

DOWNTOWN PLAN FOR THE CITY OF FOLEY



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### **Purpose and Intent**

The vitality of a city is dependant on variety and access to both businesses, services, and pedestrian amenities. The vibrancy of any city is driven by first the frequency of positive experiences and secondly by the character, or style, of the places in which events occur. Vitality is most often measured by economic standards; how well are the local businesses doing and are their employees happy. Vibrancy is less easily distilled down to numbers but it is as vital a component of vitality as are the businesses and their employees. Each town possesses a wealth of both active and yet-to-be-active moments of vibrancy. These are the places that we love to go to, the places that bring us back, and most importantly, the places that we tell others about.

A city, such as the City of Foley, possesses many attributes that are already activated but invariably retains a wealth of opportunities that are just waiting to be taken advantage of to grow the reputation and quality of a visit to the city's Downtown District. A theater of regional significance, sustaining businesses that draw employees from the surrounding county, a quality of small town America that is both endangered and highly sought after, these are the qualities that must be supported through increases in pedestrian amenities. Intrinsic to both the vital and the vibrant is a view of the landscape that seeks augmentation and activation of amenities that will increase the desire to be downtown, all in the duty of supporting and growing the existing attributes of the city.

The purpose and intent of the Downtown Plan for the City of Foley is to encourage all current and future infrastructure planning efforts within the city's Downtown District to incorporate both infrastructure and aesthetic character development that augment the historic and pedestrian quality of downtown. The Downtown Plan seeks to provide a planning framework for current and future design processes effecting the downtown district. The Community Vision Task Force has identified key goals related to supporting existing businesses, increasing future business density, improving the pedestrian experience, and ameliorating parking conflicts through design and policy measures that balance customer and employee needs in the downtown district.

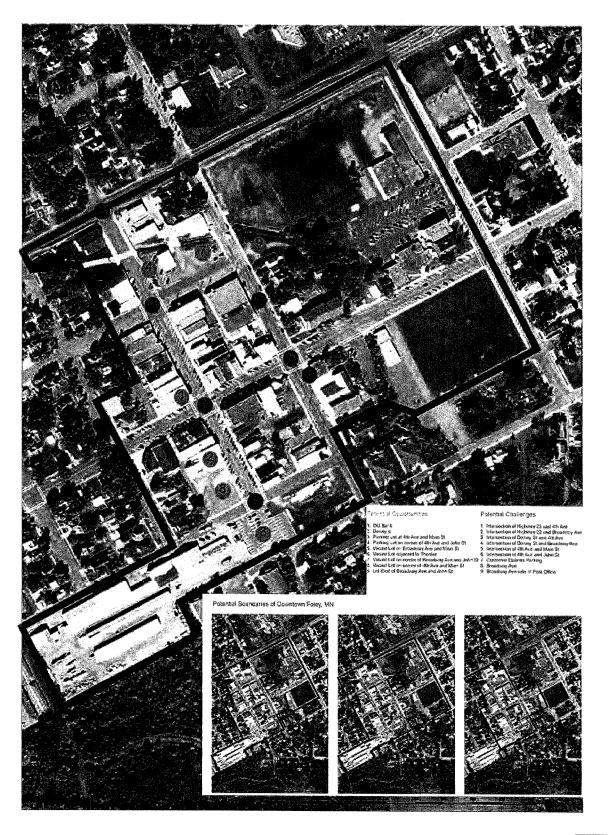
## Purpose and Intent cont.

The Community Vision Task Force has identified the following principles that will guide current and future planning efforts. The principles represent a distillation of emergent needs identified by the City of Foley, community input, and the task force's consensus oversight of the visioning process.

The following principles are the basis for the guidance compiled and presented in the Downtown Plan for the City of Foley:

- Character Retention, Growing Business: One of Foley's greatest assets is the distinct historic character of it's core Downtown District. Coupled with the variety of service and manufacturing businesses it is Foley's quality of being a Main Street America town that draws visitors. The future economic and social prosperity of Foley depends on a two-fold approach to the downtown's character; preservation of existing architectural artifacts That define the character and a commitment toward future development of complementary nature regarding scale, style, and form.
- In-fill Development, Growing Business: Given the need to preserve existing artifacts of high character value it is vital that support be provided to the many in-fill development opportunities that exist within the matrix of Foley's downtown district.
- Facade Redevelopment: In-fill development should not be isolated to
  open-lot situations but should also address upgrading existing structures
  and street conditions, as warrants, to bring about a more unified aesthetic.
  A priority issue in support of increasing the notable character of Foley is a
  strategic upgrading of existing façades.
- Pedestrian Experience Opportunities, Growing Business: The vitality of small town businesses is driven by the quality of the pedestrian experience. Key factors to great pedestrian experience include: good signage, plenty of resting places (benches, places to gather out of the flow of other pedestrians, etc.), easily navigated points of destination, and safety.

Opposite: This map shows a synthesis view of what Foley's residents perceive of as the Downtown District. During the first community meeting residents provided input that the design team then synthesized into a single District map.



#### Goals and Outcomes

The following list of specific goals and outcomes were developed based on the set of broad objectives first outlined by the Task Force and then reviewed and critiqued by the citizens of Foley at a community workshop in June 2015.

The goals outlined below introduce a comprehensive response to known and emergent needs within the community. As discussed in the Downtown Plan Principles, this plan seeks to respond to multiple needs in a unified manner using the focus on pedestrian experience to guide and inform the scale and detail of the considered goals. The Downtown Plan portrays an ideal system that can begin to be developed now, but may not be complete for twenty years. Project prioritization and revisions to this plan should occur at least every five years.

Each goal will be examined in detail in the following sections of this document.

## Goal 1: Create safer streets, sidewalks and intersections for vehicles, bicycles, and pedestrians in downtown.

#### Outcomes:

- The City designates key downtown intersections (4th Ave. and Dewey St., 4th Ave. and Main St., Broadway Ave. and Dewey St.) as primary designated pedestrian crossings.
- The pedestrian crossings will be designed following best practices as outlined in Report 2013-22 Minnesota's Best Practices for Pedestrian/Bicycle Safety issued by MnDOT Office of Traffic, Safety and Technology, September 2013 (included in Appendices).
- The City designates additional downtown intersections (4th Ave. and John St., Broadway Ave. and John St., Broadway Ave. and Main St., 3rd Ave. and Dewey St.) as secondary designated pedestrian crossings.
- The pedestrian crossings will be designed following best practices as outlined in Report 2013-22 Minnesota's Best Practices for Pedestrian/Bicycle Safety issued by MnDOT Office of Traffic, Safety and Technology, September 2013.
- The City works with MNDOT and Benton County to designate the intersection of 4th Ave. and Dewey St. as a 4-way stop.

#### Goals and Outcomes cont.

 The City designates Broadway Ave. as the primary north/south pedestrian/bicycle route through downtown with designated connections to 4th Ave. at John St., Dewey St. and Main St. These connecting points should provide adequate bicycle parking facilities (e.g., bicycle racks).

#### Goal 2: Accommodate parking for downtown visitors and employees.

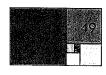
#### Outcomes:

- The City maintains diagonal parking in the locations specified in Section 1010 – Parking of the City Code.
- The City adopts short term parking of less than 30 minutes at appropriate locations with high short-term parking demands (e.g., the Post Office).
- The City completes a detailed Parking Planning Process which considers adopting time restrictions, use of all-day parking permits, or a combination of both for parking on both sides of 4th Ave. from John St. to Main St. and Dewey St. from 3rd Ave. to Broadway Ave. (similar to the existing parking restrictions on the north side of Dewey St.)
  - The recommended time limit is 2 hours.
  - The recommended time of enforcement is 8am-5pm.
  - The recommended days of enforcement are Monday-Friday.
- The City enhances available off-street parking at the intersections of 4th Ave./John St. and 4th Ave./Main St.
  - Existing city-owned parking lots at both ends of 4th Ave. will be reconfigured to provide public open space as part of 4th Ave. reconstruction while better utilizing remaining space for off-street parking.
  - As opportunity and funding becomes available the City will develop additional city-owned off-street parking near the intersection of 4th Ave. and Main St. should be pursued to enhance employee parking for downtown businesses.

# Goal 3: Create an aesthetically appealing and social streetscape in downtown for pedestrians.

#### Outcomes:

· The City increases the pedestrian walkway zone (total sidewalk width) to



#### Goals and Outcomes cont.

meet the requirements of the MnDOT Road Design Manual, Chapter 11 (included in Appendices) to the fullest extent possible.

- This guideline applies to 4th Ave. from St Hwy 23 at the north to Main St. at the south, and Dewey St. from 3rd Ave. at the west to Broadway Ave. at the east.
- The pedestrian walkway zone (total sidewalk width) is influenced by spatial constraints for traffic way and parking requirements in Minnesota Rules, Chapter 8820, Local State-Aid Route Standards (included in Appendices).
- The City invests in a pedestrian walkway design that enhances pedestrian safety, aesthetic experience, and downtown character to the fullest extent possible with available funding.
  - Working in partnership with downtown businesses, private property owners and organizations the pedestrian walkway design will incorporate appropriate features, facilities, and/or furnishings (e.g., street lights, street trees, bicycle racks, signage, trash receptacles, public art, etc.) in designated locations.
  - The design will incorporate necessary infrastructure that would allow the addition of features, facilities, and/or furnishings at a later date when funding becomes available.
- Working in partnership with downtown businesses, private property owners and organizations the City continues existing programs to enhance building facades in the designated downtown area.

Goal 4: Embrace any current and future opportunities to expand public open space within and adjacent to downtown as covered in the plan as opportunity and funds become available.

#### Outcomes:

- The City instructs staff to pursue current and future partnership opportunities to restore the Stoney Brook stream corridor as part of a storm water and water quality management plan as well as provide public open space and multiuse trails.
  - The City adopts the concepts embodied in the Stoney Brook Greenway

#### Goals and Outcomes cont.

Plan to guide this effort.

- The City designates city-owned land at the intersections of:
  - 4th Ave./John St. north for parking and green space.
  - Broadway/John St north for parking, green space or city wayfinding signage
  - 4th Ave./Main St. for development as public open space and public parking.
- These public open spaces form the end nodes of the Stoney Brook Greenway trail and connect it to downtown at both ends of 4th Ave creating a walking trail loop.

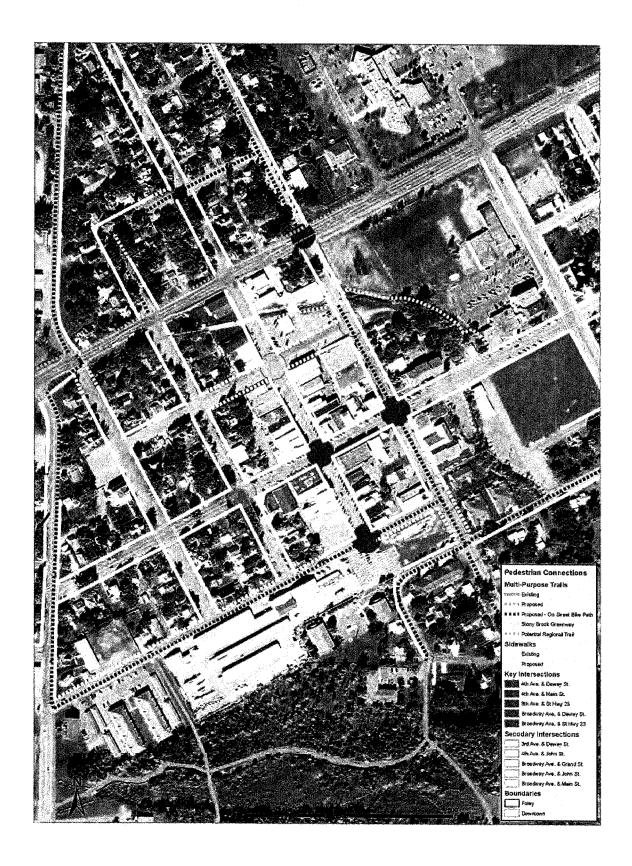
# Goal 5: Seek redevelopment and investment opportunities for vacant sites in and surrounding downtown as well as encouraging re-investment in existing properties.

#### Outcomes:

- The City authorizes all economic development opportunities and plans prioritizing infill redevelopment in the general downtown area.
- The City actively solicits opportunities and proposals from private sector investors for infill redevelopment projects in the general downtown area.
- The City utilizes Tax Incremental Financing districts, as well as other financial and non-financial incentives, to attract private sector investment in development projects.

Following Page: This map shows an analysis of the existing and proposed pedestrian and bicycle routes through and around the Downtown District. The Goals and Outcomes that are the product of the Task Forces work assessed Foley's Downtown through this pedestrian scale lens.





#### Goal 1 Discussion

Goal 1: Create safer streets, sidewalks and intersections for vehicles, bicycles, and pedestrians in downtown.

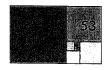
Implementation of safe streets - streets on which drivers, cyclists, and pedestrians have a shared level of comfort and responsibility- requires providing each with adequate infrastructure and signage. With a proper balance of responsibility in such measure that all parties know their place and responsibilities to each other urban streets can be vibrant sake places for people of all ages and all all mobility types. Though this is a complex task that is too often only partially implemented it is possible for municipalities to implement short- and long-term strategies that address the development and maintenance of the necessary systems to achieve safety.

Multi-modal safety is not a design concern that exists only in dense metropoli-

tan environments. Any urban setting where people in automobiles, riding bicycles, or walking/running must implement solutions to moderate the self interests of each user group. Often the solutions of the big-city are perfectly reasonable for the rural town or smaller city so long as competing uses are given the buffers needed for comfort and safety.



Many of the design issues that must be addressed to accomplish Goal 1 have been addressed in detail in the Pedestrian Plan portion of this report. However, the focused vision planning that occurred for the Downtown District allows site specific detailing of strategies that must be implemented in order to accomplish multi-modal street safety. The Downtown Plan will explore specific interventions in the so designated Downtown District. These interventions have been identified by the Community Vision Plan Task Force as part of a larger design process that seeks to create a fabric of spaces in the Downtown District that supports not only

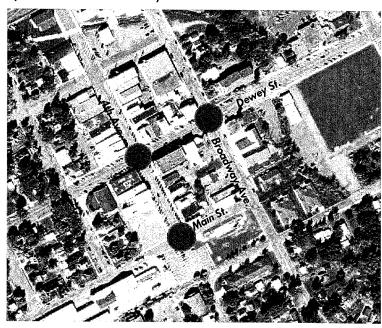


#### Goal 1 Discussion cont.

multi-modal street safety but creates the level of vital and vibrant urban space that supports thriving commerce and social wellbeing.

The first task in implementing multi-modal street safety is to identify the area of intervention. In this case the Downtown District as determined by the citizens of Foley during the Task Forces first public workshop and synthesized in the map found on page 47 of this report. By identifying this zone the citizens communicated an understanding of where they expect to encounter the infrastructure that will support commercial vitality and social vibrancy.

With a study area defined the Community Vision Plan Task Force defined points of opportunity and locations for intervenient improvement. Specifically the City designates key downtown intersections (4th Ave. and Dewey St., 4th Ave. and Main St., Broadway Ave. and Dewey St.) as primary designated pedestrian crossings.



By doing this the emphasis of responsibility for safety shifts from pedestrians.



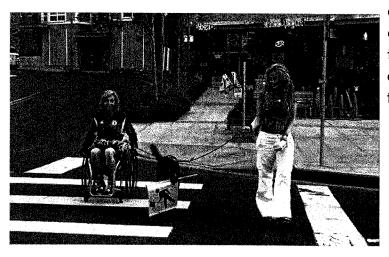
who in normal circumstances retain the primary responsibility for deferring to wheeled vehicles. Intersections that are designated as pedestrian priorities relax the degree of vigilance required of pedestrians and transfer it to the operators of automobiles and bicycles. Requiring and facilitating cooperation through clear responsibilities of behavior at points of inter-

#### Goal 1 Discussion cont.

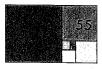
section is the foundation of good intersection design. This re-prioritization effects to free the pedestrian to not only enjoy a greater degree of comfort but allows them to concentrate on those aspects of a downtown that draw us to the city core; namely, the signage of vendors and storefronts, the vibrancy of a living street-scape, the character of the buildings, and all the other parts of a complex and healthy downtown district.

By designating key downtown district intersections as pedestrian focused crossings the City of Foley seeks to define the core of activity. The designation of the intersections at 4th Ave. and Dewey St., 4th Ave. and Main St., Broadway Ave. and Dewey St. as primary pedestrian crossings serves two purposes. It is foremost a response to these being the greatest points of potential conflict between pedestrians and wheeled vehicles in the Downtown District. The primary designation also seeks to order the pedestrian experience in the greater downtown district. The effort of developing a hierarchical order to the ambulation patterns in downtown Foley seeks to increase the ease and comfort with which pedestrians can navigate the city. This will have a direct effect on not only the enjoyment of the downtown district by visitors and citizens alike but it will increase the safety of all modal participants.

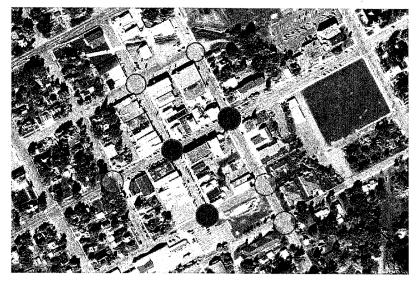
Where safety is a primary concern, accommodation and a sense of welcome are just as vital to successful pedestrian experiences. Sidewalks that can accommo-



date all types of users while also providing a buffer from traffic by incorporating edges of interest are ideal to achieving urban vibrancy.



#### Goal 1 Discussion cont.



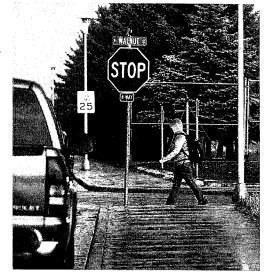
A secondary tier of intersections are designated for the intersection of 4th Ave. and John St., Broadway Ave. and John St., Broadway Ave. and Main St., Broadway Ave. and Grand, and 3rd Ave. and Dewey St. in the downtown district. The key distinguishing features of secondary

pedestrian intersections verses a primary one are that the focus is primarily on pedestrian safety in the intersection and secondarily on defining the edges of the downtown district. The technical details of safe pedestrian crossings are dealt with in the Pedestrian Plan and aesthetic ideas are presented under Goal 3 of this document.

Currently 4th Ave. has stop signs for north and south bound traffic however east and west bound traffic on Dewey St. is not controlled. In support of the hierarchy

of pedestrian crossings in the downtown district it is necessary to designate the intersection of 4th Ave. and Dewey St. as a four-way stop.

Four-way stops call out to drivers a need for increased vigilance. Unlike a traffic light where the light controls behavior the drivers, bicyclists, and pedestrians remain active in maintaining safety. This not only addresses a pedestrian safety concern at this intersection but it will have other far reaching benefits.



#### Goal 1 Discussion cont.

Automobiles will necessarily maintain a greater adherence to posted speed limits when they are going to encounter complex stopping situations.

A four-way stop requires a high level of engagement from a driver demanding that they balance their interaction with other vehicles, bicycles, and pedestrians. When a driver encounters a stop sign that indicates that traffic from all directions will also be expected to stop before proceeding it relieves a certain portion of observational burden from dealing with traffic and this extra attention can then be paid to pedestrians and way-finding. The later, way-finding, allows drivers in the downtown district to feel their own comfort and improves their experience of the district too. Driving in an environment that provides many controls on behavior doesn't increase driving complexity but rather removes complexity. Though it is not possible to remove all potential for accidents it is accepted that the more controlled a vehicle's movements are the less likely there are to be conflicts between users of the streets.

The necessity of clarifying the spatial relationships and driver responsibilities when bicycles and automobiles must use the same surfaces is a delicate design problem. Though there are standards of operation for automobiles related to user ability and systems knowledge there is no equal licensing condition for the operation of a bicycle on Minnesota roads. As such



drivers and other users of bicycles will encounter cyclists of wide abilities; from children with little or no knowledge of traffic laws to competitive amateur riders



#### Goal 1 Discussion cont.

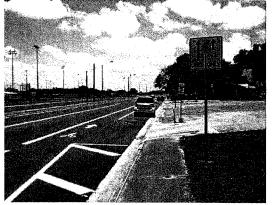
who may be seeking a level of speed in urban environments that is reasonably safe. Given these and other complex potentials in the interaction of automobiles and bicycles it is important to take measures that will provide both user groups with clear indications of their responsibilities on the road.

A successful integration of automobile, bicycle, and pedestrian infrastructure is the cornerstone of a vibrant and prosperous city. It offers a highly effective way to organize urban streets into logical systems of shared and priority routes for spe-

cial users, in this case bicyclists. By designating Broadway Ave. as the primary north/south pedestrian/bicycle route through downtown with designated connections to 4th Ave. at John St., Dewey St. and Main St. not only will this establish a clear best-course for cyclists but it allows drivers to anticipate a greater likelihood of encountering multivariate users. Just as cars require parking infrastructure to facilitate ease of access to businesses, work sites, and amenities so do bikes. Dedicated bicycle parking must be provided on every city block in order to fully realize the large systems of dedicated bike routes.



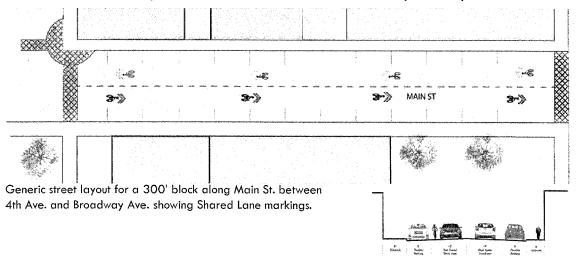
Specific to the downtown plan will be the painting of dedicated bike lanes, bike turning lanes, bike boulevard symbols, and designated bicycle parking where needed along these indicated corridors.



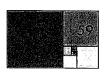
Designated Bicycle Routes are often simply identified by signage that is intended to warn motorists to expect bicycle traffic. Most often used in residential settings with comparatively low traffic speeds this approach is relatively inexpensive while providing enhanced safety and a clearly designated route for bicyclists that connects

to key destinations or other bicycle routes. An enhanced version of a bicycle route is a Shared Lane or Bicycle Boulevard where on street markings are incorporated along with signage to increase motorist awareness of the likely presence of bicycle traffic. These approaches are most often used for designated bicycle routes on residential collector streets where the space for a dedicated bicycle lanes is either not necessary or impractical.

For example, the Pedestrian Plan proposes designated an on-street bicycle route on Main St. since it provides east/west connection from a number of multi-use trails to the downtown district. Although Main St. has relatively low traffic counts it has a major local business located on it. Therefore it is a good candidate for Shared Lane markings to make it clear to motorists to expect bicycle traffic.



Dedicated Bicycle Lanes or Cycle Tracks offer dedicated space on the roadway for bicyclists where vehicle traffic is higher and/or roadway width allows. Bicycle lanes are typically 5 feet wide and marked with white lines and a bicycle symbol for each block. If on street parking exists the bicycle lane is placed to the left of the parking lane. Cycle Tracks are bicycle lanes that combine elements of an onstreet bicycle lane with elements of a separated path to further enhance bicyclist safety. Cycle tracks are striped and signed bicycle lanes located to the right of all motor vehicle traffic and parking with a buffered space between the bicycle

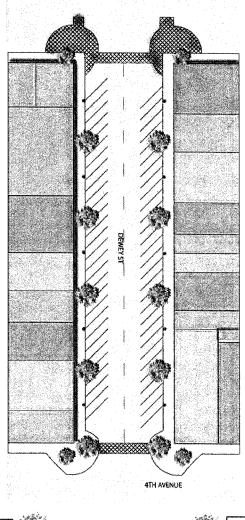


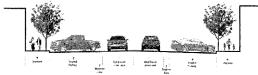
#### Goal 1 Discussion cont.

lane and parked vehicles or moving traffic. This design provides a space on the roadway for bicyclists who may feel uncomfortable riding in or directly adjacent to a travel lane with motor vehicles.

As an additional example the pedestrian Plan designates Broadway as one of the major north/south pedestrian and bicycle connection across State Hwy 23. Broadway has a significantly higher traffic count with a higher level of truck traffic during certain times of the day so it lends itself to the application of, in particular, a Cycle Track which offers a greater degree of separation from moving motor vehicle traffic enhancing safety and comfort for the bicyclist.

The image on the following page indicates the relationships between facilities for pedestrians and bicyclists in the downtown district. The specifics of the greater benefits derived from a citywide bicycle network are addressed in the Pedestrian Plan in this report.

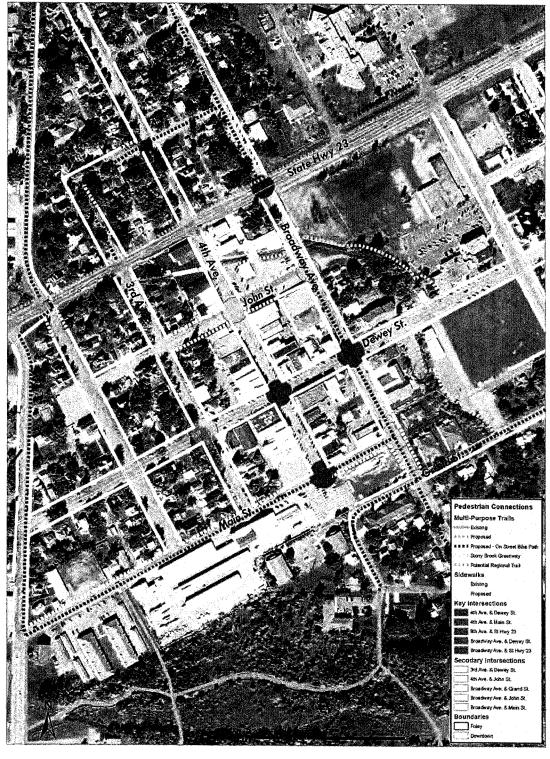






# Existing and Proposed Pedestrian Connections - Downtown







#### Goal 2 Discussion

#### Goal 2: Accommodate parking for downtown visitors and employees.

In almost any plan for downtown revitalization parking is often identified as the most important consideration for business development and expansion. Certainly, in an era where many people travel significant distances to access goods and services, available parking is a necessary consideration. However, people do not go to a place simply because it has parking. People go places for the goods and services available there, the amenities they can access there, the quality of the experiences they have there, and the character of the public space they are immersed in there. Parking is only one consideration. Space must be allocated for adequate parking and that space must be managed to fit the needs of a variety of users in the downtown district, but attention should be focused on drawing people into the downtown district. Otherwise the parking serves no one.

That said, it is clear that the citizens of Foley consider parking in downtown to be a problem that needs to be addressed. In the first community workshop held in

## Parking Survey

Is Parking Difficult?		ult?	Is Time Limit Appropriate?		
	Yes -	22	• Yes –	16	
	Not Sure -	2	<ul> <li>Not Sure –</li> </ul>	7	
*	No -	5	• No -	5	

Time Limit Ty	<u>pe?</u>	Times?		Days?	
• 1hr-	0	• 7am-4pm -	4	Mon-Fri -	16
• 1.5 hr -	5	<ul> <li>8am-5pm -</li> </ul>	13	<ul> <li>Mon-Sat -</li> </ul>	5
• 2 hr -	9	<ul> <li>9am-6pm -</li> </ul>	2	<ul> <li>Mon-Sun -</li> </ul>	0
• 2.5 hr -	0	• 8am-4pm -	1		
• 3 hr -	6	<ul> <li>7am-6pm -</li> </ul>	1		
<ul><li>4 hr -</li></ul>	1	•			
• 15 min -	1				



#### Goal 2 Discussion cont.

April 2015 participants reported on their perceptions of downtown parking. Three out of four respondents identified parking as difficult in downtown.

When the reasons driving this perception were discussed at the workshop it became clear that an otherwise good aspect was driving the problem - the current business vibrancy of the downtown business district. Downtown Foley is home to many businesses that provide services and goods, public service institutions, a number of non-profits that provide services to specific segments of the area population, and several large businesses that have a significant number of employees, especially during weekday business hours. All of these factors lead to competition for available on-street parking. Although the city does offer free off-street parking in two public lots (4th Ave. and John St., 4th Ave. and Main St.) these lots are not well defined or signed and are therefore under utilized.

Current available on-street parking in the core of the downtown district is approximately 170 parking spaces. The location of these spaces is distributed in the following arrangement (numbers are approximate):

- 4th Ave. (from John St. to Main St.) = 97 diagonal spaces
- Dewey St. (from 3rd Ave. to Broadway Ave.) = 51 diagonal spaces
- John St. (from 3rd Ave. to Broadway Ave.) = 22 diagonal spaces Additional parallel parking spaces are available on the edges of the downtown core along Main St. and Broadway Ave.

Current available off-street parking is approximately 52 spaces available in two public lots:

- The south side of the intersection of 4th Ave. and Main St. = 36 spaces
- The northeast corner of 4th Ave. and John St. = 16 spaces
- Additional parking is available in an unorganized lot at the corner of Broadway Ave. and John St.

The current available total parking in the downtown district exceeds 220 spaces not including parallel parking on Main St. and Broadway Ave. The map on the next page shows the spatial distribution of current downtown parking.

Goal 2 Discussion cont.

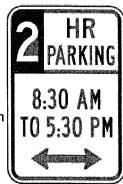


#### Goal 2 Discussion cont.

In light of the current amount of available downtown parking three questions arise:

- Should parking control policies be put in place to keep on-street parking available for short term visitors and shoppers?
- Should the amount of on-street parking be reduced through street redesign to allow for more pedestrian space?
- Can the available off-street parking be reorganized or added to in order to offset any increase in public open space in the downtown district?

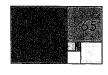
Restricting on-street parking to a certain length of time during a period of the day and for certain days is meant to divert long-term parking to off-street parking lots. This approach frees up on-street parking for shorter visits to access shops, business services, and public facilities. As shown in the graphic on page 60, residents expressed some preliminary thoughts on the use of parking control policies at the first community workshop. Over 57% of the participants felt some type of parking control is appropriate and an additional 25% indicated that



parking control might be acceptable. I addition the participants offered ideas as to time length, time period, and days of enforcement

After careful review of public input the Task Force developed the following recommendations for parking control in the downtown district:

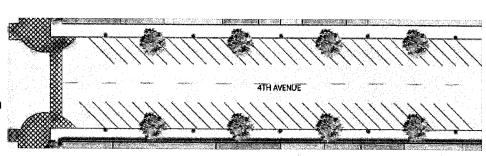
- The City adopts short term parking of less than 30 minutes at appropriate locations with high short-term parking demands (e.g., the Post Office).
- The City completes a detailed Parking Planning Process which considers adopting time restrictions, use of all-day parking permits, or a combination of both for parking on both sides of 4th Ave. from John St. to Main St. and Dewey St. from 3rd Ave. to Broadway Ave. (similar to the existing parking restrictions on the north side of Dewey St.)
  - The recommended time limit is 2 hours.
  - The recommended time of enforcement is 8am-5pm.
  - · The recommended days of enforcement are Monday-Friday.



#### Goal 2 Discussion cont.

These recommendations are in keeping with existing parking restrictions in Section 1010:00 of Foley City Code and pursuant to the completion of a detailed parking study and plan for the downtown district.

4th Ave. is slated for reconstruction through the downtown district in the very near

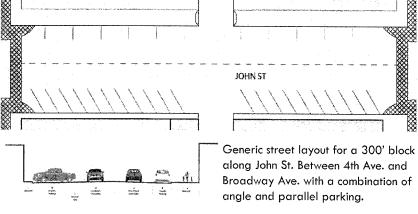


future and Dewey St. is likely to be reconstructed soon as well. The Task Force took this as an opportunity to examine alternative approaches to street configuration in order to explore the pos- 4th Ave. or Dewey St. with 45° angle parking sibility to enhance pedestrian space along these

Generic street layout for a 300' block along

streets (covered in detail in Goal 3). Advantages and compromises were assessed and the Task Force determined that the best alternative was to maintain angle parking on all streets identified in Section 1010:04 of Foley City Code so as not to compromise the amount of existing parking available. Engineering studies have begun and indicate that the angle for parking will likely need to be altered from  $60^{\circ}$  to  $45^{\circ}$  to comply with State Aid Street regulations. This shift in angle will likely reduce the number of parking spaces minimally but these can be made up

in off-street parking.



Similarly, John St. offers the opportunity to provide additional on-street parking between 4th Ave. and Broadway Ave. Currently the street is relatively unorganized

#### Goal 2 Discussion cont.

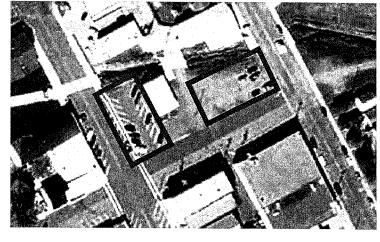
on the north side and lacks clear indication that parallel parking would be allowed. The addition of curb and gutter along with sidewalk would enhance and clarify the availability of parking.

While residents of Foley do not seem to be inclined to routinely use the free off-street public parking already available the likely loss of even a small amount on on-street parking due to street reconfiguration as part of reconstruction will increase pressure on that resource. Initiating parking restrictions along parts or all of certain streets would shift long-term parking to the public parking lots but additional steps could enhance the transition. Providing clear and visible signage to identify the parking lots

would help users recognize the opportunity. Reorganizing the layout of the parking lots could add additional parking spaces and make them more user friendly. In addition, adding off-street public parking where available and convenient would further encourage their use. New parking could be added by outright purchase of available property by the city or as part of private development with

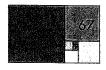
incentives from the city to designate a percentage of off-street parking for public use.

There are two general locations adjacent to the downtown core that already provide offer off-street public parking and have the opportunity to expand - one



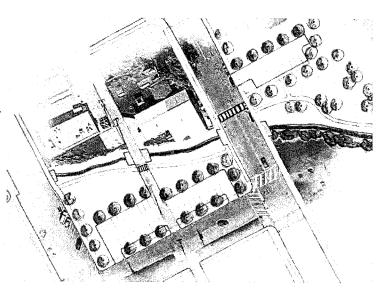
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location is toward the northern end of downtown at the intersect of 4th Ave. and John St., the other location is at the southern end of downtown at the intersection of 4th Ave. and Main St.



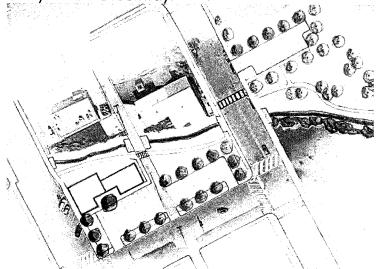
#### Goal 2 Discussion cont.

As indicated in the image to the right there is currently an unsigned city-owned parking lot located at the corner of 4th Ave. and John St. that offers 16 spaces. The city also owns an unorganized lot just to the east, at the corner of Broadway Ave. and John St. where informal parking occurs. The following diagrams show several alternative approaches to reorganiz-



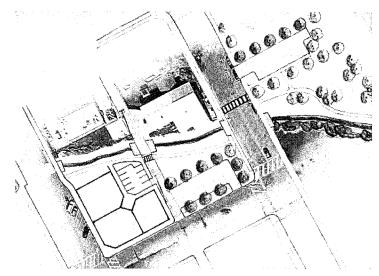
ing these lots to increase parking capacity and create the northern node for the Stony Brook Geenway described in the section under Goal 4.

The first option explores the possibility of city acquisition of a privately held parcel separating the city owned parcels to create a contiguous public holding along Stony Brook that would provide approximately 27 parking spaces and ample public open space to create a park along the brook in the north end of downtown for gatherings and events. This site would serve as the northern node of the Stony Brook Greenway.



The second option, below, maintains the same amount of parking but presents the option for redevelopment on the combined parcels west of the alley. The redevelopment could be public, private, or a collaboration depending on opportunities that arise with consolidation and reorganization of

#### Goal 2 Discussion cont.



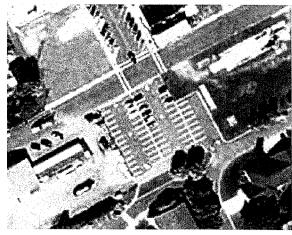
the site. This option opens the prospect for commercial and/or service business development along a reclaimed and visually enhanced waterway. The remaining open space on the parcel to the east of the alley would become the northern node of Stoney Brook Greenway.

The third option expands the opportunity for redevelop-

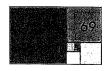
ment on the parcels to the west of the alley. In this case the consolidated parcels are given over to redevelopment with street-facing storefronts and dedicated off-street parking in the rear accessed from the alley. Overall available parking is reduced slightly and is split between public and private parking but remains at about the same level as current developed parking. All three options show addi-

tional peripheral parking to the east of Broadway Ave. on city owned property. This lot would serve a memorial or park space along Stony Brook Greenway and provide overflow parking for events in the downtown district.

The image to the left shows the current city owned public parking lot at the intersection of 4th Ave. and Main St. The lot currently has 36 parking spaces.

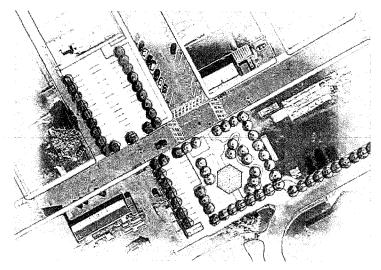


As part of the discussion of opportunities for public open space in the downtown district, described under Goal 4, this parking lot is proposed to be partly converted to public park and gathering/event space. It would become the high-



#### Goal 2 Discussion cont.

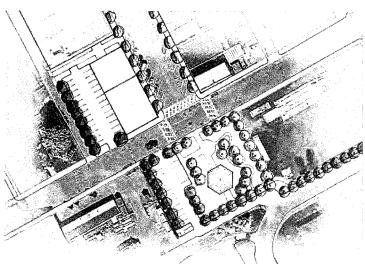
light and focal point of the downtown and serve as the southern node of the Stony Brook Greenway. In order to accomplish this public open space redevelopment additional space for off-street public parking must be identified.



Several approaches to expanding off-street public

parking are examined in the following diagrams.

Both options on this page explore redevelopment of the two vacant privately held parcels at the southern end of 4th Ave. The first option looks at city acquisition of the parcels. In the first option to the right the parcels are developed into a off-street public parking lot with approximately 42 parking spaces directly adjacent to the downtown business district and a major employer. The parking lot is set back from the sidewalk to provide a linear green space with room for public art and vendors to support downtown events. The existing city owned parking

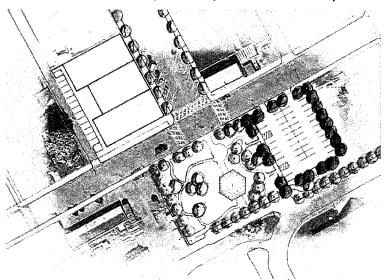


lot retains approximately 18 parking spaces along with a park and event space. In this option total available off-street parking is increased to approximately 60 spaces.

The second option to the left explores the opportunity to redevelop the empty parcels with private sector business development and shared

#### Goal 2 Discussion cont.

public/private parking in the rear. It is common practice for a city to negotiate public access to a portion of privately developed off-street parking in exchange for incentives from the city. It adds approximately 28 shared spaces behind the redevelopment on 4th Ave. directly adjacent to the downtown business district and a major employer. As in the first option this one retains approximately 18 parking spaces along with a park and event space on the current city owned



parking lot for a total of approximately 46 off-street parking spaces. The last option explores more extensive private sector redevelopment on the parcels along 4th Ave. The park and event space is enlarged and shows the city acquiring a portion of the undeveloped parcel to the east for a new off-street public parking lot with approximately 42

parking spaces. The remainder of the parcel could be developed as commercial or light industrial businesses depending on development opportunities. The new parking is slightly more removed from the downtown business district but still serves employers in southern portion of downtown. The key benefit of this option is the enhanced park/event space that takes on the scale and has the prominent position to become a true town square.

All the options presented portray a number of opportunities for enhanced offstreet parking in the downtown district that, combined with on-street parking ordinances, will alleviate parking pressure in downtown and provide better service to patrons of downtown businesses.

#### Goal 3 Discussion

Goal 3: Create an aesthetically appealing and social streetscape in downtown for pedestrians.

A vibrant and enjoyable pedestrian experience relies on several factors:

- There must be a reason to be a pedestrian in other words, destinations that you would like to get to that are close enough to walk or bicycle to.
- The pedestrian routes must be safe. Intersection safety and design were addressed in the previous section. Sidewalk and trail safety will be addressed here.
- The aesthetic experience of the pedestrian way needs to be pleasant and inviting.

In a city with the compact scale of Foley all destinations are within the reach of most pedestrians and bicyclists. Therefore, the challenge is to provide safe, designated pedestrian and bicycle connections. Safety becomes the primary issue in the design of pedestrian ways. Considerations related to cross walk planning and design, as well as bicycle route systems, were covered in the previous section. Here the discussion will focus on the sidewalk pedestrian way and on Multi-use trails. Safety both in physical terms and in perceived comfort relies on adequate space for pedestrian travel as well as separation from the hazards presented by moving or parked vehicles in the roadway and by site furnishings and doorways associated with adjacent buildings.

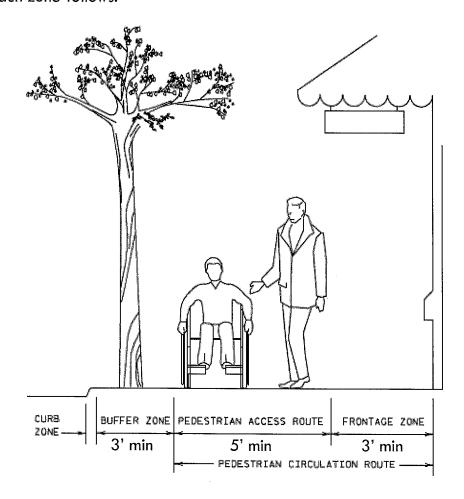
Chapter 11: Special Designs, MnDOT Road Design Manual, February 2010, provides a working definition of sidewalk:

Sidewalks are that portion of a street between the curb lines, or the lateral lines of a roadway, and the adjacent property lines that are intended for pedestrian use. Sidewalks are located along roadways and are most comfortable to users when separated by a buffer such as a planting strip, parking lane, bike lane, or vertically separated with an elevated curb. Sidewalks are typically a hard, smooth surface of concrete, though they can be of other materials. Minnesota Statute bans bicycle riding on sidewalks in business districts. Sidewalks must be accessible.

This definition clearly indicates that a sidewalk is a combination of several zones as shown in the diagram on the following page. The minimum width for each of

#### Goal 3 Discussion cont.

the zones is defined within Chapter 11 and indicated in the diagram. The definition of each zone follows.



#### Pedestrian Access Route

A pedestrian access route is an accessible, continuous, and unobstructed portion of a walkway and must be integrated in all walkways, street crossings and crosswalks, overpasses and underpasses, courtyards, elevators, platform lifts, stairs, ramps, and landings. The pedestrian access route provides an accessible through route of passage and does not include the full width of the pedestrian circulation route.



## Goal 3 Discussion cont.

#### **Buffer Zone**

Pedestrians feel more comfortable with a separation from the roadway and from parked cars and other objects. Provide a buffer zone between the pedestrian circulation route and the curb zone where applicable. The buffer zone may be paved or planted and allows room for snow storage, plant root growth, and separates the pedestrian access route from vehicle access (i.e. car door swing). The desired clearance between the curb and a pedestrian is at least 3 ft (0.9 m), depending on any vegetation planted. Allow for this clearance when determining total walkway widths. See Figure 11-3.05 (Walkway Zones). Where there is limited room for the buffer zone, additional planning and coordination may be necessary to ensure the pedestrian access route remains accessible, continuous and unobstructed year round.

#### Frontage Zone

Note that attractive windows in shopping districts create momentary stopping for curious pedestrians. This is a desired element of a successful retail district street. Window shoppers take approximately 19-24 in. (480-610 mm) of space. The remaining walkway width will be constrained. This is often desirable on walkways not at capacity. However, if this stoppage forces pedestrians into the roadway, the walkway is too narrow. The recommended clearance in front of building faces with window front displays or for doors opening into the pedestrian circulation route is 3 ft (0.9 m). The clearance from a wall or fence is 1.5 ft (0.5 m); the clearance from a building face requires an additional 6 in. (150 mm) space.

Note that these descriptions and minimum widths are particularly relevant in downtown and commercial settings where pedestrian and vehicle traffic are expected to be relatively high. These requirements for the pedestrian way can conflict with desired or required motorway width and design. Careful consideration must be given to the overall design of the public right-of-way where space is limited in order to meet the needs of all forms of traffic.

In residential settings public right-of-way space is often not as limiting. Sidewalk width should normally remain at 5 ft with a minimum boulevard width of 3 ft. Most often the frontage zone is provided by yard space owned by the adjacent land owner.

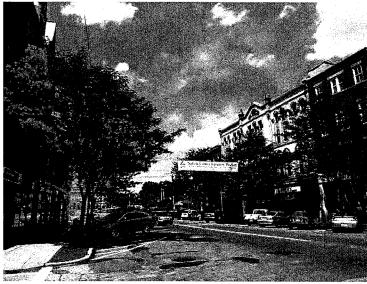
#### Goal 3 Discussion cont.

The second consideration under Goal 3 is the aesthetic experience of the pedestrian users. It is often noted that a positive pedestrian experience is crucial to downtown revitalization. The experience has to be safe, accessible, inviting, and friendly. These features not only support visits to a single business as a planned destination, but also encourage the the pedestrian to linger and browse which not only enhances the experience but opens the opportunity for other businesses to benefit from the visit to downtown. Once safety is met in the design of pedestrian

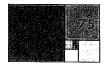
ways aesthetics must be considered.

The pedestrian experience is enhanced by the inclusion of necessary street furnishings such as benches, trash rcepticles, and pedestrian friendly street lighting. Additional factors include pavement treatments, vegetation including street trees and/





or planter boxes, and building facade treatments. The
images on this and the following page offer examples
of how these features can
be combined to provide an
inviting and pleasant pedestrian experience in small city
downtowns. Street lighting,
in particular, is an important consideration in that it
enhances both pedestrian



#### Goal 3 Discussion cont.

safety and the aesthetic experience in a downtown setting.

These examples provide design ideas that can be implemented in Foley. In order to preserve the opportunity to add these amenities in the future one of the key outcomes under Goal 4 specifically identifies the need in all public sector street reconstruction



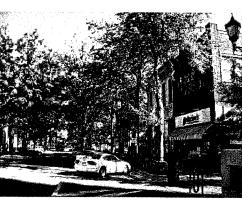
covered in the previous section of this report but the design approach to these crossings can enhance the aesthetic experience of key intersections for pedestrians and motorists alike.

The examples on this page utilize stamped colored concrete or asphalt.

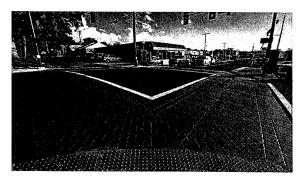
Specific concepts for intersections of primary and secondary importance in the downtown district of Foley are shown below.

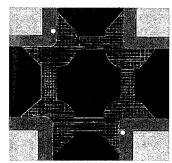
The image to the left shows a conceptual idea for a pedestrian crossing at intersections identified as Primary Importance in the downtown district. The image to the right is a conceptual idea for a pedestrian crossing at intersections identified as Secondary Importance in the downtown district.

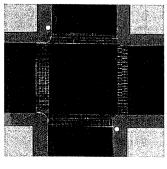
These treatments are commonly accomplished using colored, stamped concrete or asphalt.



projects to incorporate the necessary infrastructure that would allow the addition of these features at a later date when funding becomes available. The safety characteristics of pedestrian crossings has been





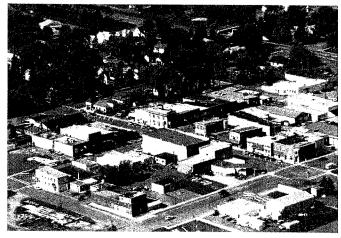


#### Goal 3 Discussion cont.

The last consideration under Goal 3 involves the City of Foley engaging with private sector to enhance the pedestrian experience on downtown streets. Working in partnership with downtown businesses, private property owners and organizations the City will continue existing programs to enhance building facades in the

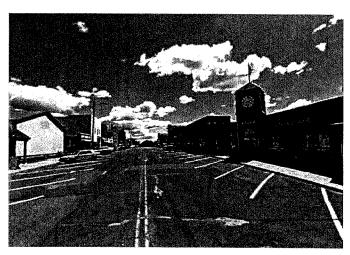
designated downtown area.

A quality pedestrian experience is not simply a matter of public sector investment in the sidewalk and its amenities. The experience is equally related to the character and condition of the buildings abutting the public space. It is often noted that a positive pedestrian experience is crucial to



downtown revitalization. The experience has to be safe, accessible, inviting, and friendly. These features not only support visits to a single business as a planned destination, but also encourage the the pedestrian to linger and browse which not only enhances the experience but opens the opportunity for other businesses to benefit from the visit to downtown.

Time and again it has been shown that the appearance is important for healthy



downtown business activity.

Merchants and business owners can work together with the city to create an attractive image for the downtown district that will attract pedestrian traffic and business activity. A traditional commercial storefront is often considered the key defining feature of 'Main Street', and a shared similarity in down-

#### Goal 3 Discussion cont.

town facades creates a strong visual image for the downtown. Maintaining the similarity in mass, form, and general details between buildings results in an organized and coordinated appearance that enhances the experience of downtown for all visitors but especially for pedestrians.

Foley has a well established and vibrant downtown business community with few vacant storefronts and very few vacant lots. Along 4th Ave. there are a number of traditional commercial buildings that embrace the character of a classic downtown storefronts. This core of buildings combined with public sector investment in the public right-of-way provides the foundation for



the quality of pedestrian experience that drives economic prosperity in the downtown business district.

The City of Foley already has a program in place to encourage other owners of commercial properties to consider appropriate approaches to upgrading and



improving commercial buildings and storefront facades. The program is based on a set of established guidelines that detail desired structural and appearance outcomes. The document is entitled Commercial Rehabilitation Standards and Commercial Design Standards (included in the appendices). The

## Goal 3 Discussion cont.

program is tied to two funding sources that provide subsidized low interest loans for for building improvements and business development. The first loan program is the Foley Small Cities Community Development Loan Program which is tied directly to the guideline document identified above and funds investments in buildings. The second loan program is the Business Loan Program which encourages but does not require use of the guidelines. This program can fund equipment, inventory and working capital for manufacturing as well as building investments.

Additional resources are also available for guidance on building facade improvement and rehabilitation. The National Trust for Historic Preservation published a short and easily understandable guide to maintaining the character of traditional downtown storefronts, Keeping Up Appearances: Storefront Guidelines (included in the appendices). The guidelines within the publication are not meant to be taken as restoration guidelines, but rather as simple guidance for downtown business owners who want to undertake desired alterations or face needed repairs on their buildings. The suggestions presented offer flexibility for creativity and modernizing while maintaining the unique character of traditional downtown storefronts.

