will be unchanged for 2015.

Public Hearing for 3.2 Malt Liquor Licenses

State law requires a public hearing for an increase to certain fees for the sale of alcoholic beverages. Fees are proposed to increase by \$5 for off-sale and \$15 for on-sale 3.2 malt liquor licenses. Council is asked to set a public hearing regarding this fee increase for November 18, 2014 at 7:00 p.m.

RECOMMENDATION

Ordinances Revising Fees for 2015:

1. Cons. Introduction of an Ordinance to Revise Certain License Fees, Service Fees and Related Charges effective January 1, 2015; and
2. Cons. Introduction of an Ordinance Establishing Permit and Inspection Fees for the Building Inspections Division as Authorized by Minnesota Statutes Section 16B.62, subdivision 1 effective January 1, 2015; and
3. Set a public hearing for November 18, 2014 at 7:00 p.m. regarding the fee increase for off-sale and on-sale 3.2 malt liquor.

Attachments

Fee Ordinance

Building Inspection Fees

Table A-2014

ORDINANCE NO.

AN ORDINANCE TO REVISE CERTAIN LICENSE FEES, SERVICE FEES AND RELATED CHARGES AND ESTABLISHING AN EFFECTIVE DATE THEREFOR

The City of Coon Rapids does ordain:

Section 1. The following fees are hereby established for the licenses and permits in Title 5 of Revised City Code - 1982:

<u>Description</u>	<u>2014 fees</u>	<u>2015 fees</u>	<u>Section City Code</u>	<u>For ref. only see memo</u>
Off-sale 3.2 Malt Liquor	\$145	\$150	5-209	
On-sale 3.2 Malt Liquor	\$675	\$690	5-209	
Temporary 3.2 Malt Liquor, On-sale (per day)	\$30	\$35	5-209	
Temporary On-sale Liquor License (per 4 hour event)	\$30	\$35	5-209	
Tavern License (including public dancing)	\$580	\$590	5-209	
Bottle Clubs (including public dancing)	\$300	\$300	5-209	1
Public Drinking Place	\$580	\$590	5-209	
Intoxicating liquor, clubs, as defined in Minnesota Statutes Section 340A.101, Subd.7:				
(a) Clubs with membership of 200 or less	\$300	\$300	5-209	1
(b) Clubs with membership of 201 to 500 members	\$500	\$500	5-209	1
(c) Clubs with membership of 501 to 1,000 members	\$650	\$650	5-209	1
(d) Clubs with 1,001 and 2,000 members	\$800	\$800	5-209	1
(e) Clubs with 2,001 and 4,000 members	\$1,000	\$1,000	5-209	1
(f) Clubs with 4,001 and 6,000 members	\$2,000	\$2,000	5-209	1
(g) Clubs with 6,001 members or more	\$3,000	\$3,000	5-209	1
Off-Sale Intoxicating Liquor License	\$300	\$300	5-209	1
On-Sale Intoxicating Liquor License	\$9,350	\$9,350	5-209	2
Sunday sales	\$200	\$200	5-209	1
On-Sale Wine License				
(a) for seating capacity of at least 35 but no more than 99	\$1,000	\$1,000	5-209	1
(b) for seating capacity of 100 or more	\$2,000	\$2,000	5-209	1
On-Sale establishments open after 1:00 AM	\$300	\$300	5-209	1
Liquor Licensing Investigation Fee	\$480	\$495	5-211	
Liquor Manager Investigation Fee	\$120	\$125	5-211	
Amusement Center License	\$445	\$455	5-305	
Archery Club License	\$75	\$75	5-405	4
Bowling License	\$65	\$65	5-604	4
Carnival License for 0-5 Ride	\$300	\$305	5-704	
Carnival License - Additional Ride	\$35	\$36	5-704	
Circus License	\$370	\$380	5-704	

<u>Description</u>	<u>2014 fees</u>	<u>2015 fees</u>	<u>City Code Section</u>	<u>For ref. only see memo</u>
Circus License-Additional Day	\$42	\$43	5-704	
Christmas Tree Sales License	\$77	\$79	5-804	
Tobacco License	\$175	\$180	5-905	
Tobacco License Investigation Fee	\$125	\$130	5-905	
Dancing Permit - annual	\$145	\$150	5-1004	
Dancing Permit - per event	\$30	\$30	5-1004	4
Gun Club License	\$75	\$75	5-1105	4
Parade Permit	\$25	\$25	5-1204	5
Taxi License - vehicle	\$42	\$43	5-1308	
Taxi License - driver	\$28	\$28	5-1308	4
Taxi License Investigation	\$30	\$30	5-1308	4
Theatre - 1st screen	\$320	\$330	5-1406	
Theatre - additional screens	\$46	\$47	5-1406	
Peddler License - Fireworks/All Other per day	\$60/15	\$60/15	5-1507	5
Peddler License - Fireworks/All Other per week	\$150/40	\$150/40	5-1507	5
Peddler License - Fireworks/All Other per month	\$300/75	\$300/75	5-1507	5
Peddler License - All Other for 6 months	\$300	\$300	5-1507	5
Peddler License Investigation Fee – each applicant	\$25	\$25	5-1507	5
Tree Trimmer License	\$66	\$68	5-1607	
Massage Parlor Business License	\$4,580	\$4,690	5-1811	
Masseur/Masseuse License	\$165	\$170	5-1811	
Massage Parlor Investigation Fee	\$2,290	\$2,340	5-1811	
Masseur License Investigation Fee	\$400	\$410	5-1811	
Conversation Parlor License	\$3,630	\$3,720	5-1905	
Gambling Investigation Fee	\$250	\$250	5-2008	1
Adult Oriented Business - Annual License	\$7,050	\$7,200	5-2209	
Adult Oriented Business - Investigation Fee	\$2,110	\$2,160	5-2209	
Adult Oriented Business per 5-2202(17) - Annual License	\$170	\$175	5-2209	
Adult Oriented Business per 5-2202(17) - Investigation Fee	\$465	\$475	5-2209	
Fireworks Display Permit	\$100	\$100	5-2307	5
Pawnshop License	\$2,810	\$2,880	5-2405	
Pawnshop Investigation Fee	\$400	\$410	5-2405	
Pawnshop New Manager Investigation Fee	\$120	\$125	5-2410	
Pawnshop Transaction Fee -modem reporting	\$1.80/trans	\$1.80/trans	5-2405	5
-manual reporting	\$2.80/trans	\$2.80/trans	5-2405	5
Special Event Parking Permit	\$75	\$75	5-2508	4
Secondhand/Antique Dealers License-A	\$315	\$325	5-2612	
Secondhand/Antique Dealers License-B	\$150	\$150	5-2612	4
Secondhand/Antique Dealers Investigation Fee-A	\$375	\$380	5-2612	
Secondhand/Antique Dealers Investigation Fee-B	\$75	\$75	5-2612	4

<u>Description</u>	<u>2014 fees</u>	<u>2015 fees</u>	<u>City Code Section</u>	<u>For ref. only see memo</u>
Secondhand/Antique Dealers New Manager Investigation Fee	\$120	\$125	5-2605	
Secondhand/Antique Dealers Transaction Fee -modem reporting	\$1.80/trans	\$1.80/trans	5-2612	5
-manual reporting	\$2.80/trans	\$2.80/trans	5-2612	5
Exhibition Operator Permit (per event)	\$1,050	\$1,080	5-2628	
Exhibitor Permit (per event)	\$42	\$43	5-2628	
Precious Metals License	\$2,810	\$2,880	5-2711	
Precious Metals Investigation Fee	\$375	\$380	5-2711	
Precious Metals New Manager Investigation Fee	\$120	\$125	5-2711	
Precious Metals Transaction Fee -modem reporting	\$1.80/trans	\$1.80/trans	5-2711	5
-manual reporting	\$2.80/trans	\$2.80/trans	5-2711	5
Currency Exchange License	\$75	\$75	5-2805	4
Therapeutic Massage Enterprise License	\$320	\$330	5-2907	
Massage Therapist License	\$45	\$46	5-2907	
Therapeutic Massage Enterprise Investigation Fee	\$400	\$410	5-2907	
Massage Therapist - Investigation Fee	\$45	\$46	5-2907	

Section 2. The following fees are hereby established for the services in Title 6 of

Revised City Code – 1982:

<u>Description</u>	<u>2014 fees</u>	<u>2015 fees</u>	<u>Section of City Code</u>	<u>For ref. only see memo</u>
Non-Domestic Animal Permit	\$255	\$265	6-506	
Non-Domestic Animal Permit Investigation Fee	\$105	\$110	6-506	

Section 3. The following fees are hereby established for the services in Title 8 of

Revised City Code - 1982:

<u>Description</u>	<u>2014 fees</u>	<u>2015 fees</u>	<u>City Code Section</u>	<u>For ref. only see memo</u>
Waste and Recycling Hauler License				
First Vehicle	\$165	\$170	8-211	
Each Additional Vehicle	\$28	\$28	8-211	4
Response to False Alarms (4-5)	\$48	\$49	8-1403	
Response to False Alarms (6-9)	\$96	\$99	8-1403	
Response to False Alarms (10 or more)	\$195	\$195	8-1403	4

Section 4. The following fees are hereby established for the permits and approvals in

Title 11 of Revised City Code - 1982:

<u>Description</u>	<u>2014 fees</u>	<u>2015 fees</u>	For ref. only see <u>memo</u>
Conditional Use Permit with Site Plan Review*	\$545	\$560	
Conditional Use Permit without Site Plan Review*	\$320	\$330	
Conditional Use Permit/Mining Permit	\$215	\$220	
Home Occupational Permit	\$215	\$220	
Planned Unit Development	\$1,390	\$1,430	
Revision to Final Planned Unit Development	\$310	\$315	

<u>Description</u>	<u>2014 fees</u>	<u>2015 fees</u>	For ref. only see <u>memo</u>
Site Plan Review - Residential	\$825	\$850	
Site Plan Review - Commercial	\$445	\$455	
Lot Split or Registered Land Survey in lieu of lot split	\$275	\$285	
Subdivision Exemption	\$275	\$285	
Preliminary Plat	\$455	\$470	
Final Plat	\$155	\$160	
Registered Land Survey in lieu of plat*	\$455	\$470	
Comprehensive Plan Amendment	\$655	\$670	
Rezoning	\$430	\$445	
Variance*	\$260	\$265	
Vacation	\$295	\$300	

*Plus recording fees

Section 5. The following fees are hereby established for the services in Title 12 of

Revised City Code – 1982:

<u>Description</u>	<u>2014 fees</u>	<u>2015 fees</u>	<u>Section of City Code</u>	For ref. only see <u>memo</u>
Sign Contractor License	\$50	\$50	12-106	5
Vacant Residential Property Monitoring*	\$600	\$600	12-312	3
Vacant Commercial Property Monitoring*	\$1,000	\$1,000	12-312	3
Excessive Consumption of Inspection Services Fee	\$150	\$160	12-317	

*Per year

Section 6. The City Council for the City of Coon Rapids authorizes the collection of any surcharge imposed by the State of Minnesota or other governmental agency in addition to the City fee.

Section 7. Effective Date of Ordinance. This ordinance shall be effective for all annual permits and/or licenses issued for 2015 and succeeding years, and for all other permits and licenses issued after January 1, 2015.

Introduced the 5th day of November, 2014.

Adopted the _____ day of _____, 2014.

Tim Howe, Mayor

ATTEST:

Joan Lenzmeier, City Clerk

ORDINANCE NO.

**AN ORDINANCE ESTABLISHING PERMIT AND INSPECTION FEES FOR
THE BUILDING INSPECTIONS DIVISION AS AUTHORIZED BY MINNESOTA
STATUTES SECTION 16B.62, SUBD. 1**

The City of Coon Rapids does ordain:

Section 1. The City Council for the City of Coon Rapids establishes the following permit and inspection fees for the Building Inspection Division:

**2015
INSPECTION DIVISION FEE SCHEDULE
(ref. MN Rules 1300.0160, subd. 1, subd. 2)**

Table A - 2015

VALUATION		FEES
FROM	TO	
\$0	\$500	\$22.50 per 1/2 hour, 1 hour minimum
\$501	\$2,000	\$22.50 for the first \$500 plus \$3.05 for each additional \$100 or fraction thereof, up to and including \$2,000; minimum fee \$45.00
\$2,001	\$25,000	\$68.25 for the first \$2,000 plus \$14 for each additional \$1000 or fraction thereof, up to and including \$25,000
\$25,001	\$50,000	\$390.25 for the first \$25,000 plus \$10.10 for each additional \$1,000 or fraction thereof, up to and including \$50,000
\$50,001	\$100,000	\$642.75 for the first \$50,000 plus \$7 for each additional \$1,000 or fraction thereof, up to and including \$100,000
\$100,001	\$500,000	\$992.75 for the first \$100,000 plus \$5.60 for each additional \$1,000 or fraction thereof, up to and including \$500,000
\$500,001	\$1,000,000	\$3,232.75 for the first \$500,000 plus \$4.75 for each additional \$1,000 or fraction thereof, up to and including \$1,000,000
\$1,000,001	and up	\$5,607.75 for the first \$1,000,000 plus \$3.65 per \$1,000 or fraction thereof.

Working Without a Permit Investigation Fee:

25 percent of the permit fee not to exceed \$500

Investigation fees will be charged by the Chief Building Official, or designee, where additional time and expense is incurred by the City in order to achieve code compliance.

Re-Inspection Fee:

First	\$75
Second	\$150
Third and subsequent	\$300

Re-inspection fees will be charged by the Chief Building Official, or designee, where additional time and expense is incurred by the City in order to complete a required inspection. Incidents where such fees may be charged include, but are not limited to: work unprepared for a scheduled inspection; failure to cancel a scheduled inspection; work required by correction orders that is not completed; or work which does not pass a secondary inspection.

Building Permit Fees:

Table A-2015 will be used to calculate permit fees based on the value of the work. Minimum permit fee shall be \$45. A plan review fee of 65 percent (35 percent for small scale residential projects) of the permit fee will be charged on all projects for which plans are submitted except as noted in Minnesota Rules Chapter 1300.

A Sewer Availability Charge as established by the Metropolitan Council Environmental Services and adopted by City resolution is collected with the building permit when applicable. Visit [www.http://metro council.org/Wastewater-Water/Funding-Finance/Rates-Charges/Sewer-Availability-Charge.aspx](http://metro council.org/Wastewater-Water/Funding-Finance/Rates-Charges/Sewer-Availability-Charge.aspx) for more information,

Exceptions to Table A-2015:

The permits for the described work on residential properties with individual property lines, will be as follows (per address or unit).

Re-roof	as provided in Table A-2015 but not to exceed \$250
Re-side	as provided in Table A-2015 but not to exceed \$250
Replacement of Garage Doors	as provided in Table A-2015 but not to exceed \$250
Mobile Home Installation	\$75
Residential Curb or Street Cut/Driveway	\$100
Demolition	Table A-2015
Commercial/Industrial Parking Lot	Table A-2015
Inspections for which no fee is specifically indicated.	\$100 or total hourly cost to the jurisdiction whichever is greatest.
Loan Property Condition Inspection and Report	\$250

Plumbing Permit Fees:

Table A-2015 will be used to calculate permit fees based on the value of the work. Minimum permit fee shall be \$45.

Exceptions to Table A-2015: The permits for the described work on residential properties will be as follows (per address or unit).

Backflow Protection Device, New or Rebuilt	\$45
Residential Water Heater	\$60
Residential Water Softener	\$45

When applicable, a plan review fee equal to 35 percent of the permit fee will be added.

Sewer and Water Permit Fees:

Table A-2015 will be used to calculate permit fees based on the value of the work. Minimum permit fee shall be \$45.

Exceptions to Table A-2015: The permits for the described work on residential properties . will be as follows (per address or unit).

Residential Water and/or Sewer Connection	\$100
Residential Water/Sewer Repair	\$100
Residential Onsite Sewer (septic)	\$250

When applicable, a plan review fee equal to 35 percent of the permit fee will be added.

Grading Permit:

Table A-2015 will be used to calculate grading permit fees. A plan check fee of 65 percent of the permit fee will be charged on all grading projects.

Mechanical Permit Fees (Heating, Ventilation, Air Conditioning):

Table A-2015 will be used to calculate permit fees based on the value of the work. Minimum permit fee shall be \$45.

Exceptions to Table A-2015: The permits for the described work on residential properties will be as follows (per address or unit).

Residential Furnace and/or A/C replacement	Individual unit \$45, both \$60
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When applicable, a plan review fee equal to 35 percent of the permit fee will be added.

Electrical Permit Fees

Table A-2015 will be used to calculate permit fees based on the value of the work. Minimum permit fee shall be \$45.

Exceptions to Table A-2015: The permit fees for minor work shall be as \$45 (installation,

replacement, alteration or repair, limited to one inspection) A re-inspection fee may apply for any required additional trips, (see Re-Inspection Fee Table above.

When applicable, a plan review fee equal to 35 percent of the permit fee will be added.

Equipment and Devices Related to Siding Replacement

The permit fee is set at \$35 per unit. Buildings with individual property lines will be reduced by \$5 per address or unit.

Services Panels

New, altered or installed	\$45
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Permit Fees for a Medical Gas System:

Table A-2015 will be used to calculate permit fees based on the value of the work. Minimum permit fee shall be \$45.

When applicable, a plan review fee equal to 35 percent of the permit fee will be added.

Gas Piping Fees

Per Opening	\$12
Minimum Fee (if gas only)	\$45

Fuel Storage Tanks

Underground Remove/Install	\$200
Aboveground Remove/Install	\$200
Replace Existing with Similar	\$250

Fire Protection Systems.

Sprinkler System	
First 10 Heads	\$100
Each Additional 10 Head	\$20
Fire Pump	\$100
Special Fire Suppression System	\$100
Fire Alarm Permit	\$100
Each Additional Panel	\$100
Each Alarm Device	\$2

Refund of Permit Fees (ref. MN Rules 1300.0160, Subd. 9) :

The City may refund fees for permits on which no work has been done and no inspections have been made. Requests for refunds must be in writing and signed by the permit holder. The Chief Building Official must approve each refund and the City shall retain the following:

\$50	for requests made within 30 days, fee totals less than \$50 are non refundable.
\$50 or 20 percent of the permit whichever is greater	for requests made within 60 days
\$50 or 40 percent of the permit whichever is greater	for requests made within 90 Days
\$50 or 60 percent of the permit whichever is greater	for requests made within 120 days
\$50 or 80 percent of the permit whichever is greater	for requests made within 180 days

NO REFUND is available after 180 days.

Plan check fees, state surcharge fee, and re-inspection fees are non refundable.

Section 2 The City Council for the City of Coon Rapids authorizes the Building Inspection Division to collect a surcharge on behalf of the State as established by Minnesota Statutes Section 326B. 148 or any other governmental agency in addition to the City fee.

Section 3 Effective Date of Ordinance. This ordinance shall be effective for all annual permits and/or licenses issued for 2015 and succeeding years, and for all other permits and licenses issued after January 1, 2015.

Introduced this 5th day of November, 2014.

Adopted this _____ day of November, 2014.

Tim Howe, Mayor

(for reference only)

2014
INSPECTION DIVISION FEE SCHEDULE
(ref. MN Rules 1300.0160, subd. 1, subd. 2)

Table A - 2014

VALUATION		FEES
FROM	TO	
\$0	\$300	\$15
\$301	\$1000	\$15 for the first \$300 plus \$5 for each additional \$100 or fraction thereof, up to and including \$1,000
\$1001	\$2000	\$50 for the first \$1,000 plus \$3.05 for each additional \$100 or fraction thereof, up to and including \$2,000
\$2001	\$25,000	\$80.50 for the first \$2,000 plus \$14 for each additional \$1,000 or fraction thereof, up to and including \$25,000
\$25,001	\$50,000	\$402.50 for the first \$25,000 plus \$10.10 for each additional \$1,000 or fraction thereof, up to and including \$50,000
\$50,001	\$100,000	\$655 for the first \$50,000 plus \$7 for each additional \$1,000 or fraction thereof, up to and including \$100,000
\$100,001	\$500,000	\$1,005 for the first \$100,000 plus \$5.60 for each additional \$1,000 or fraction thereof, up to and including \$500,000
\$500,001	and up	\$3,245 for the first \$500,000 plus \$4.75 per \$1,000 or fraction thereof.