

# ANOKA

# STATION PLAN



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# 1. PROJECT OVERVIEW

## Project Overview

### Project Approach

The Anoka Station Plan outlines the preferred vision for development and redevelopment surrounding the NorthStar commuter rail station in Anoka. This document represents the culmination of a number of previous planning and market research efforts undertaken by the City since the inception of the transit line in 2000. This Plan provides an overview of the previous planning efforts, recaps of the vision and guiding principles already established for the district, and articulates the look and feel of the development. The intent is to assist policy makers and City staff to guide future development and help recruit the desired uses to the district. The Anoka Station Plan prescribes the development form and urban design character the City of Anoka envisions for Anoka Station over the next twenty years.

In 2011, the Anoka City Council submitted a Livable Communities Transit Oriented Development grant application to the Metropolitan Council for financial assistance for the redevelopment planning study. The city was awarded the grant in the spring of 2012, allowing the City to proceed with the redevelopment plan efforts.

### History of the Planning Process

Throughout the history of the planning process for Anoka Station, the City Council and Planning Commission have played significant roles in shaping the vision for the district's future. Beginning in 2000, and extending through this current master planning effort, these elected and appointed boards and commissions have gathered public feedback and utilized professional planning expertise at key stages to help craft the vision for the area. The following is a summary of the previous planning work centered around the Anoka Station.



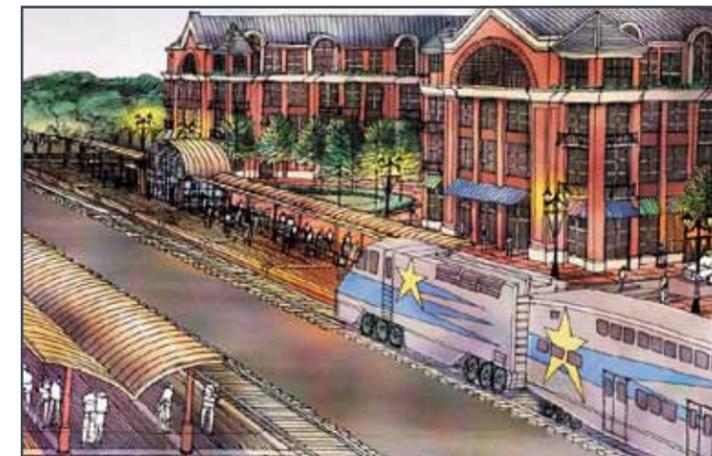
Planning for the NorthStar Commuter Rail Line begin in 2000.

### Heart of Anoka Commuter Rail Village Master Plan

(Short Elliot Hendrickson SEH - 2004)

In March 2004 SEH completed a master planning effort for the "Heart of Anoka Commuter Rail Transit Village" exploring a future land use and transportation vision for the North Central Business District and the Commuter Rail Transit Village. Three concept alternatives were studied with input on market conditions from Maxfield Research. With guidance from elected and appointed officials, City staff, and the public the preferred master plan for the Heart of Anoka Commuter Rail Transit Village would include upwards of 850 new residential units, 172,000 square feet of office, commercial or light assembly space and 20 acres of public park. The following guiding principles were established for the transit-oriented master plan:

- Conduct an inclusive and respectful public process,
- Capitalize on the sites assets,
- Respect the City's architectural heritage,
- Create a sense of place,
- Provide a mix of concentrated uses including jobs and housing,
- Accommodate flexibility for changes in the market,
- Provide a balanced transportation and parking system for pedestrians, bicyclists, drivers and transit patrons,
- Improve linkages to the surrounding community, and
- Create an attractive, mixed-use transit station - not a parking lot.



Example graphic from Heart of Anoka.

### Anoka County TOD Study Housing Opportunities Along the NorthStar Corridor

(Biko Associates - 2005)

In June of 2005, Biko Associates completed a study assessing the various housing opportunities including projections for commercial and retail uses along the NorthStar commuter rail corridor for the City of Anoka and the neighboring cities of Coon Rapids and Fridley. The study indicated that the size of the Anoka Station district, nearly 100 total acres and largest of the three areas in the study, position the Anoka Station well, for transformation over time into a major transit-oriented village. The summary of land uses and total build out from this study describes:

- 1275 dwelling units (15 dwelling units per acre) comprised of:
  - 515 townhomes
  - 315 condominiums
  - 410 rental and for sale units in a mixed use configuration
- 3,000 Sq. Ft. of retail
- 20,000 Sq. Ft. of office
- 72,000 Sq. Ft. of industrial / office showroom
- Construction of 268 initial parking stalls as a surface lot with potential for a future ramp.
- Industrial / commercial development should be located in the southeast corner of the Anoka Station where reverse commuters will have access to jobs, and industries will have access to Highway 10.



Example graphic from BIKO study.

### Transit-Oriented Development (TOD) Market Assessment

(URS Corp. - 2009)

In 2009, URS Corporation completed a market assessment for the Anoka Station, as an update and verification to the 2005 study by Biko and Associates. The market and site conclusions of this report provided a more strategic analysis addressing the strengths, weaknesses, and marketing potential of individual sites. This study also identifies key opportunities and threats to position and implement the development program over a twenty year period. The primary recommendations from this report include:

- Residential development is targeted north of the railroad tracks and along the Rum River.
- Early development of publicly controlled parcels.
- Focus on commercial, office and flex space between the rail tracks and U.S. Highway 10.
- Long-term phasing out of existing substandard privately-owned property.
- Competitive market pricing of residential development.
- A flexible development program.

The report identified two scenarios for future change, one with the major existing industrial use, Lakeland Tool, redeveloping over the long-term, and the second maintaining this use within the district. Lakeland Tool occupies approximately 200,000 Sq. Ft. of industrial space on roughly 4.5 acres with operations that run 24 hours a day and employs nearly 300 people.



Example graphic from URS study.

Built in 1952, the building had continually undergone modifications and updates for the injection molding / plastics business. Discussions with the property owner in 2009 indicated the costs of relocation for the company would be in excess of \$22 million, making relocation for this business very difficult. As such, the recommendation from City staff was to proceed with "Scenario B" from the report which highlights the following potential redevelopment program:

	Phase 1	Phase 2	Total
<i>Residential (Units)</i>			
Single Family	10	10	20
Coach Homes	25	50	75
Townhomes / Rowhouses	15	30	45
Condominiums	160	0	160
Apartments	100	100	200
<b>Total Residential</b>	<b>310</b>	<b>190</b>	<b>500</b>
<i>Commercial / Industrial (Sq. Ft.)</i>			
Multi-Story Office	75,000	0	75,000
Commercial / Retail	40,000	105,000	145,000
Office / Industrial / Flex	60,000	50,000	110,000
<b>Total Commercial / Industrial</b>	<b>165,000</b>	<b>155,000</b>	<b>330,000</b>
<b>Transitional / Institutional (Sq. Ft.)</b>	<b>75,000</b>	<b>0</b>	<b>75,000</b>

### Transit-Oriented Development Land Use, Zoning and Tax Increment Districts

#### 2030 Land Use

The current Comprehensive Plan 2030 General Land Use map shows the entire Anoka Station area to the east of the Rum River with a land use guidance of Transit-Oriented Development. This land use category allows for a mix of uses with residential densities ranging from 11-37 units per acre based on the recommendations from the previous market studies. The portion of the Transit Village to the west of the Rum River is still guided as a combination of General Commercial along Ferry Street and Low Density Residential along the river.

### Transit Oriented Development Districts

The City Council also recently adopted (2008) a Transit-Oriented Development (TOD) zoning district for this area. This zoning district is currently broken into two distinct areas, primarily separated north and south of the rail line:

**TOD – R:** Transit Oriented Development District with a Residential Emphasis. This district is intended to facilitate the creation of compact, pedestrian-oriented neighborhoods north of the rail line. The resulting neighborhood would be predominantly residential in nature but may include existing commercial and new compatibility-scaled commercial areas. The TOD-R district is intended to create a district with the following characteristics:

- Concentrations of multi-family and attached housing near the commuter rail station area with density decreasing as distance from the rail station increases.
- New non-residential uses that are transit-supportive.
- A pedestrian friendly environment that includes access to transit and pedestrian connectivity.

**TOD – E:** Transit Oriented Development District with an Employment Emphasis. This district is intended to facilitate the creation of a high employment area in relatively close proximity to the rail station south of the rail line along Pierce Street. This district targets office and commercial uses with the placement of buildings and the organization of streets arranged for pedestrian circulation. Designation as a TOD – E would create a zoning district with the following characteristics:

- Concentrations of jobs within ¼ mile of the rail station.
- Parking minimized by limiting the size and placement of parking lots.
- A high pedestrian setting with an emphasis on pedestrian connectivity.
- An area of street level activity.

### Commuter Rail Transit Village Tax Increment Finance District

In 2010 a Tax Increment Finance (TIF) District was established for the Anoka Station by the City Council. This district closely follows the boundary of the current TOD zoning district, however it does not include small portions of undevelopable land in the southeast.

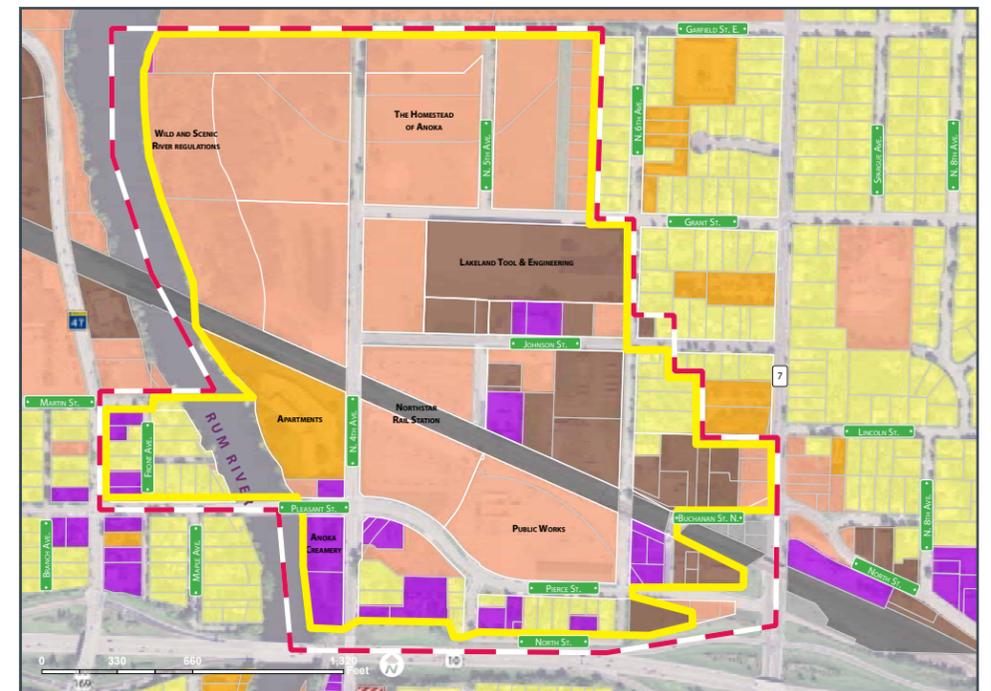
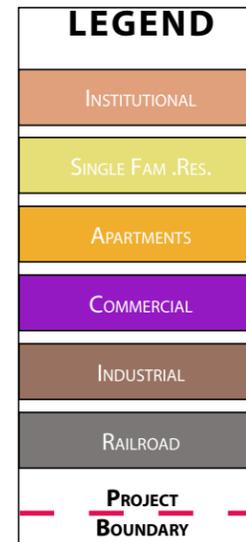


Figure 1.1 Current Land Use Map.

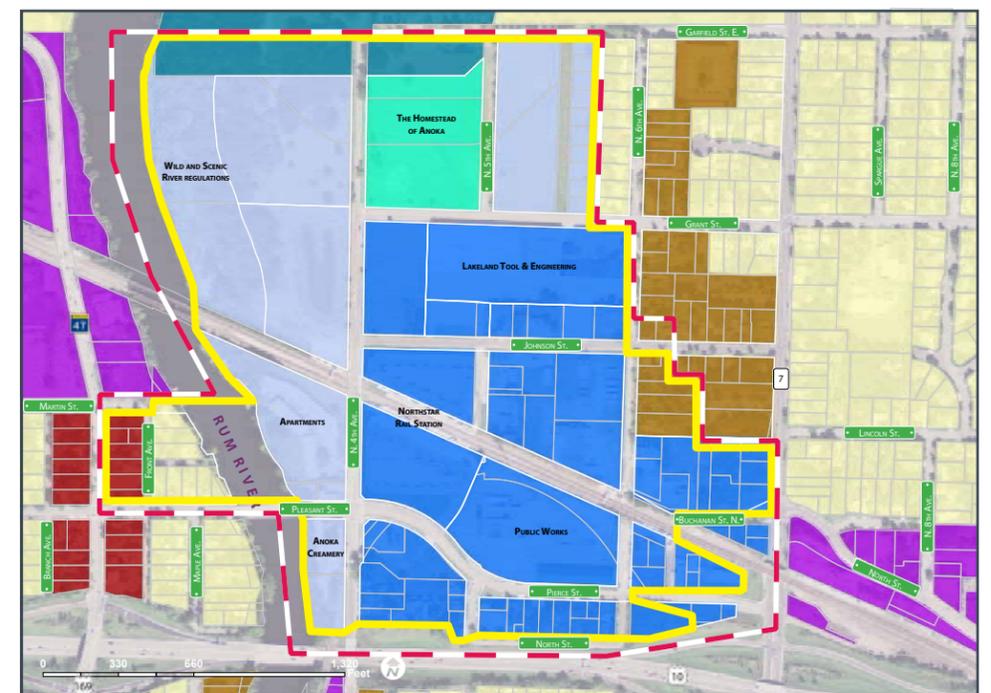


Figure 1.2 Current Zoning Map.

## Project Study Area

The Anoka Station area contains roughly 130 acres with a mix of land uses and a balance of both publicly and privately owned land. The Anoka Station is bound by the Rum River to the west, County Road 7 (7th Avenue) to the east, Interstate Highway 10 to the south and the Anoka County Rum River Human Services Center (formerly known as the Anoka Metro Regional Treatment Center) to the north.

The area was previously a commercial and industrial area and today much of the land is underutilized. Currently, nearly 40% of the land in the Anoka Station area is vacant land, most of which is publicly owned. The City of Anoka has already undergone acquisition and site remediation for select parcels in the district.

The Anoka Station district possesses nearly 3,000 feet of river frontage along the eastern edge of the Rum River and nearly 600 feet for a single redevelopment site along the western bank. The eastern edge is protected by a Wild and Scenic River setback regulation imposed by the Minnesota Department of Natural Resources (DNR). This overlay district establishes limitations on development immediately adjacent to the river by ensuring any new development is screened from view, preserving natural and scenic views from the river. The Rum River Regional Trail runs along the eastern side of the river and connects the project area to Historic Downtown Anoka and points south, and to the Anoka Nature Preserve at the northern edge of the community.

## Regional Context

Figure 1.3 highlights the Transit Village's location in the regional context. As the third stop on the NorthStar Commuter Rail line from the Interchange, the intermodal station in downtown Minneapolis, the Anoka Station is roughly a 32 minute ride to downtown Minneapolis and a 20 minute ride to the current last stop on the line in Big Lake. The NorthStar line is planned to extend north to St. Cloud in the future. Today, the station does see some reverse commuting to employment centers in Anoka such as Pentair Technical Products, Federal Cartridge and the Anoka County Government Center, however, there is only one scheduled reverse commuter train per day. The NorthStar line also provides service to all major sporting events (Minnesota Twins / Vikings) and offers additional times for other larger planned events.



Figure 1.3 Regional Context Map.

## Transit Village Context

A number of key community assets exist surrounding the station area. Historic Downtown Anoka, the central business district for the community, is approximately one half mile south of the Anoka Station and within walking, biking or a short drive from the station platforms along 4th Avenue, a key connection between these two areas. Anoka County Government Center is a major jobs anchor for downtown with over 1,000 employees, and often sees foot traffic from the station.

The Anoka Enterprise Park is located about a mile west of the Anoka Station. The Enterprise Park is home to nearly 2,300 jobs and over 3.6 million square feet of commercial, office, industrial and manufacturing space ranging from warehousing and light manufacturing to high-tech machining operations. Direct connections to this jobs center from the station currently do not exist, however the Greens of Anoka Redevelopment Master Plan describes a long-term transportation connection along Pleasant street, through the golf course and ultimately to Thurston Avenue at the south end of the business park. This connection will result in more efficient localized trips and provide bus transit and bicycle commuters easy access between the business park and station area.

Direct access to the site occurs at two locations from the Highway 10 corridor. 7th Avenue (CSAH 7) on the east and Ferry Street or State Highway 47 in combination with the Pleasant Street bridge river crossing on the west. Both access points are critical to future success of the Anoka Station as Highway 10 is the primary artery for automobile and truck traffic for the northwest metro, north of the Mississippi River.

Immediately north of the Anoka Station is the Anoka County Rum River Human Services Center. This facility provides a combination of services for adults, children and families. The facility also provides other related County services such as child support, community health and environmental services, economic assistance, job training center (employment services) and veteran services in a historic, campus-like setting along the Rum River. This facility has approximately 408 jobs and could benefit from a stronger connection to the NorthStar station.

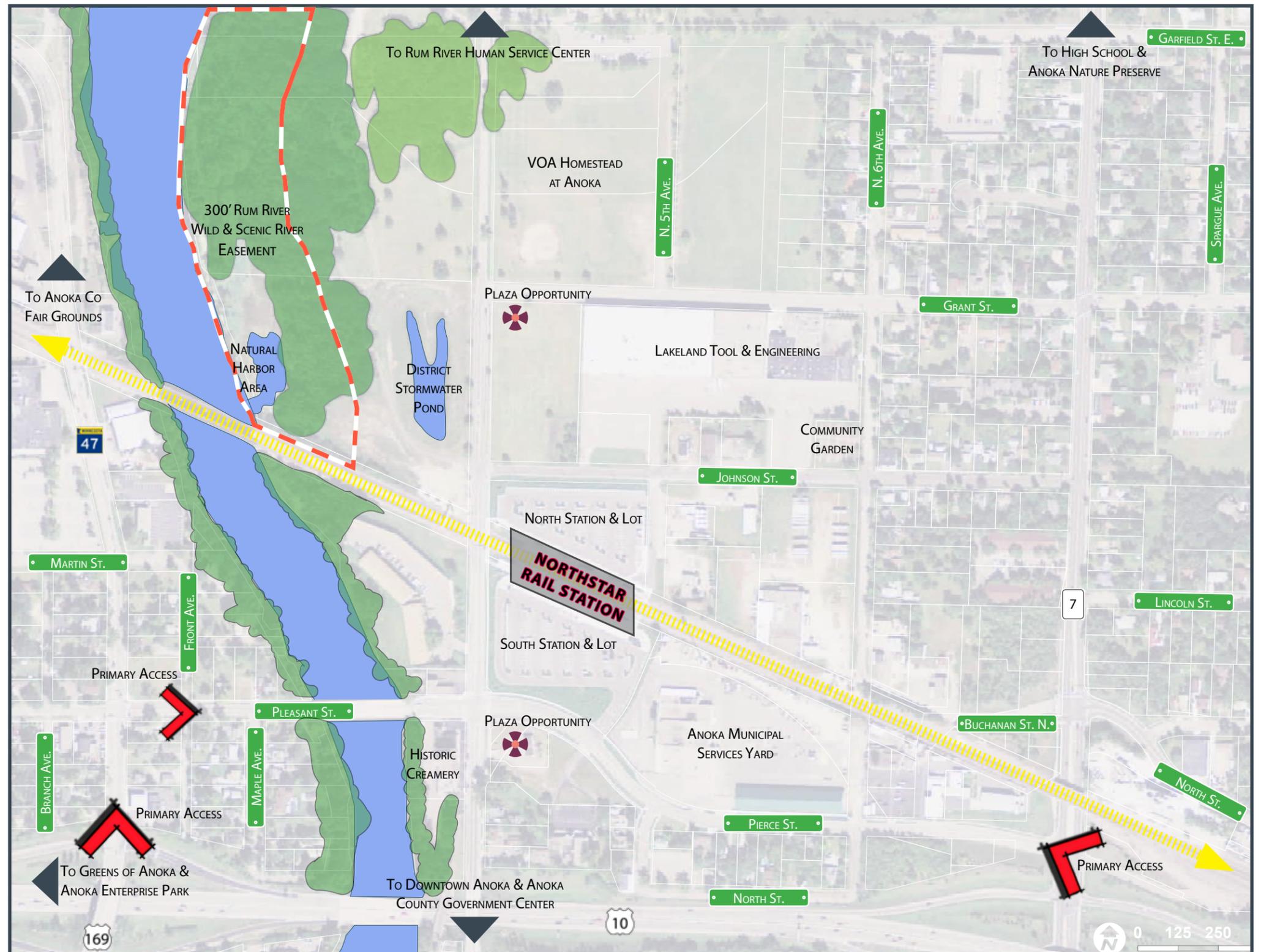


Figure 1.4 Transit Village Context Map.

# 2. VISION & GUIDING PRINCIPLES

## Vision & Guiding Principles

### The Vision and Guiding Principles for the Anoka Station Plan

The City of Anoka's Comprehensive Plan outlines a specific vision for the Transit Oriented Development (TOD) land use category, the currently guided land use for the district. At its core, the TOD land use should encourage a mixture of residential, commercial and civic uses in proximity to the commuter rail station and at densities and intensities that support and increase transit use. The TOD land use is intended to fall within a location of 1/4 to 1/2 mile from the commuter rail station. The following are the primary guiding principles all future development and redevelopment should emulate:

- Encourage a safe and pleasant pedestrian environment near the rail station and to limit conflicts between pedestrians and vehicles.
- Maximize access to transit.
- Encourage use of transit infrastructure.
- Provide parking in an unobtrusive manner.
- Reduce parking requirements by encouraging shared parking and alternative modes of transportation.
- Encourage a sense of activity and liveliness along the street level of building facades.



*A safe and pleasant pedestrian environment along streets can limit conflicts between pedestrians and vehicles.*



*Pedestrian scaled site furnishings and outdoor dining creates liveliness along the street level of building facades.*



*Parking should be located to the back and sides of buildings where feasible and with appropriate landscaping placed against the street right-of-way.*

### The Type of Development and Uses Envisioned

The Comprehensive Plan also envisions the following as the appropriate uses in Transit Oriented Development land use category:

- A mix of high density residential uses that may include apartments, condominiums, townhouses or rowhouses, and senior care facilities
- Retail uses that create high activity in the center of the TOD.
- Office use and other moderate to high intensity forms of employment to maximize the number of people having access to their job via transit.
- Public buildings / uses that are an amenity. Such uses can include plazas, parks, clinics, libraries and public service centers.
- Food oriented retail uses such as cafes and restaurants adjacent to public spaces to encourage gathering.
- Industrial uses that have a high number of employees and no outside storage or other intense on-site activities
- Personal service establishments (barber shops, dry cleaners, etc.)



*A range of high density housing options including townhomes, apartments, condominiums and senior care facilities are envisioned in the Anoka Station.*



*Office uses with a high number of jobs per square foot are desired in the Anoka Station.*



*Plazas and parks should be incorporated as public amenities.*

## Development Policies

The following are general development policies for Transit-Oriented Development outlined in the Comprehensive Plan:

- Residential densities shall have a minimum of 11 units/acre.
- Buildings are encouraged to be a minimum of two stories to maximize available land for development and encourage higher densities.
- Parking should be minimized when possible to encourage pedestrian use and use of transit.
- Parking is encouraged to be located behind buildings or underground. Shared parking and bicycle facilities are encouraged as part of any development.
- Buildings shall be oriented to the street to encourage pedestrian activity and foster ongoing activity
- Use of high quality building materials is encouraged to allow for a lasting development and be aesthetically appealing.
- Public spaces should be located to provide a community focal point and also be harmonious to adjacent land uses.



*Currently, all buildings in the Anoka Station are encouraged to have a minimum of two stories.*



*Parking is encouraged to be located behind buildings or underground and shared parking between uses should also be considered.*



*High quality building materials, such as brick should be on all building types.*

## Additional Goals for Implementation of the Anoka Station Plan

One of the key goals the City Council established for the community in 2011-2012 was to sell more City-owned property and move more tax-exempt properties on to the tax rolls for additional revenue. Much of the undeveloped land in the Anoka Station area is city-owned with the potential to become near term development. Additionally, Goal #6 of the Comprehensive Plan discusses other development strategies for the Anoka Station, with specific elements to include:

- Consider economic development, housing needs, and other land uses needs in the city when developing the plans and determining future land use of these areas.
- Provide a compatible mix of land uses that support and compliment transit oriented development near the station area.
- Concentrate a mix of complementary, well integrated land uses within walking distance of the transit station.
- Capitalize on the presence of commuter rail service.
- Encourage a mix of commercial/office/light industrial uses that will create new jobs, generate tax revenue, attract new residents, and provide new amenities.
- Encourage development of higher-density housing options.
- Develop minimum standards for new residential, commercial, office and light industrial uses within the commuter rail village planning area.
- Develop standards that require buildings to front on the street with parking located behind buildings and taller buildings located closest to the station. Consider reduced parking requirements or parking lot maximums.
- Incorporate standards for security (CPTEDD).
- Use urban design to enhance the community identity of the station area and make the area attractive, safe and convenient.



*The Anoka Station should encourage a range of high density housing options to meet the needs of the community.*



*Job creation is an important aspect to the Anoka Station. Creating a range of commercial / office / light industrial / flex uses will help broaden the market.*



*Attractive urban design of streetscapes, plazas and the public realm features will enhance the community identity for the Anoka Station.*



## Bus Transit

### Route 805

Anoka County Traveler Route 805 provides local bus service and runs hourly (Weekdays: 6am-6pm \ Weekends: 8am-5pm) from Anoka to Blaine. This route has stops along 4th Avenue that service both the south and north platforms.

### Route 851

Metro Transit Route 851 offers 12 trips per day from Anoka and Coon Rapids to Downtown Minneapolis. This route has several stops on the eastern edge of the project area along County Road 7.

### Express Routes 852

This route stops at the south platform of the Northstar station and provide service from Anoka to Downtown Minneapolis.

## Roadways

### U.S. Highway 10 Interchanges

Two diamond interchanges, located at 7th Avenue (CSAH 7) and Ferry Street (State Highway 47), provide the primary access to the Anoka Station from the southeast and southwest, respectively. As primary gateways to the Anoka Station, these interchanges provide enhanced circulation for additional traffic demands and allow necessary turning movements for trucks.

### Pleasant Street & Pierce Street

Crossing west to east over the Rum River, Pleasant Street becomes Pierce Street and serves as the principle east-west collector roadway for the Anoka Station. Pleasant Street is the only automobile route across the Rum River, aside from U.S. Highway 10, and provides access to the district from the Ferry Street interchange. The Pleasant-Pierce Street corridor provides the primary access to the NorthStar station's south parking lot and in-bound platform.

### 4th Avenue (CSAH 31) & 7th Avenue (CSAH 7)

These two roads act as the major north-south collectors running through the site and carry the only two bus routes directly servicing the station and project area. These two streets along with Ferry Street are the only roads in the project area to cross U.S. Highway 10 and link to Downtown Anoka south of the Anoka Station.

### Local Streets

The local street network is generally gridded running in the four cardinal directions. Many of the local streets are bisected by the rail line or terminated by the Anoka County Rum River Human Services Center and Rum River making current automobile and pedestrian circulation disjointed.

### Signalized Intersections

Three signalized intersections service the site. These intersections are at CSAH 7 and Grant Street, CSAH 7 and Buchanan Street, and the Ferry Street and Pleasant Street intersection. Two other signalized intersections service both the Highway 10 / CSAH 7 and Highway 10 / Ferry Street diamond interchanges.

### Truck Routes

Truck access principally enters the district through the State Highway 10 / CSAH 7 interchange, with Pierce Street and Grant Street connecting the industrial sites to CSAH 7. The major service/loading areas to remain are along the north and south facades of the Lakeland Tool & Engineering building. Access to both of these areas can be attained via County Road 7.

## Trails

### Rum River Regional Trail Corridor

The Rum River Regional Trail runs north/south along the eastern edge of the Rum River throughout the study area. The trail connects the Anoka County Rum River Human Services Center, NorthStar rail station, historic Anoka Creamery, and the overall project area to Downtown Anoka. The trail runs for more than 20 miles and links with the Mississippi River Regional Trail, Coon Rapids Dam Regional Park, as well as other local trails.

### 7th Avenue Trail Corridor

The 7th Avenue Trail Corridor runs north/south along the eastern edge of the project area. The trail corridor provides the project area with important connections to the Anoka High School, the Anoka County Rum River Human Services Center, Anoka Nature Preserve, and surrounding residential neighborhoods. This corridor also connects back to downtown.

### North Street & Ferry Street Trail Corridor

Identified on the City's 2030 Comprehensive Plan, the North Street Trail Corridor essentially follows the Pierce Street / Pleasant Street corridor. This route would continue west all the way to the Anoka Enterprise Park. The Comprehensive Plan also identifies Ferry Street as another important trail corridor linking Downtown Anoka with the County Fairgrounds and points north.



Bus Stop for route 805 along 4th Avenue.



Looking south from the Pleasant Street bridge.



Streets must accommodate truck traffic for new industrial uses and the existing Lakeland Tool & Engineering Business.



The Rum River Regional Trail.

# Sidewalks

## Existing Sidewalks

Important sidewalk connections exist along the Pleasant St. and Pierce St. corridor, due in large part to the Rum River pedestrian crossing. There is also a strong sidewalk connection along North 4th Avenue extending continuously through the project area, providing connections to the Anoka County Rum River Human Services Center, NorthStar rail station, historic Anoka Creamery, and Downtown Anoka. Connections to the single-family housing east of the project area are strongest along Johnson Street.

## Sidewalk Gaps

With the exception of the 4th Avenue, 7th Avenue, and Pleasant/Pierce Street sidewalk segments, the project area sidewalk system is fragmented both internally and in its connections to the external city sidewalk and trail network. Significant gaps exist throughout the project area as demonstrated by the image of 6th Avenue and Grant Street, a primarily residential intersection with no sidewalks.



Sidewalk gaps along Johnson Street.

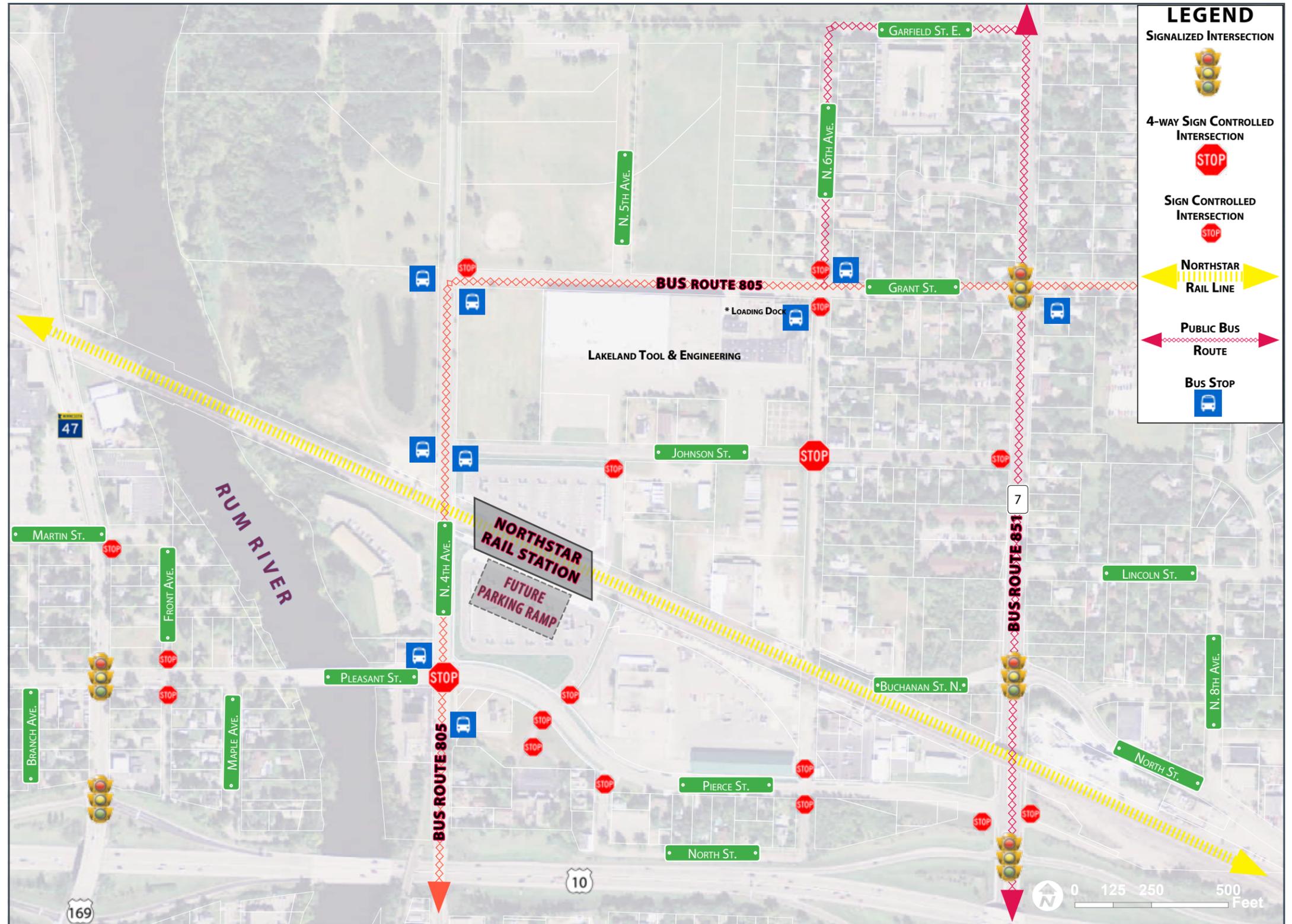


Figure 3.2: Transportation System Map.

# Parks, Recreation, & Natural Systems

## Rum River & Rum River Trail

The Rum River on the eastern edge of the Anoka Station area is a major recreation destination and scenic amenity. The Rum River Regional Trail runs along the eastern bank of the Rum River, connecting the project area to the larger metro area trail network, and Downtown Anoka. The eastern bank of the river has a natural backwater which has potential for a small boat landing/recreation area that can connect to the Rum River Regional Trail and NorthStar station.

## Anoka County Fair Grounds

The Anoka County Fair Grounds is located north west of the project area just across the Rum River from the Anoka County Rum River Human Services Center. The County Fair Grounds serve as an important recreation amenity and activity center that is easily accessible by foot or bicycle from the station area via Pleasant Street and Ferry Street.

## 300' Rum River Wild & Scenic River Easement

A 300' buffer originating from the Rum River shoreline, is designed to protect and preserve the scenic, recreation, natural, and historic values of the Rum River. This district has extensive development restrictions within the 300' dimension, allowing only the development of limited recreational amenities in support of Rum River recreational activities.

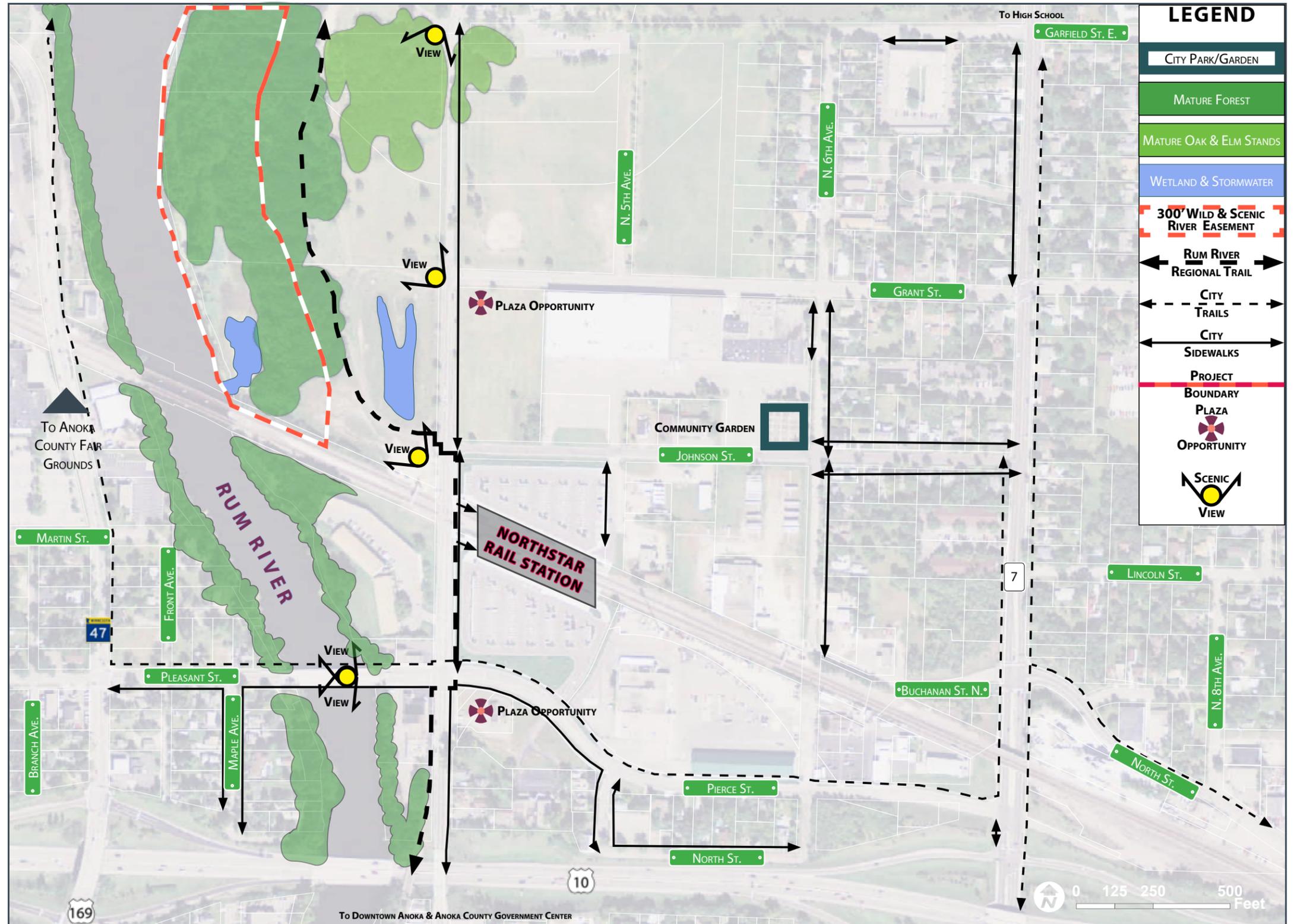


Figure 3.3 Recreation System Map.

# 4. TRANSIT VILLAGE INFLUENCES

## Adjacent Areas of Significance

### Historic Downtown Anoka

The heart and soul of any community is its downtown, and Anoka is no different. Located approximately one half mile directly south of the station, or about a 15 minute walk, Anoka's downtown boasts numerous high quality historic buildings, quaint streets lined with shopping, dining and entertainment uses and is the hub for commerce and services in the community. 4th Avenue represents the key street connection between downtown and the Anoka Station.

The downtown is currently undergoing enhancements to East Main Street, to rehabilitate the pavement, enhance the pedestrian environment, and beautify the downtown corridor. This work will be completed by the end of 2012. The Anoka County Government Center, a major employment destination in the downtown captures some NorthStar ridership. Creating and maintaining a strong physical connection between the downtown and the station area is vital.

### Anoka Enterprise Park

Two miles west of the Transit Village exists the community's primary employment concentration. At two hundred and sixty acres, The Anoka Enterprise Park includes more than fifty businesses and some of the city's largest employers including Mate Precision Tool, DecoPac, Rural Community Insurance Services, and Firestone Metals. There are no direct connections to this area from the Transit Village today, however the redevelopment master plan for the Greens of Anoka, a mixed use area around Greenhaven Golf Course, calls for improved transportation connections from the station area to Thurston Avenue, the primary access point to the business park.



Historic downtown Anoka is a 15 minute walk from the transit station. Every effort should be made to strengthen connections between the Anoka Station and Downtown.

### Greens of Anoka Redevelopment Area

The Greens of Anoka redevelopment area is immediately west of the Anoka Station and is centered around Green Haven Golf Course. The recent redevelopment master plan for this area calls for increased housing around the edge of the golf course and additional commercial redevelopment near the interchange of East Main Street and U.S. Highway 10. As a critical hinge to local transportation connections, the redevelopment master plan suggests a long-term roadway connection. Designed as parkway with a multi-use trail, this roadway will provide a local transportation link between the Transit Village, through the very southern portion of the golf course and ultimately west to Thurston Avenue and the Enterprise Business Park.



The Anoka Enterprise Business Park has a large concentration of jobs approximately 2 miles west of the Anoka Station, however direct connections to this area lacking.

### Rum River Human Services Center

Bordering the project area to the north, the Anoka County Rum River Human Service Center is another important employment center within walking distance of the station platform. The Anoka County Rum River Human Service Center south campus is an attractive, aesthetic amenity, with picturesque views of historic building architecture in a pastoral campus setting.



One of several buildings on the south campus of the Anoka County Rum River Human Services Center, originally design by architect Clarence H Johnston.

### Adjacent Residential Neighborhoods

Within the eastern edge and directly east of the project area across 7th Avenue a well established, single family neighborhood exists. Providing strong pedestrian features like sidewalks and trails will help link these neighborhoods to uses in the Anoka Station.

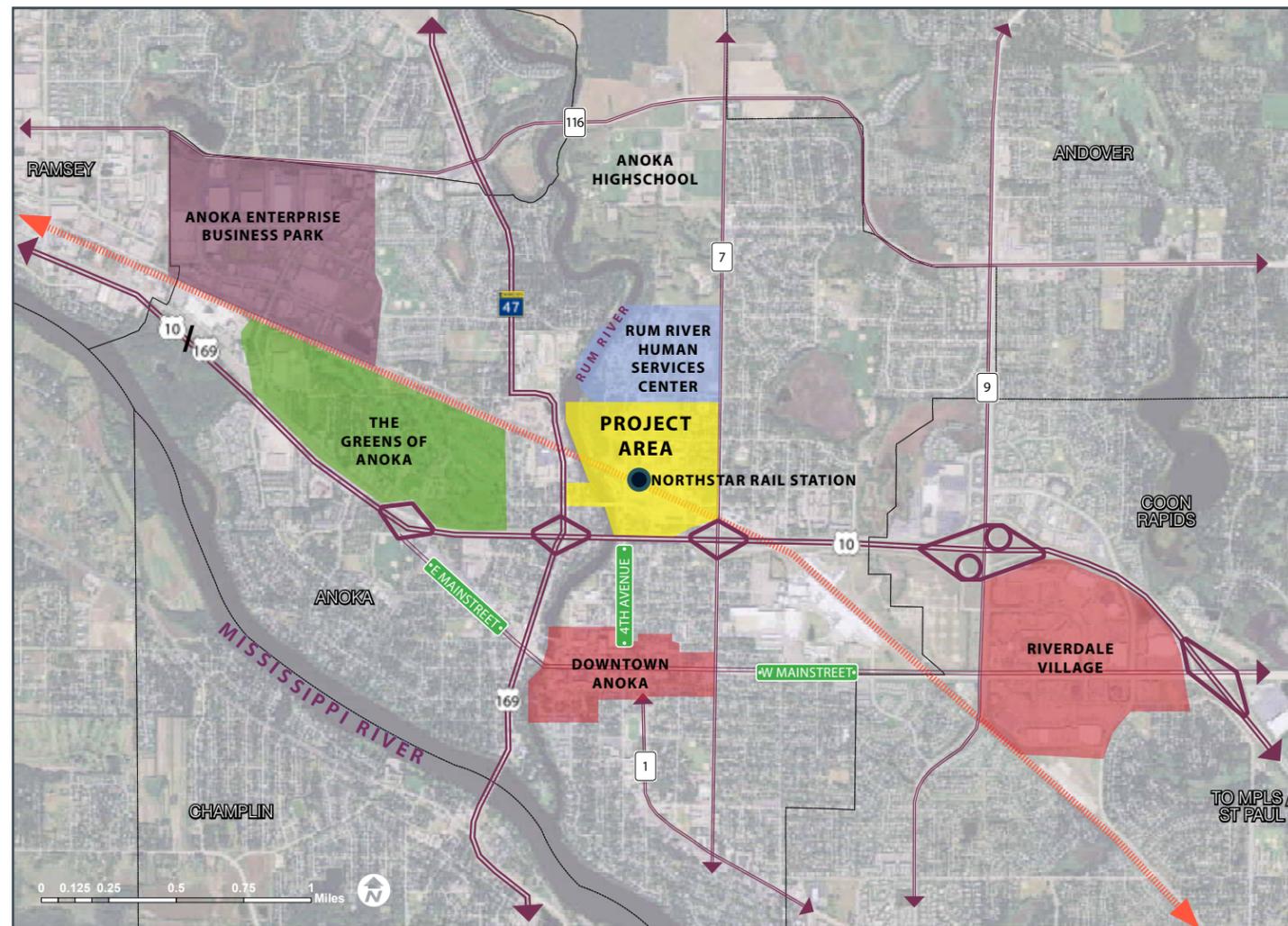


Figure 4.1: Surrounding Areas of Significance.

## Established Infrastructure Critical to the District

### NorthStar Commuter Rail

The primary impetus for redevelopment in the area centers around the success of the NorthStar line and the functionality of the station itself. Today, a modest amount of in-coming and out-going commuter ridership occurs linking Anoka with Downtown Minneapolis and other communities along the transit corridor.

### Access to U.S. Highway 10

#### 7th Avenue (CSAH 7) & Ferry Street (State Hwy. 47)

Access to U.S. Highway 10 is gained via diamond interchanges with Ferry Street at the western edge of the project area and 7th Avenue, CSAH 7 at the eastern edge of the project area. As noted earlier, these two interchanges represent key entry points for both commuters and truck traffic. Proximity to State Highway 10 also provides an important transportation amenity for future project residents and businesses.

### 4th Avenue Connection to Downtown

4th Avenue is a key connector for both automobile and pedestrian traffic. Linking together the project area and rail station to the Anoka County Rum River Human Services Center, Anoka County Government Center, and historic Downtown Anoka this street plays a key future role.

### Pleasant Street Bridge

The Pleasant Street Bridge is dually important in its role as both an automobile and pedestrian bridge over the Rum River and a connector to the project area (Anoka County Fair Grounds, Greens of Anoka / Green Haven Golf Course, and the Anoka Enterprise Park).

### District Stormwater Ponding

In 2006 a district stormwater pond was created west of 4th Avenue. This stormwater feature will handle the majority of the stormwater treatment and storage needs for the redevelopment in the Anoka Station area.



The 4th Avenue connection between Downtown Anoka and the Anoka Station is a vital linkage.



The Pleasant Street bridge is another vital link to the broader transportation network, especially U.S. Highway 10.



Having the district wide stormwater treatment area in place is a significant advantage for attracting development to the Anoka Station.

## Nearby Recreational Amenities

### Rum River & Rum River Regional Trail

The Rum River and Rum River Regional Trail act as both recreational and scenic amenities for the project area. The river banks and flood plains are punctuated by mature, dense stands of oak and elm forest, rolling open lawn, and in places, glimpses of the Rum River.

The trail is both a local and regional recreation corridor, and functions as a direct link between the river and the project area.

### Anoka Nature Preserve

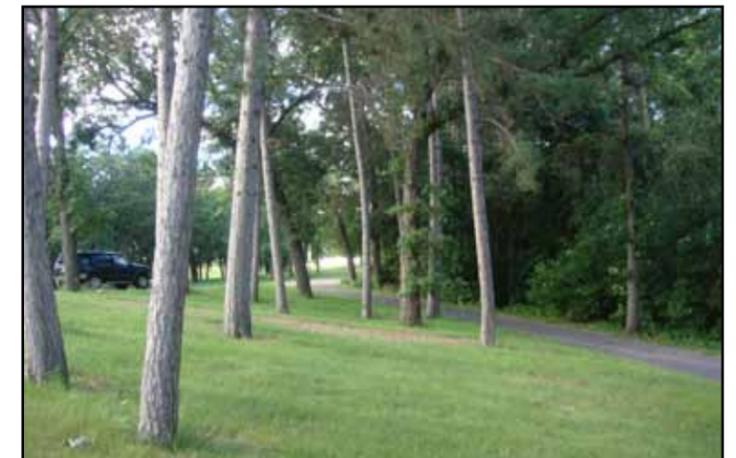
The Anoka Nature Preserve is Anoka's newest and largest park, protected under conservation easement by the city. The preserve consists of forested oak savanna, meadow and grasslands suitable for prairie restoration, wetland backwaters, and almost a mile of Rum River shoreline. Proximity to the preserve provides the future residents and visitors of the project area with easy access via CSAH 7 and the Rum River Regional Trail to an important ecological and recreational asset.

### Green Haven Golf Course

Green Haven golf course is an important recreation feature in the community. The Greens of Anoka Redevelopment Master plan suggests improvements and upgrades to the golf course and promotes a parkway connection between the two areas.



The Rum River provides tremendous, year round recreational opportunities for the Anoka Station.



The Rum River Regional trail is an important recreational, bicycle and local trail connection through the district.



The redevelopment plan for the Greens of Anoka suggest a stronger, more direct connection between the station and Green Haven Golf Course.

## Recent & Planned Public Investment

### Commuter Rail Station (2009)

Constructed in 2008 and open for operation in 2009 the in-bound and out-bound platform areas have numerous pedestrian amenities including pedestrian lighting, shelters, benches, trash receptacles, information and ticketing kiosks, a bank of bike lockers, and a set of bike racks and landscaping treatments.

Currently each station is serviced by a surface parking lot and the south station also has a bus drop off lane. The north lot (out-bound) has 181 spaces and the south lot (in-bound) has 196 spaces for a total of 377 surface parking spaces. Typically, during the work week the southern lot is more full, but fails to meet maximum capacity.

### Rail Station Parking Ramp

(2013 Planned Construction)

Planned for construction in 2013, a new parking structure will provide sheltered parking for NorthStar commuters. Occupying the south parking lot, the new ramp will house nearly double the spaces built on the south side today. An enhanced bus drop off and expansive pedestrian plazas are also planned.

### Reconstruction of Pierce Street (2008)

The reconstruction of Pierce Street provided an upgrade to the transportation infrastructure around the south parking lot for the station. The new roadway provides upgraded utilities, an improved roadway configuration with added turn lanes, wide shoulders and a sidewalk on the south side of the street, and a multi-use trail on the north.

The combination of the sidewalk and trail improvements with highlighted intersection crossings and new lighting have created a safer pedestrian environment. The reconstruction extends sidewalks along Pierce Street, linking the Pleasant Street bridge and the Rum River Regional Trail to CSAH 7 and the 7th Avenue trail corridor.



*Pedestrian amenities at the station platforms include covered shelters, informational kiosks, pedestrian scaled lighting, benches and bicycle furnishings such as bike racks and bike lockers.*



*A west bound PM NorthStar train dropping off and picking up commuters on its way from Minneapolis to Big Lake.*



*An aerial view of the 4th Street and Pierce Street intersection, showing the traffic and pedestrian improvements made after the reconstruction.*

## Current & Planned Private Development Activity

### Volunteers of America - The Homestead of Anoka

(Under Construction)

The Homestead at Anoka project will consist of 221 units of senior continuum of care housing. Phase I will create 120 beds of skilled nursing/memory care and 58 senior congregate units and is slated for completion in early 2013. A future phase, including an additional 43 units of both skilled nursing and congregate housing is planned for the current construction site.



*Construction is currently underway for the Volunteers of America - The Homestead of Anoka project. The first phase will have 120 beds in a skilled nursing / memory care facility with an additional 58 senior congregate units.*

### VOA Phase 2

(Undetermined)

Immediately to the east of the current construction, the Volunteers of America have preliminary approval for a second project including two apartment buildings with 48 and 42 units and an additional 12 units of rental, single level twin homes.



*Figure 4.2: Elevation illustrations of the Homestead at Anoka senior housing project currently under construction by the Volunteers of America.*

# 5. ANOKA STATION PLAN

## Anoka Station Plan

### Redevelopment Master Plan

The Master Plan for the Anoka Station represents the long-term vision for the district. Change will not happen overnight and numerous steps must occur to achieve the vision. This plan outlines a graphic depiction of development form, allocation of uses and general patterns of development.

The master plan chapter highlights the overall district development with system diagrams for the Anoka Station's transportation network including streetscape design, trail locations, and the integration of transit. Parks, trails, and open space elements are also highlighted within a system diagram for the overall district, showing the location for parks, plazas, and other important pedestrian amenities in the Anoka Station.

The second component to the master plan describes site guidelines for individual redevelopment sites throughout the district. Each of these individual site studies examines the placement of buildings and parking on the site, the design and character of the public realm, landscaping and screening needs, preferred heights of buildings and location for service and loading areas. Each individual development site study shows a desired development pattern and overall capacity identifying a range of units or overall square feet of development.

### Summary of Uses

Generally, the Anoka Station Plan closely follows the recommendations of previous planning efforts by focusing commercial, industrial and flex uses south of the rail line along Pierce Street. Residential uses are planned north of the rail line along Johnson Street and 4th Avenue in close proximity to the natural amenity of the Rum River.

A mixed use node is envisioned at the intersection of Johnson Street and 4th Avenue with a vertical integration of uses. Housing would be developed above supportive service and retail uses at the ground level. Within this area, and expanding to the east along Johnson Street the opportunity exists to promote live/work housing units where owner occupied units would have a storefront or shop space at the ground level and live directly above the individual unit.



*The Anoka Station will transform into a mixed use commercial, residential and employment district.*



# Transportation & Circulation

## Transit

### NorthStar Commuter Rail

The construction for the new park and ride ramp is planned for 2013 and will double the capacity for parking south of the commuter rail station. The enhanced bus drop off will also be an added benefit to the station. Creating a safe and navigable pedestrian realm around the new ramp and station platforms is paramount, and will allow the Anoka Station to potentially draw more commuters to the Anoka Station area.

The current plans reserve room for an expansion to the proposed ramp and still allow for future commercial development to occur toward the intersection of 4th Avenue and Pierce Street. The integration of the transit functions with the commercial development needs and clarity to the pedestrian realm are critical. These are explored in more detail at the individual site scale later in this chapter.

### Bus Routes

Route 805 is the primary route through the station area running along 4th Avenue and Grant Street and connecting the Anoka Station with Downtown Anoka and Riverdale Commons to the east in Coon Rapids. A number of stops are currently identified along this route. As development occurs, more emphasis should be placed on enhancing bus shelters and providing amenities such as benches, bike facilities and wayfinding and signage to local business in the district.

Additionally, Route 851 runs along 7th Avenue and connects with a park and ride lot north of the site on 7th Avenue and connects back to Riverdale Commons and points east. Enhancing sidewalk and trail connections from stops along this route on 7th Avenue back into the Anoka Station are recommended.



*Creating a high-amenity pedestrian zone is important near the station and planned areas for commercial development.*



*Transit plaza with public art opportunities integrated with commercial development.*



*An example of an enhanced bus shelter to be located at the new ramp facility.*

## Automobile & Truck Circulation

Pierce and Pleasant Street will serve as the primary access to and from the station area. Truck routes will follow these streets as well as 4th Avenue and Grant Street to the north. Grant Street is currently signed as the primary access point to the NorthStar station for southbound traffic on 7th Avenue. These streets will see the most traffic, however the remaining streets in the district are critical for circulation and creating the address for much of the newly planned housing. Maintaining the grid of streets to the extent possible will aid in legibility for residents, business patrons and commuters.



*Collector roadway with enhanced landscaping and on-street bike lanes.*

## Bicycle Routes & Facilities

The integration of bicycle transit in the district is another critical element. The master plan recommends an integrated network combining both on-street bike lanes (on Grant Street) and off street multi-use trails (4th Avenue, Pierce Street & Pleasant Street) to connect to the station and provide a clear and safe route for bicycle commuters and recreational users of the Rum River Regional trail.



*On street bike lanes on and bicycle amenities like bike racks are important to promote multi-modal commuting to the station.*

## Pedestrian Network

An enhanced pedestrian network throughout the area is a primary goal for the Transit Village. The master plan recommends a complete network of sidewalks and trails be established. Sidewalks are envisioned on both sides of residential streets depending on the location, and on commercial / industrial streets have a sidewalk on one side and a multi-use trail on the other.



*Residential streetscape.*

## Transportation & Circulation Legend:

	<b>PUBLIC PARKING RAMP</b>
	<b>BUS DROP OFF</b>
	<b>BUS STOP</b>
	<b>TRUCK LOADING DOCK</b>
	<b>BIKE PARKING/RACK</b>
	<b>PUBLIC PLAZA</b>
	<b>TRANSIENT DOCK</b>
	<b>SITE ACCESS POINT</b>
	<b>RUM RIVER REGIONAL TRAIL</b>
	<b>PRIMARY TRUCK ROUTES</b>

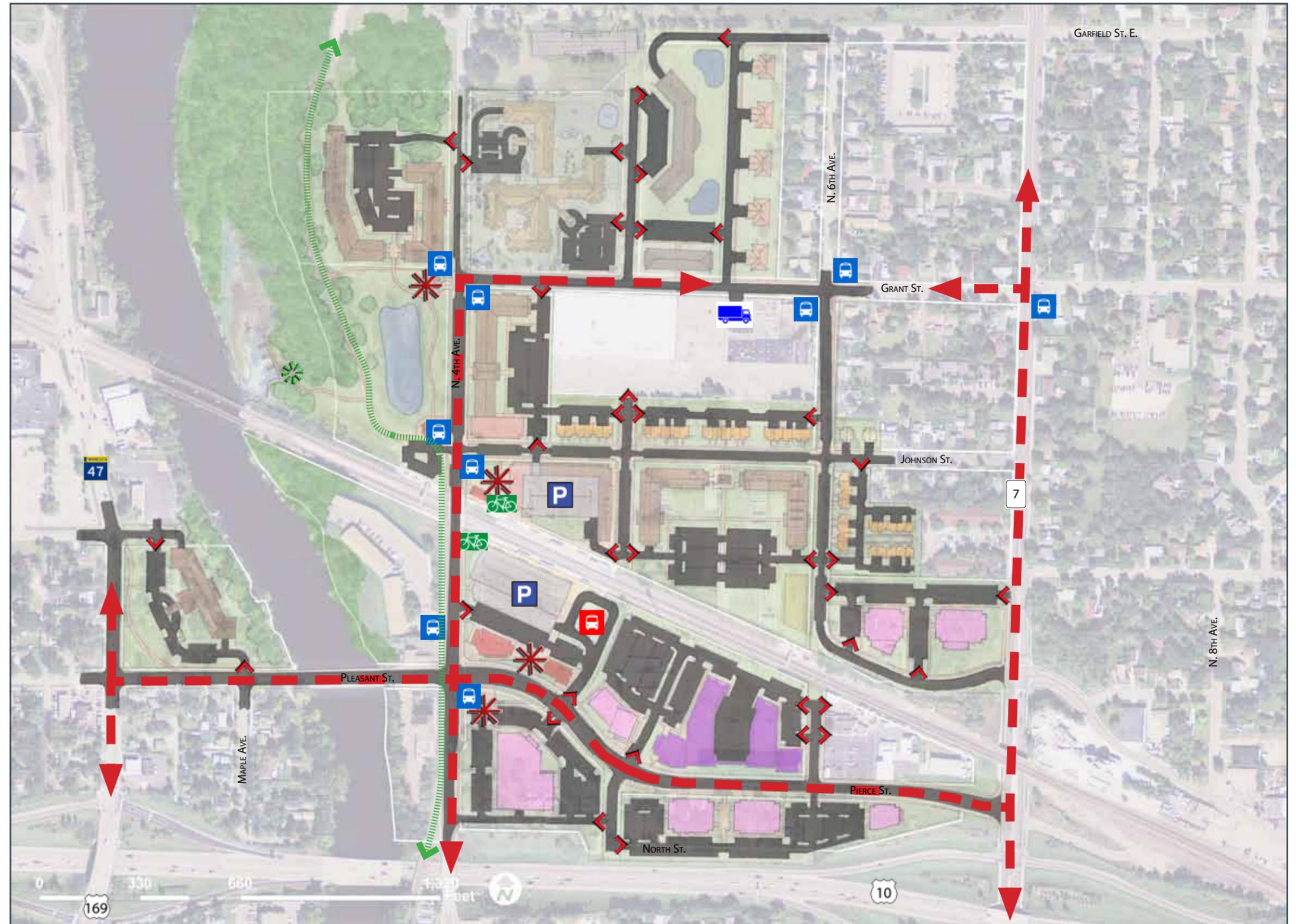


Figure 5.2 Transportation & Circulation Plan.

# Streets & the Public Realm

The public realm and streetscape design in the Anoka Station are plays an important role in shaping the character of development and the comfort and legibility for people to safely navigate the area. Certain streets serve different roles, some are more residential in character while others provide the predominate route to and from the commuter rail station. Some streets carry more truck traffic than others, while others support an enhanced pedestrian and bicycle network. The following street typologies are provided to help integrate the broader transportation system with the anticipated development pattern immediately adjacent.

## Commercial Collector Street

This street type is the most prominent in the Anoka Station. Here, buildings are placed toward the street with 15' setbacks and front landscaped yards, side loaded parking or parking in the rear of the building. The traffic demands of this street likely require turn lanes and any major intersections would likely be signalized. The right-of-way varies for this roadway type from 85'-70' but a sidewalk on one side of the street and a multi-use trail on the other should remain consistent throughout. This street type will have a high level of finish for streetscape design and landscaping.

## Commercial / Industrial Service Street

Set in more of a traditional right-of-way width of 60', these street types provide access to commercial business, but have more flexibility in placement of parking next to them. Parking would be allowed adjacent to these streets as long as parking lots are well landscaped and screened.

## Industrial Edge Street

This street type is primarily focused around Lakeland Tool and the surrounding residential neighborhoods. These roads must allow truck circulation due to the loading / service requirements of the major industrial use. This street type provides a transition from a more traditional residential edge with sidewalks and boulevard trees to more of a landscape and screening condition to bring the scale of the industrial building down and soften the edges.

## Mixed Use / Live-Work Street

This is a unique street type in the Anoka Station. Located just north of the tracks at the intersection of 4th Avenue and Johnson Street, the street section provides two lanes of traffic and on-street parking, but provides a true urban character with hardscape boulevards, broad sidewalks and plaza spaces extending from the back of the curb



Urban Residential Street Type.



Commercial / Industrial Service Street Type.

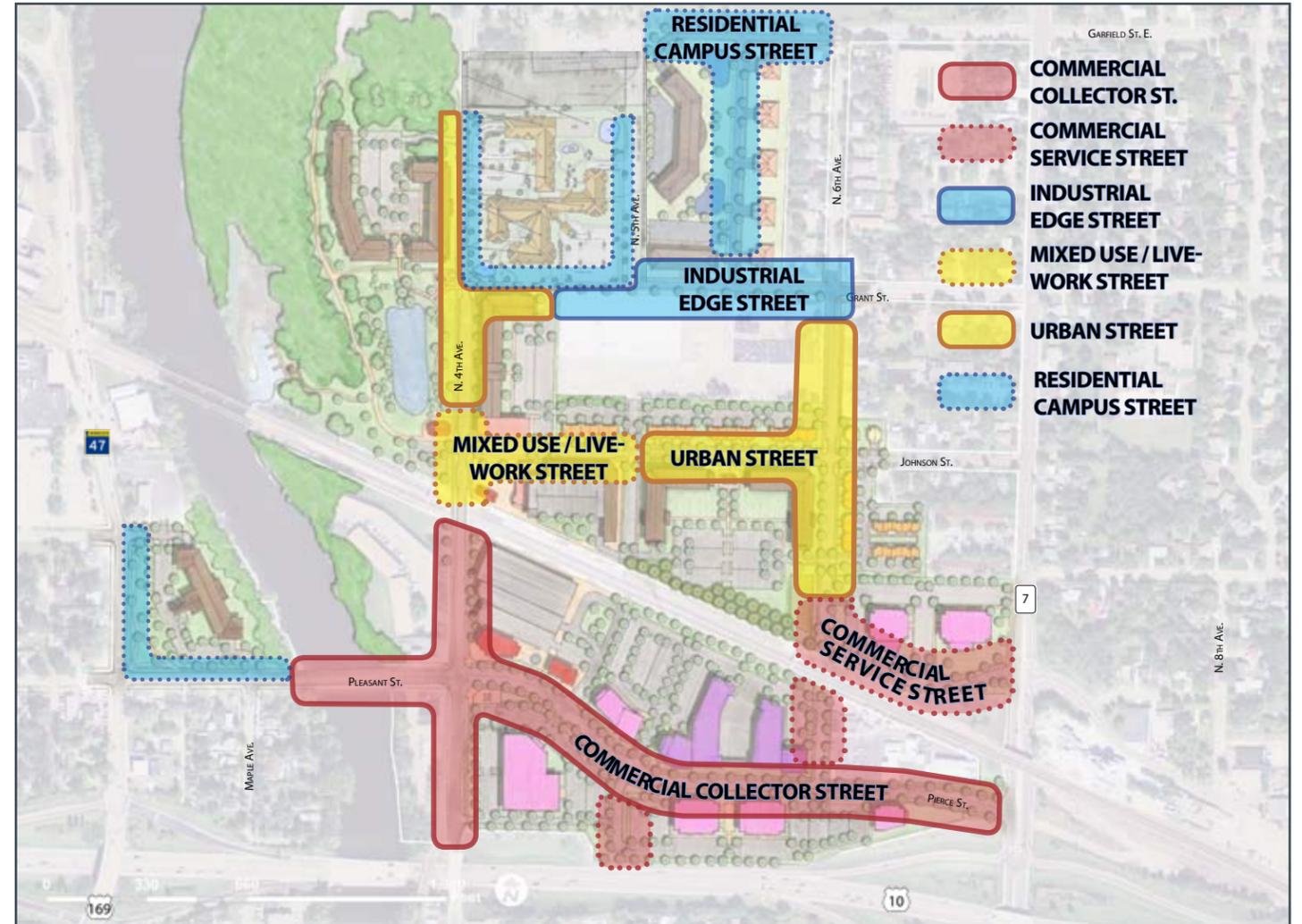


Figure 5.3: Streetscape Typology Key.

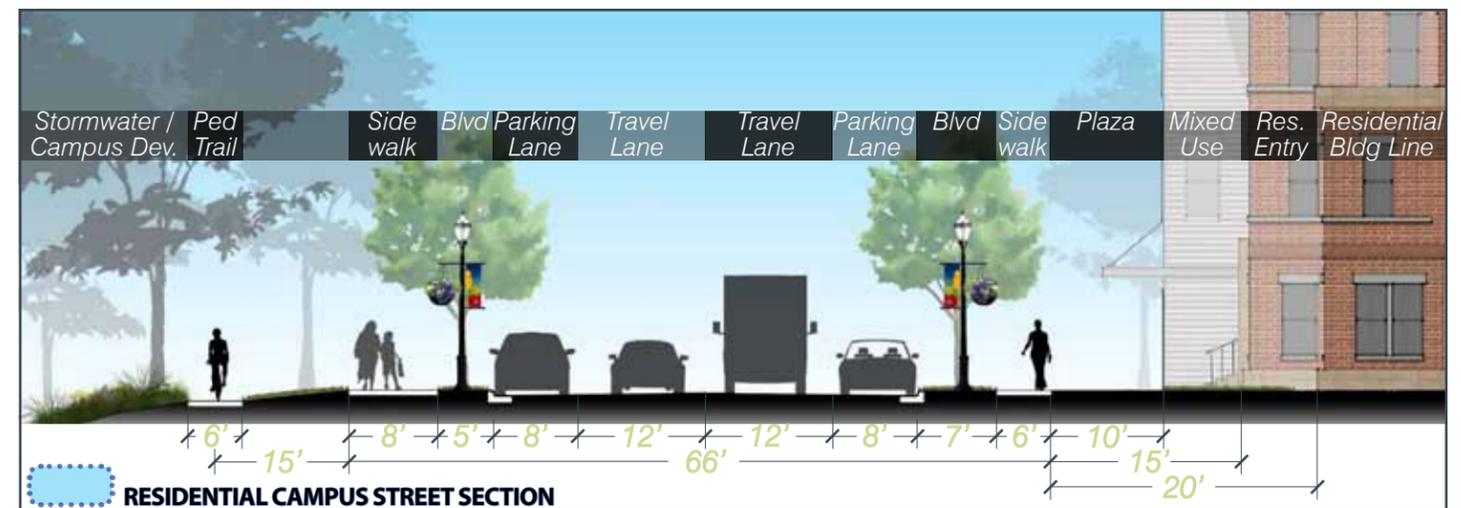
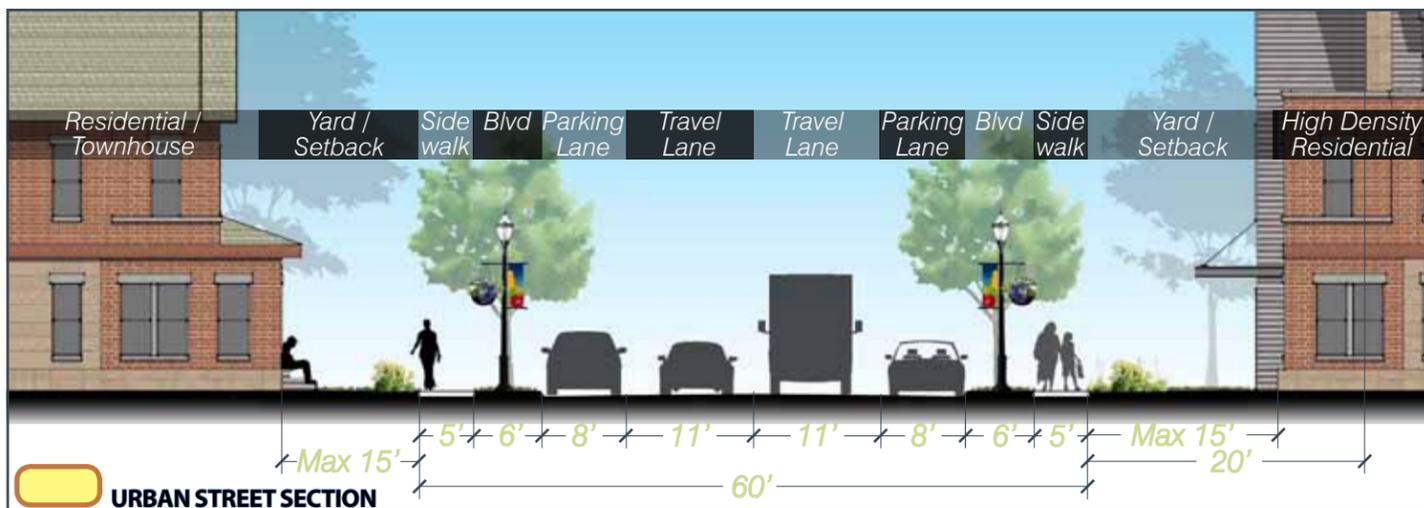
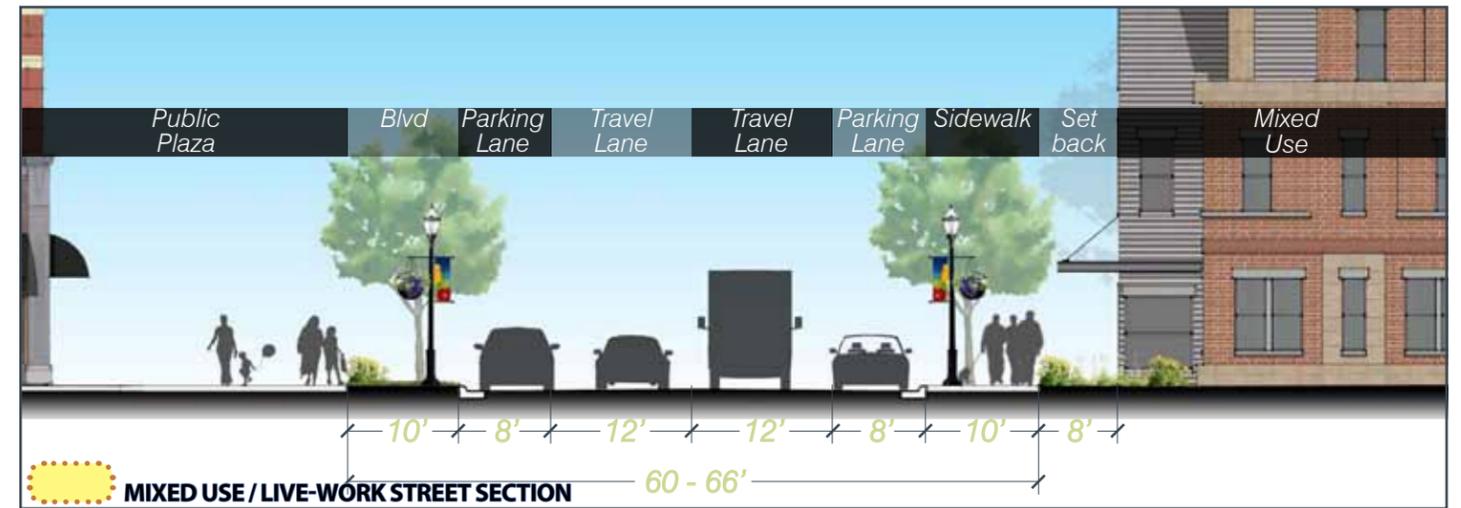
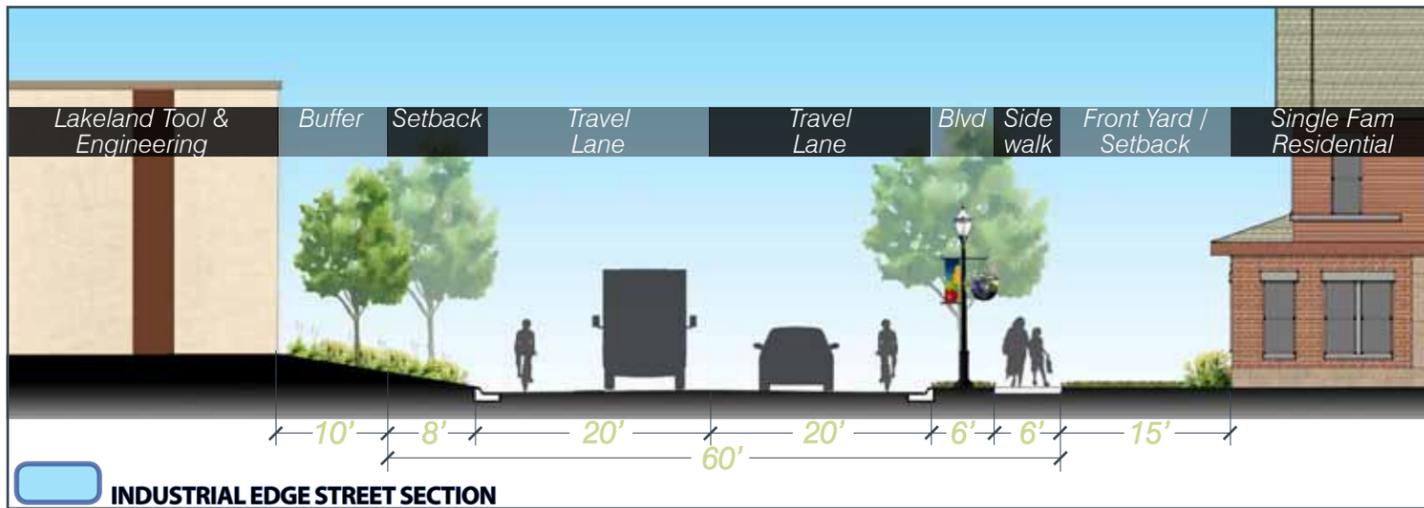
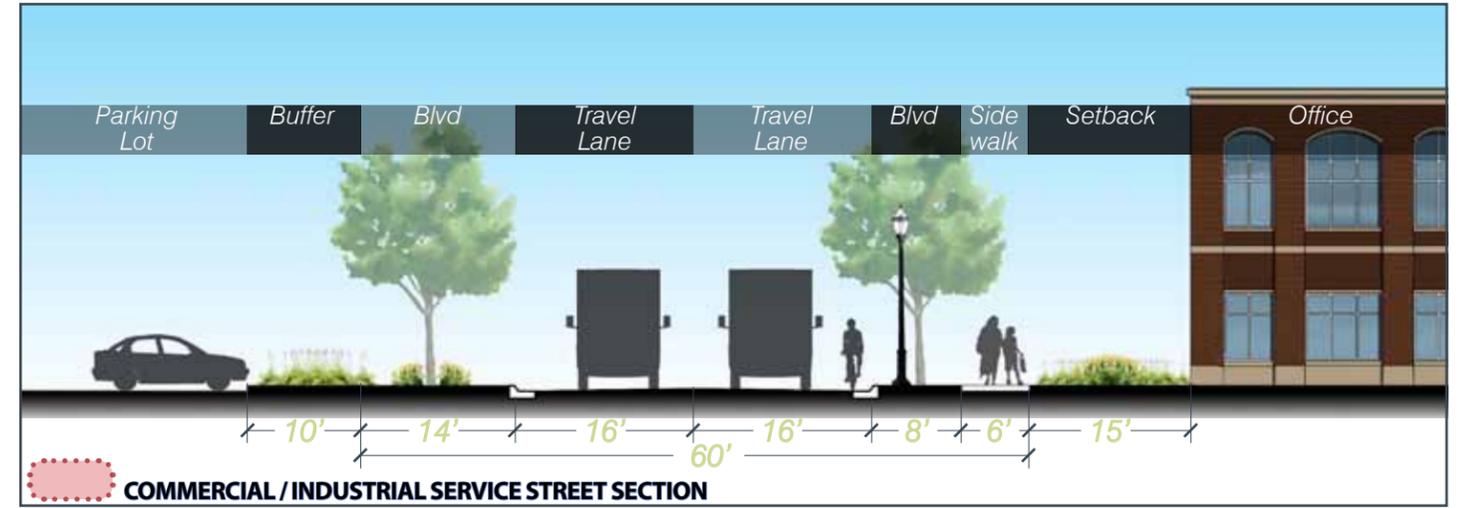
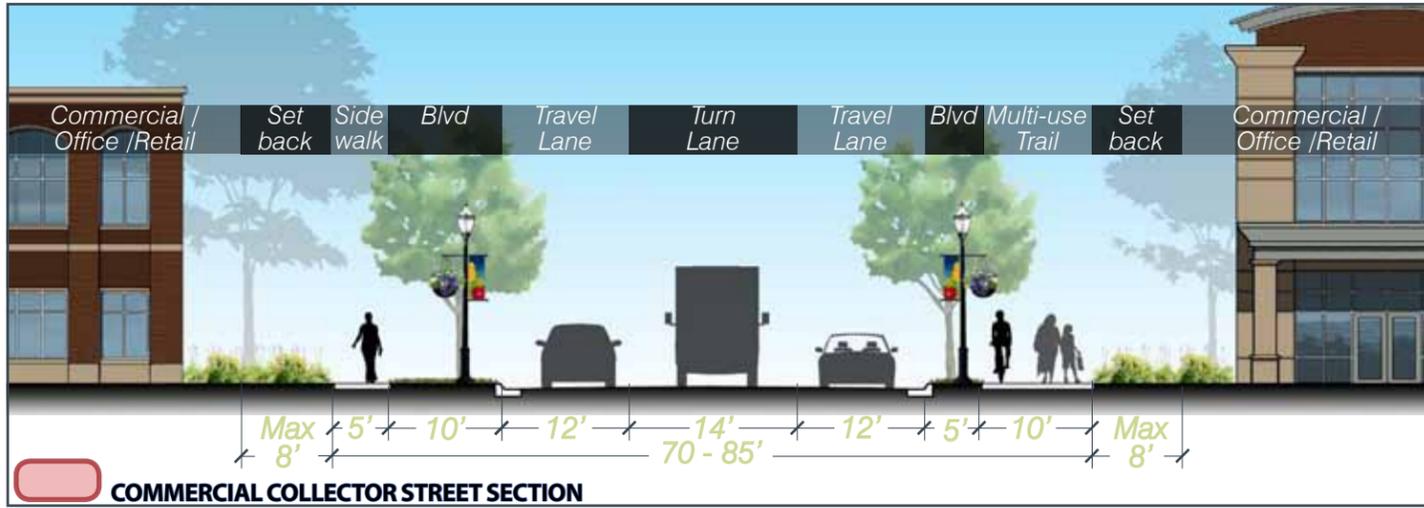
to the face of the buildings where ground level retail, shops and restaurants would likely exist. Unique paving combined with enhanced pedestrian amenities would signify this area as primary pedestrian zone.

## Urban Street

The Urban Street type is characterized by residential buildings, either townhomes or multi-family housing apartments or condominiums close to the street with on-street parking, tree boulevards and sidewalks on both sides of the street. Parking and vehicular circulation is located in the back of the building.

## Residential Campus Street

This street type recognizes the campus model established by the Homestead at VOA project currently under construction. While the street section itself doesn't change drastically from other residential street types, the building setbacks are more flexible and parking is allowed adjacent to the roadway if well landscaped and screened. The programmatic elements of traditional senior campus development make creating a truly "urban" development challenging and this street type allows for those uses to exist and integrates them with the public realm of the Anoka Station.



# Parks, Trails & Open Space

## Rum River

The Rum River represents the strongest natural resource amenity for the Anoka Station. The old growth forest consisting of oaks and maples sits nestled along the river bluffs and provides a truly scenic experience, particularly along the Rum River Regional Trail. The master plan seeks to preserve this natural resource and enhance people's connection to it.

The master plan suggests the creation of an expanded park space surrounding the district stormwater pond west of 4th Avenue. This park area would be a combination of a naturalized open space and passive park area for picnicking and public gathering areas closer to development against 4th Avenue. South of the stormwater pond, a small commercial / retail / restaurant building is proposed. Envisioned as combination small restaurant, bike shop, this use fits perfectly with the Rum River Regional Trail and the bicycle commuting community.

Just east of this proposed building location, a natural harbor area exists along the eastern edge of the riverfront just north of the B.N.S.F rail bridge. Here the master plan suggests exploring the opportunity for a potential transient dock location, potentially 8-10 boat slips, where recreational boaters could tie up for the day and take the train to downtown Minneapolis and back or visit the shops and restaurants in the Anoka Station Area.

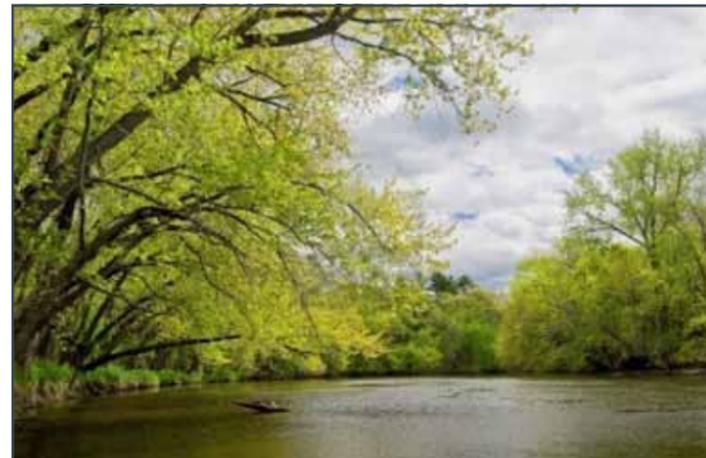
A canoe or kayak launch, potentially a rental program funded and run through the parks and recreation department, and fishing pier could also be integrated. Additionally, snowmobiling is very popular in the winter along the Rum River and this provides another opportunity for recreational uses to visit a year-round restaurant use overlooking the new park and Rum River.



Potential exists for a boat, canoe, kayak dock at the Rum River just north of the rail bridge.



Restaurant on the edge of the park.



Rum River is a tremendous natural resource.



Pavilions and overlooks are integrated into the new park.

## Trails

The Rum River Regional Trail is the primary recreational trail amenity in place today. The master plan recognizes the additional trail corridors identified in the Comprehensive plan and integrates those corridors into the design of the streetscapes. The North Street Trail Corridor follows the Pierce Street / Pleasant Street and intersects with the Ferry Street Trail Corridor at a new "Gateway Park" at the intersections of Pleasant Street and Ferry Street. This new pocket park is integrated with the redevelopment of the residential site west of the Rum River.

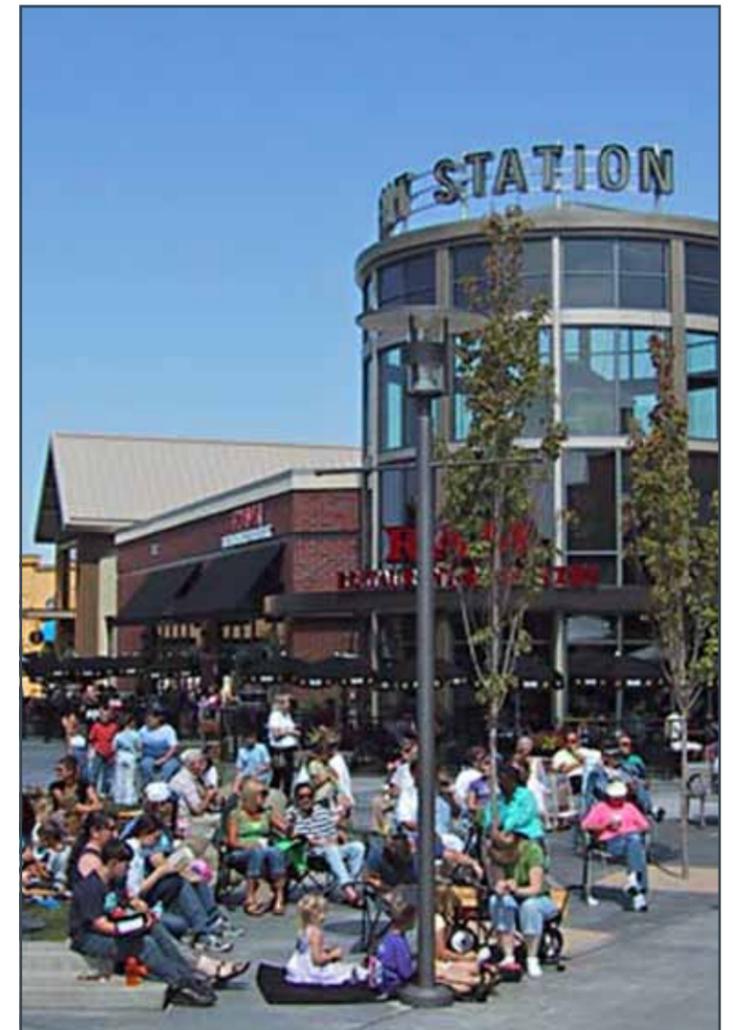
Additional loop trails are planned through the new park area surrounding the district stormwater pond west of 4th Avenue. These loops provide short, leisurely walks and are an amenity for nearby residential uses.



Loop trails are proposed around the pond in the new park.

## Plaza spaces

Plaza spaces are envisioned at key locations throughout the Anoka Station. Primarily focused at the NorthStar station, and adjacent to retail and mixed use locations, plaza spaces offer an opportunity for public gathering and integration of public art and district branding. The plaza spaces are intended to help shape and form the surrounding development and become the organizing elements for development to build off of.



Plaza spaces create opportunities for community gathering.

## Community Gardens

Community gardens provide an opportunity to connect with neighbors and promote an active lifestyle. A small, approximately half acre area south of Lakeland Tool exists today as a community garden. The master plan proposes to relocate this area south along 6th Avenue and expand the overall size.



Community gardens are an important neighborhood asset.

## Private Amenity Areas

The development of private development amenities is critical to the success of residential development in the Anoka Station. Development should include on-site open space for residents and should be strongly linked to the public realm and streetscapes throughout the district.



Public/private plaza spaces for promote community gathering.



Figure 5.4 Parks, Open Space, & Trails Plan.

# 6. SITE DESIGN PRINCIPLES

## Site Area Summary

This chapter of the master plan outlines more specific design principles for individual sites within the Anoka Station Plan. Organized by residential, commercial and existing uses to remain, the following pages detail significant design considerations from placement and height of buildings, location of parking, circulation and loading areas, important pedestrian features and landscaping and screening needs.

Figure 6.1 provides a summary of all of the redevelopment sites in the Anoka Station. For each site area an intended use and approximate development yield is shown based on the previously generated plan by City staff which was a collection of all of the previous planning efforts. These totals were used as a guide to formulate the master plan recommendations for the more specific sites.

RESIDENTIAL DEVELOPMENT SITES		
SITE	Acres	Anticipated Units
Site 1	7.39 Acres	140 Units +/-
Site 2	4.24 Acres	100 Units +/-
Site 3	2.03 Acres	15 Units +/-
Site 4	6.47 Acres	140 Units +/-
Site 5	1.39 Acres	22 Units +/-

COMMERCIAL / RETAIL / MIXED-USE DEVELOPMENT SITES		
SITE	Acres	Anticipated S.F.
Site 6	3.1 Acres	12,000 SF +/-
Site 7	4.02 Acres	105,000 SF +/-
Site 8	3.73 Acres	64,000 SF +/-
Site 9	6.61 Acres	100,000 SF +/-
Site 10	4.34 Acres	57,000 SF +/-
Site 11	3.03 Acres	8,500 SF +/-
Site 12	4.09 Acres	13,000 SF +/-
Site 13	1.33 Acres	3,000 SF +/-

EXISTING USES TO REMAIN		
SITE	Acres	Anticipated Units / S.F.
Site 14	6.80 Acres	203 Units
Site 15	8.00 Acres	303 Units
Site 16	6.81 Acres	200,000 +/- SF
Site 17	5.02 Acres	48 Units
Site 18	1.94 Acres	Unknown
Site 19	2.13 Acres	Unknown

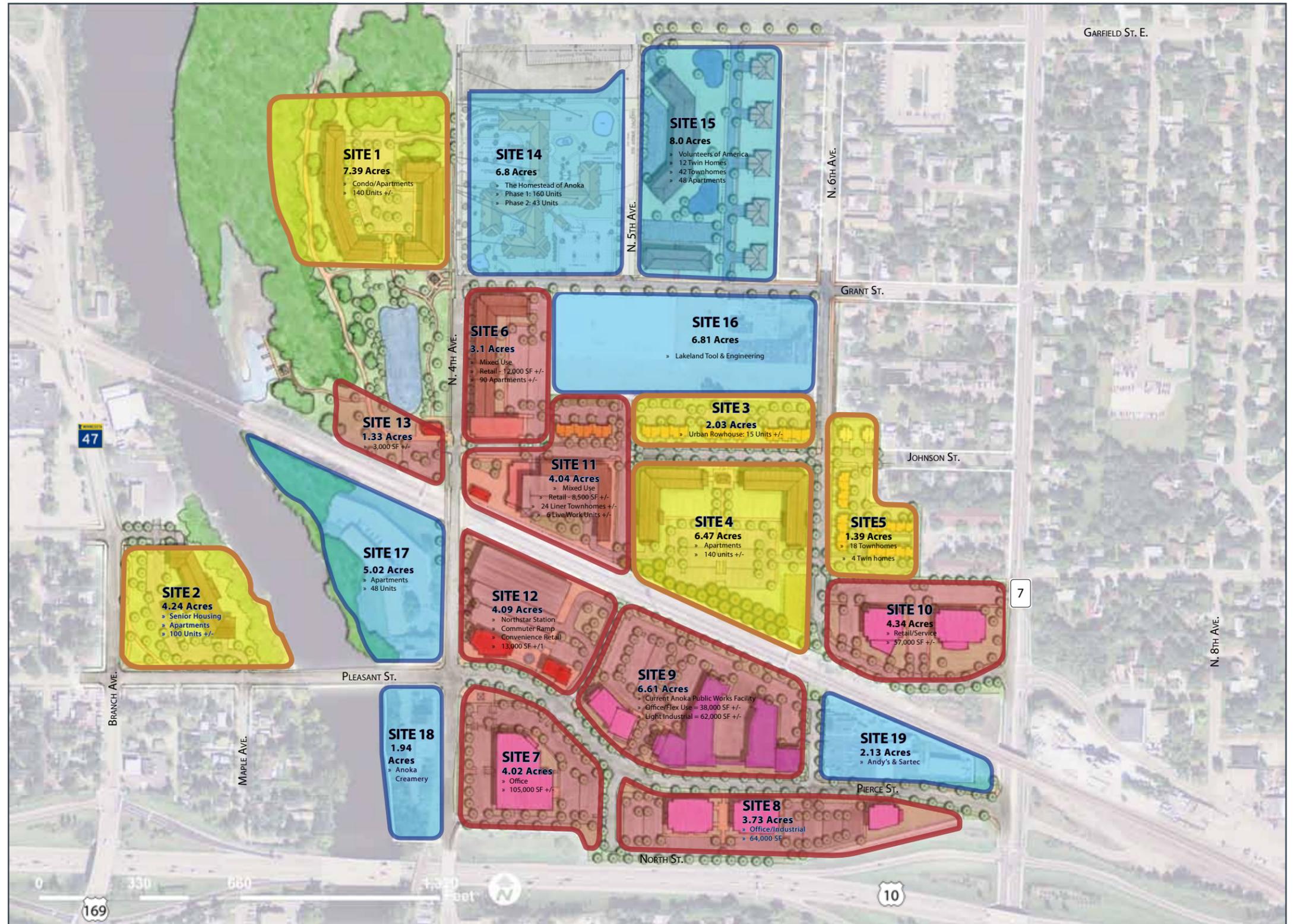


Figure 6.1: Individual Sites

# Site #1 - Housing along the Rum River

## Site Description

The natural setting of this site offers tremendous opportunity for residential development. The proximity to the Rum River and the Rum River Regional Trail are key assets for future residents. Housing developed at this site should preserve the existing woodland grove to the north and embrace the open space / park amenities to be developed around the stormwater pond feature to the south. Site development should include internalized parking courts, underground parking, strong connections to open space amenities. Buildings along 4th Avenue should reinforce the street edge by placing the building toward the street with articulated entries.

## Site Summary Table:

Site Area	7.39 Acres
Intended Use	High Density Residential
Anticipated Unit Type	Owner Occupied Condominiums or Luxury Apartments
Anticipated Unit Range	100 - 140 Units
Site Availability	Immediate

## Site Principles:

### Building Height & Placement

- Site building to take advantage of views of the Rum River, stormwater feature, woodlands, and adjacent historic Rum River Human Service Center architecture.
- Develop a 3-4 story building with the bulk of the building mass oriented towards North 4th Street and the Wild and Scenic River Buffer.

### Access, Parking & Circulation

- Provide development access off of North 4th Avenue.
- Organize surface parking between buildings with a street-like character and sidewalks leading to the primary entry of the buildings and connecting to the surrounding trail network, loop trail, plaza spaces, and NorthStar station/retail district.
- Utilize underground parking for units - one parking space per unit.
- Provide multi-use trail connections for the Rum River Regional Trail.

### Landscaping & Screening

- Provide a landscape buffer between the surface parking and private plaza amenity.
- Provide enhanced landscaping and boulevard tree plantings along North 4th Avenue.



Site Location.



Residential development should address 4th Avenue with a prominent entry feature and buildings toward the street.



Preservation of the woodland grove on the northern portion of the site is a key element of the site design.



Integration of on-site amenities and pedestrian circulation with off-site public realm features is a key site consideration.

## Site #2 - Housing along the western edge of Rum River

### Site Description

This site located in the northeast quadrant of the Ferry Street and Pleasant Street intersection. This site is envisioned as high-density housing for either owner occupied condominiums, luxury rental apartments or a senior housing cooperative.

Primary goals for development on the site are to take advantage of river views, provide separation from the housing and the heavy traffic along Ferry Street and Pleasant Street, and facilitate important community trail linkages along the perimeter. Surface parking lots are allowed in the front of the development with the broad setback of the building from the street. These parking areas should take on a street-like character.

### Site Summary Table:

Site Area	4.24 Acres
Intended Use	High Density Residential
Anticipated Unit Type	Owner Occupied Condominiums or Luxury Apartments
Anticipated Unit Range	+/- 100 Units
Site Status / Availability	Redevelopment / Mid-Term



Site Location.

### Site Principles:

#### Building Height & Placement

- Site building to take advantage of views of the Rum River and to provide separation from the busy Ferry Street and Pleasant Street.
- Develop a 3-4 story building with the bulk of the building mass in the center of the site and stepping down in scale toward the edges of the site.

#### Access, Parking & Circulation

- Provide development access off of Martin Street to the north and align with Maple Avenue on the South.
- Organize surface parking between building and roadway with a street-like character with sidewalks leading to the primary entry of the building and connecting to the surrounding trail network.
- Utilize underground parking for units - one parking space per unit.
- Provide multi-use trail connections for the Ferry Street and North Street trail corridors.

#### Landscaping & Screening

- Provide a landscape buffer between the surface parking, trail corridors and Gateway Park area.
- Screen underground parking access points.



The building should take advantage of river views and provide separation from the busy roadways surrounding the site.



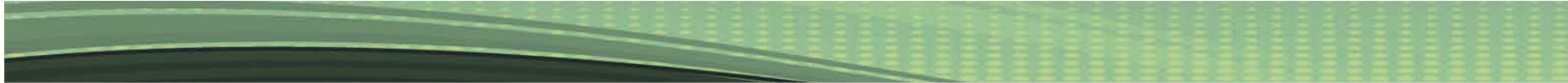
This site is currently guided for commercial and low density residential in the City's the Comprehensive Plan and on the City's Zoning Map.



The views of the Rum River provide a tremendous asset to the site.



Surface parking lots should be well landscaped from perimeter streets and designed as internal streets for the development.



# Site #3 - Urban Townhomes along Johnson Street

## Site Description

This site is located on the north side of Johnson Street between North 5th Avenue and North 6th Avenue. The planned development here is envisioned as a medium density townhome / rowhouse product type, likely owner-occupied. Units would front on a more traditional urban street with a minimal front yard setback.

Units would have an address on Johnson Street and have individual, walk-up access for each unit. Parking and access to garages would come from the rear of the building off of a private alley / drive. Visitor parking would be provided behind units as well. Enhanced landscaping and screening is required along the northern property boundary as a buffer to Lakeland Tool.

## Site Principles:

### Building Height & Placement

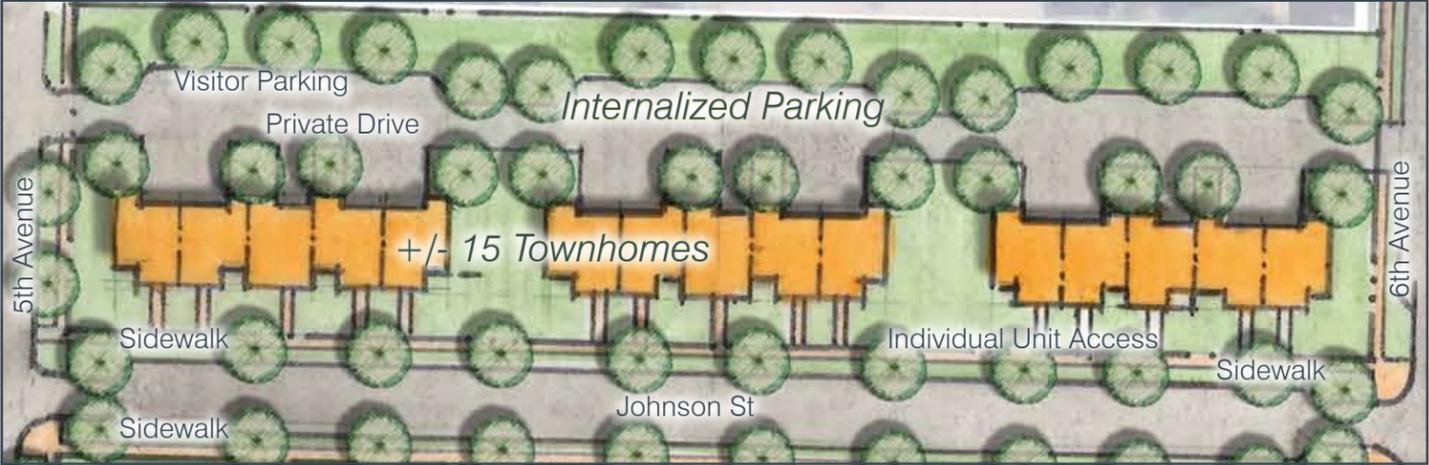
- Townhome / rowhouse units should front Johnson Street with individual walk-up access from the street.
- Locate buildings at setback line to reinforce the urban street character
- Provide structures with 2-3 stories.

### Access, Parking & Circulation

- Provide a rear-load access to each unit.
- Utilize a private drive for unit access, circulation and account for visitor parking behind the units.
- Provide access off of 6th Avenue and the newly built section of 5th Avenue.
- Create strong pedestrian connections with an enhanced public realm along sidewalk connections to the NorthStar Station, retail, and surrounding trail network.

### Landscaping & Screening

- Provide boulevard tree plantings along Johnson St, N 5th Avenue, and N 6th Avenue.
- Screen Lakeland Tool & Engineering south lot and loading docks with enhanced landscaping and screening.



## Site Summary Table:

Site Area	2.03 Acres
Intended Use	Medium Density Residential
Anticipated Unit Type	Owner Occupied Townhomes / Rowhouses
Anticipated Unit Range	+/- 15 Units
Site Status / Availability	Redevelopment / Short - Mid-Term



Brick should be the predominant material on the front and side facades of the building.



Site Location.



Urban townhomes / rowhouses should be located toward the street with individual unit entries and an enhanced front yard landscaping.



Units should have a rear loaded garage off of a private drive for access and circulation.



Brick should be the predominant material on the front and side facades of the building.

# Site #4 - High Density Housing South of Johnson Street

## Site Description

Located south of Johnson Street between North 5th Avenue and North 6th Avenue, this site is envisioned as a high-density housing site for market rate rental apartments. Housing here should reinforce an urban street character by placing buildings toward the street with surface parking lots and underground parking access located behind the buildings and hidden from the public realm.

Interior courtyards or greens should be developed to provide an amenity for the development and should have a strong connection to public streets. The southeast corner of the sites provides an opportunity to relocate the existing community garden north of Johnson St. at 6th Avenue. A densely planted landscape area should be planted along the rail line to provide a buffer.

## Site Summary Table:

Site Area	6.47 Acres
Intended Use	High Density Residential
Anticipated Unit Type	Market Rate Rental Apartments
Anticipated Unit Range	+/- 140 Units
Site Availability	Redevelopment / Mid-Term



Site Location.

## Site Principles:

### Building Height & Placement

- Site buildings toward the streets to create a strong presence and reinforce the desired urban character.
- Develop a 3-4 story buildings with the bulk of the building mass along Johnson Street and N 5th Avenue.
- Create internal courtyards or greens through the placement of buildings on the site.

### Access, Parking & Circulation

- Provide development access off of North 5th and North 6th Avenues.
- Organize surface parking behind buildings.
- Create a street-like character for surface parking lots with strong pedestrian linkages to buildings and site elements.
- Utilize underground parking for units - one parking space per unit.

### Landscaping & Screening

- Provide a densely planted evergreen landscape buffer between the railroad line and the development.
- Develop enhanced landscaping between the buildings and public sidewalks.
- Screen private green and plaza spaces from surface parking lots.



Internal plazas and courtyards provide private outdoor amenities for residents and should be well connected to the public realm.



Apartments placed toward the street surround a private plaza/courtyard.



Relocated community gardens could be integrated into the south east corner of the property.

# Site #5 - Urban Townhomes along 6th Avenue

## Site Description

This site area is located on the eastern portion of the intersection at Johnson Street and North 6th Avenue. Envisioned with owner-occupied, medium density townhome/twin home housing product types, the development here provides the transition to the existing single family neighborhood to the east from the more intensive uses near the station area.

Units should have a strong street presence with parking and garage access located off of public streets and utilizing a private drive for access and circulation. Enhanced landscape buffers should be implemented to screen development from the adjacent housing to the east.

## Site Summary Table:

Site Area	1.29 Acres
Intended Use	Medium Density - Single Family Residential
Anticipated Unit Type	Owner Occupied Townhomes & Twin Homes
Anticipated Unit Range	23 Townhomes 4 Twin Homes
Site Availability	Redevelopment, Mid-Term

## Site Principles:

### Building Height & Placement

- Align townhomes along 6th Avenue with rear load parking and unit access.
- Create a private green or courtyard to organize units off of public street frontage.
- Utilize twin homes as a transition to single family north of Johnson Street.
- Develop townhome as 2-3 story units and twin home units as 1-2 story units.

### Access, Parking & Circulation

- Provide garage access and visitor parking behind townhome units.
- Align access to private drives with adjacent development access points.
- Twin homes are allowed to have direct drive access to Johnson Street.
- Sidewalks connect the internal units and courtyard amenity areas with the public street network.

### Landscaping & Screening

- Provide boulevard tree plantings and enhanced front yard landscaping along Johnson Street and N 6th Avenue.
- Screen adjacent residential uses with enhanced landscaping.



Site Location.



Utilize private courtyards to organize housing units which do not front on a public street.



Townhomes should have individual, front door access on to public streets.



Twin homes should be utilized to transition intensity of development adjacent to single family neighborhood.

## Site #6 - Mixed Use & High Density Housing on 4th Avenue.

### Site Description

Located between Grant Street and Johnson Street on the east side of 4th Street, this site is planned for a combination of high density housing and vertical mixed use. As the predominate use on the site and envisioned as market rate rental apartments, the high density housing should take on a decidedly urban character and form. The building should be located toward the street with parking internalized behind the building. The front and side yards should be well landscaped and the building entries should be articulated. The mixed use portion of the development should begin at the 4th Avenue and Johnson Street intersection and extend east. This portion of the building should have ground level storefronts.

### Site Summary Table:

Site Area	3.10 Acres
Intended Use	High Density Residential & Mixed Use
Anticipated Unit Type	Ground Level Retail / Market Rate Rental Apartments
Anticipated Unit Range	+/- 90 Apartment Units 12,000 SF Retail
Site Status / Availability	Vacant / Short to Mid-Term

### Site Principles:

#### Building Height & Placement

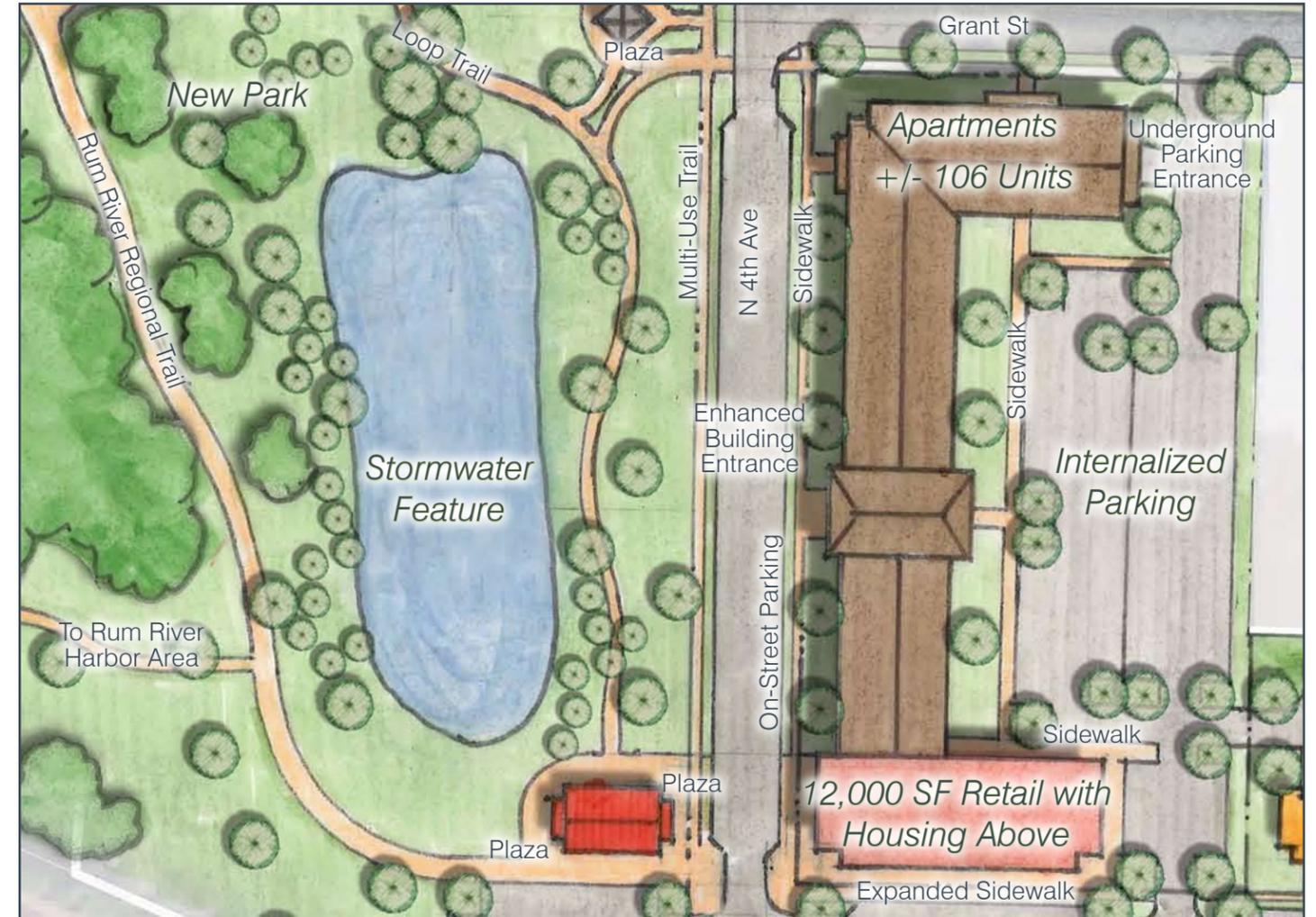
- Site building toward 4th Avenue in a more urban form, taking advantage of park views and views toward the Rum River.
- Develop a 3-4 story building, predominately brick.
- Wrap the building around the corners of Grant and Johnson Street with articulated building corners.

#### Access, Parking & Circulation

- Locate parking behind building, internalized into more of a parking courtyard.
- Utilize underground parking for residential units - one parking space per unit.
- Provide strong pedestrian connections from the parking in the rear of the building to residential entries and retail entries on Johnson Street.
- Create an expanded pedestrian sidewalk / plaza space in front of the retail storefronts for outdoor dining / display.

#### Landscaping & Screening

- Provide a strong landscape buffer between the surface parking and neighboring Lakeland Tool building.
- Screen underground parking access points.
- Provide enhanced landscape yards around residential.



Site Location



Mixed use character along Johnson Street.



Enhanced pedestrian realm from parking behind buildings to rear business access and public streets are an important site component.



Residential buildings should have articulated entries, well landscaped front yards, and enhanced streetscapes.

# Site #7 - Professional Office

## Site Description

Located at a prime commercial location at the southeast corner of 4th Street and Pierce Street, this site is envisioned as a multi-story office building, as either a build-to-suit or multi-tenant project. This use should compliment the station area and adjacent Old Milk Factory building to the west with rich detailing and the use of brick as the primary material.

A public plaza space is envisioned in the northwest portion of the site that should integrate district branding and wayfinding. The building must have a strong relationship to this plaza with an enhanced pedestrian connection.

Surface parking is allowed to wrap the building to facilitate additional site circulation, however these parking lots must be well landscape with trees, landscaping and ornamental fencing.

## Site Summary Table:

Site Area	4.02 Acres
Intended Use	Professional Office
Anticipated Unit Type	Class A / Class B Build-to-Suit or Multi-Tenant Office
Anticipated Unit Range	+/- 105,000 SF
Site Status / Availability	Redevelopment / Mid to Long-Term

## Site Principles:

### Building Height & Placement

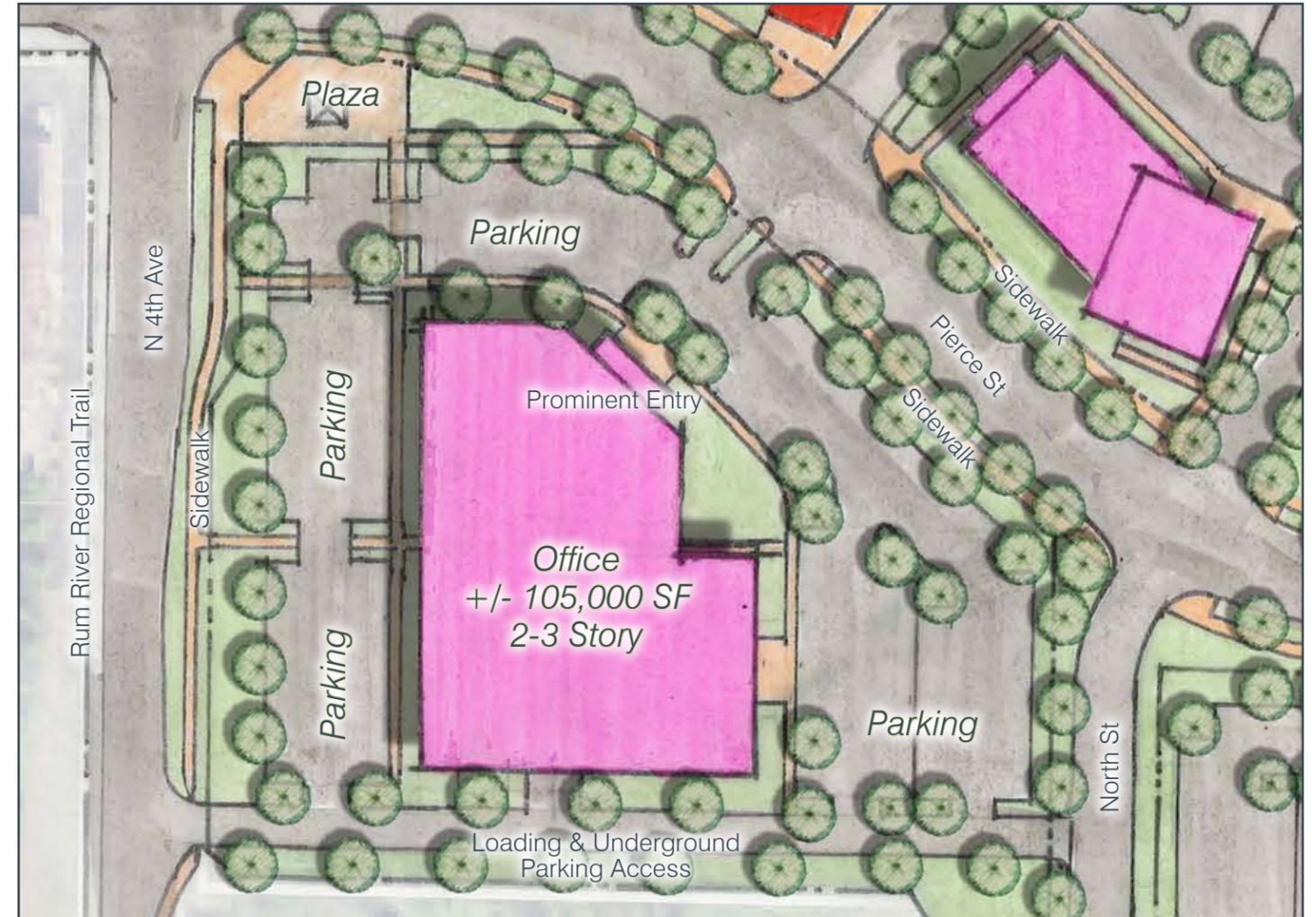
- Site building toward Pierce Street, but recognize desire for Highway 10 visibility.
- Develop a 2-3 story building, predominately brick.
- Provide an prominent, main building entry toward Pierce Street.

### Access, Parking & Circulation

- Align primary site access points with Park and Ride entrance, North Street and the southwestern corner of the property on 4th Avenue.
- Provide a strong pedestrian connection from the building entry to plaza area near the intersection of Pierce Street and 4th Avenue.
- Allow perimeter surface parking with enhanced tree planting, landscaping, and site amenities.
- Provide an underground parking access and loading area along the Highway 10 side of the site.

### Landscaping & Screening

- Screen underground parking and loading area from Highway 10.
- Provide enhanced landscaping at plaza area.
- Provide enhanced landscaping surrounding all four sides of the building.



Site Location



Enhanced landscaping and pedestrian connections from the building entries to adjacent plaza areas and the station are essential.



Prominent building entries should face toward Pierce Street.



Gateway plaza with district branding and way-finding integrated.

## Site #8 - Office / Flex Uses

### Site Description

This narrow site south of Pierce Street is recommended for office / flex space. This site has a strong presence on Highway 10 and will likely command more office users, than industrial. A unified development pattern with three multi-tenant office/flex buildings are proposed here.

Buildings should address Pierce Street as the primary frontage and provide an enhanced public realm along that edge. Connections between parking lots and building entries should be enhanced and the on-site, private plaza areas should be developed for employees.

Surface parking wraps the highway 10 side of the site with development access occurring at North Street and 5th Avenue.



### Site Summary Table:

Site Area	3.73 Acres
Intended Use	Office / Flex
Anticipated Use Type	Multi-Tenant Office / Flex Users
Anticipated Sq. Ft. Range	64,000 SF
Site Status / Availability	Redevelopment / Mid to Long-Term

### Site Principles:

#### Building Height & Placement

- Site buildings toward Pierce Street with primary entries for buildings addressing both the public street and off street parking surface parking lots.
- Develop 2-3 story buildings, predominately brick.
- Create a uniform building pattern on the site to promote easy accessibility, navigation and identity for individual businesses within each building.

#### Access, Parking & Circulation

- Locate parking behind building toward Highway 10.
- Utilize primary access points at North Street and 5th Avenue.
- Develop surface parking with enhanced landscaping and strong pedestrian connections to building entries and public streets.
- Loading areas should be located away from Pierce Street.

#### Landscaping & Screening

- Provide a strong landscape buffer between the surface parking lots Highway 10 and Pierce Street.
- Develop a private plaza / outdoor amenity area for employees well connected to the public realm and building entries.
- Utilize landscaping and signage to further the district identity on the eastern edge of the site near the 7th Avenue interchange.



Site Location



Two story office / flex use.



Parking located behind building toward Highway 10.



Buildings should be designed with flexible floor space for a range of uses at various square feet needs.

# Site #9 - Office / Flex / Light Industrial

## Site Description:

Located on the existing site of the Anoka Public Works Facility, future redevelopment here is envisioned to include multi-story office uses near the transit station and flex / light industrial uses. Buildings should be oriented toward Pierce Street with prominent entries and strong pedestrian connections to the multi-use trail along Pierce Street.

Loading areas for light industrial uses are internally located and screened from public roadways with a screen wall connected between the buildings. Internal circulation is isolated from primary surface parking lots to facilitate truck access. Surface parking lots are also located behind and at the side of buildings with primary site access occurring at North Street and off of 6th Avenue. No direct vehicular access is planned from the transit station.

## Site Summary Table:

Site Area	6.61 Acres
Intended Use	Office / Industrial / Flex
Anticipated Unit Type	Build-to-Suit or Multi-Tenant Office / Light Industrial
Anticipated Sq. Ft. Range	+/- 38,000 SF Office / Flex +/- 62,000 SF Light Industrial
Site Status / Availability	Redevelopment / Mid to Long-Term



## Site Principles:

### Building Height & Placement

- Site building toward Pierce Street, but recognize desire for Highway 10 visibility.
- Develop a 2-3 story building, predominately brick adjacent to the station.
- Provide a prominent, main building entry toward Pierce Street and allow for single story, warehouse structures internal to the site for light industrial uses.

### Access, Parking & Circulation

- Align primary site access points with North Street and North 6th Avenue.
- Provide a strong pedestrian connection from the building entries to the multi-use trail along the north side of Pierce Avenue.
- Develop surface parking with enhanced tree planting, landscaping, and site amenities behind buildings.
- Provide an internalized loading area for the light industrial uses with truck circulation isolated from surface parking lots.

### Landscaping & Screening

- Develop a permanent screen wall to hide loading area activities.
- Provide enhanced landscaping at building foundations.
- Create a landscape buffer along the rail line.



A high level of finish is anticipated for the office / flex building immediately adjacent to the station.



Loading areas for the light industrial uses must be screened from Pierce Street.



Two and three story, office portions of the building should be placed toward Pierce Street, with single story warehouse portions of buildings to the rear.

## Site #10 - Office / Service Uses on Buchanan Street.

### Site Description

Located north of the rail line and west of 7th Avenue, this site is envisioned as an area for office or service uses. Situated well above the intersection of 7th Avenue and Buchanan Street, this site has limited visibility from the roadway, making a commercial or retail uses challenging.

An integrated site plan includes two, 2-story office/service buildings with shared parking and access. Interconnected parking lots share sidewalks bridging access to the buildings and links to the public street network.

### Site Summary Table:

Site Area	4.34 Acres
Intended Use	Office / Service / Flex
Anticipated Unit Type	Multi-tenant or owner-occupied office or service
Anticipated Unit Range	+/- 57,000 SF
Site Status / Availability	Redevelopment / Mid to Long-Term



Site Location

### Site Principles:

#### Building Height & Placement

- Develop a unified development pattern between the two buildings with similar building locations, shared parking and drive access and similar building materials.
- Project the western building further south than the eastern building to maintain views from the Highway 10 / 7th Avenue interchange.
- Develop 2 story (minimum) buildings

#### Access, Parking & Circulation

- Organize parking and drive circulation between buildings with enhanced pedestrian connections.
- Provide primary access off of Buchanan St.
- Allow for secondary access off 7th & 6th Avenue.
- Provide strong pedestrian connections from the parking in the rear and sides of the buildings to primary entries toward Buchanan Street - topography prevents buildings being placed close to the street.

#### Landscaping & Screening

- Provide a strong landscape buffer between the surface parking and neighboring residential uses to the north.
- Preserve site lines from the interchange and 7th Avenue to building fronts on Buchanan St.



Enhanced entries for buildings with a taller atrium that can be seen from Highway 10.



Two-story office service uses.



Surface parking lots should be well landscaped with strong pedestrian connections to buildings and public streets.

# Site #11 - Retail / Mixed Use / Live-Work on Johnson Street

## Site Description

Located at the current site of the northern station area parking lot, this site envisions a mix of uses focused on an urban plaza at the intersection of 4th Avenue and Johnson Street. Combining a replica depot building as a retail / restaurant use and potential Amtrak passenger rail stop with nearby ground level retail / restaurant space the plaza area is envisioned as a significant urban gateway and gathering location in the community.

Upper story apartments, urban townhomes lining an interior situated parking ramp, combined for the private development and public use provide additional density and unit types. Live-work units are also possible on the north side of Johnson Street.

## Site Summary Table:

Site Area	4.04 Acres
Intended Use	Retail / Mixed Use / Medium Density Residential / Live-Work
Anticipated Uses / Unit Types	Stand Alone & Ground-Level Retail / Liner Residential / Live-Work
Anticipated Sq. Ft. Range	+/- 8,500 SF Retail +/- 6 Live-Work Units +/- 24 Liner Townhome Units
Site Status / Availability	Redevelopment / Short to Mid-Term

## Site Principles:

### Building Height & Placement

- Develop mixed use and liner residential uses surrounding a centrally sited parking ramp, serving both private development and public transit use.
- Develop mixed use and liner residential as 3-4 story in an urban setting with the building reinforcing the street.
- Explore live-work units on the north side of Johnson Street adjacent to mixed use and townhomes.
- Develop a small, replica depot building as a restaurant & transit retail building with a ticket area and informational kiosk for Amtrak passenger rail with a strong orientation to the station platform.

### Access, Parking & Circulation

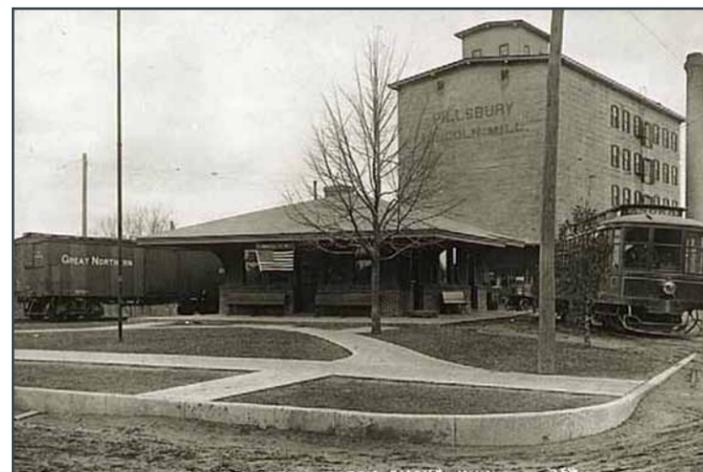
- Align access drives with adjacent developments.
- Create a large public plaza, reinforced by the surrounding buildings.
- Connect the public plaza space directly with the NorthStar out-bound platform and the sidewalk / plaza connection on 5th Avenue.

### Landscaping & Screening

- Provide a unified public realm between the station platform, public plaza and public streets surrounding the site.
- Create an open space area adjacent to the ramp.



Site Location



Depot retail building as a replica of the historic Anoka Depot.



Liner Residential adjacent to parking ramp.



The potential exists for an Amtrak stop at the Anoka station which could further the commercial viability in the area.

## Site #12 - Transit Retail Uses at Station Area

### Site Description

The remaining land south of the new transit parking ramp is planned for transit-oriented retail use. Uses here would likely be single story, stand alone, multi-tenant structures. Envisioned as two buildings the uses here would likely provide day-to-day convenience needs for transit riders such as a coffee shop, dry cleaner or fast-casual restaurants.

A central plaza feature is situated between the two buildings and creates a terminus to a strong pedestrian link between the station platform. Primary access to the site comes from the existing transit parking lot access with a secondary, likely right-in / right-out access located on 4th Avenue.

### Site Summary Table:

Site Area	4.09 Acres
Intended Use	Retail / Public Transit
Anticipated Use Type	Multi-tenant transit-oriented retail uses
Anticipated Sq. Ft. Range	+/- 13,000 SF
Site Status / Availability	Vacant / Short to Mid-Term



Site Location

### Site Principles:

#### Building Height & Placement

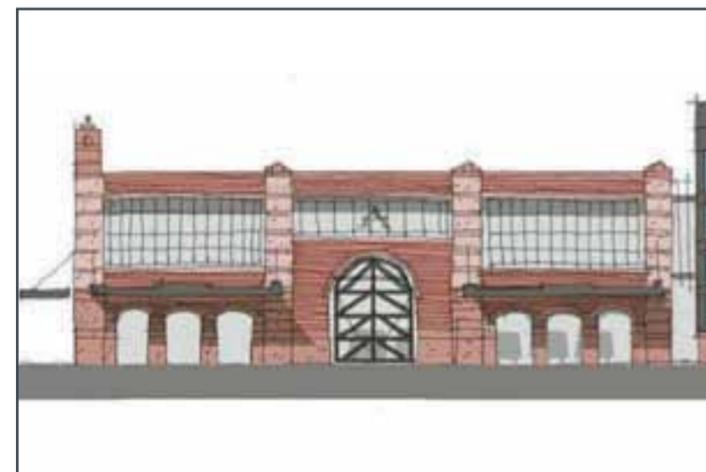
- Organize commercial buildings with a plaza space between and public parking ramp behind.
- Create articulated building entries that have a presence on the perimeter streets and a relationship to the parking located behind.
- Allow single story commercial buildings.

#### Access, Parking & Circulation

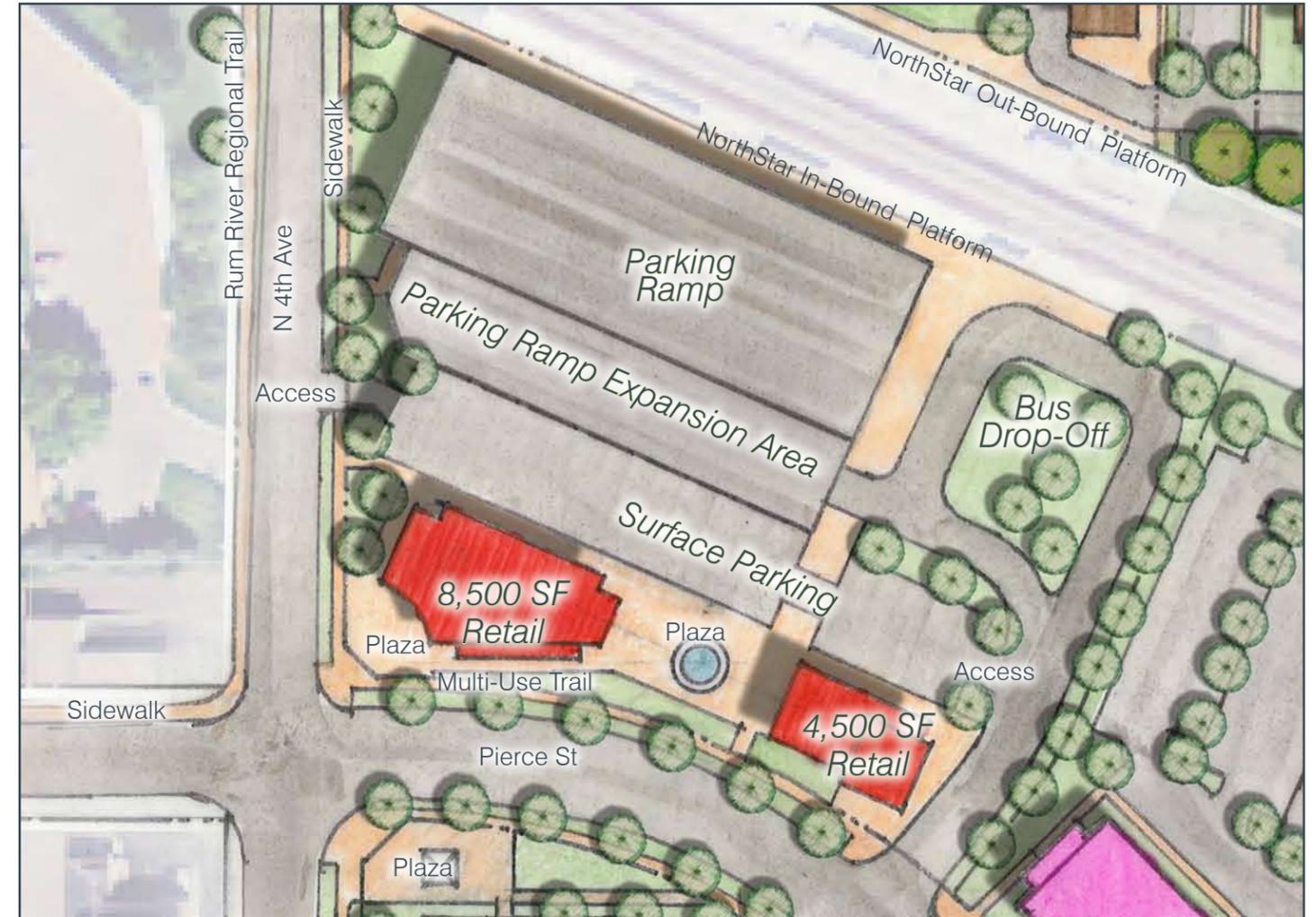
- Provide primary access from transit station access drive on the eastern boundary.
- Provide secondary access off of N 4th Avenue.
- Provide strong pedestrian connections from the transit platform, in front of the parking ramp directly linking to the plaza area between the commercial uses.
- Enhance public realm along 4th Avenue and articulate entry points to parking ramp and platform for pedestrians.

#### Landscaping & Screening

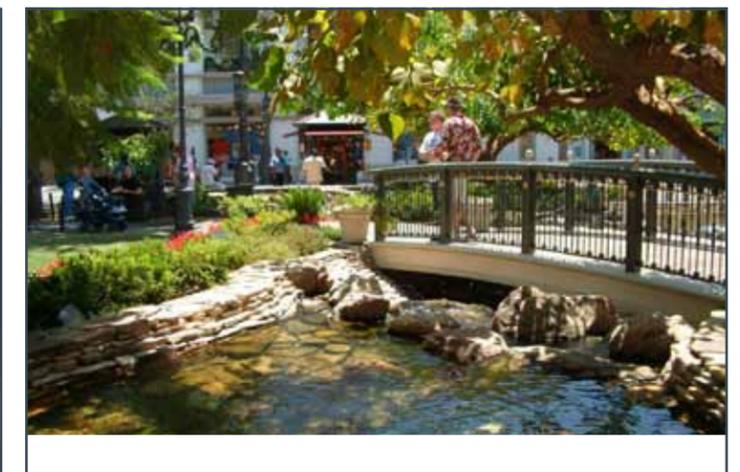
- Create enhanced landscaping and public gathering amenities around the public plaza area.
- Enhance the pedestrian experience on 4th Avenue and Pierce Street.



Planned elevation for future parking ramp - construction in 2013.



Transit-oriented commercial uses.



Integrated public plaza with transit retail uses.

# Site #13 - Retail / Restaurant on the Park

## Site Description

Situated west of 4th Avenue, overlooking the district stormwater pond and portions of the Rum River, this small retail / commercial site is intended to become a restaurant or retail use with a strong relationship to the new park.

Intended as a multi-functional building with covered areas for outdoor seating, this building could be a combination restaurant, bike shop and community building to potentially house canoe /kayak rentals along the river and bicycle rentals along the regional trail.

A expansive pedestrian plaza space would surround the building with complete four sided architecture for the building itself. A broad trail connection to transient docks would also be created.

## Site Summary Table:

Site Area	1.33 Acres
Intended Use	Retail / Restaurant
Anticipated Use Types	Restaurant, Bike Shop, Bicycle Rental Facility
Anticipated Sq. Ft. Range	+/- 5,500 SF Retail / Restaurant Space
Site Status / Availability	Vacant / Short to Mid-Term

## Site Principles:

### Building Height & Placement

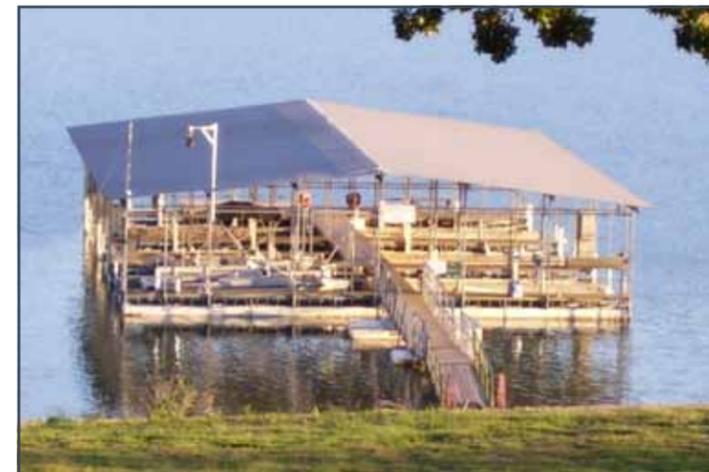
- Create a one story building with covered outdoor spaces for dining.
- Evoke historic architecture styles of Anoka through the design of the building.

### Access, Parking & Circulation

- Provide a surface parking south of building with an aligned access point at the intersection of 4th Avenue and Johnson Street.
- Allow the Rum River Regional Trail to pass along the southern portion of the building.
- Create a direct trail link to the transient dock area along the Rum River.

### Landscaping & Screening

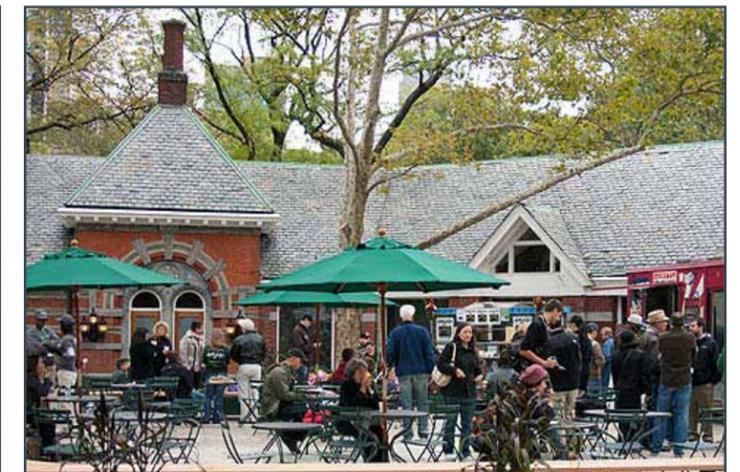
- Provide a continuous plaza area surrounding the entire building
- Provide enhanced landscaping surrounding the surface parking lot.



Rum River Dock transient docks.



Park retail building.



Park retail / restaurant building with outdoor seating overlooking pond.

# Site #14- The Volunteers of America - Homestead at Anoka

## Site Description

The first redevelopment project in the Anoka Station is the Homestead at Anoka, a combined senior congregate living and skilled nursing facility with roughly 260 units. Located northeast of the intersection of Grant Street and 4th Avenue, this project is intended to create a more campus like setting, allowing buildings to be placed more internally to the site with surface parking between the building and the street. This is primarily a function of the skilled nursing component and need for the shared internal common areas and nursing stations. This campus style also gives way to the existing Rum River Treatment Facility to the north and is located further away from the station where the urban characteristics may be less of a necessity.

## Site Summary Table:

Site Area	6.80 Acres
Intended Use	High Density Residential
Anticipated Unit Type	Senior Housing / Skilled Nursing
Anticipated Unit Range	Phase 1 = 220 Units Phase 2 = 43 Units
Site Status / Availability	Under Construction



Site Location

## Site Principles:

### Building Height & Placement

- Develop a unified development pattern with a campus-like setting between the two buildings.
- Develop 3-4 story buildings with varied materials.

### Access, Parking & Circulation

- Allow surface parking lots toward the front the buildings, however not toward the intersection of Grant Street and 4th Avenue.
- Provide drop-off locations for both facilities.
- Provide underground parking for the congregate housing facility.
- Create strong pedestrian connections from the parking lots to the primary building entries as well as the public sidewalk network of the surrounding streets.

### Landscaping & Screening

- Develop enhanced landscaping surrounding the surface parking lots.
- Provide enhanced landscaping around the small surface stormwater ponds on-site.
- Connect private courtyard and plaza spaces to the adjacent sidewalk infrastructure.



Looking south at the Wild and Scenic River Overlay Area.



Figure 6.1: Elevations for the VOA Homestead at Anoka

# Site #15 - Future V.O.A. Senior Housing Campus

## Site Description

The second phase to the Volunteers of America project is planned directly east of the phase one project, currently under construction. This phase is planned for a mix of apartments, townhomes and twinhomes targeted for a range of seniors. Goals of this project include continuing the campus identity, enhancing the streetscape along Grant Street and extending the street grid with the extension of a new public street between Garfield Street and Grant Street.

## Site Principles:

### Building Height & Placement

- Develop a unified development pattern, or campus-feel between all buildings.
- Provide 3-4 story apartment buildings and 2-3 story townhome buildings.
- Allow 1 story, single-level twinhomes with universal design on the eastern edge of a new street connection between Grant and Garfield Streets.

### Access, Parking & Circulation

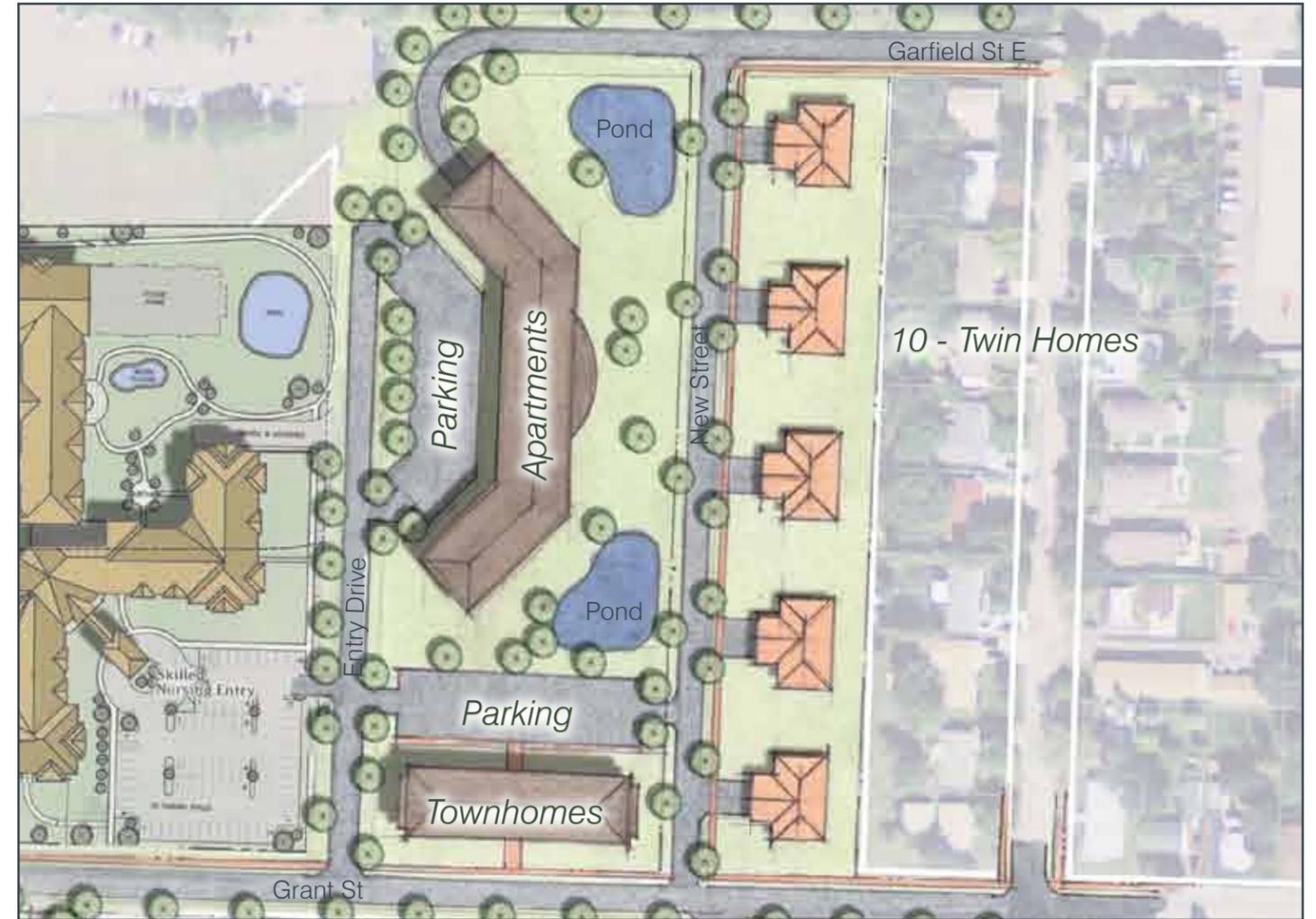
- Extend a new street connection between Garfield and Grant Street.
- Locate surface parking lots behind buildings addressing public right of way.
- Provide underground parking - one space per unit - for apartment units.
- Utilize vacated 5th Avenue as the primary development entry drive off of Grant Street.
- Allow front loaded twin homes on the eastern edge of the new street connection.

### Landscaping & Screening

- Provide enhanced landscaping around stormwater pond features.
- Design well landscaped perimeters to all surface parking lots.

## Site Summary Table:

Site Area	8.00 Acres
Intended Use	Medium and High Density Housing
Anticipated Use Types	Senior Townhomes, Senior Apartments
Anticipated Sq. Ft. Range	48 Senior Apartments 42 Townhomes 10 Twin Home
Site Status / Availability	Vacant / Short to Mid-Term



Two story townhomes.



Four story apartments.



Three story townhomes/apartments.

# 7. IMPLEMENTATION

## Implementation Steps

The implementation of the Anoka Station Plan should begin with the following items to align the City's regulatory tools with the vision outlined in this document. The following are the suggested implementation steps in the near future:

- » 1. *Formally adopt the Anoka Station Plan as an official document.*
- » 2. *Update the Comprehensive Plan.*
  - *Show redevelopment site west of the Rum River as TOD land use. This should occur as development proposals come forward to the City.*
- » 3. *Update the Transit Oriented District Zoning Ordinance with the recommendations outlined in Anoka Station Plan.*
- » 4. *Meet with Anoka County to discuss potential roadway turn-backs and street connectivity in the Anoka Station.*
  - *Grant Street & 4th Avenue*
  - *Garfield Street extension north of current VOA project*
- » 5. *Meet with the Department of Natural Resources (DNR) regarding the natural harbor area and potential for transient docks on the Rum River.*
- » 6. *Provided an area to accommodate snow storage from the downtown near current location north of the rail line near site #13. Integrate this function with future redevelopment opportunities.*
- » 7. *Pursue potential grant funding for individual projects.*
  - *Metropolitan Council Livable Communities Demonstration Account Grants (acquisition, demolition and construction of redevelopment projects)*
  - *DEED (site clean-up / infrastructure supportive of economic development)*
  - *MPCA (site clean-up)*



## Recommendations for Potential Modifications to TOD Ordinance:

As part of the Anoka Station Plan effort, an evaluation of the City's current TOD ordinance and its application to all of the individual redevelopment sites was conducted. The consultants reviewed the floor-to-area ratios (FARs), evaluated appropriate building heights and the location of buildings on the site, and studied the parking allocation for each site.

In most cases, the existing ordinance has done an excellent job of guiding the intended development patterns for the district. However, in some instances the proposed Anoka Station Plan challenges the existing ordinance, mostly in reaction to market realities and individual site constraints such as access locations, and steep slopes. Listed below are a summary of items where incompatibility with the ordinance and the desired development outlined in the Anoka Station Plan exist and what modifications are recommended to the existing TOD ordinance.

### 1. Allowance for Building Heights of less than two stories for the following sites.

- Site #9 – loading / warehouse components of the Light Industrial Buildings
- Site #11 – Replica Depot Building
- Site #12 – Transit Retail Building
- Site #13 – Restaurant / Park Building

### 2. Allowance for Floor-to-Area Ratios of less than .75.

- Site #7 – Professional Office – The FAR shown on this site is .6 (.67 FAR with a plaza space credit) for a 3 story building with a combination of underground parking (2 levels) and surface parking. The parking requirement of 1 space maximum for every 250 square feet would be met, as the overall total is around 400 spaces, or 1 space for every 260 square feet.
- Site #8 – Office / Flex Uses – The FAR shown on this site is .4 (.45 FAR with plaza space credit) with 2 story buildings approximately 210 surface parking spaces

which meets the requirement of 1 space / 250 square feet (1 space / 256 square is shown).

- Site #9 – Office / Flex / Light Industrial Uses – The FAR shown on this site is represented at two different numbers:
  - i. *The Office / Flex building on the west portion of the site has an FAR of .3 (.35 FAR with a plaza space credit) with surface parking meeting the maximum parking requirement of 1 space for every 250 square feet.*
  - ii. *The Light Industrial buildings on the east portion of the site have an FAR of .4 (.45 with a plaza space credit) with surface parking well below the max parking requirement. One space for every 600 square feet is likely more appropriate because of the light industrial use and lower jobs per square foot for this use, thus lower parking demands.*
- Site #10 – Office / Service Uses – The FAR shown on this site is .3 (.35 with a plaza space credit) with surface parking well less than the maximum at 1 space for every 380 square feet.

### 3. Allowance for parking to be located in front of buildings.

- Site #2 – Housing along the western edge of the river (campus-like design)
- Site #7 – Professional Office (balancing visibility along Highway 10 with the desire for a strong building presence along Pierce Street)
- Site #8 – Office / Flex Uses (parking located to side of building)
- Site #10 – Office / Service Uses on Buchanan (parking located to side of building)
- Site #14 – VOA – Homestead at Anoka (campus-like design)

#### 4. Reduction in exterior building materials and detailing requirements.

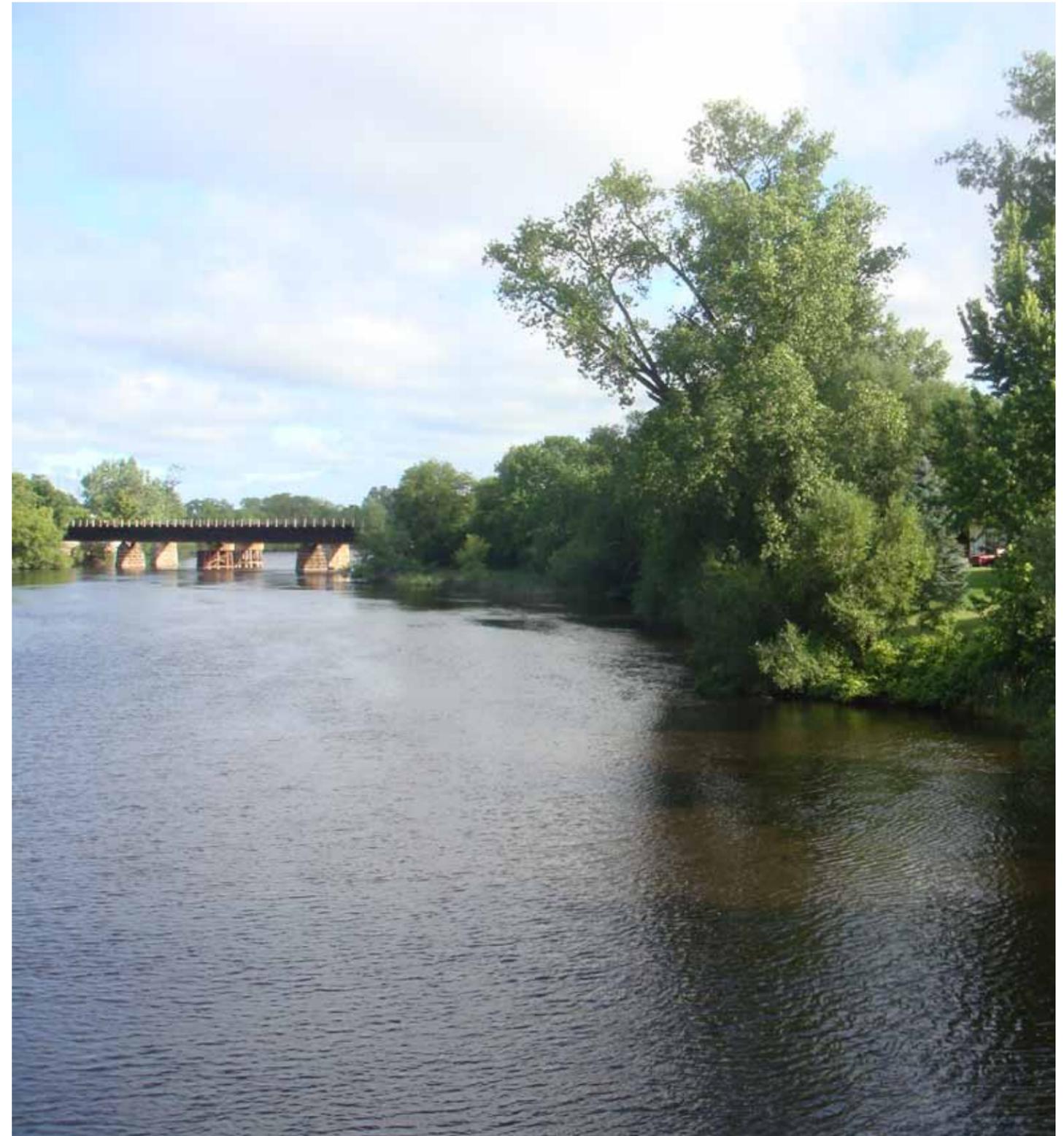
As discussed throughout the planning process and coming on the heels of the parking ramp discussion at the City Council meeting in August of 2012, some concessions on the extent of brick, stone and decorative masonry on the exterior of buildings may likely be required for cost effective redevelopment. Currently, 75% of the non-service side of buildings must be comprised of these materials.

The Anoka Station Plan recognizes the desire to reflect the architectural character of surrounding assets such as Downtown Anoka, as well as the core objective of the 75% requirement to provide quality architecture for the entire Anoka Station area. This effect could still be achieved with a reduction of the building materials requirement and a combination of a more specific, use targeted approach to material allowances for buildings.

For example, light industrial / flex buildings should still maintain a level of quality finish, particularly for office components of the building, primary entries and the prominent building edges fronting on public streets. However, the sides of the buildings could still be well finished with less expensive materials and not create a negative impact on the district image. The following recommendations (Table 7.1) should be made to the exterior materials and detailing section of the TOD ordinance:

Anoka Station Uses	Percentage of Building Facade with Brick, Stone, or Decorative Masonry		
	Public Street / Plaza Facade	Side Lot Facade	Service / Interior Facade
<b>Commercial Uses</b>			
Retail	75%	50%	25%
Mixed Use	75%	50%	25%
Professional Office	75%	50%	25%
Office / Service / Flex	50%	25%	25%
Light Industrial / Flex	50%	25%	10%
<b>Residential Uses</b>			
Low Density Residential	25%	25%	10%
Medium Density Residential	50%	33%	25%
High Density Residential	50%	33%	25%
Senior Housing	50%	33%	25%

Table 7.1 - Recommended Modifications to Required Building Materials.



## ANOKA STATION PLAN

**ANOKA**  
REAL. CLASSIC.