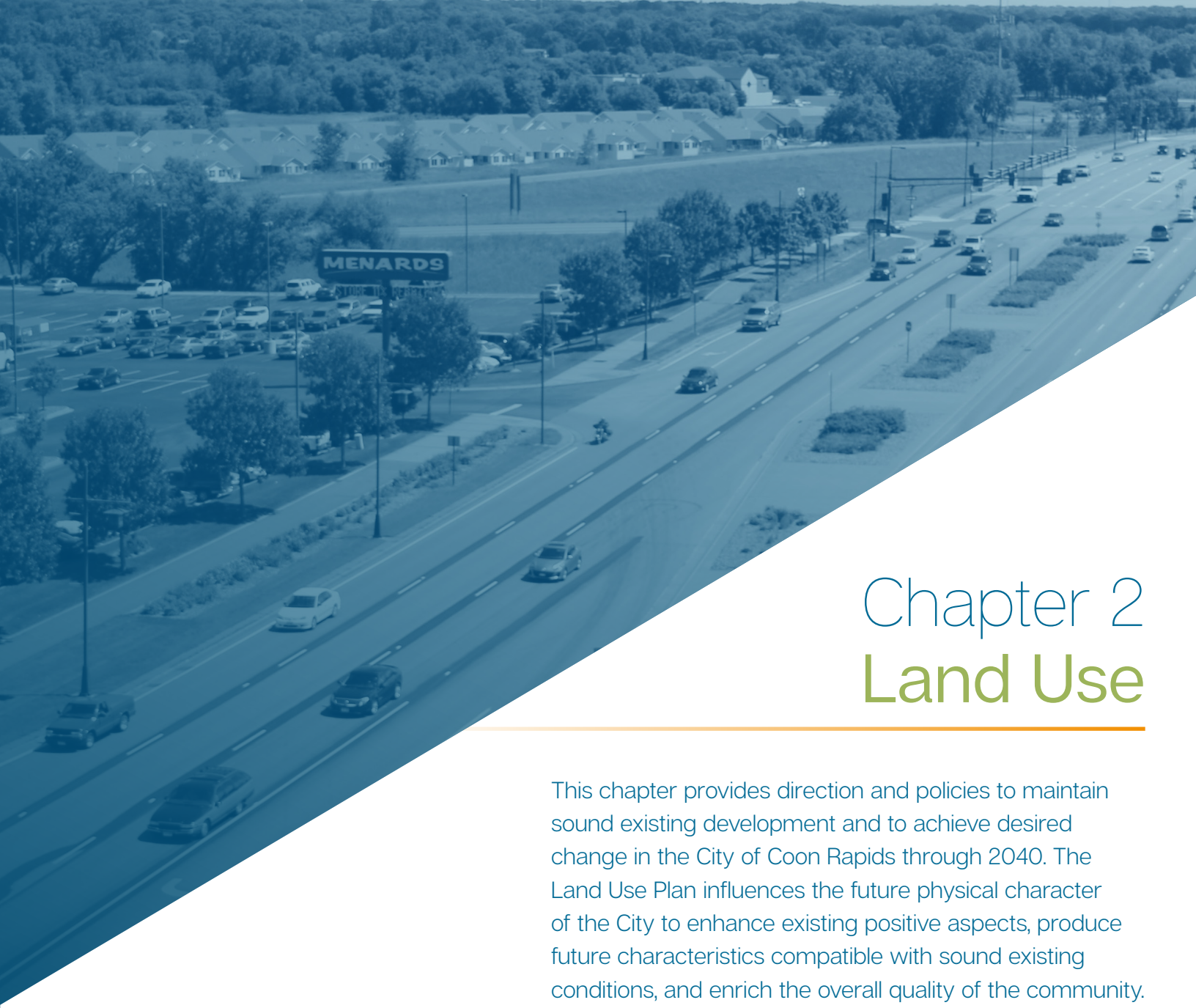


Chapter 2
Land Use

This chapter provides direction and policies to maintain sound existing development and to achieve desired change in the City of Coon Rapids through 2040. The Land Use Plan influences the future physical character of the City to enhance existing positive aspects, produce future characteristics compatible with sound existing conditions, and enrich the overall quality of the community.

The Land Use Plan defines a framework for future City development, guiding the amount, location, and intensity of future land uses to ensure compatibility with one another and the natural environment. While Coon Rapids is now a fully developed community, careful land use planning remains important. Since ways of living and doing business change over time, the City must be prepared to react to those trends. This Plan stresses ensuring high-quality development, maintaining the integrity of the City's established neighborhoods, and redeveloping obsolete and underutilized areas.

Several general premises guide the Plan, balancing urban development with community amenities, welfare, and environmental protection considerations. The Plan's development strategy stresses:

» Complete and balanced neighborhoods, which include a variety of housing resources and supporting commercial development.

» Protection of environmentally sensitive areas.

» Adequate public and recreational areas.

» Appropriate attention to surface water management, historic preservation, and solar access protection.

This Chapter includes four sections:

» The **Existing Conditions** section examines Coon Rapids' current distribution of land uses, residential densities, locations of natural resources, and employment characteristics. This information provides a foundation for the Chapter's policies and recommendations.

» The **Goals and Policies** section defines land use needs, sets goals and objectives, and recommends policies for each issue area.

» The **Future Land Use** section describes how Coon Rapids will accommodate growth and maintain balanced neighborhoods.

» The **Resource Protection** section addresses policies for the City's natural and cultural resources, including historic preservation, aggregate resources, and renewable energy.

» The **Implementation** section establishes the action items that are necessary for the City to carry out its land use policies.

EXISTING CONDITIONS

Forecasts and Community Designation

The Metropolitan Council identifies Coon Rapids with the community designation of Suburban, shown in Map 2-1 on the following page. Suburban communities experienced their primary era of development during the 1980s and early 1990s. They are typically characterized by automobile-oriented development patterns and lower densities. Metropolitan Council's systems statement projections are shown in the following table.

TABLE 2:1 - Population, Household and Employment Estimate/Forecasts - 2010-2040

	2010 Estimate	2015 Estimate	2020 Forecast	2030 Forecast	2040 Forecast
Population	61,476	62,527	64,800	68,400	72,100
Households	23,532	24,023	25,500	27,500	29,300
Employment	23,260	24,007	27,100	28,900	30,900

Source: U.S. Census Bureau Decennial Census, Metropolitan Council

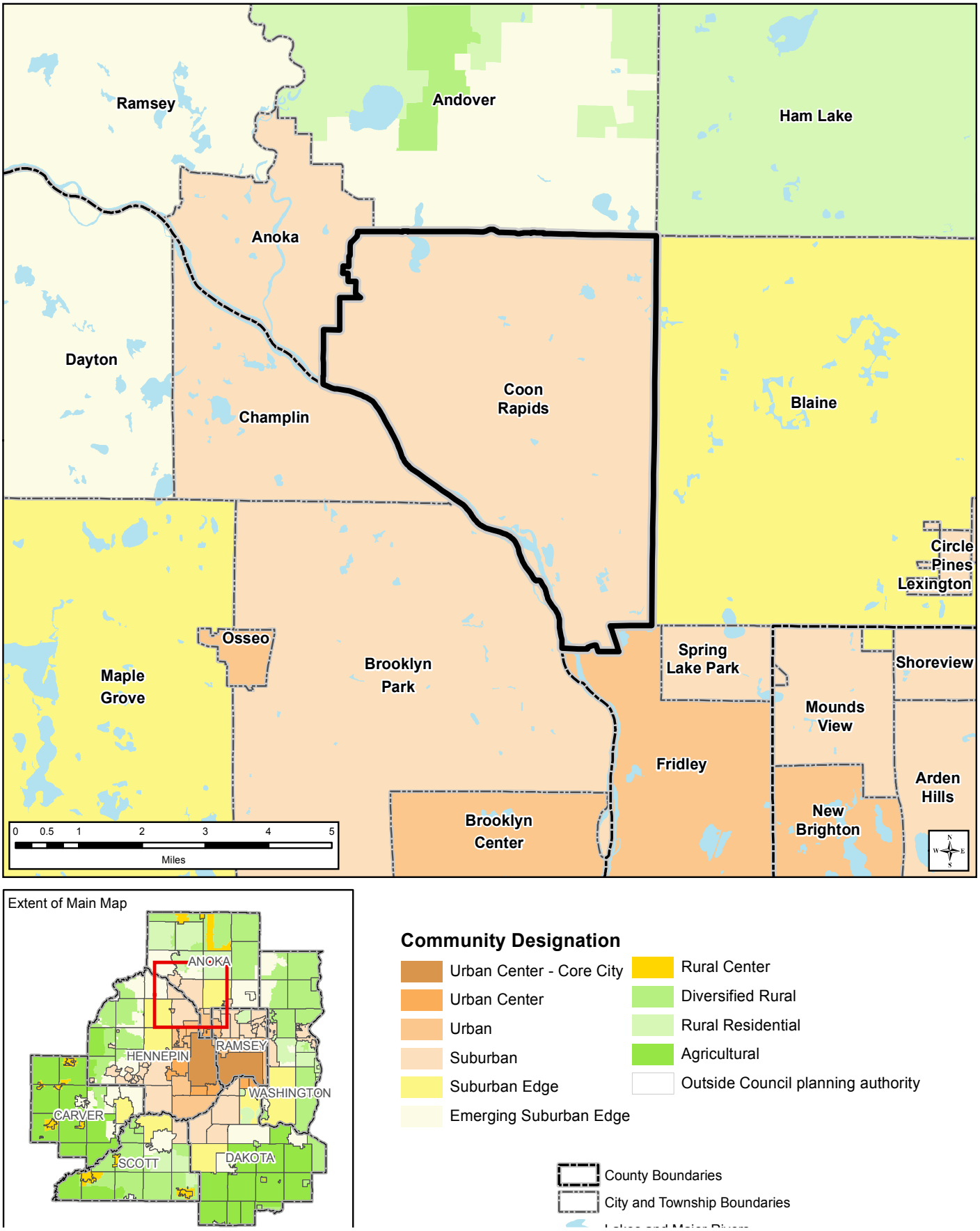
The City of Coon Rapids' role in planning for orderly and efficient land use as a suburban community is as follows:

- Plan for forecasted population and household growth at overall average densities of at least 5 units per acre, and target opportunities for more intensive development near regional transit investments at densities and in a manner articulated in the *2040 Transportation Policy Plan*.
- Identify areas for redevelopment, particularly areas that are well-served by transportation options and nearby amenities and that contribute to better proximity between jobs and housing.
- In collaboration with other regional partners, lead major redevelopment efforts.
- Lead detailed land use planning efforts around regional transit stations and other regional investments. Plan for and program local infrastructure needs (for example, roads, sidewalks, sewer, water, and surface water), including those needed to accommodate future growth and implement local comprehensive plans.

The Metropolitan Council's role includes:

- Maintaining and improve regional infrastructure to support adaptive reuse, infill development, and redevelopment.
- Supporting local planning and implementation efforts to target growth in and around regional transit as articulated in the *2040 Transportation Policy Plan*.
- Coordinating regional infrastructure and program funding with other efforts designed to mitigate Areas of Concentrated Poverty and Racially Concentrated Areas of Poverty and better connect the residents of these areas with opportunity.
- Providing technical assistance to communities undertaking planning efforts around regional transit stations and other regional investments.
- Partnering with local communities to improve land use patterns to reduce the generation of carbon emissions.

MAP 2-1: Community Designations, Anoka & Hennepin Counties



Existing Land Use

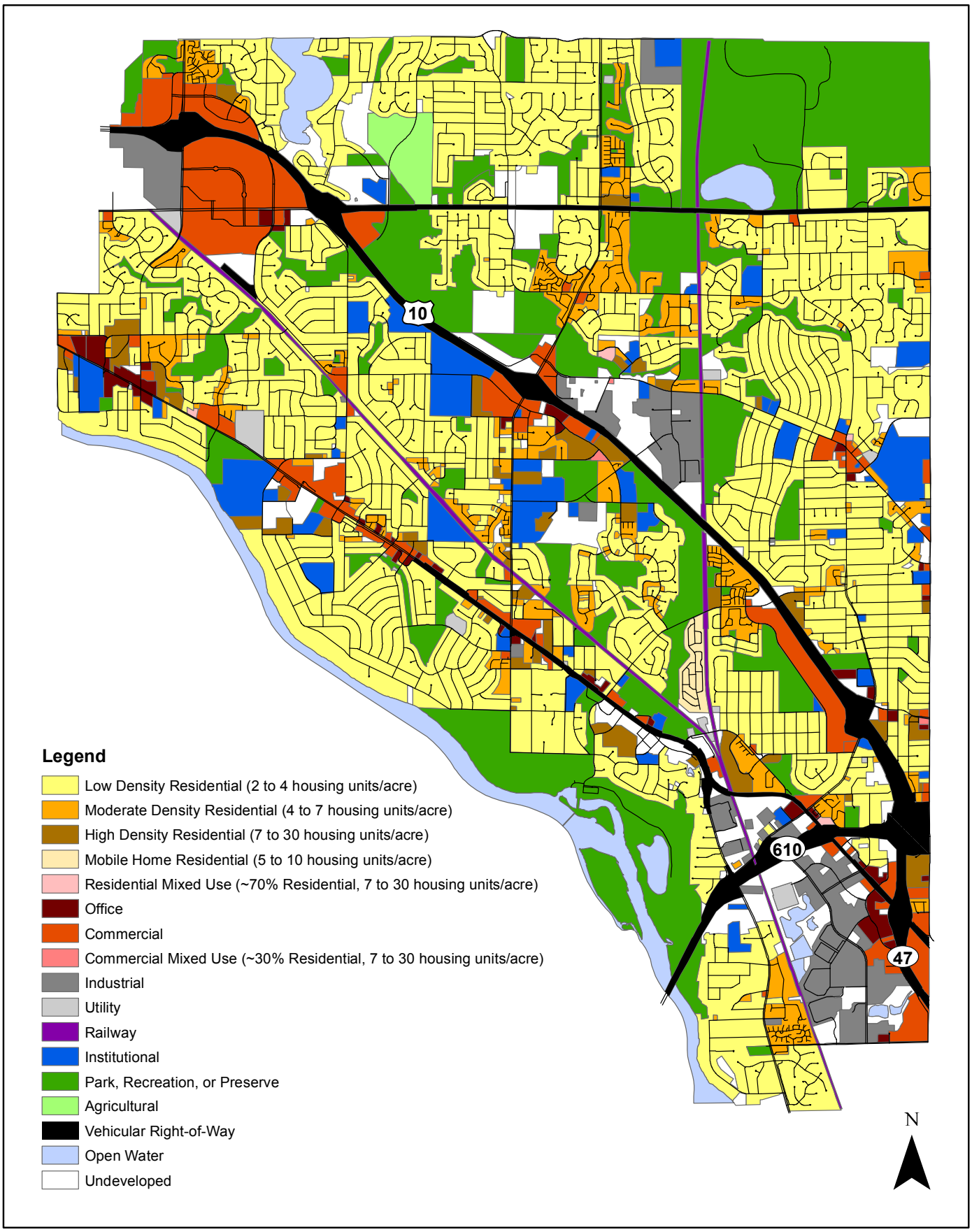
The Existing Land Use Map (2-2) illustrates Coon Rapids' current distribution of land uses. Table 2-2 lists the number of acres in each land use category.

TABLE 2-2: Existing Land Uses, 2017

Land Use	Description	Existing Acreage	% of Total
Residential Land Uses			
Low Density Residential	Mostly single-family homes with some two-family homes and open space within or related to a residential development at a gross density of 2 to 4 units per acre.	6,259	42.0%
Moderate Density Residential	Generally attached housing, including two-family homes and townhomes, at a gross density of 4 to 7 units per acre.	913	6.1%
High Density Residential	Multi-family housing, including apartment buildings and condominiums, at a gross density of 7 to 30 units per acre.	307	2.1%
Mobile Home Residential	Privately owned land that is neither developed nor in agricultural use.	49	0.3%
Residential Mixed Use	Primarily residential at a gross density of 7 to 30 units per acre; some other use may be appropriate.	9	0.1%
Commercial Land Uses			
Office	Predominately administrative, professional, or clerical services, including medical clinics.	145	1.0%
Commercial	Provision or goods or services.	833	5.6%
Commercial Mixed Use	Primarily commercial, office, and institutional; some high-density residential may be appropriate.	5	0.0%
Industrial Land Uses			
Industrial	Primarily light manufacturing, warehouses, services, and related uses.	530	3.5%
Utility	Power substations, communications towers, water towers, or similar uses.	136	0.9%
Railway	Freight or passenger rail activities.	134	0.9%
Public/Semi Public Land Uses			
Institutional	Primarily religious, governmental, educational, social, or healthcare facilities.	625	4.2%
Park, Recreation, or Preserve	Primarily for public active recreation activities improved with athletic fields, playground equipment, golf courses, or similar facilities.	2,795	18.7%
Other Land Uses			
Agricultural	Farming, horticulture, and other agricultural purposes, including farmsteads.	99	0.7%
Open Water	Permanently flooded open water, not including wetlands or periodically flooded areas.	526	3.5%
Vehicular Right-of-Way	Principal arterial rights-of-way.	635	4.3%
Undeveloped Land	Privately owned land that is neither developed nor in agricultural use.	918	6.2%
TOTAL		14,921	100%

MAP 2:2 - Existing Land Use

CITY OF COON RAPIDS



Detached single-family homes comprise about 42% of Coon Rapids' total land area. Attached and multi-family residential, generally located at the periphery of single-family neighborhoods along major streets, make up another 8%. Table 2-2 presents the net density of Coon Rapids' residential development. Net residential acreage is calculated by subtracting from gross acres, wetlands, water bodies, public parks, arterial streets, and natural resources protected by ordinance. Overall, the City's residential density is about 3.27 units per acre. Because Coon Rapids is a developed community with little remaining vacant land, the overall residential density will likely increase in the coming years, as underutilized commercial land is converted to residential uses. The Future Land Use section of this Chapter addresses potential locations for residential redevelopment.

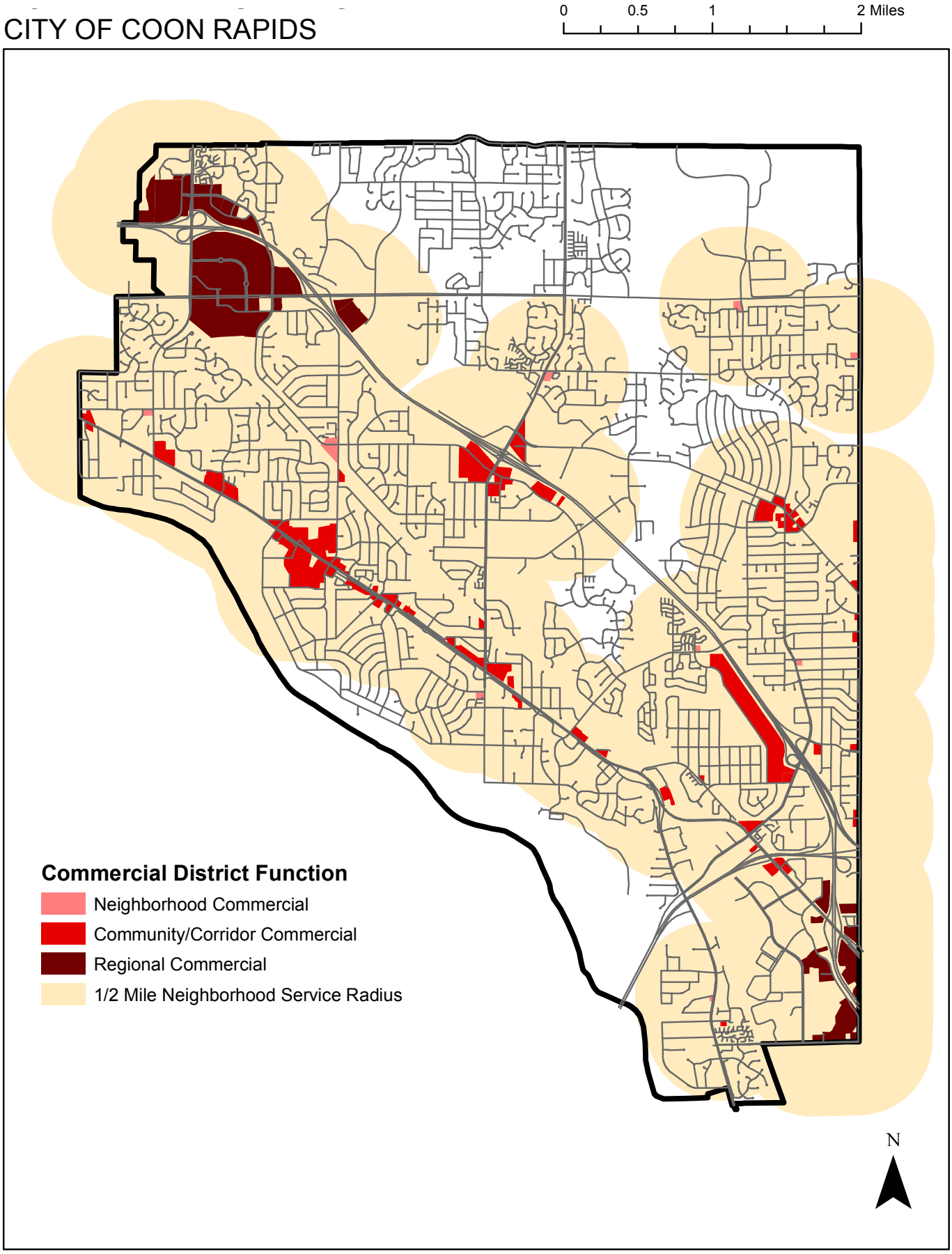
TABLE 2-2: Net Density of Residential Development, 2017

Land Use	# of Units	Net Acres in Land Use	Net Density (Units/Acre)
Low Density Residential	15,670	6,258	2.50
Moderate Density Residential	4,741	913	5.19
High Density Residential	3,995	307	13.01
Mobile Home Residential	232	49	4.73
TOTAL	24,638	7,527	3.27
Source: 2016 Metropolitan Council Housing Stock Estimates			

Commercial and industrial uses comprise about 7% of the City's land area, with the largest concentrations in the Riverdale commercial area near Highway 10 and Main Street and the commercial and industrial areas near Highways 47 and 610 and Coon Rapids Boulevard. Coon Rapids' existing business districts generally fall into three categories, illustrated by the Commercial Districts Map (Map 2-3), along with one-half mile service radii.

MAP 2-3: Commercial Districts

CITY OF COON RAPIDS



Neighborhood Commercial Areas. These are small shopping centers, generally less than 3 acres in size, that include low-intensity commercial uses serving the daily needs of residential areas within about one-half mile of the center and have sufficient pedestrian access. In a few instances, these areas include only a single convenience store. In most cases, these areas correspond to the Neighborhood Commercial (NC) zoning district. They include:

1. The southwest corner of Main Street and Foley Boulevard.
2. The northwest corner of 121st and University Avenues.
3. The southeast corner of 121st Avenue and Hanson Boulevard.
4. The northwest corner of Northdale and Crooked Lake Boulevards.
5. The southwest corner of 105th Lane and Foley Boulevard.
6. The northeast corner of Quince Street and Egret Boulevard.
7. The southwest corner of 113th Avenue and Robinson Drive.
8. The southwest corner of 105th Avenue and Hanson Boulevard.
9. The southwest corner of 119th Avenue and Round Lake Boulevard.
10. The southwest corner of 87th Lane and East River Road.

Community Commercial Areas. These are moderate-intensity shopping centers and peripheral businesses serving wide areas of the City. They may include lower-intensity office uses on the fringes. While they are more automobile-oriented than neighborhood commercial districts, these areas still provide pedestrian accessibility. Community commercial areas, which typically require more buffering from surrounding residential areas than neighborhood commercial districts, generally correspond to the Community Commercial (CC) zoning district and in some instances the General Commercial (GC) district. Existing community commercial districts include:

11. The intersection of Foley and Northdale Boulevards, centered around the Northdale Shopping Center.
12. Areas near Northdale Boulevard and University Avenue.
13. Areas near Highway 10 and Foley Boulevard, centered around the Foley Plaza and Pine Cone Plaza shopping center.
14. Areas near 101st Avenue and University Avenue.
15. Areas near Highway 10 and Hanson Boulevard, centered around the Village Ten Shopping Center.
16. Several areas along Coon Rapids Boulevard, including intersections with Round Lake Boulevard, Pheasant Ridge Drive, Hanson Boulevard, Foley Boulevard, and the areas between Xavis Street and Mississippi Boulevard.

Regional Commercial Areas. These are large-scale commercial districts, generally at least 100 acres in size, with a regional market orientation. They are zoned Regional Shopping (RS), General Commercial (GC), or Community Commercial (CC). They include:

1. The Riverdale shopping area near Highway 10 and Main Street and Round Lake Boulevard.
2. Businesses at the periphery of Northtown Mall located near Highway 47 and Coon Rapids Boulevard.

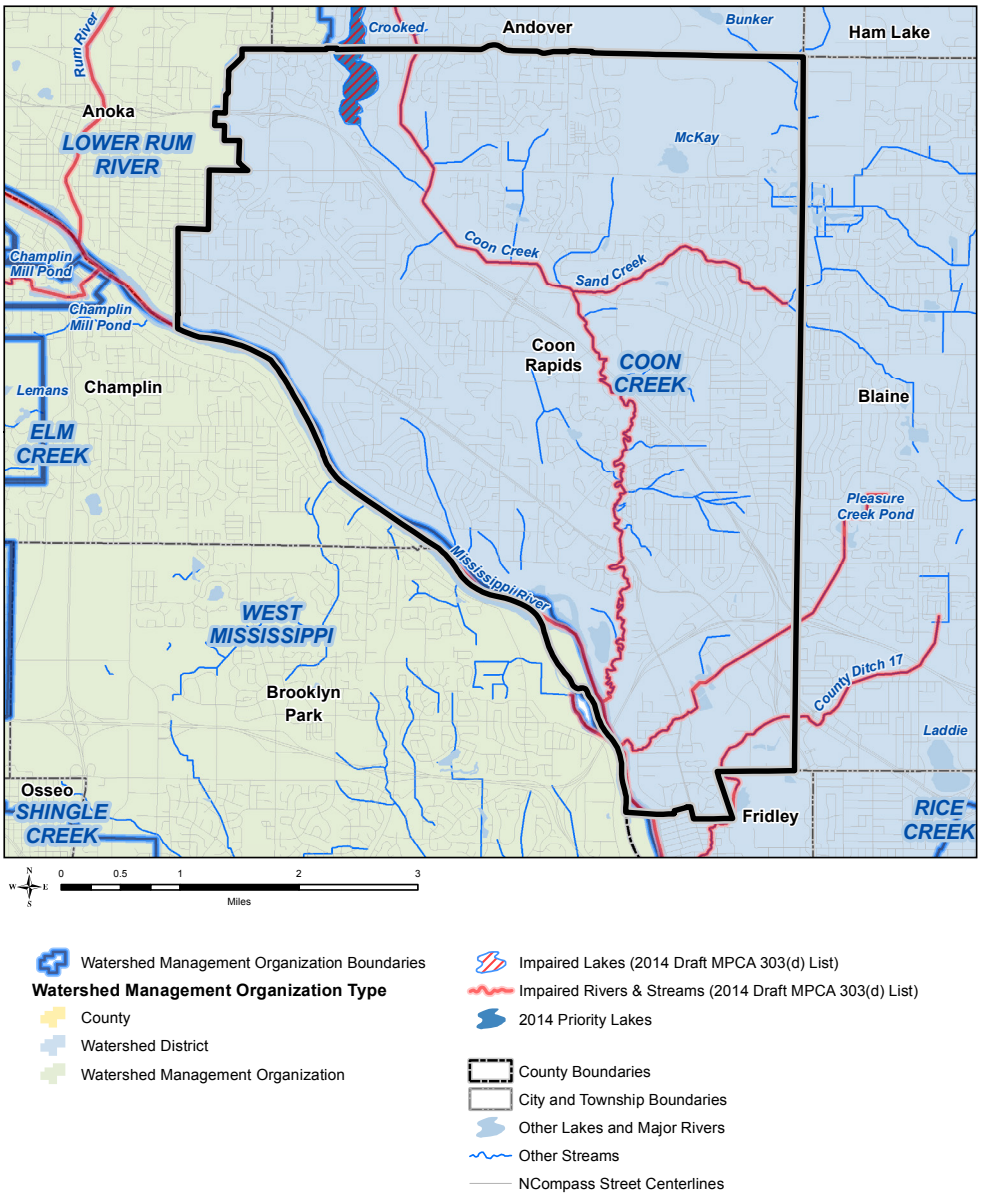
Coon Rapids contains two industrial areas, which include primarily light manufacturing, warehouses, services, and related uses:

» The Coon Rapids Industrial Park, bounded by Highway 10, Northdale Boulevard, and the railroad tracks.

» The Evergreen Industrial Park and peripheral industrial areas, which are generally bounded by 85th Avenue, Springbrook Drive, Coon Rapids Boulevard, and East River Road.

Lakes, streams, wetlands, and drainage courses make up a large portion of Coon Rapids' land area. The Surface Water Resources Map illustrates the City's surface water resources.

MAP 2-4: Surface Water Resources



Previously Planned Land Use

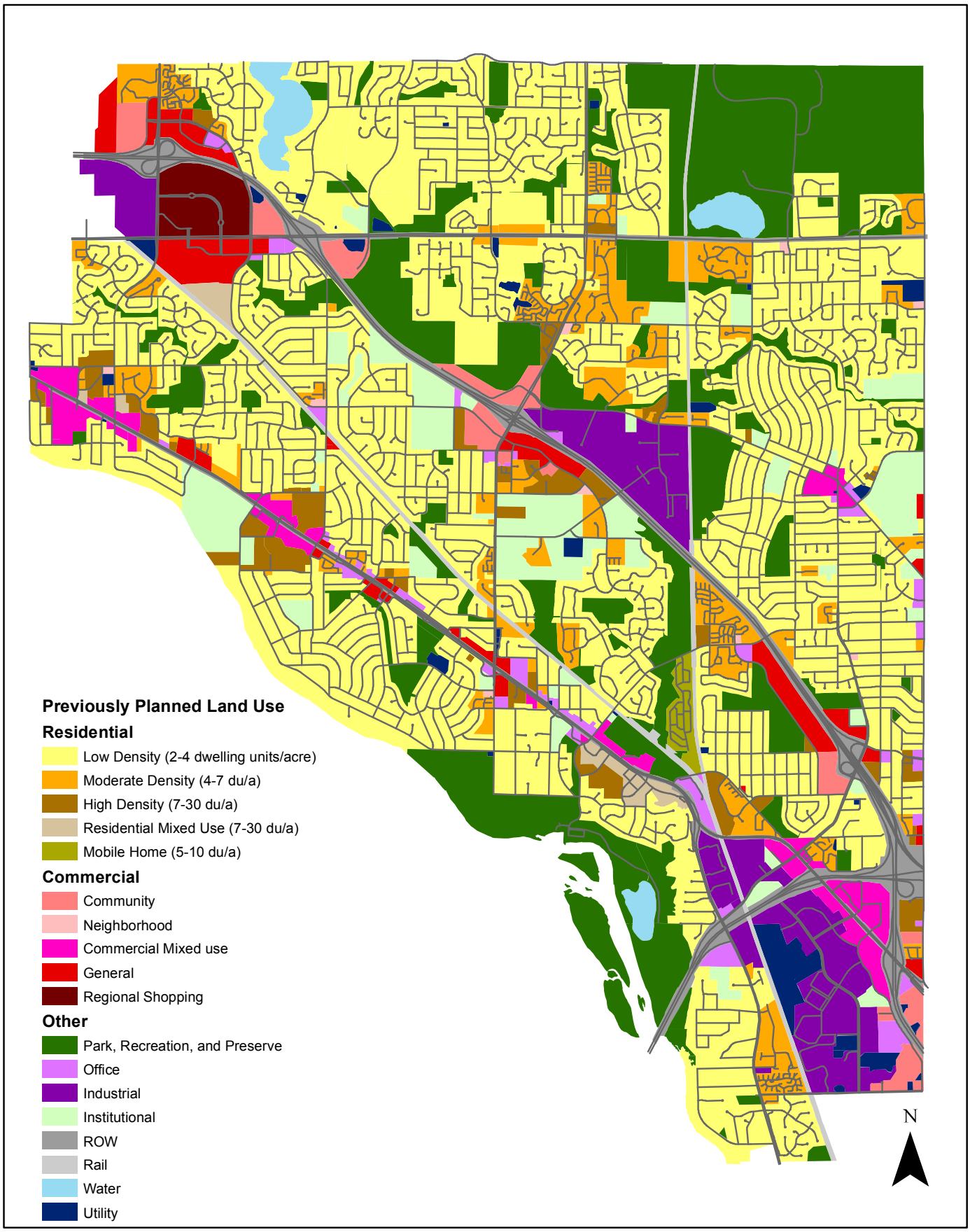
The Previously Planned Land Use Map (2-3) indicates the location and extent of land planned for each land use type in the *City of Coon Rapids Comprehensive Plan* approved by the Metropolitan Council in 2008. Table 2-4 indicates the number of acres planned for each land use category, along with the land use category descriptions listed in the previous Comprehensive Plan.

TABLE 2-4: Previously Planned Land Use, 2008

Land Use	Description	# Acres	% of Total
Residential Land Uses		8,278	57%
Low Density Residential	Mostly single-family homes with some two-family homes and open space within or related to a residential development at a gross density of 2 to 4 units per acre.	6,743	46%
Moderate Density Residential	Generally attached housing, including two-family homes and townhomes, at a gross density of 4 to 7 units per acre.	981	7%
High Density Residential	Multi-family housing, including apartment buildings and condominiums, at a gross density of 7 to 30 units per acre.	347	2%
Residential Mixed Use (70% minimum)	Primarily residential at a gross density of 7 to 30 units per acre; some other use may be appropriate.	141	1%
Movile Home Residential	Primarily single-family homes grouped together due to particular space requirements, construction, and style.	66	>1%
Commercial and Industrial Land Uses		1,827	13%
Office	Predominantly administrative, professional, or clerical services; including medical clinics. May include limited commercial uses generally compatible with adjacent residential uses	250	2%
Commercial	Provision of goods or services.	751	5%
Industrial	Primarily light manufacturing, warehouses, services, and related uses.	606	4%
Commercial Mixed Use (70% min)	Primarily commercial, industrial, or office uses with some high-density residential at a gross density of 7 to 30 units per acre.	220	2%
Extractive	Extraction of nonmetallic metals, quarrying sand and gravel.	0	0%
Public/Semi-Public Land Uses		4,330	30%
Institutional	Primarily religious, governmental, educational, social, or healthcare facilities.	725	5%
Park, Recreation or Preserve	Primarily for public active recreation activities improved with athletic fields, playground equipment, golf courses, or similar facilities.	2,576	18%
Open Space/ Agricultural/ Undeveloped	Natural resource protection or buffer areas, agricultural purposes, or undeveloped land.	0	0%
Roadway Right of Way (ROW)	Public or private vehicular, transit, and/or pedestrian rights-of-way.	681	5%
Utility	Public or private land occupied by a power plant or substation, transmission line, municipal water facility, communications tower or similar facility.	180	1%
Railway	Public or private freight or passenger rail activities.	168	1%
Airport	Public or private airports and related activities.	0	0%
TOTAL		14,480	100%

MAP 2-5: Previously Planned Land Use

CITY OF COON RAPIDS



Goals and Policies

Because Coon Rapids is a nearly fully developed community, this Plan's land use policies must focus on redevelopment priorities, changes to residential densities, and design of infill development.

During the City's 2040 Plan process and the years leading up to it, residents participating in surveys identified several land use concerns and visions for the future. Overall, residents have expressed that they support the direction in which Coon Rapids is headed. In the National Citizen Survey administered in 2016, many participants reported a positive impression of new development in Coon Rapids and the majority rated the City's downtown/commercial area, the overall built environment, affordable quality housing, housing options, public places, and businesses and services positively.

Coon Rapids Boulevard is consistently identified as a corridor in need of improvements. The National Citizen Survey demonstrated that respondent's top priority for the City is development along Coon Rapids Boulevard. The online Comprehensive Plan Survey also revealed residents' negative opinion of the corridor. Coon Rapids Boulevard was the most cited least favorite place in the City. City appearance also emerged as a major concern for respondents. A significant portion of comments indicated a desire for a more aesthetically attractive city. This demonstrates the importance of maintaining existing neighborhoods with code enforcement and ensuring aesthetic quality of new development. Respondents also listed business growth, fewer vacancies, and newer or improved housing as desires for the future.

The survey results also revealed the high value residents place on parks, trails, and community facilities. Natural areas, parks, and other open spaces were cited among the respondents' favorite places in the city. Respondents also reported high use of these places currently and in the future. Answers to questions of this nature demonstrate the importance of preserving these spaces while still accommodating desired residential and business growth.

In the National Citizen Survey administered in 2016, many participants reported that they had a positive impression of new development in Coon Rapids and the majority rated the City's downtown/commercial area, the overall built environment, affordable quality housing, housing options, public places, and businesses and services positively.

This section presents the goals, objectives, and policies for land use in the Coon Rapids.

Goal #1

Maintain complete and balanced neighborhoods that include a variety of housing resources, support for commercial development, and adequate open space and recreation opportunities.

Objectives:

1-1 To ensure that new development is adequately served by public facilities and enhances the character of existing neighborhoods.

1-2 To provide a variety of housing types serving all stages of the life cycle so that residents can remain within the community long-term.

1-3 To preserve the integrity of existing stable residential areas.

1-4 To ensure adequate mobility throughout the City via motorized and non-motorized transportation modes.

1-5 To curb the spread of blighting characteristics and eliminate obsolete land uses.

Policies:

1-1 Ensure that future development decisions are based on the Comprehensive Plan so that new development is adequately served by public facilities and successfully enhances the character of existing neighborhoods.

1-2 Encourage a balanced housing stock serving all stages of the life cycle in all portions of the City. Allow increased residential densities in appropriate locations along major transportation corridors.

1-3 Preserve the integrity of existing stable single-family residential areas by ensuring adequate buffering from more intense adjacent uses. Ensure the location of higher density residential development at the fringes of neighborhoods and along transit corridors. Consider alternative forms of low-density residential development, such as small-lot subdivisions and detached townhouses, in suitable locations.

1-4 Continue to enforce the City's property maintenance code to encourage proper upkeep of all residential areas.

1-5 Ensure that neighborhoods appropriately interface with transportation systems within the City, including the sidewalk and trail network.

1-6 Ensure that development near the City's commuter rail stations and bus lines is transit-supportive in its density and design.

1-7 Encourage conversion of underutilized commercial land to mixed uses in areas designated by the Comprehensive Plan.

1-8 Adhere to the City's Parks and Open Space Plan and the parks component of the Comprehensive Plan to ensure appropriate geographic distribution of active and passive recreation facilities.

1-9 Review and update the City's zoning regulations periodically for residential districts to reflect changing lifestyles and ensure that infill development is compatible with the surrounding neighborhood in scale and design.

Goal #2

Maintain a diversified economic base and a climate that encourages economic development, redevelopment, and ongoing business activity.

Objectives:

2-1 To provide a wide range of employment opportunities for City residents.

2-2 To promote efficient land use and increase the City's tax base.

2-3 To foster a high-quality, diverse business climate.

2-4 To eliminate blighting characteristics in the City's business districts.

Policies:

2-1 Redevelop distressed and underutilized commercial and industrial properties through various financial incentives to efficiently make use of existing infrastructure. The City may assist in site assembly for redevelopment of areas displaying blighting characteristics.

2-2 Develop and implement corridor and small-area plans to refine the policies of the Comprehensive Plan and subsequently encourage high-quality infill and redevelopment.

2-3 Promote retention and expansion of existing businesses and the attraction of new businesses, particularly those in the Target Industry sectors identified in the Economic Competitiveness chapter of this Plan.

2-4 Provide a supply of commercial and industrial land that meets the City's projected demands, with employment centers concentrated at Port Wellness, Port Evergreen, Evergreen Industrial Park, Coon Rapids Industrial Park, and the Federal Cartridge site.

2-5 Encourage high-intensity use of remaining industrial land to promote efficient land use and increase the City's tax base. Discourage new low-yield industries and those with nuisance characteristics.

2-6 Maintain strong relationships with local and regional economic development agencies, educational institutions, and the business community to share resources and achieve common goals.

2-7 Continue to enforce performance standards in industrial areas, including adequate screening of outdoor storage and loading areas. Periodically review and update applicable zoning regulations to reflect changing business needs and ensure compatibility with surrounding properties.

2-8 Ensure the range of housing options in the City continues to match housing needs of local employees.

Goal #3

Protect and enhance the City's natural resources for the community's long-term benefit.

Objectives:

3-1 To protect air quality, water quality and wildlife habitats.

3-2 To provide active and passive recreation opportunities to City residents.

Policies:

3-1 Maintain a connected system of active and passive open space to protect natural resources and provide enjoyment to the City's residents.

3-2 Protect the City's surface water from the negative impacts of development by means of shoreland zoning regulations, Mississippi River Critical Area regulations, and wetland buffer regulations.

3-3 Follow the policy guidelines of the Mississippi River Critical Area and Mississippi National River and Recreation Area Plans at the end of this section to protect and enhance the Mississippi River corridor through the City.

3-4 Adhere to the City's Wetland Management Plan, updating it as necessary.

3-5 Encourage the use of new energy resources and protect solar access for existing and new developments. Allow solar development on lands that are poorly suited for other types of development and promote increased solar energy production.

3-6 Incorporate woodland best management practices addressing protection of wooded areas into development review. Budget for and achieve urban canopy and tree planting goals. Ensure tree diversity through landscape standards.

Goal #4

Maintain community character and ensure that new development is well designed.

Objectives:

4-1 To ensure high aesthetic quality of new development and compatibility with the surrounding area.

4-2 To protect historically and culturally significant sites.

Policies:

4-1 Enforce architectural and site design standards, including landscaping standards, for new commercial, industrial, and attached residential development. Ensure that landscaping is properly maintained.

4-2 Review zoning regulations periodically for new development to ensure a high aesthetic quality and compatibility with the surrounding area.

4-3 Identify and preserve historic and cultural landmarks and ensure that adjacent developments complement them.

4-4 Consider adopting a tree preservation ordinance to ensure that valuable mature trees are preserved as new development occurs.

Goal #5

Provide distinctive commercial districts that serve neighborhood, community, and regional consumers.

Objectives:

5-1 To ensure that all City residents can access a variety of shopping areas by way of motorized and non-motorized transportation modes.

5-2 To encourage high aesthetic quality in each commercial district.

Policies:

5-1 Ensure that new commercial development is consistent with the role of each commercial area as defined by the Comprehensive Plan.

5-2 Avoid strip commercial development and concentrate it in nodes, as defined by the Comprehensive Plan.

5-3 Direct high-intensity, regional commercial development toward portions of the City with traffic capacity and transit options.

5-4 Establish and implement beautification programs for various commercial districts and enforce site design standards, including landscaping, screening of parking areas, and pedestrian and vehicular access, to ensure top-quality appearance.

5-5 Continue to enforce sign regulations that encourage high aesthetic quality.

5-6 Require pedestrian access within commercial developments and ensure connectivity with the City's sidewalk and trail network.

Goal #6

Improve the appearance and function of Coon Rapids Boulevard, ensuring that it gradually redevelops with a variety of housing types, supporting commercial uses, and urban design amenities.

Objectives:

6-1 To curb the spread of blighting characteristics along Coon Rapids Boulevard and eliminate underutilized land and obsolete land uses.

6-2 To increase the number of housing units and bolster the market for neighborhood commercial development along Coon Rapids Boulevard.

6-3 To ensure high aesthetic quality of both private developments and the public right-of-way.

Policies:

6-1 The most intense commercial and residential development should be concentrated in a limited number of nodes. Four of these nodes, known as "Preservation Or Renovation Tracts," or PORTs, have been given a special zoning designation to ensure that redevelopment occurs in accordance with a master plan for each area, and are considered priorities for redevelopment. Consolidation of commercial uses allows for greater economic viability than dispersed strip commercial development patterns.

6-2 Commercial properties and incompatible single-family houses outside of PORT Districts and designated nodes should be encouraged to redevelop as compatible residential uses. New housing should fulfill the needs of the community and should fit in with the scale and character of the corridor. While the highest residential densities are envisions in the PORT Districts, moderate to high density residential development is appropriate in areas between the PORTs.

6-3 Design new retail development in a way that considers the corridor's long-term position in the retail market.

6-4 Update design guidelines periodically for new buildings in the River Rapids Overlay district.

6-5 Improvements along the corridor should support a sense of community, encouraging interaction among neighbors. Amenities such as sidewalks, lighting, landscaping, street furniture, open spaces, and landscaping can help foster a sense of place.

Goal #7

Eliminate blighting influences throughout the City and encourage redevelopment of underutilized land.

Objectives:

7-1 To curb the spread of blighting characteristics and eliminate underutilized land and obsolete land uses.

7-2 To ensure high aesthetic quality of new development.

7-3 To ensure that new development reflects current market conditions and meets the needs of the surrounding area.

Policies:

7-1 Prepare small area plans to guide future land uses, densities, and public improvements in redevelopment areas.

7-2 Review and update zoning regulations to allow desired uses and densities at key redevelopment sites.

7-3 Obtain Housing and Redevelopment Authority assistance with land acquisition and site assembly in appropriate instances.

Future Land Use

Future Land Use Considerations

Several factors were considered in determining Coon Rapids' future land uses, providing a conceptual basis for Map 2-6, "Future Land Use."

Environmental Considerations. While their primary function is to provide drainage and preserve water quality, the City's water-related systems also provide important amenities, recreational resources, and wildlife habitats. The maintenance of the function, integrity and quality of these systems to convey and store water and to address urban storm water concerns is an important consideration for the location of future development. This includes protection and appropriate preservation of floodplain, shoreland, wetland, and Mississippi River corridor areas and responsible management of lakes, creeks, and storm water channels and ponds. The Surface Water Resrouces Map illustrates the location of these resources.

Existing Uses. During Plan preparation, all existing uses were analyzed to confirm their future desirability and relevance. The definition of appropriate uses for presently vacant or underutilized land and any alternatives proposed for inappropriate existing uses recognizes the need for compatibility with sound existing uses.

Public Facilities. Because Coon Rapids is a nearly fully developed community, all City, County, and metropolitan systems needed to support future land uses generally exist now or are programmed for construction. During Plan preparation, it was confirmed that the capacities and service levels of the following public facilities are adequate to serve planned land uses:

» Metropolitan, County, and City transportation systems

» Metropolitan, County, and City recreation open space systems

» Metropolitan and City waste water and sanitary sewer systems

» City storm water management and water systems

Despite sufficient levels of service to accommodate future land uses, subsequent chapters of the Comprehensive Plan address modifications to these systems in order to accommodate anticipated regional growth and maintain a high level of service.

Future Land Use Framework

The Goals and Policies and Future Land Use Considerations sections form the overall influences of the Future Land Use map. Addressing the collective implications of these influences provides the conceptual basis for the Plan. This section outlines the factors influencing the locations of future land uses.

Transportation Systems. Arterial streets are a primary organizing feature for the Plan. This transportation system provides accessibility to intensive land uses and facilitates the movement of people and goods in the City. Anticipated changes to metropolitan transit service, including the Northstar Commuter Rail and bus service along key corridors, such as Coon Rapids Boulevard, also affect locations of new development. This includes increased residential densities in areas with frequent transit service and appropriately located commercial development.

Natural and Recreational Systems and Non-Private Land. The City's water-based natural systems, including water courses, water bodies, and wetlands; extensive park and trail facilities; and major public and semi-public land provide a significant structuring influence on the built environment. These systems also offer a high level of amenity to the community.

Development Systems. The Future Land Use map determines the location of uses in the City to maximize the influence of transportation, natural, and recreational systems and to assure efficient, orderly, compatible, and livable development patterns.

The Land Use Plan provides distinctive kinds of commercial areas with varying market orientations in compact locations with good transportation access. These include regional, general (highway-oriented), community, and neighborhood commercial. Office and industrial areas are clustered in

locations throughout the City with high levels of arterial street accessibility.

Areas of low-density, or generally single-family, housing are located throughout the City with moderate and high density housing generally occurring on the edges of low-density housing with arterial or collector street access. In most instances, these neighborhoods are centrally served by an elementary school or neighborhood park.

Future Land Use Plan

This section outlines the location and extent of future land uses in Coon Rapids. Map 2-6, "Future Land Use," illustrates future land uses in the City. The previous chapter of this Plan projects a 2040 population of 72,100 in 29,300 households. The Future Land Use map indicates that by converting presently vacant and underutilized land to residential and mixed uses at various densities, the City can accommodate at least 4,400 new housing units by 2040.

Table 2-7 lists the land use categories used on the Future Land Use map, which correspond to the Metropolitan Council's standardized categories. The following two sections provide a narrative for areas that are slated for changes in land use in the coming years.

TABLE 2-7: Future Land Use Categories

Category	Description
Residential Land Uses	
Low Density Residential	Mostly single-family homes and open space within or related to a residential development at a gross density of 3 to 5 units per acre.
Moderate Density Residential	Attached housing, including two-family homes and townhomes, at a gross density of 5 to 10 units per acre.
High Density Residential	Multi-family housing, including apartment buildings and condominiums, at a gross density of 10 to 50 units per acre.
Mobile Home Residential	Manufactured housing in a land-lease community at a gross density of 5 to 10 units per acre.
Residential Mixed Use	Primarily residential use (at least 70%) at a gross density of 10 to 50 units per acre with some other use.
Commercial Land Uses	
Office	Predominantly administrative, professional, or clerical services; includes medical clinics.
Commercial	Provision of goods or services.
Commercial Mixed Use	Primarily commercial and/or office uses (at least 70%) with some high-density residential at a gross density of 10 to 50 units per acre.
Industrial Land Uses	
Industrial	Primarily light manufacturing, warehouses, services, and related uses.
Utility	Public or private land occupied by a power plant or substation, transmission line, municipal water facility, communications tower or similar facility.
Railway	Public or private freight or passenger rail activities.
Public/Semi-Public Land Uses	
Institutional	Primarily religious, governmental, educational, social, or healthcare facilities.
Park, Recreation, or Preserve	Primarily for public active recreation activities improved with playfields/grounds or exercise equipment, golf courses or other similar areas.
Other Land Uses	
Open Water	Permanently flooded open water, not including wetlands or periodically flooded areas.
Vehicular Right-of-Way	Public or private vehicular, transit, and/or pedestrian rights-of-way.
Undeveloped	Land that is publically or privately owned that has been left undeveloped.

Table 2-8: compares the acreages of existing land uses with those of the planned land uses.

Table 2-8: Existing and Future Land Use by Decade

Land Use	Existing Density Range (Housing Units/Acre)		Planned Density Range (Housing Units/Acre)		Existing Acreage	Planned Acreage
	MIN	MAX	MIN	MAX		
Residential Land Uses						
Low Density Residential	2	4	3	5	6,316.3	6,793.7
Moderate Density Residential	4	7	5	10	915.1	890.8
High Density Residential	7	30	10	50	308.9	279.8
Mobile Home Residential	5	10	5	10	49.3	54.0
Residential Mixed Use	7	30	10	50	9.3	124.4
Commercial Land Uses						
Office					144.9	-
Commercial					846.0	536.9
Commercial Mixed Use	7	30	10	50	5.0	708.8
Industrial Land Uses						
Industrial					529.5	761.0
Utility					72.0	53.0
Railway					134.4	175.3
Public/Semi Public Land Uses						
Institutional					625.9	700.7
Park, Recreation, or Preserve					2821.9	2695.4
Other Land Uses						
Agricultural					98.8	-
Open Water					551.3	548
Vehicular Right-of-Way					634.7	654
Undeveloped Land					911.6	-
TOTAL					14,975	14,975

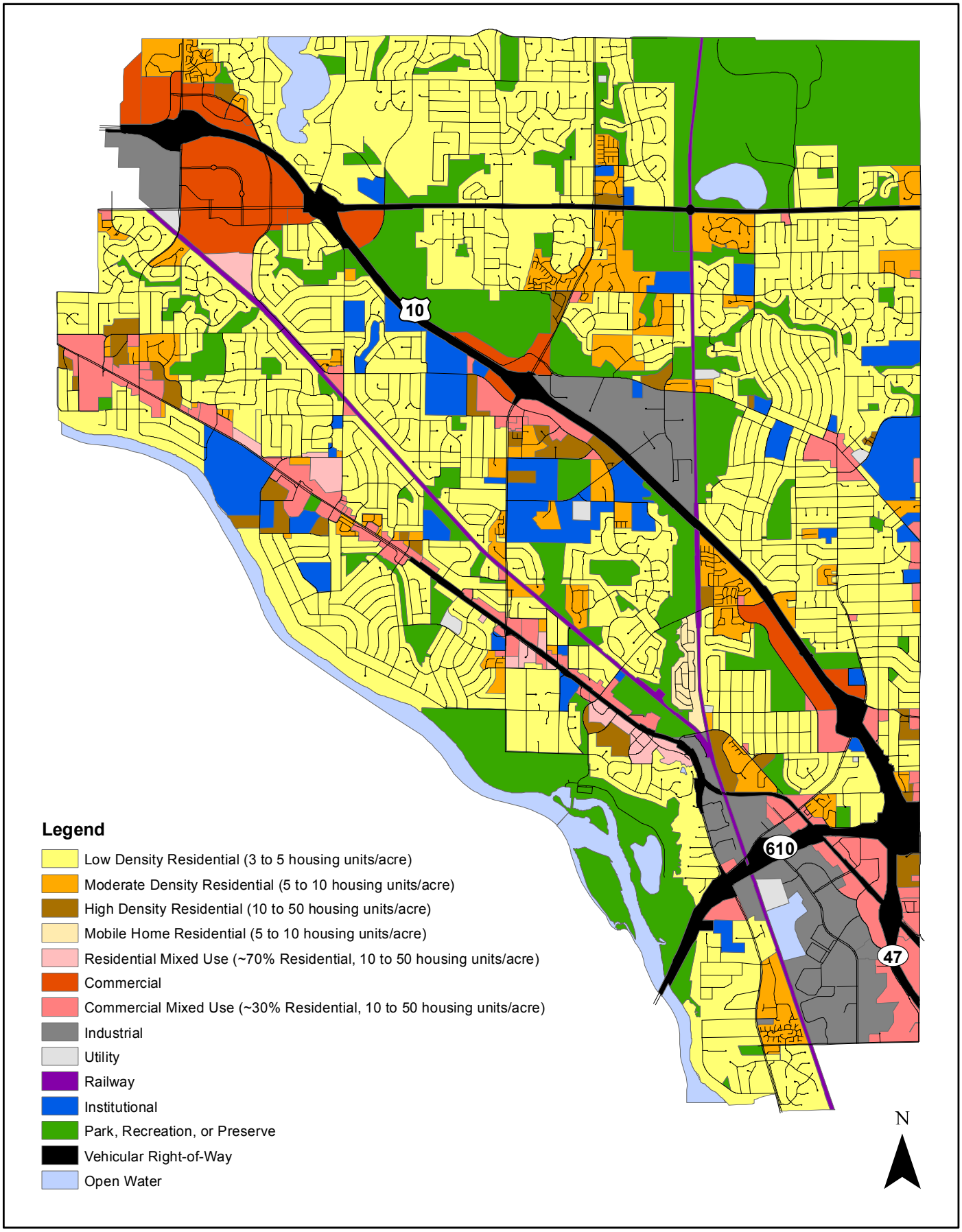
Table 2-8: Existing and Future Land Use by Decade

Land Use	Existing		2020		2030		2040	
	Acres	% Total	Acres	% Total	Acres	% Total	Acres	% Total
Residential Land Uses								
Low Density Residential	6,316.3	42.3%	6,359.7	42.5%	6,576.7	43.9%	6,793.7	45.4%
Moderate Density Residential	915.1	6.1%	912.9	6.1%	901.9	6.0%	890.8	5.9%
High Density Residential	308.9	2.0%	306.2	2.0%	293.0	2.0%	279.8	1.9%
Mobile Home Residential	49.3	0.3%	49.7	0.3%	51.9	0.3%	54.0	0.4%
Residential Mixed Use (70% residential)	9.3	0.1%	19.7	0.1%	72.1	0.5%	124.4	0.8%
Commercial Land Uses								
Office	144.9	0.9%	131.8	0.9%	65.9	0.4%	-	0.0%
Commercial	846.0	5.5%	817.9	5.5%	677.4	4.5%	536.9	3.6%
Commercial Mixed Use (30% residential)	5.0	0.5%	69.0	0.5%	388.9	2.6%	708.8	4.7%
Industrial Land Uses								
Industrial	529.5	3.7%	550.6	3.7%	655.8	4.4%	761.0	5.1%
Utility	72.0	0.5%	70.3	0.5%	61.6	0.4%	53.0	0.4%
Railway	134.4	0.9%	138.1	0.9%	156.7	1.0%	175.3	1.2%
Public/Semi-Public Land Uses								
Institutional	625.9	4.2%	632.7	4.2%	666.7	4.5%	700.7	4.7%
Park, Recreation, or Preserve	2821.9	18.8%	2,810.4	18.8%	2,752.9	18.4%	2,695.4	18.0%
Other Land Uses								
Agricultural	98.8	0.6%	89.8	0.6%	44.9	0.3%	**-**	0.0%
Open Water	551.3	3.8%	551.0	3.7%	549.5	3.7%	**548.0**	3.7%
Vehicular Right-of-Way	634.7	4.3%	636.5	4.3%	645.0	4.3%	**653.6**	4.4%
Undeveloped Land	911.6	5.5%	828.7	5.5%	414.3	2.8%	**-**	0.0%
TOTAL	14,975		14,975		14,975		14,975	

Table 2-9 shows the fluctuation in available acreage by the type of land use between the present and 2040, based on the future land use map.

MAP 2-6: Future Land Use - Draft 9/13/17

CITY OF COON RAPIDS



Residential Density. The Metropolitan Council requires cities designated as a Suburban Community like Coon Rapids to plan for identified development and redevelopment land to have an average net residential density of 5 units per acre. Because Coon Rapids is a developed community, virtually all of its residential growth will occur as redevelopment of underutilized land with increased residential densities and the conversion of commercial and office to mixed use with high-density residential. Except in areas noted in this section, particularly along Coon Rapids Boulevard, the City's neighborhood, community, and regional commercial areas will generally retain their current functions. In certain instances noted in the following sections, obsolete commercial uses may be redeveloped with residential uses in the long term.

Table 2-9 shows the average net residential density for planned residential land uses as a result of the changes. If the residential land in the City grows at its lowest allowed density range for each planned land use, Coon Rapids will gain approximately 4,349 new housing units. At this level of growth, the average net residential density of the planned residential land uses will be 5.6, which exceeds the Metropolitan Council's density requirements for designated Suburban Communities.

TABLE 2-9: Average Net Residential Density for Planned Residential Land Uses

Residential Land Use Category	Planned Acreage	Net Developable Residential Acreage	Planned Density Range (Housing Units/Acre)		Total Minimum New Housing Units
			MIN	MAX	
Low Density Residential	513.3	477.4	3	5	1,432
Moderate Density Residential			5	10	
High Density Residential			10	50	
Residential Mixed Use (70% residential)	115.1	80.6	10	50	806
Commercial Mixed Use (30% residential)	703.7	211.1	10	50	2,111
TOTAL	1,332	769			4,349
Average Net Residential Density					5.7

The Residential Mixed Use and Commercial Mixed Use land use categories have density ranges from 10 to 50 housing units per acre, which exceeds Metropolitan Council's minimum density requirement of 8 units per acre, the established density level to support affordable housing. Coon Rapids' affordable housing need allocation of 457 for 2021-2030.

Table 2-10 and the Development and Redevelopment Areas Map (Map 2-7) show the areas of the Future Land Use Map that are available or likely to be available for redevelopment, infill development, or new development. Future development is anticipated in four different areas, identified by the planned land uses. The most growth is expected to occur in the Mixed Use Commercial Corridor Redevelopment Areas along commercial corridors in the city, where 2,917 housing units area could be developed over the next 22 years. Other major areas of growth include the Low Density Residential in the northern part of city, where 1,432 housing units could be built over the same time period. The 40 Acres in the Vacant Commercial Areas are expected to be developed by 2020, and the Vacant Industrial Areas cover 189 acres, which could be developed by 2040. The 457 allocated affordable housing units are expected to be over the period of 2021-2030 in the Mixed Use Commercial Corridor Redevelopment Areas.

TABLE 2-10: Identified Areas of Development and Redevelopment

Area	Land Use(s)	Acreage	Density Range (Housing Units/ Acre)	Total Housing Units	Total Affordable Housing Units
2018-2020					
Low Density Residential Areas	Low Density Residential	43.4	3 to 5	130	
Vacant Commercial Areas	Commercial	40.8			
Vacant Industrial Areas	Industrial	21.0			
Mixed Use Commercial Corridor Redevelopment Areas[1]	Residential Mixed Use, Commercial Mixed Use	74.4 / 26.5 Residential	10 to 50	265	
2021-2030					
Low Density Residential Areas	Low Density Residential	217.0	3 to 5	651	
Vacant Industrial Areas	Industrial	105.2			
Mixed Use Commercial Corridor Redevelopment Areas[2]	Residential Mixed Use, Commercial Mixed Use	372.2 Total / 132.6 Residential	10 to 50	1,326	457
2031-2040					
Low Density Residential Areas	Low Density Residential	217.0	3 to 5	651	
Vacant Industrial Areas	Industrial	105.2			
Mixed Use Commercial Corridor Redevelopment Areas[3]	Residential Mixed Use, Commercial Mixed Use	372.2 Total / 132.6 Residential	10 to 50	1,326	
TOTAL		1,604		4.349	457

[1] *Includes all Mixed Use Commercial Corridor Redevelopment Areas*
[2] *Includes all Mixed Use Commercial Corridor Redevelopment Areas*
[3] *Includes all Mixed Use Commercial Corridor Redevelopment Areas*

MAP 2-7: Development and Redevelopment Areas

CITY OF COON RAPIDS

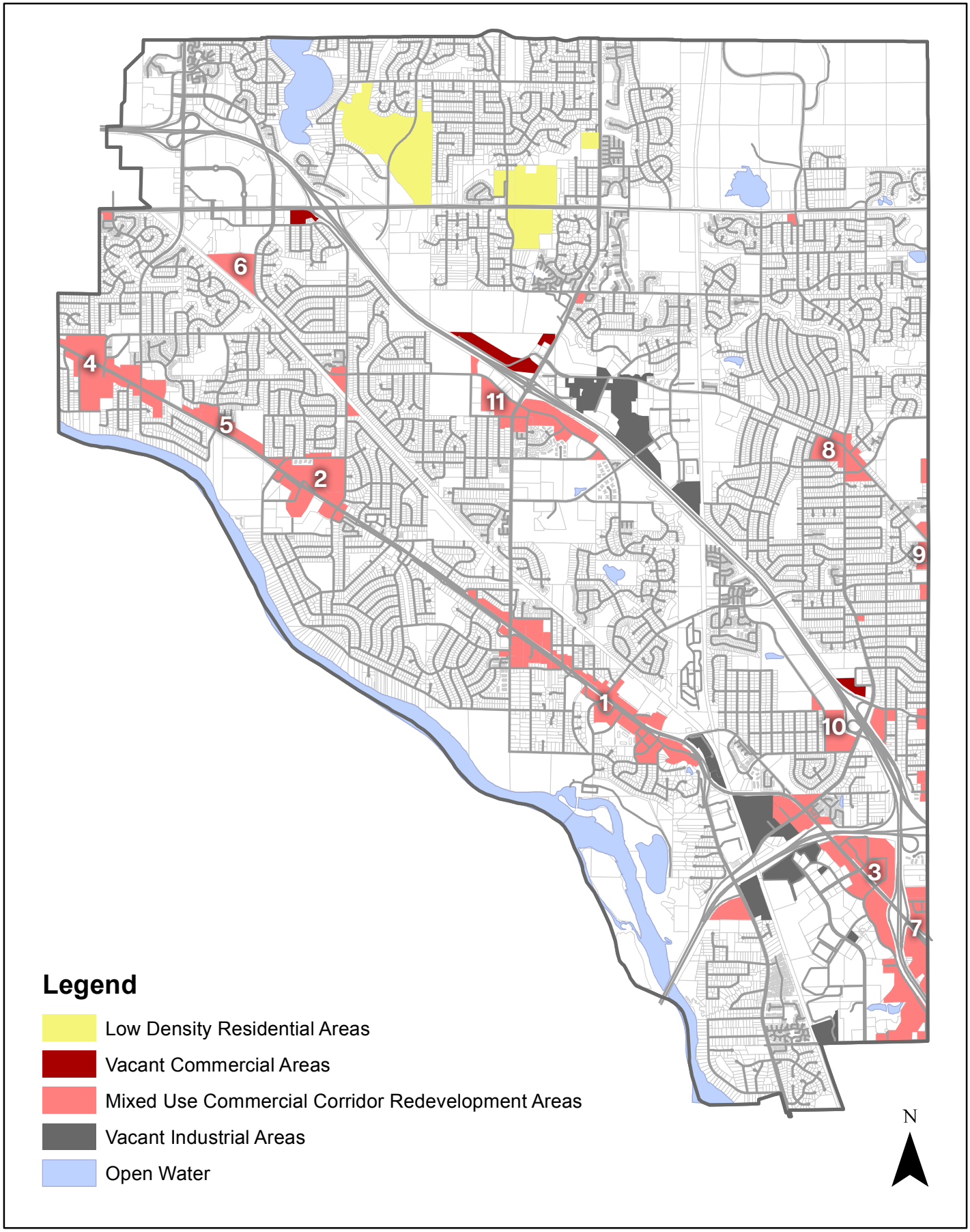


Table 2-11 estimates the impact these land use changes will have on sanitary sewer flows. Overall, as the City is built-out and as redevelopment occurs, its sanitary sewer demand will increase by less than 12% over its present level.

TABLE 2-11: Land Use and Sewer Flow Analysis

Land Use	Allowed Density Range Housing Units/Acre		Sewer Flow Assumptions	Existing million gallons per day (mgd)	Planned million gallons per day	Flow Increase in million gallons per day
	MIN	MAX	(gallons/acre)	mgd	mgd	mgd
Residential Land Uses						
Low Density Residential	3	5	343	2.17	2.33	0.18
Moderate Density Residential	5	10	686	.63	0.61	-0.02
High Density Residential	10	50	1,714	.53	0.48	-0.05
Mobile Home Residential	5	10				
Residential Mixed Use (70% min residential)	10	50	1,200	.01	0.15	0.14
Commercial Land Uses	Est. Employees /Acre					
Office	20		1,049	0.15	0.00	-0.15
Commercial	20		1,049	0.89	0.56	-0.32
Commercial Mixed Use (70% min commercial)	20 (70%)		735	0.00	0.52	0.55
Industrial Land Uses						
Industrial	20		1,049	0.56	0.80	0.20
Utility						
Railway						
Public/Semi Public Land Uses						
Institutional						
Park, Recreation, or Preserve						
Other Land Uses						
Agricultural						
Vehicular Right-of-Way				0	0	0
Undeveloped Land				0	0	0
TOTAL				4.93	5.45	0.52

Coon Rapids Boulevard

The Coon Rapids Boulevard corridor, stretching from the Blaine border on the east to the Anoka border on the west, has undergone several changes in recent years. While the corridor used to include a majority of the City's commercial and institutional uses, it has been transformed due to the out-migration of many of the principal users to newer or more accessible commercial developments, including Riverdale, Woodcrest Drive, the Northtown area, and the Northdale-Hanson area. This transformation has meant that existing buildings have been converted to lower value uses, redeveloped to new uses, or remained vacant for extended periods of time. Portions of the corridor also include obsolete commercial uses and incompatible housing.

This Plan's overall land use recommendation is that commercial and high-density residential development should be concentrated in a handful of mixed-use nodes. Four of these nodes, known as "Preservation or Renovation Tracts," or (PORTs), have been given a special zoning designation to ensure that redevelopment occurs in accordance with a master plan for each area, and are considered priorities for redevelopment. These areas include: Port Evergreen (between Highway 47 and Foley Boulevard), Port Riverwalk (between East River Road and Egret Boulevard), Port Campus Square (between Crooked Lake and Mississippi Boulevards), and Port Wellness (between Round Lake Boulevard and the Anoka City limits). Land uses in each PORT are dictated by adopted master plans, which refine the future land uses outlined in this plan. Areas along Coon Rapids Boulevard in between the PORTs, which presently include a variety of land uses, are planned for primarily residential mixed use and commercial mixed use development. This redevelopment has been encouraged by means of an overlay zoning district. While significant expansion of commercial zoning is not appropriate on the corridor, some neighborhood commercial development adjacent to existing commercial areas and the nodes at Hanson Boulevard, Xavis Street, and Pheasant Ridge Drive is expected. Land use policies for specific areas along Coon Rapids Boulevard are as follows:

Port Riverwalk (1). Areas along Coon Rapids Boulevard between the "Y" at East River Road and Egret Boulevard are priorities for redevelopment. The City demolished the Coon Rapids Shopping Center in the mid-2000s to make way for a major redevelopment on the south side of Coon Rapids Boulevard. Primarily moderate and high-density housing is planned for this area. Neighborhood commercial and small-scale office development is planned for the north side of Coon Rapids Boulevard. As redevelopment occurs, the street network should be modified to include a new street parallel to Coon Rapids Boulevard connecting Egret Boulevard and Avocet Street. Future development on the north side of Coon Rapids Boulevard would be served by a new street behind the development extending from Egret Boulevard to Avocet Street. The vacant land and storage facility east of Coon Rapids Boulevard Extension, while not included in the PORT, is slated for industrial development. The City anticipates that approximately half of this redevelopment will occur by 2030, with the other half being complete by 2040.

Port Campus Square (2). The area between Crooked Lake Boulevard and Mississippi Boulevard, near Anoka-Ramsey Community College, is also a priority for redevelopment. Older commercial development on the south side of Coon Rapids Boulevard has been replaced in recent years with the Coon Rapids Ice Center, River North Apartments, and Boulevard Park. The vacant land west of the Ice Center should be reserved for a future community center or other public improvements. Mixed use development is planned for the existing Family Center Mall site on the north side of Coon Rapids Boulevard and the strip commercial development with poor visibility on the south side of the street. Parcels fronting Coon Rapids Boulevard are planned for commercial, office, or mixed-use redevelopment. The City anticipates that approximately half of this redevelopment will occur by 2030, with the other half being complete by 2040.

Port Evergreen (3). Areas along Coon Rapids Boulevard generally between Foley Boulevard and Highway 47 have experienced a fair amount of redevelopment since 2000. It is envisioned that commercial and office development will continue to be the predominant land uses in the future, with vacant and underutilized parcels redeveloping as such. Some areas along the south side of Coon Rapids Boulevard could provide expansion opportunities for industrial businesses in the adjacent Evergreen Industrial Area. However, any manufacturing or warehouse uses must be compatible with the commercial character of Coon Rapids Boulevard. The predominantly single-family neighborhood north of Coon Rapids Boulevard and south of Highway 610 is slated for eventual redevelopment with mixed uses. While higher density residential development farther from Coon Rapids Boulevard, much of this area is suited for primarily commercial and office uses. The City anticipates that approximately half of this redevelopment will occur by 2030, with the other half being complete by 2040.

Port Wellness (4). While the area between Round Lake Boulevard and the west City limits, near Mercy Hospital, is generally a viable office and commercial district, several opportunities exist for redevelopment. Primarily office and institutional uses are planned for both sides of Coon Rapids Boulevard to accommodate future expansions of the hospital and additional medical office development. Some supporting commercial and residential uses area also appropriate. Significant new development—both commercial and residential—has occurred in recent years, including a senior housing project, several medical office buildings, and a multi-year expansion of Mercy Hospital. The City anticipates that approximately half of this redevelopment will occur by 2030, with the other half being complete by 2040.

WCCO Tower Site (5). If this facility is ever vacated, residential mixed use development is planned close to Coon Rapids Boulevard and low density residential development is planned for the northern portion of the site with street connections to the existing neighborhood to the north and east.

Other Areas of Coon Rapids Boulevard Between PORTS. Areas along Coon Rapids Boulevard between the PORTs, which presently include a variety of land uses, are planned for a mixture of land uses, but primarily moderate density residential redevelopment due to the corridor's transit access. The existing River Rapids Overlay zoning allows for moderate density residential development along all areas of the corridor outside of the PORTs. This includes areas with underlying zoning for office, commercial, and low-density residential. Some higher density residential development is appropriate in limited areas in the between the PORTs on sites that are adjacent to existing commercial or high-density-residential development. Some neighborhood commercial development is appropriate in these areas, but should be concentrated at existing nodes at Hanson Boulevard, Xavis Street, and Pheasant Ridge Drive, on parcels currently zoned for commercial and office development. While significant expansion of commercial zoning is not appropriate in these areas, new commercial or mixed use development may be appropriate adjacent to existing commercial or office development on parcels that are otherwise not suited for residential development.

Regional Commercial Areas

Riverdale Village Commercial Area (6). Riverdale Village, with its prominent location adjacent to Highway 10 off Main Street and Round Lake Boulevard, is likely to remain a regional commercial area oriented to the highway. Residential land use of any kind in the area is not appropriate.

Northtown Mall Area (7). The Northtown Area, which includes the businesses at the periphery of Northtown Mall around the intersections of Highway 47, Coon Rapids Boulevard, and 85th Avenue, presently consists of strictly commercial uses. With the prominence of the area as a regional draw, it is expected to remain primarily commercial in the future. As older commercial buildings become obsolete, some mixed-use redevelopment may be appropriate.

Community Commercial and Corridor Mixed-Use Areas

Northdale and Foley Boulevard Commercial Area (8). The Northdale Shopping Center and peripheral commercial and office uses near the intersection of Northdale and Foley Boulevards may require revitalization in the future. While at least some commercial development will likely remain viable in this area in the long-term, some residential or mixed use redevelopment is appropriate. In addition, the more intense General Commercial zoning district is not appropriate in this area because of its neighborhood focus.

University Avenue Corridor (9). The University Avenue Corridor presently includes a variety of land uses and zoning districts. No significant expansion of general commercial zoning is necessary beyond existing commercial nodes. As commercial uses become obsolete, new commercial or residential redevelopment is appropriate. However, redevelopment of existing single-family properties is generally not anticipated unless they are isolated from other single-family uses.

Highway 10 and Foley Commercial Area (10). The commercial area located along both sides of Highway 10 near Foley Boulevard is currently primarily commercial uses. Because of the close proximity to the highway, the area should not transition to other uses as rehabilitation and redevelopment occur. The highway-oriented commercial uses along Woodcrest Drive are likely to remain and some residential redevelopment may be deemed appropriate closer to existing residential areas.

Highway 10 and Hanson Commercial Area (11). The commercial area located around the intersection of Highway 10 and Hanson Boulevard is currently a major concentration of retail. The primary use is likely to remain commercial, with the north side of Highway 10 being highway-oriented commercial and the south side transitioning to mixed-use with some residential in peripheral areas.

Transit Station Areas

Riverdale Station Area. The City adopted the *Riverdale Station Area Transit-Oriented Development Design Guidelines* in 2007, which established development guidelines for the area surrounding the Riverdale commuter rail station. A new zoning district for this area was subsequently created. It suggested that the vacant property near the station develop with a mix of uses, but primarily moderate or high density residential development. This Plan guides the area as Residential Mixed Use. Full development of this site is anticipated in the short term with a minimum residential density of 20 units per acre within 1/2 a mile of the rail station.

Foley Boulevard Station Area. While transit service at this station area currently consists of a high-frequency bus park-and-ride, a future station on the Northern Lights Express high-speed rail is planned at this location. The surrounding area, which presently includes a variety of industrial, office, and incompatible single-family residential uses, provides another opportunity for transit-oriented development. *The Foley Boulevard Station Area Plan*, as adopted into the Comprehensive Plan by the City Council in 2014, established land use and infrastructure policies for this area. New local streets in this area would free up land for transit-supportive redevelopment. While most of the area is not suited for new residential development, some commercial and office uses are appropriate in addition to light industrial uses.

Neighborhood Commercial Mixed-Use Areas

» The following intersections are currently identified as neighborhood commercial areas:

» The southwest corner of Main Street and Foley Boulevard.

» The northwest corner of 121st and University Avenues.

» The southeast corner of 121st Avenue and Hanson Boulevard.

» The northwest corner of Northdale and Crooked Lake Boulevards.

» The southwest corner of 105th Lane and Foley Boulevard.

» The northeast corner of Quince Street and Egret Boulevard.

» The southwest corner of 113th Avenue and Robinson Drive.

» The southwest corner of 105th Avenue and Hanson Boulevard.

» The southwest corner of 119th Avenue and Round Lake Boulevard.

» The southwest corner of 87th Lane and East River Road.

These areas are likely to remain as small commercial centers serving the needs of adjacent neighborhoods. For this reason, Community Commercial or General Commercial zoning is not appropriate in these areas. While maintaining neighborhood commercial uses throughout the City is important, it is possible that some of these areas could become unviable for retail in the long term. Some residential redevelopment may be appropriate if that occurs.

Industrial 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 primarily 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. Chapter 8 of this Plan provides additional recommendations for these areas.

Federal Cartridge Site. While it is unlikely that Federal Cartridge will vacate its site at Highway 10 and Round Lake Boulevard in the near future, the City should plan for its redevelopment if some or the entire site becomes available in the long term. In the 2000s, the City enacted the Northstar Office Park Overlay District, which envisions an office development with a campus-like setting that encourages a planned, integrated and unified environment combining corporate and administrative offices, research and development facilities, and associated overnight accommodations and meeting spaces. However, continued industrial use is appropriate in the short and mid-term.

Low-Density Residential Areas

Undeveloped Areas Generally Along Main Street. While Coon Rapids contains very little vacant, developable land for new residential development, a few sod farms along Main Street could be developed as residential uses when it becomes cost-effective to complete the necessary soil corrections and wetland mitigation. The Future Land Use Plan indicates that areas along Coon Creek Boulevard north of Main Street are planned for low density residential development. The remaining single-family homes between Main Street and Bison Creek Park should eventually be acquired to expand the park and eliminate this generally incompatible land use. The parcels on the northeast corner of Main Street and Shenandoah Boulevard should be redeveloped as primarily moderate density residential. The sod farm east of Shenandoah Boulevard, if ever developed, should include generally low-density residential development, possibly with some moderate-density development adjacent to Main Street. The undeveloped privately owned land generally southwest of the intersection of 121st Avenue and Shenandoah Boulevard is slated for low density residential development, although the southern portion of this site will likely remain undeveloped to accommodate drainage and wetlands.

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.

Resource Protection

While the Land Use Plan takes into account preservation and enhancement of Coon Rapids' natural and cultural resources, additional efforts are necessary to ensure their protection. This section addresses historic preservation, aggregate resources, renewable energy, and the Mississippi River Critical Area.

Historic Preservation

The City presently has a Historical Commission to address historic preservation needs. The Commission:

» Advises the City Council on matters relating to the preservation of buildings, lands, areas or districts which possess historical or architectural significance and which will promote the educational, cultural, and general welfare of the City.

» Recommends to the City Council acquisition and maintenance of buildings, lands, areas or districts which the Commission has determined to have historical or architectural value. Also recommends methods to recognize and record persons, places, and events having historical significance to the City.

» Plans activities to recognize and celebrate the history of the City.

» In the future, it is anticipated that the Commission will:

» Continue the historical site marker program.

» Support City housing rehabilitation efforts maintaining the historical and architectural integrity of the City's housing stock.

» Support Mississippi National River and Recreation Area efforts to recognize the historical significance of the Coon Rapids Dam.

Aggregate Resources

According to the *Minnesota Geological Aggregate Resources Inventory of the Seven-County Metropolitan Area*, Coon Rapids does not contain substantial deposits of aggregate materials. Because Coon Rapids is a developed community, no resource extraction is anticipated in the future.

Renewable Energy Infrastructure and Resources

Solar Resource Protection. Minnesota Statutes require comprehensive plans to include "an element for the protection and development of access to direct sunlight for solar energy systems." While this requirement was intended to address concerns over declining fossil fuel supplies in the 1970s, alternative energy production has received an increasing amount of attention in recent years.

TABLE 2-13: City of Coon Rapids Solar Resource Calculations

Gross Solar Potential	Rooftop Solar Potential	Gross Solar Generation Potential	Rooftop Generation Potential
27,706,525	3,001,256	2,770,652	300,125

Source: Metropolitan Council, June 2017

The Gross Solar Potential Map (2-8) shows the City's gross solar potential geographically. The most solar potential exists in the central part of the City along Highway 10 and Main Street and in other pockets throughout the City. Table 2-13 shows the gross solar potential calculations for the entire city as a whole based on the solar map. Gross Solar Potential and Rooftop Solar Potential estimates the total potential solar energy resource before removing areas unsuitable for solar development or factors related to solar energy efficiency. Gross Solar Generation Potential and Rooftop Generation Potential are estimates of how much electricity could be generated using existing technology and assumptions on the efficiency of conversion. The City's goal and policies regarding solar resources are as follows:

Goal #1: Encourage the use of new energy resources and protect solar access.

Policies:

5-1 Ensure the zoning regulations regarding setbacks and height limitations generally allow for direct solar access on rooftops and south-facing walls.

5-2 Work with power companies to accommodate customer use of solar energy systems.

Strategies to implement these policies include making sure that residents and developers are aware of the zoning regulations that allow for solar direct solar access and provide the option to implement solar energy infrastructure.

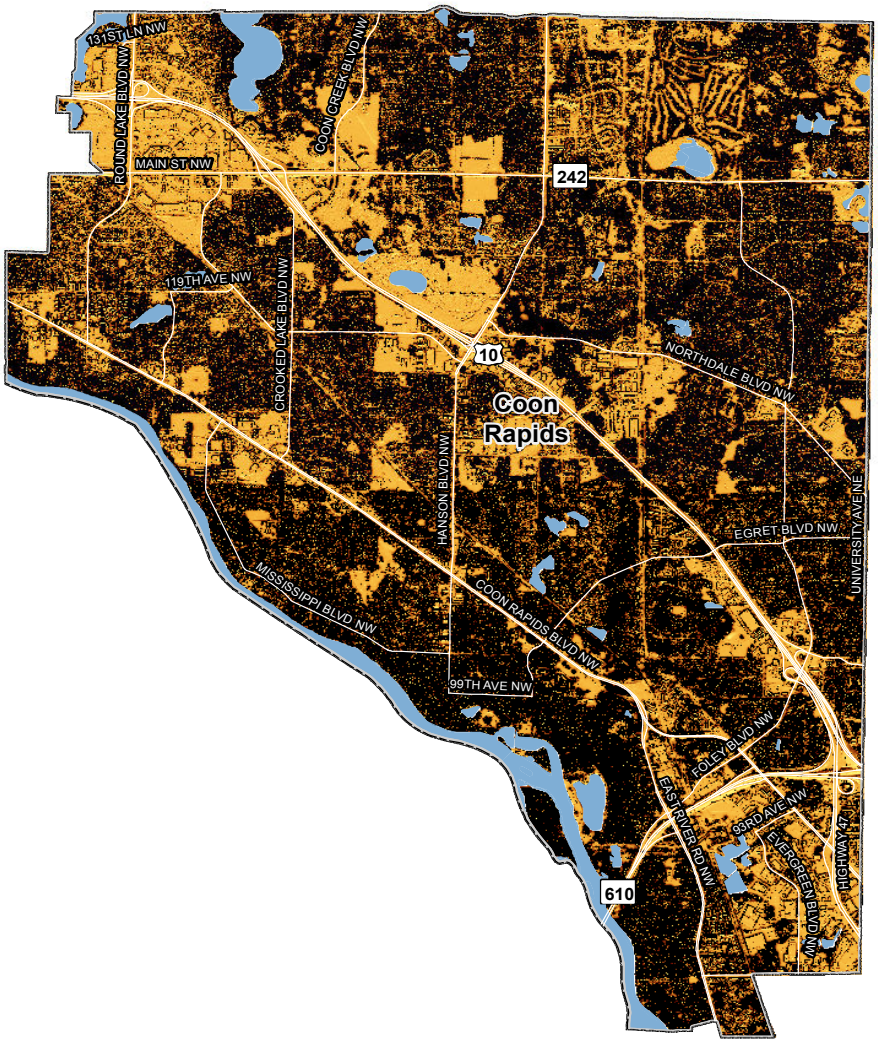
Other Energy Resources. In addition to solar energy systems, Coon Rapids' zoning regulations allow for earth-sheltered single-family homes, which are typically more energy efficient than traditionally constructed homes. Earth-sheltered homes that do not meet all zoning requirements for standard homes can be considered as a conditional use in residential zoning districts. This allows for more flexibility in accommodating energy-efficient dwellings.

City Code also allows the use of wind-powered generators. The City should encourage the use of wind power, provided that turbines are compatible with surrounding land uses and any noise generated meets Minnesota Pollution Control Agency standards.

The City should also ensure that its building and zoning regulations allow and encourage construction techniques and site design characteristics that limit negative environmental impacts and provide high levels of energy efficiency. This includes the U.S. Green Building Council's LEED (Leadership in Energy and Environmental Design) standards.

MAP 2-8: Gross Solar Potential

City of Coon Rapids, Anoka County



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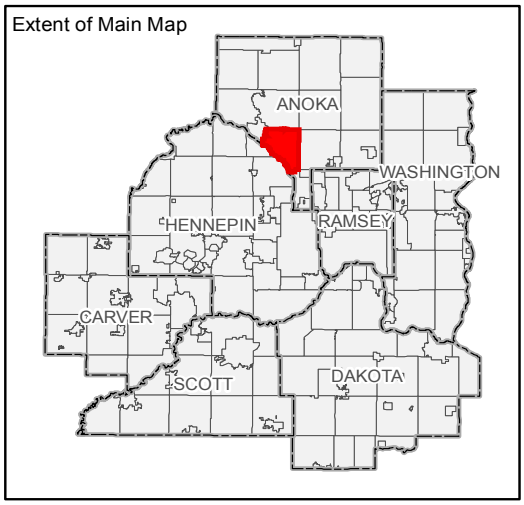


0 0.5 1 2 3 4
Miles

Gross Solar Potential
(Watt-hours per Year)

High : 1269262

Low : 900001

Solar Potential under 900,000 watt-hours per year

County Boundaries

City and Township Boundaries

Wetlands and Open Water Features

Source: University of Minnesota U-Spatial Statewide Solar Raster.

Implementation

The *2040 Plan* establishes policies for future development in Coon Rapids, guiding the amount, location, and intensity of future land uses to ensure compatibility with one another and the natural environment. This section tells *how* the City intends to accomplish this future vision. Official controls, including ordinances and fiscal devices, are the primary tool for implementing the City's land use policies.

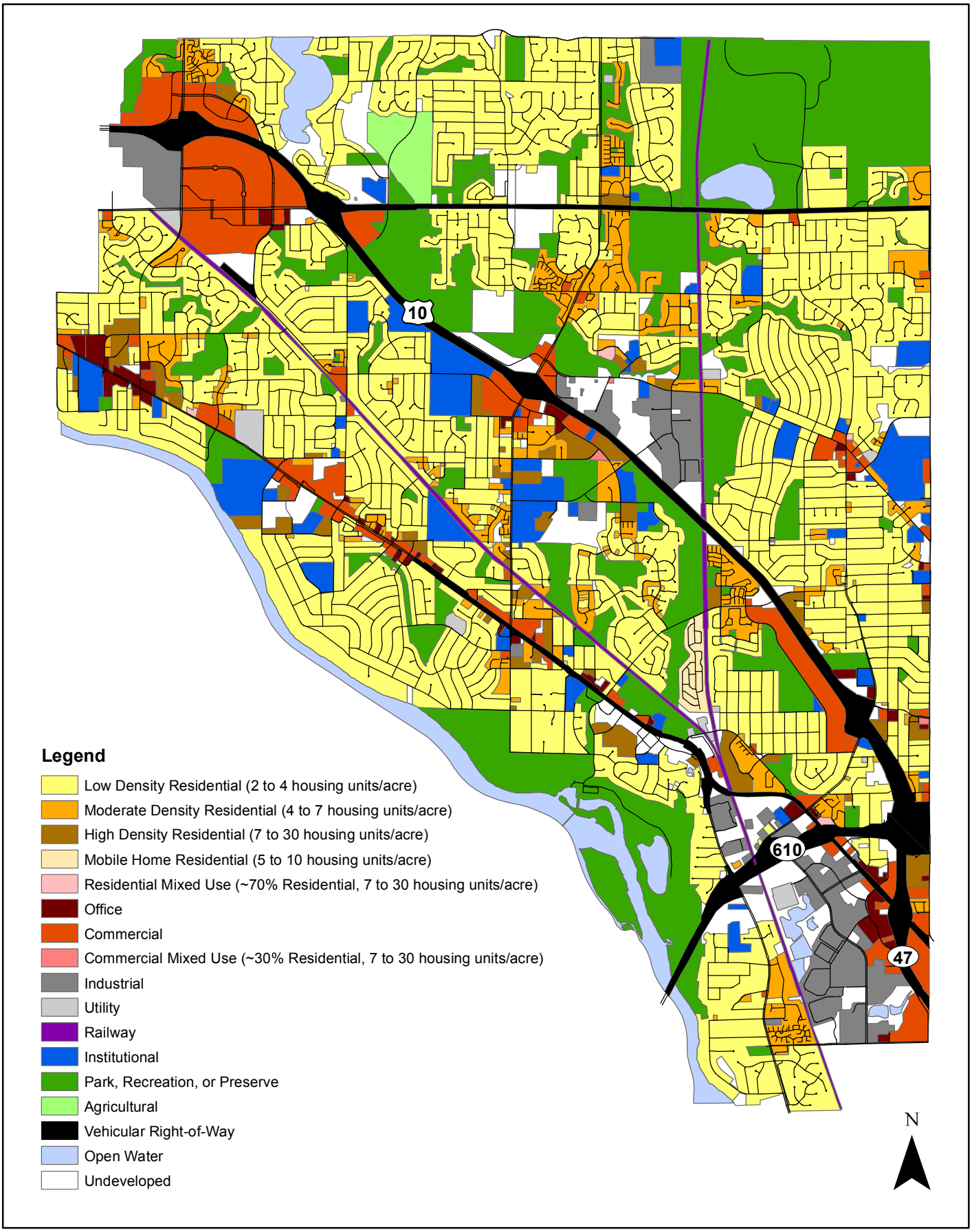
Zoning Districts. The *Metropolitan Land Planning Act* requires that a community's official controls be consistent with its Comprehensive Plan. A community's zoning ordinance and map are the primary mechanisms for realizing the vision of its Comprehensive Plan. Overall, Coon Rapids' existing zoning districts allow for implementation of the policies established in this Chapter. The least dense residential district allows three dwelling units per acre and other districts allow up to 50 units per acre by right. Flexibility mechanisms are built into the zoning code in some districts to allow for even higher density in certain settings. Table 2-14 lists the future land use categories, along with the corresponding zoning districts and residential densities. While multiple zoning districts may correspond to a single future land use category, not all of those districts are appropriate in all areas guided in a particular category. Individual rezoning request must be evaluated against the policies established by this Chapter. The Existing Zoning Map (Map 2-9) presents current zoning in the City.

TABLE 2-14: Future Land Use-Zoning Relationships

Future Land Use Category	Zoning Districts	Residential Density Range
Residential Land Uses		
Low Density Residential	LDR-1-Low Density Residential LDR-2-Low Density Residential	Up to 4, min. lot size-15,000 sf Up to 5, min. lot size-10,800 sf
Moderate Density Residential	MDR- Moderate Density Residential	5 to 10
High Density Residential	HDR- High Density Residential	10 to 50
Mobile Home Residential	MH-Mobile Home	5 to 10
Residential Mixed Use	PORT-Preservation or Renovation Tract MDR- Moderate Density Residential HDR- High Density Residential NC- Neighborhood Commercial	10 to 50
Commercial/Industrial Land Uses		
Commercial	NC- Neighborhood Commercial CC- Community Commercial GC- General Commercial RS- Regional Shopping	
Commercial Mixed Use	PORT-Preservation or Renovation Tract HDR- High Density Residential NC- Neighborhood Commercial CC- Community Commercial	
Industrial	I- Industrial	

MAP 2-10: Existing Zoning Map

CITY OF COON RAPIDS



Zoning Map. Nearly all new development in the City will occur in areas that are well-served by existing infrastructure. The existing zoning map allows for increased residential densities and intensification of land uses along transit corridors and other areas with infrastructure capacity. Any zoning map amendments to achieve consistency with the Future Land Use Map should be made by 2021.

Development Regulations. When the Planning Commission reviews proposals for new development, it should ensure that its decisions are based on the policies established in the 2040 Plan, particularly when a rezoning is requested. Over time, site plan regulations should be reviewed and updated to encourage high aesthetic quality, support a multi-modal transportation system, and ensure compatibility with the surrounding neighborhood.

Subdivision Regulations. The City's subdivision regulations require access to public services for all subdivided land and payment of park dedication fees to ensure implementation of the City's *Parks, Open Space, and Trail Plan*. The subdivision regulations also include standards for implementing proposed pedestrian and bicycle facilities.

Wetland Management. The City revised its regulations for protection and mitigation of wetlands after the *Wetland Management Plan* was adopted in 2004. The existing regulations allow for implementation of policies pertaining to wetland management.

Shoreland Zoning Regulations. While the City generally follows the shoreland zoning requirements recommended by the Department of Natural Resources, the City's zoning ordinance should be refined to reflect these requirements.

Mississippi River Corridor Critical Area. Ordinance updates related to the Mississippi River Corridor Critical Area recommended by the Chapter 9 of the 2040 Plan should be adopted as required by the Department of Natural Resources.

Plan Maintenance. Although most official controls are in place for implementing the *Comprehensive Plan*, the City's zoning ordinance should be reviewed at least every three years to ensure that the Plan's policies are followed. In addition, the Plan's policies should be reviewed periodically to reflect emerging trends.

Redevelopment. Staff will monitor the physical condition and economic viability of land uses to determine if there is potential for redevelopment consistent with Land Use Plan objectives. If there is redevelopment potential, fiscal tools such as tax-increment financing and tax abatement will be considered as a way to stimulate and facilitate redevelopment. This topic is addressed in more detail in Chapter 8 of this Plan, Economic Competitiveness.