



ANOKA TOD **STATION AREA PLAN UPDATE**

City of Anoka, Minnesota
DECEMBER 2024



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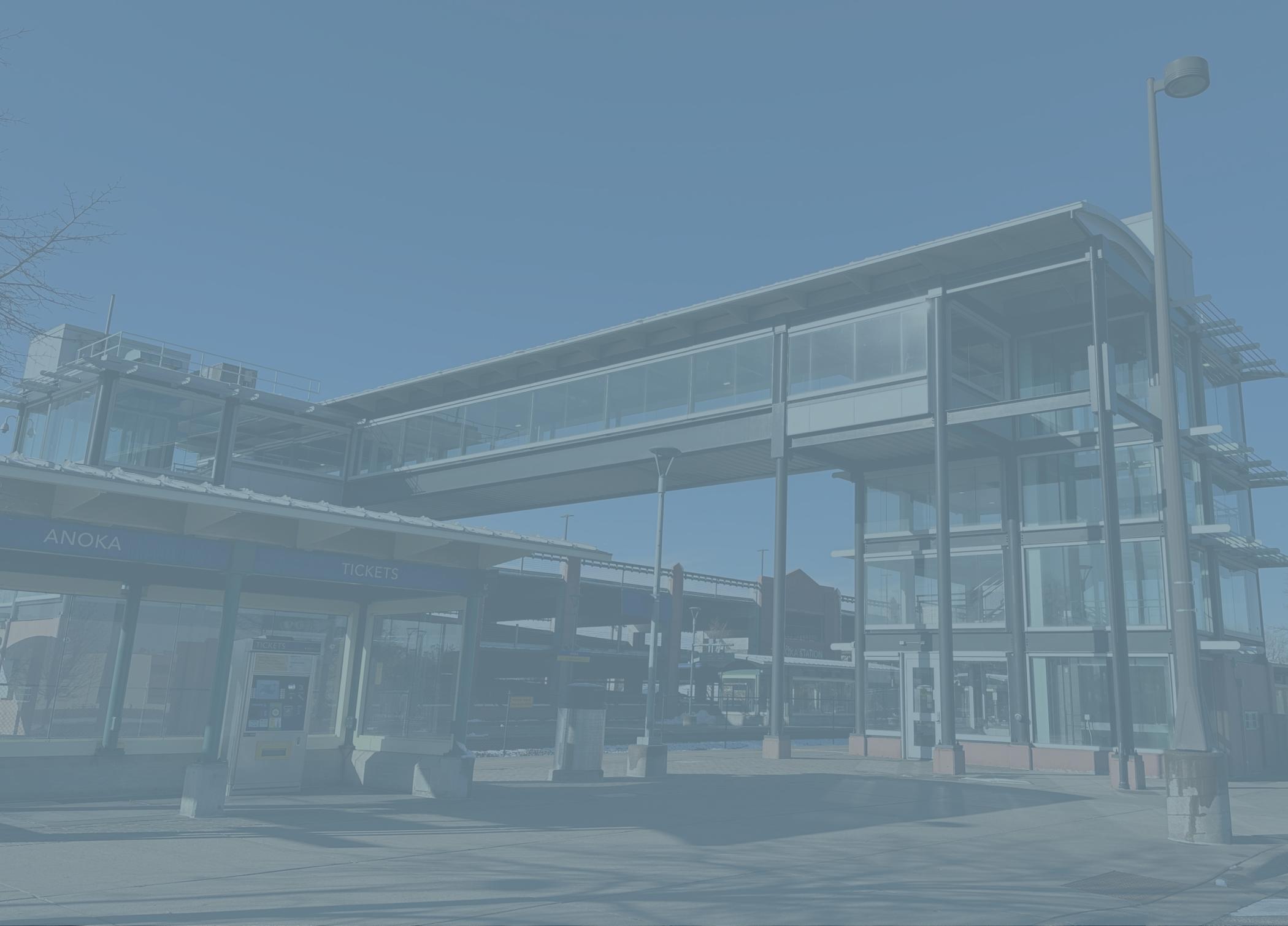


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PROJECT OVERVIEW PROJECT APPROACH

The Anoka Transit Oriented Development (TOD) Station Area Plan Update 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, describes the vision and guiding principles established for the district, and articulates the desired look and feel of future development. The intent is to assist policy makers and City staff to guide future development and help recruit the desired uses to the district.

In 2012, the Anoka City Council adopted the Anoka Station Plan, which was funded by a Livable Communities Transit Oriented Development (TOD) grant. This document established the vision and guiding principles for the redevelopment of the Anoka Station area and prescribed the development form and urban design character that the City of Anoka envisioned over the next twenty years.

Since the adoption of the Plan in 2012, both public and private investment has occurred in the station area. In addition to the Northstar station and its parking areas, public investment has included stormwater ponding, trails, and a playground for station area residents. Private investment has included residential development on the north end of the station area.

In 2023 the City acquired the 7.5-acre Miller Manufacturing Site, one of the largest industrial sites in the area. As the previous plan envisioned this site for long-term manufacturing, the City enacted a moratorium which restricted development in the station area until the City had time to revisit and update the station area plan.



HISTORY OF PLANNING PROCESS

Throughout the history of the planning process, the City Council, Planning Commission, Economic Development Commission, and Housing & Redevelopment Authority 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 officials have gathered public feedback and utilized professional planning expertise at key stages to help craft the vision for the area. The studies established a vision and guiding principles for the area, conducted various market assessments, and prepared preliminary concepts to guide phased development in the area. The following is a list of the previous planning work:

- Heart of Anoka Commuter Rail Village Master Plan (Short Elliot Hendrickson SEH - 2004)
- Anoka County TOD Study Housing Opportunities Along the Northstar Corridor (BIKO Associates – 2005)
- Transit-Oriented Development (TOD) Market Assessment (URS Corp. – 2009)
- Anoka Station Master Plan (HKGi - 2012)

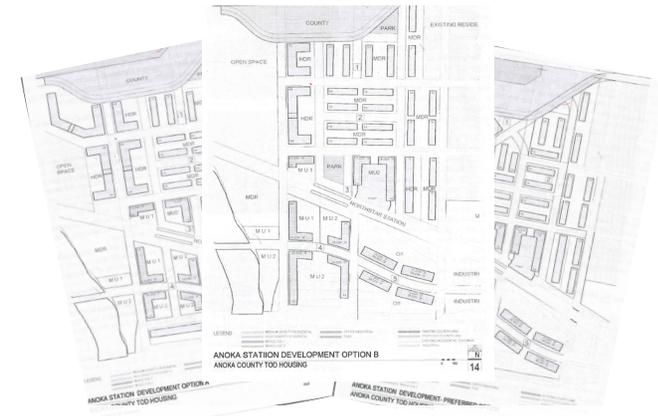
PROJECT STUDY AREA

The Anoka Station Area is bounded by the Rum River to the west, County Road 7 (7th Avenue) to the east, Interstate Highway 10 to the south, and Grant Street to the north. The 100-acre station area contains a mix of land uses, and includes both public and privately owned land. The primary study area shown in red in Figure 1.1 includes about 70 acres and was the area of focus for future development concepts. The secondary area, which is about 30 acres, were areas adjacent to the primary areas which were evaluated for potential impacts if development or redevelopment were to occur.

In addition to the study areas, Figure 1.1 shows property ownership throughout the district and highlights publicly versus privately owned land. Some of the publicly owned land is intended to remain public, including the transit ramp, the City Public Works facility, the regional stormwater pond, and the park and open space areas. Since the 2012 plan, the City has been acquiring parcels for redevelopment as opportunities arise. Currently, the City owns approximately 39 acres within the primary study area for redevelopment.



Graphic from Heart of Anoka Master Plan



Example graphic from BIKO Study



Concept from 2012 Anoka Station Master Plan

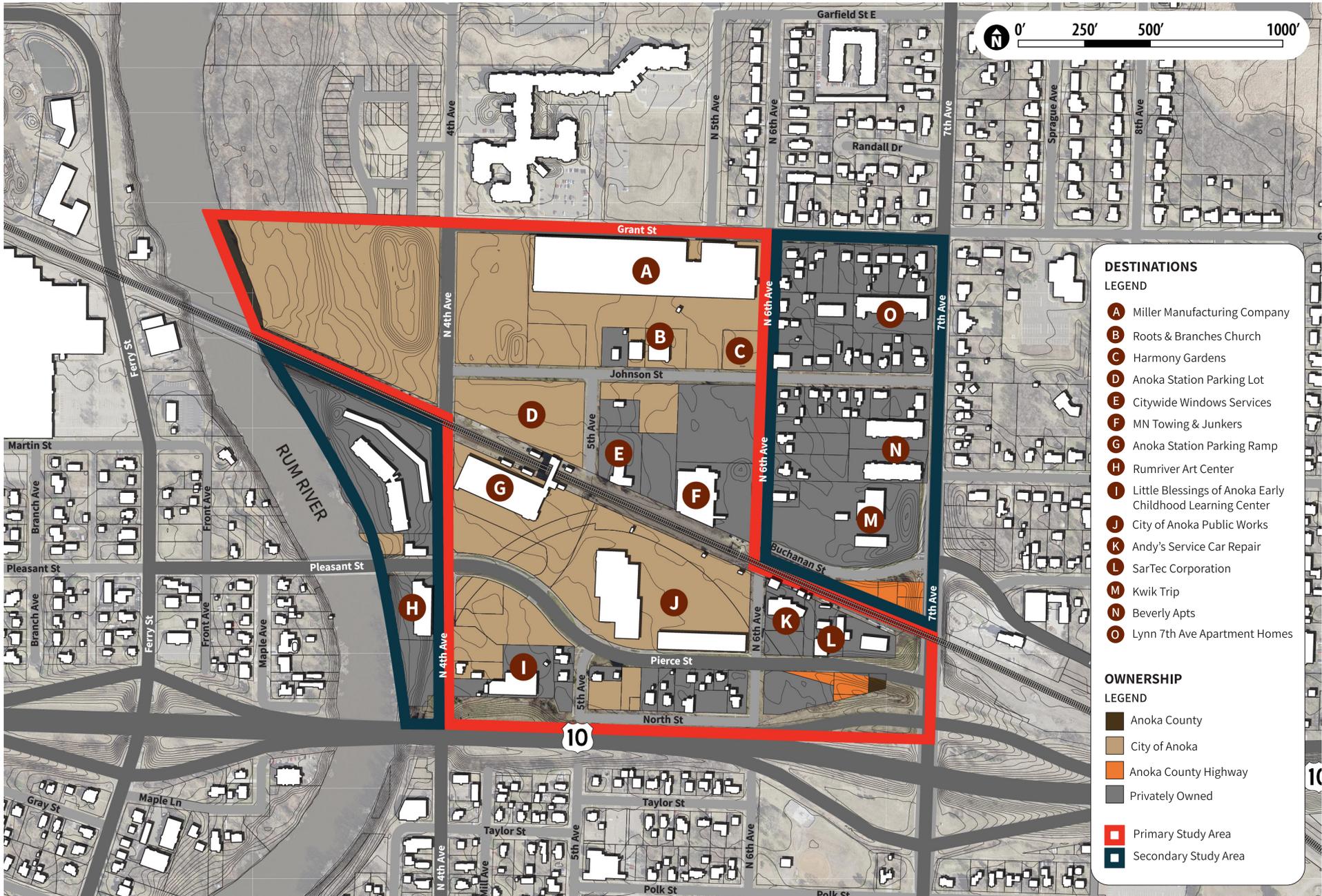


Figure 1.1 Project study area highlighting major destinations and property ownership



GUIDING PRINCIPLES

Overview
The purpose of this plan is to provide a clear vision for the future of the Anoka Station Area and to guide development in a way that is consistent with the City of Anoka's vision for the future. This plan will serve as a guide for all future development in the area and will be used to inform all decisions related to the area's future.

Key Principles

- Support the City of Anoka's vision for the future of the Anoka Station Area.
- Encourage high-quality, transit-oriented development.
- Support the City of Anoka's goal of creating a vibrant, walkable community.
- Encourage the use of public transit.
- Support the City of Anoka's goal of creating a sustainable community.

PROJECT INTRODUCTION

WELCOME!

Overview
In 2012, the City Council approved the Anoka Station Transit-Oriented Development (TOD) Master Plan to guide development within a 1/2 mile of the station. In 2022, the City of Anoka acquired the 170,000 square foot Miller manufacturing building on Grant Street and identified a need to update the 2012 plan. The primary study area, shown in red, is the focus of the draft concepts and has been divided by the transit tracks into a north and south area.

Project Objectives
Identify a vision that will guide coordinated subdevelopment of this area. The vision is intended to:
- Adapt current and past planning efforts.
- Be based on market potential.
- Respond to recent development.
- Identify regulatory mechanisms to support the vision.
- Identify public and private actions needed to achieve the vision.

Study Area

Guiding Study Area Features

Comprehensive Plan
Development within the Anoka Station Area must meet the stated goals and uses of the TOD Transit-Oriented Development land use designation.
- TOD Goals
- Encourage safe pedestrian-oriented environment.
- Maximize transit use.
- Create sense of activity along local streets.
- Use minimums.
- 40% shall be residential, with remaining area a mix of commercial and civic uses.
- Minimum density shall be at least 25 to 47 units per acre.

Zoning
The Station Area is zoned either TOD Employment (TOD-E) or TOD Residential (TOD-R).
- TOD-E encourages concentrations of medium-density housing with development close to the station.
- TOD-R encourages concentrations of medium-density housing with development close to the station.

Comprehensive Plan Future Land Use

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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, which is the current 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.

During the planning process, the vision and guiding principles for the Anoka Station Plan were updated based on elected/appointed officials, staff, and community input. 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



Encourage access and use of transit infrastructure



Encourage a sense of activity and liveliness along the street level of building facades



Encourage shared parking and alternative modes of transportation



Encourage connection to neighborhood amenities, including the river, trails, playground, and community garden



THE TYPE OF DEVELOPMENT & USES ENVISIONED

The following are envisioned as appropriate uses in Transit Oriented Development land use category:

- Mix of high-density residential uses that may include apartments, condominiums, townhouses or rowhouses, and senior care facilities.
- Office use and other moderate to high intensity forms of employment to maximize the number of people having access to their job via transit.
- Food-oriented retail uses such as cafes and restaurants adjacent to public spaces to encourage gathering.
- Public and institutional buildings/uses that are an amenity. Such uses can include plazas, parks, clinics, libraries, and community resource center.
- Personal service establishments (barber shops, day cares, dry cleaners, etc.).
- Retail uses that create high activity in the center of the TOD.

DEVELOPMENT POLICIES

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

- 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.
- Buildings shall be oriented to the street to encourage pedestrian activity and foster ongoing activity.
- Parking is encouraged to be located behind buildings or underground. Shared parking and bicycle facilities are encouraged as part of any development.
- Buildings are encouraged to be a minimum of two stories to maximize available land for development and encourage higher densities.
- Residential densities shall have a minimum of 25 units/acre.



Food-oriented retail with plaza space



Mix of high-density residential uses



Buildings that encourage pedestrian activity

ADDITIONAL GOALS FOR IMPLEMENTATION OF THE ANOKA TOD STATION AREA 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 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 TOD Station Area, 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 complement transit-oriented development near the station area.
- Concentrate a mix of complementary, well integrated land uses within walking distance of the transit station.
- Provide uses of a density and configuration that will 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.
- Encourage and provide access to the riverfront.
- Incorporate standards for security by applying Crime Prevention through Environmental Design principles (CPTED).
- Use urban design to enhance the community identity of the station area and make the area attractive, safe, and convenient.
- Develop a marketing strategy to enhance the use of the Northstar light rail that will bring value to City property.



Mix of commercial/office uses to create jobs



Crime Prevention Through Environmental Design



Enhance the use of the Northstar Commuter Rail



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EXISTING CONDITIONS INTRODUCTION

This chapter provides an introduction of the current landscape, infrastructure, and community assets in and around the station area. This includes an analysis of land use, transportation networks, public spaces, and environmental factors that serves as a starting point for evaluating how future development can best align with community goals, address identified challenges, and enhance connectivity and accessibility.

LAND USE

The station area includes a mix of residential, non-residential, and city-owned uses. Several newer medium and higher density housing developments are located west of 4th Avenue and north of Grant Street, including Riverside Townhouses, Homestead of Anoka assisted living apartments, and Nolte River Place Apartments for residents 55 and up. There is also an existing apartment building to the west of 4th Avenue, north of Pleasant Street. Single family residential uses remain along North Street and in neighborhoods to the east and north.

There are still a few industrial businesses located along Johnson Street, east of 5th Avenue. The City has reached out to these businesses about potential acquisition for redevelopment. Industrial uses anticipated to remain include a handful of businesses on Pierce Street between 6th and 7th Avenues. Also anticipated to remain is the City's Public Works facility on Pierce Street.

Other land uses in the area include the Old Milk Factory mixed use building and a commercial building to the west of 4th Avenue on Pleasant Street and the Anoka Community Mission, a community resource center located south of the station at Pierce Street and 5th Avenue. There is also a community garden at the corner of Johnson Street and 6th Avenue.



Existing single family home along North St.



Homestead of Anoka assisted living apartments



Underutilized industrial and vacant parcels

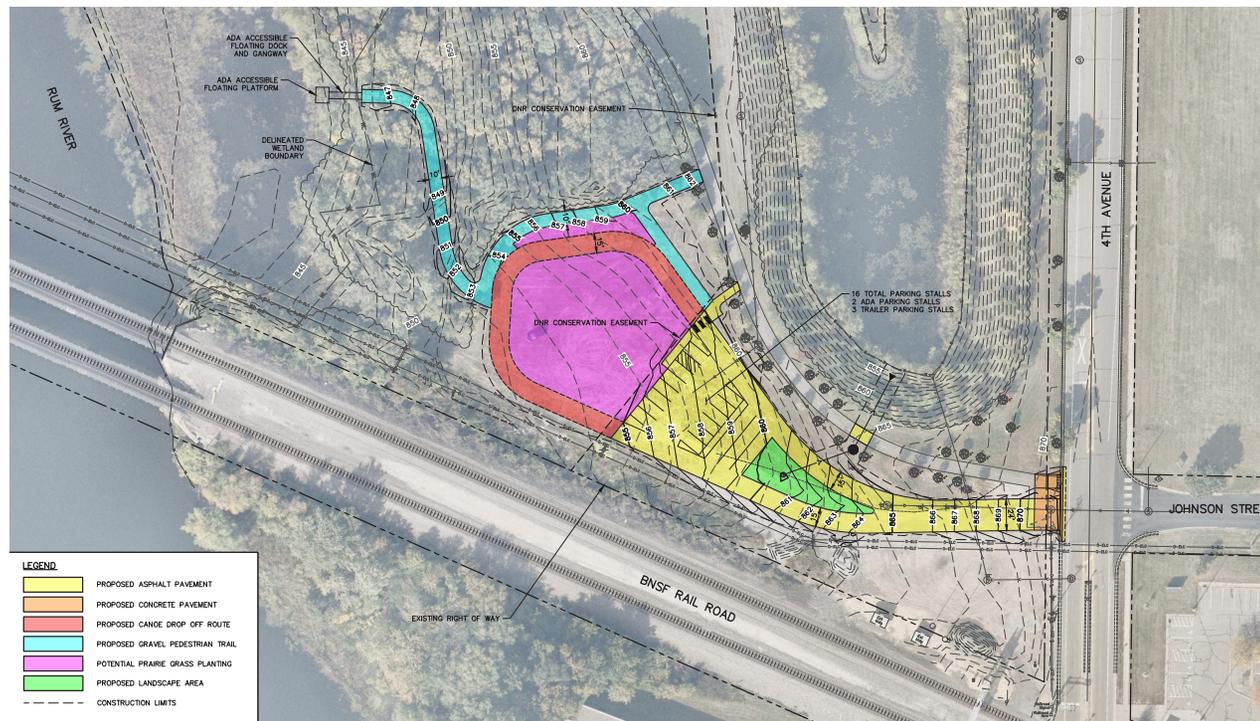


PARKS, RECREATION & NATURAL SYSTEMS

The Rum River on the eastern edge of the Anoka Station area is a major recreation destination and scenic amenity. A 300' conservation easement extends eastward from the Rum River shoreline to protect and preserve the scenic, recreation, natural, and historic values of the Rum River. Within this buffer there are extensive development restrictions, including for public parks.

Just outside of the conservation area is the Riverside Playlot just west of 4th Avenue near Grant Street. The playlot includes a playground and picnic shelter. Immediately adjacent to the playlot is the Rum River Trail, which is more extensively described in the Transportation System section.

As shown below, the City is planning a park improvement in this area. This includes an ADA accessible floating dock and platform for canoe and kayak launching. Adjacent to these facilities within the conservation area, the City is only able to construct a trail and plant prairie grasses. Immediately adjacent to the conservation area will be a parking area with landscaping.



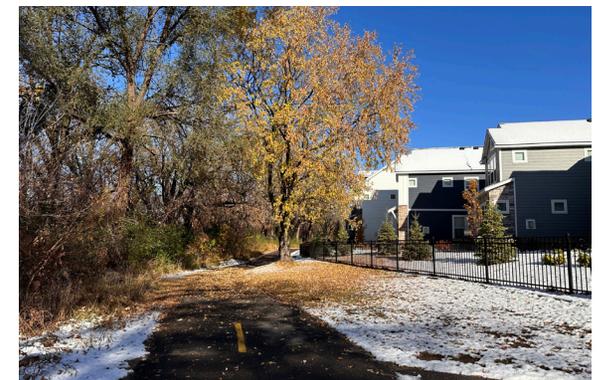
2021 plan for Anoka Station Park



Rum River



Riverside Playlot



Rum River Regional Trail Corridor

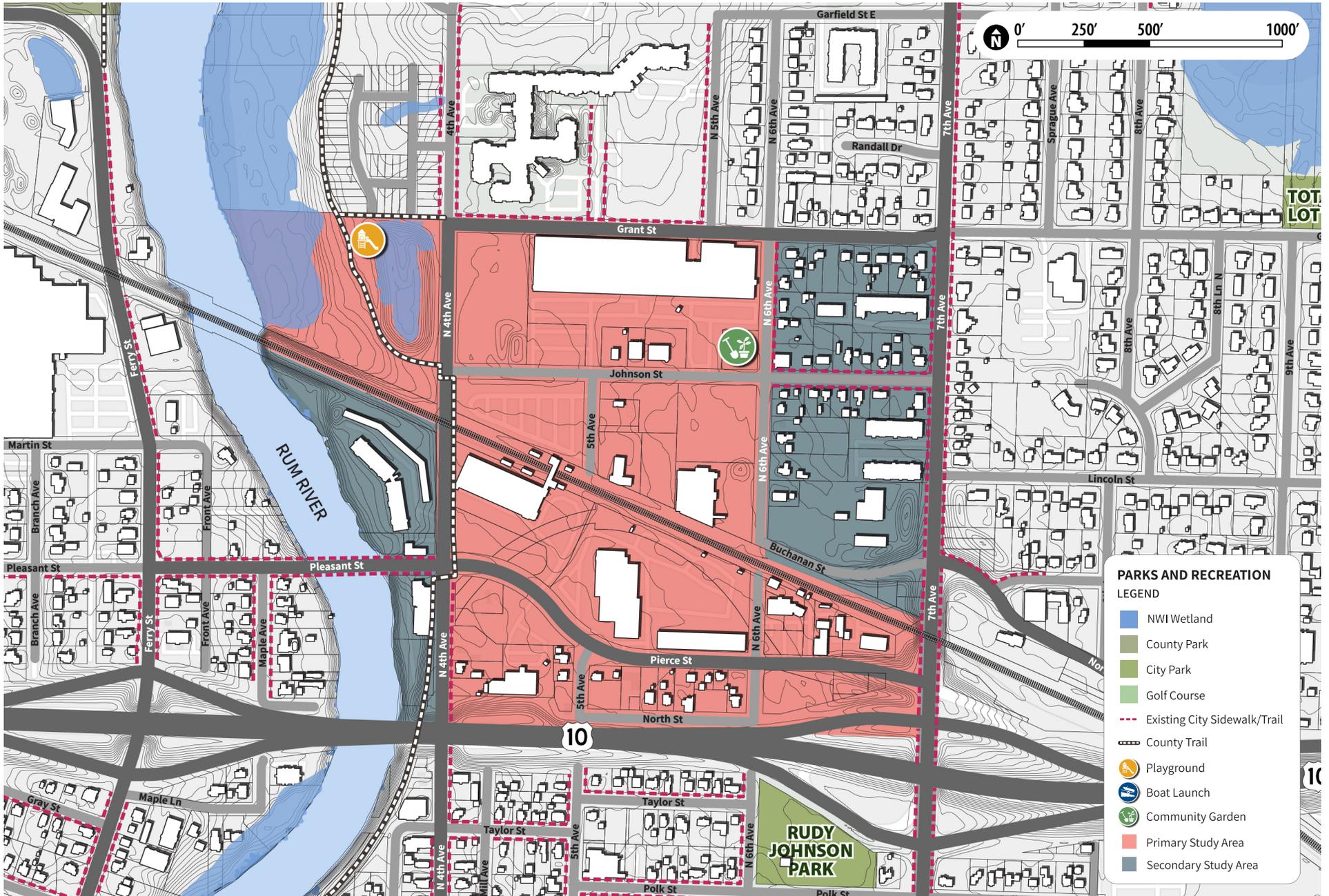


Figure 3.1 Existing parks and recreation map

TRANSPORTATION SYSTEM

ANOKA STATION

The Anoka Station is a fully ADA compliant station with a parking ramp, pedestrian overpass, and bicycle lockers. The station serves as a hub for commuter rail and bus transit. The parking ramp, which was completed in 2013, is a three-story ramp with 334 spaces. The pedestrian overpass connects to the north platform, and a surface parking lot that is leased to Metro Transit by the City of Anoka.

NORTHSTAR COMMUTER RAIL

The Northstar Commuter Rail offers service from Big Lake to downtown Minneapolis, passing through Anoka Station. It takes roughly 32-minutes to reach downtown Minneapolis. Going the other direction, it is a 20-minute ride to the last stop on the line in Big Lake. The Northstar Link provides bus connections from the end of the line in Big Lake to St. Cloud.

BUS TRANSIT

Anoka County Traveler Route 805 provides local bus service and runs hourly (weekdays from 6am-6pm and Saturdays from 8am-5pm) from Anoka to Blaine. This route has stops along 4th Avenue that service both the south and north platforms of the Northstar station. In addition to the local bus service, Express Route 852 stops at the south platform of the Northstar station and provides 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 roadway 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. Both interchanges have been recently updated as part of the Minnesota Department of Transportation's Highway 10 Anoka project.

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 to access the station area and Northstar station's southern parking area. Pleasant Street is the only automobile route across the Rum River in the vicinity, aside from U.S. Highway 10, and provides access to the district from the U.S. Highway 10 / Ferry Street interchange. Pierce Street provides access to the station area from the U.S. Highway 10 / 7th Avenue interchange. Recent changes to that interchange have reduced the ease of turning from Pierce Street onto 7th Avenue.



Parking ramp at Anoka Station



Bus stop along 4th Ave for Route 805



Looking south from the Pleasant St Bridge

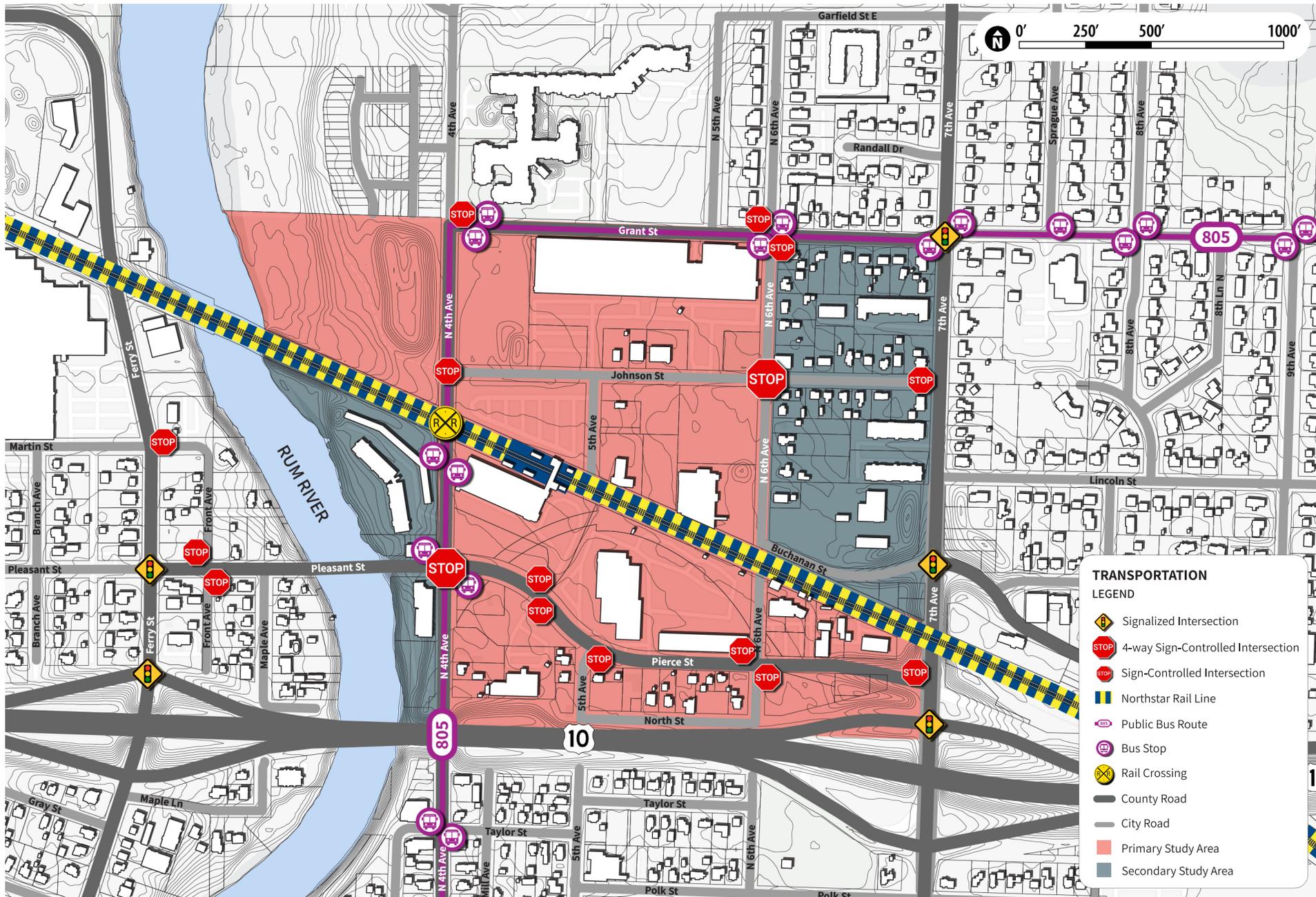


Figure 3.2 Existing transportation map

4TH AVENUE (CSAH 31) & 7TH AVENUE (CSAH 7)

These two roads act as the major north-south collectors 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. The station area is relatively isolated to the rest of the City as many of the streets do not continue across the Rum River or rail line, or terminate in the Anoka County Rum River Human Services Center.

TRAILS AND SIDEWALKS

RUM RIVER REGIONAL TRAIL CORRIDOR

The Rum River Regional Trail runs north/south along the eastern edge of the Rum River through the study area. Planned for 20 miles from the City of Anoka to the Anoka/Isanti County border, the trail currently has four segments completed. Currently in 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 City is planning a trail improvement project that will move the trail from the east side of 4th Avenue to the west side of 4th Avenue in the study area.

7TH AVENUE TRAIL CORRIDOR

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

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.



The Rum River trail



Existing sidewalk network along Pierce St.



Sidewalk gaps along Johnson St.

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ANOKA STATION INFLUENCES ADJACENT AREAS OF SIGNIFICANCE

The Anoka Station Area is centrally located within the City of Anoka. A number of key community assets exist in the surrounding area, including Downtown Anoka, the Rum River Human Services Center, and nearby development areas.

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.

Creating and maintaining a strong physical connection between downtown and the station area is vital. 4th Avenue represents the key street connection, bringing transit riders into downtown for work or play. The Anoka County Government Center is a major employment anchor in the downtown with over 1,000 employees and is a potential driver for Northstar ridership.

RUM RIVER HUMAN SERVICES CENTER

Immediately north and within walking distance of the Anoka Station is the Anoka County Rum River Human Services Center. The Service Center south campus is an attractive, aesthetic amenity, with picturesque views of historic building architecture in a pastoral campus setting. 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. This facility has approximately 408 jobs. As development continues to occur, consideration should be given to stronger connections to the station area.

GREENS OF ANOKA REDEVELOPMENT AREA

The Greens of Anoka redevelopment area is located immediately west of the Anoka Station and centers around Green Haven Golf Course. A 2012 redevelopment 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 plan suggests a roadway connection designed as a parkway with a multi-use trail.



ANOKA ENTERPRISE PARK

Anoka Enterprise Park is located two miles west of the Station area and serves as the community's primary employment concentration. It is home to roughly 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. Currently there are no direct connections to Anoka Enterprise Park from the Anoka Station Area, however the redevelopment master plan for the Greens of Anoka calls for improved transportation connections from the station area to Thurston Avenue, the primary access point to the business park.



Downtown Anoka

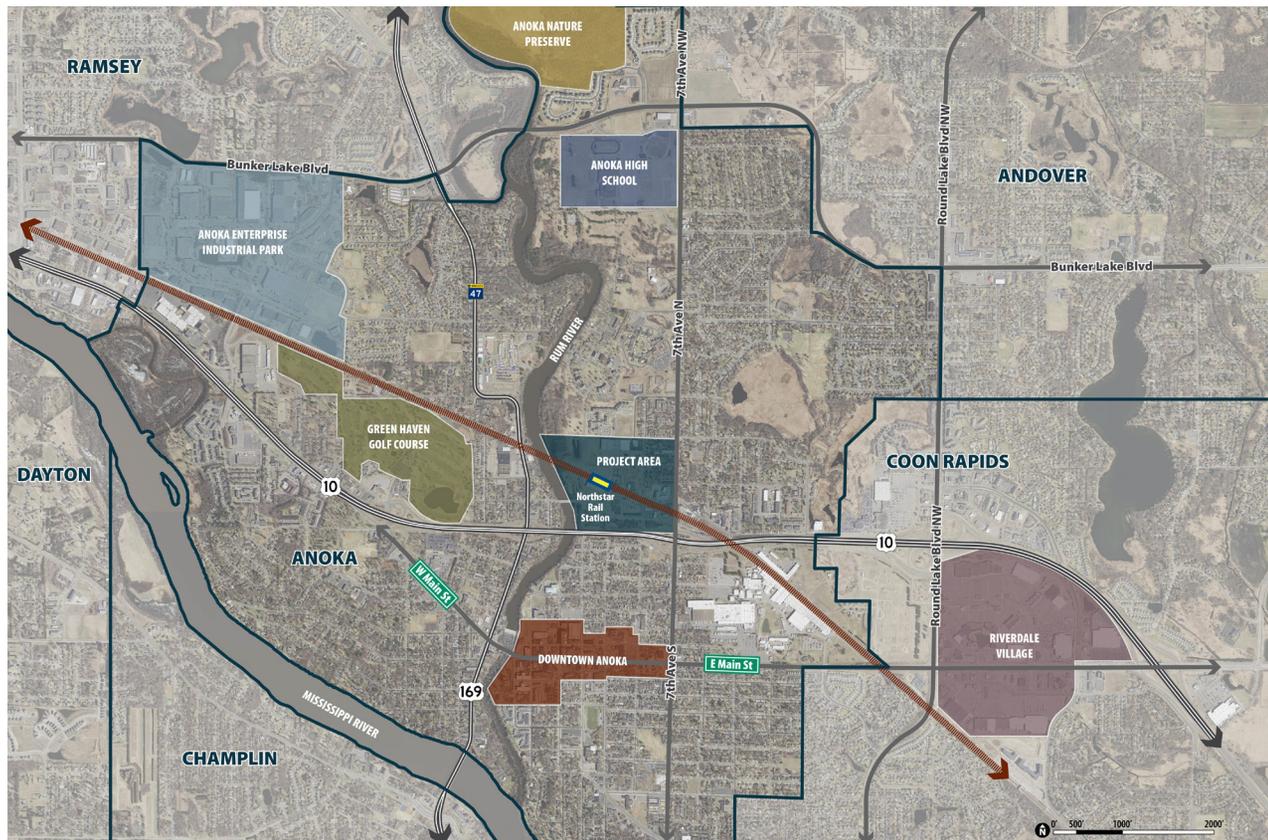


Figure 4.1 Regional context map



Rum River Human Services Center



Green Haven Golf Course

MARKET ANALYSIS

A market analysis was performed to understand the market potential for medium- and high-density residential and commercial uses in the Station Area. As part of this analysis, existing site characteristics, key demographic and economic trends, the current multifamily housing market and existing housing supply in Anoka and surrounding communities, and the current retail real estate market were evaluated. The following key findings were concluded from the market analysis:

STRENGTHS

- Existing transit infrastructure
- Parcels are available for immediate development
- Proximity to Rum River greenspace and trails
- Proximity to Downtown Anoka and Riverdale shopping district
- Strong employment base in Anoka
- Highway 10 provides good access, visibility, and significant traffic counts

CHALLENGES

- Low Northstar ridership numbers and train noise
- Traffic counts through the Station Area are relatively low
- Some existing uses conflict with potential new development
- Connections to Downtown Anoka
- Access to 7th Avenue from Pierce Street is difficult
- Parcels along Highway 10 are narrow

A number of different uses were discussed as having potential to locate within the Station Area, such as medium- and high-density residential, retail, restaurant, medical office, light industrial, hospitality, and community center uses. The market analysis reviewed the existing supply, needs, and market for each of these uses to determine their potential for locating within the Station Area, and made the following findings:

FOR-SALE TOWNHOMES

The market analysis found that there is demand over the next 5 years for this use and that the Station Area could capture a portion of that growth. In particular, for-sale units would work well on the large parcels of land in the area north of the railroad tracks. Additional planning for these uses may be needed as current adjacent uses conflict with residential uses and may need to be repositioned before redevelopment can occur. A mix of attached back-to-back units and side-by-side units could be developed. The target market for this use is likely to be entry and move-up buyers.



Pierce Street and 7th Avenue Intersection



Highway 10



Existing Riverside townhomes west of 4th Avenue

MULTI-FAMILY RESIDENTIAL

The market analysis found that there is demand for both market rate rentals and income-restricted affordable housing over the next 5 years and that the Station Area could capture a portion of that growth. In particular, multi-family residential would work well on the large parcels of land in the area north of the railroad tracks. Additional consideration for conflicting adjacent uses, such as project phasing or buffering, would be needed. Projects could include a mix of both market rate and affordable units as there is demand for both types of housing.

RETAIL/RESTAURANTS

The market analysis found that there is minimal demand for restaurant space, but some potential for destination retail (furniture, home goods, etc.). Limited traffic through the Station Area is challenging for restaurant uses and limits the amount of retail that the site can support. Parcels with visibility along Highway 10 have the best potential for the development of destination retail, however, retail space construction costs and low traffic counts through the Station Area create challenges. The City could consider additional programming, such as a food truck fair or arts fair, which may bring energy to the Station Area. There may be additional opportunities for convenience retail or restaurant uses further into the future as the area develops beyond five years and the neighborhood evolves.

INDUSTRIAL/OFFICE/MEDICAL

The market analysis found that there is currently limited demand for light industrial, office, and medical office uses in the Station Area. As the Area transitions away from existing heavier industrial uses such as distribution/logistics, lighter industrial or office uses could develop in their place in the area south of the railroad tracks. The existing transportation corridors through the area are not convenient enough for these uses, which typically need better access for customers, employees, and suppliers.

OTHER

The market analysis found that other uses desired by the community have limited demand in the study area. Hospitality uses such as hotels may work but have limited potential due to limited availability of parcels near Highway 10 and 7th Avenue. A food hall concept would work better in Downtown Anoka and could drive additional traffic to existing businesses, rather than splitting the area into two destinations and diluting the draw for each. A community center/facility could be appropriate in this location, but would be separate from other parks and recreation facilities and would likely require an ongoing operational subsidy.



Multi-family residential example



Office example



Outdoor dining concept

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COMMUNITY ENGAGEMENT ENGAGEMENT METHODS

Community engagement during the Anoka Station Area Plan update included in-person and online opportunities for input. Community members provided feedback on the vision, guiding principles, and concept designs. Insight from elected/appointed officials, community members and City staff was used to define the final concept design.

IN-PERSON

Two meetings were held in August of 2024, a neighborhood meeting and an open house. Residents in the neighborhoods adjacent to the station area were sent letters inviting them to the neighborhood meeting, and the open house was advertised on the city website, social media channels, and at the neighborhood meeting. Twenty-two residents attended the neighborhood meeting and 27 participants attended the Open House.

ONLINE

The design concepts were uploaded to social pinpoint, an online engagement platform, where community members were able to comment directly on the concepts. The concepts were available for comment from August 3rd through September 12th. During that time, there were a total of 46 comments from 12 unique users; 407 unique users viewed the site. City staff also received public comments via email correspondence.



WHAT WE HEARD

The majority of community input centered on the uses, connections, and impact of redevelopment in the north part of the Anoka Station area. Many concerns centered on increased traffic and traffic flow issues, while positive comments focused on improved bike and pedestrian connectivity and diversity of housing choices. Feedback from neighbors was generally positive, and many explicitly stated support for the project and hope that the area redeveloped.

Below is a summary of comments organized into the categories of transportation, land use, and parks, trails and open space.

TRANSPORTATION

- Need for good pedestrian and bike connections throughout and around the station area.
- Lots of concern around potential for traffic volume increase with added residential and what that will mean for intersections, speeding, and safety along Grant Street.
- Specific concerns at Pierce/Pleasant Street and 4th Street around increase in traffic and potential for back-ups at intersection.
- Support for the street realignment of Buchanan Street.
- Some concerns about easy access to the Kwik Trip with a cul-de-sac on 6th. This was particularly noted by the residents at the nearby senior living apartments.
- Suggestions to explore roundabouts to handle increased traffic.

LAND USE

- Preference for transition from surrounding neighborhoods with townhouses / row houses.
- Preference for placement of high density in the middle rather than at the edges.
- Desire for pedestrian / local access to small grocery or convenience store.
- Some concerns around market demand for office and retail uses.

PARKS, TRAILS, AND OPEN SPACE

- Supportive of community garden and green spaces in general throughout the residential area.
- Like proposed access to river with non-motorized launch; suggestions for accessible paddle launch and kayak rentals.
- Support for connections and improved crossings for the Rum River Trail.



Attendees at the Open House



Attendees at the Open House



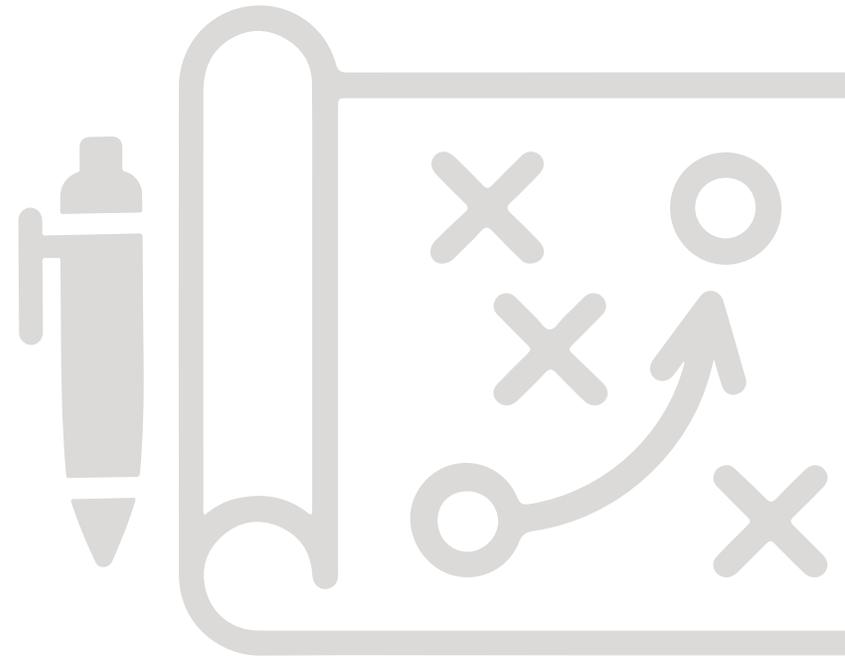
Image of Social Pinpoint online engagement

6

MASTER PLAN

The Master Plan for the Anoka TOD Station Area represents the long-term vision for the district. Change will not happen overnight and numerous steps must occur to achieve the vision. This plan includes a graphic depiction of development form, allocation of uses, and general patterns of development. The proposed concept is intended to show what might be possible and to demonstrate how development could achieve the community's vision and goals. Further guidance on principles to consider when private or public development is proposed are provided in Chapter 7 Site Design Principles.

The master plan chapter highlights the overall district development with system diagrams for the Anoka Station Areas' 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. This shows the location for parks, plazas, and other important pedestrian amenities in the Anoka Station Area.



SUMMARY OF USES

The Anoka TOD Station Area Plan generally follows the recommendations of previous planning efforts by focusing commercial and industrial uses south of the rail line along Pierce Street and residential uses north of the rail line in close proximity to the natural amenity of the Rum River.

NORTH OF THE RAIL LINE

The City acquisition of the Miller Manufacturing property enabled a re-envisioning of the north area from the previous plan. Most notably, this plan includes the proposed realignment of Johnson Street to connect to an extended Buchanan Street. This allows a connection at 7th Avenue with a signal and enables the development of a central open space along the vacated Johnson Street with community gardens, open lawn areas, and a linear stormwater treatment system. The plan features higher-density residential areas focused in the center of the station area with rowhouses / townhomes on the eastern and northwestern edges. The location of uses is intended to create a transition in scale to the existing surrounding neighborhoods. Infill development, including small commercial spaces and high-density residential units, occupies the former City-owned, Metro Transit leased, park-and-ride lot north of the station.

SOUTH OF THE RAIL LINE

South of the rail line are smaller-scale commercial/retail uses at the intersection of Pierce Street and 4th Avenue in front of the transit ramp. Then a mix of smaller office spaces extends along Pierce Street, positioned for visibility from both Highway 10 and Pierce Street. These buildings make use of existing access points at 6th Avenue, 5th Avenue, and the station entrance, catering to the needs of individual property owners. The Anoka Community Mission remains, though access is proposed to be reconfigured to the east so as to allow for redevelopment at the corner of 4th Avenue and Pierce Street.

RESIDENTIAL	NUMBER OF UNITS
APARTMENTS	470 UNITS
TOWNHOUSES/ROWHOUSES	150 UNITS
TOTAL	620 UNITS

COMMERCIAL	SQ. FT.
STAND ALONE RETAIL	18,000
OFFICE	52,000
TOTAL	70,000

Estimated development summary





Figure 6.1 Overall concept plan

TRANSPORTATION & CIRCULATION

TRANSIT

NORTHSTAR COMMUTER RAIL

As Minnesota's first commuter rail service, Northstar trains operate along a 40-mile route between Big Lake and downtown Minneapolis, with Anoka being one of the stops stations. The Anoka Station has a three-level, 344 space, parking ramp and a pedestrian overpass that was built in 2013. The master plan encourages the use of the parking ramp and calls for infill development on the former park-and-ride lot north of the station.

AMTRAK BOREALIS

The City of Anoka remains committed to supporting rail for passenger transportation and encourages increased use and activity at the existing Northstar station, including the addition of a new Borealis passenger rail stop to benefit local residents and businesses.

BUS ROUTE

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.

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 7th Avenue 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.

BICYCLE AND PEDESTRIAN NETWORK

An enhanced bicycle and pedestrian network throughout the area is a primary goal. The station area 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. A particular needed noted throughout the process was the narrowing of Grant Street to allow for the construction of a multi-use trail on one side of the street.



Northstar Commuter train



Route 805 bus stop on Grant Street



Amtrak Borealis train

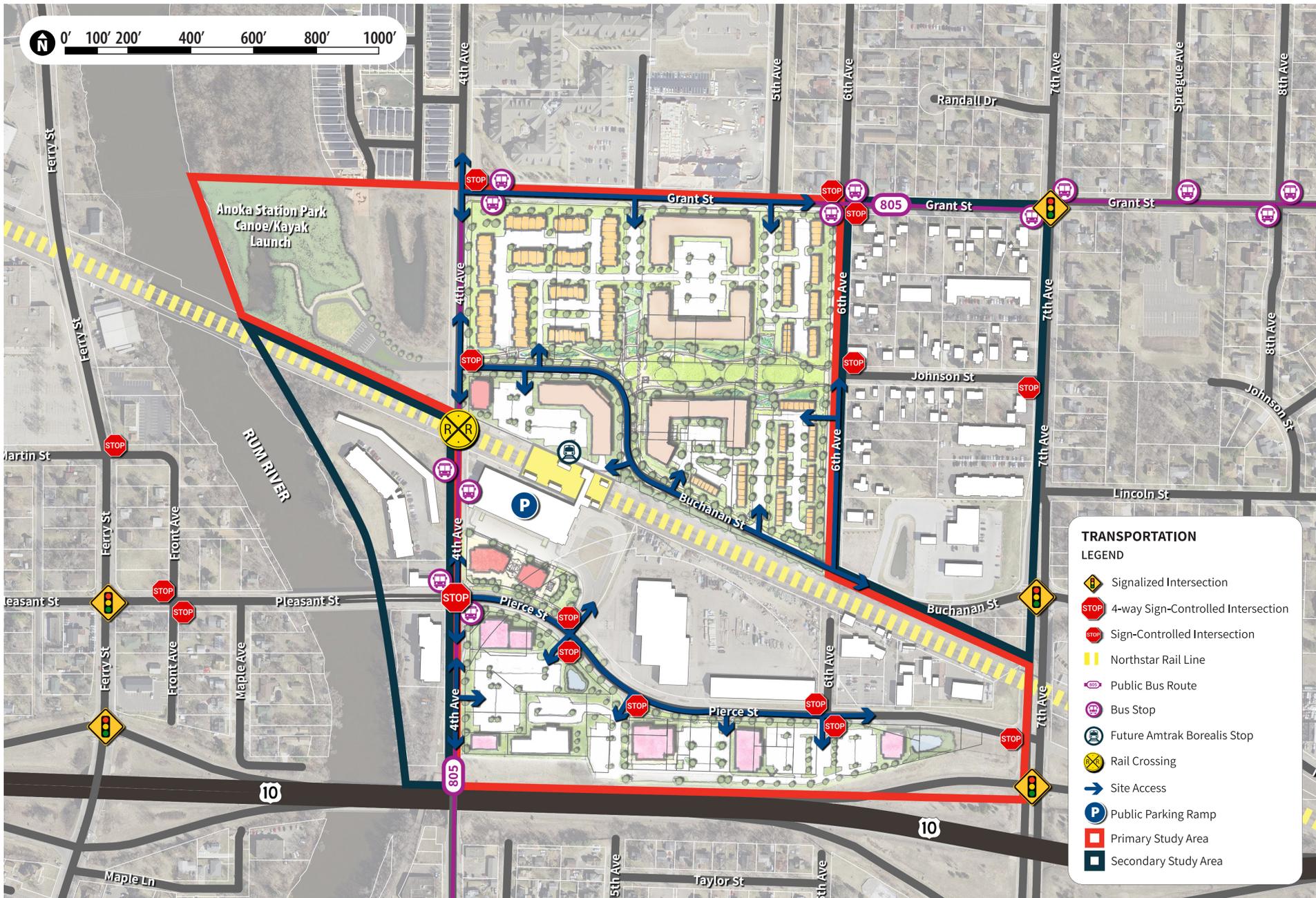


Figure 6.2 Transportation & circulation map

PARKS, TRAILS & OPEN SPACE

RUM RIVER

The Rum River represents the strongest natural resource amenity for the Anoka Station Area. 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 station area plan seeks to preserve this natural resource and enhance people's connection to it.

The station area plan incorporates the City's plan for expanded park space surrounding the district stormwater pond west of 4th Avenue. This park area provides a combination of a naturalized open space and passive park area for picnicking and public gathering areas closer to development against 4th Avenue. 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.

TRAILS

The Rum River Regional Trail is the primary recreational trail amenity in place today. As such, the station area plan incorporates the planned relocation of the trail to the west side of 4th Avenue. A connecting trail to the east along Grant Street is also proposed. Additional loop trails are planned throughout the new development areas to provide short, leisurely walks, and be an amenity for nearby residential uses.

PLAZA SPACES

Plaza spaces are envisioned at key locations throughout the Anoka Station Area. 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.

COMMUNITY GARDENS

Community gardens provide an opportunity to connect with neighbors and promote an active lifestyle. A small, approximately half acre area exists today as a community garden. The station area plan proposes to relocate this area to the central open space along the vacated Johnson Street right-of-way.

PRIVATE AMENITY AREAS

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



Recreational activities on the Rum River



Community gardens, neighborhood asset



Public/private plaza spaces for gathering

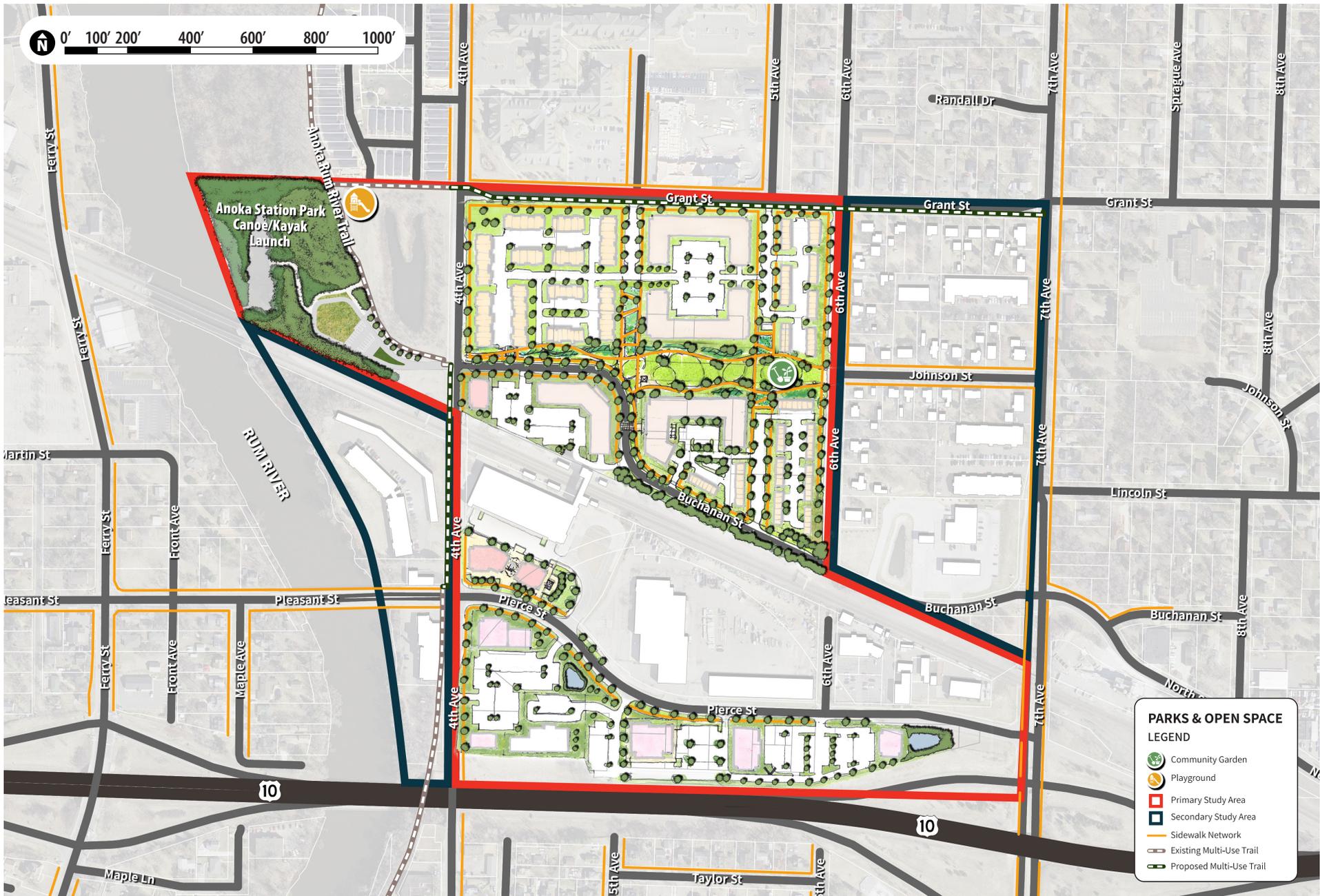


Figure 6.3 Parks, open space & trails map

STREETS & THE PUBLIC REALM

The public realm and streetscape design in the Anoka Station Area play an important role in shaping the character of development and the comfort and legibility for people to safely navigate the area. Streets serve different roles with some more residential in character while others more commercial and industrial. Overall the station area network should serve both motorized and non-motorized traffic. The following street typologies are provided to help integrate the broader transportation system with the anticipated development pattern immediately adjacent. Also shown below is a diagram highlighting the building heights that should be considered for the station area. Generally, the tallest residential buildings should be directed towards the center of the site along the realigned Johnson Street, and shorter buildings should be located along 6th Avenue across from existing single-family residential neighborhoods.

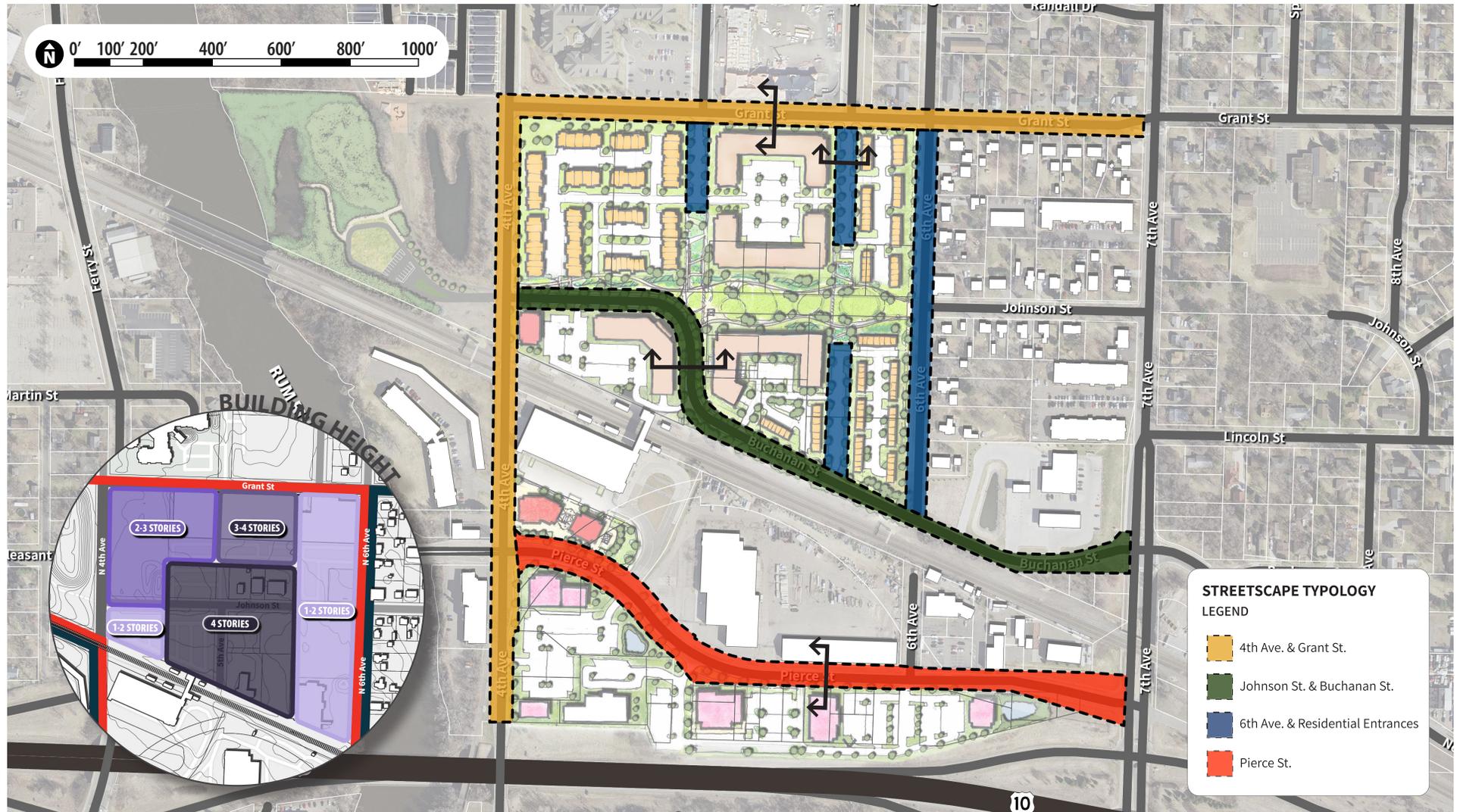


Figure 6.4 Streetscape typology and building height map

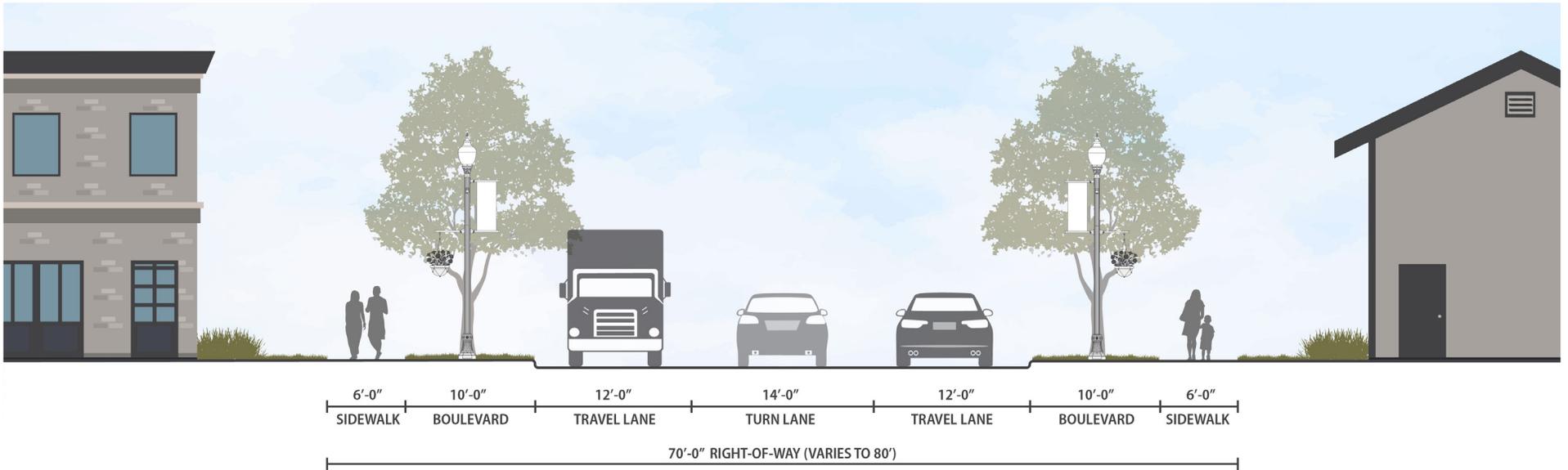


Figure 6.5 Pierce Street section

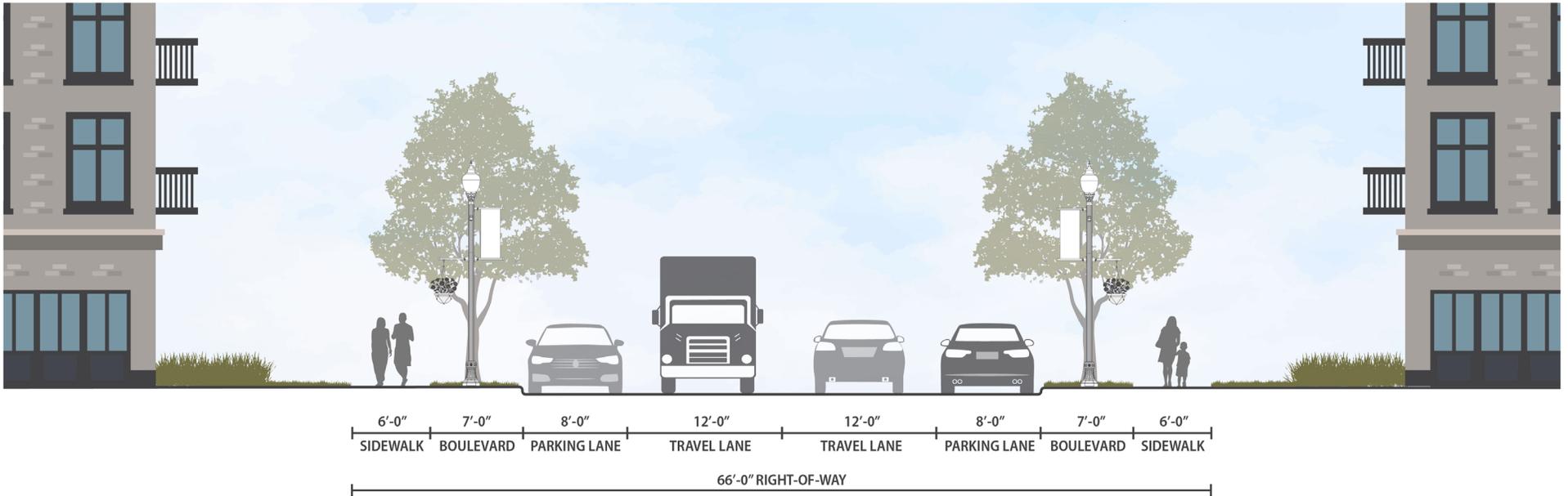


Figure 6.6 Johnson Street & Buchanan Street section

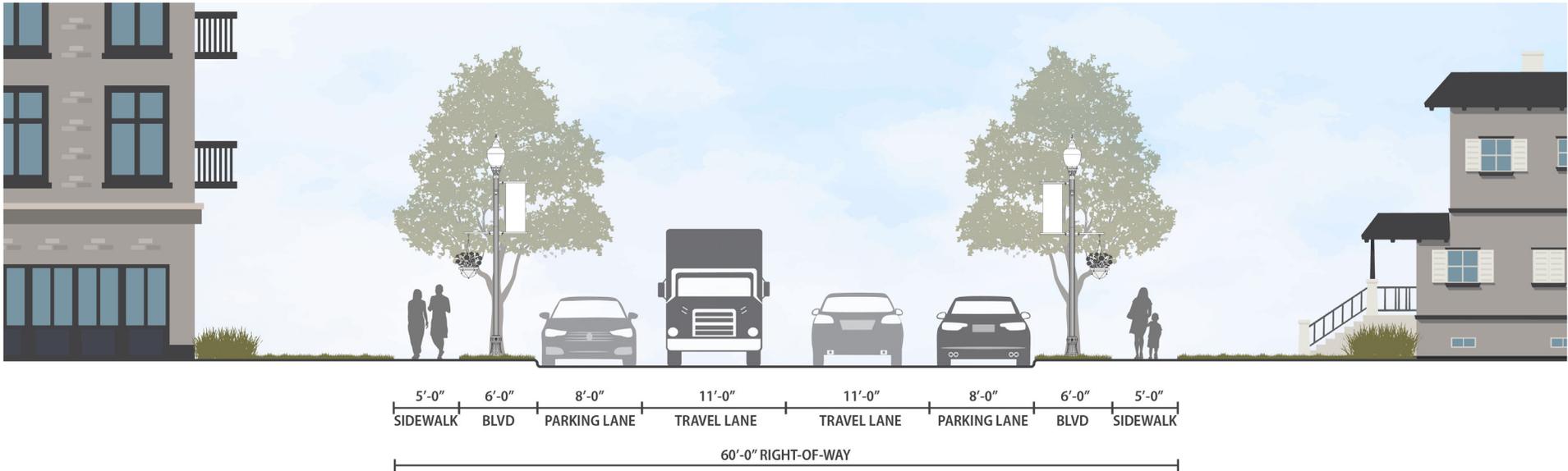


Figure 6.7 6th Avenue & residential entrances section

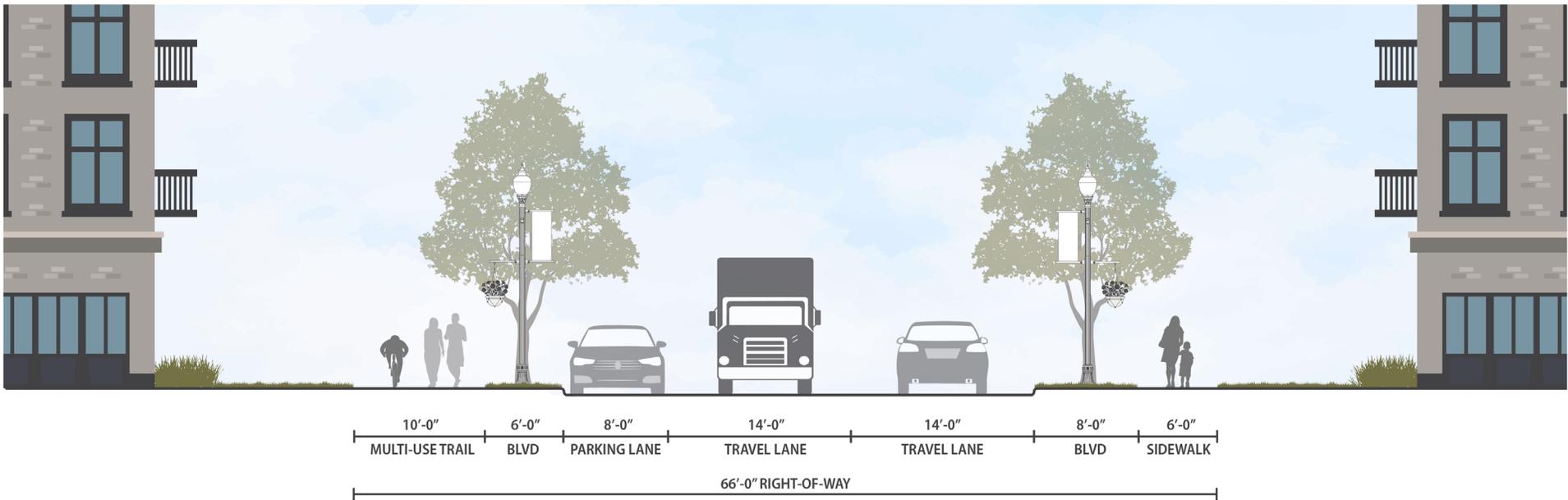


Figure 6.8 4th Avenue & Grant Street section

7

SITE DESIGN PRINCIPLES **SITE AREA SUMMARY**

This chapter outlines design principles intended to guide the development of the various uses anticipated in the Anoka Station Area. These principles are intended to encourage a cohesive design and layout throughout the area, as well as facilitate integration of new development with the existing uses in the surrounding area. The site design principles are organized by use and include considerations for building design and placement, parking, circulation, pedestrian connections, and landscaping.



HIGH-DENSITY RESIDENTIAL

High-density residential is a preferred use in the central portion of the study area's north side, along Grant Street and Buchanan Street. This use would primarily be apartments in 3 to 4 story buildings.

CONSIDERATIONS

High-density residential uses should be designed with the following principles:

- Locate high density housing towards the center of the study area
- High-density residential buildings should be 3-4 stories in height
- Locate buildings close to the street and wrap corners/curves with articulated building corners to create pedestrian-oriented streetscape
- Encourage underground parking to minimize the amount of surface parking needed. Screen underground access points
- Organize surface parking between and behind buildings rather than in front of buildings
- Consolidate parking entrances between individual developments and locate them at street intersections or across from other driveways
- Design entrances / driveways with a street-like character including pedestrian connections and landscaping
- Integrate internal courtyards, greens, and open spaces for resident use
- Create strong pedestrian connections between building entryways, open spaces, and public streets
- Integrate stormwater management into the site as an amenity
- Use high quality building materials to create lasting developments which are aesthetically pleasing



High-density housing example



Apartment with an upper-story step-back



Stormwater integrated as a neighborhood amenity



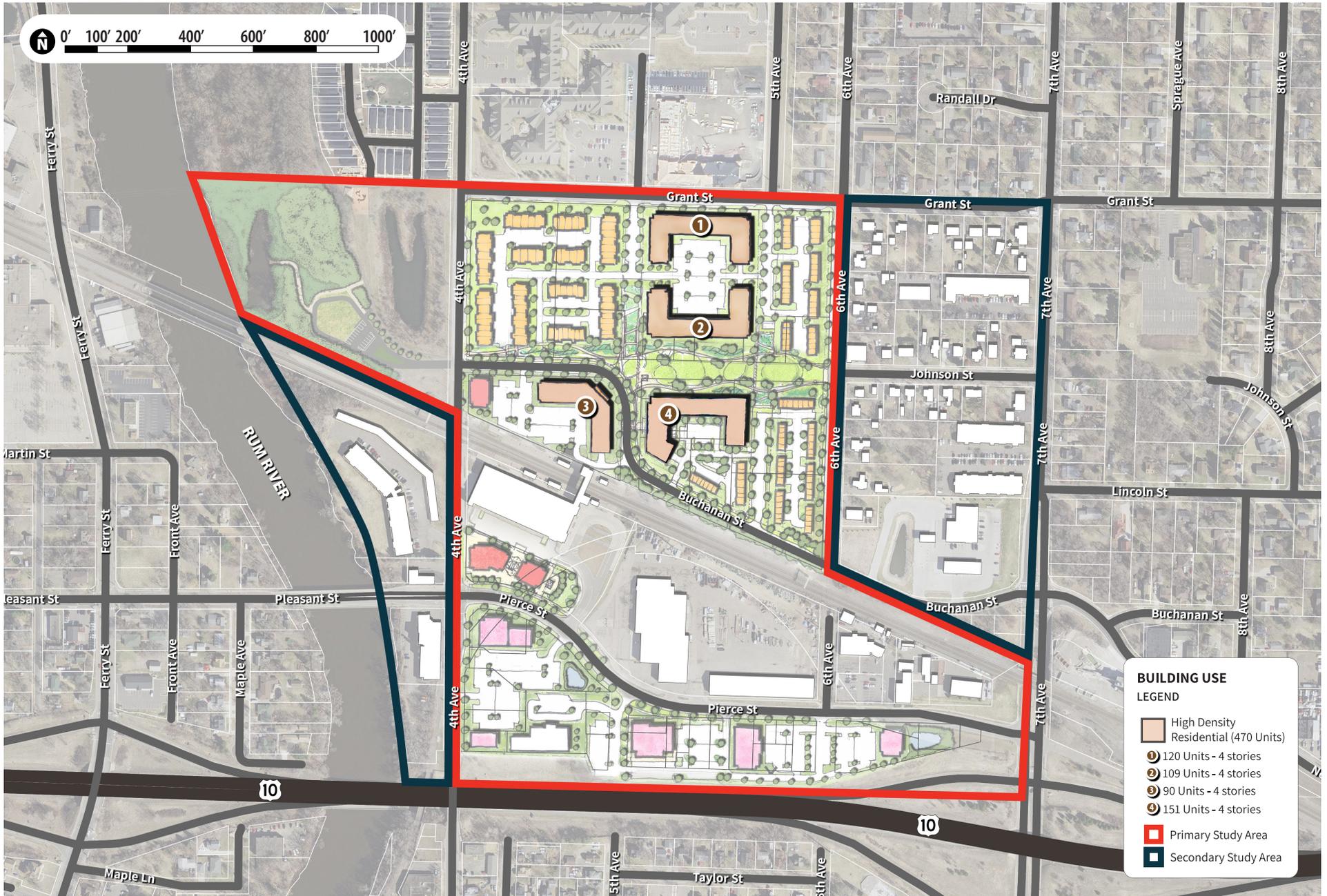


Figure 7.1 High-density residential concept plan

MEDIUM-DENSITY RESIDENTIAL

Medium-density residential is anticipated to serve as a transition along the edges of the site area between existing single family neighborhoods outside the project boundary and higher density housing in the center of the project area. Medium density residential uses are anticipated to include rowhouses or townhouses.

CONSIDERATIONS

Medium-density residential uses should be designed with the following principles:

- Locate rowhouses and townhouses along the edges of the site area to provide a transition between surrounding neighborhoods and higher density housing
- Medium density residential uses should generally be 2 to 3 stories in height, except for along 6th Avenue where 2 story structures better integrate with the existing neighborhood
- Rowhouses with individual entrances should be located along public streets and facing project amenities like plazas and open spaces
- Locate buildings at the setback line to reinforce an urban street character
- Provide rear-load access for the units facing public streets to provide enhanced front yard landscaping and reduce the number of driveways
- Consolidate parking entrances between individual developments and locate them at street intersections or across from other driveways
- Design entrances / driveways with a street-like character including pedestrian connections and landscaping
- Integrate internal courtyards, greens, and open spaces for resident use
- Create strong pedestrian connections between building entryways, open spaces, and public streets
- Integrate stormwater management into the site as an amenity
- Use high quality building materials to create lasting developments which are aesthetically pleasing



Medium-density housing example



Pedestrian connections within the development



Units with a rear loaded garage access off private drive



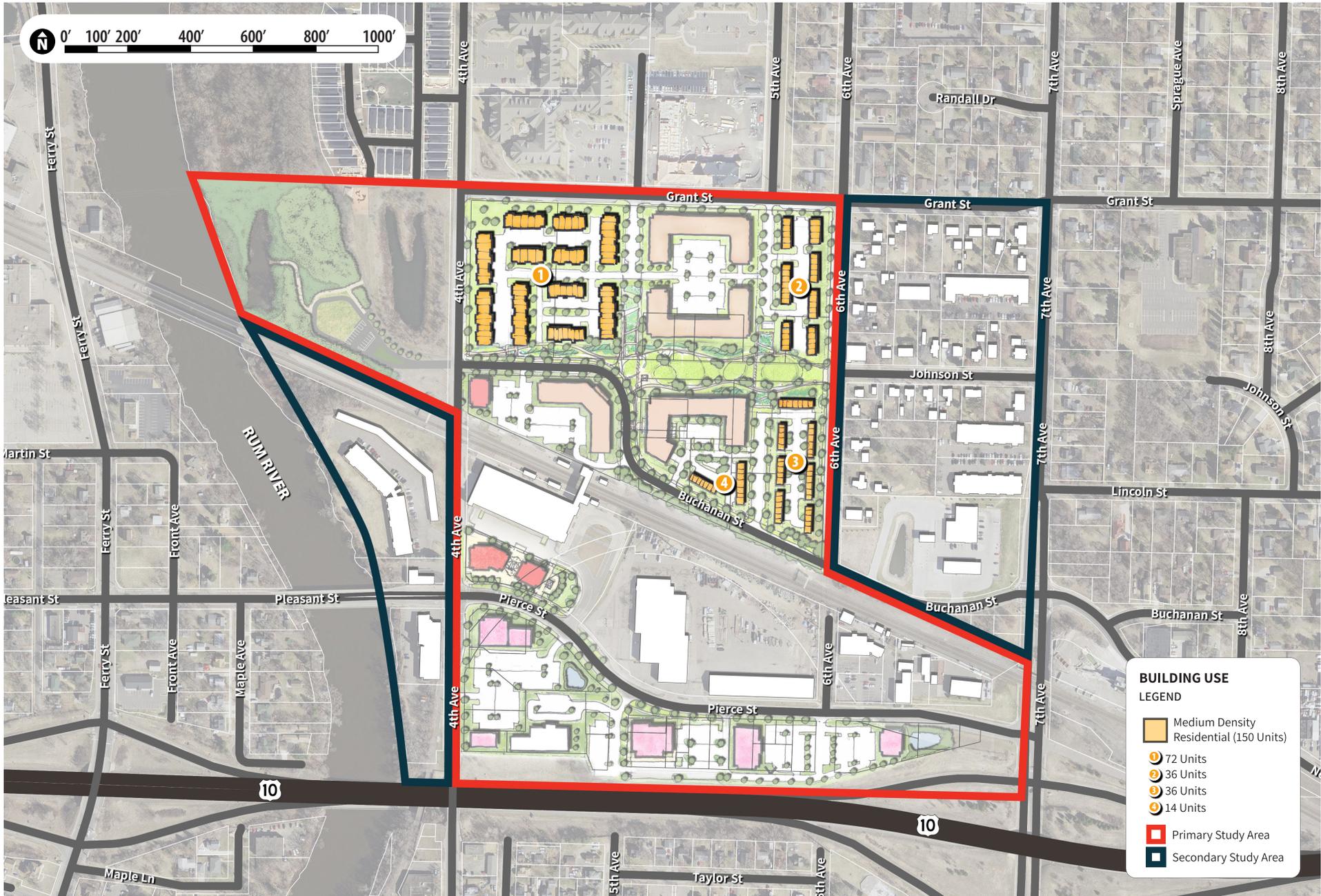


Figure 7.2 Medium-density residential concept plan

RETAIL & OFFICE

Retail and offices uses are predominantly planned for the southern portion of the study area, while a small retail building is shown at the corner of 4th Avenue and Johnson Street. While the concept shows smaller-scale retail and office uses as these building types provide the most amount of flexibility for phasing, property consolidation may allow for large developments to occur. On the north side of the study area, a small

CONSIDERATIONS

Retail and office uses should be designed with the following principles:

- Buildings should be oriented toward Pierce Street with front entry points clearly visible. When visibility to Highway 10 is also desired, ensure the project design includes an attractive streetscape edge on Pierce Street and pedestrian connections to the primary entrance
- Support the development of outdoor dining along 4th Avenue
- Consolidate driveways as much as possible and focus access off of 5th or 6th Avenues or across from existing accesses on the north side of Pierce Street
- Parking should be behind or between buildings with enhanced tree planting, landscaping, and site amenities
- Locate loading areas away from Pierce Street
- Create a uniform building pattern on sites to make it easier to identify individual businesses
- Create strong pedestrian connections between building entryways, open spaces, and public streets
- Develop a plaza / outdoor amenity area for employees and that is connected to the public realm and business entrances
- Use high quality building materials to create lasting developments which are aesthetically pleasing



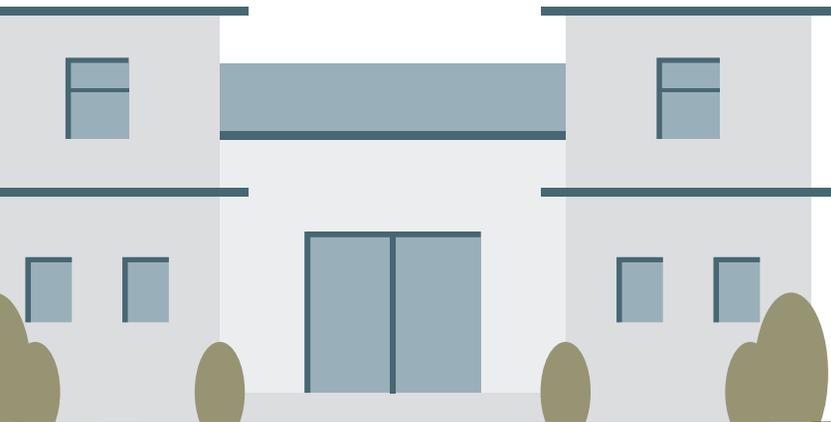
Office example



Retail example



Outdoor dining example



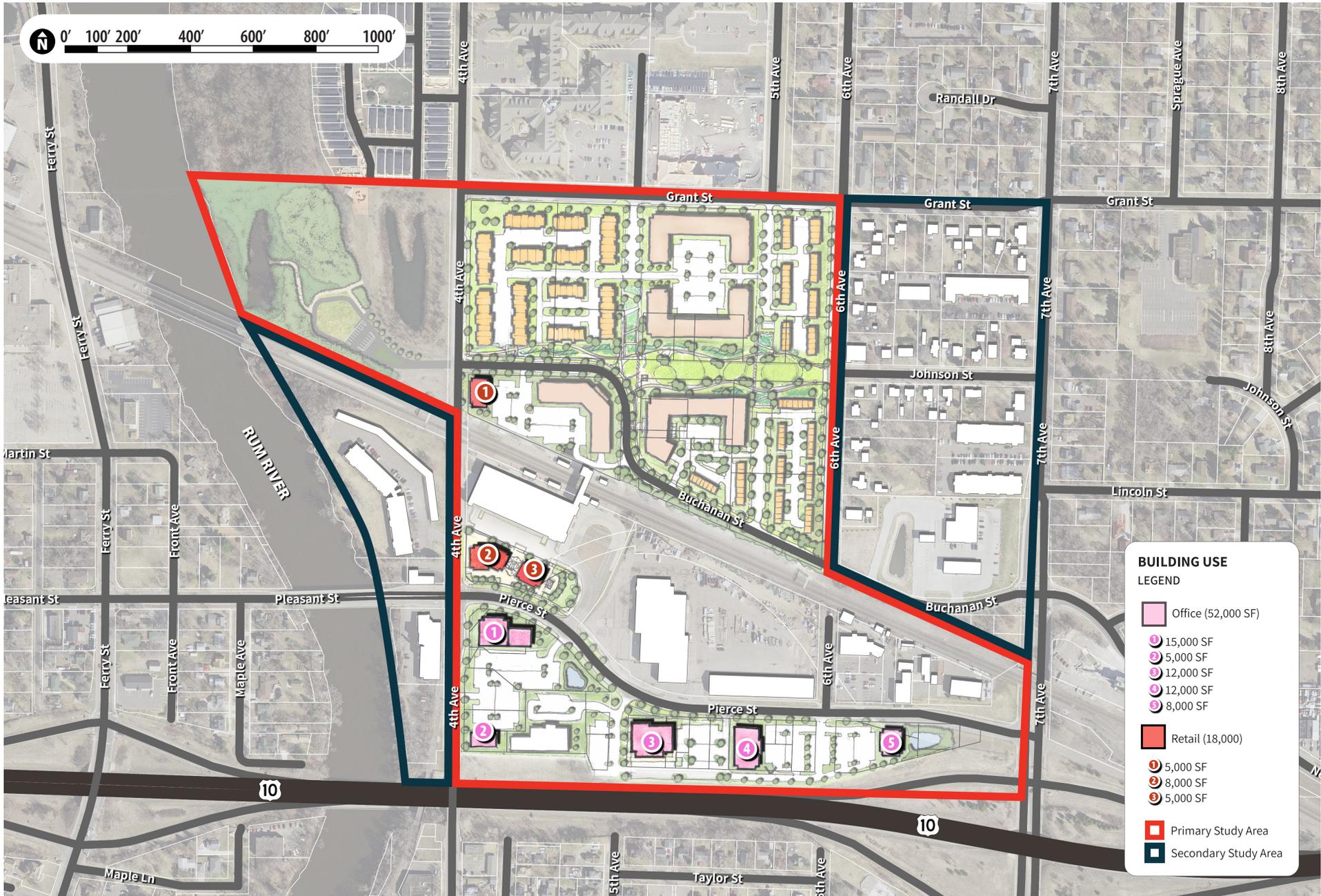


Figure 7.3 Retail and office concept plan



8

IMPLEMENTATION STRATEGIES

The implementation of the Anoka TOD Station Area Plan Update should begin with the following:

- 1 Share the Station Area Plan with property owners, developers, and other partners
- 2 Amend Comprehensive Plan (see next page)
- 3 Update TOD zoning district boundaries and TOD zoning district regulations (see next page)
- 4 Implement the planned park and trail improvements on the west side of the station area
- 5 Evaluate potential public financing mechanisms, including grant opportunities, to support public and private investment
- 6 Continue acquisition of properties to facilitate redevelopment
- 7 Incorporate transportation evaluations/studies/ estimates into Staff work plans or consulting budgets
- 8 Add needed public investments into the capital improvement program (CIP)
- 9 Meet with Anoka County to discuss the timing and design of future improvements to County roadways in the station area
- 10 Explore next steps/timing for reuse of transit station surface parking lot
- 11 Explore private/public partnership to reconfigure southeast corner of 4th Avenue and Pierce Street



RECOMMENDED COMPREHENSIVE PLAN AMENDMENTS

Amendments to the City's Comprehensive Plan are needed to implement the concepts shown in this plan. In particular, update are needed because as the concepts include more medium- and high-density residential uses than previously planned. Specifically, the following amendments to the Comprehensive Plan should be completed:

- As it is not anticipated to redevelop, reguide the single family home on 6th Ave from to High Density Residential (shown with a 1 on the map)
- On page 32 adjust the Commuter Rail Transit Village (CRTV) Figure 2-7 and description to match this station area
- Adjust the transit oriented development land use description to right-size anticipated percentages of residential and commercial development based on the Station Area Plan
- Update the table in Figure 2-11 to reflect the revised land use plan and anticipated housing units

RECOMMENDED ZONING CODE/MAP AMENDMENTS

An evaluation of the City's zoning map and current TOD ordinance found that generally the existing ordinance has done an excellent job of guiding the intended development patterns for the district. However, with the new Plan, there are a number of changes to which should be made to more closely align with the development pattern anticipated with this update. Proposed modifications include the following:

- Rezone area north of the tracks to TOD-R
- Rezone the single family home on 4th Avenue to R-3 (shown with a 1 on the map)
- Revise allowed uses in TOD-R and TOD-E to more accurately reflect anticipated uses in small area plan. Remove industrial/manufacturing and automobile oriented uses
- Eliminate maximum parking requirements
- Consider amending certain TOD development standards such as maximum building footprints and urban open space requirements to allow development to occur as shown in small area plan

ANTICIPATED PHASING

As shown in Figure 8.3, the northern area of the station area includes several vacant parcels which could develop quickly. However, there are also existing uses which may remain for awhile. Timing of the development of the northern area will be determined based on property ownership, market demand, access, infrastructure investment, and remediation efforts. The sequence of development of the southern area is less clear, and will likely affected by the decisions of existing businesses to remain or leave. Anticipated phasing of development will be based on property ownership, access, and market demand.



Figure 8.1 Current comprehensive plan to amend

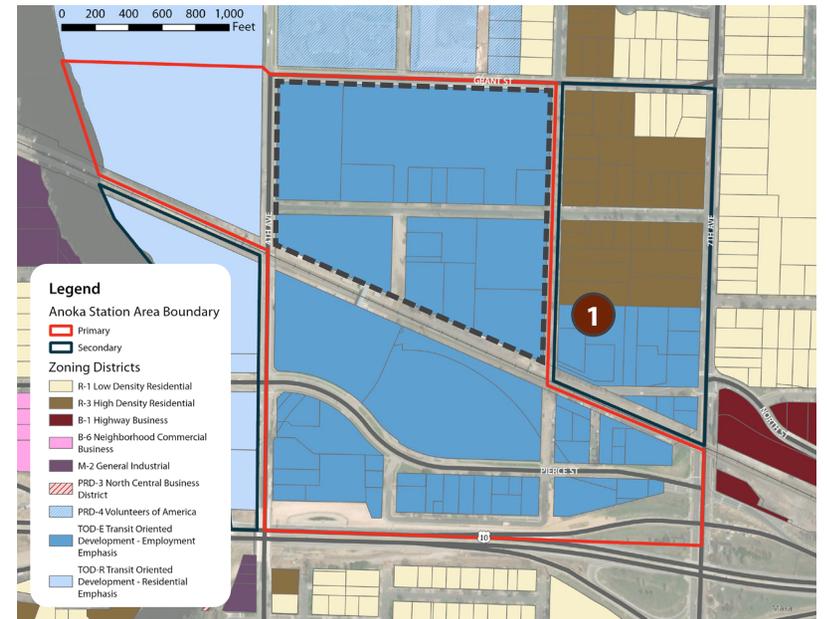


Figure 8.2 Current zoning map to amend

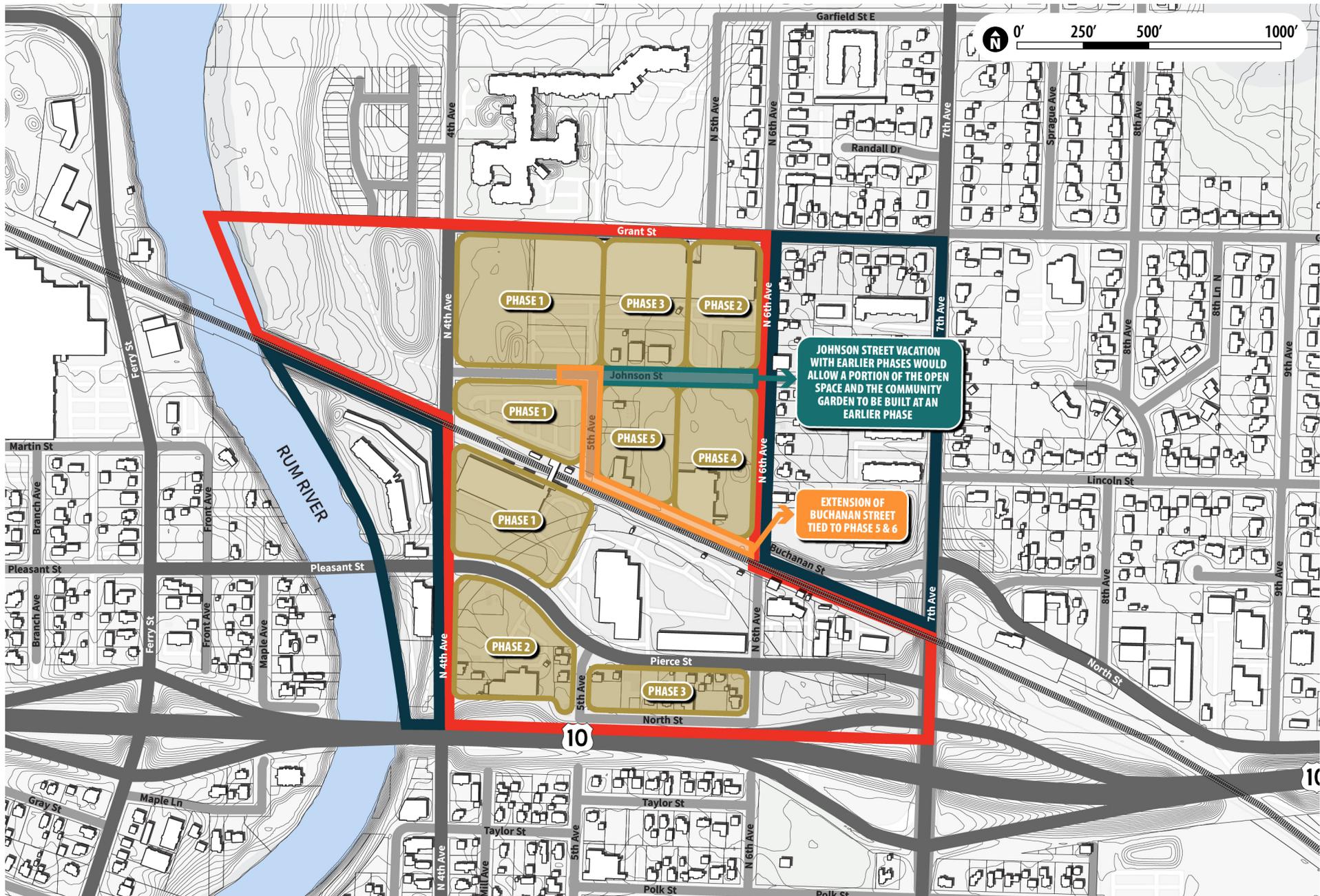


Figure 8.3 Anticipated phasing of future development



A

APPENDIX A COMMUNITY ENGAGEMENT ENGAGEMENT TYPES

IN-PERSON ENGAGEMENT

In August 2024, two in-person engagement events were held at Anoka City Hall. The first, a neighborhood meeting, included a presentation with project background, market analysis, and two concept designs options for the station area. Attendees at the meeting were given copies of the concept designs and feedback sheets, which were collected at the end of the meeting. Residents of the neighborhoods adjacent to the Anoka Station Area were invited to attend the neighborhood meeting via mailings. Information about the meeting was also posted on the City website.

The second event, an open house, provided the same information as the neighborhood meeting, though in a less structured manner. Information was displayed on boards rather than in a slideshow presentation. Participants were invited to write comments on the boards and share their thoughts with staff members present at the event. The open house was advertised on the City website, social media channels, and at the neighborhood meeting.

ONLINE ENGAGEMENT

In addition to the in-person engagement events, the design concepts were uploaded to Social Pinpoint, an online engagement platform where community members are able to comment directly on the concepts and react to other participants' comments. The link to the site was available on the City website and shared via QR code at both the neighborhood meeting and open house. The concepts were available for comment from August 3, 2024 through September 12, 2024. During that time, there were a total of 46 comments from 12 unique users. 407 unique users viewed the site. In addition to the social pinpoint, City staff received public comments via email correspondence.



OVERALL FEEDBACK SUMMARY

As noted in Chapter 5 Community Engagement, input collected from both engagement styles falls into three categories: transportation, land use, and open space. The following comments represent the primary topics and ideas brought forward during the engagement process:

TRANSPORTATION

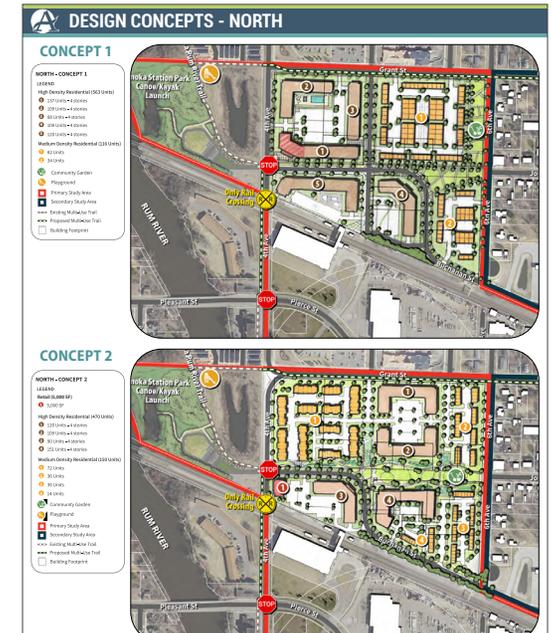
- Need good pedestrian and bike connections throughout and around the station area
- Lots of concern around potential for traffic volume increase with added residential and what that will mean for intersections
- Specific concerns about intersection at Pierce/Pleasant Street and 4th
- Support for the street realignment of Buchanan Street
- Some concerns about easy access to the Kwik Trip with a cul-de-sac on 6th (especially from the residents at nearby senior living apartments).
- Concerns around existing speeding, safety conditions along Grant St. and increases to these issues with more traffic.
- Suggestions to explore roundabouts to handle increased traffic

LAND USE

- Preference for transition from surrounding neighborhoods with townhouses, row houses
- Preference for placement of high density in the middle rather than along the river or edges
- Want pedestrian/local access to small grocery or convenience store
- Some concerns around market demand for office and retail uses

OPEN SPACE

- Supportive of community garden, green space throughout residential area
- Like proposed access to river through kayak launch, suggestions for accessible paddle launch and kayak rentals
- Support for connections, improved crossings for the Rum River Trail



Concept handout for engagement

Feedback form for engagement

IN-DEPTH MEETING SUMMARIES

NEIGHBORHOOD MEETING

Meeting Date/Time: August 7, 2024 @ 6:00pm, Anoka City Hall

Estimated participants: 22

Concept ratings from feedback forms:

North Concepts	South Concepts
Highly prefer Concept 1: 0 Somewhat prefer Concept 1: 0 Like both concepts equally: 2 Somewhat prefer Concept 2: 0 Highly prefer Concept 2: 5	Highly prefer Concept 1: 1 Somewhat prefer Concept 1: 1 Like both concepts equally: 1 Somewhat prefer Concept 2: 1 Highly prefer Concept 2: 0

Comments received on feedback forms:

North Concept 1

What do you like about North Concept 1?

- Lower density on eastern portion; homes are set back on 6th Ave and hopefully lower on outside edges
- Potential for small retail; the retail on the corner of 4th and Johnson
- Love the cul-de-sac at 6th

What concerns do you have about North Concept 1?

- Needs crosswalk and stop signs at 4th and Grant; trail along Grant crosses 4th oddly
- The arrangement of the park land (it seems fragmented)
- Higher density buildings in the middle
- Do not like high density on 4th – takes away from natural beauty of the river area

North Concept 2

What do you like about North Concept 2?

- Love the cul-de-sac at 6th; Possible cul-de-sac on Johnson; Love the re-alignment of Buchanan; I like the curve added to 4th Ave; Grant St/4th Ave change should make traffic safer
- Rerouting Buchanan to connect with the east/west park and water treatment/trail

- The ability to get started with development right away
- Townhouses on the corner of 4th and Grant; More townhomes; High density in the middle
- Would like if 4 level and lower-level buildings were switched
- More aesthetically pleasing and more focus on natural beauty of river area

What concerns do you have about North Concept 2?

- The signals at Buchanan; Slip lane at 4th + Grant is terrible
- We need to have really good pedestrian and bike connections on all roads
- I hope the land doesn't sit vacant for years – would like to see this get going
- There's no planning allowance to encourage small business to relocate into existing buildings; Existing local businesses should have an outreach (not just a public meeting) to solicit input and encourage buy-in

Is there anything missing from North Concept 2?

- A large park next to Community Garden in the concept; More lawn space
- Narrow Grant St. and add traffic calming; Safer trail connections
- Would like more retail on lower level of high density – café style outdoor patios

South Concept 1

What do you like about South Concept 1?

- Larger retail would be nice for all the added residents – there is plenty of parking – want restaurants

Is there anything missing from South Concept 1?

- Would like more green space

South Concept 2

What do you like about South Concept 2?

- The visibility from Hwy 10

What concerns do you have about South Concept 2?

- Assembling properties and how long it might take
- Is there anything missing from South Concept 2?
- Improved connection between Pierce and 7th Ave – that intersection is difficult to navigate

Additional notes from meeting discussion:

- Speeding on Grant Street – narrow intersection, narrow street; Crosswalk at 4th and Grant; Sidewalks on both sides of 4th; Police down 4th/Grant
- Ramp has a lot of noise – drag racing
- One level units would be desired
- Nearby property owners use 6th Avenue to reach Kwik Trip
- Stoplight improvements; 4th and Pierce/Pleasant – wish stoplight there
- Concern about building height/setbacks across from the new senior building (explore stepped building height)
- Stacking at Grant Street and 7th Avenue is a concern
- Soundwall with train tracks would be nice, especially for new housing so close
- Cul-de-sac of Johnson Street
- Desire for splash pad



Information presented at the Open House

OPEN HOUSE

Meeting Date/Time: August 22, 2024 @ 6:00pm, Anoka City Hall
Estimated participants: 20

Comments left on boards:

North Concept

Likes (general):

- Green space; Space for community garden; Extending the Rum River Trail along 4th Ave
- I love the idea of the canoe / Kayak launch
- Both a great way to revitalize that dead zone of the former Anoka Industry
- I like that the city is being forward thinking and taking active steps to revitalize what can be a useful residential area

Likes (Concept 1):

- Good gradient of density (from high to lower density)

We are a community of people 55 and older and/or with disabilities living in the 80 unit Nolte River Place Apartment across Grant Street from the area being designed for the TOD Station Area.

We would like to thank all who are working to make our neighborhood newer, nicer and more user friendly!

We are asking that the following items be taken into consideration:

~please keep 6th Avenue open, through to Kwik Trip, so that we may walk, drive or scooter to the only store in our neighborhood.

~please keep our view in mind by placing the shorter townhomes and patio homes across from our building and planning for taller buildings to be in the center area of the new development, Note—unlike the building to our west, we are close to the street without mature trees, so *whatever is built will be our view*. We prefer to see some sky above or between what is built directly across from us.

~please make Grant Street narrower, with a neighborhood feel and safe crosswalks at 4th Av. We are hoping to slow down the speeding traffic that currently goes down Grant St. and make walking in our neighborhood safe.

~please consider adding an accessible pier to the proposed kayak/canoe area so that we all can enjoy the river!

Letter from Residents at Nolte River Place

- Like community garden and green space west of 6th Ave (buffer with single family homes east of 6th Ave)

Likes (Concept 2):

- Like similar housing in northwest with high density in middle; Small homes in front and bigger apartments in the middle; I do like the plan that would include housing similar to mine (row houses) closer to us than apartments...I feel like the neighborhood would flow a little better and be less broken up by different styles of housing
- Green space in the middle
- Buchanan St connection
- Like lack of 5th Ave connection

Concerns:

- Traffic; Lots of traffic on Grant St. (ambulances); Traffic – how are the roads going to handle so much more traffic
- Leave Grant St. as is, no thru right on 4th and Grant
- Not a fan of appearance of some medium density housing options (detached units); Does Anoka really need this much housing?
- Concern with cul-de-sac preventing access to Kwik Trip
- Concern with narrowing Grant Street—current width allows cars to pass others (safer)
- The only thing I question is the addition of office / retail space. There is so much vacant office and retail space now that I wonder if there would be any demand for it.

Missing ideas:

- Speed control on Grant St off of 4th St; Narrow down Grant St. (county road)
- Explore roundabouts at key intersections
- Some sort of retail in the North concepts
- I like the idea one person had of a small convenience or grocery store so that those of us who live in the area can walk there for essentials.

South Concept 2 (no comments for South Concept 1)

Likes:

- Retail is smaller

Concerns:

- Traffic concerns – road size/Ferry St + Pierce traffic will be bad
- How will this be better?

Notes from Groups and Organizations

Anoka Community Mission:

- Services/resources they provide: food, conference room; gym; racquetball court. Want to continue to offer childcare; Evening programming for kids; ACM ministry and partner agency programming
- They are the 1st stop – “ER” for community services
- Open to the public 2-5pm on Sunday; Open Monday – free community meal, classroom space for other organizations
- Could day care/child care be an acceptable use?; Could community center be acceptable? Currently the zoning does not seem to allow them specifically
- Handicapped ramp on east side of building is currently nonconforming
- Greatest needs – Parking – shared parking; Would like # 2 (concept); Need loading dock
- In the future would love to also offer free community lunch, story time, playtime, etc.

Residents of Nolte River Place Apartments (see letter below):

Community of 55+ people and people with disabilities living in 80 unit Nolte River Place Apartments across Grant St from the station area

Concerns:

- 6th Ave Cul-de-sac – want drive/walk/scooter access to Kwik Trip (only store in neighborhood)
- Views – whatever is built across from Nolte River Place will be the view, like shorter town homes and patio homes across from their building with taller apartments in the center area of the development

Missing ideas:

- Traffic on Grant Street – want narrower Grant St for safer walking
- Crosswalks at 4th St
- Accessible pier where proposed kayak/canoe area is for river access

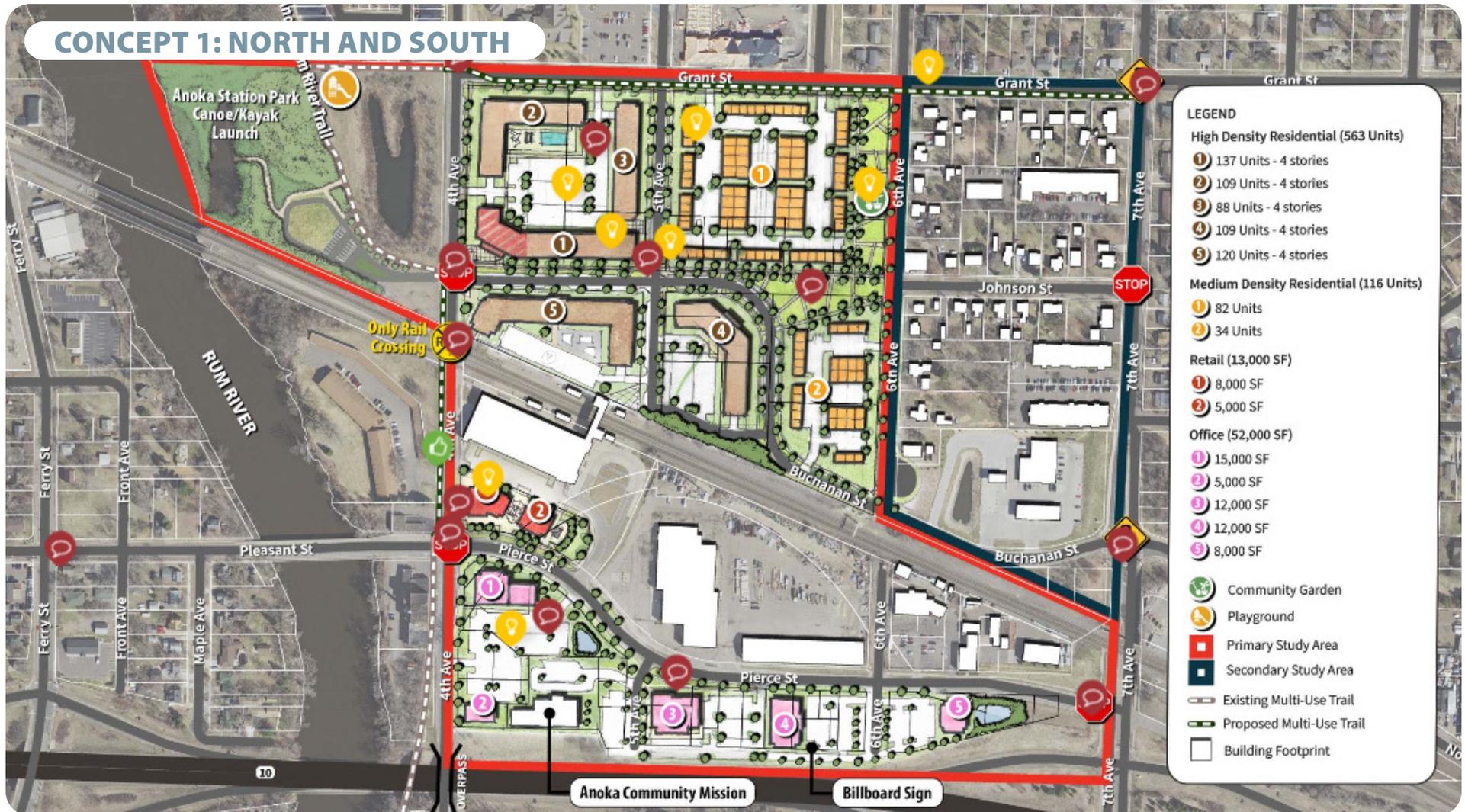
SOCIAL PINPOINT

The Social Pinpoint website garnered views from 407 unique viewers, and had a total of 46 comments from 12 unique users. The design concepts were available for comment from August 3, 2024 through September 12, 2024. The link to the site was available on the City website and shared via QR code at both the neighborhood meeting and open house.

The following pages share the comments and images of the comment locations from the Social Pinpoint website.

Comments on the Social Pinpoint map fall into three categories:

-  New Idea
-  I like this!
-  This needs improvement



COMMENTS FOR CONCEPT 1

Concept	Type	Comment	Up Votes	Down Votes
Concept 1	I Like This!	I am happy to see that they are plans to connect the trails on the West side 4th Ave. It will make it a lot safer and more convenient for bikers and pedestrians.	3	0
Concept 1	New Idea	A small community garden for those who live close is a good component of the redevelopment. There should be community gardens elsewhere in Anoka for those who don't live near this one. It shouldn't be a draw for people who don't live here. The emphasis of the overall plan should be on high density residential to take advantage of the transit infrastructure.	1	0
Concept 1	New Idea	The high and medium density housing is very much needed. I'd like to see this developed more as a mosaic of housing types co-existing in the same block, rather than have one block entirely high, one medium, and nearby Rum River Way as entirely single family dwellings. Mix it up; make it interesting and more diverse. Should develop this with as close to zero car dependency as possible. Have this be a community for people, not cars. People who get around via walk, bike, bus, and train.	0	0
Concept 1	New Idea	Less land for parking. Get rid of minimum parking requirements. Encourage other modes of transit. Car share can be an option for those who occasionally need a car. Parking accommodations should be below grade, so at-grade space can be used for better things than filling with cars (eg gardens, sports courts, gazebos—things that enhance life). Don't make non-carowners subsidize excessive parking.	6	1
Concept 1	New Idea	First, being this close to a train line and bus service, there are better uses of land than surface parking lots. Too much parking around these commercial buildings. Second, there is a glut of unused office space in the Twin Cities. Is there even demand for more commercial space? Seems like affordable housing is the biggest issue (crisis). Less surface parking; more non-car-centric affordable housing! Maybe with shared office space for telework?	4	1
Concept 1	New Idea	With all the new residents & employees north of the tracks, both existing (Rum River Way single family homes; Homestead; Nolte Apartments) and new with this proposed development, it would be safer and more convenient to locate a convenience store there, say at 4th or 5th & Grant. Make it part of the residential mosaic, not something people have to walk farther & cross tracks to get to. 4th or 5th & Grant would be super convenient to hundreds of residents (and Homestead employees).	2	1
Concept 1	New Idea	New, affordable, dense, transit-friendly housing is absolutely needed. Good plan. Also critically needed is child care / day care for working families. This should be integrated into the development. Folks should be able to walk a child to high-quality daycare; catch a train downtown for their job; return in the afternoon and pick up child; walk home. Maybe grab a prepared meal & essentials from a convenience store on the way. All without the financially crippling need for a car.	2	0
Concept 1	New Idea	The increased pedestrian and vehicle traffic in the area will require safety considerations along grant street. The lack of sidewalk from 5th to 7th on the north side of the street forces pedestrians to walk in the roadway or nearby lawns. The increase in population density in the area will only increase the current risk to pedestrian safety	7	0
Concept 1	New Idea	Is there a chance of keeping this area as an industrial area? If another industrial/manufacturing facility into the City of Anoka could be a great way to provide quality, high paying jobs too the area. I'm assuming that the idea behind adding more residential spaces is to gain more tax dollars, but what happens if the housing bubble blows up? do these builds sit empty?	3	0

COMMENTS FOR CONCEPT 1

Concept	Type	Comment	Up Votes	Down Votes
Concept 1	This Needs Improvement	With all the planned building bringing increased commercial & residential vehicles, I feel you need to bring back the traffic light that was installed during the last phase of HWY 10 construction. I live just north of the fairgrounds & travel Ferry>Pleasant>4th Ave frequently. Traffic currently backs up at the 4th Ave / Pleasant / Pierce St intersection at rush hour. It will be a nightmare with the projected residents commuting to/from work.	4	3
Concept 1	This Needs Improvement	A cross walk across 4th would make access to and from the bike trail safer	8	0
Concept 1	This Needs Improvement	There are many times of day where I think it is very dangerous to take a left onto 7th from here. I would worry about increased traffic coming to and from the proposed retail area at this intersection.	8	0
Concept 1	This Needs Improvement	Sidewalk along the west side of 4th Ave going north of Pierce St would allow safer pedestrian travel from Rum River walkway corridor.	7	0
Concept 1	This Needs Improvement	Surface parking and lack of additional focus on pedestrian traffic is in direct opposition to the entire design and layout of the train centric hubs. Rather than office space, a focus on outdoor activity, retail, or pedestrian spaces and attractions is needed in this area.	3	0
Concept 1	This Needs Improvement	Increasing population in the area makes this the require a crosswalk and becomes near ideal traffic for a roundabout.	4	0
Concept 1	This Needs Improvement	I have concerns about increasing the amount of traffic through this rail road crossing. Anoka has seen massive back ups around the area of by the fair grounds due to the rail crossing their. There needs to be a plan to alleviate those issues.	4	0
Concept 1	This Needs Improvement	both plans create a lot of new commercial/retail space. With the new development in the hold Hardee's on 7th Ave and Main, 2/3 of that building are still empty. If the city builds this many retail spots, will they get filled?	3	0
Concept 1	This Needs Improvement	The city seems to be steadfastly holding to not upset downtown Anoka with plans that would actually work as a Transit-oriented Development. This plan's adheres to MetCouncil's TOD master plan in name only. This plan fails to create a destination magnet. does not provide effective pedestrian friendly retail. This does not have a diverse mix of residential and commercial. There is no "sense of place" of a public plaza. Surface parking is high. Retail should be centralized for pedestrian	3	0
Concept 1	This Needs Improvement	I do not support high density residency in any of these areas at all. The current traffic infrastructure cannot handle thousands of residents in this area. The 7th ave traffic already gets backed up during high volume times, how are you prepared to handle this? Can the education system handle this influx of additional students? This is a quiet residential neighborhood, this is not what we want.	3	1
Concept 1	This Needs Improvement	Existing Intersection will not be able to handle the amount of proposed density.	1	0
Concept 1	This Needs Improvement	Existing Intersection will not be able to handle the amount of proposed density.	1	0
Concept 1	This Needs Improvement	Existing Intersection will not be able to handle the amount of proposed density. This particular intersection (Ferry/Pleasant St) has weekly accidents.	1	0
Concept 1	This Needs Improvement	W/the amount of density proposed, it's lacking a significant amount of area green space on site.	1	0

Comments on the Social Pinpoint map fall into three categories:

-  New Idea
-  I like this!
-  This needs improvement



COMMENTS FOR CONCEPT 2

Concept	Type	Comment	Up Votes	Down Votes
Concept 2	I Like This!	I love this idea! My home town installed a handful of kayak/canoe access points on a river and they have had great success. I think this would give a lot more people access to the upper portion of the Rum River.	3	0
Concept 2	I Like This!	Connection these two sections of trail is an absolute must. I ride this section of trail weekly and i'm required to either cross the road or ride a sketchy little path of dirt. I don't mind the sketchy patch dirt path, but i know others do.	2	0
Concept 2	New Idea	Would it be possible to have canoe or kayak rentals here?	5	0
Concept 2	New Idea	Consider some type of stop sign here. It's already an adventure trying to leave Kwik Trip when cars are coming around that corner and trees/landscape block the view. With that becoming a road, it might have more traffic flow and anyone leaving KT will have to watch out more carefully.	3	0
Concept 2	New Idea	Keep this intersection controlled with stop signs. During Hwy 10 construction, when a stoplight was installed, traveling north-south on 4th was delayed significantly. Now that construction is over, it's a breeze getting through this intersection with stop signs. No long waits.	0	0
Concept 2	New Idea	One of these "office" spaces should be targeted to be a grocery store. That is something that Anoka is lacking.	2	0
Concept 2	This Needs Improvement	I live north of the fairgrounds & frequently travel Pleasant St & 4th Ave to get to Anoka & back. I'm not opposed to the city's proposed plans for redeveloping the area. I do feel the traffic light must be reinstated at the intersection of 4th & Pleasant, though, to accommodate the increased traffic from the proposed high & medium density housing. The intersection already stacks up during rush hours-- and would be a nightmare with hundreds of additional cars trying to navigate the local roads.	7	2
Concept 2	This Needs Improvement	Way too much high Density units, this area is not have the infrastructure to handle that much traffic or people.	6	2
Concept 2	This Needs Improvement	what is the plan for traffic management of the 10/7th Ave intersection? With extra houses and stores, this intersection is going to get a lot busier. It's already dangerous. I've witnessed numerous accidents, nearly been involved in 1 and have nearly been hit by a car while on a bike. Extra traffic through this area will only exacerbate this issue.	4	0
Concept 2	This Needs Improvement	Roundabout. It's an obvious improvement for pedestrian safety, and to continue the free traffic flow. Despite the high density residential planned in the area, this remains a very car-centric design. The conversion to a roundabout allows for free traffic flow appropriate for the possible volume increases during rush hour.	2	0
Concept 2	This Needs Improvement	Safety considerations must be made on the north side of Grant between 5th and 7th. Add a sidewalk on the north side. This allows for keeping pedestrians safe with the increased traffic volume	2	0
Concept 2	This Needs Improvement	This intersection is already dangerous. Needs to be converted to a right hand turn only. Do not allow left turns onto pierce, and only allow right exits to ensure traffic on 7th isn't impeded.	3	0
Concept 2	This Needs Improvement	Density in both plans is simply too high for the infrastructure. Despite huge dips in ridership of the NorthStar train, this plan ignores the evidence and continues forward with overly high density housing. Similar to St. Paul near the light rail transit, simply building near rail without the actual use case is detrimental, and builds a car-centric environment. That is not what residents want. Until Northstar service is stabilized as relevant, this is built to be a traffic disaster.	4	0

COMMENTS FOR CONCEPT 2

Concept	Type	Comment	Up Votes	Down Votes
Concept 2	This Needs Improvement	The city seems to be steadfastly holding to not upset downtown Anoka with plans that would actually work as a Transit-oriented Development. This plan's adheres to MetCouncil's TOD master plan in name only. This plan fails to create a destination magnet. does not provide effective pedestrian friendly retail. This does not have a diverse mix of residential and commercial. There is no "sense of place" of a public plaza. Surface parking is high. Retail should be centralized for pedestrian traffic	5	0
Concept 2	This Needs Improvement	I do not support high density residency in any of these areas at all. The current traffic infrastructure cannot handle thousands of residents in this area. The 7th ave traffic already gets backed up during high volume times, how are you prepared to handle this? Can the education system handle this influx of additional students? This is a quiet residential neighborhood, this is not what we want.	3	0
Concept 2	This Needs Improvement	Existing Intersection will not be able to handle the amount of proposed density.	1	0
Concept 2	This Needs Improvement	Existing Intersection will not be able to handle the amount of proposed density.	1	0
Concept 2	This Needs Improvement	Existing Intersection will not be able to handle the amount of proposed density.	1	0
Concept 2	This Needs Improvement	Not long ago, it was discussed during a 2/2024 CC mtg that our Public Works Department was needing add'l yard storage. We've outgrown our existing facility, and a discussion to purchase the property directly north would be a good option. With both concept 1 & 2 that removes the ability to expand the needed infrastructure.	1	0

ANOKA TOD
STATION AREA PLAN UPDATE

