



5.0

RECOMMENDATIONS

5.0 RECOMMENDATIONS

5.1 Land Use

No specific future land use recommendations are needed for this corridor study. As discussed in Section 3, two alternative land use scenarios were developed for 19 areas ripe for development or redevelopment. The roadway section necessary to accommodate these alternative land use scenarios is consistent with the current future land use plan. The cities of Anoka and Coon Rapids have the flexibility to revise their future land use plans as redevelopment opportunities arise. Individual intersection and access point operations will need to continue to be monitored for each redeveloped parcel.

5.2 Roadway

An additional lane is needed in each direction between Avocet Street and Hanson Boulevard to accommodate the traffic demand through the 20-year planning horizon. This can be accomplished through the addition of one northwestbound lane between Avocet Street and Egret Boulevard, the conversion of the existing bus shoulders to general purpose lanes between Egret Boulevard and Hanson Boulevard in both directions, and widening along with the conversion of a bus shoulder between Avocet Street and Egret Boulevard in the southeastbound direction.

More specifically, the recommendations by segment are as follows.

Segment one, the existing four-lane undivided section in the City of Anoka, from 9th Avenue to 7th Avenue, should be widened to a five-lane urban section with a center two-way left-turn lane within an 80-foot right-of-way. It is recommended that the five-lane section be extended to Dakota Street, based on input from local businesses and the logic that the character of land use and access is similar from Dakota Street to 7th Avenue. A strip of right-of-way approximately 14 feet wide will be required to construct the widened roadway. It is proposed that this widening will be on the southwest side of East River Road. In addition, 7th Avenue south of East River Road will need to be realigned to improve the intersection geometry.

No lane geometry improvements are recommended for segments two and three.

Segment four, from Hanson Boulevard to Avocet Street, requires an additional lane in each direction. Between Egret Boulevard and Hanson Boulevard, the existing bus shoulders are recommended to be converted to general purpose lanes to result in a six-lane divided section. No right-of-way will be required for the improved lane geometry. Between Avocet Street and Egret Boulevard, a seven-lane section (three lanes southeastbound, four lanes northwestbound) is recommended to replace the existing five-lane section (two lanes southeastbound, three lanes northwestbound). This can be accomplished through widening to the southwest with removal of the existing frontage road. No right-of-way will be required for the improved lane geometry. The existing median would move the southwest, the current bus shoulder would be converted to a general purpose lane, and additional pavement would be added to the southwest to accommodate the improved lane geometry.

No lane geometry improvements are recommended for segment five.

An overview of the roadway recommendations is shown in [Exhibit 5-1](#). Typical cross sections for each of the segments are shown in [Exhibits 5-2](#) through [5-7](#).

5.3 Traffic Operations

In addition to improvements to a seven-lane section (three lanes southeastbound, four lanes northwestbound) between Avocet Street and Egret Boulevard, a six-lane section between Egret Boulevard and Hanson Boulevard, and a five-lane section between Dakota Street and 7th Avenue, other lane geometry improvements are

necessary at intersections to accommodate the projected 2030 traffic. The necessary improvements are listed by intersection along with the benefit for intersection and corridor operations.

Coon Rapids Boulevard (CSAH 1) at Blackfoot Street

Improvement: Extend the northbound right-turn lane (≈ 250 feet)

Benefit: Accommodate the forecast 250 plus right-turn vehicles in the p.m. peak hour. The improvement likely would need to be led by the hospital as part of future expansion or redevelopment plans.

Coon Rapids Boulevard (CSAH 1) at Round Lake Boulevard

Improvement: Extend the southbound left-turn lane (≈ 200 feet) and add a second left-turn lane along with a change to split phasing.

Benefit: Accommodate the forecast 600 plus left-turn vehicles in the a.m. peak hour.

Coon Rapids Boulevard (CSAH 1) at Pheasant Ridge Drive

Improvement: Add a southbound left-turn lane with protected/permissive phasing (≈ 250 feet).

Benefit: Decrease the delay to left-turn and thru vehicles on Pheasant Ridge Drive.

Coon Rapids Boulevard (CSAH 1) at Mississippi River Boulevard

Improvement: Change the northbound Mississippi River Boulevard lane assignments from left-turn, shared left-turn/thru, right-turn to left-turn, left-turn, shared thru/right-turn and change to protected left-turn phasing. The ultimate recommendation may change based on impacts to traffic volumes and distributions of the final Coon Rapids Community Center plan.

Benefit: Better meet driver expectancy and accommodate the 250 plus left-turn vehicles in the p.m. peak hour.

Coon Rapids Boulevard (CSAH 1) at 111th Avenue

No changes, but the ultimate recommendation may change based on impacts to traffic volumes and traffic distribution of the final Coon Rapids Community Center plan.

Coon Rapids Boulevard (CSAH 1) at Crooked Lake Boulevard (CSAH 18)

Improvement: Add a second southbound left-turn lane.

Benefit: Accommodate the forecast 450 plus left-turn vehicles in the a.m. peak hour.

Coon Rapids Boulevard (CSAH 1) at Hanson Boulevard (CSAH 78)

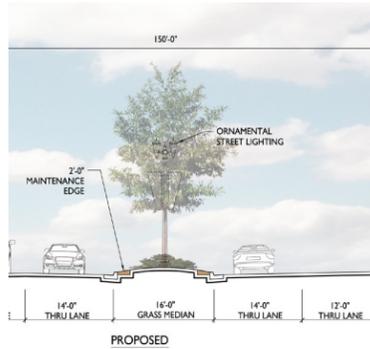
Improvement: Extend the southbound dual left-turn lanes (≈ 250 feet) to 550 feet and convert intersection of Hanson Boulevard and 106th Avenue to right-in/right-out, change split phasing to protected left-turn phasing.

Benefit: Accommodate the forecast 850 left-turn vehicles in the a.m. peak hour and the more-balanced side street traffic in the p.m. peak hour.

Coon Rapids Boulevard (CSAH 3) at Foley Boulevard (CSAH 11)

Improvement: Add a second southbound left-turn lane on Foley Boulevard.

Benefit: Accommodate the forecast 350 plus left-turn vehicles in the a.m. peak hour.



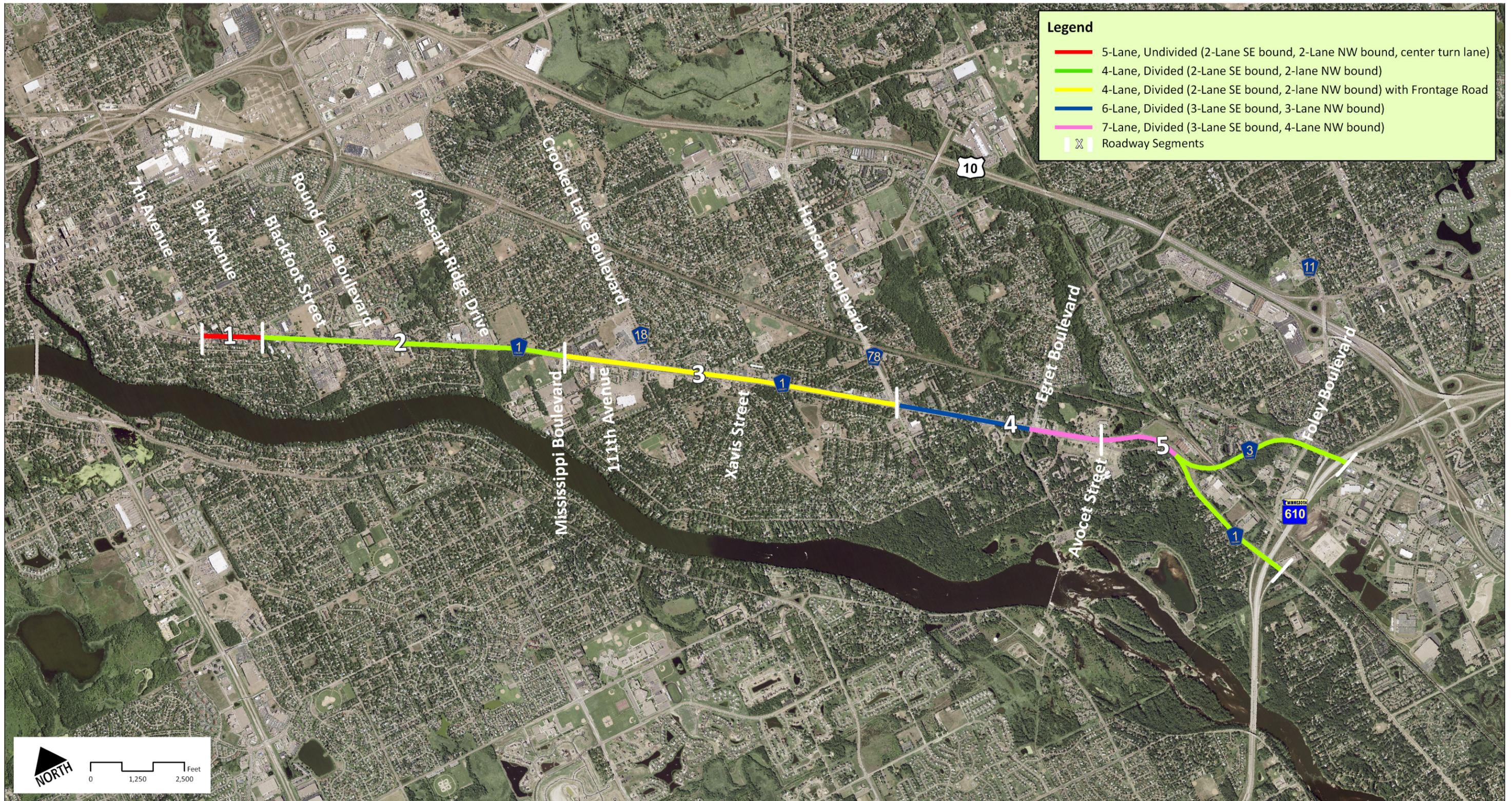
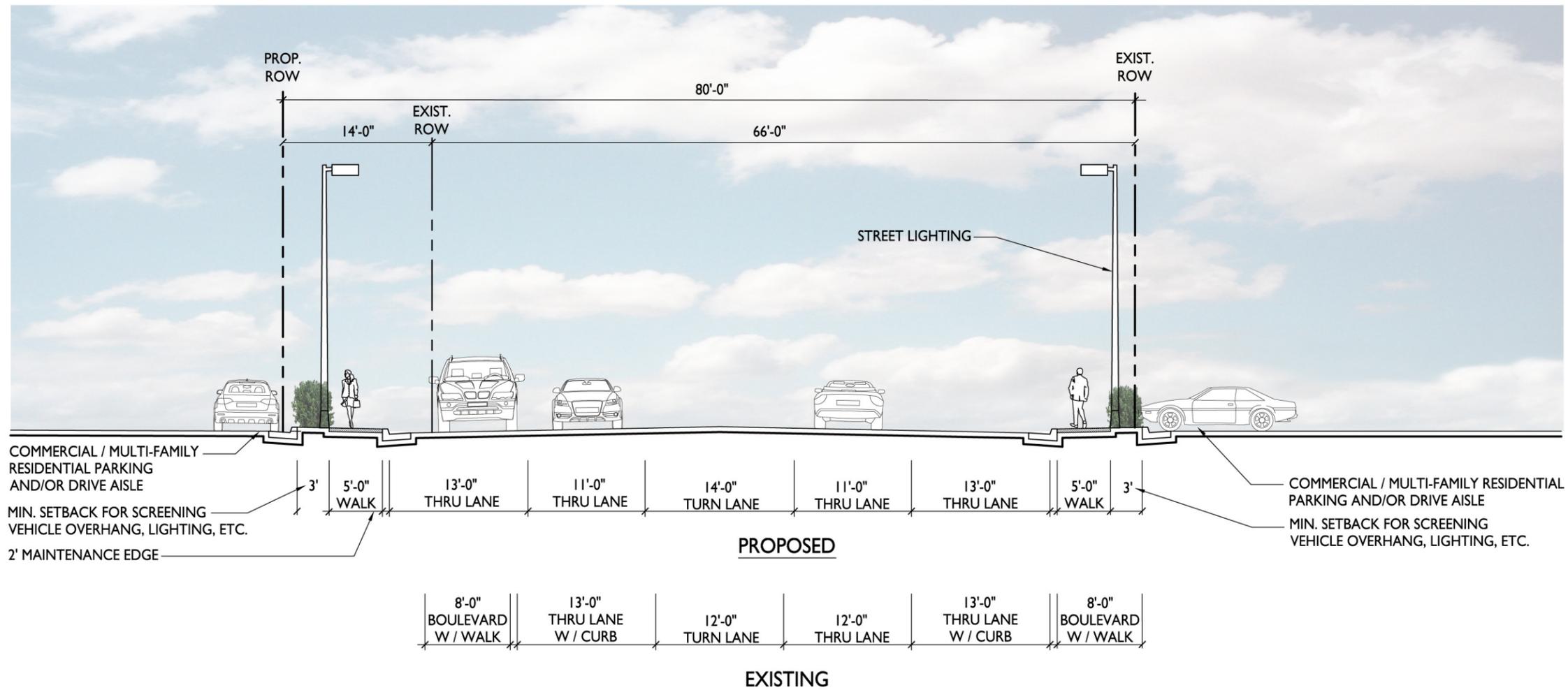
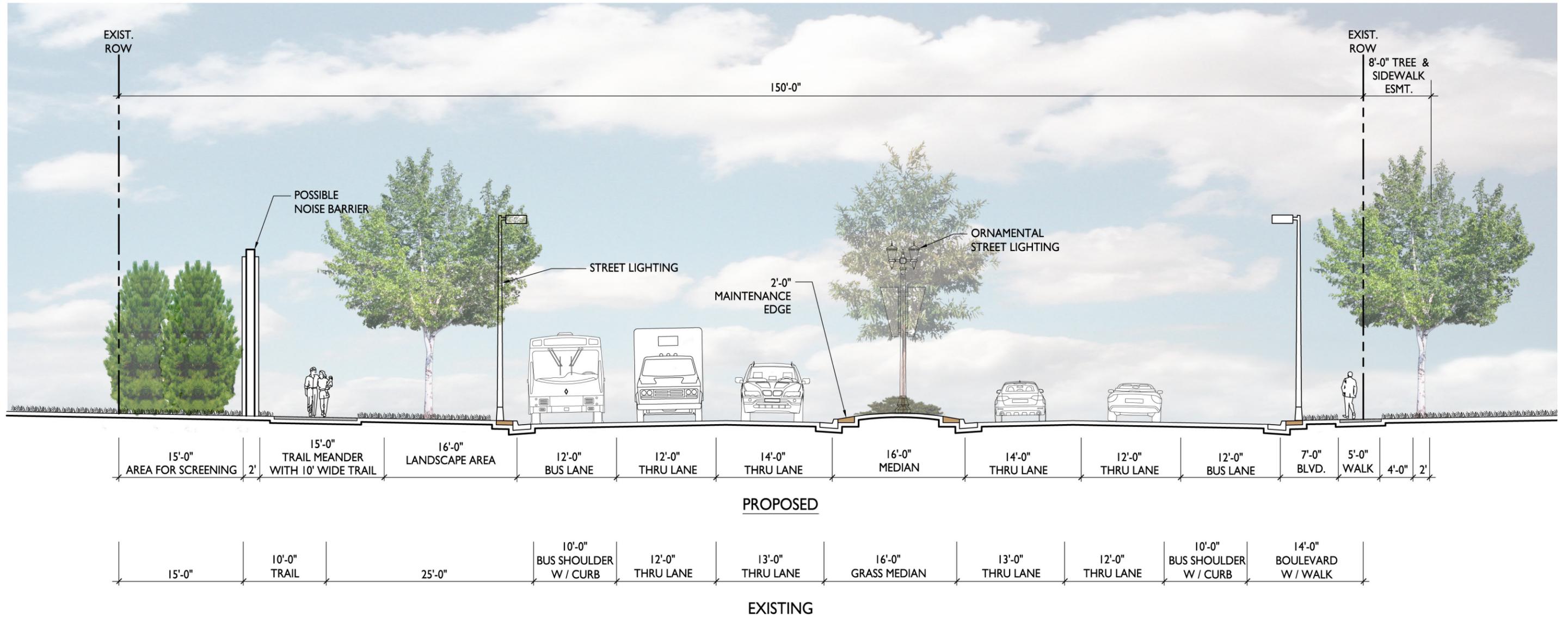


EXHIBIT 5-1 Proposed Roadway Recommendations Overview



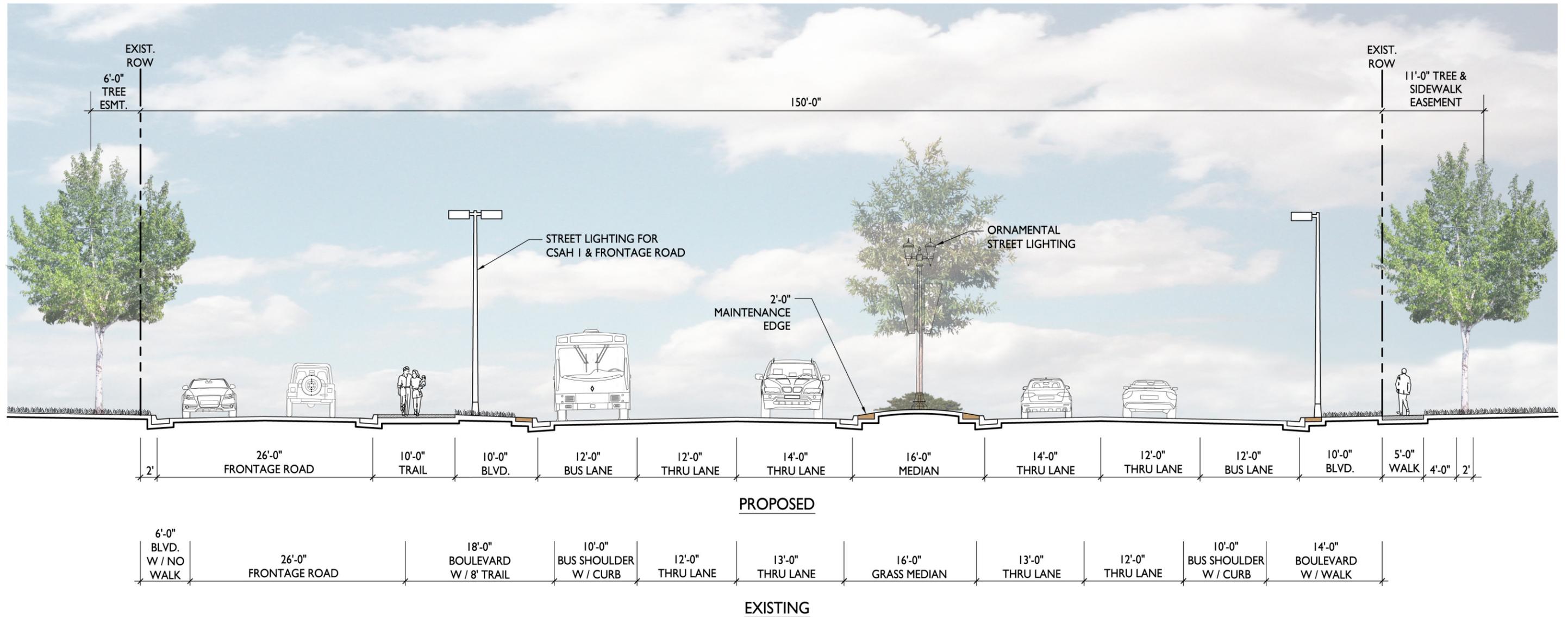
Segment 1
7th Avenue to Dakota Street

EXHIBIT 5-2 Proposed Roadway Cross Sections (1 of 6)



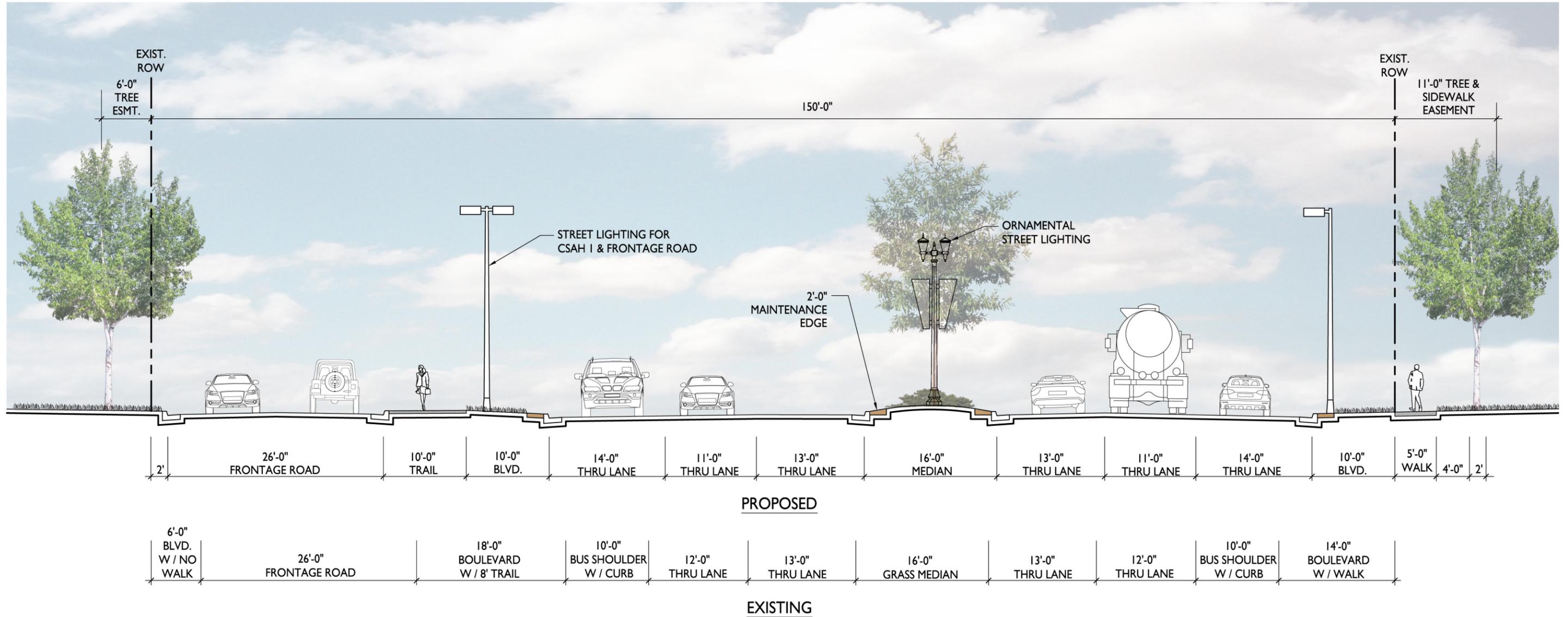
Segment 2
Dakotah Street to Mississippi Boulevard

EXHIBIT 5-3 Proposed Roadway Cross Sections (2 of 6)



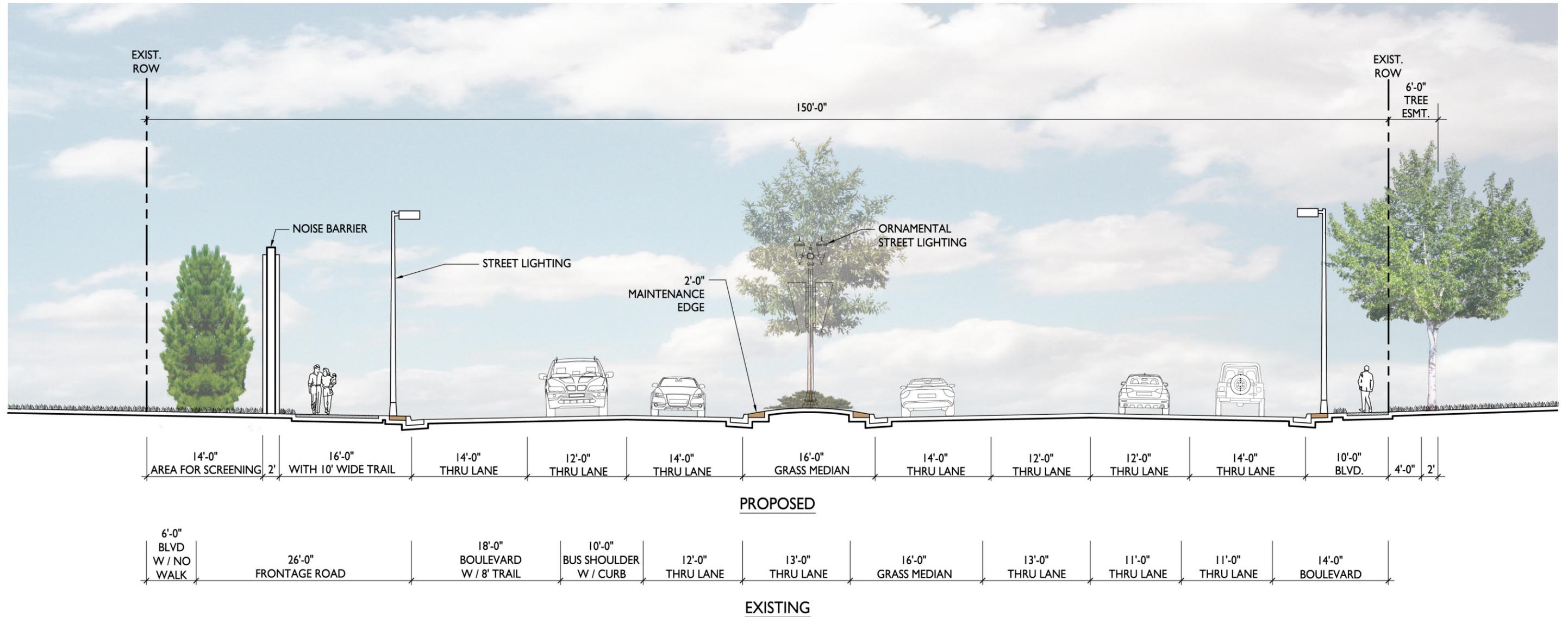
Segment 3
Mississippi Boulevard to Hanson Boulevard

EXHIBIT 5-4 Proposed Roadway Cross Sections (3 of 6)



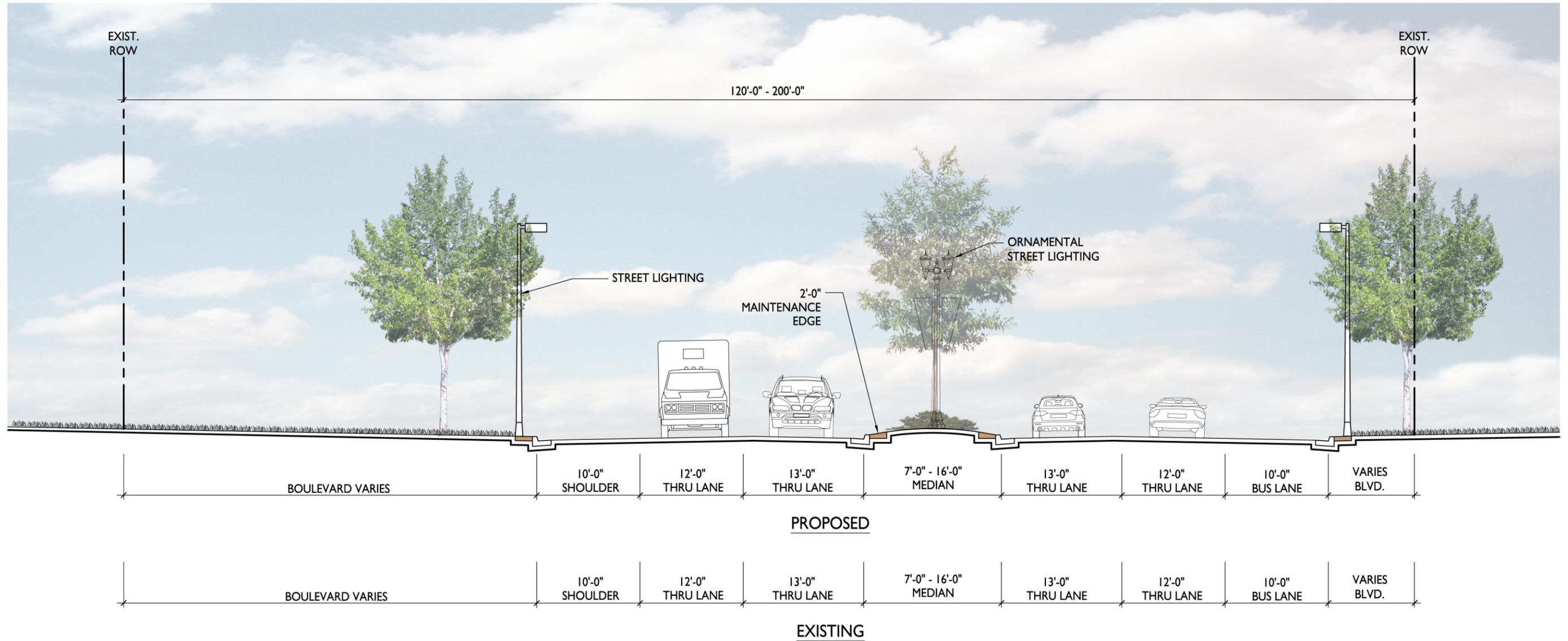
Segment 4
Hanson Boulevard to Egret Boulevard

EXHIBIT 5-5 Proposed Roadway Cross Sections (4 of 6)



Segments 4 & 5
Egret Boulevard to "Split"

EXHIBIT 5-6 Proposed Roadway Cross Sections (5 of 6)



Segment 5

"Split" to TH 610 (CSAH 1 & CSAH 3)

EXHIBIT 5-7 Proposed Roadway Cross Sections (6 of 6)

The current 175-second cycle causes 100+ second delays on southeastbound (Coon Rapids Boulevard) and northeastbound (Foley Boulevard) movements - consider coordination with other proximate signals.

Exhibit 5-8 displays the 2030 LOS by segment and direction for the a.m. peak hour with implementation of the improvements listed above. The overall future year facility level of service in the a.m. peak hour for CSAH 1 is LOS B southeastbound and LOS B northwestbound. The overall future year facility level of service in the a.m. peak hour for CSAH 3 is LOS C eastbound and LOS C westbound. **Exhibit 5-9** displays the 2030 LOS by segment and direction for the p.m. peak hour with the aforementioned improvements. The overall future year facility level of service in the p.m. peak hour for CSAH 1 is LOS B southeastbound and LOS C northwestbound. The overall future year facility level of service in the p.m. peak hour for CSAH 3 is LOS A southeastbound and LOS D northwestbound.

Exhibit 5-10 displays the 2030 LOS for intersections during the a.m. peak hour with the aforementioned improvements and **Exhibit 5-11** displays the 2030 LOS for intersections during the p.m. peak hour with the aforementioned improvements. The LOS presented for the unsignalized intersection of Coon Rapids Boulevard and TH 610 WB is based on the average delay of the minor movement (left-turn movement onto TH 610).

As signals are reconstructed along the corridor, it is recommended that pedestrian enhancements are considered as part of the intersection improvements to improve pedestrian safety. Pedestrian enhancements include crosswalk striping, countdown pedestrian timers, accessible pedestrian signals, where applicable. Consideration should be given to excluding crosswalks on certain approaches of corridor intersections where they conflict with heavy left-turn movements.

5.3 Access Management

Frontage Roads

Access to the existing frontage road should be managed so that the full value of the frontage road can be realized. It is recommended that access to the frontage road be provided only where adequate intersection spacing can be provided. This will require either closure of existing access points or relocation of the frontage road to achieve the 250-foot desirable intersection spacing. Three "slip-ramps," located just southeast of Mississippi Boulevard, southeast of Crooked Lake Boulevard, and southeast of Egret Boulevard, should be closed to eliminate these non-standard frontage road intersections. The traffic will redistribute to nearby signalized intersections to access the frontage road. In addition to the three "slip-ramp" closures, specific median and frontage road intersection closures are listed below.

100th Lane

One high priority median closure was identified at Coon Rapids Boulevard and 100th Lane due to its high crash rate. This intersection is currently programmed for conversion to a right-in/right-out access on the northeast side of Coon Rapids Boulevard. The backage road from Egret Street to Avocet Street should be constructed to replace the access lost by this closure.

Mercy Hospital Access/Dakotah Street

The intersection of Coon Rapids Boulevard and Dakotah Street is the main access point for ambulances serving Mercy Hospital and currently the main access point for employees of the hospital. Based on input from Mercy Hospital the median opening at Dakotah Street will remain open. This access point meets the county access spacing criteria and does not have a significant history of crashes.

Bittersweet Street

The right-in/right-out intersection at the west end of the Bittersweet frontage road should be closed, frontage road right-of-way vacated, and the frontage road converted to a shared private driveway for the two adjacent businesses. The median opening at Bittersweet Street should also be closed converting the intersection to right-in/right-out.

Direct River Drive/Yukon Street

The recommendation of this study is that the Direct River Drive/Yukon Street intersection remain open. After detailed analysis (see section 4.3.1) it was determined the intersection operates fairly well in its current configuration. In addition, this intersection does not currently experience high crash rates. Therefore, the Direct River Drive/Yukon Street intersection at Coon Rapids Boulevard should remain open and be monitored for changes in crash rates, but should be a priority for closure in the long term as property redevelops or if crash frequency becomes a concern. When the median is closed, Direct River Drive should be disconnected from Coon Rapids Boulevard, directing traffic to use the frontage road system, and Yukon Street should become right-in/right-out. As an alternative to closing Direct River Drive from Coon Rapids Boulevard, the frontage road could be realigned to become a backage road allowing Direct River Drive to be a right-in/right-out connection to Coon Rapids Boulevard.

Funeral Home Access

The existing median opening between Hanson Boulevard and Jay Street, serving a funeral home, should be restricted to provide access only to left turning traffic exiting the funeral home. The median opening should be channelized to discourage southeastbound traffic from turning left into the funeral home parking lot.

Jay Street, Ibis Street, Hummingbird Street and 103rd Avenue

Residential street access to Coon Rapids Boulevard from Jay Street to Hummingbird Street should be consolidated into one access point. It appears Ibis Street would be the best candidate to remain open, due to the nature of improvements that would be required to close Ibis Street, compared to the other streets. However, Jay Street would be the second choice to remain open. Hummingbird Street would not be a good candidate to remain open, due to the intersection spacing with 103rd Street. Consideration should be given to realigning Ibis Street to create a 90-degree intersection. The frontage road access at Ibis Street on the southwest side should be closed or the frontage road relocated to provide 250-foot intersection spacing.

Coon Rapids Boulevard Extension

Preliminary design and environmental evaluation should be completed for a Coon Rapids Boulevard Extension realignment from Coon Rapids Boulevard to Avocet Street. If realignment is feasible, it is recommended that the realignment be constructed. Until that decision is reached, it is recommended that the intersection of Coon Rapids Boulevard and Coon Rapids Boulevard Extension be converted to right-in/right-out by closing the median opening.

Frontage Road Connection at Coon Rapids Boulevard/East River Road Split

The existing frontage road connection to southeastbound Coon Rapids Boulevard at the Coon Rapids Boulevard/East River Road split should be eliminated by creating a cul-de-sac in the frontage road system, redirecting access to Coon Rapids Boulevard at Avocet Street.

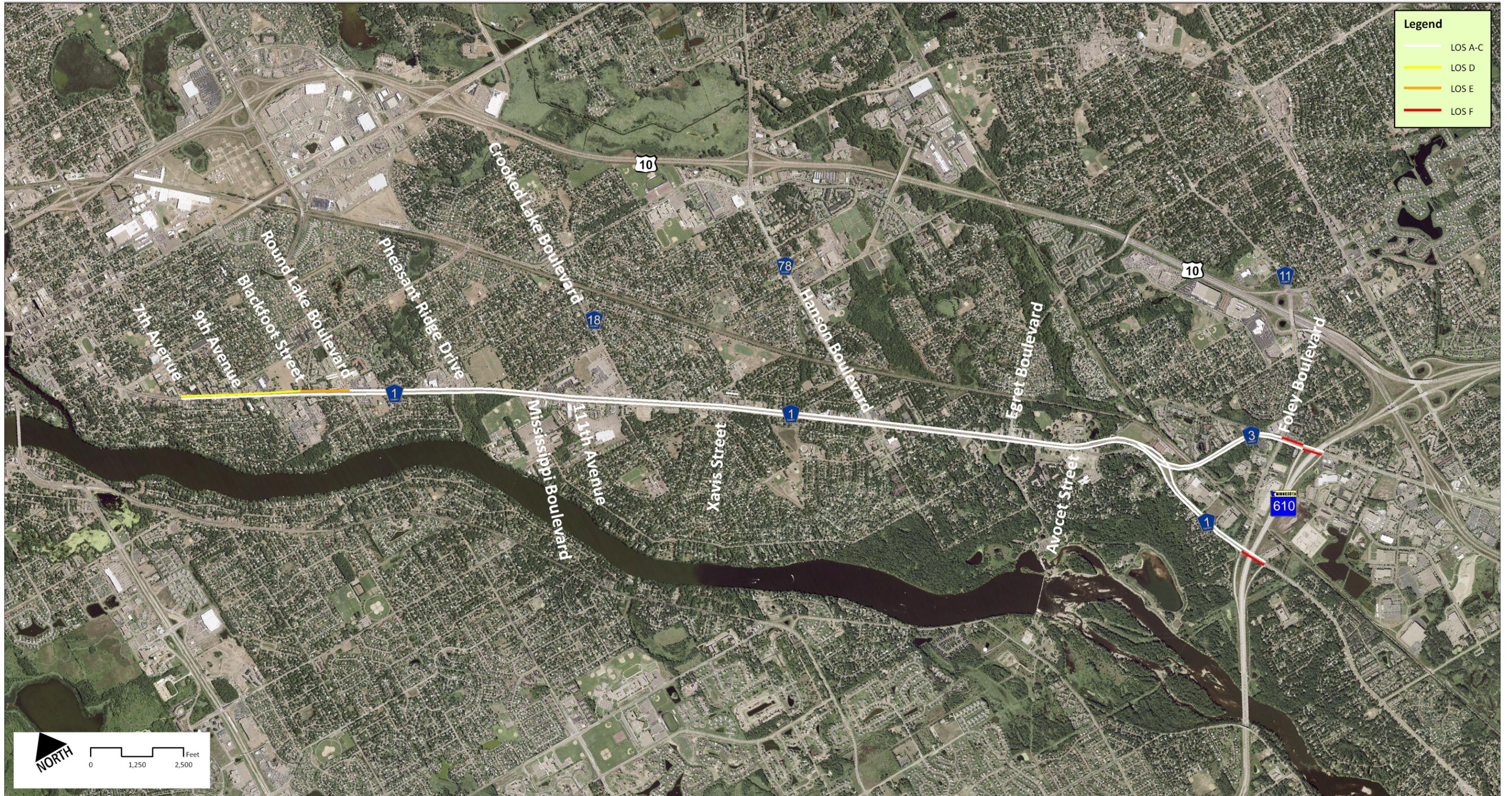


EXHIBIT 5-8 Year 2030 AM Peak Hour Arterial Level of Service with Improvements

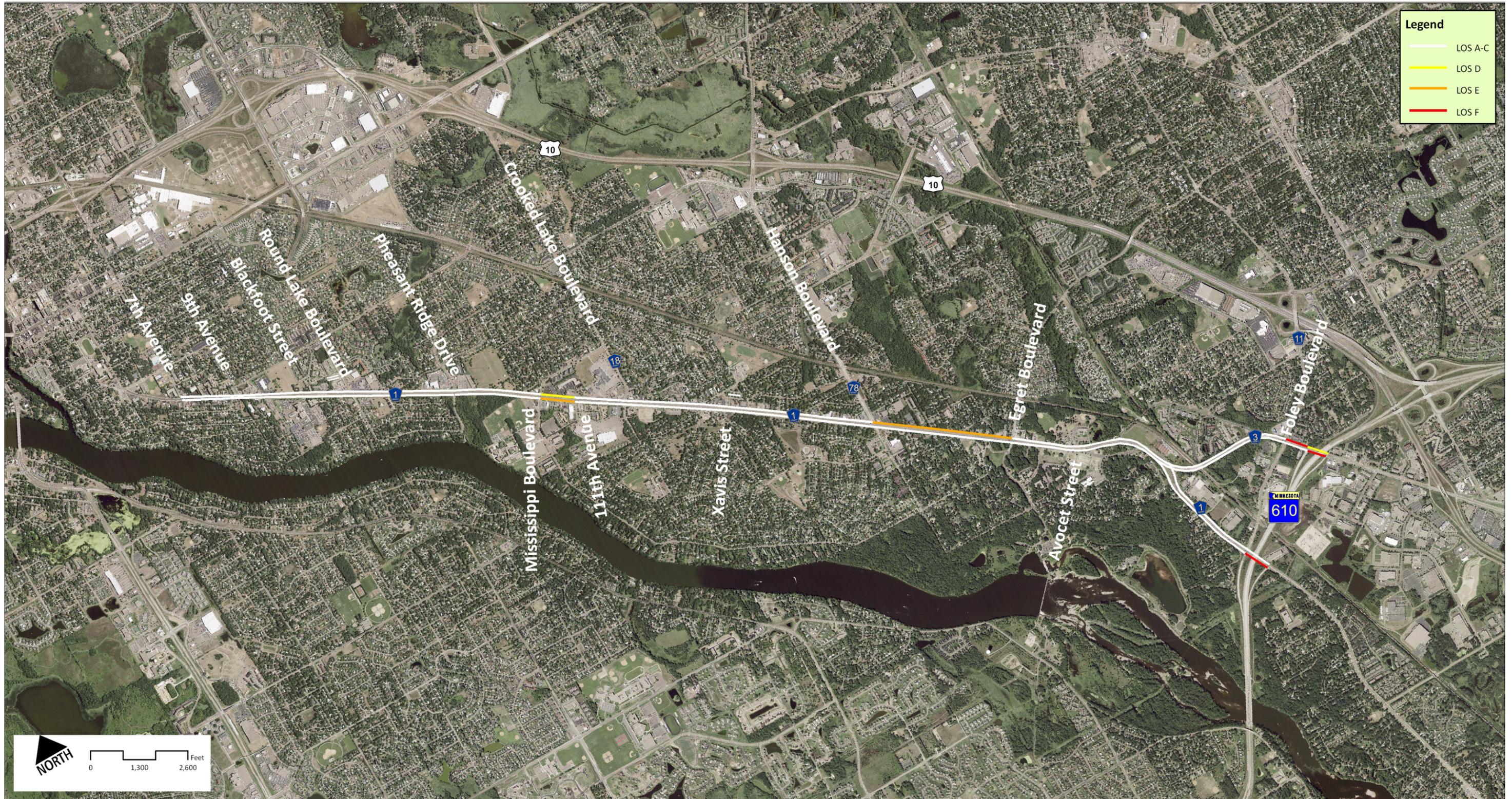


EXHIBIT 5-9 Year 2030 PM Peak Hour Arterial Level of Service with Improvements

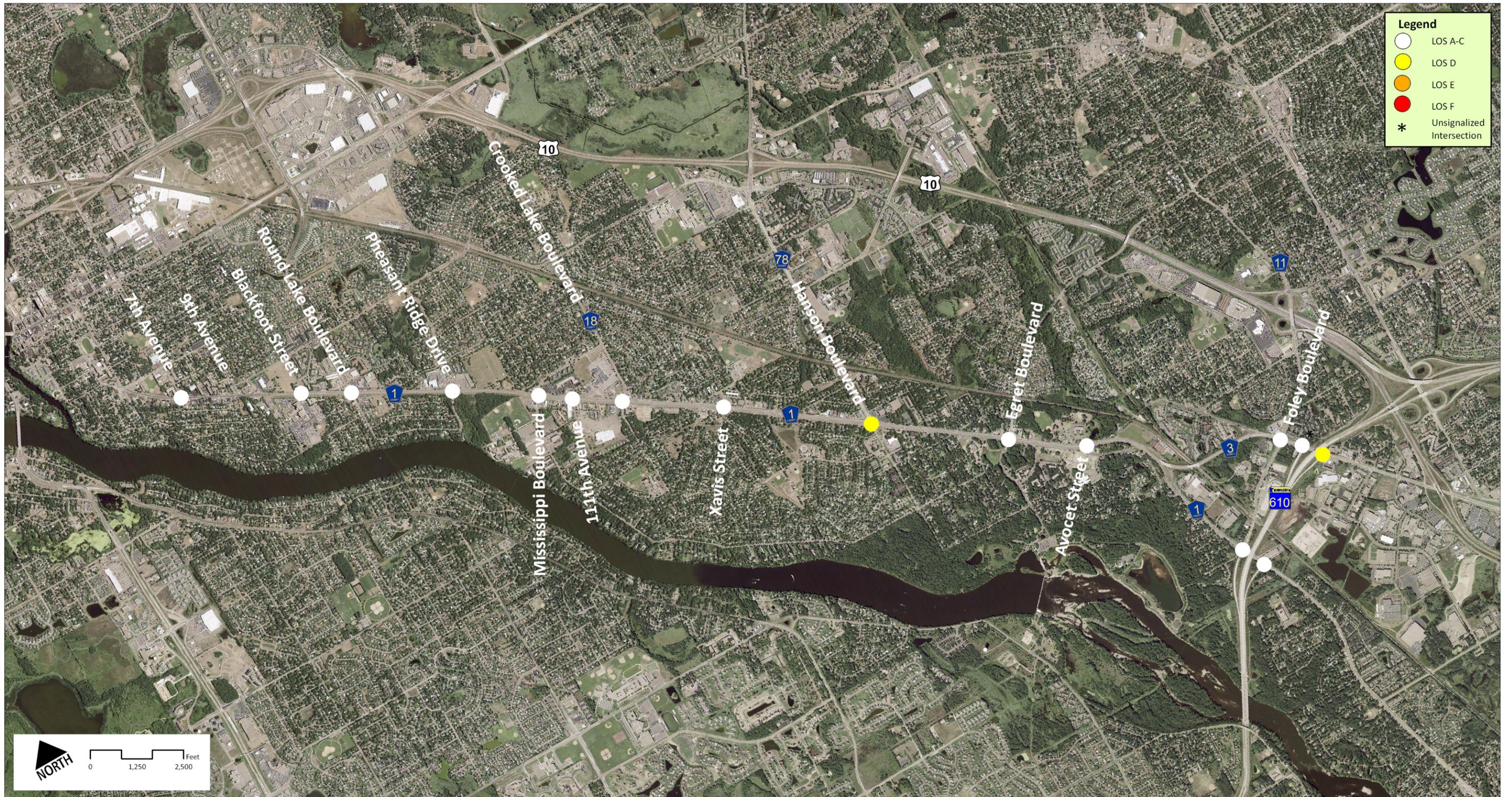


EXHIBIT 5-10 Year 2030 AM Peak Hour Intersection Level of Service with Improvements

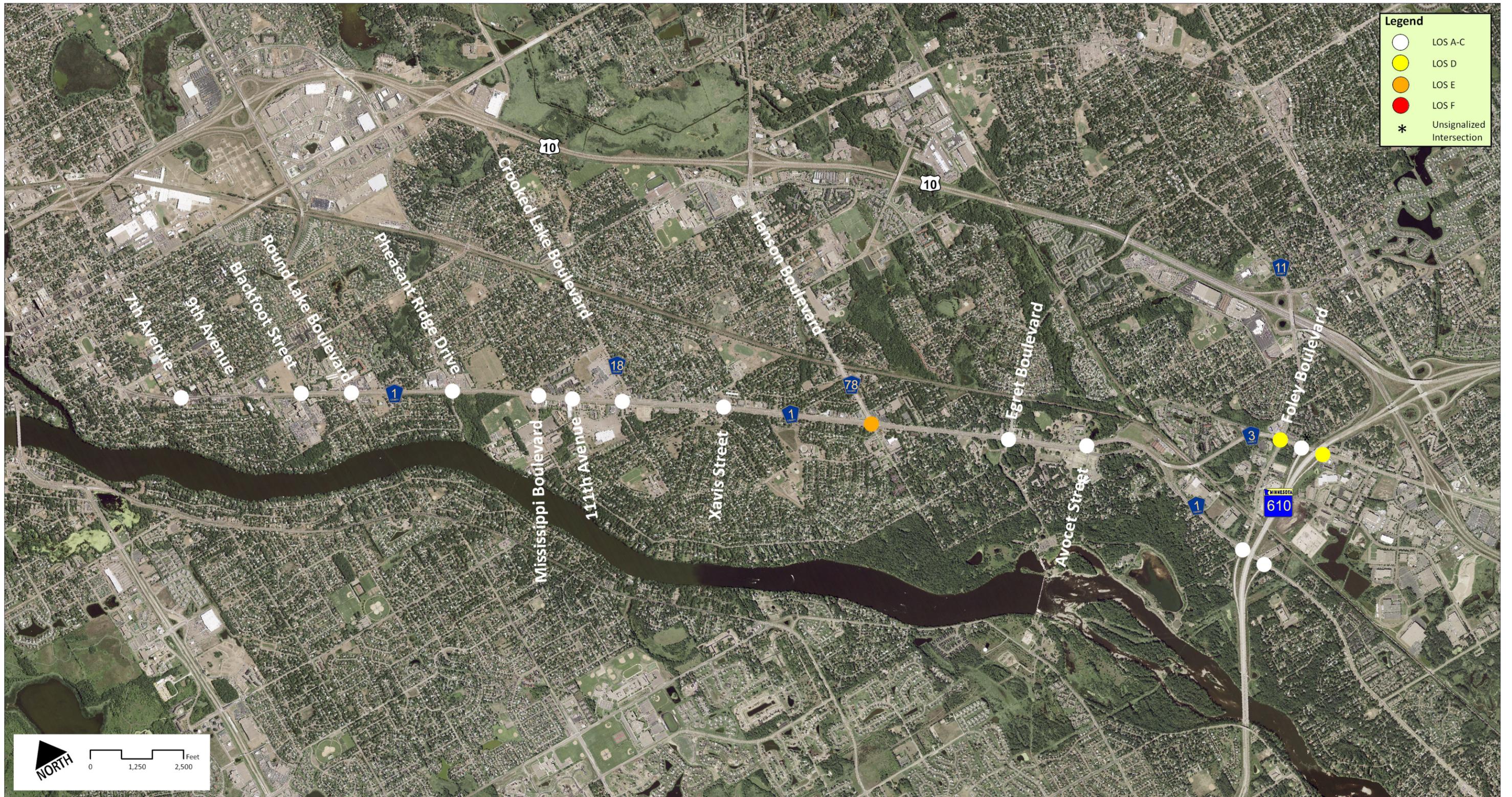


EXHIBIT 5-11 Year 2030 PM Peak Hour Intersection Level of Service with Improvements

East River Road

The impacts associated with creating a consolidated access point for commercial and residential streets on East River Road, from 93rd Lane to 96th Lane are significant and preclude a recommendation at this time. If crash frequency increases or redevelopment opportunities arise the concept of creating a consolidated access point should be revisited.

Additional Access Closures

In addition to the median openings and frontage road access closures recommended above, the following locations are recommended to be closed:

- Two low-priority median openings serving business driveways between Round Lake Boulevard and Pheasant Ridge
- The low-priority median opening serving a townhome/condo development between Bittersweet Street and Direct River Drive
- The medium-priority median opening and frontage road intersection at Thrush Street
- The low-priority median opening serving business driveways between Quinn Street and Hanson Boulevard
- The low-priority median opening serving business driveways between Egret Street and 100th Lane.

5.4 Trails

The access management recommendations in Section 5.3 should go a long way to improve trail safety from Avocet Street to Mississippi Boulevard, where the trail is between the frontage road and Coon Rapids Boulevard. In the City of Anoka, the limitations of the existing right-of-way and the limited amount of widening that can be accomplished to add a two-way left-turn lane does not allow a shared use path to be constructed. In the City of Anoka the trail will continue to be on-street, on the local streets southwest of East River Road. In the City of Coon Rapids, as Port Riverwalk redevelops, between Egret Boulevard and Avocet Street, a trail connection needs to be provided from Avocet Street to the Coon Rapids Dam Regional Park.

5.5 Transit

The conversion of the existing bus shoulders between Avocet Street and Hanson Boulevard to general purpose lanes will impact the current bus stop operations. Although it will affect the transit advantages along this corridor, the conversion will significantly reduce congestion through this section of the corridor such that there would be little opportunity for a transit advantage through bypassing queues. The provision of bus pullouts to accommodate stopped buses would result in right-of-way impacts, and given the number of buses operating along the corridor they would generally not be necessary. However, the provision of bus pullouts should be a future consideration. While near-side stops are generally preferred by Metro Transit, it is recommended that far-side bus stops be considered so that stopped buses do not block traffic upstream of an intersection in this section of the corridor. Near-side stops occur upstream to an intersecting cross street; far-side stops occur downstream from an intersecting cross street.

The impact of the potential Northstar Commuter Rail station at Foley Boulevard and associated expansion of the Park and Ride facility should be studied further. The BNSF Railway third main project, which is the addition of a third main line parallel to the current double track between Fridley and Coon Rapids, and Northern Lights Express may have significant impacts on the future land use and traffic operations near the southeastern segment of the Coon Rapids Boulevard/East River Road corridor and should continue to be

monitored. These changes may result in additional motor vehicle traffic in the area and more trains operating through the at-grade railroad crossings adjacent to the corridor.

5.6 Visual Quality

Improving visual quality is a goal for the corridor. A consistent and corridor-wide approach to design is important. However, the design and application of the roadway elements need to consider the two communities which the corridor passes through. The City of Anoka, while represented as a very short segment at the northwestern limits of this study, has certain visions and goals for visual quality. The City of Coon Rapids is significantly represented, and their planning efforts have identified four distinct preservation or redevelopment tracts (Ports) within the corridor:

- Port Wellness
- Port Campus Square
- Port Riverwalk
- Port Evergreen.

The characteristics, identity and corridor articulation of Anoka is described in [Exhibit 5-12](#), and the Coon Rapids Port districts are described within [Exhibits 5-13](#) through [5-16](#).

In addition to these in-Port corridor elements, the remaining roadway segments (which represent at least 60 percent of the corridor), are recommended to receive fewer corridor elements. [Exhibit 5-17](#) lists these elements, which are to be consistent corridor-wide, and not change due to their location within the corridor or location within a community or adjacency to a Port district.

The application (or distribution) of the corridor elements described in Section 4.4 of this study were evaluated, and three application diagrams were developed, as shown in [Exhibit 5-18](#). The selected approach to applying the corridor elements included the application of a full complement of elements within each Port. The above-referenced exhibit lists these elements. However, based on Port identity and articulation, certain elements could be modified. These elements include:

- Pedestrian Scale Lighting
- Street Trees
- Shrubs and Perennials
- Pylons and Fencing
- Bus Shelters/Transit Stops
- Port Entry Signage
- Banners
- Furniture.

The description of design opportunities and treatments of the above elements are described within [Exhibits 5-13](#) through [5-16](#). These narratives provide design direction for modifying the elements to articulate Port-specific themes and character. This study further recommends that all other elements recommended within the Ports remain constant, no matter in which Port the element is located.

In addition to specific recommendations to improving visual quality through the installation of elements and features identified above, other strategies are proposed, which include the burying of power lines and corridor signage standards.



Precedent Imagery



CITY OF ANOKA

Characteristics

The westerly-most segment of the corridor is located in the city of Anoka, and it represents a very small portion of this project’s limits. The current proposed design section in Anoka limits the opportunity for many of the visual quality elements that can be accommodated within Coon Rapids. Commercial and multi-family residential buildings, their parking areas and access aisles restrict consistent boulevard improvements such as street trees and special pavements. In addition, the proposed lane configurations do not include a raised median and therefore eliminate the opportunity for landscape, special lighting and banners, special pavements, or other elements within the median.

Identity

- ▶ Mixed-use
- ▶ Differentiate from adjacent community (Coon Rapids)

Corridor Articulation

- ▶ Match existing City of Anoka design themes

Element Description

Given the limitations, size, and location within the corridor, the design direction for the Anoka segment should consider existing Anoka-themed treatments established elsewhere in the community in lieu of designs which provide only a very limited palette and application of Coon Rapids CSAH 1 treatments described in this report. The following lists the visual quality elements that could be considered for the segment of East River Road in Anoka, and their description. This list identifies the elements constructed in 2009 as part of the Main Street Improvement Project, as illustrated in Precedent Imagery.

Pedestrian-Scale Lighting: Only located within the boulevards, this lighting type can serve as combined street and pedestrian lighting, given the narrow roadway section. The fixtures should be lantern style, black in color, and have accommodations for triangular-shaped banners, irrigation and hanging baskets.

Pylons and Fencing: Pylons and fencing are intended to delineate an edge between the sidewalk and the vehicular areas of the adjacent private developments. Pylons could be stone, and fencing could be simple, arched top rails, post and picket style, and black in color.

Shrubs and Perennials: Plantings should be linear, alternating with the pylon and fencing to provide delineation and screening of the adjacent private parking and driveway areas. Plantings should be dense enough to screen and provide seasonal interest.

Banners: Should be attached to pedestrian light poles only to reflect the traditional and existing city of Anoka city-wide design approach. The banner design should have a message and graphics with standard City of Anoka form, color and message, or could be varied somewhat to specifically identify this area with the city (neighborhood, district, street name, etc).

Furniture: bench, trash receptacles, newspaper corrals, bicycle racks and/or lockers: Metal, and of the style and color that matches new equipment recently installed on Main Street west. Black in color.

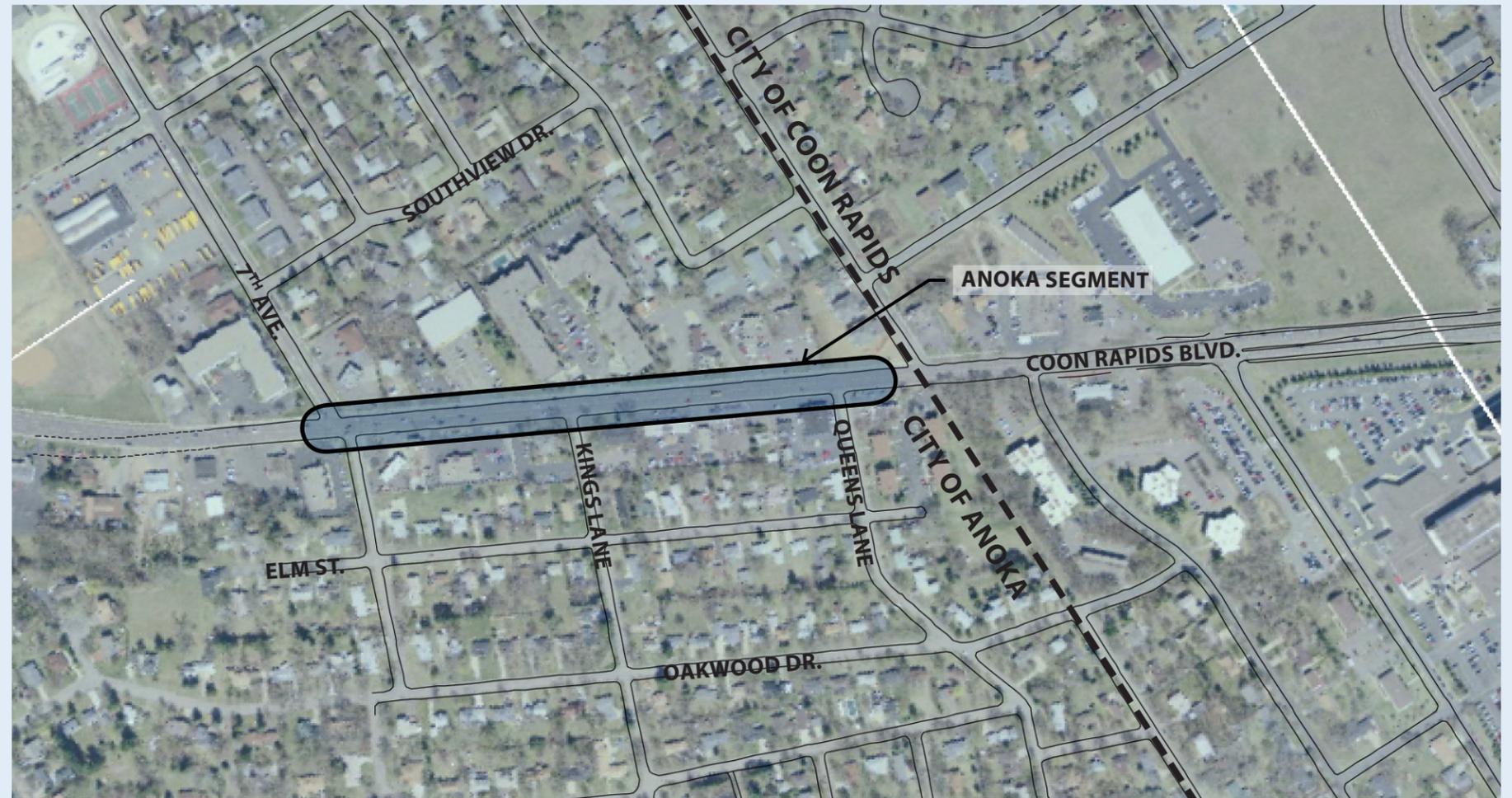


EXHIBIT 5-12 City of Anoka Visual Quality Concepts

CITY OF COON RAPIDS – PORT WELLNESS

Port Characteristics

Named because of its proximity to Mercy Medical Center. Future development could consider medical services and medical offices, senior housing, and assisted living to compliment primary medical land use.

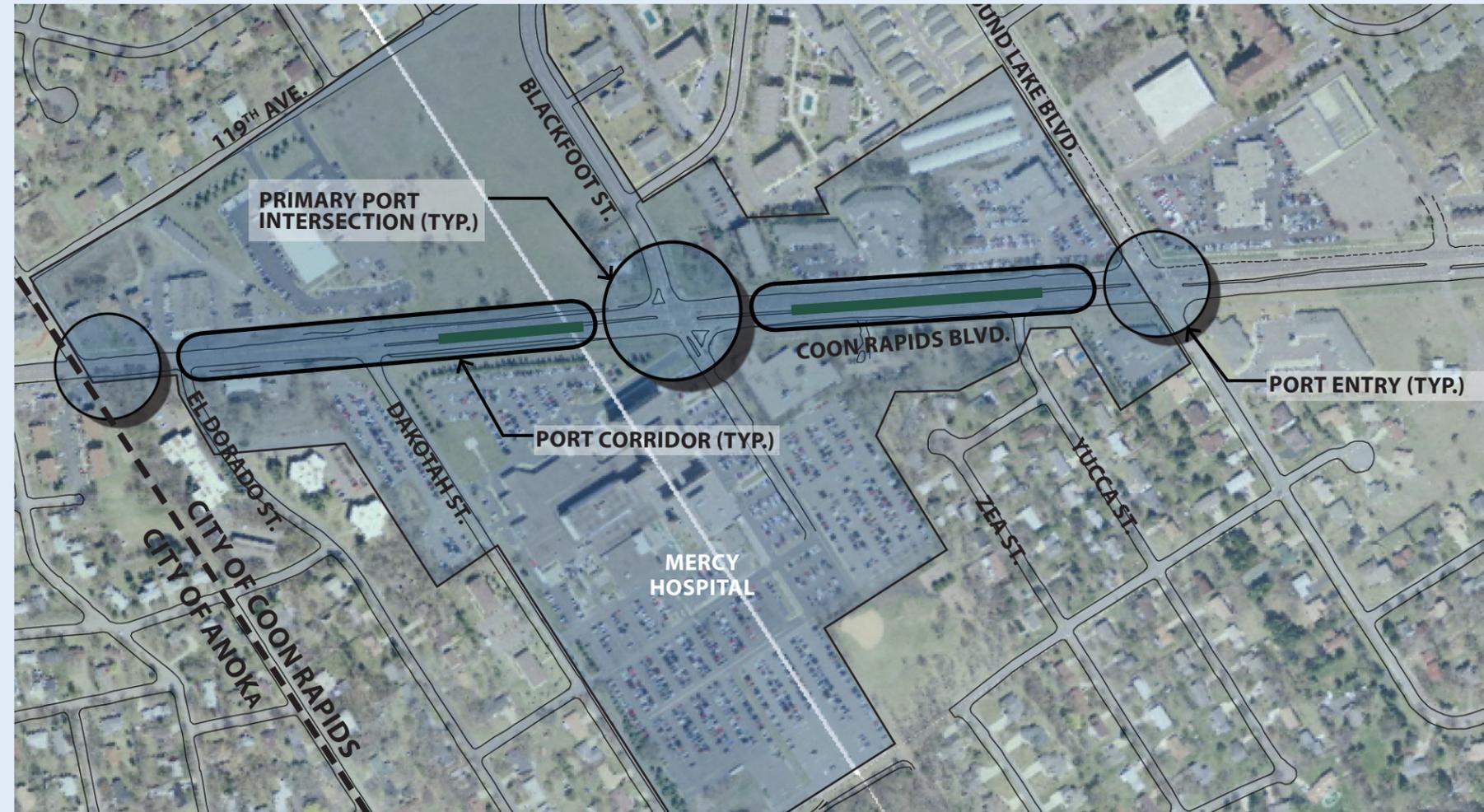
Port Identity

- ▶ Calming
- ▶ Welcoming
- ▶ Orderly/Organized
- ▶ Connected

Corridor Articulation

- ▶ Clear and Deliberate Wayfinding
- ▶ Design Consistency and Organization
- ▶ Strong Internal Multi-Modal Circulation and Access

Precedent Imagery



Element Description

The following lists the visual quality elements within the Coon Rapids Boulevard corridor where design modifications should be considered. It further describes the potential design opportunities of each of the elements to articulate the Port Wellness character or identity – generally defined as **Comforting**.

Pedestrian-Scale Lighting: The fixture should be simple and familiar in style, and include an element of signage or logo to help provide port identity. The color could be warm, such as dark brown, green or maroon. Light source should be high pressure sodium, which is softer and more subdued. Arrangement of the lighting should be orderly and uniform.

Street Trees: Tree quantities could be increased beyond non-port areas, to provide more shade and 'green'. Tree species could be selected to stimulate multiple senses - tree form, leaf shape, flower and fall color for visual interest; flower and fruit for smell; and leaf character that provides movement which creates sound.

Shrubs and Perennials: Plantings could be in loosely organized beds, located in areas where physical and visual interaction is encouraged. The plant types and arrangement should be calming, but provide variety for all seasons and multiple sensory experiences.

Pylons and Fencing: Pylon design should be simple, with materials and forms that complement the primary materials of the buildings within the port – natural stone block and/or brick. They could include an element of signage or logo to help provide port identity. The fence design could include gently curving

forms and a simple picket design to imply openness and inclusion. Color should complement the lighting.

Bus Shelters/Transit Stops: Forms, materials and colors should complement the other proposed built forms. Area surrounding should include additional tree plantings, furnishings and special pavements for improved customer experience. Provide strong pedestrian connections to and from the transit stop.

Port Entry Signage: Forms, materials and colors should complement the other proposed built forms. A port-specific material should be dominant in the design. For this port that material could be natural stone block and/or brick.

Banners: Could be attached to pedestrian light poles or free-standing, and color should match the other metal elements. Banner design could have message and graphics that identify port name, and banner colors should be calming and welcoming in message and color.

Furniture: bench, trash receptacles, newspaper corrals, bicycle racks and/or lockers: Primarily metal, but could consider adding other materials such as wood and/or recycled materials. The quantity of facilities could be increased to promote pedestrian movements. Color should complement the lighting.

EXHIBIT 5-13 City of Coon Rapids Ports Visual Quality Concepts (1 of 4)

Precedent Imagery



CITY OF COON RAPIDS – PORT CAMPUS SQUARE

Port Characteristics

Named because of its proximity to Anoka-Ramsey Community College. Proposed community ice arena, community center, park and/or plaza as focus for public gathering space.

Port Identity

- ▶ Institutional
- ▶ Mixed-Use (campus environment)
- ▶ Engaging
- ▶ Cultural
- ▶ Diversity of Users

Corridor Articulation

- ▶ Community gathering and interaction
- ▶ Formal and arranged spaces
- ▶ Strong internal pedestrian circulation

Element Description

The following lists the visual quality elements within the Coon Rapids Boulevard corridor where design modifications should be considered. It further describes the potential design opportunities of each of the elements to articulate the Port Campus Square character or identity – generally defined as **Community**.

Pedestrian-Scale Lighting: The style should reflect an institutional character, with traditional shapes and lines. A single color such as dark bronze or black should be considered. Light source should be high pressure sodium, which is softer and more subdued. Arrangement of the lighting should be symmetrical and structured.

Street Trees: Trees could be arranged to reinforce a patterned and organized design approach. Trees should include species which are stately and of ‘historic’ nature, such as oaks, maples and elms.

Shrubs and Perennials: Plantings could be in linear or organized beds, located primarily to create balance and symmetry while screening parking and service areas. Planting containers that complement institutional building materials and lines could provide upgraded landscape enhancements.

Pylons and Fencing: Pylon design could reflect the dominant building materials of the primary structures within the port – natural stone block or brick. The fence design could consider matching more traditional materials such as wrought iron and steel, and be more ornamental and detailed. Color should complement the lighting.

Bus Shelters/Transit Stops: Forms, materials and colors should complement the other proposed built forms. Area surrounding should include additional tree plantings, furnishings and special pavements for improved customer experience.

Port Entry Signage: Forms, materials and colors should complement the other proposed built forms. A port-specific material should be dominant in the design. For this port that material could be natural stone block or brick.

Banners: Should be attached pedestrian light poles only to reflect a traditional design approach. Color should match the dark bronze or black of the other metals. Banner design could have message and graphics that identify port name and/or identify the logo and Coon Rapids name. Banner colors should match Coon Rapids colors.

Furniture: bench, trash receptacles, newspaper corrals, bicycle racks and/or lockers: Primarily metal, but could consider adding other materials such as wood. Color of the metal should match the dark bronze or black of the other metals.

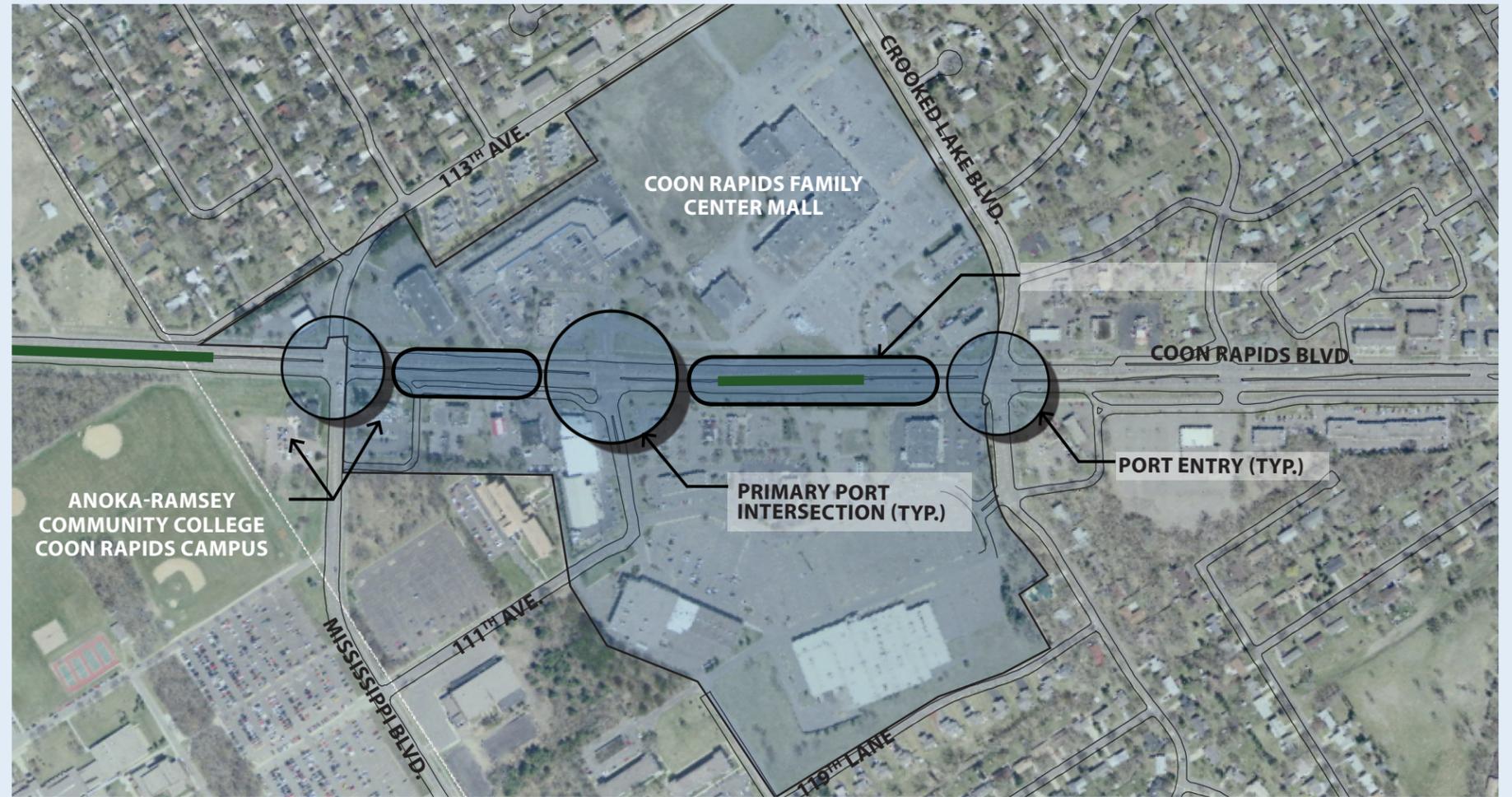


EXHIBIT 5-14 City of Coon Rapids Ports Visual Quality Concepts (2 of 4)

CITY OF COON RAPIDS – PORT RIVERWALK

Port Characteristics

Named because of its proximity to the Mississippi River. Proposed new development includes higher density residential uses combined with neighborhood commercial opportunities and a recognition of the recreational and historic elements of the area.

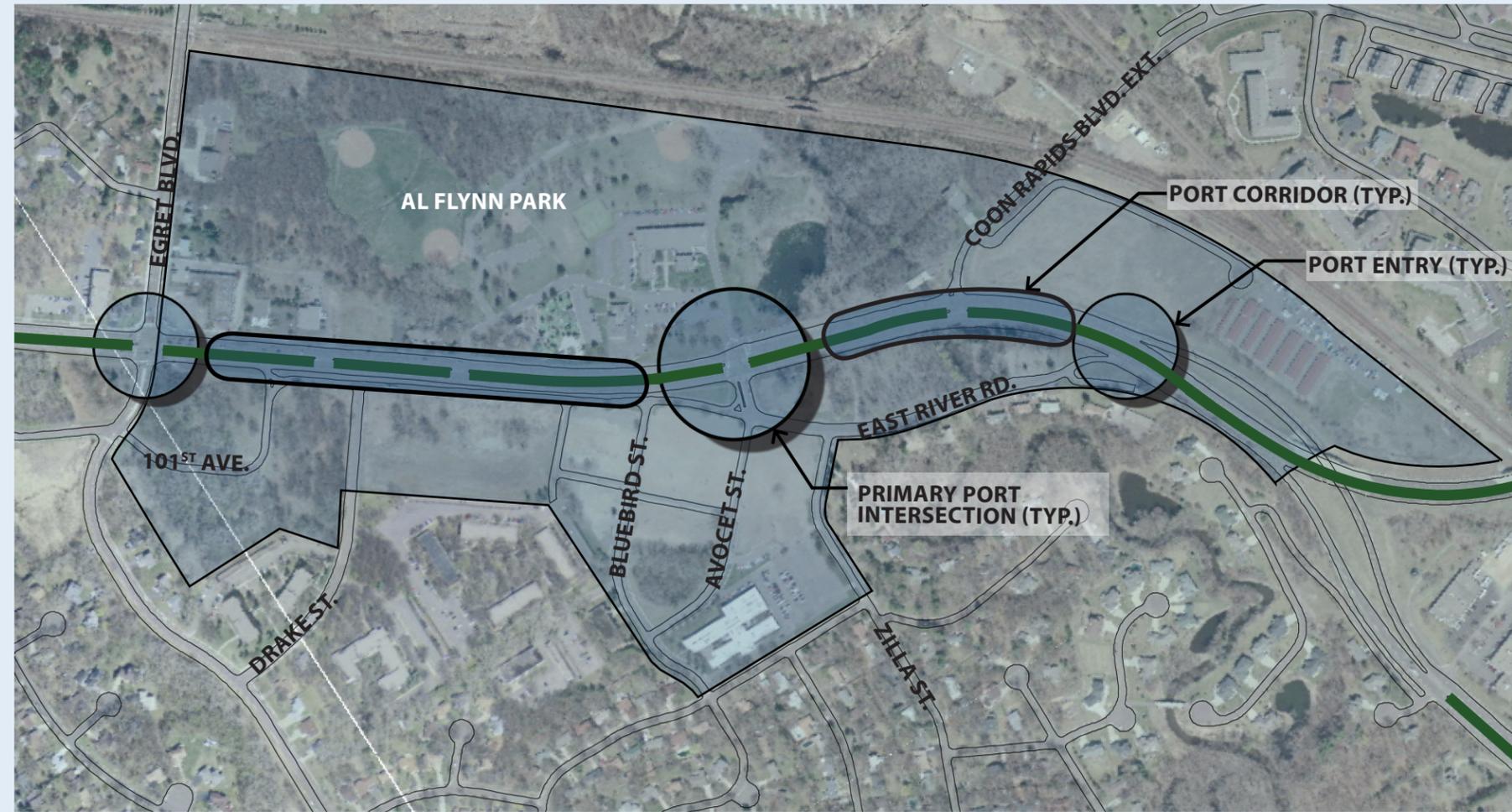
Port Identity

- ▶ Activity
- ▶ Recreational
- ▶ Family-Oriented
- ▶ Relaxation / Reflection

Corridor Articulation

- ▶ Strong Connections to Parks and River
- ▶ Organic Spaces and Arrangements
- ▶ Protect and Enhance the Natural Experience
- ▶ Provides Interaction with the Natural Environment

Precedent Imagery



Element Description

The following lists the visual quality elements within the Coon Rapids Boulevard corridor where design modifications should be considered. It further describes the potential design opportunities of each of the elements to articulate the Port Riverwalk character or identity - generally defined as **Natural**. (Because of the existing improvements at the Coon Creek area, many of these elements are already in place. Future additional elements should be complementary.)

Pedestrian-Scale Lighting: Fixtures could be simple in form - consider circular shapes without significant detailing. Color should match the existing blue. Light source should be high pressure sodium which is softer and more subdued.

Street Trees: The quantity of trees could be increased, the species varied and irregular in form, and planted in informal clusters to mimic the existing natural context.

Shrubs and Perennials: Consider large massings of varied species, mixing native-themed deciduous shrubs, perennials and ornamental grasses. Plantings are primarily for accent.

Pylons and Fencing: Pylons could be fabricated using stone, with shapes that are tapered and asymmetrical. Fencing could be curvilinear in alignment, with patterns that reflect 'water' patterns. Color should match the existing blue.

Bus Shelters/Transit Stops: Forms, materials and colors should complement the other proposed built forms. Area surrounding should include additional tree plantings, furnishings and special pavements for improved customer experience.

Port Entry Signage: Forms, materials and colors should complement the other proposed built forms. A port-specific material should be dominant in the design. For this port that material could be stone.

Banners: Could be attached to pedestrian light poles or free-standing, and color should match the existing blue. Banner design could have message and graphics that identify port name or mimic port material/form shapes and colors.

Furniture: bench, trash receptacles, newspaper corrals, bicycle racks and/or lockers: Primarily metal, but may include 'natural' materials such as wood. Color of the metal should match the existing blue.

EXHIBIT 5-15 City of Coon Rapids Ports Visual Quality Concepts (3 of 4)

Precedent Imagery



CITY OF COON RAPIDS – PORT EVERGREEN

Port Characteristics

Named primarily for the Evergreen Business Park. The dominant land use within this port is commercial, which includes office buildings, hotels, restaurants, and higher density residential. Future development / redevelopment recommendations are for strengthening this area as a major commercial node.

Port Identity

- ▶ Commerce
- ▶ Transportation Center
- ▶ Destination

Corridor Articulation

- ▶ Transit Oriented Development
- ▶ Simple and Clear Wayfinding / Corridor Entrance
- ▶ High Concentration of Improvements to reinforce ‘place’

Element Description

The following lists the visual quality elements within the Coon Rapids Boulevard corridor where design modifications should be considered. It further describes the potential design opportunities of each of the elements to articulate the Port Evergreen character or identity – generally defined as **Urban District**.

Pedestrian-Scale Lighting: Fixtures should be of a distinct style and character that helps create a unique sense of place. More ‘modern’ forms and lines could be considered, using a single color with additional accent colors. The dominant color may be silver/gray. Light source could be metal halide or LED, to create a contrasting brighter and whiter appearance than the adjacent mid-port corridor street lights.

Street Trees: Tree plantings provide a consistent green and structure to the corridor within this port but not obscure views to commercial centers. The design could consider patterned or more deliberate arrangements of trees, with varieties selected that provide matching form and bold seasonal interest.

Shrubs and Perennials: Plantings could be in linear or organized beds, located primarily to screen parking lots and service areas from view, and enhance development entries. Planting containers and hanging baskets could provide upgraded landscape enhancements and reinforce this port’s structured and distinct area design approach.

Pylons and Fencing: The materials used for pylons could reflect the dominant building materials of

the primary structures within the port. This may include specialty metals, brick and block. The fence design could consider the use of building materials such as perforated and expanded metals, cables, bars, and pickets. Color should complement the lighting.

Bus Shelters/Transit Stops: Forms, materials and colors should complement the other proposed built forms. Area surrounding should include additional tree plantings, furnishings and special pavements for improved customer experience.

Port Entry Signage: Forms, materials and colors should complement the other proposed built forms. A port-specific material should be dominant in the design. For this port that material could be brick.

Banners: Could be attached to pedestrian light poles or free-standing, and color should match the silver/gray of the other metals. Banner design could have message and graphics that identify port name or mimic port material/form shapes. Banner colors should be distinct and vibrant.

Furniture: bench, trash receptacles, newspaper corrals, bicycle racks and/or lockers: Exclusively metal, and be of a more ‘modern’ form that is unique and distinctive. Color of the metal should match the silver/gray of the other metals.

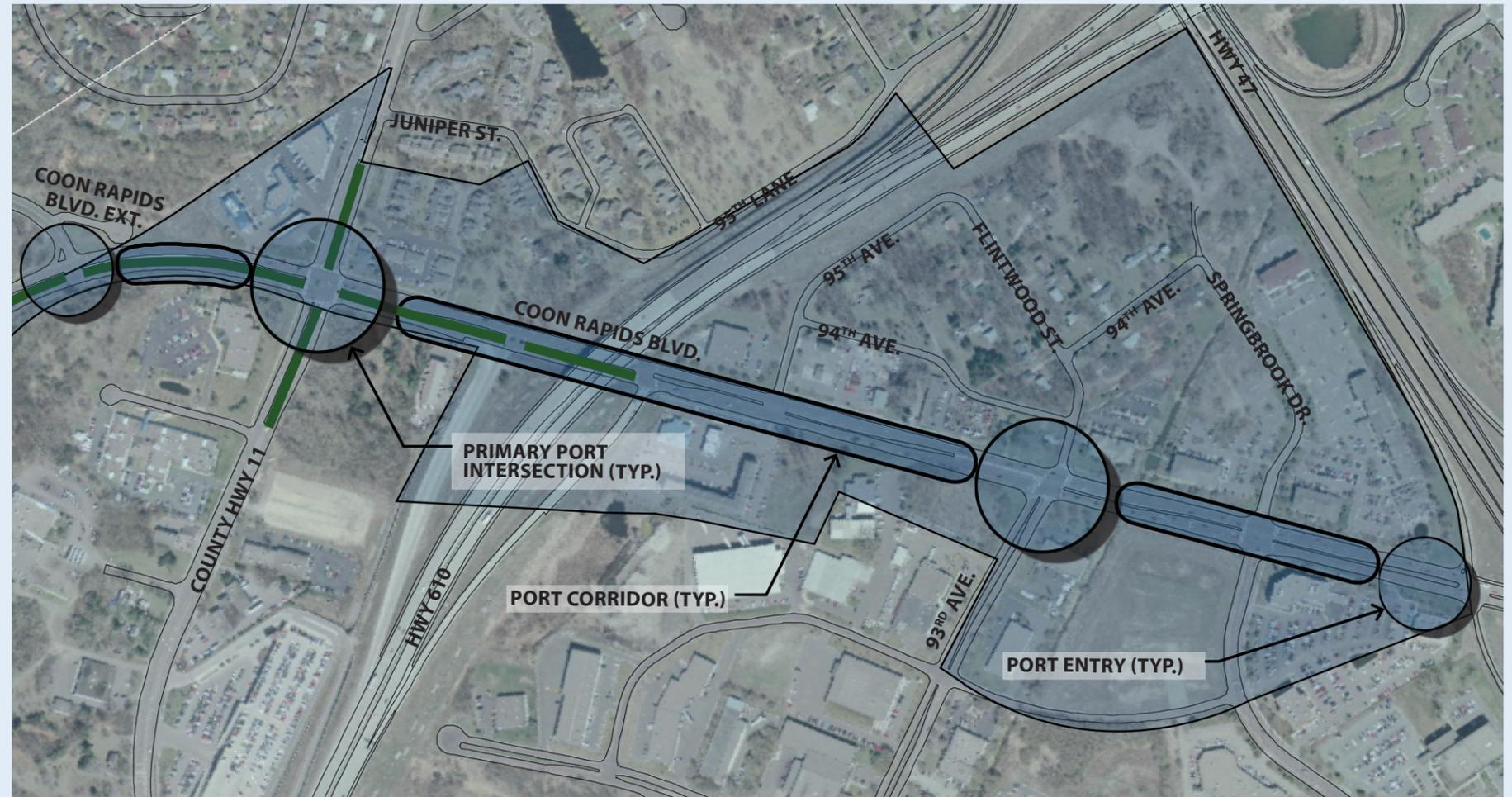
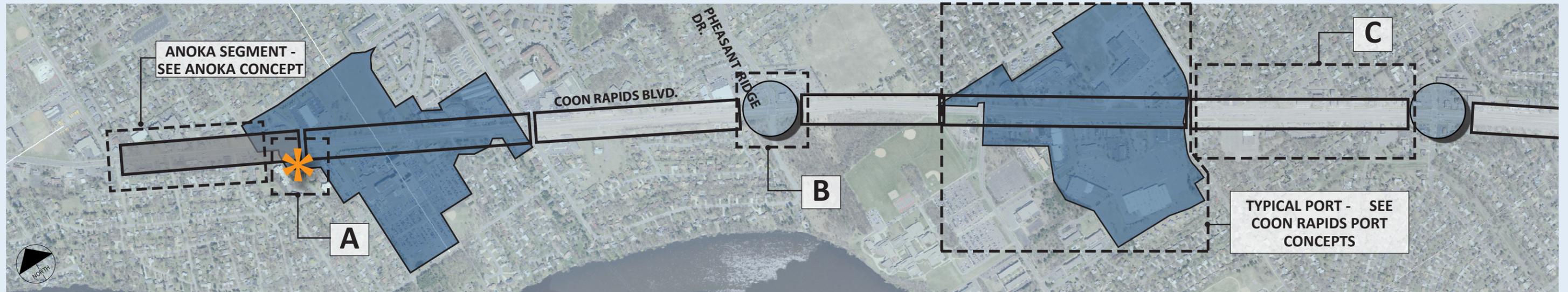


EXHIBIT 5-16 City of Coon Rapids Ports Visual Quality Concepts (4 of 4)

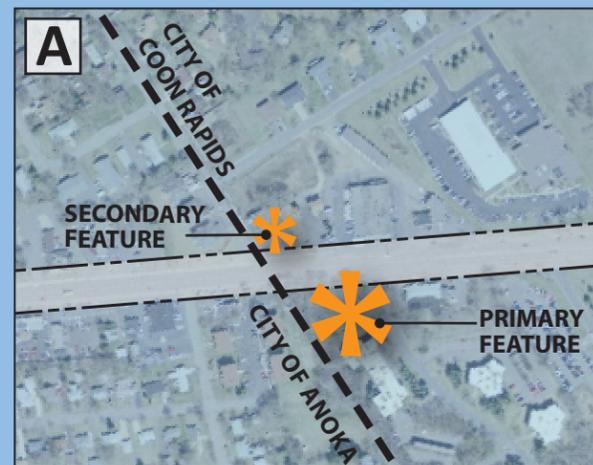
Corridor Map - Typical Segment



Between-Port Design Concepts

The City of Anoka segment and the four Coon Rapids Port design recommendations are provided in Exhibits 5-13 through 5-16. This exhibit identifies areas within the corridor not included in those exhibits. The areas are illustrated to the right, and provide specific locations and recommended improvements:

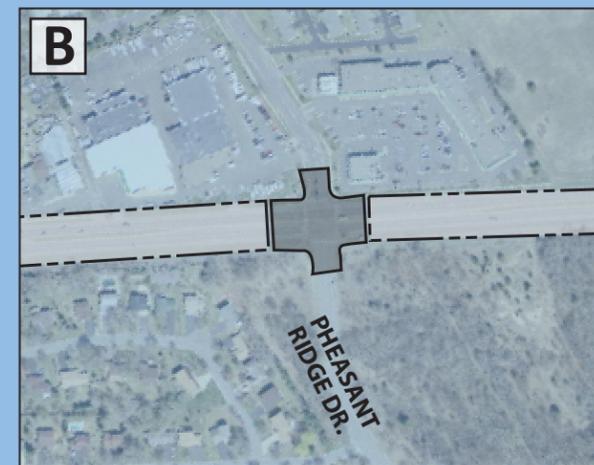
- A. Typical Corridor Gateway
- B. Typical Primary Corridor Intersection
- C. Typical Corridor Segment



Typical Corridor Gateway

At each end of the corridor, major gateway or entry features are recommended. The two locations are: 1) At the Anoka / Coon Rapids border to the West; and 2) At the East River Road Extension to the East. Proposed improvements include:

- Monument signage
- Special feature landscape
- Specialty/ accent lighting
- Banner poles



Typical Primary Corridor Intersection

Three intersections are recommended to receive special, enhanced treatments. These locations are at: 1) Pleasant Ridge Drive; 2) Direct River Drive; and 3) Hanson Boulevard. Proposed improvements include:

- Special crosswalk and sidewalk pavements
- Special feature landscape
- Pedestrian lighting
- Banner poles



Typical Corridor Segment

The roadway segments between ports and between primary intersections are recommended to receive corridor-consistent treatments, to include:

- Boulevard and median trees and landscaping (shrub hedge to screen parking)
- Street lighting
- Boulevard and median maintenance edge pavements

EXHIBIT 5-17 City of Coon Rapids Between-Port Visual Quality Concepts

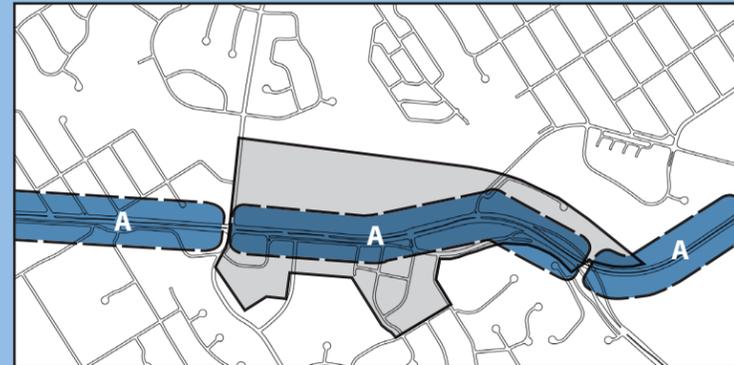
Corridor Element Application Study

A study of the application (or distribution) of corridor elements was prepared to establish an approach for improving the visual quality of the corridor and prioritize variation of improvements for each area. Each approach looked to provide consistency throughout the corridor, while providing opportunities for each area of the corridor to articulate their individual identity. Three different approaches were studied and narrowed to one preferred approach.

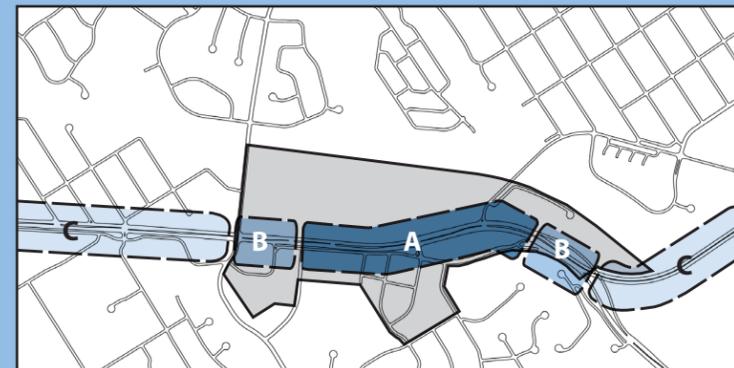
The preferred approach below applies a full complement of elements within each Port with limited element modifications to reflect the identity unique to each of the four Coon Rapids Port districts. Segments of the corridor between each Port will receive a moderate quantity of elements, consistently applied throughout the corridor.

- | | |
|---|---|
| <p>A Potential Port elements (with modifications)</p> <ul style="list-style-type: none"> ▶ Street Lighting ▶ Special street/pedestrian lighting (color and style) ▶ Special intersection/crosswalk pavement ▶ Special maintenance edge and median pavement ▶ Banners (color and/or style) ▶ Fencing/Pylons ▶ Port entry signage (material and design) ▶ Site furniture ▶ Boulevard and median trees ▶ Shrub and perennial massings | <p>B Potential Between-Port Elements</p> <ul style="list-style-type: none"> ▶ Street Lighting ▶ Special street/pedestrian lighting ▶ Special maintenance edge and median pavement ▶ Primary intersection/crosswalk pavements ▶ Boulevard and median trees ▶ Shrub and perennial massings |
|---|---|

Other Approaches Studied



Apply full complement of elements uniformly throughout the corridor, while modifying some elements uniquely within each Port.



Apply a full complement of elements within the core area of each port, maintaining the same design for elements at all Ports. At the end of Ports, apply a moderate quantity of elements to create a transition from Port to the main roadway corridor. Between the Ports, apply a basic quantity of elements.

Preferred Approach

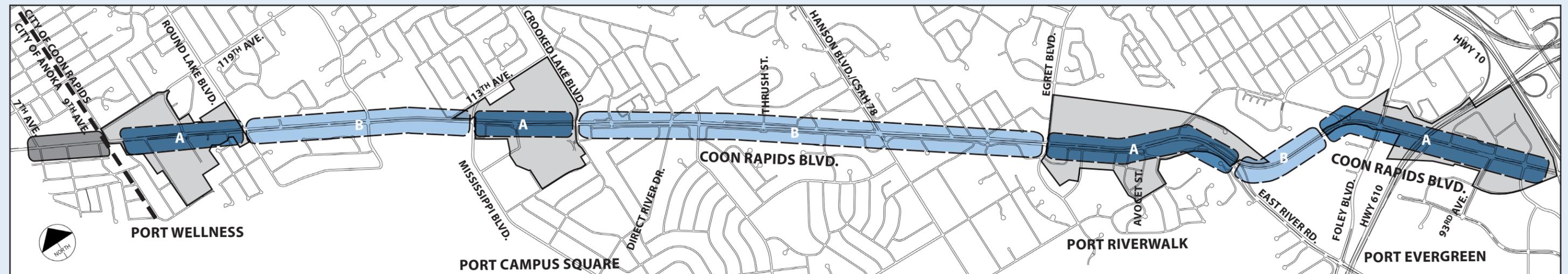


EXHIBIT 5-18 Visual Quality Application Diagram

Overhead utility/power lines exist within the south corridor right-of-way. Their appearance dominates this portion of the corridor's skyline and boulevard, and interfere with overstory tree growth. It is recommended that power lines be relocated underground, in a location that allows for boulevard tree planting, construction of potentially required noise barriers, and other related improvements.

The existing visual clutter is primarily a result of public and private (regulatory and business identification) signage which is inconsistent in design, size, location, materials, and condition. Further study of this issue is recommended as a major potential contributor to improving visual quality, which may include a comprehensive sign design directive.

The corridor recommendations are displayed in detail graphically for the entire corridor in [Exhibits 5-19](#) through [5-34](#). The exhibits are overlaid on an aerial and display median modification priorities, roadway improvements, and frontage/backage road recommendations.

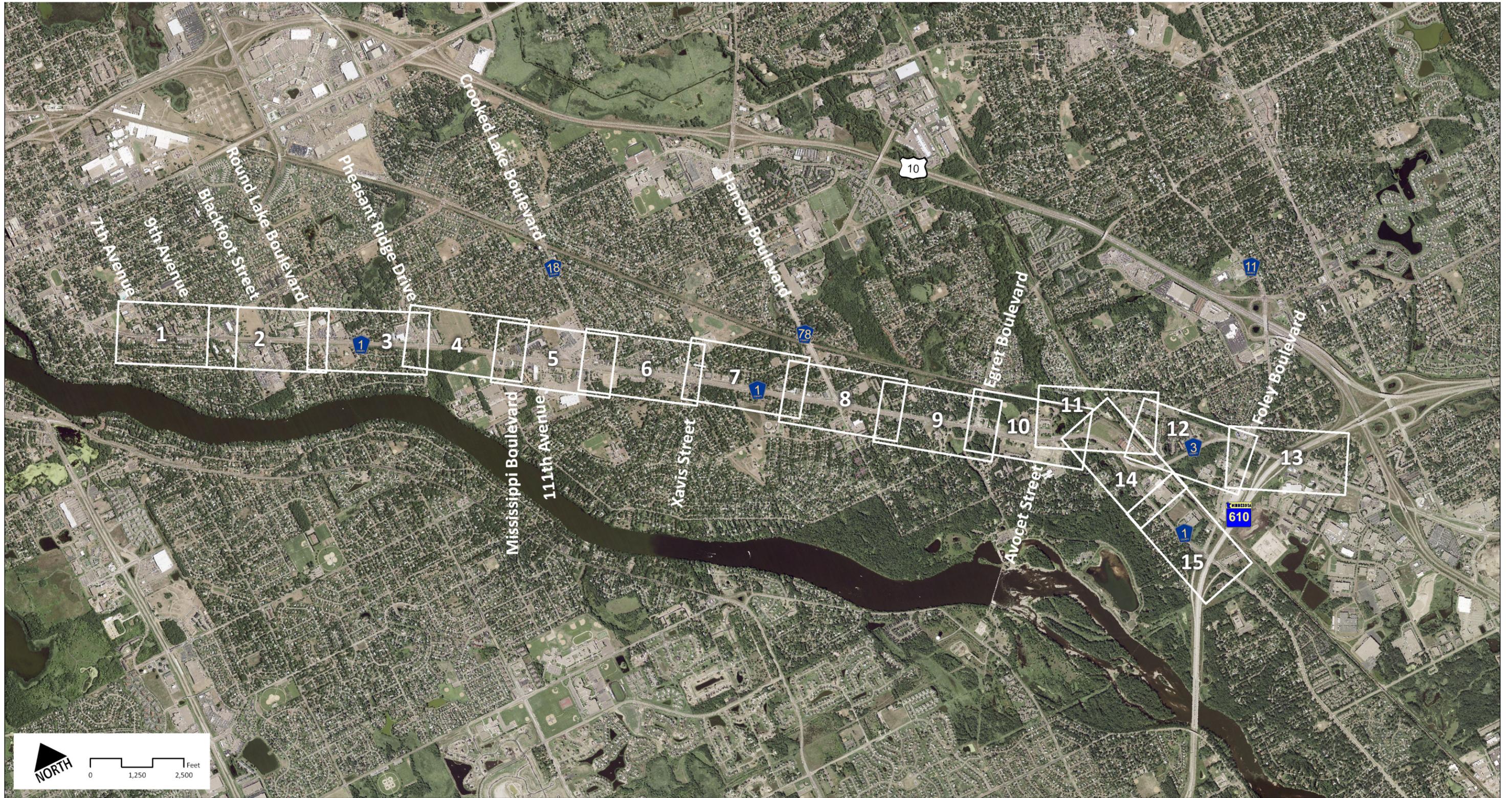


EXHIBIT 5-19 Proposed Roadway Recommendations Detail (Index)



EXHIBIT 5-20 Proposed Roadway Recommendations Detail (1 of 15)

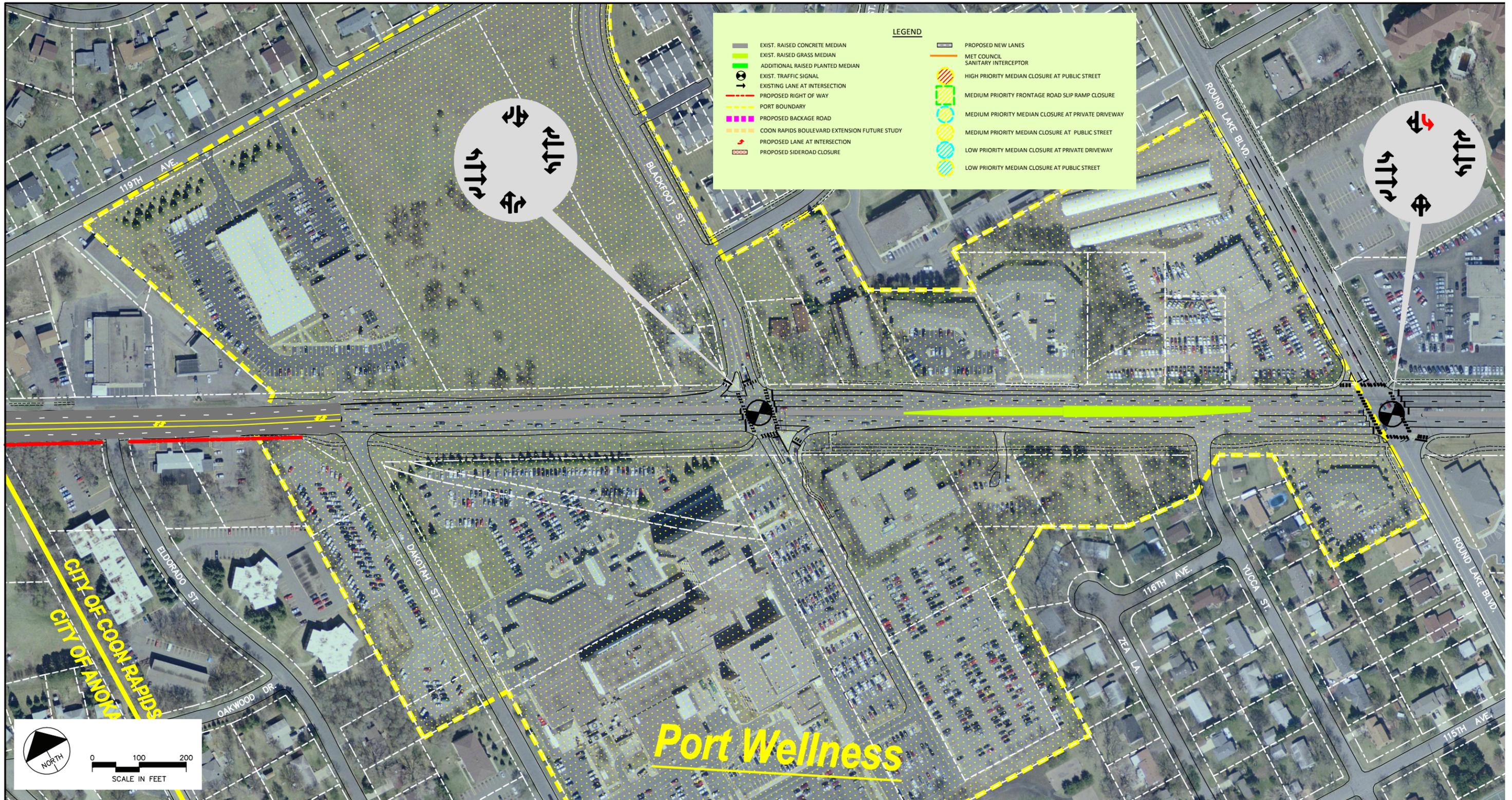


EXHIBIT 5-21 Proposed Roadway Recommendations Detail (2 of 15)

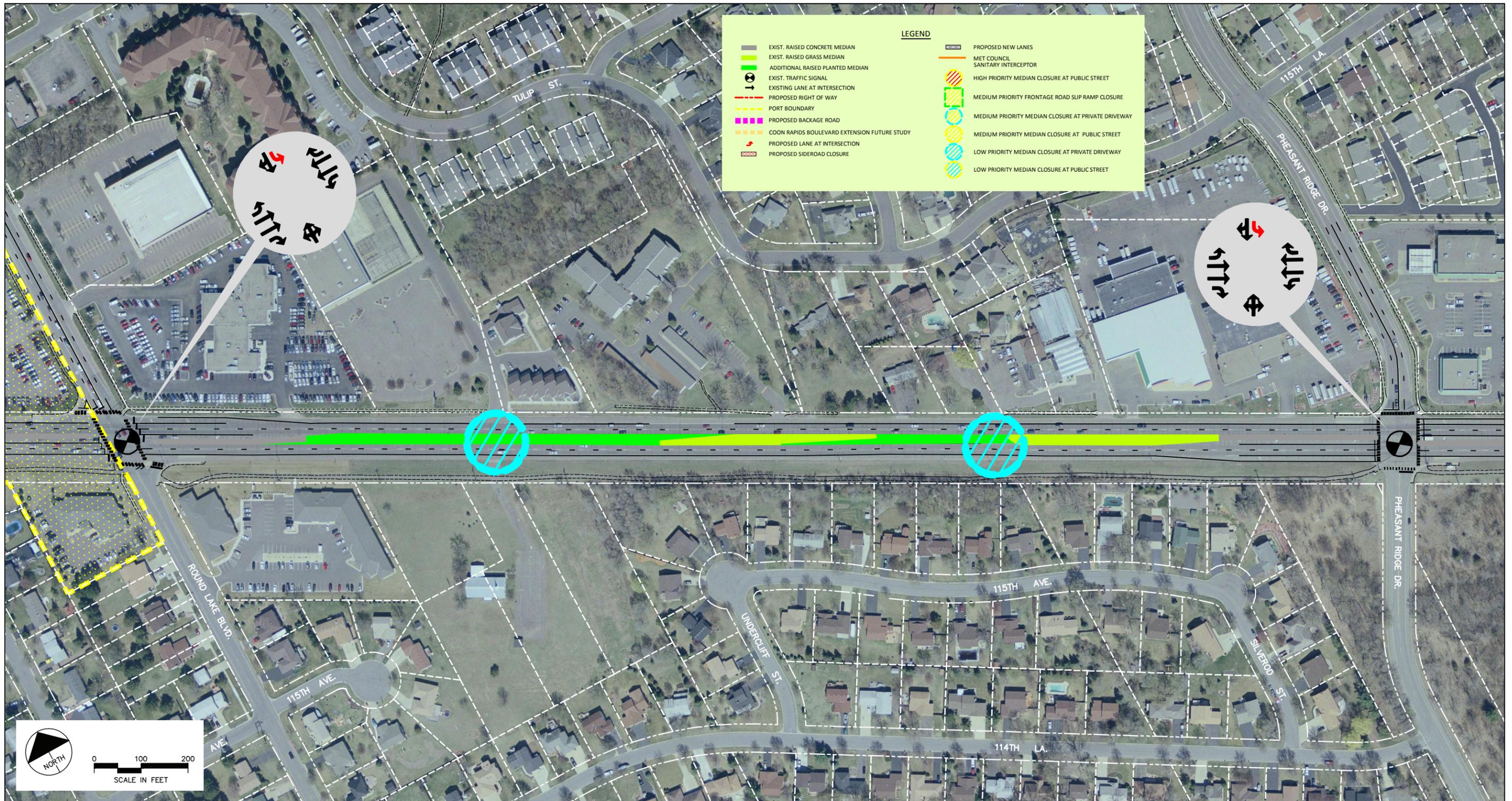


EXHIBIT 5-22 Proposed Roadway Recommendations Detail (3 of 15)



EXHIBIT 5-23 Proposed Roadway Recommendations Detail (4 of 15)

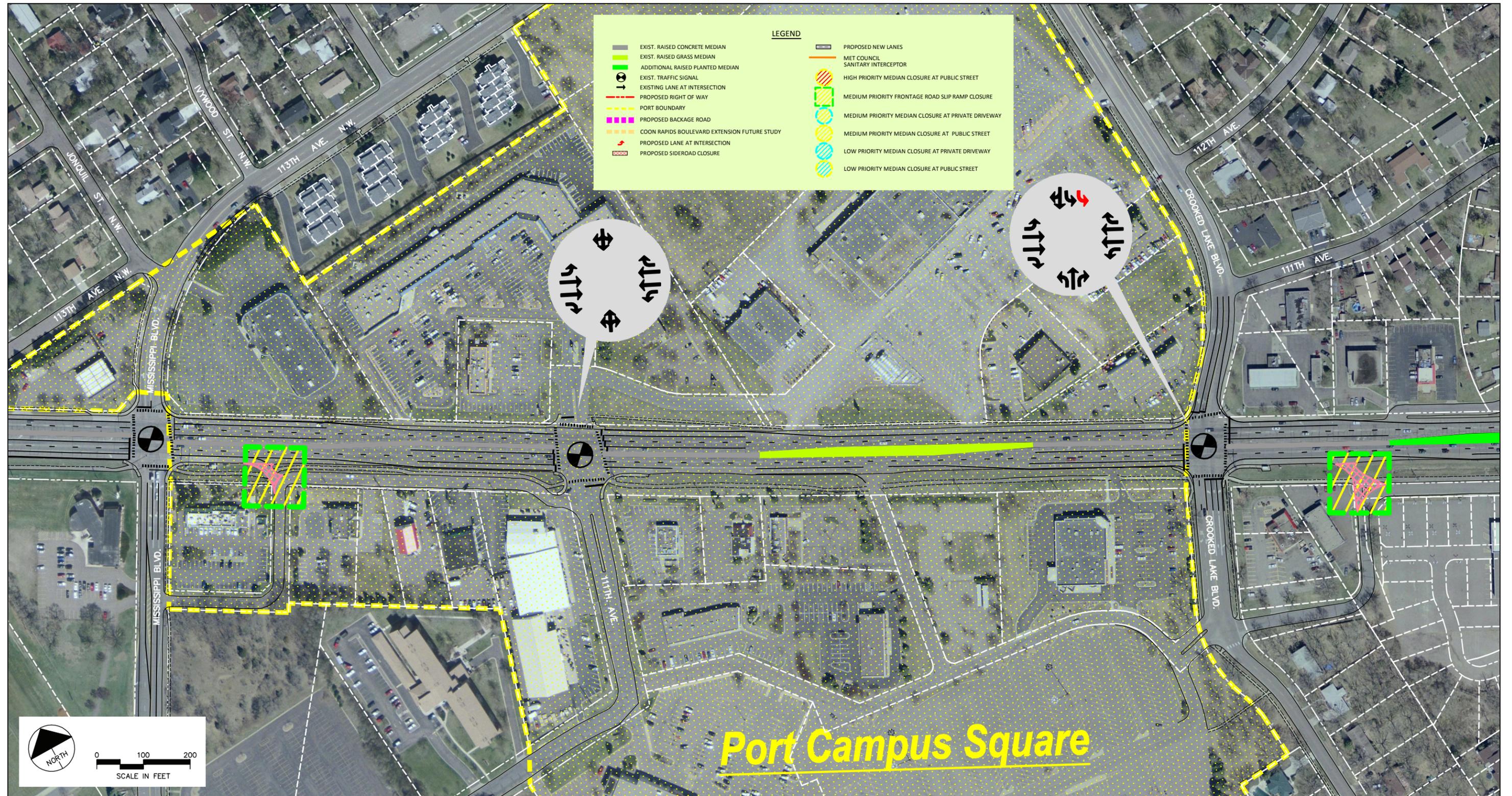


EXHIBIT 5-24 Proposed Roadway Recommendations Detail (5 of 15)



EXHIBIT 5-25 Proposed Roadway Recommendations Detail (6 of 15)

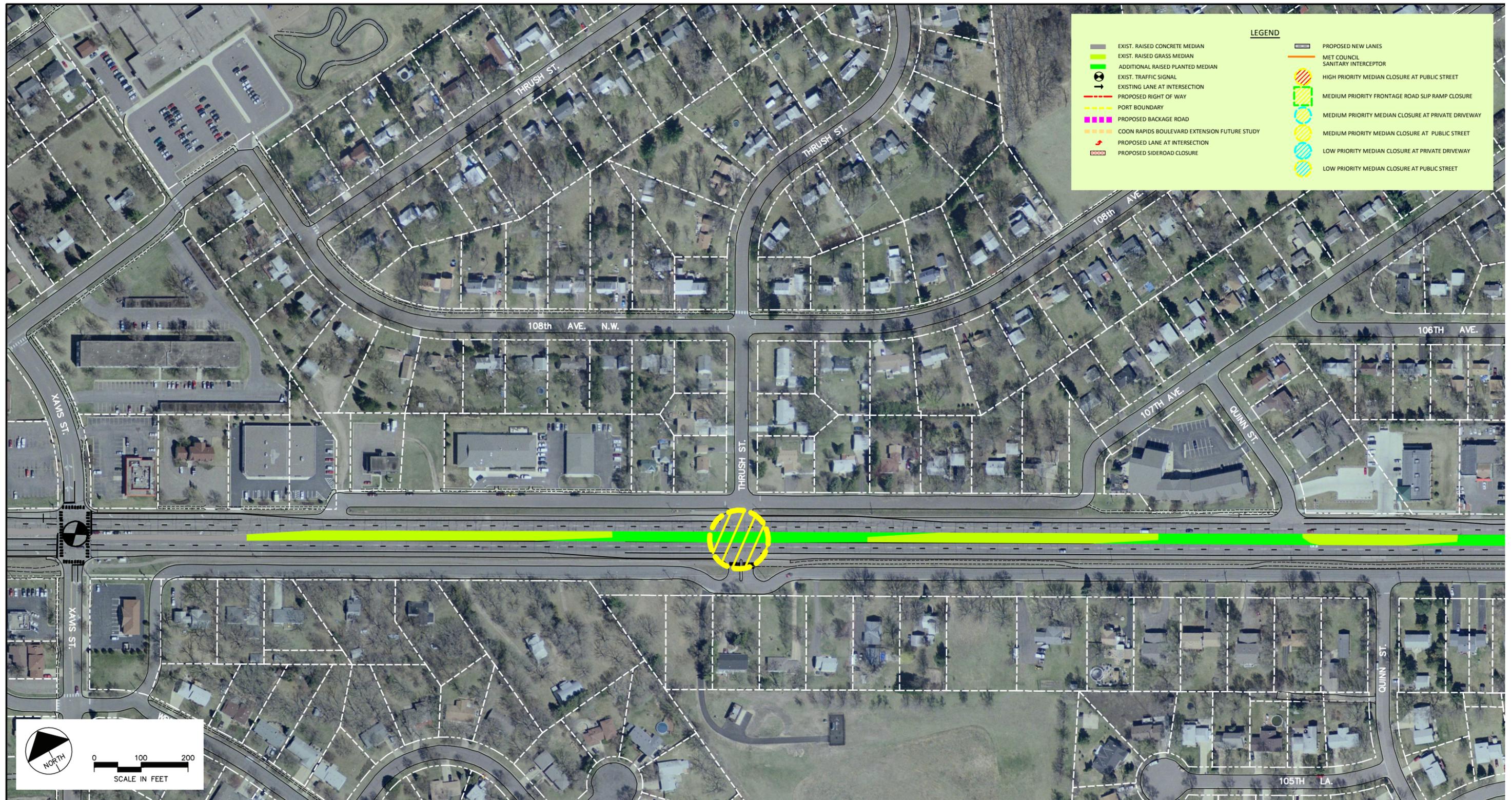


EXHIBIT 5-26 Proposed Roadway Recommendations Detail (7 of 15)

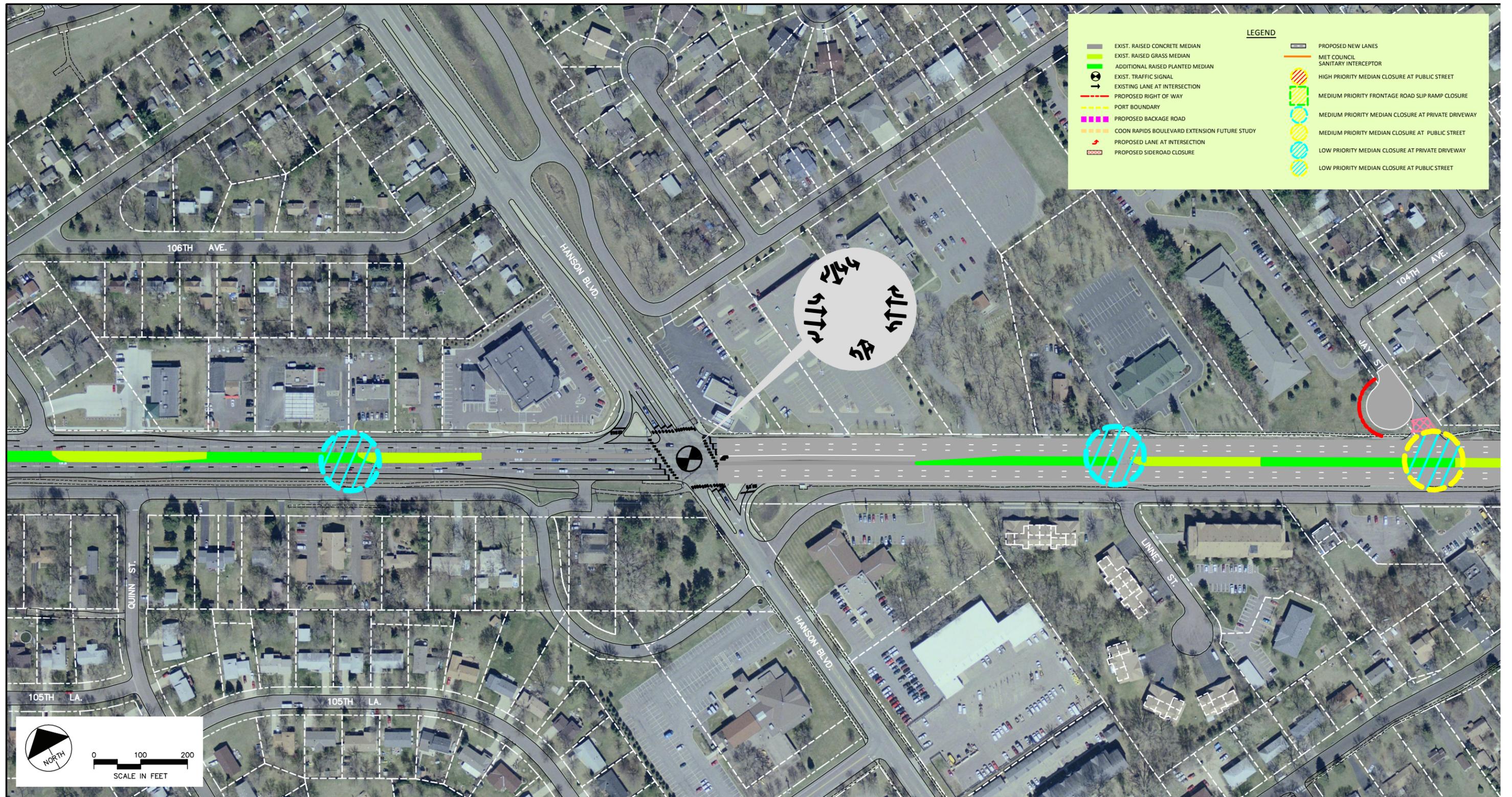


EXHIBIT 5-27 Proposed Roadway Recommendations Detail (8 of 15)



EXHIBIT 5-28 Proposed Roadway Recommendations Detail (9 of 15)

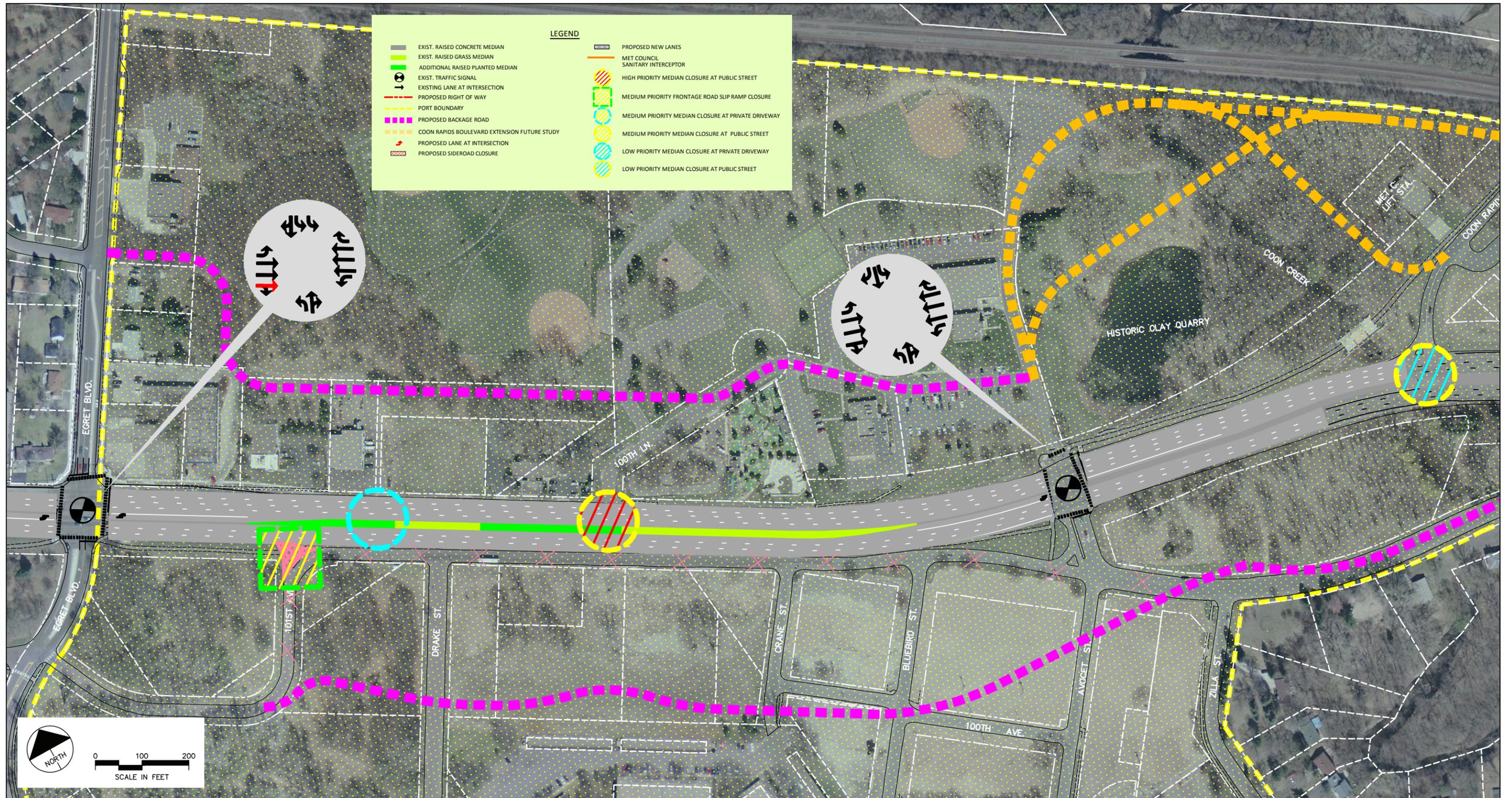


EXHIBIT 5-29 Proposed Roadway Recommendations Detail (10 of 15)

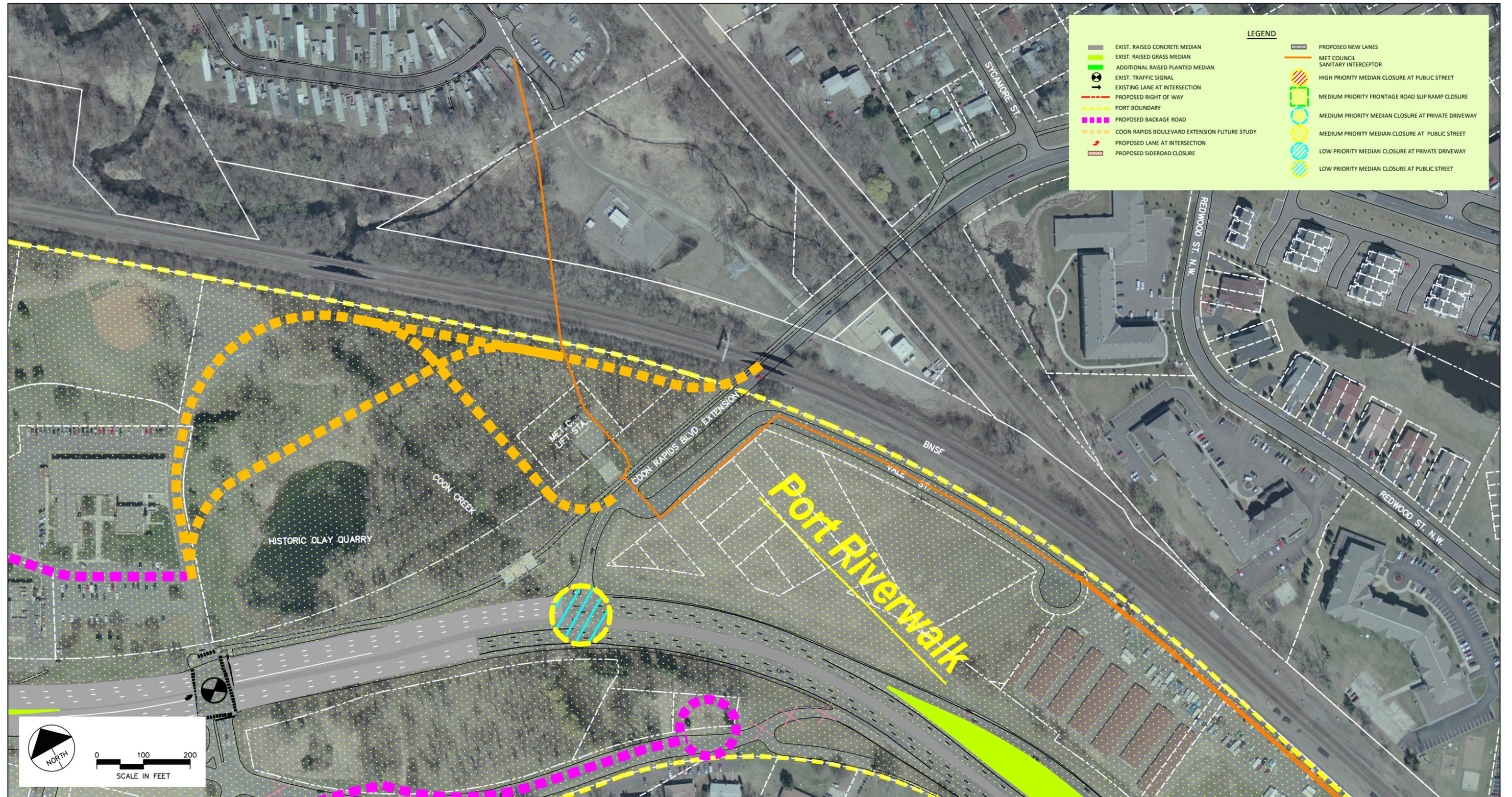


EXHIBIT 5-30 Proposed Roadway Recommendations Detail (11 of 15)



EXHIBIT 5-31 Proposed Roadway Recommendations Detail (12 of 15)

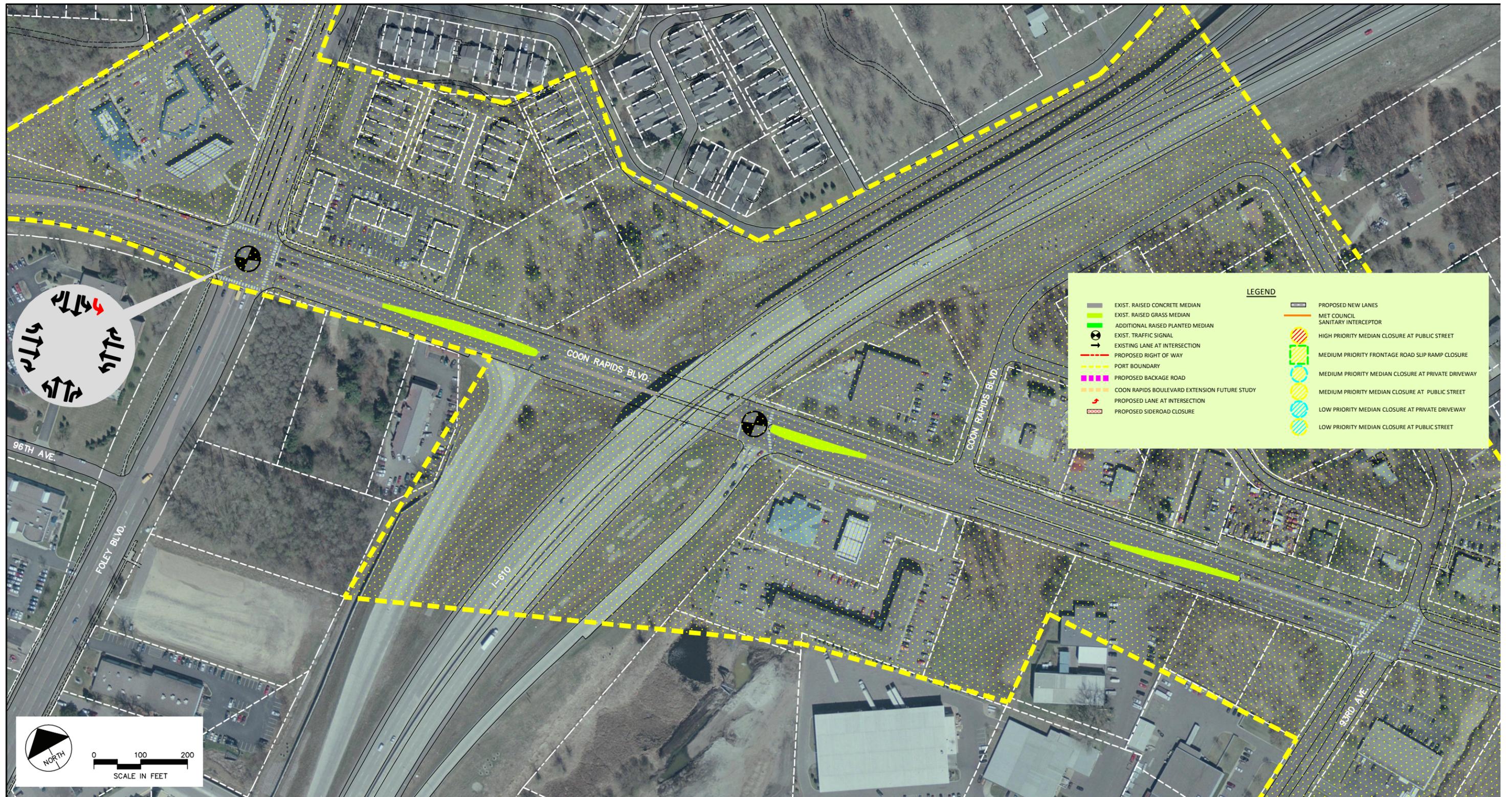


EXHIBIT 5-33 Proposed Roadway Recommendations Detail (13 of 15)