



City Council - Worksession
Monday, July 27, 2015 - 5:00 p.m.
Council Worksession Room
(meeting will not be cablecast)

1. **CALL TO ORDER**
2. **ROLL CALL**
3. **COUNCIL BUSINESS and/or DISCUSSION ITEMS**
 - 3.1 Update; Anoka Area Chamber of Commerce Manufacturing Coalition.
 - 3.2 Discussion; Administrative Approvals for Driveway Setback Variances.
 - 3.3 Discussion; Carports.
 - 3.4 Update; Loch Lake Stormwater Modification Enhancement.
 - 3.5 Discussion; Review Development Options.
4. **ADJOURNMENT**

COUNCIL MEMO FORM

3.1

Meeting Date	July 27, 2015
Agenda Section	Discussion Items
Item Description	Anoka Area Chamber of Commerce Manufacturing Coalition
Submitted By	Erik Thorvig, Economic Development Manager

BACKGROUND INFORMATION:

The Anoka Area Chamber of Commerce features a Manufacturing Coalition which serves as a catalyst for strengthening community manufacturing, through providing guidance on accelerating a business's operational efficiency, innovation, job creation and economic growth.

This coalition serves as a regional advocate for manufacturing businesses.

The Coalition holds frequent meetings with the members of the coalition. Meetings are held at various manufacturing businesses in the Anoka area. The meetings consist of sharing techniques on manufacturing operations, conflict resolution, discovering your place in the manufacturing market, coaching your team for success, etc.

Last year an update was provided to the City Council about the Coalition and a \$5,000 commitment from the City's Utility Commission was provided. The Coalition is looking for support from the Utility Commission again.

John LeTourneau from the Anoka Area Chamber will present information about the coalition and the recent work they have done.

FINANCIAL IMPACT

Utility Commission's commitment of \$5,000 annually.

COUNCIL DIRECTION REQUESTED:

Direct staff on how to proceed.

COUNCIL WORKSESSION MEMO

3.2

Meeting Date	July 27, 2015
Agenda Section	Council Business/Discussion
Item Description	Driveway Standards for Residential Properties
Submitted By	Jon Sevald, Senior Planner

BACKGROUND INFORMATION

The basis for this discussion is: (1) to address property maintenance violations (i.e. residences who are parking on the lawn, and therefore have a need for a larger driveway than the ordinance may allow); and (2) recent requests from homeowners in street renewal areas who have requested curb cuts to match their driveway width, rather than their garage **door** width.

The overall goal is to discourage residents from parking on and driving across their lawn by providing them the ability to have a driveway large enough to accommodate a reasonable number of vehicles (i.e. two per dwelling unit).

Issues

- Many homes were built years ago with one-car garages and one-car wide driveways. Many families now have more than one vehicle. Many driveways have been expanded to be 2+ vehicles wide.
- The ordinance limits curb cuts to the width of the garage door + 4' (e.g. 8' wide door + 4'). Twelve feet is not always wide enough to access side-by-side parking areas on the driveway without driving one tire over the lawn. Additionally, when applying to reconstruct a driveway, residents often request a curb cut to equal the width of their driveway (e.g. 22' wide curb cut for 22' wide driveway).
- The Variance process is cumbersome for many residents and adds to the cost and time of a project (\$250 and two months). By adding an Administrative Variance process to the city code, staff could make a judgement call based on site conditions and issue an Administrative Variance in a more timely manner. The intent is to allow minor encroachments that would make a driveway more usable.

Existing ordinance (summarized):

- Minimum curb cut width: 12'
- Maximum curb cut width: Width of "main" garage "door" + 4', or 24' (whichever is less).
- Maximum driveway width outside of ROW: Width of garage + 10'. If 3+ car garage, then driveway can be width of garage. The lot cannot exceed maximum impervious surface area (35% non-riparian lots, 30% riparian lots).

Possible Solutions

- Curb Cuts: Change ordinance to eliminate the word 'door' and instead say 'width of garage plus 4 feet to a maximum of 24 feet' OR
- Curb Cuts: If the curb cut width language is kept as-is (e.g. garage door width + 4'), then consider allowing staff to grant an Administrative Variance to widen the curb cut up to an additional 3' (i.e. from 12' to 15') if there are extenuating circumstances.
- Driveway Widths: An Administrative Variance would allow up to a 2' encroachment into the side yard if doing so would provide a full parking space. We are researching how the ordinance would need to be amended to address the process of Administrative Variances.

Planning Commission Discussion

The Planning Commission discussed the items listed under "Issues" above at their July 21, 2015 Workshop. Their direction was:

1. Do not allow driveways to encroach into yard setbacks without a standard Variance (i.e. maintain 5' side yard setbacks).
2. Do not remove the word 'door' from the existing ordinance but instead allow an Administrative Variance up to an additional 3' to allow wider curb cuts based on site conditions (e.g. from 12' to 15' curb cut). Curb cut = width of garage door + up to 3'.
3. There was lengthy discussion about what should the maximum driveway width be. The consensus was to seek the opinions of the City Council, and for the Planning Commission to discuss further at their August 18th Workshop.

COUNCIL DIRECTION REQUESTED

Discuss and provide direction regarding:

1. Curb Cuts: Allow curb cut width to equal width of garage + 4' (e.g. 12' wide garage = 16' wide curb cut) to a maximum of 24 feet; OR
2. If curb cut equals width of garage **door** + 4', then allow an Administrative Variance up to 3' in width based on site conditions (e.g. 8' wide garage door = up to 15' wide curb cut).
3. Driveway Width: Leave current driveway width language as is but allow Administrative Variance to encroach up to 2' into the side yard setback; OR
4. Consider amending the code so variances to side yard setbacks in these instances of trying to address front yard parking would not be necessary. We are researching this option to determine it's viability.

parked outside of a garage shall display license plates with current registration tabs. No vehicle or trailer shall be permitted to park in the sight triangle which is required to be unobstructed by subsection 74-485(9). With regard to outdoor parking, storage or repair of trucks and equipment, see Section 74-487.

- (b) No more than four motor vehicles, trailers, or combination thereof shall be permitted to park on the driveway or driveways of any single-family residential property on more than two days within any one-week period, except when a waiver is obtained as provided in this chapter. Upon application to the zoning administrator, waiver of this restriction may be obtained for a reasonable, necessary, and discreet time period, not exceeding two weeks for social guest parking, and not exceeding 90 days for the demolition of an existing garage and construction of a new one.
- (c) Two motor vehicles or trailers per dwelling unit may be parked on the side or rear yard of the property, off the driveway, at least five feet from the property line, provided that the area around and under the motor vehicle or trailer is maintained in a neat and orderly manner, including keeping weeds and grass in the area mowed to a height of six inches or less.
- (d) For purpose of this section, the term "motor vehicle" includes any self-propelled vehicle which is required to be registered with the State Department of Motor Vehicles and to display a license plate in order to be legally operated on public streets; it does not include snowmobiles; the term "trailer" includes any vehicle designed for transporting property or passengers on its own structure and for being drawn by a self-propelled vehicle.
- (e) The property owner's or tenants' first violation of this section shall be a misdemeanor. The principal occupant of the property shall be responsible for compliance with subsections (a), (b) and (c) of this section. The records of the City Water Department indicating the person responsible for payment of City water bills shall constitute prima facie evidence of the identity of the principal occupant. Such evidence may be rebutted by a lease or a property owner's sworn statement which indicates the primary occupant of the property. The owner of the property, according to the records of the tax assessor, shall be responsible for compliance with subsection (d) of this section.



Section 74-524.

Driveways and parking areas standards for single-family and two-family residences.

- (a) The driveway outside the public right of way will be limited to the width of the garage plus ten feet (10') or a maximum of twenty feet (20') in width if no garage exists or the maximum width of the garage for three (3) stall garages or larger.
- (b) Driveways and parking areas shall be at least five feet (5') from property lines, except for the access to the street. Additional driveway and parking area setbacks may be required from public right-of-ways and to avoid encroaching into existing public drainage and utility easements.
- (c) Parking areas shall not be constructed in the front yard, except driveways.
- (d) The minimum driveway width in the public right-of-way shall be 12 feet (12'). The maximum driveway width in the public right-of-way shall be the width of the main garage door plus four feet (4') or twenty-four feet (24'), whichever is

less. The curb returns (radii or tapers) for the access to the street (driveway apron) are not included in the driveway width.

- (e) Shared driveways are allowed, provided that property owners sharing the driveway have easements and agreements relating to cross access and maintenance. Shared driveways do not need to meet the five foot (5') setback required under Section 74-524(b) along the shared property line.
- (f) Driveway aprons shall be concrete, at least six inches (6") thick, at least three (3') feet wide from the back of the street curb. Where a sidewalk exists, the driveway apron shall be constructed through the sidewalk. The sidewalk portion of the driveway shall meet ADA cross grade standards.
- (g) The driveway entrance at the gutter line shall be constructed in a manner that does not interfere with street drainage.
- (h) Driveways and parking areas shall be concrete, bituminous, brick pavers or similar hard surface. Concrete driveways and parking areas shall be a minimum of four inches (4") thick installed over a prepared, approved subgrade. Bituminous driveways and parking areas shall be a minimum of two inches (2") thick over , installed over a Class V base a minimum of four inches (4") thick upon a prepared, approved subgrade.
- (i) Driveways on improved single- or two-family residential properties existing on or before October 1, 1992, shall be paved with asphalt, concrete, brick, or similar surface at such time as a building permit may be taken for either remodeling or improvements costing more than \$5,000.00.
- (j) New driveways shall be constructed in such a way as to provide positive storm water drainage from the garage or parking area to the street or an approved storm water drainage area.
- (k) Each single family or duplex property is entitled to only one (1) driveway from a public right of way unless it can be demonstrated that an additional driveway improves traffic safety/circulation for the general public.

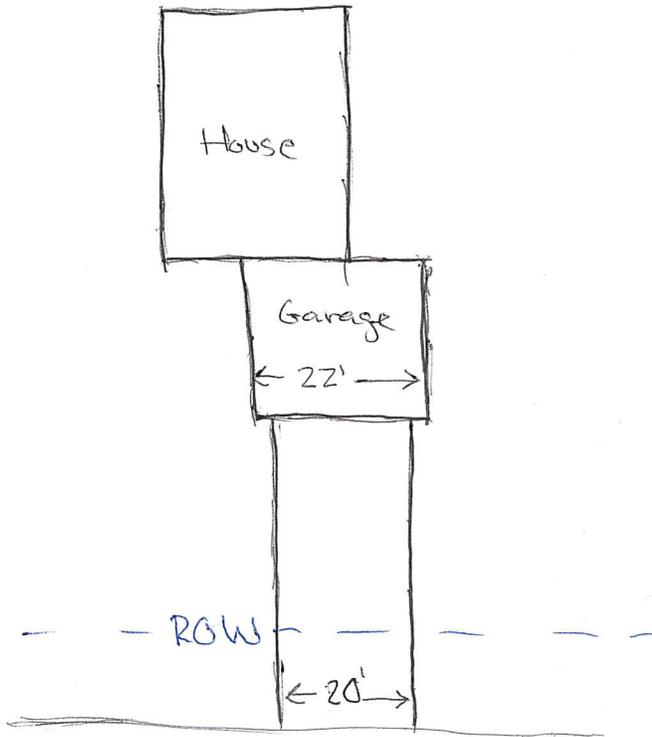
Section 74-525.

Standards for driveway and parking areas serving multi-family, commercial, industrial and non-residential uses.

- (a) Driveway location is subject to review for traffic impacts such as volume generated, adjacency to stop signs, speed of cross traffic, noise, and the applicant's operating schedule.
- (b) Where a lot abuts two (2) or more public right of ways, the City may require access to be from the least traveled right of way if such least traveled right of way does not direct traffic through a residential area.
- (c) In cases where a driveway serves a property not within the City of Anoka jurisdictional boundary, a joint powers agreement for maintenance and improvements to the roadway must be in place before permission will be granted to allow access to the adjacent street. The City of Anoka reserves the right to reject or restrict any proposal to allow access from City of Anoka streets to multifamily, commercial, industrial or non-residential uses located in adjoining cities.

Example 1

New construction w/double car garage



Curb Cut Allowed

current $\rightarrow 20'$
(garage door = $16' + 4'$)

2013 Code $\rightarrow 22'$
(garage width)

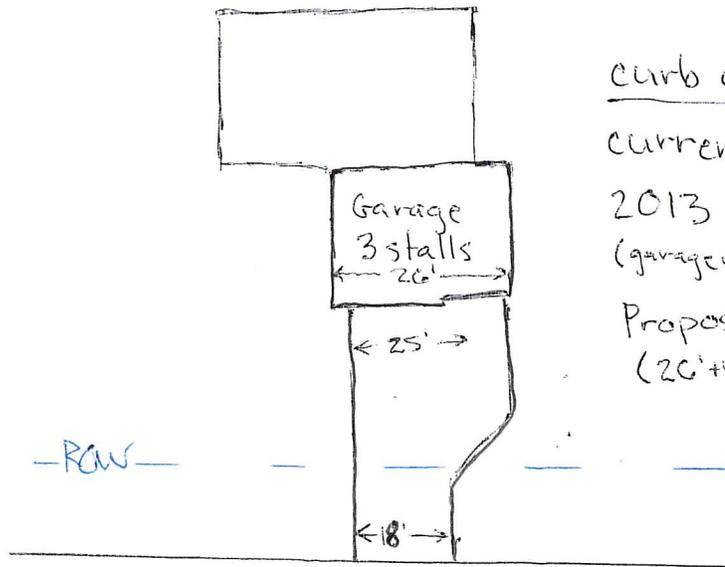
Proposed $\rightarrow 24'$

(garage = $22' + 4' > 24'$ max)



Example 2

new construction w/ 3rd stall @ old VOA site

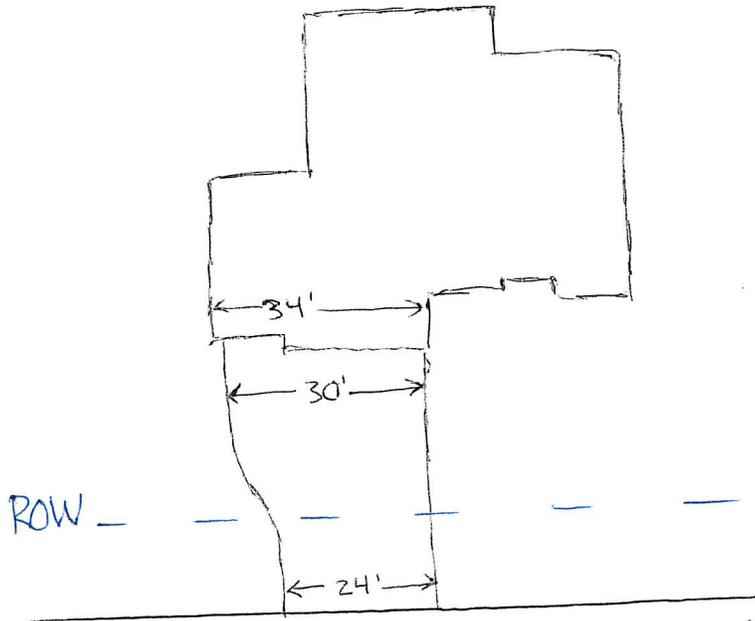


curb cut allowed
current $\rightarrow 20'$
2013 code $\rightarrow 24'$
(garage width = $26' > 24'$ max)
Proposed $\rightarrow 24'$
($26' + 4' = 30' > 24'$ max)



Example 3

New home @ Rum River Shores



Curbs Cut Allowed

current $\rightarrow 20'$

2013 Code $\rightarrow 24'$

(garage width 34' $>$ 24' max)

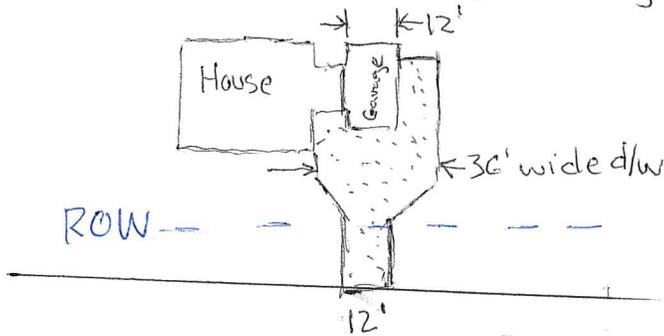
Proposal $\rightarrow 24'$

(garage = 34' + 4' = 38' $>$ 24' max)



Example 4

Existing single stall garage w/12' curb cut
& 36' wide driveway @ garage



Curb Cut Allowed

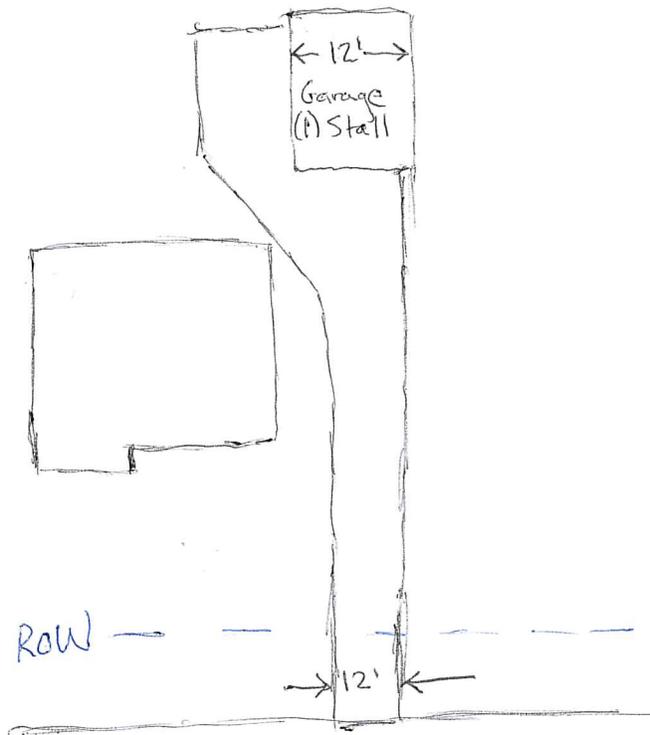
current → 12'
(garage door + 4')

2013 Code → 12' (garage width)

Proposed → 16'
(garage = 12' + 4' = 16')



Example 5



Curb Cut allowed

current $\rightarrow 12'$
(garage door + 4')

2013 Code $\rightarrow 12'$ (garage width)

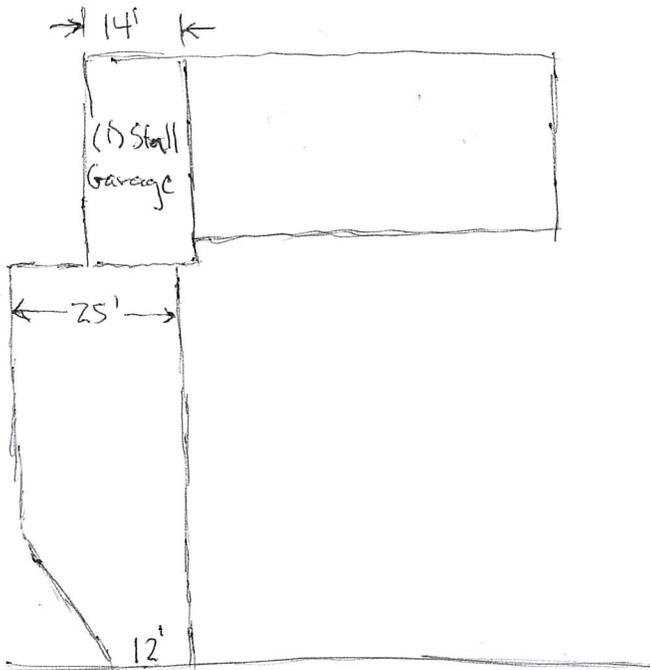
Proposed $\rightarrow 16'$
(garage = 12' + 4')

Existing single stall garage detached w/12' curb cut
& narrow driveway.



Example 6

Existing single stall garage attached w/12' curb cut
↓ widen driveway & garage



Curb Cut Allowed

current → 12'
(garage door + 4')

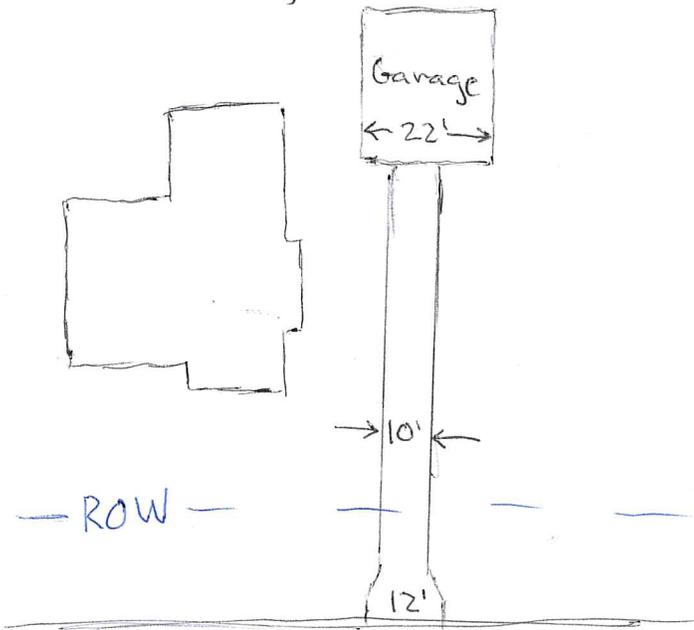
2013 code → 14' (garage width)

Proposed → 18'
(garage = 14' + 4' = 18')



Example 7

Existing double door garage w/ 12' curb cut
+ existing 18' driveway



Curb Cut allowed

current $\rightarrow 12'$
(garage door + 4')

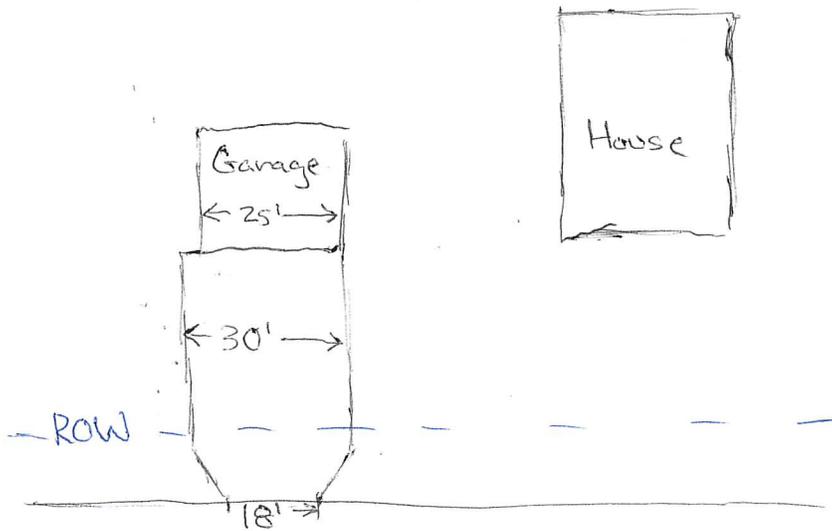
2013 code $\rightarrow 24'$
(garage = $22' + 4' > 24'$ max)

Proposed = $24'$
(garage + 4' $> 24'$)



Example 8

Existing detached (2) car garage with 18' curb cut
+ existing 30' wide driveway



Curb Cut Allowed

Current = 20'
(door = 16' + 4')

2013 Code = 24'
(garage = 25' > 24' max)

Proposed = 24'
(garage + 4' > 24' max)



COUNCIL WORKSESSIONMEMO

3.3

Meeting Date	July 29, 2015
Agenda Section	Council Business/Discussion
Item Description	Discussion on Carports
Submitted By	Carolyn Braun, Planning Director

BACKGROUND INFORMATION

At the last council meeting, a second reading was held and approved to change the city code regarding *carports*.

The standards for carports as adopted at the last council meeting under Chapter 48 Article IV Condition of Premises Section 48:101. Outdoor Storage: Carports must be attached to the dwelling or garage, must have two or more sides constructed of materials that are similar to the dwelling, and shall be used only for the storage of motor vehicles. Because Chapter 48 standards are highly related to the zoning ordinance, this item was reviewed by the Planning Commission who provided input for this change.

The definition of carport that is currently in the zoning ordinance: an automobile shelter having one or more sides open.

The recently adopted standard for carports under Chapter 48 is more restrictive than the definition of carports in Chapter 74 (Zoning Ordinance). Based on comments since the meeting, we would like the council to review this item and determine if they want to leave the standard in Chapter 48 as it was recently adopted or if they would like to change it. To change this item, the person making the motion and the person who seconded the motion must make a motion asking to put this item back on the table. If the council wants to reconsider the change, we would place this item on the next council agenda.

COUNCIL DIRECTION REQUESTED

Discuss and provide direction.

COUNCIL WORKSESSION MEMO

3.4

Meeting Date	July 27, 2015
Agenda Section	Council Discussion
Item Description	Update; Loch Lake Stormwater Modification Project
Submitted By	Greg Lee, Public Services Director

INTRODUCTION

As part of the Slabtown Street Renewal Project, stormwater from this neighborhood is being piped directly to Loch Lake. See attached Loch Lake Stormwater Project memorandum.

DISCUSSION

It is proposed to develop a project that will raise the fairways around Loch Lake by one foot to accommodate the additional stormwater being directed to Loch Lake. This additional foot of elevation would not only accommodate the Slabtown Project, but would accommodate all currently planned and anticipated development in the area of Loch Lake. This includes the townhomes planned as part of the Greens of Anoka Study, as well as the relocation of the city maintenance facility. See attached figure 6.1 from the Greens of Anoka Study. The total cost of this project is estimated to be \$361,000. Alternative 1

Currently the fairways around Loch Lake are basically flat and have little to no slope for drainage. As address this, Alternative 2 takes advantage of planned modifications of the grades around Loch Lake by adding approximately 6 inches of more fill material to the center of the fairways to give them a 3% drainage crown, which is recommended by Golf Course designers and professionals. This would also require the installation of drain pipes to convey the stormwater from the outside of the fairways back to Loch Lake. The estimated cost of this work is \$35,100.

Alternative 3 includes sodding all of fairway No. 2; not just the disturbed area. This will ensure that fairway No. 2 remains uniform with the same grasses and color throughout. This additional sod is estimated to cost \$18,900. The total of Alternate 3 is estimated to be \$415,000.

Regardless of which Alternate is selected, this project is proposed to be completed by three separate contractors. One contractor will perform the mass grading of the site. Quotes have been received to do this work. A second contract will be Carr's Trees Service to remove the several trees. The third contract has yet to be determined. This work includes the irrigation system adjustments, fine grading, pipe installation, and restoration. This work is estimated to be over \$100,000 and will require sealed bids.

The schedule for this project is as follows:

Advertise for Bids	July 31 st
Open Bids	August 25 th
Award Contract	September 8 th
Start Project	September 14 th
Complete Project	November 1 st

COUNCIL ACTION REQUESTED:

No action is required by the City Council at this time. However, staff is seeking direction on any and all aspects associated with the Loch Lake Stormwater Modification Project, including which Alternate to proceed with.

MEMORANDUM

TO: Greg Lee, Public Services Director
FROM: Craig J. Jochum, Project Engineer
CC: Ben Nelson, Engineering Department

DATE: July 21, 2015

RE: Loch Lake Stormwater Project

This memo is in regards to the proposed grading on Green Haven's fairway No. 2 and fairway No. 4.

Stormwater Summary

The total drainage area to Loch Lake prior to the Slab Town project was 224 acres. Upon completion of the Slab Town Project the total drainage area to Loch Lake will be 245 Acres or an increase of 8.6 percent. The increase over existing conditions for the 2 year, 10 year and 100 year flood elevations for Loch Lake are 1.1 inches, 1.7 inches and 2.3 inches respectively. This does not include the addition of the future Townhome development or the future maintenance facility.

Based on Figure 6.1 of The Greens of Anoka Redevelopment Master Plan approximately 4.5 acres of property will be redeveloped as Townhomes. Adding the Slab Town area and the intensified land use for the future Townhomes would increase the flood elevations in Loch Lake, over existing conditions, 1.3 inches, 2.3 inches and 3.0 inches for the 2 year, 10 year and 100 year storm events respectively. The total drainage area to Loch Lake would remain 245 acres.

The future maintenance facility will naturally drain to a landlocked area that is currently between fairway No. 6 and fairway No. 7. It is the intent, when the future maintenance facility is constructed, to connect this landlocked area to Loch Lake with a small tile outlet. Adding the Slab Town area, the intensified land use for the future Townhomes and the future maintenance facility would increase the flood elevations in Loch Lake, over existing conditions, 1.3 inches, 2.4 inches and 3.5 inches for the 2 year, 10 year and 100 year storm events respectively. The total drainage area to Loch Lake would increase to 273 acres.

Construction Summary

Alternative 1 – This alternative would include raising the area adjacent to Loch Lake that is below elevation 851, one foot above the existing grades. The construction would include tilling the area to be disturbed, stripping 6 inches of topsoil, raising the fairway with 1 foot of sand, replacing the topsoil, sodding the disturbed fairways, sodding 20 feet beyond the fairways, hydro seeding the disturbed area beyond the sod, and salvaging and replacing the existing irrigation system. The estimated cost of this alternative is \$361,000.

Alternative 2 – Alternative 1 does not include modifications to the existing surface slopes. On average the existing fairway slopes are less than 1 percent and in some areas have no slope. It has been recommended that a 3 percent slope be maintained on the fairways to ensure proper drainage at all times. This alternative would include crowning the fairways and playing surface (approximately a 100 foot width) to achieve a 3 percent slope. The construction procedure for this alternative would be similar to Alternative 1 with the addition of drain tile and storm sewer to drain the landlocked areas created by the grading. The estimated cost of this alternative is \$396,100.

Alternative 3 – This alternative would be the same as Alternative 2 with the exception that the fairway sod on fairway 2 that is outside the construction limits would be removed and replaced. The estimated cost of this alternative is \$415,000.

Alternative 4 – This alternative would be the same as Alternative 3 with the exception that all of the disturbed area, except the borrow area, would be sodded. The estimated cost of this alternative is \$467,000.



Redevelopment Master Plan Summary:

Villas	8
Twin Homes	34
Townhomes	125
Apartment / Condominium	96
Senior Housing	226
TOTAL:	489 Units +/-
Commercial / Retail	52,500
Medical Office	50,000
TOTAL:	102,500 Sq. Ft. +/-

Redevelopment Master Plan - Figure 6.1

January 4, 2012

COUNCIL MEMO FORM

3.5

Meeting Date	July 27, 2015
Agenda Section	Discussion Items
Item Description	Review Development Options
Submitted By	Erik Thorvig, Economic Development Manager

BACKGROUND INFORMATION:

Every year the city hosts Anoka Development Day in the fall. The purpose of the event is to showcase to residents, boards/commissions, developers, brokers and business people development activity and opportunities in the community. Prior to the event staff updates the Current Development Opportunities marketing package that is made available year-round on the city's webpage and handed out at Anoka Development Day. The purpose of this item is to update the City Council on sites that are available and discuss the marketing approach to those sites.

Included for your review:

Development Brochure Packet

Current listing agreements with brokers for City sites

COUNCIL DIRECTION REQUESTED:

Review the materials and discuss the item at the meeting and direct staff accordingly.



CITY OF ANOKA DEVELOPMENT OPPORTUNITIES



Gateway Entrance on West Main St.



Rum River Dam



Main Street—Downtown

ERIK THORVIG
ECONOMIC DEVELOPMENT Manager
763-576-2723
ETHORVIG@CI.ANOKA.MN.US
WWW.CI.ANOKA.MN.US





ANOKA

REAL. CLASSIC.

2015

REDISCOVER WHAT IS HAPPENING IN ANOKA

PROFILE OF ANOKA

Just 30 minutes northwest of Minneapolis and St. Paul, the City of Anoka enjoys the playfulness of metro attractions and the pleasure of small town living. Located at the confluence of the Rum and Mississippi Rivers, Anoka makes the most of its rich river history, amenities, parks and trails.

Anoka is home to 17,142 residents, 35,000 daily visitors, 800 employers and 13,800 jobs. Anoka is a balanced blend of office, industrial, retail and government services surrounding a "Real. Classic." downtown. Anoka has a few quality locations for well positioned developments ready right now.

HIDDEN TREASURES

- Historic Downtown
- Two Rivers
- Live Theater
- Northstar Commuter Rail Station
- Riverfront Parks & Trails
- Strong Industrial Community
- Anoka County Government Center
- Green Haven Golf Course
- Anoka Aquatic Center

KEY LINKS TO ANOKA

- www.ci.anoka.mn.us
- www.anokaareachamber.com
- www.tcgateway.com
- www.rediscoveranoka.com
- www.anokahalloween.com
- www.anokariverfest.com
- www.anokaclassiccarshow.org
- www.ac-hs.org

MAJOR DEVELOPMENTS IN ANOKA

The City of Anoka has experienced over \$52 million in private development in 2014-2015. Three highlighted projects include the start of Rum River Shores North, Phase II of the Volunteers of America Homestead at Anoka project and Walker Plaza Gardens.

Volunteers of America

The Volunteers of America broke ground in 2014 on another phase of the Homestead at Anoka located on 4th Avenue and Grant Street. This phase will consist of 65 senior independent apartments and 24 memory care beds with approvals to add an additional 60+ senior apartments. The project is scheduled to be completed early in 2016.

Rum River Shores North

Landmark of Anoka and Ryland Homes has started construction on Rum River Shores North which is located on 30 acres just northeast of the Anoka County Library. This is Phase II of the Rum River Shores development. Phase II will consist of another 67 homes and a private community pool. Homes will range from \$325,000-\$500,000. Ryland homes, Jonathan Homes, Dingman Construction and Regency homes will be the primary builders.



Walker Plaza Gardens

Walker Methodist has started construction on the Walker Plaza Gardens located at 2nd Avenue and Monroe Street, south of downtown. Walker Plaza Gardens is a 73-unit building with assisted living and care suites.



A skyway will connect to their current building. Upgrades will also be made to the current building. Construction is anticipated to be complete in late 2016.

continued



Anoka Enterprise Park Business Expansions

Several existing businesses in the Anoka Enterprise Park expanded in 2014 to meet their growing business needs. Most notably, Polycam, Inc., a polymer product manufacturer added 12,000 sf. of additional manufacturing space. There is still one large site available in the Anoka Enterprise Park. Vacancy in the Anoka Enterprise Park is less than 2%.

Commercial Developments and Improvements

In 2014 there was over \$16 million in commercial development and building improvements. Most notable is the remodel of the Main Motors dealership located on West Main Street. The remodel provides additional services for customers and an expanded display area. Also completed in 2015 was the Round Lake Commons project located on Round Lake Blvd. near the boundary of Anoka, Andover and Coon Rapids. This development consists of a 4,100 sf. tunnel car wash and 2,000 sf. retail building. Currently under construction is the Anoka Mini-Storage project on Bunker Lake Blvd. by Sharp and Associates. Several other major businesses and employers in the city have also made improvements to their facilities. The city continues to be active in redevelopment and rehabilitation of buildings along the major commercial corridors.

What's on tap for 2015/2016?

Several developments are in various stages of approval and marketing. Gladstone Cooperative has received approval for a 59 unit senior cooperative in the Historic Rum River District in Downtown Anoka. The site is located at the corner of 2nd Avenue and Harrison Street. Gladstone is currently marketing units and hope to start construction this fall/winter. The Volunteers of America is considering options for another phase to their Homestead at Anoka campus. This phase would consist of an expansion of the existing nursing facility to increase the amount of short-term care beds. This project could start by the end of 2015. Minnesota Street Works, a state of the art street sweeping company is looking to locate their business in Anoka near the Anoka Enterprise Park off of Bunker Lake Blvd. They'd construct an 11,500 facility with the option to expand in the future. Lastly, the owner of It's About Sleep, a local Anoka business, purchased the building at 633 East Main Street and will be constructing a new store in 2015.

DEVELOPMENT SITES IN ANOKA

The City is actively marketing 25 sites for development. These sites are both public and privately owned and offer a variety of land use types. The City is competitive in land cost, development incentives, utility rates and a streamlined development process.

Specific information about each site is available and staff is ready to answer questions about any site of interest.

For more information, visit www.ci.anoka.mn.us and look for "Current Development Opportunities" or please contact Erik Thorvig at ethorvig@ci.anoka.mn.us or 763-576-2723.

THE ANOKA MARKET

Anoka has been a business location since 1850.

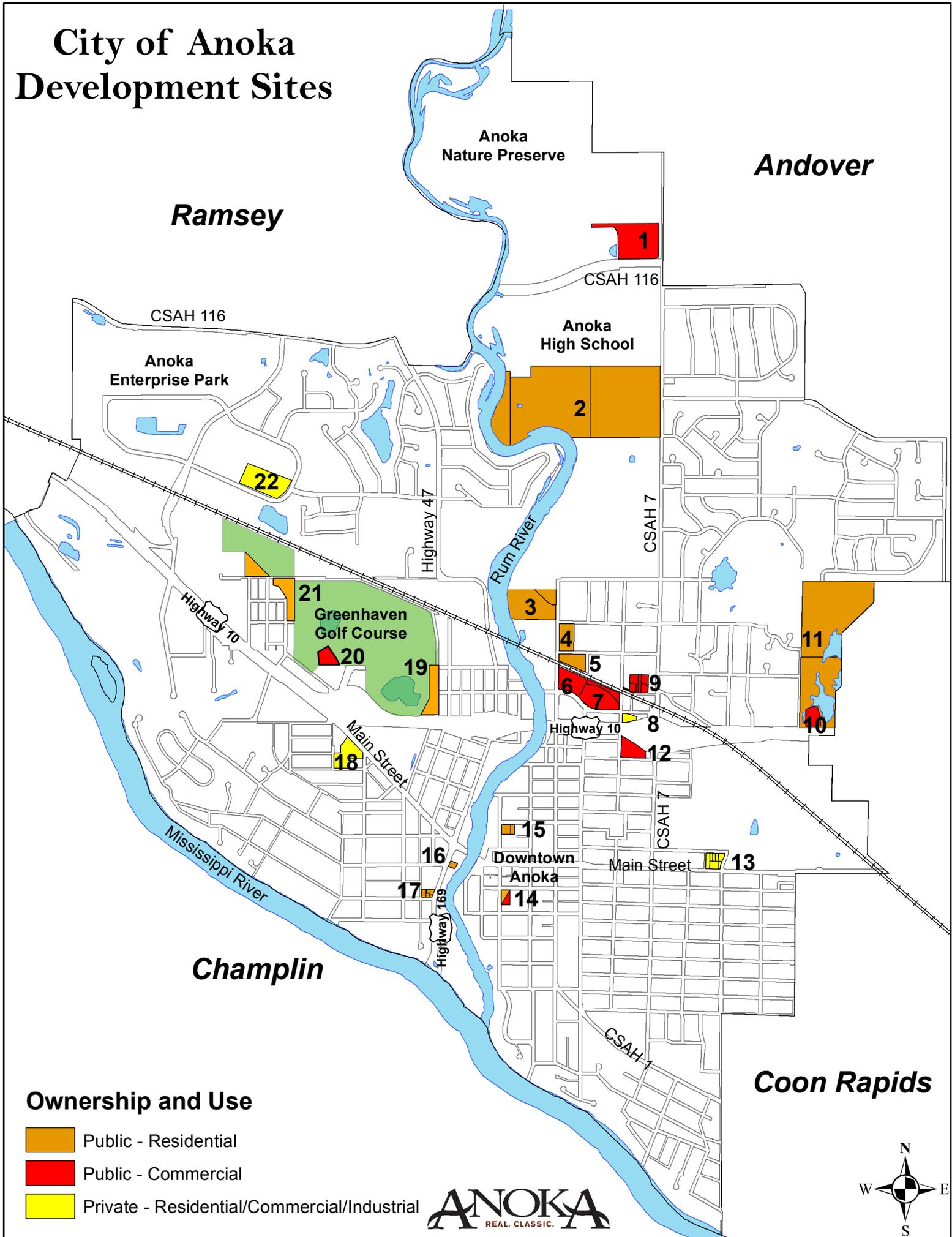
Within a seven minute drive of downtown Anoka is a population of 55,430 with 2013 consumer expenditures of \$1 billion.

Within 15 minutes is a population of 163,531 with 2013 consumer expenditures of \$3.68 billion.

Source: Applied Geographic Solutions, 2013 from www.metromsp.org.



City of Anoka Development Sites



Ramsey

Andover

Anoka Nature Preserve

1

CSAH 116

Anoka High School

2

Anoka Enterprise Park

CSAH 116

22

Highway 47

Rum River

CSAH 7

21
Greenhaven Golf Course

20

19

3

4

5

6

7

9

11

10

Highway 10

Main Street

Highway 10

8

12

Mississippi River

Main Street

16

17

Highway 169

Downtown Anoka

15

14

Main Street

13

CSAH 7

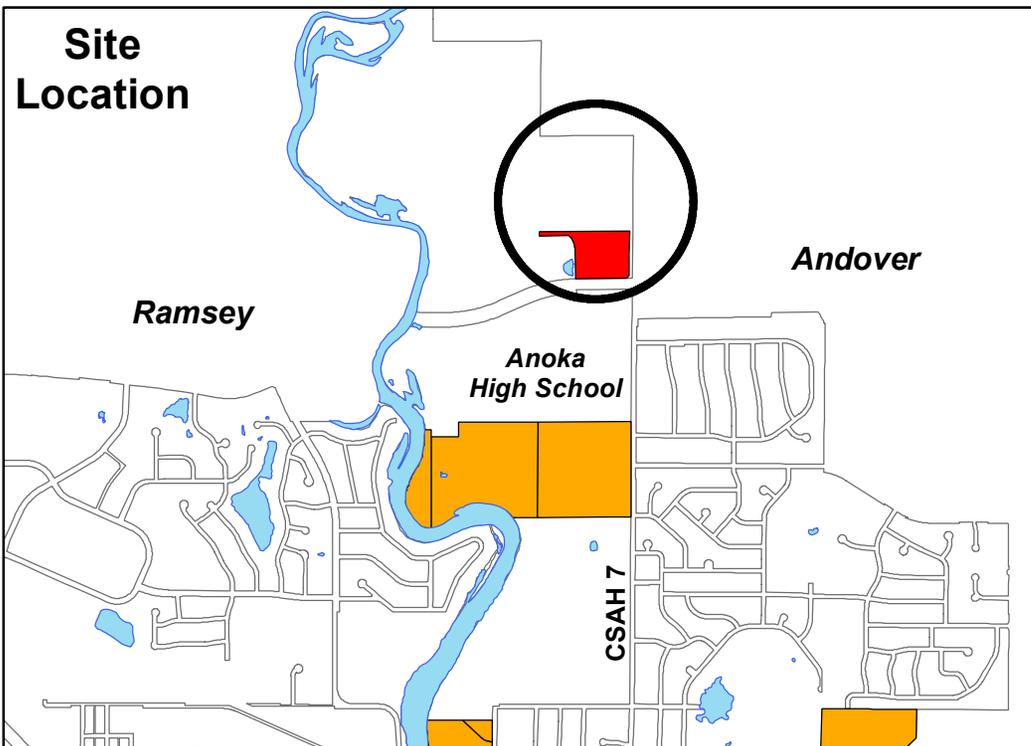
CSAH 1

Champlin

Coon Rapids

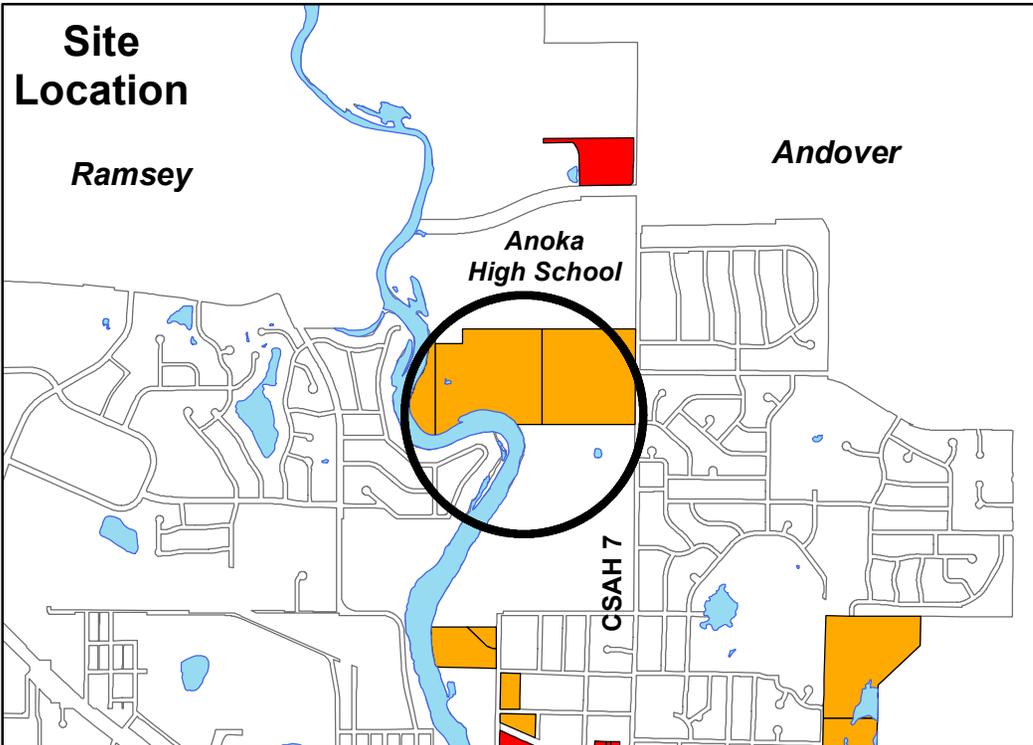


Site Aerial



Site 1 Bunker Lake Blvd. and 7th Ave.

Zoning -	General Commercial
Size(acres) -	14.2
Desired Land Use -	Retail/Office/Restaurant
Current Owner -	City of Anoka
City Contact -	Erik Thorvig 763-576-2723
Broker Contact -	Jon Fahning, Shingobee 763-479-5637
Asking Price -	Negotiable
Other -	Site on the corner of Bunker Lake Blvd. and 7th Avenue. Subdividable.



Site 2
7th Avenue, S. of Anoka High School

Zoning - Sensitive Development District

Size(acres) - Approx. 80

Desired Land Use - Single Family/Townhouse

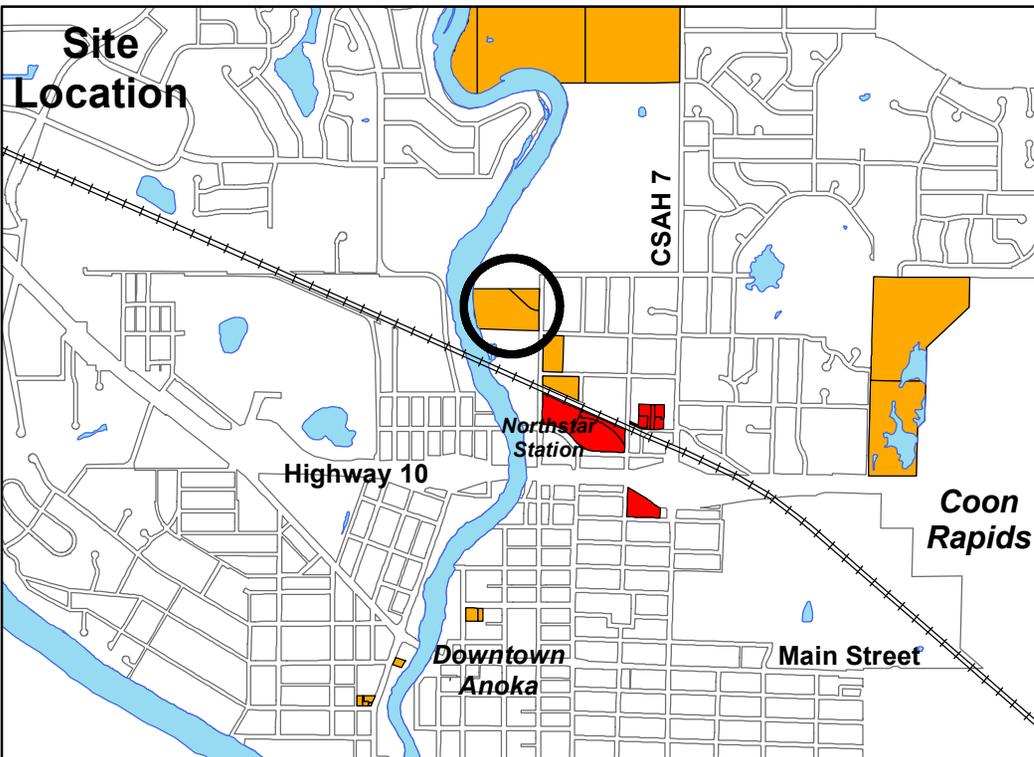
Current Owner - State of Minnesota

City Contact - Erik Thorvig
 763-576-2723

Broker Contact - State of Minnesota
 651-201-2549

Asking Price - Negotiable

Other - Private site along the Rum River. Allows a mix of single family and townhome.



Site 3
Rum River and 4th Avenue

Zoning - Transit Oriented Development

Size(acres) - 6.96

Desired Land Use - Owner occupied high/medium density residential

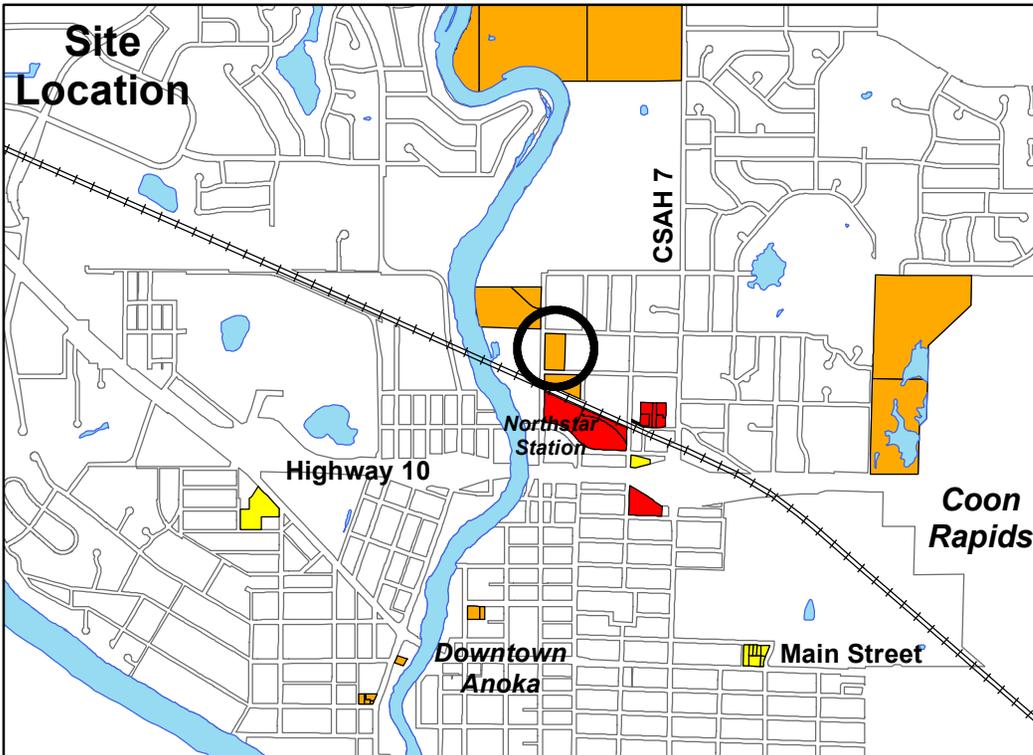
Current Owner - City of Anoka

City Contact - Erik Thorvig
763-576-2723

Broker Contact - None

Asking Price - Negotiable

Other - Site along Rum River. Close to Northstar station.



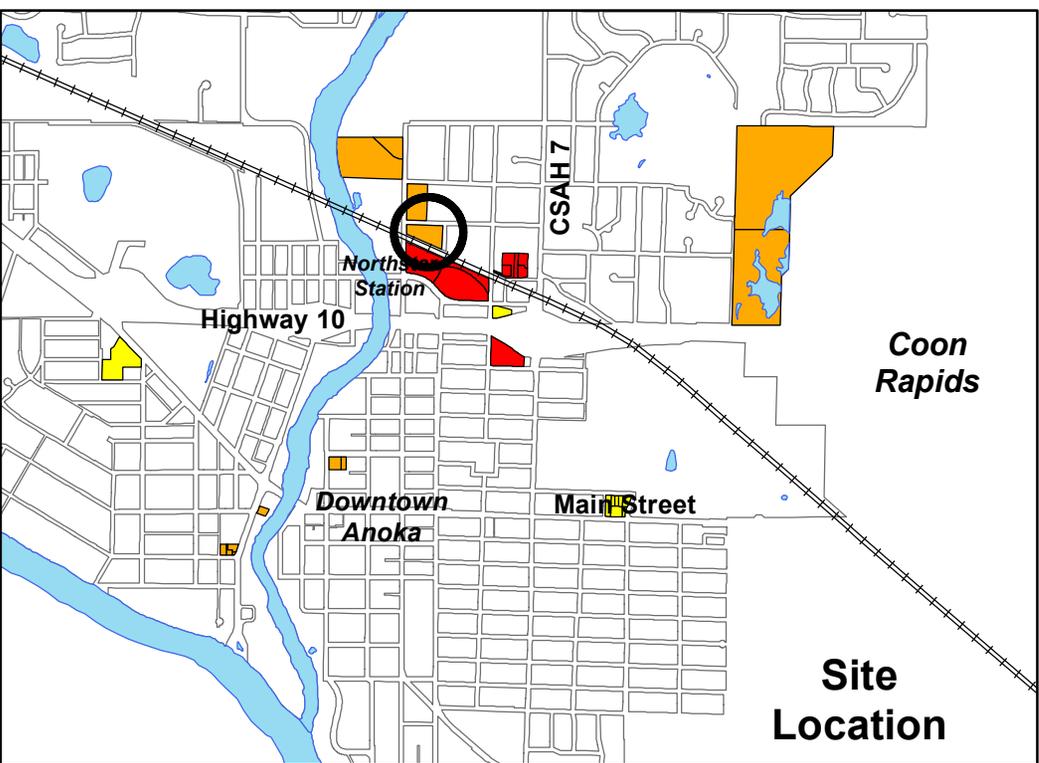
Site 4
4th Avenue and Johnson Street

- Zoning - Transit Oriented Development
- Size(acres) - 3.01
- Desired Land Use - Apartments/Rowhomes
- Current Owner - City of Anoka
- City Contact - Erik Thorvig
763-576-2723
- Broker Contact - Julie Lux - Colliers
952-897-7865
- Asking Price - \$500,000
- Other - Site directly across from Northstar Station



Site 5
Johnson Street & 4th Avenue

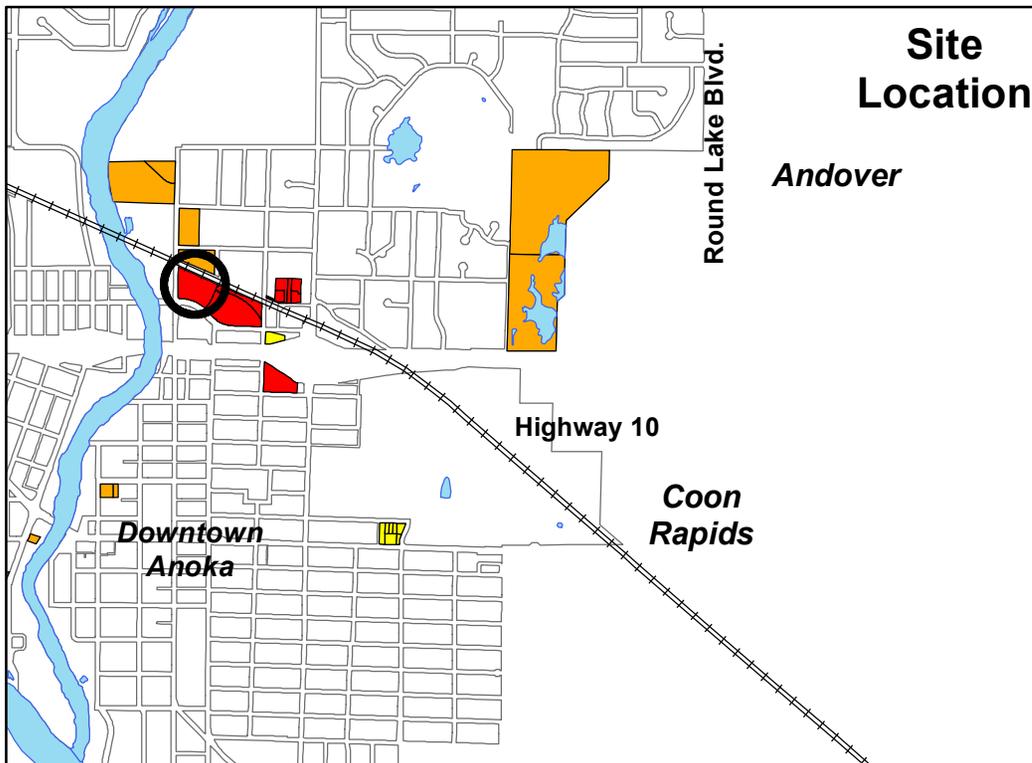
- Zoning - Transit Oriented Development
- Size(acres) - 2.56
- Desired Land Use - Market Rate Apartments
- Current Owner - City of Anoka
- City Contact - Erik Thorvig
763-576-2723
- Broker Contact - Julie Lux - Colliers
952-897-7865
- Asking Price - \$720,000
- Other - Directly next to Northstar Station.



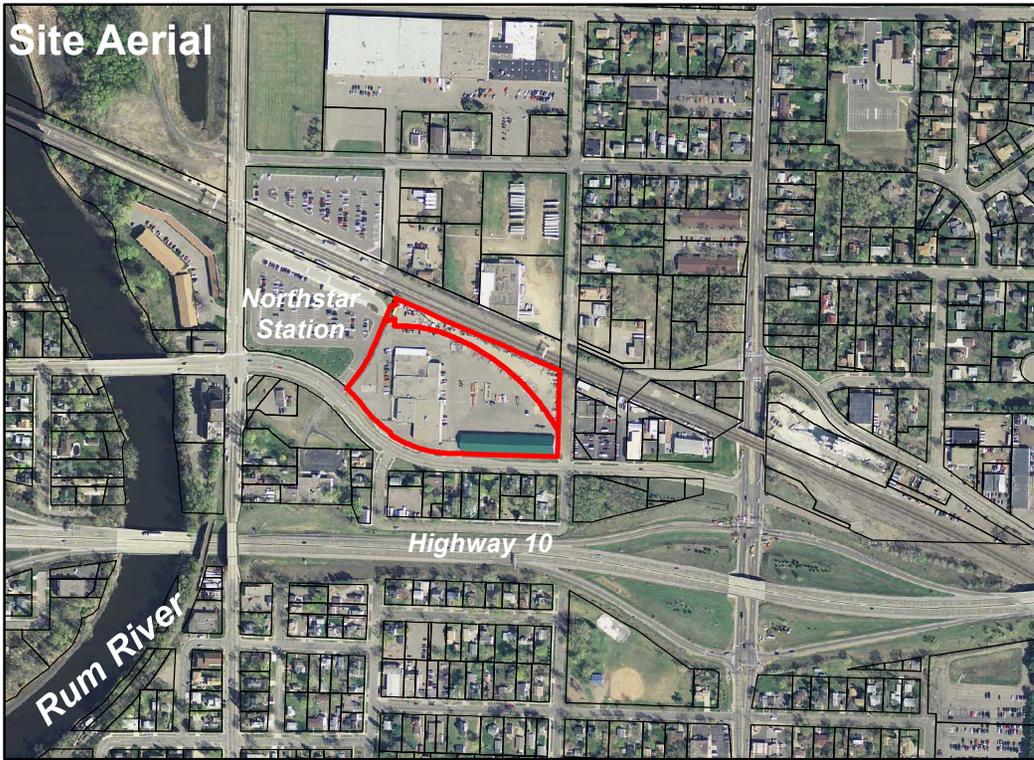


Site 6
4th Ave. and Pierce St.

- Zoning - Transit Oriented Development
- Size(acres) - 1.07
- Desired Land Use - Retail/Office/Showroom
- Current Owner - City of Anoka
- City Contact - Erik Thorvig
763-576-2723
- Broker Contact - Rod Lee & Myles Borstad
763-862-2005
- Asking Price - \$5/SF.
- Other - Highway 10 visibility.



Site Aerial



Site 7
Pierce St. and 6th Avenue

Zoning - Transit Oriented Development

Size(acres) - 6.56

Desired Land Use - Office/Light Manufacturing/R&D

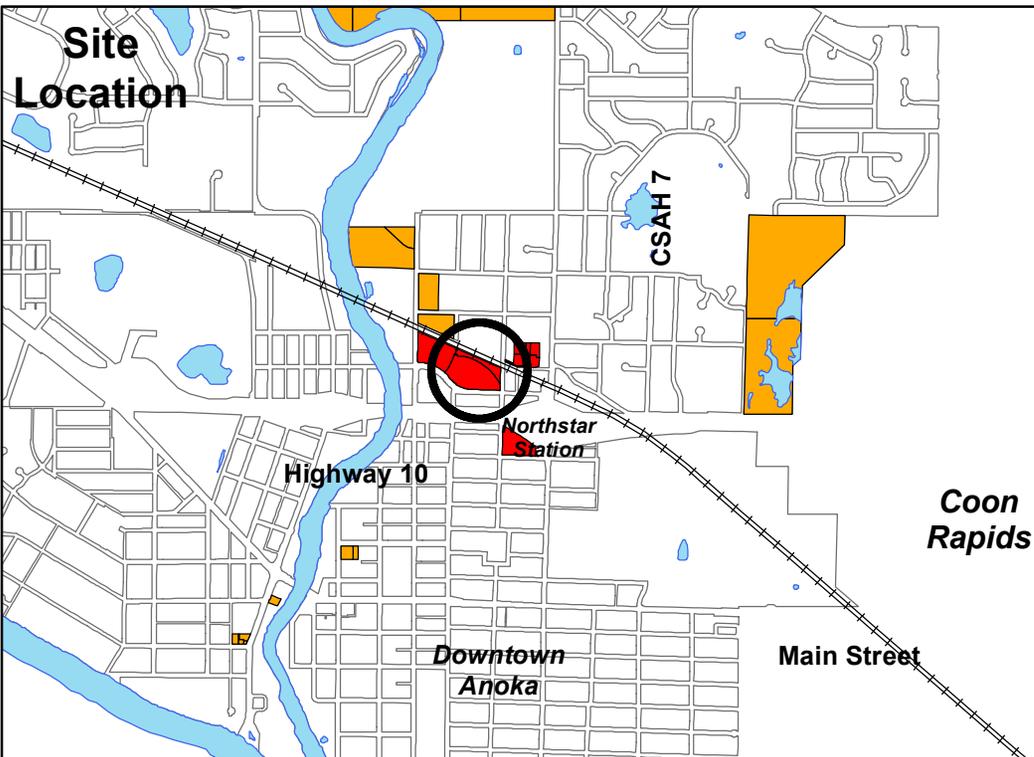
Current Owner - City of Anoka

City Contact - Erik Thorvig
763-576-2723

Broker Contact - None

Asking Price - Negotiable

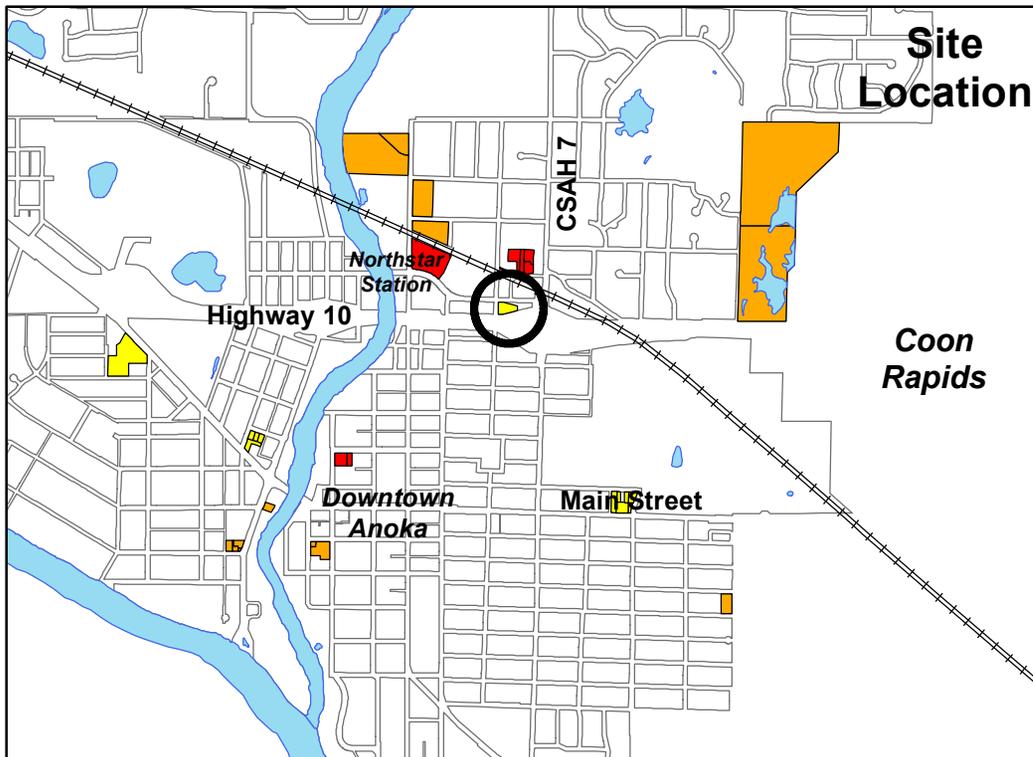
Other - Close to Northstar station, good access/visibility to Highway 10.

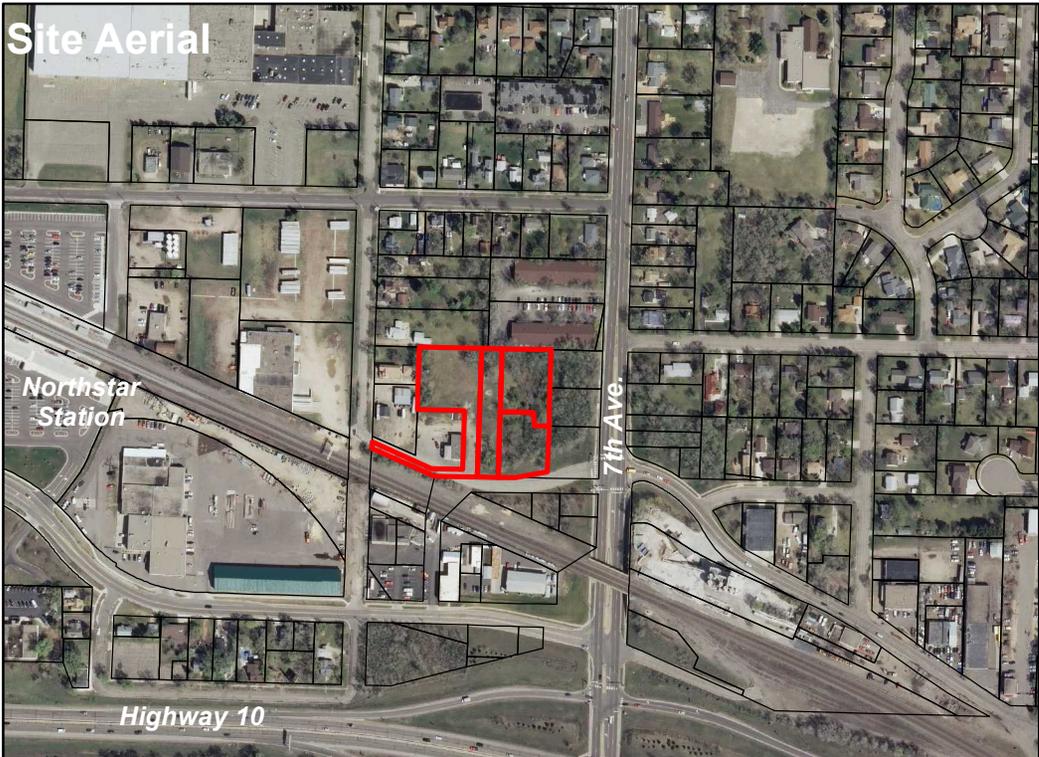




Site 8
Pierce St. and 7th Ave.

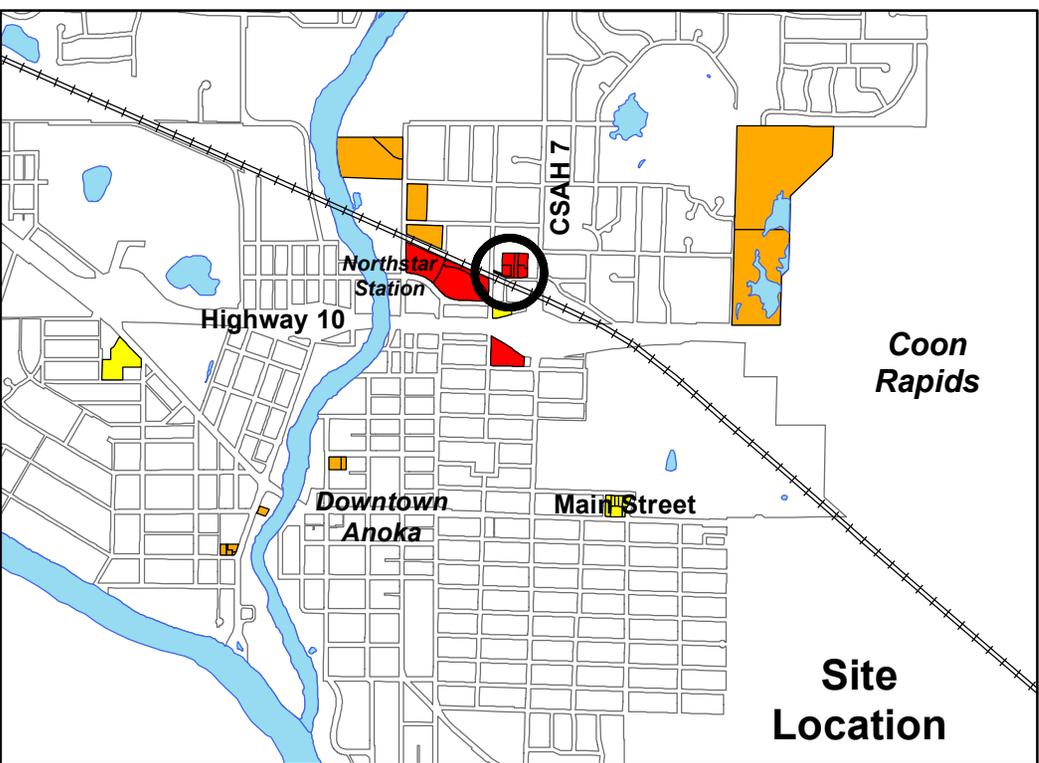
- Zoning - Transit Oriented Development
- Size(acres) - .76
- Desired Land Use - Mixed Use/Residential Retail/Office
- Current Owner - Private
- City Contact - Erik Thorvig
763-576-2723
- Broker Contact - Randi Erickson
612-701-9800
- Asking Price - \$225,000
- Other - Highway 10 visibility and near Northstar Station





Site 9
7th Avenue and Buchanan Street

- Zoning - Transit Oriented Development
- Size(acres) - 2.26
- Desired Land Use - Mixed Use/Residential Retail/Office
- Current Owner - City of Anoka
- City Contact - Erik Thorvig
763-576-2723
- Broker Contact - None
- Asking Price - Unknown
- Other - Visibility from 7th Avenue and Highway 10. Near Northstar Station.

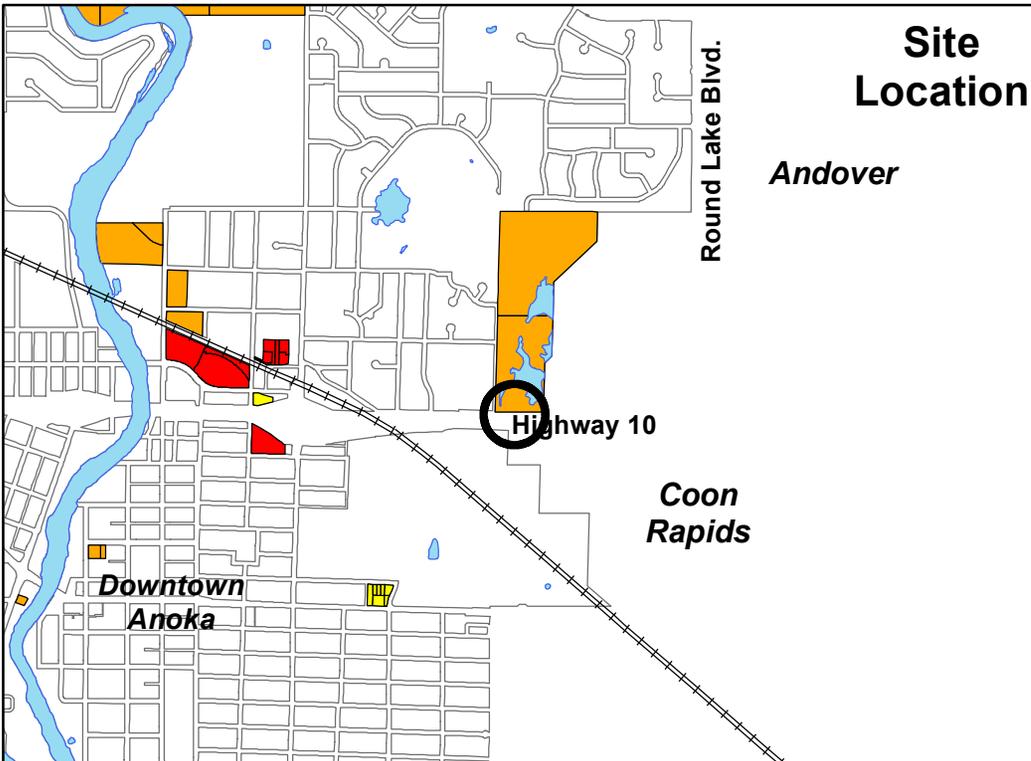


Site Aerial



Site 10 11th Ave. and North St.

Zoning -	R-3 Medium Density Residential
Size(acres) -	1.2
Desired Land Use -	Commercial
Current Owner -	City of Anoka
City Contact -	Erik Thorvig 763-576-2723
Broker Contact -	None
Asking Price -	Negotiable
Other -	Highway 10 visibility.

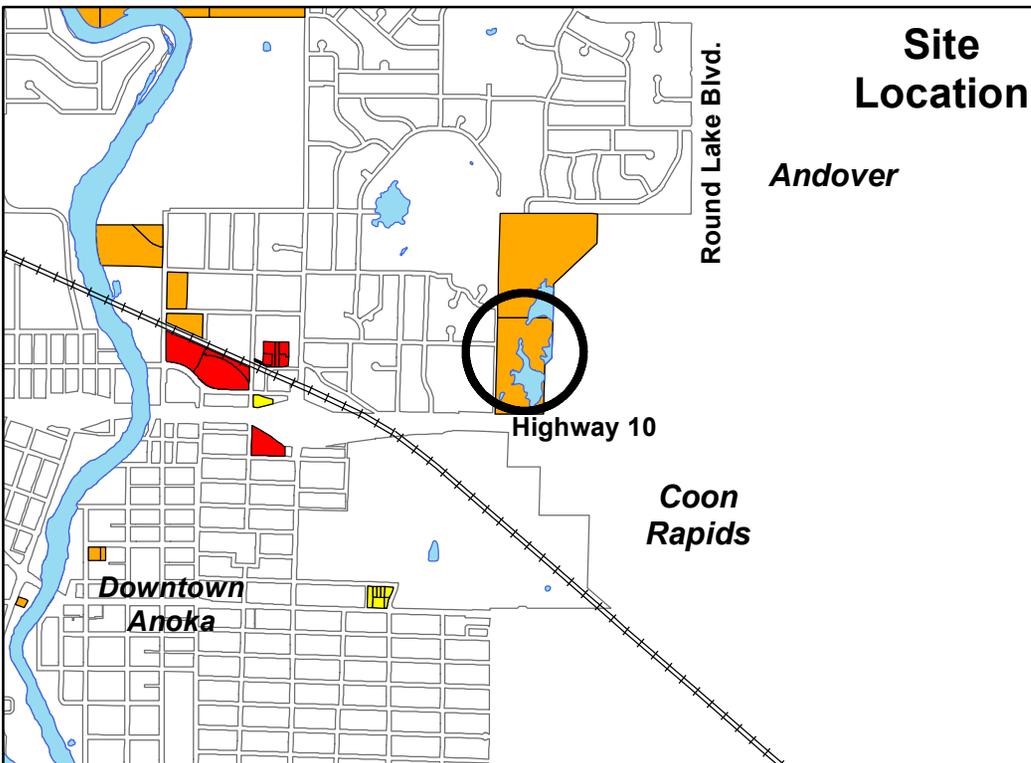


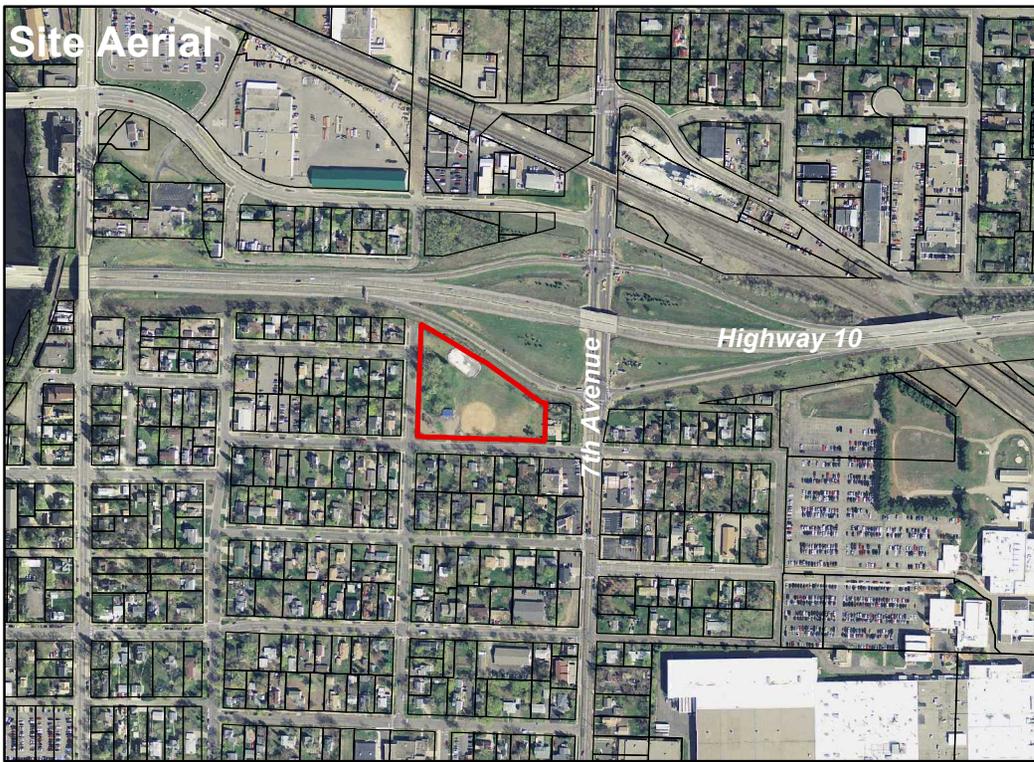
Site Aerial



Site 11 11th Ave. and North St.

Zoning -	R-3 Medium Density Residential
Size(acres) -	26
Desired Land Use -	Townhome Attached/Detached
Current Owner -	City of Anoka
City Contact -	Erik Thorvig 763-576-2723
Broker Contact -	None
Asking Price -	\$420,000
Other -	Development density of approximately 40 townhome detached or attached units





ANOKA

REAL. CLASSIC.

Site 12 7th Avenue and Highway 10

Zoning - R-1 Single Family

Size(acres) - 2.82

Desired Land Use - Office

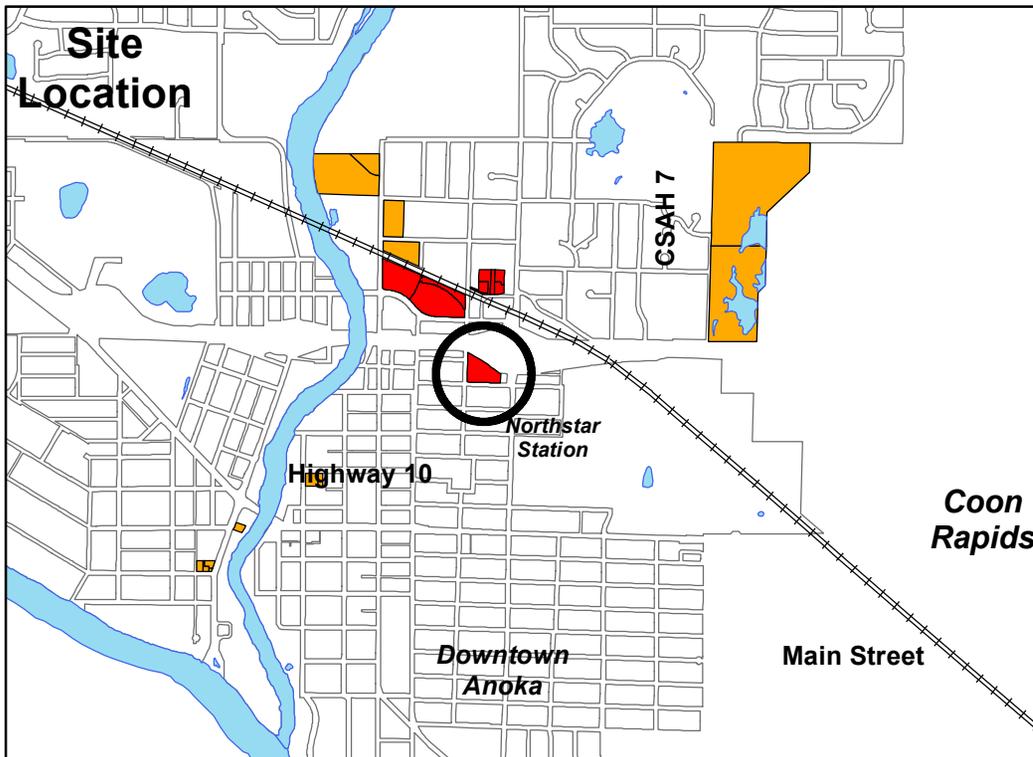
Current Owner - City of Anoka

City Contact - Erik Thorvig
763-576-2723

Broker Contact - None

Asking Price - Negotiable

Other - Located along Highway 10 with high visibility.

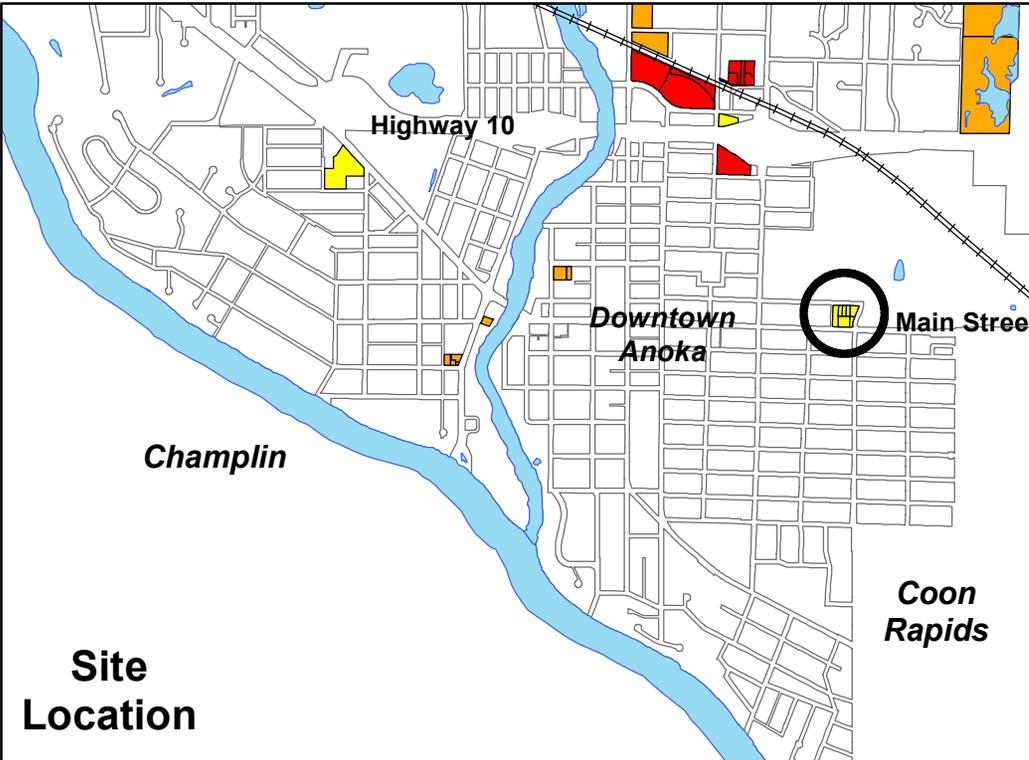


Site Aerial

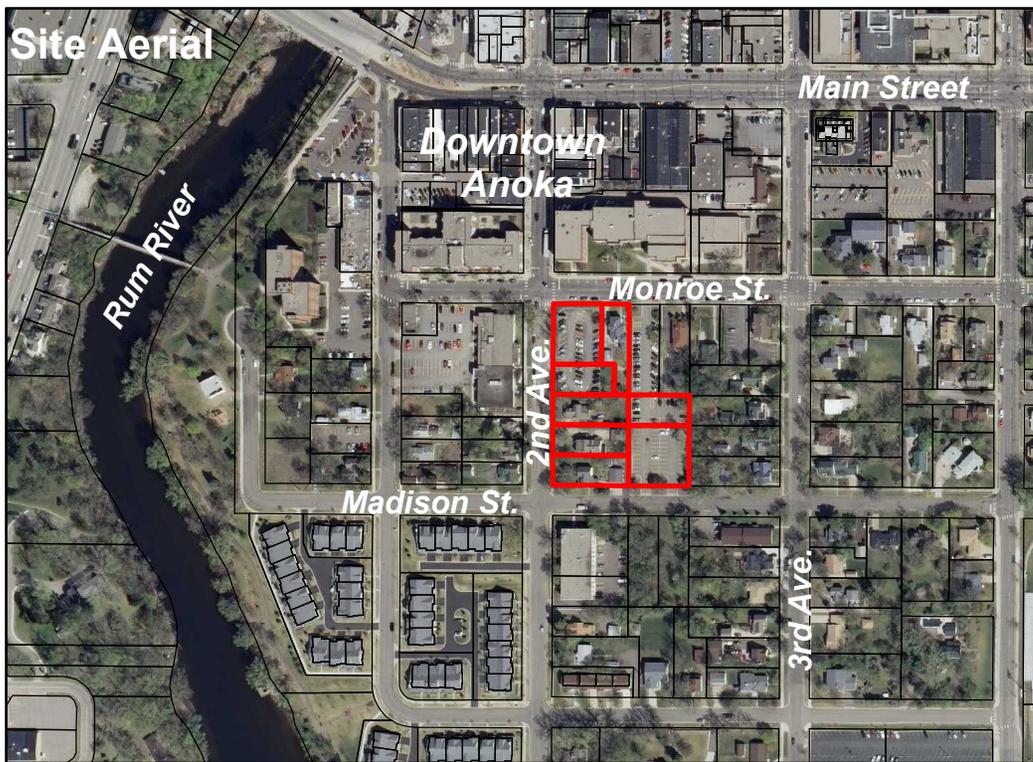


Site 13 8th Ave. and Main St.

Zoning -	Main Street Mixed Use
Size(acres) -	2.02
Desired Land Use -	Commercial/Residential
Current Owner -	City of Anoka
City Contact -	Erik Thorvig 763-576-2723
Broker Contact -	AREA Real Estate 612-460-4400
Asking Price -	Negotiable
Other -	Located on Main Street. High traffic, good visibility.



Site Location



Site 14
2nd Avenue and Monroe Street

Zoning - B-4 Limited Business/
 R-1 Single Family

Size(acres) - 2.1

Desired Land Use - Residential/Office

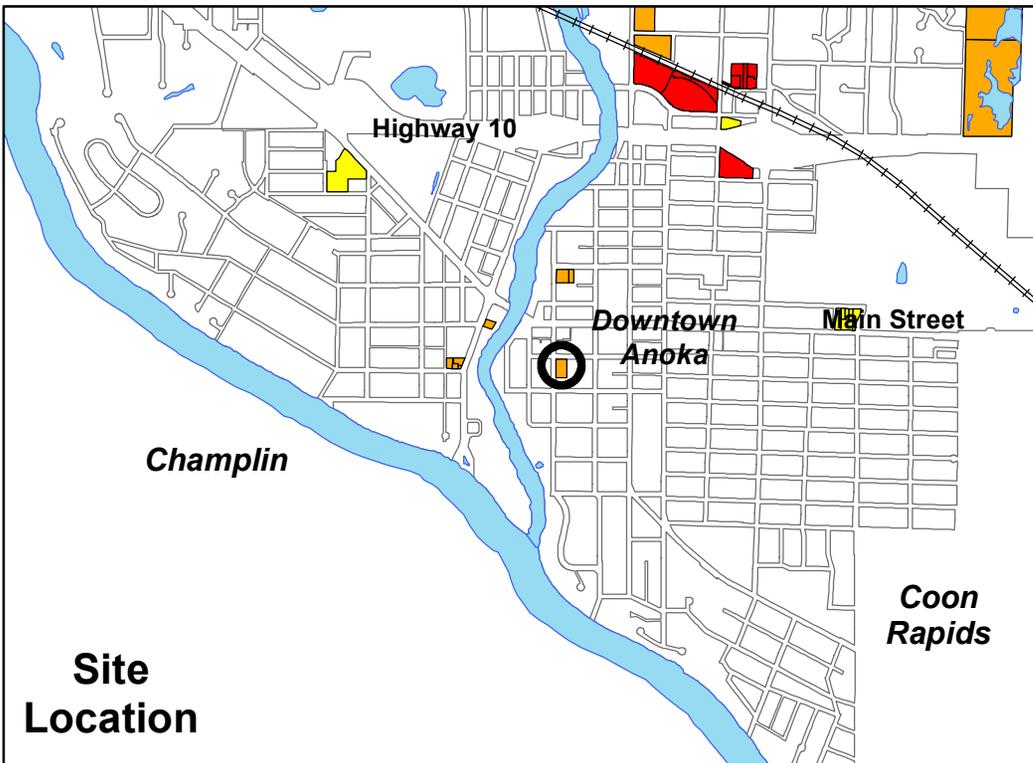
Current Owner - City of Anoka HRA

City Contact - Darin Berger
 763-576-2724

Broker Contact - None

Asking Price - Varies based on use

Other - Located South of
 Downtown. Across from
 Anoka-Hennepin ISD
 offices.





ANOKA

REAL. CLASSIC.

Site 15 2nd Ave. and Van Buren St.

Zoning - Planned Residential Development

Size(acres) - 1.34

Desired Land Use - Residential

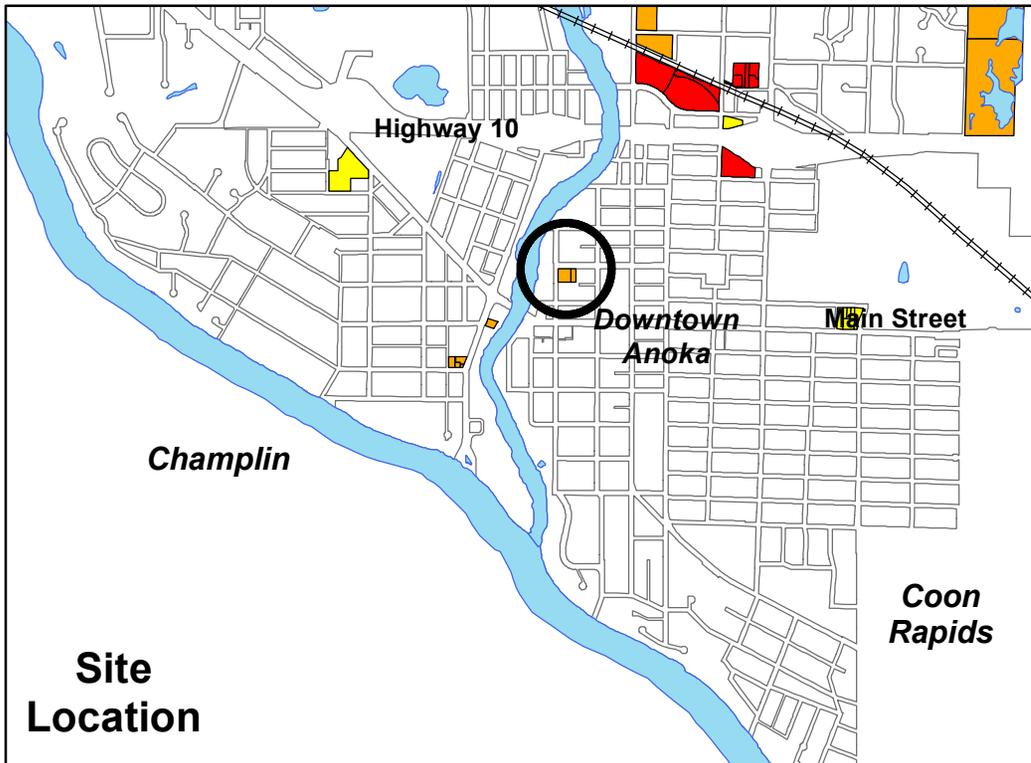
Current Owner - City of Anoka

City Contact - Erik Thorvig
763-576-2723

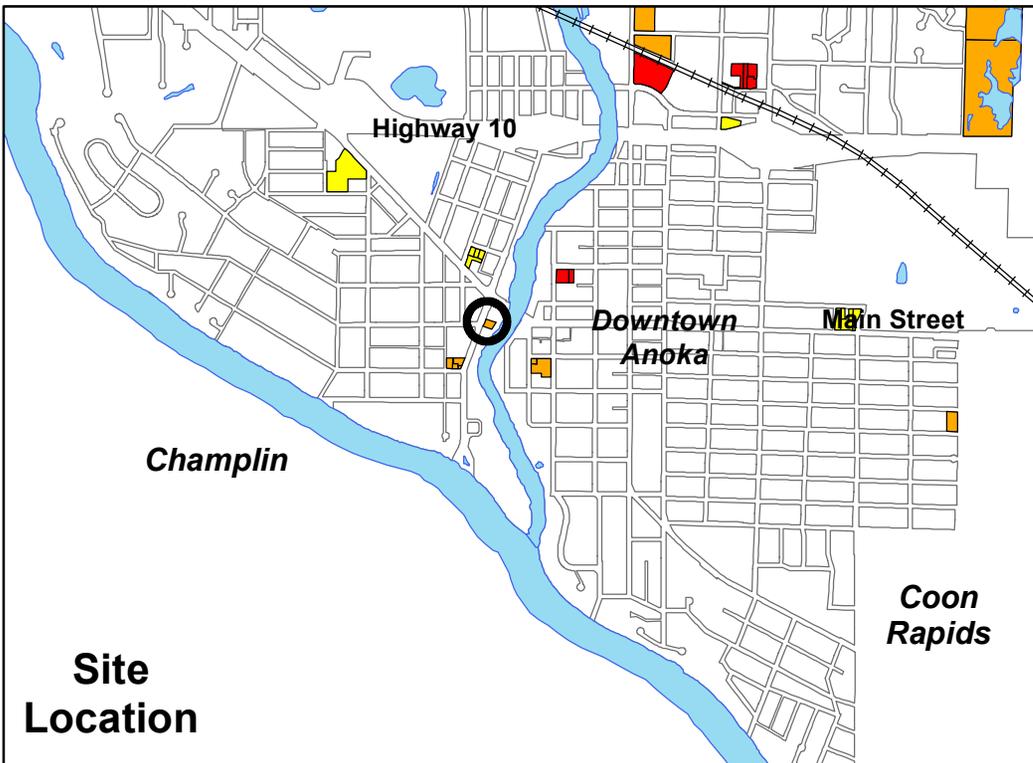
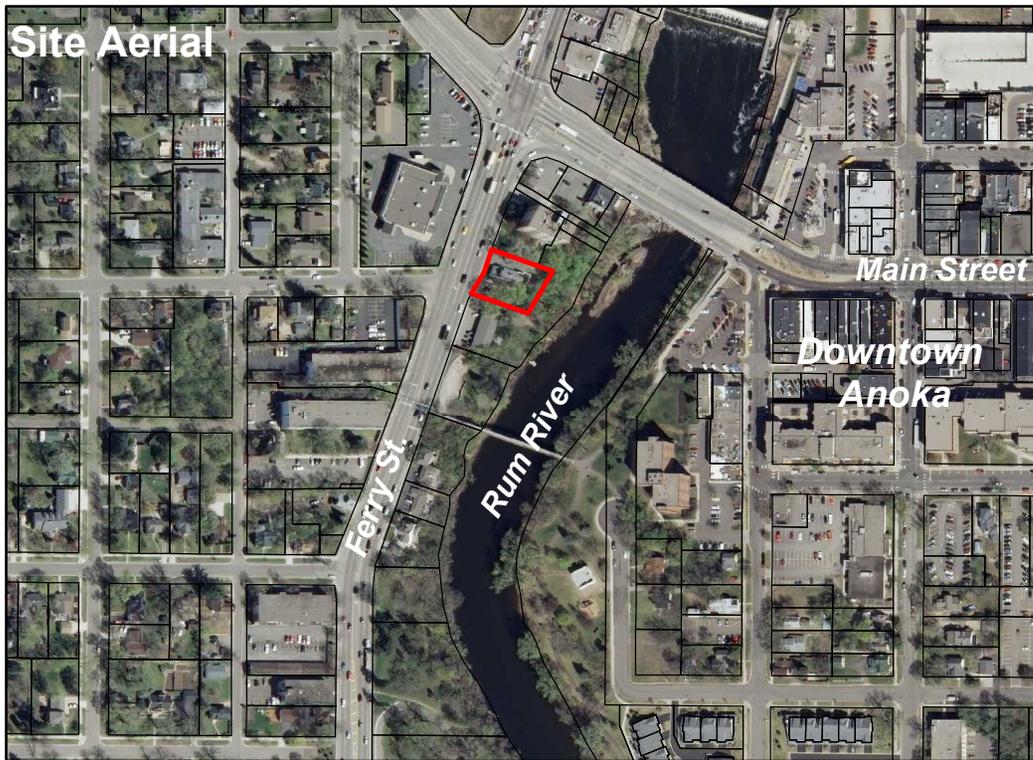
Broker Contact - Rod Lee & Myles Borstad
763-862-2005

Asking Price - Negotiable

Other - Located in Historic Rum River District. Adjacent to City owned parking ramp



Site Location



ANOKA

REAL. CLASSIC.

Site 16 1900 S. Ferry St.

- Zoning - Main Street Mixed Use
- Size(acres) - .32
- Desired Land Use - Residential/Commercial Office
- Current Owner - City of Anoka HRA
- City Contact - Darin Berger
763-576-2724
- Broker Contact - None
- Asking Price - Varies based on use
- Other - Located along Rum River and Hwy169 (Ferry St.)



Site 17
Benton and Ferry St. Corner

Zoning - R-4 High Density Residential

Size(acres) - .45

Desired Land Use - Residential/Office

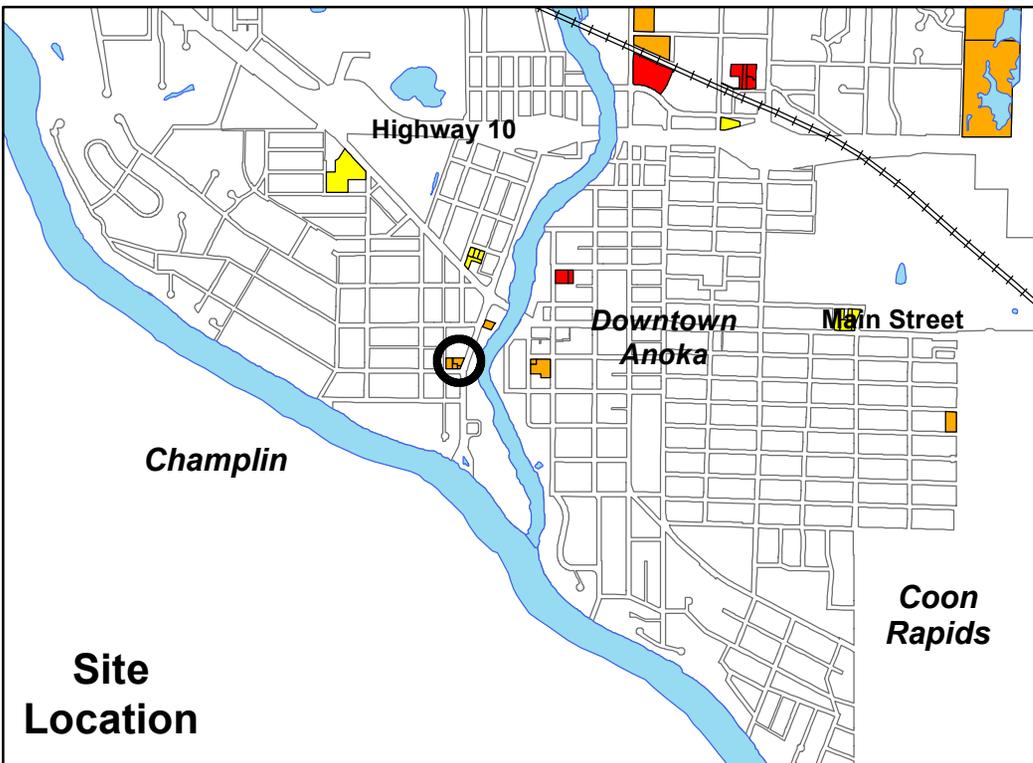
Current Owner - City of Anoka HRA

City Contact - Darin Berger
 763-576-2724

Broker Contact - None

Asking Price - Varies based on use

Other - Potential for site to be large with acquisition of parcel to the west.



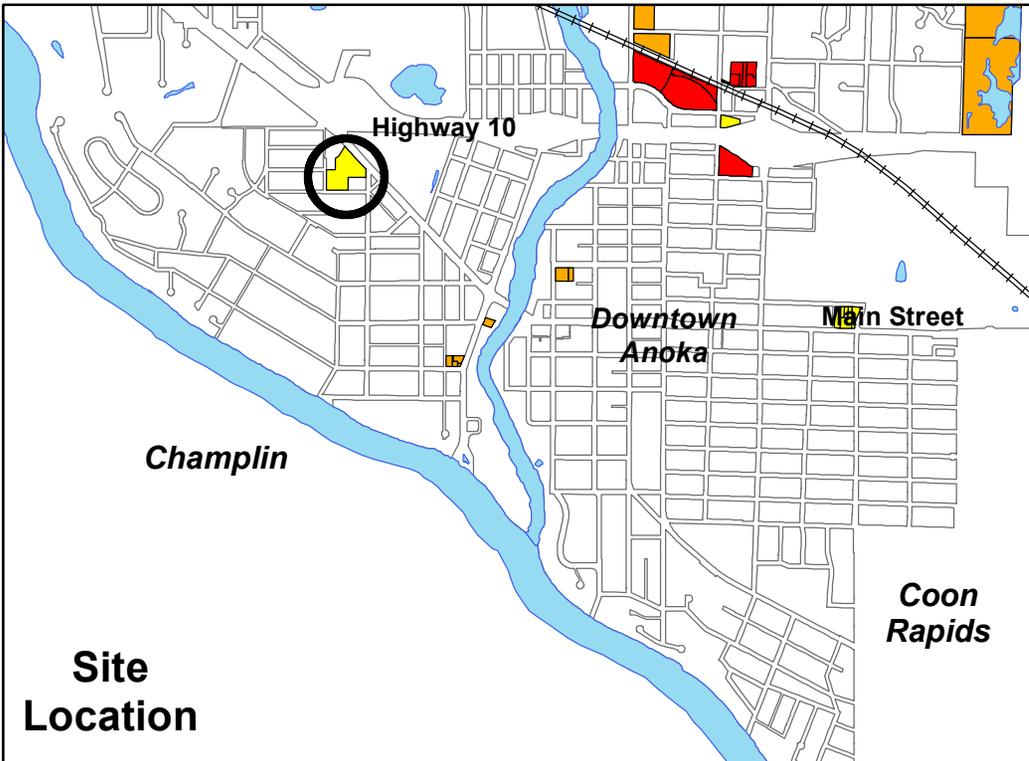
Site Location

Site Aerial



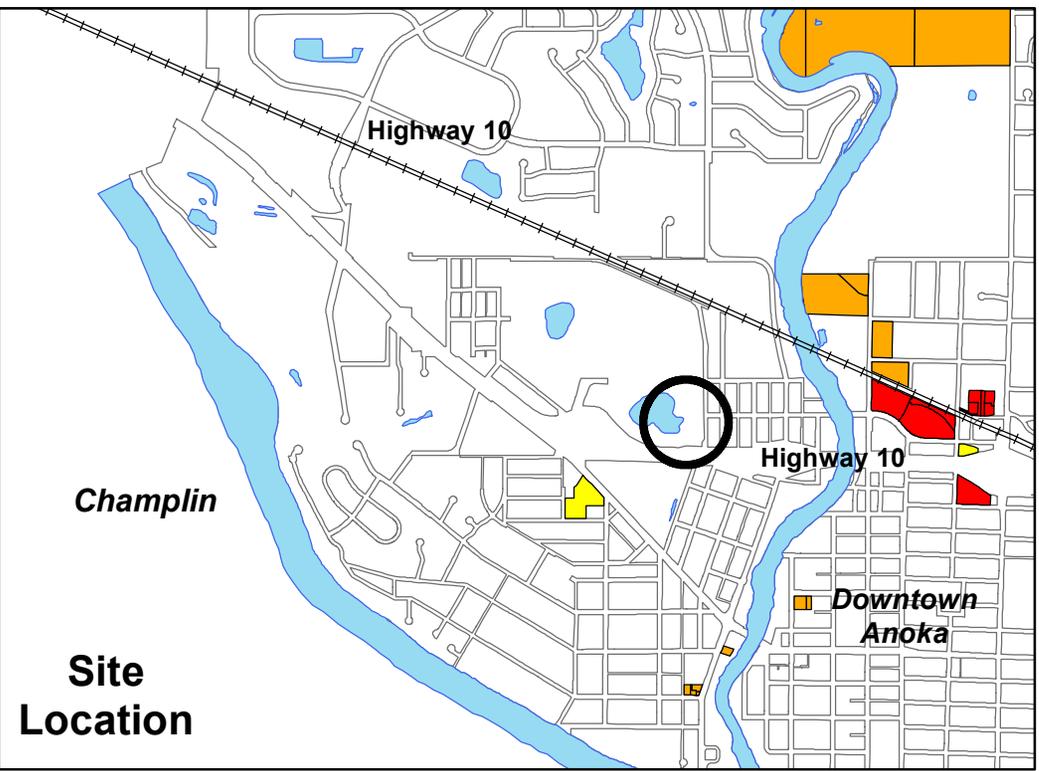
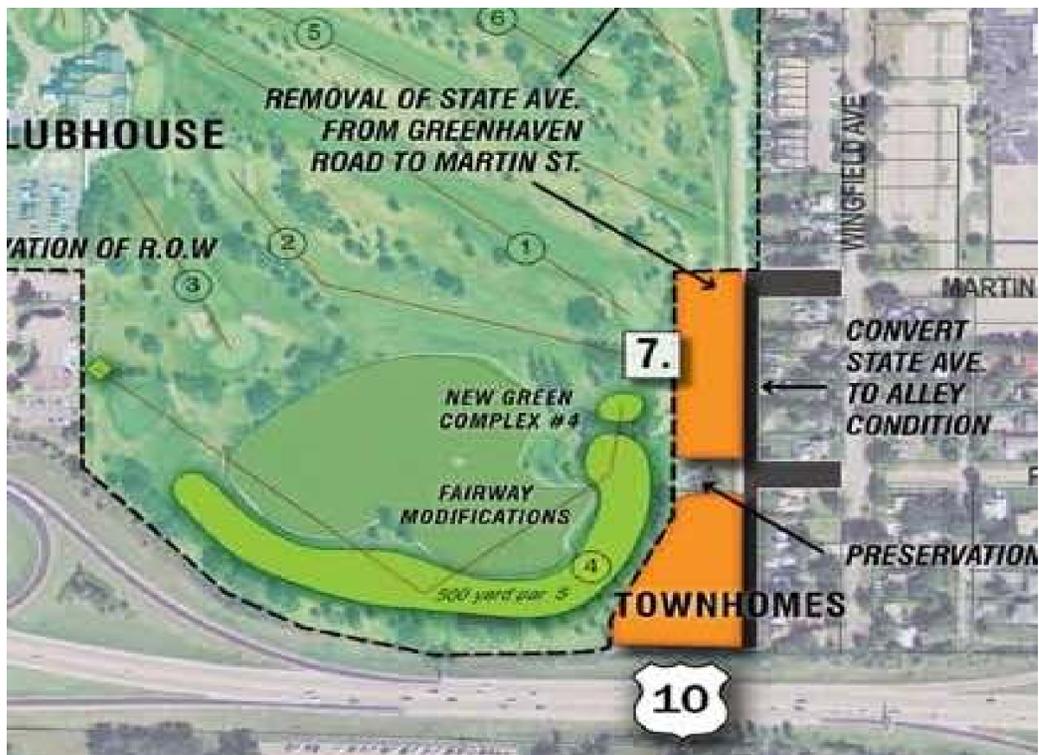
Site 18 500 West Main Street

Zoning -	Main Street Mixed Use
Size(acres) -	2.15
Desired Land Use -	Grocery/Senior Housing/ Townhomes
Current Owner -	Private
City Contact -	Erik Thorvig 763-576-2723
Broker Contact -	Heidi Brownlee 612-310-3133
Asking Price -	Negotiable
Other -	On the same site as West Main Shopping Center. Vacant land at the rear of site is available.



Site Location

Site 19 East Side of Greenhaven



Zoning - R-1 Single Family Residential

Size(acres) - Approx. 5.07

Desired Land Use - Villas/Townhomes

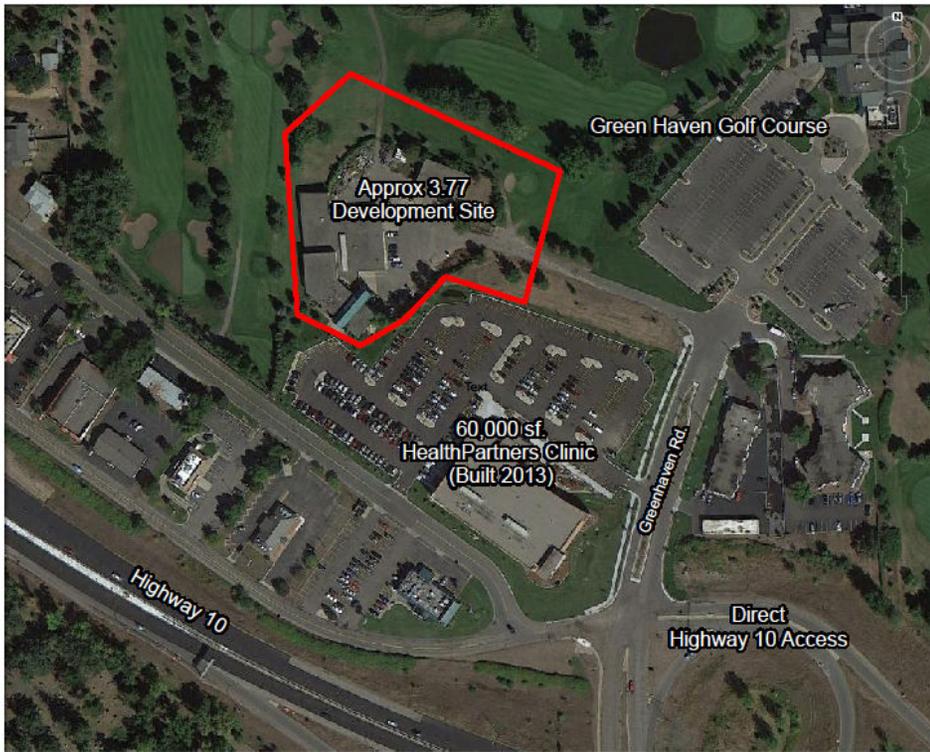
Current Owner - City of Anoka

City Contact - Erik Thorvig
763-576-2723

Broker Contact - None

Asking Price - Negotiable

Other - Sites adjacent to Greenhaven Golf Course. Part of recently completed master plan.

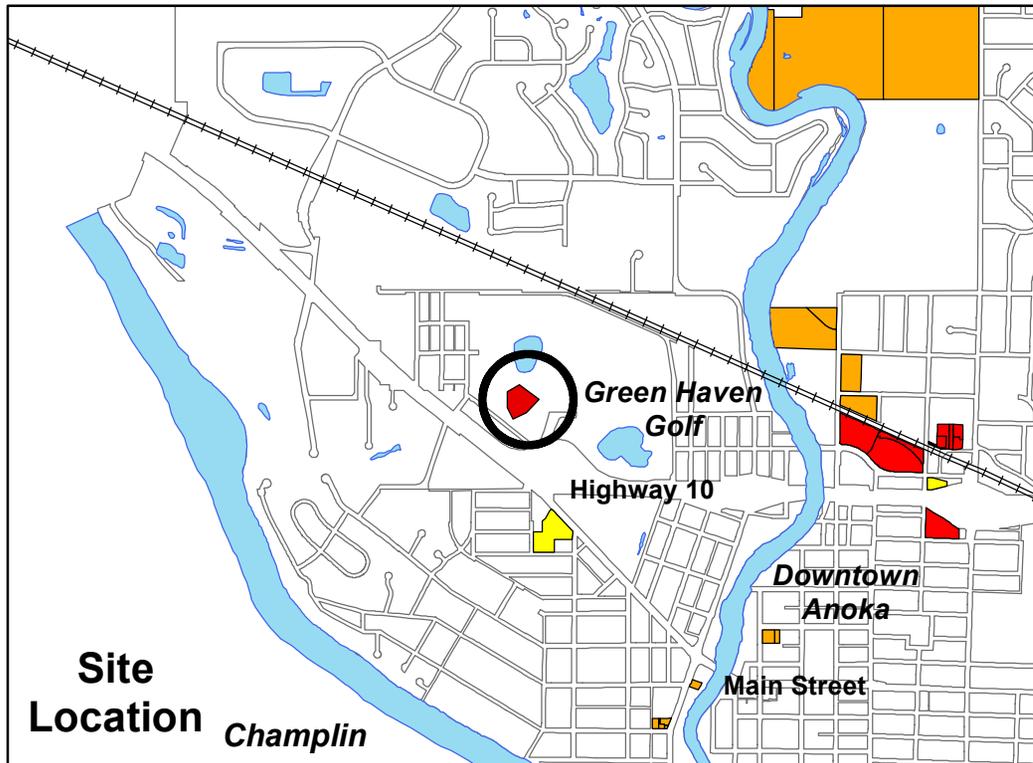


ANOKA

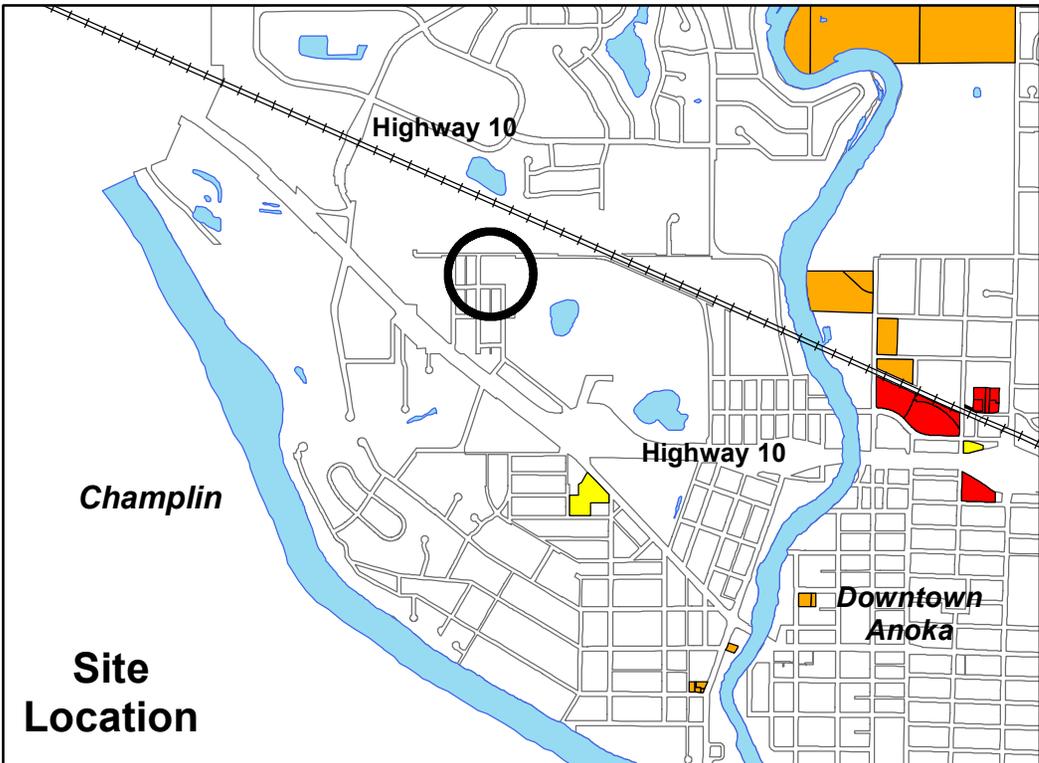
REAL. CLASSIC.

Site 20 Highway 10 and Greenhaven Rd.

Zoning -	Mixed Use
Size(acres) -	Approx. 3.77
Desired Land Use -	Medical/Office/Residential
Current Owner -	City of Anoka
City Contact -	Erik Thorvig 763-576-2723
Broker Contact -	None
Asking Price -	Negotiable
Other -	Located next to new clinic. Direct access to Highway 10. Located on Green Haven Golf Course.



Site 21 West Side of Greenhaven

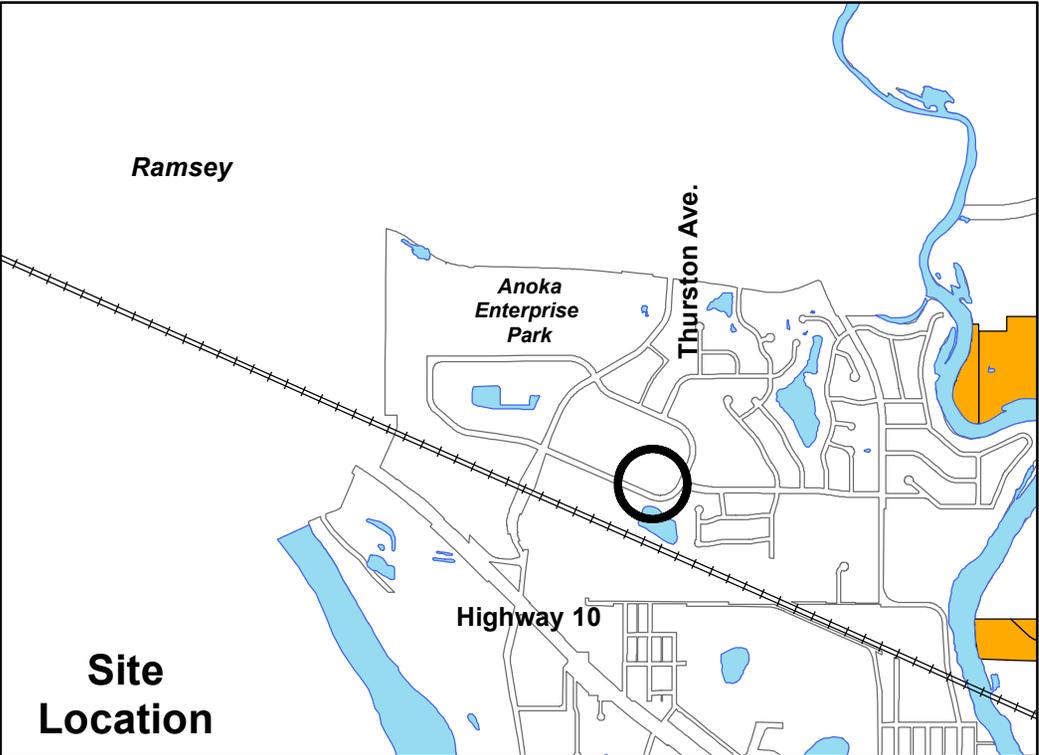


- Zoning - R-1 Single Family Residential
- Size(acres) - Approx. 7.4
- Desired Land Use - Villas/Townhomes
- Current Owner - City of Anoka
- City Contact - Erik Thorvig
763-576-2723
- Broker Contact - None
- Asking Price - Negotiable
- Other - Sites adjacent to Greenhaven Golf Course. Part of recently completed master plan.



Site 22
XXXX McKinley St.

- Zoning - M-1 Light Industrial
- Size(acres) - 9.3
- Desired Land Use - Office/Manufacturing Warehouse
- Current Owner - Private
- City Contact - Erik Thorvig
763-576-2723
- Broker Contact - Sherman Malkerson
952-525-1000
- Asking Price - Unknown
- Other - Large site in Anoka Enterprise Park.
Build to Suit



Site Aerial

Site Location

Properties Currently Listed by the City	Agent	Expires
HRRD Site 2	Premier	06/30/2016
North of of 116 Commercial	Shingobee	12/31/2015
Parks Building	Premier Commercial	07/31/2016
Site 6 Anoka Station	Colliers	12/31/2015
Anoka Station South Ramp Site	Premier Commercial	07/31/2015
North Anoka Station Site	Colliers	12/31/2015