FOLEY BOULEVARD

STATION AREA PLAN

Coon Rapids Minnesota

Metropolitan Council

SEH

HKGi 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.

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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. 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.

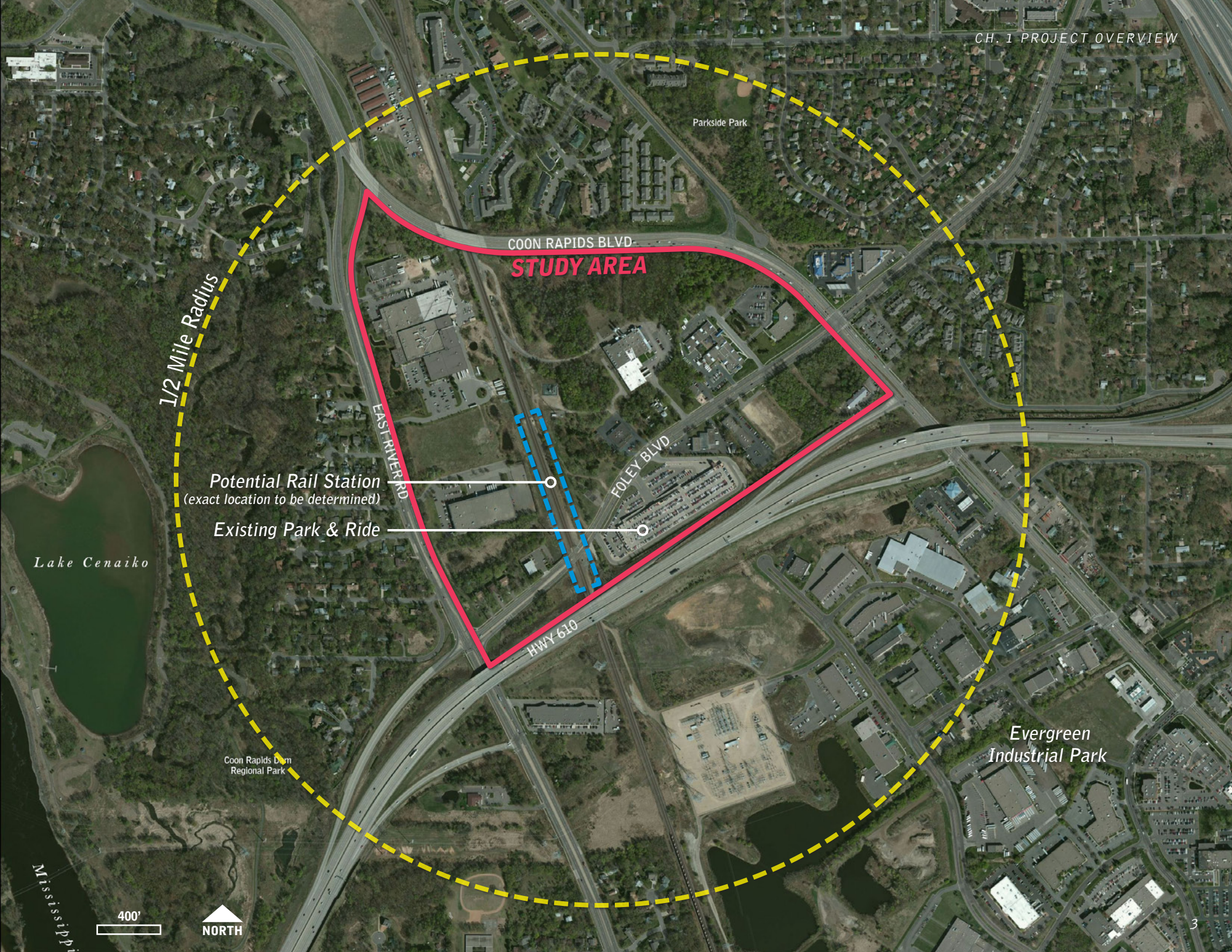
The Foley Boulevard Station Area Plan was made possible in part through a Livable Communities Demonstration Account (LCDA) grant furnished by the Metropolitan Council to evaluate and encourage transit-oriented development (TOD). The Metropolitan Council supports opportunities for TOD around various types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

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 infrastructure improvements, transportation investment, and pedestrian/bicycle connectivity.

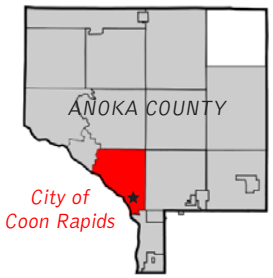
In the context of this plan, the Foley Boulevard "station area" is roughly defined as the area within a half-mile radius - or 10-minute walking distance from the transit station (i.e. the existing Foley Boulevard Park and Ride facility). Today, the station area includes predominantly light industrial 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 located along 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 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
EAST RIVER RD
FOLEY BLVD
Potential Rail Station
(exact location to be determined)
Existing Park & Ride
HWY 610
Lake Cenaiko
Coon Rapids Dam
Regional Park
Evergreen
Industrial Park
Mississippi
400'
NORTH

REGIONAL CONTEXT



Fridley Northstar Station

Riverdale Village Shopping Center

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 while the Fridley Northstart Station is 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 retails 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.

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

The study found that TOD opportunities are limited in the Foley Station area. Metro Transit currently has no plans to add a Northstar stop at Foley. In addition, while the Northern Lights Express would offer a new tranpsortation option, it is likely that most users would need to arrive at the station using automobiles given limited transit options. Thus, future TOD will be primarily related to the express bus service offerred at the Park and Ride station.

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 include:

- Encourage retail and commercial services near the station that would cater to the needs of 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
  - ▷ Incorpate plazas, open space, and other gathering spaces
- Create non-motorized connections to nearby neighborhoods and recreational amenities, including the Mississippi River and area parks.

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

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

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 Koegler 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.

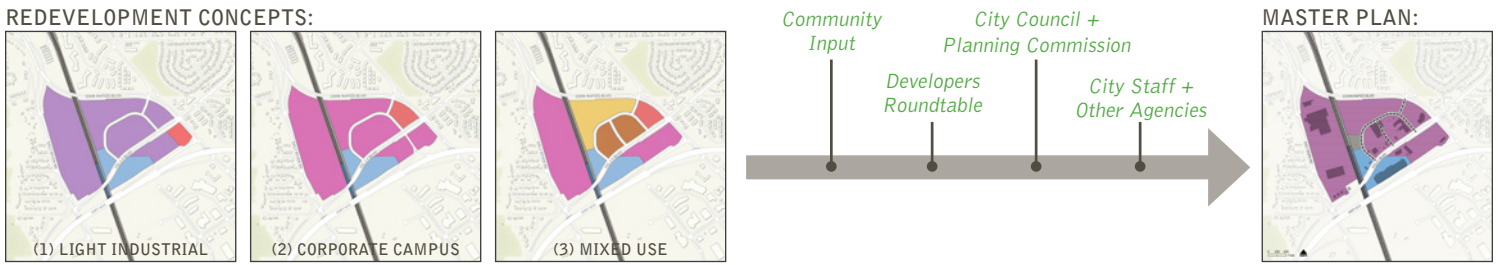
Three redevelopment concepts emerged from the design workshop, each with a distinct land use scheme: (1) continued light-industrial uses, (2) corporate campus, and (3) mixed residential and commercial redevelopment. Feedback was solicited from stakeholders, local real estate developers, the Planning Commission, and City Council at multiple meetings.

The resulting preferred redevelopment master plan is presented in Chapter 3. Master Plan. The plan illustrates potential land use, roadways access, and bike and pedestrian improvements.

Implementation Strategies

Key strategies and resources were also identified to support implementation of the master plan. Chapter 4. Implementation of this report delineates key public infrastructure improvements. Also included in this chapter are potential funding strategies and resources, as well as recommendations for zoning and regulatory controls that will support future redevelopment.

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



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.

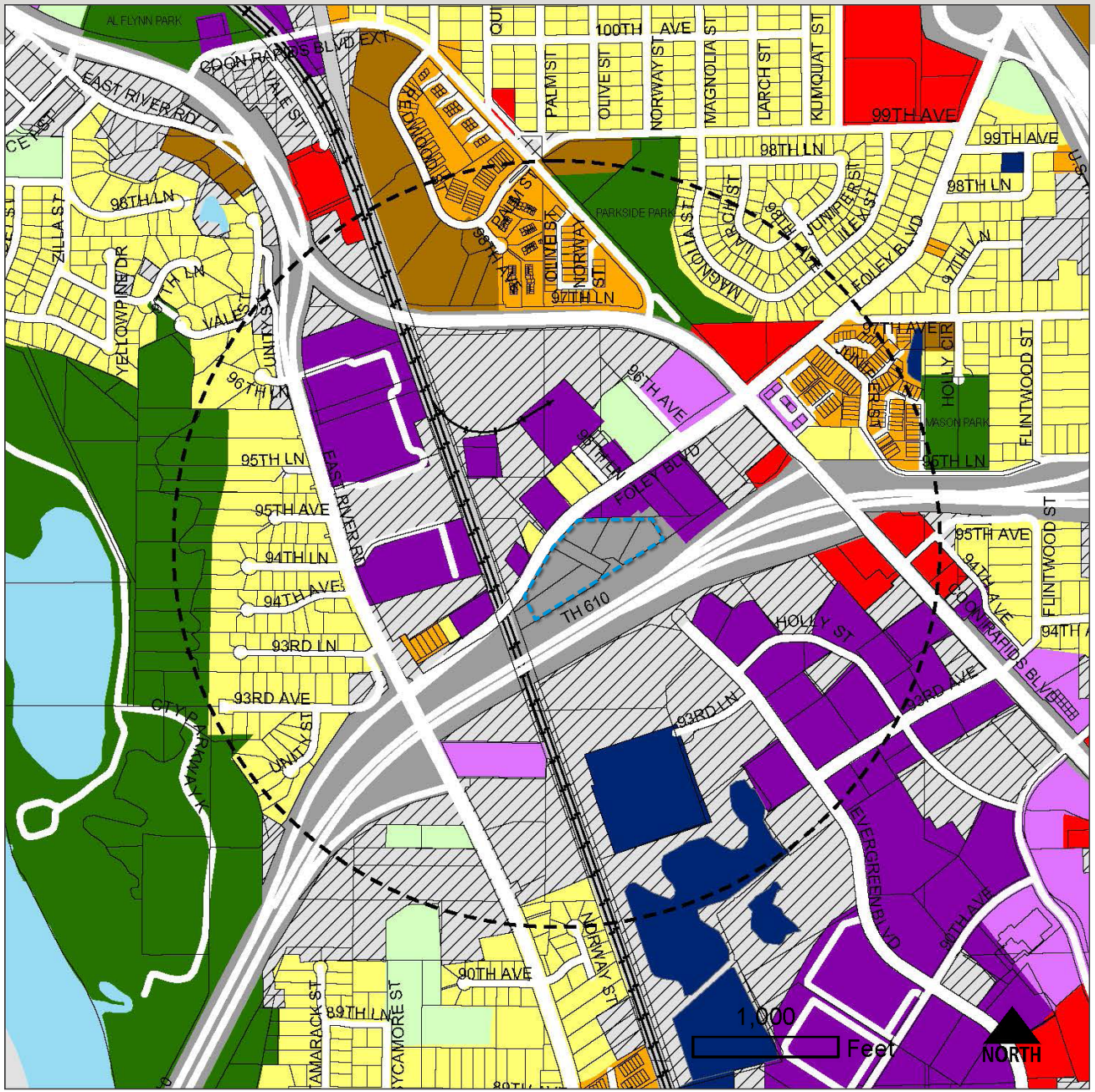
Transportation

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

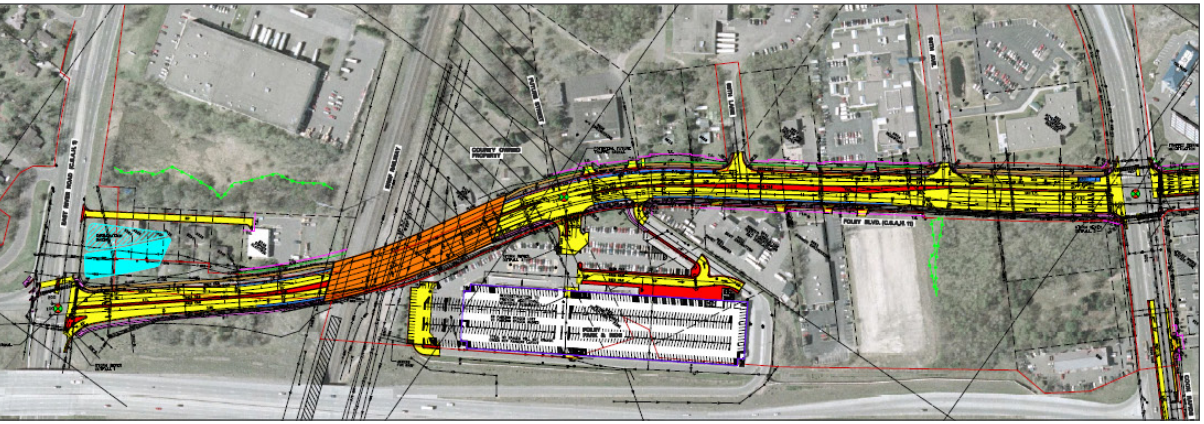
ROADWAYS

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 creates 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.



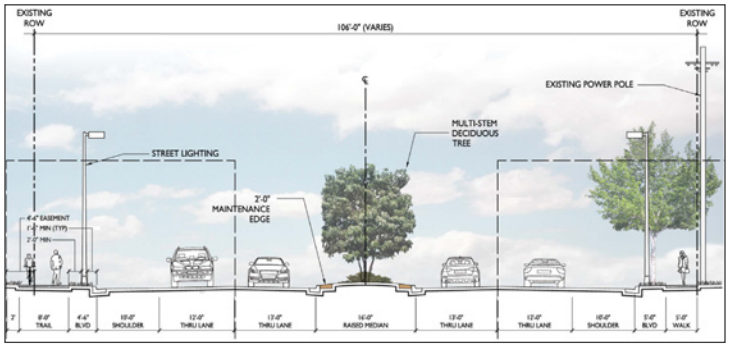
The planned reconstruction of Foley Boulevard will elevate Foley over the rail tracks and accommodate spacing for a future station platform and/or pedestrian connection under the bridge.

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.

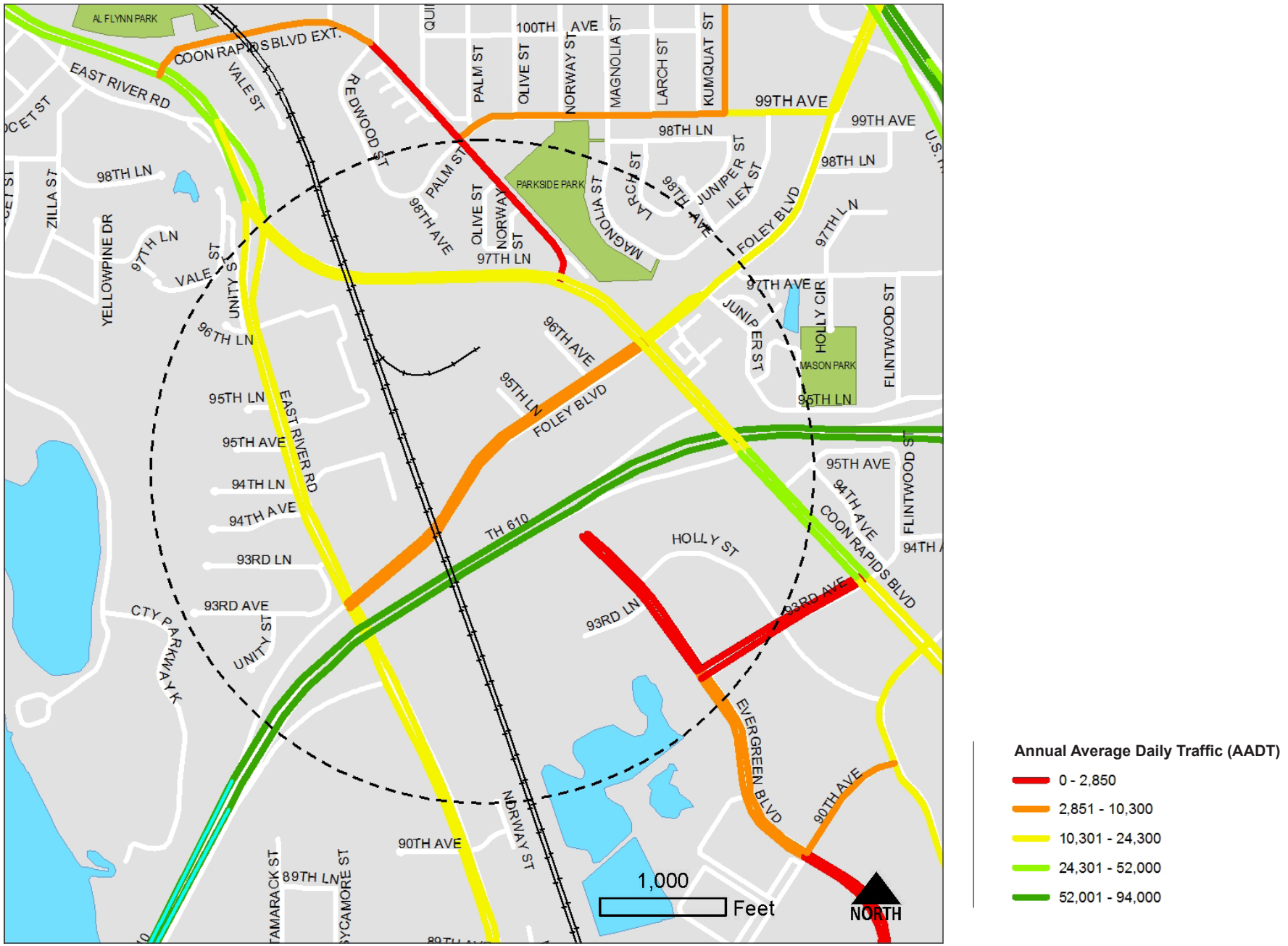
East River Road & Coon Rapids Boulevard (CSAH 1 & 3)

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

Figure 2.2 - Existing Roadways - Annual Average Daily Traffic (AADT)



Source: MnDOT, 2012

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 is limited and does not support walking or biking to the station area. 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.

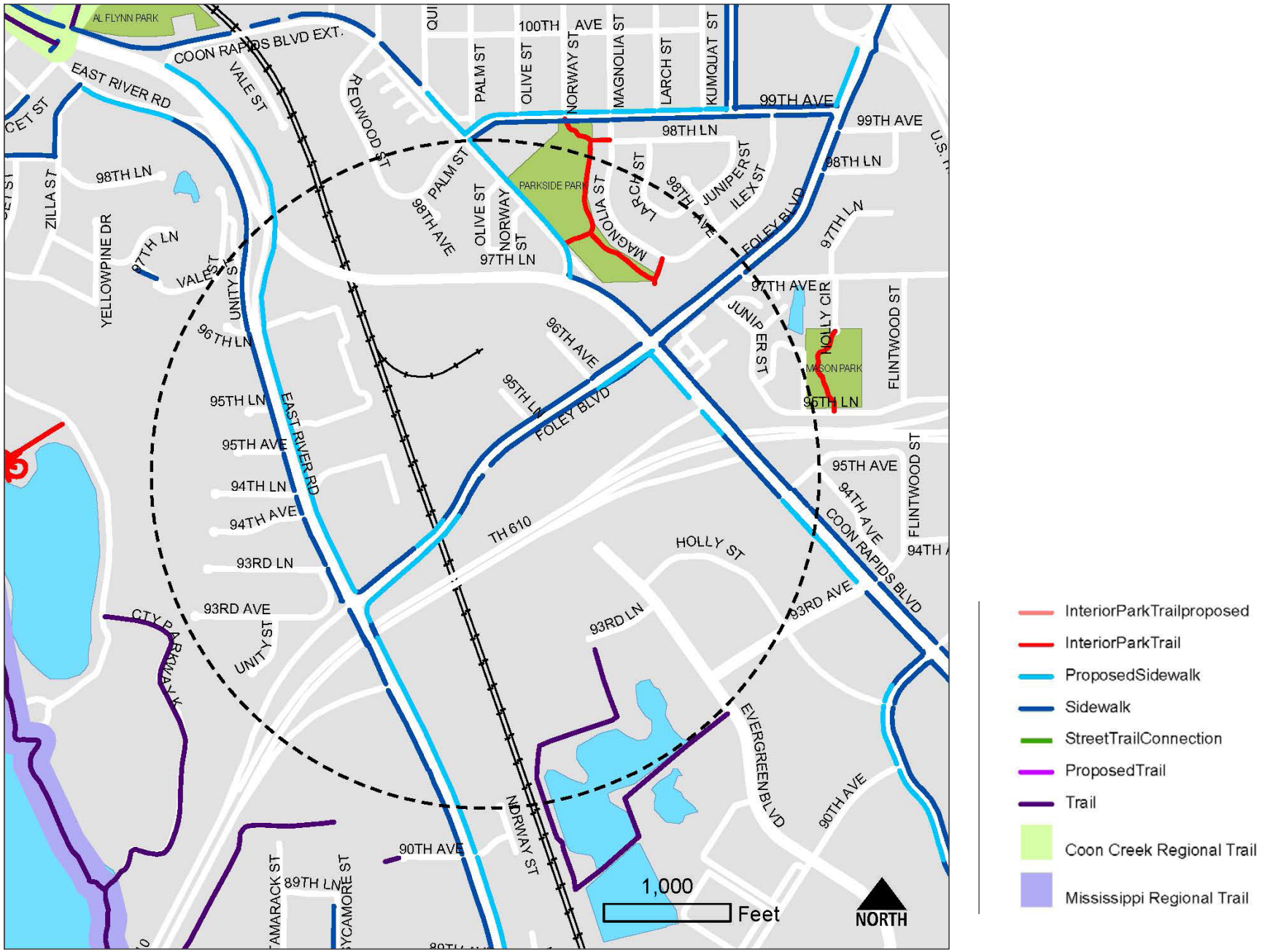
Key issues and opportunities include:

- 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.

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

Existing Express Bus / Park & Ride

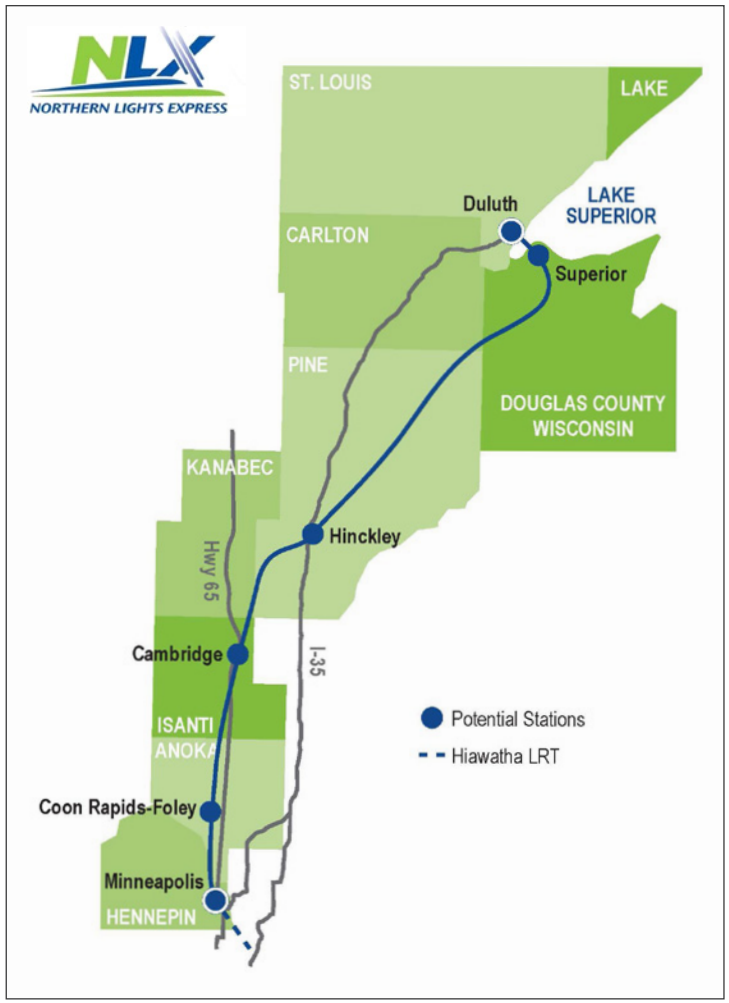
Metro Transit express bus service provides frequent, all-day service from the Foley Boulevard station to downtown Minneapolis (Routes 850 and 852). This is currently the fastest transit option from the area to downtown Minneapolis. Users value the frequency of service (2-3 buses per hour), relatively 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.



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); and the guiding principles developed through the planning 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 an employment area that provides a mixture of industrial, service, retail, and transit uses.

2

Maximize the area's employment potential by supporting revitalization and increased employment densities.

3

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

4

Support access to transit and employment uses by improving connections to adjacent neighborhoods.

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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 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 smaller, more connected block pattern that will increase the area's redevelopment potential and improve safety and accessibility for all modes of transportation.

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.

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. The City should continue to work with Anoka County to identify one or more locations for median breaks that can provide access for properties.

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 new roads north of Foley and east of the rail. These new roads will encourage redevelopment by creating access to undeveloped areas and providing connections to otherwise hard-to-access sites. The 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.

HIGHWAY 610 INTERCHANGE

The lack of a full interchange at Highway 610 is a barrier for some businesses that would otherwise be interested in locating in the station area. The City should continue to explore with Anoka County and MnDOT how the eastbound access to Highway 610 could be provided.

TRANSIT STATION / PARK AND RIDE

The proposed roadway network provides for safe and convenient access to the existing Park and Ride/express bus station, which is expected to be the primary form of transit for now. While it is unlikely that a Northstar Station will be built in the near-term, redevelopment 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 supports continuation of existing light industrial uses, but allows for diversification of uses over time.

Additional retail and services in the station area will support the day to day needs of employees, residents, and commuters alike.

The Land Use Plan for the Foley Boulevard Station Area focuses on strengthening this area as an employment district for the community. As in many developed communities, the City of Coon Rapids has a limited number of areas for industrial, office, service, and retail uses. Continued use of this area for such employment uses is not only desired, but appropriate given that existing land use context in this area is not conducive to residential development (i.e. The presence of railroad tracks with more than 100 trains daily; the physical separation of this area from other residential neighborhoods in the City; and the limited potential for a future commuter rail in this area).

This plan anticipates that the study area will include a mix of light industrial, service, office, and retail uses. As existing buildings reach the end of their useful life, there may be opportunities to diversify the types of uses to include office/flex/showroom space or corporate headquarters. The area may also incorporate more service and retail uses that can serve transit users, as well as employees of area businesses.

Adequate site access will be important to supporting the health of businesses in the station area. 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 median breaks to provide access, particularly for those properties on the south side of Foley. 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 from those properties to the proposed signalized intersection at the Park and Ride.

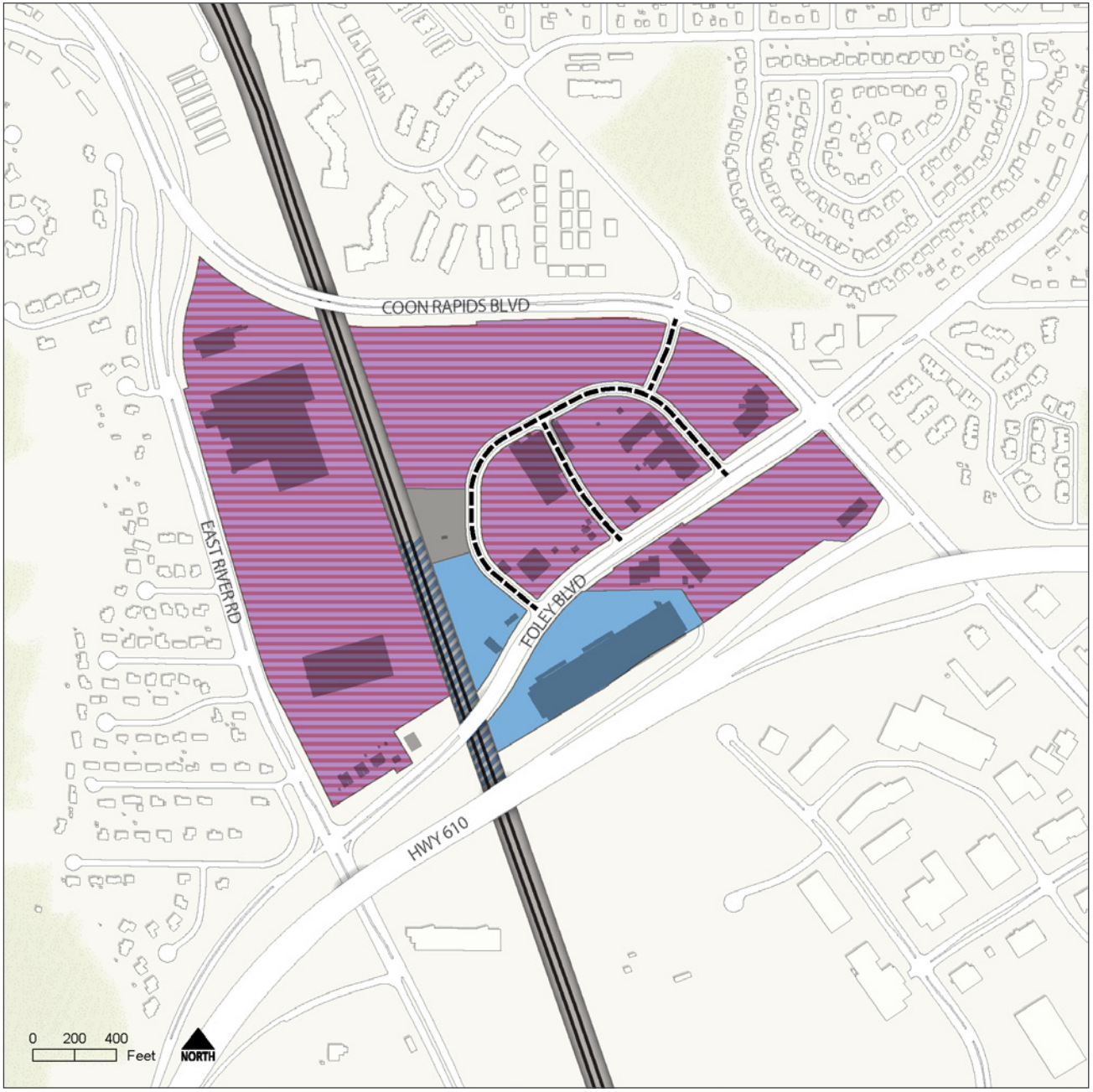
There is long-term potential to redevelop existing light industrial areas along East River Road into office/flex buildings or corporate headquarters.

In addition to providing an attractive location for businesses, high quality building and site design in the Foley Boulevard Station Area will promote a more walkable and transit-supportive environment.

Character and Form Considerations:

- Long-term potential for intensification of uses beyond what exists today (i.e. two- to three-story buildings).
- 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 to serve as an open space amenity for employees and to enhance the public realm.
- Encourage use of high quality building materials, landscaping, and site design to contribute to a more visually appealing and engaging environment.

Figure 3.2 - Land Use Plan



Development Summary

Land Use	Acres*	Yield
Employment	77	1,350,000 sq. ft.
Transit	10	
Utility	2	
Right of Way	10	
Total	99	

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

- New Roadway
- Employment (Light Industrial, Office, or Retail)
- Transit
- Utility
- Potential Rail Station *(location to be determined)*
- *Potential New Access to Hwy 610 (improved access may be needed to attract higher intensity employment uses)*

LAND USE PLAN

Appropriate site design, landscaping, and open space amenities contribute to a more attractive and walkable environment for employees, shoppers, and commuters accessing the station.

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

High quality building design and landscaping contribute to a more walkable, pedestrian-friendly environment.

Stormwater features can serve as open space amenities for employees.

A community gathering space at the transit station supports the needs of transit riders and creates a welcoming atmosphere.

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.
- 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.

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.

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

Integrate artistic elements into the design of street and utility infrastructure.

BIKE AND PEDESTRIAN ACCESS PLAN

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 both within the study area and for the surrounding neighborhoods. 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 33 for an illustrative street section of Foley Boulevard.

NEW ROADS

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 pedestrian access to and within the sites north of Foley. An illustrative street section is shown on page 34 for the new roadway segment.

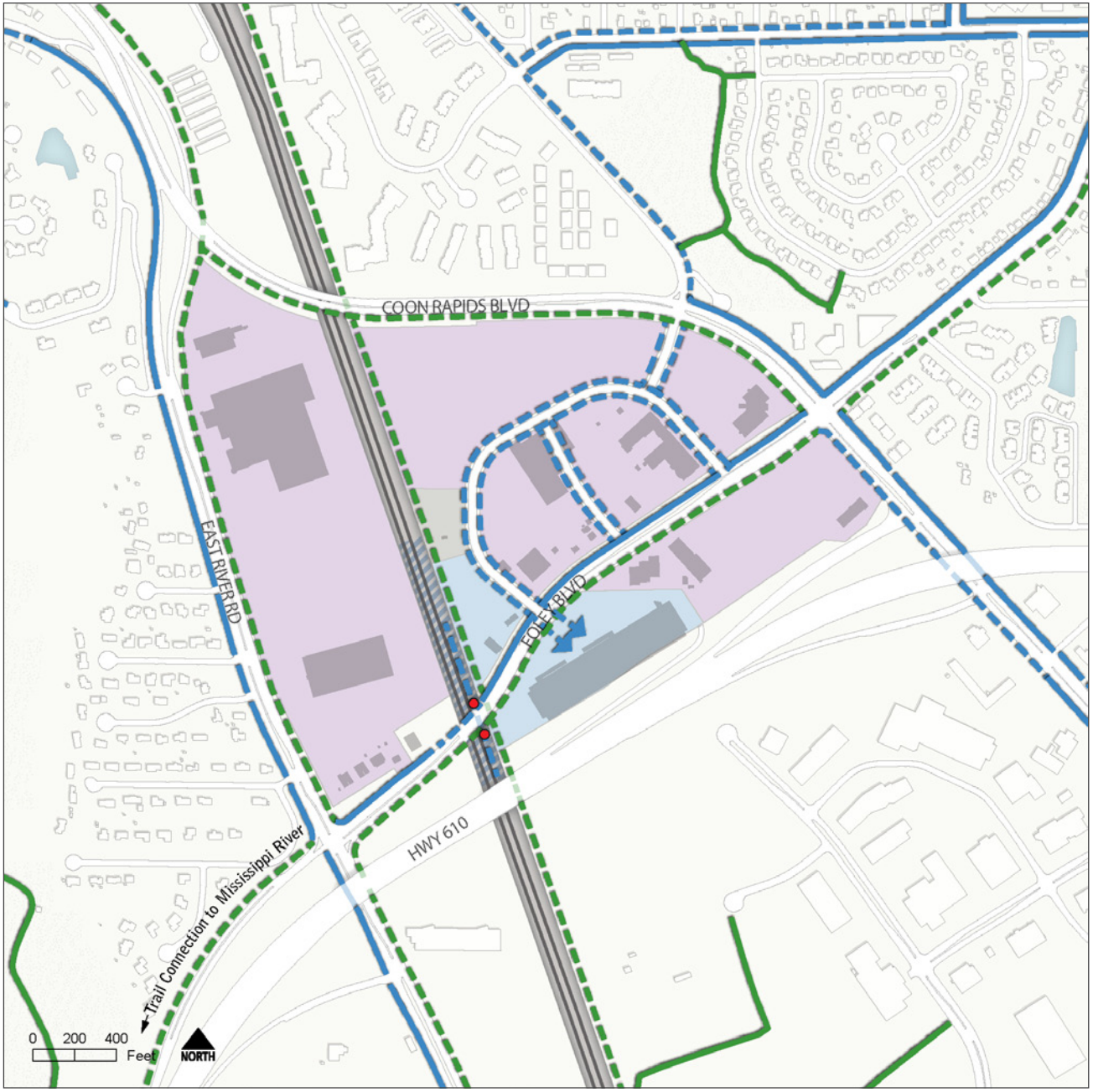
COMMUNITY CONNECTIONS

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 32-34 demonstrate the desired streetscape character, dimensions, and amenities.

Figure 3.3 - Bike / Pedestrian Access Plan



BIKE AND PEDESTRIAN ACCESS PLAN

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

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 integrates additional lighting and landscaping recommendations.

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

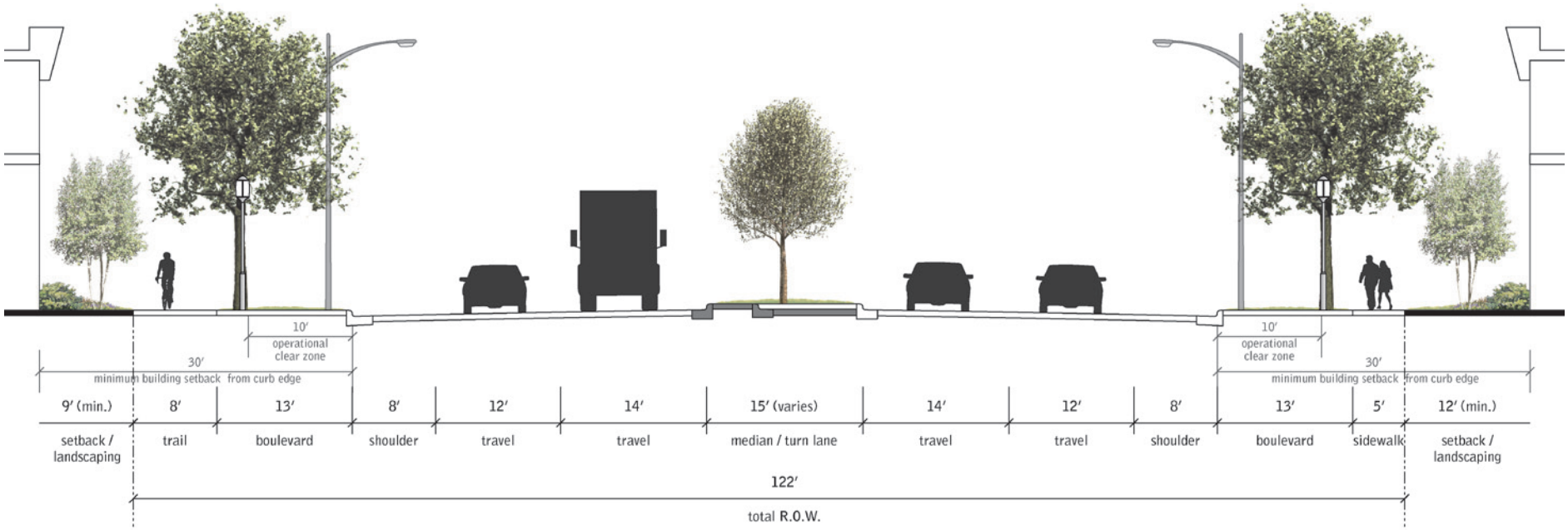
Seating & Shade

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.

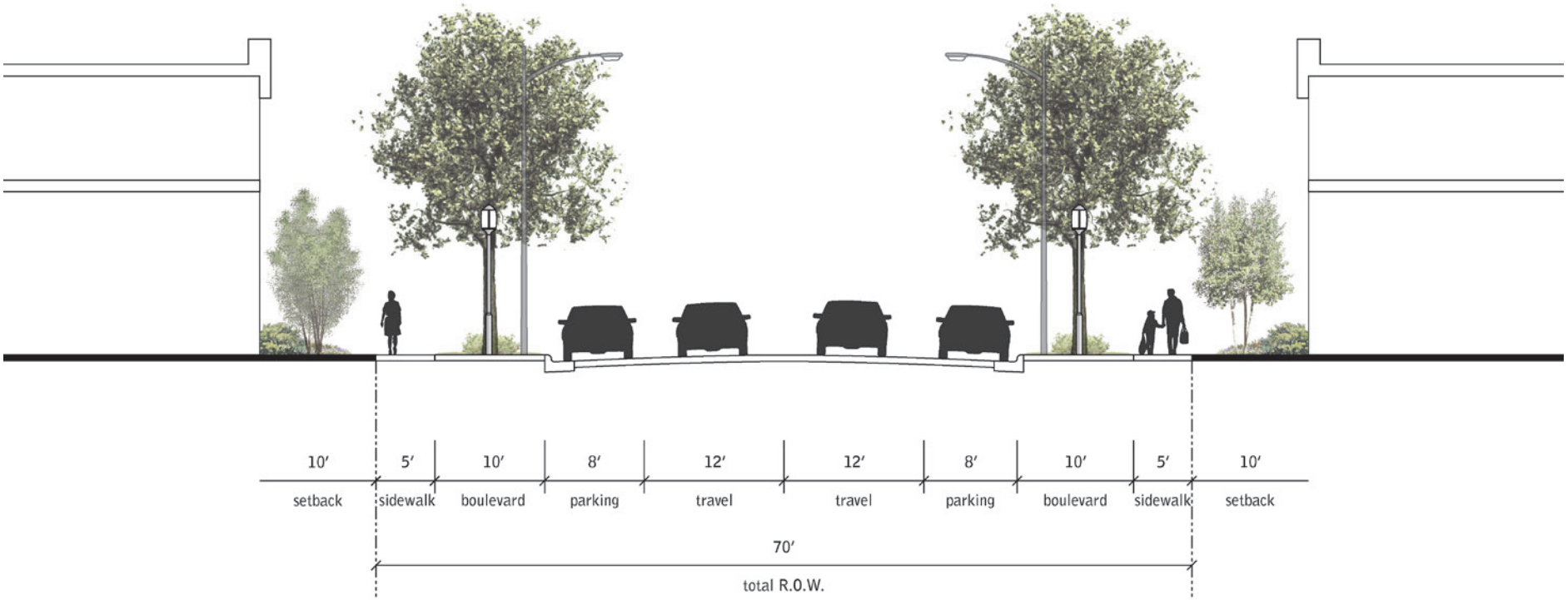
Design Features:

- 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 sidewalks)



NEW ROADWAYS

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 both sides of the street, and sidewalks on both sides of the street accommodate pedestrians.

Design Features:

- Sidewalk (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: 70′ typical
- Pavement width: 35′
- Drive lanes: 12′
- Sidewalk: 5′
- Parking lane: 8′
- Boulevard: 10′

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Implementation is an essential component of the Foley Boulevard Station Area Plan. This chapter identifies the recommended 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. Significant public investment in assembling and redevelopring properties in the study area are not anticipated.

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 address the flexibility in uses proposed in this plan. Examples of issues to be addressed include:

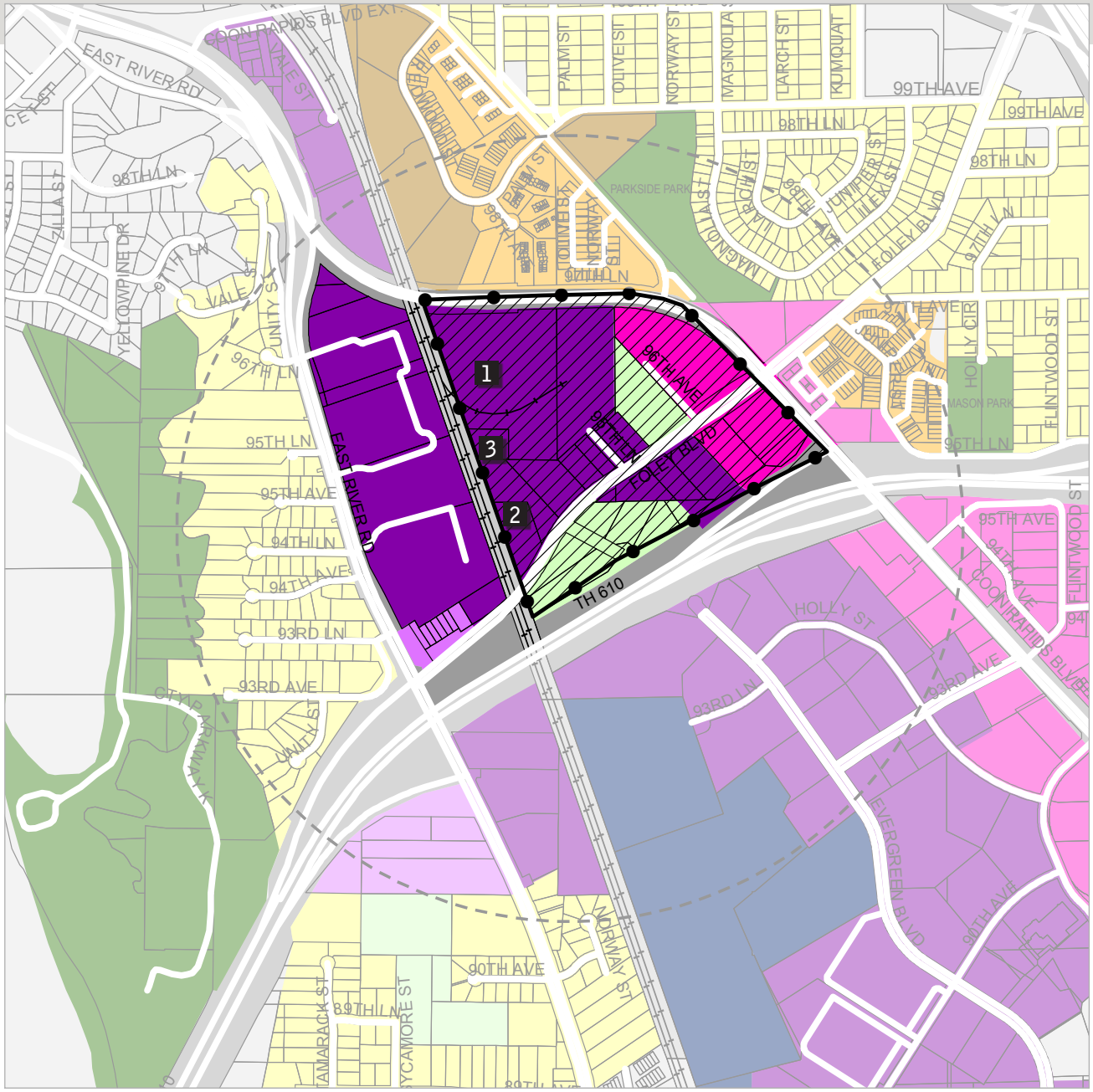
1 The absence of a land use category that can address the possibility of light industrial, service, office, or retail uses as is proposed for most of the study area.

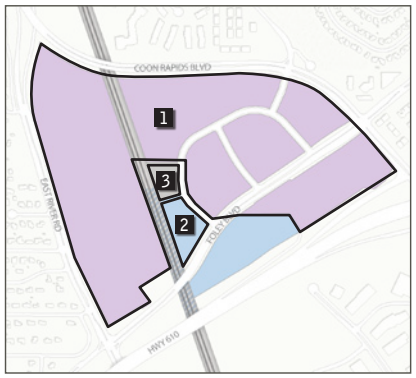
2 The transit area on the north side of Foley Boulevard should be guided institutional similar to the existing Park and Ride.

3 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.

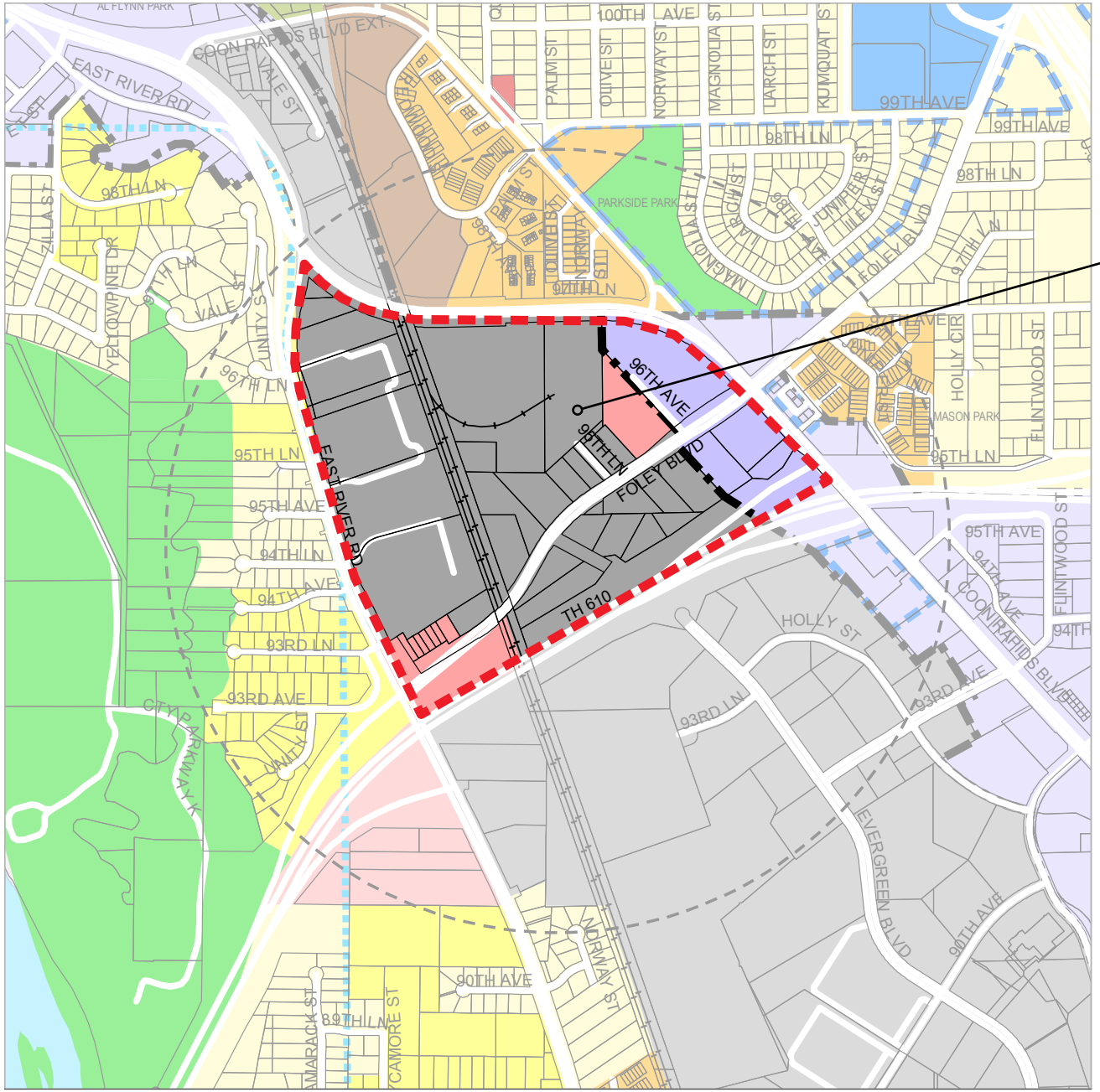
Given the physical separation of the study area from other commercial and industrial areas of the City due to Highway 610, it is recommended that both the PORT and River Rapids Overlay District designations should be removed.

The proposed flexibility for light industrial, service, office, and retail uses proposed in the Master Plan do not fit with the City's existing zoning districts. For example, most of the study area is currently zoned Industrial. This designation would not allow the development of retail along Foley Boulevard.

To provide more flexibility for redevelopment, the City should explore the creation of an overlay district for this area that would identify additional uses and design requirements that would be appropriate. The overlay district could allow the requirements of the underlying industrial distric to continue to apply but provide alternative standards for those who are interested in pursuing uses not allowed in the industrial district. The overlay district could also provide for reduced requirements if specified design standards are met. Some examples of these provisions might be:

- Allowing stand alone retail or service uses with similar standards to the Community Commercial District or allowing retail or service uses as accessory uses as long as the use does not exceced a specified percentage of the building's overall use.
- Increasing the allowed lot coverage if the project has more than two stories.
- Decreasing setback requirements if specified architectural and site design standards are met such as if:
  - Parking is placed behind the building or there is shared parking with another site
  - Building design provides a consistent architectural treatment on all sides of a building
  - A courtyard, plaza, or seating area is incorported into the development adjacent to a public street

Figure 4.2 - Existing Zoning



Create new overlay district for the area between Highway 610, Coon Rapids Boulevard, and East River Road

- Foley Overlay District
- 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

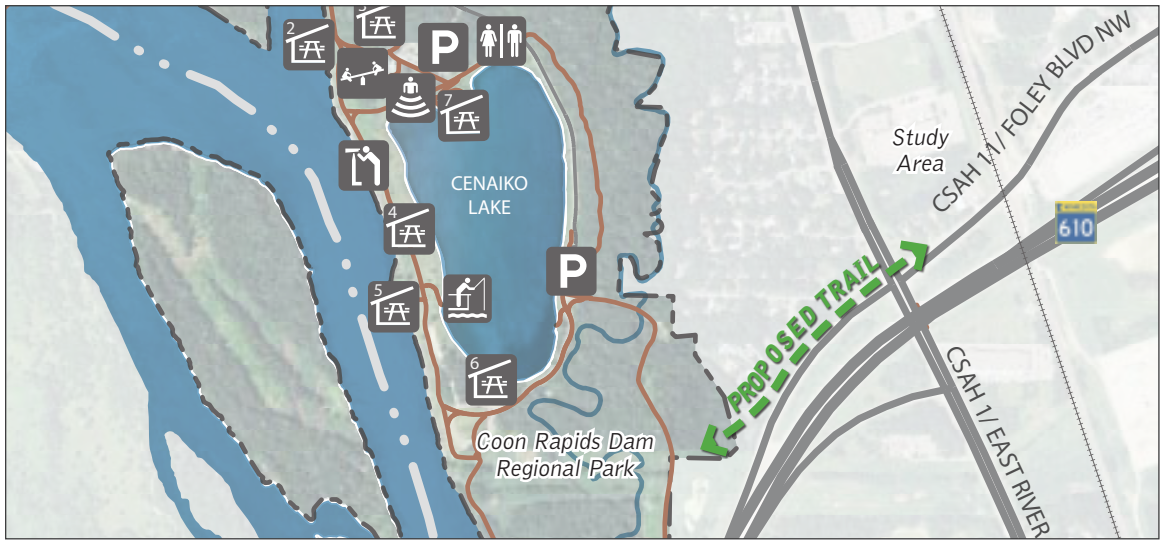
Sidewalks and Trails

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 Master Plan proposes a more connected network of sidewalks and trails to support non-motoroized transportation and transit use. At a minimum this will involve the development of off-road sidewalks and/or trails on both sides of all of the local and arterial streets.

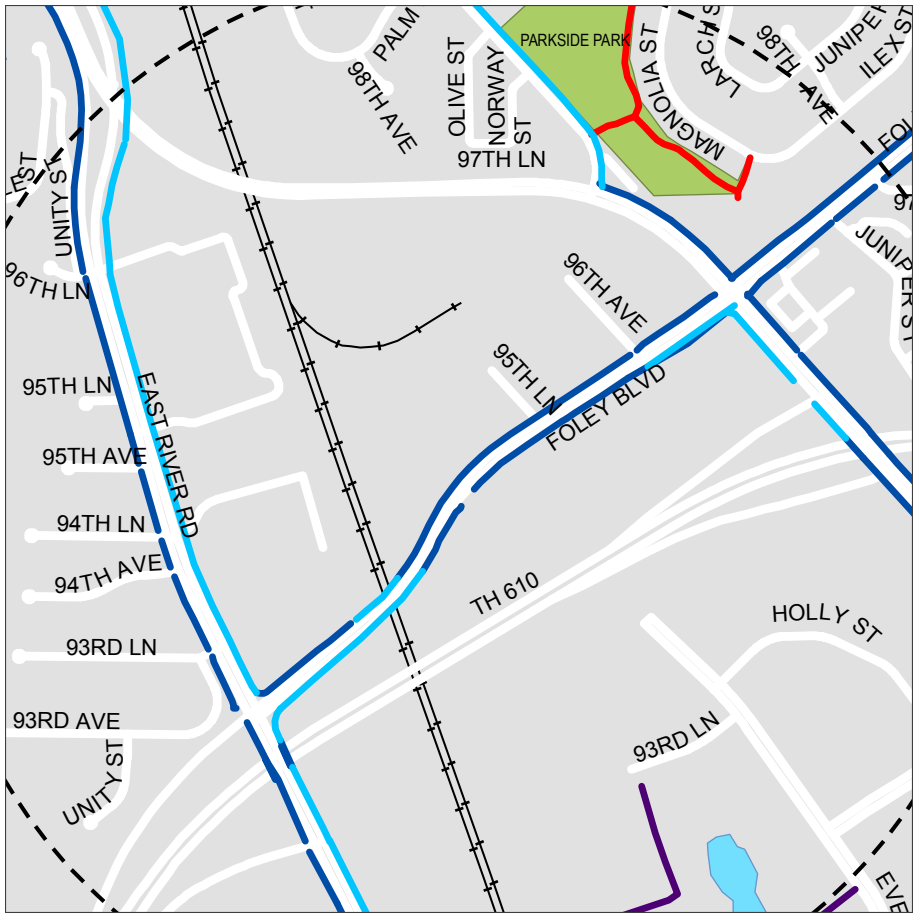
In addition to connectivity along street corridors, the plan proposes two new trails that will improve regional connectivity. The first extends west of East River Road to the Mississippi River and Coon Rapids Dam Regional Park. A recommended alignment for the City to explore is along the entrance ramp 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.



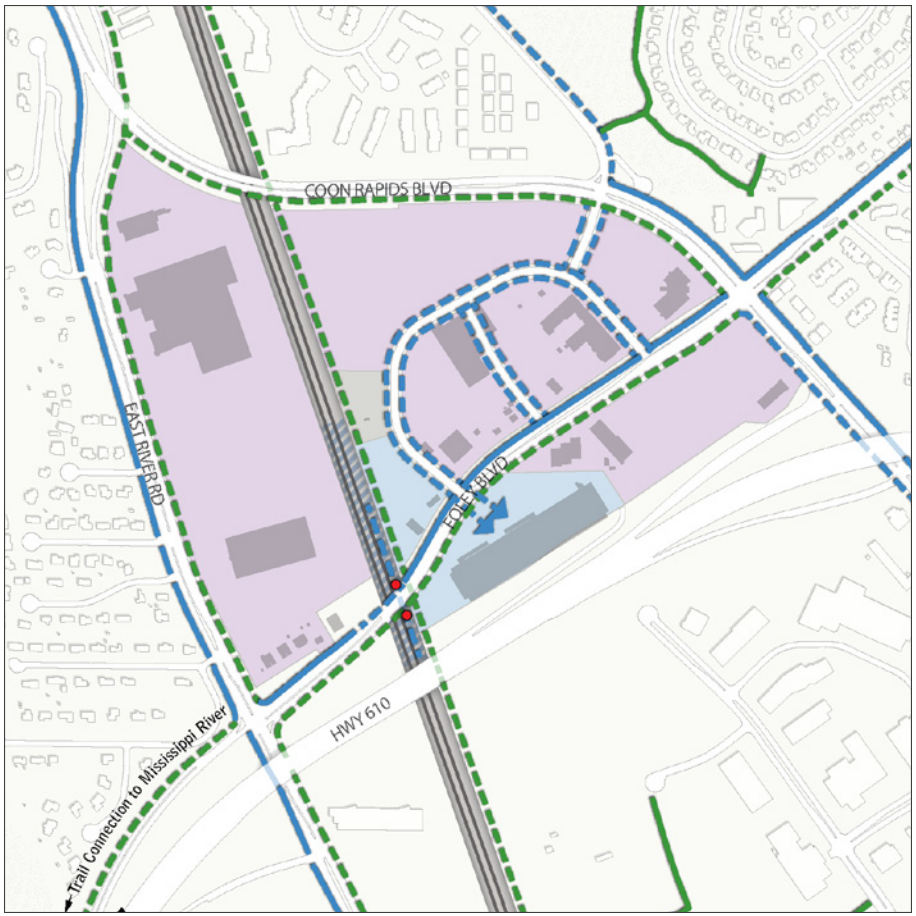
The establishment of a trail from the study area to Coon Rapids Dam Regional Park will involve collaboration among the City, MnDOT, Anoka County Highway, and Anoka County Parks.

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

It is anticipated that redevelopment in the Foley Boulevard Station Area will primarily be the result of private initiative. However, given the number of planned public improvements for the area, it is important that the City of Coon Rapids continue to be proactive in ensuring public actions support the long term redevelopment of the study area and its transformation to a transit supportive area.

PUBLIC SECTOR PRIORITIES

1 Influence 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.

2 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.

3 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.

4 Continue Exploration of Highway 610 Interchange

The lack of a full interchange to Highway 610 may be a barrier for some businesses looking at the station area. The City should continue to explore how the eastbound connections on Highway 610 can be made.

5 Construction of trails and sidewalks

Trails and sidewalks are fundamental components of creating a transit-oriented district. In addition to planning for 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.

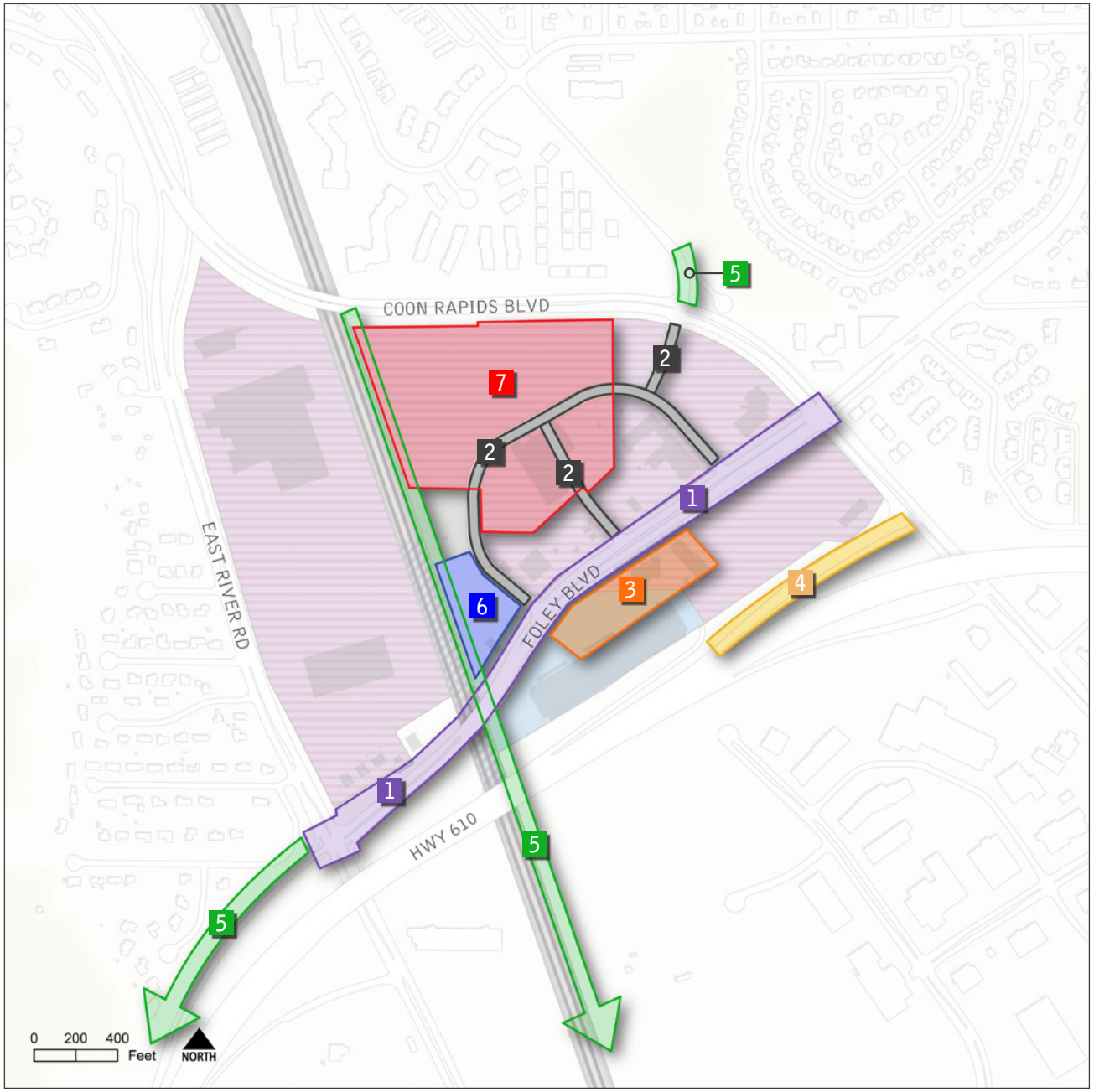
6 Coordination with Northern Lights Express (NLX) and Anoka County on Station Area

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. Development of the transit station for NLX should be carefully considered so as to ensure a future Northstar station continues to be possible.

7 Clean up of Berry Plastics Site

The Berry Plastics Site is an identified superfund site that is in need of environmental remediation. The property is currently 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. The City should also be exploring with Coon Creek Watershed partnerships and opportunities for innovative stormwater management of the wetlands that would enable more of the site to be used to create employment opportunities in the community.

Figure 4.5 - Public Sector Investment Priorities



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).

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 I, 2 and cleanup (RAP). Must pose a potential threat with no responsible or voluntary responsible party

FUNDING TOOLS

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