

2. LAND USE

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- Existing Land Use
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INTRODUCTION

The Land Use chapter of the Comprehensive Plan provides direction for the overall physical layout of the City of Anoka. The goals and policies set forth in this chapter are designed to improve the quality of life for residents, workers, and visitors in Anoka according to the Community Principles laid out at the beginning of the comprehensive plan. Regional context is also a major factor in making land use decisions in Anoka.

Anoka’s land use decisions have evolved along with transportation trends, economic conditions, and past community decisions. Natural features such as the Rum and Mississippi Rivers have determined many of the city’s current uses, while zoning regulations and community preferences have affected land use behind the scenes. Anoka’s existing land use is at the intersection of all these forces.

In 2018, Anoka is a fully built-out city with limited open land available for new development. Anoka’s future development is anticipated to derive from the redevelopment of existing properties. The Land Use Chapter examines Anoka’s existing land use patterns and discusses future land use directions as guided by Anoka’s Community Principles.

This chapter will examine the following:

Community and Context

This section addresses the role of land use and built form in Anoka, as well as how the city’s growth fits into the Twin Cities Metro and State of Minnesota.

Existing Land Use

This section describes the current land use map, land use designations, and distribution of land uses.

Future Land Use

This section describes intended land uses through the year 2040.

Zoning

This section describes zoning designations as of 2018.

Planning Areas

This section describes planned redevelopment areas.

Natural Resources

This section touches on natural resources in Anoka and solar access.

Goals & Policies

This section identifies specific goals and policies to assist in future land use decisions.



COMMUNITY & CONTEXT

In the Metropolitan Council’s Thrive MSP 2040 plan, communities within the Twin Cities Metropolitan Area are given community designations. These designations come with responsibilities and coordinated roles that aid in guiding community leaders within their regional context.

Anoka’s community designation is “Suburban” (Figure 2-1). The Metropolitan Council describes suburban communities in this way:

TABLE 2-1: POPULATION, HOUSEHOLD, AND EMPLOYMENT PROJECTIONS FOR ANOKA, 2018

	Population	Households	Employment
2010 (actual)	17,142	7,060	12,840
2014 (est.)	17,586	7,252	13,910
2020	18,700	7,900	13,800
2030	20,000	8,400	14,200
2040	21,200	8,900	14,400

“Suburban communities have experienced continued growth and expansion during the 1980s and early 1990s, and typically have automobile-oriented development patterns at significantly lower densities than in previous eras. Suburban communities are expected to plan for forecasted population and household growth at average densities of at least 5 units per acre for new development and redevelopment. In addition, Suburban communities are expected to target opportunities for more intensive development near regional transit investments at densities and in a manner articulated in the 2040 Transportation Policy Plan.”

Part of each community’s role is aligning land use goals and policies with those of the Metropolitan Council. Communities have responsibilities

that coincide with the Council and adjacent municipalities. The responsibilities are broken down into topics:

1. Orderly and Efficient Land Use

Plan according to forecasted population growth, raising its overall housing density and guiding development toward transit hubs and connectivity between housing and jobs; lead infrastructural projects that support growth integrate local and regional systems.

2. Natural Resource Protection

Integrate natural resource conservation, restoration, and reclamation policies and programs into the comprehensive plan, local ordinances, and development and redevelopment projects.

3. Water Sustainability

Combine best practices and alternative water management and supply resources to ensure adequate water supply in 2040.

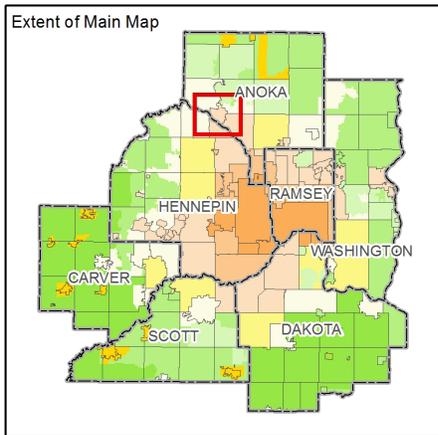
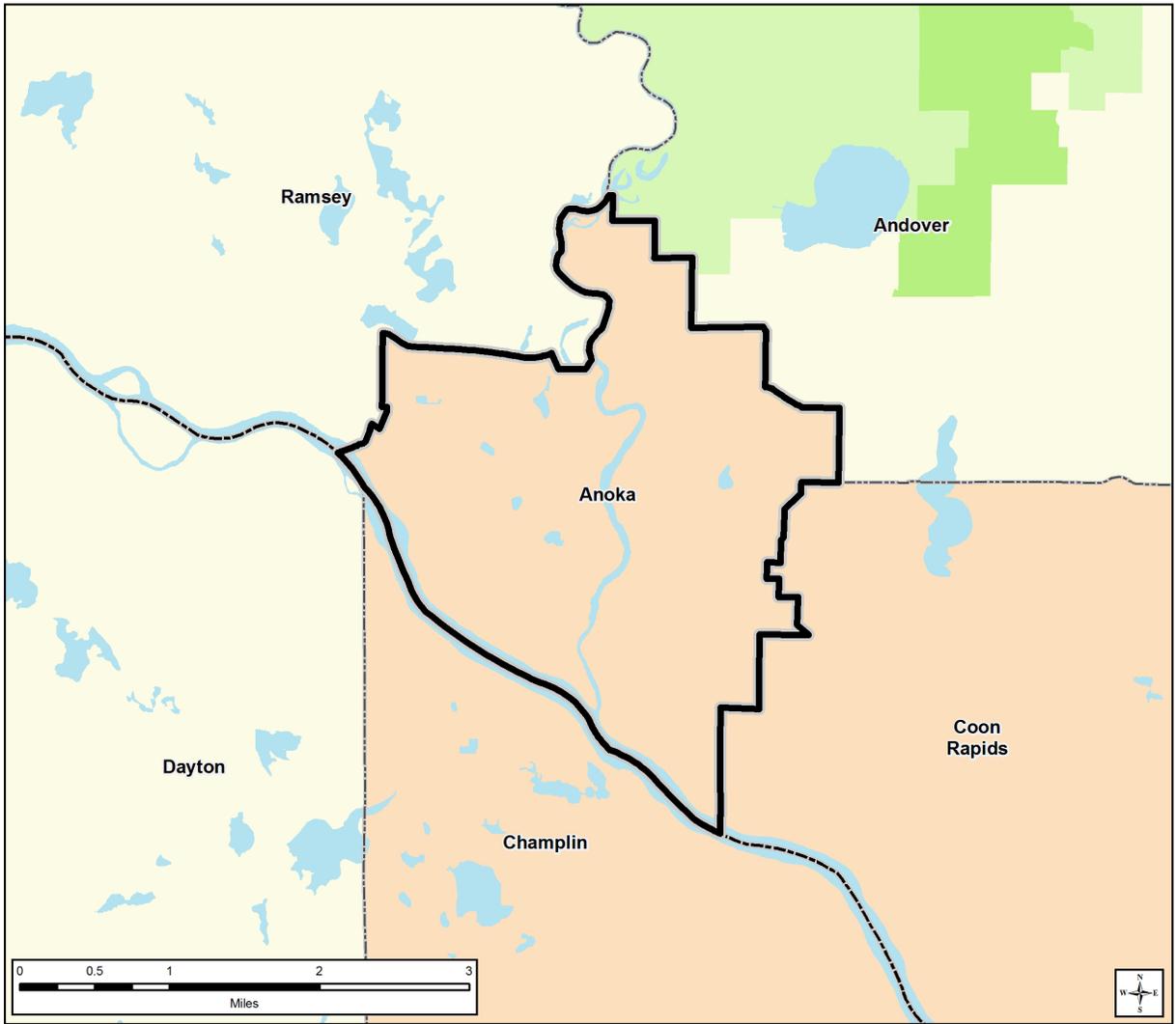
4. Housing Affordability and Choice

Plan for household growth, accounting for regional affordable housing needs, life cycle and multi-generational housing, and transit-oriented housing.

5. Access, Mobility, and Transportation Choice

Focus growth and development plans toward transit sites and active-transportation usage, improving circulation of and access to transit, bicycle, and pedestrian routes. Address land use conflicts by engaging affected private stakeholders and adopting developmental standards that improve the user experience for all right-of-way users.

Community Designations City of Anoka, Anoka County



Community Designations

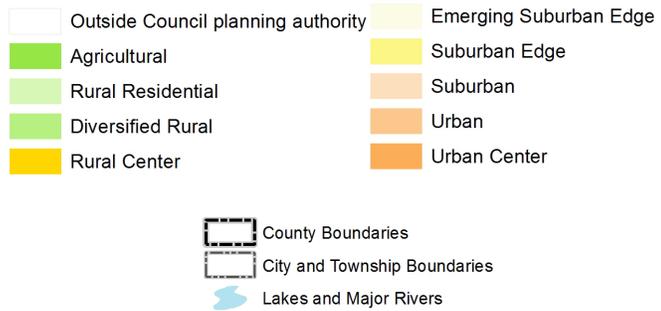


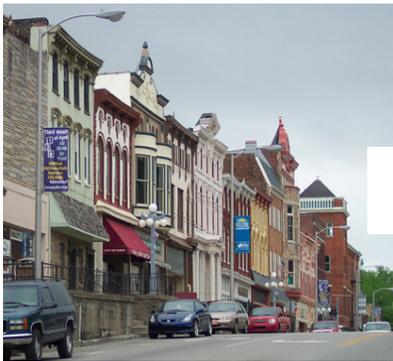
Figure 2-1: Community Designation

6. Economic Competitiveness

Support the community's commercial and industrial areas through contamination remediation, creation of focused small area plans, consideration of transportation offerings, and planning activities for areas for expansion.

7. Building in Resilience

Identify and address infrastructural vulnerabilities, wind and solar power generation opportunities, travel demand management methods, and growth of vegetative cover and urban forestry initiatives.



EXISTING LAND USE

Overall, land use in Anoka can be thought of in terms of community life: where people live, work and shop, come together, as well as what areas are sensitive natural areas that are best protected and left undeveloped.

The 2018 Existing Land Use Map (Figure 2-3) depicts today’s actual uses of property regardless of zoning or intended use. Land use in the City is divided into several categories: Residential, Commercial, Mixed-Use, Industrial, Institutional, Parks, and Open Space. Table 2-2 and Figure 2-2 summarize the distribution of existing land uses in the City.

FIGURE 2-2: EXISTING LAND USE CATEGORIES IN ANOKA, 2018

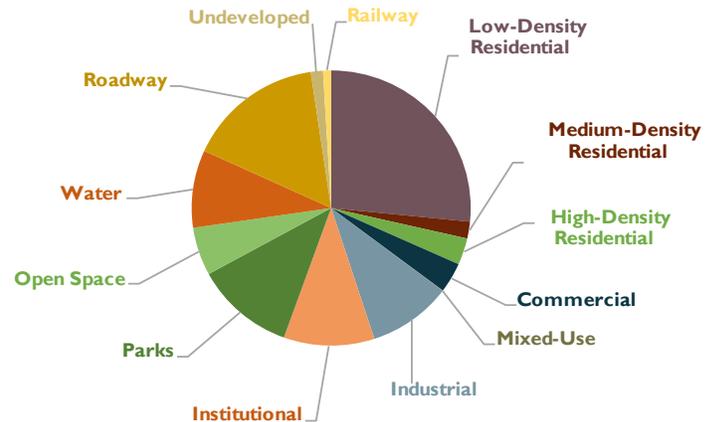
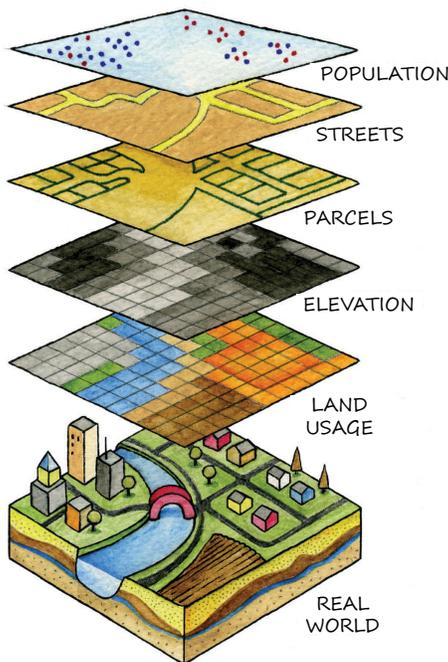


TABLE 2-2: EXISTING LAND USE CATEGORIES IN ANOKA, 2018

Land Use	Acres	Percent of All Acres
All Residential	1447.9	31.7%
Low-Density	1214.4	26.6%
Medium-Density	90.3	2%
High-Density	143.2	3.1%
Commercial	161.6	3.5%
Mixed-Use	1.3	0.2%
Industrial	444.2	9.7%
Institutional	480.4	10.5%
Parks	527	11.5%
Open Space	258.5	5.7%
Water	416.4	9.1%
Roadway	723.7	15.8%
Undeveloped	64.3	1.4%
Railway	42.7	0.9%
Total	4568	100%



2018 Existing Land Use Map - City of Anoka

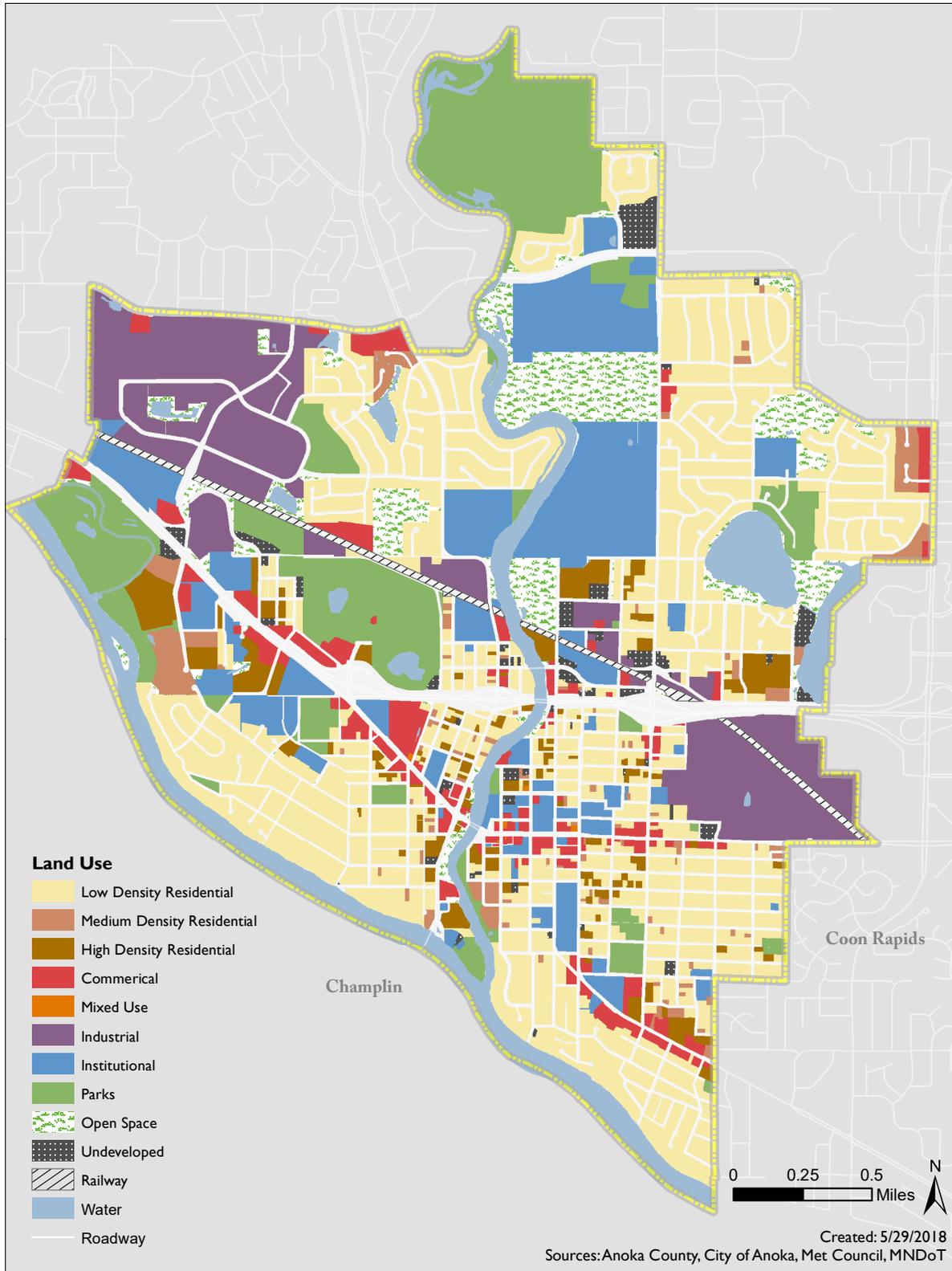


Figure 2-3: 2018 Existing Land Use - City of Anoka

Residential

Low-density residential, including detached single-family dwellings, comprise 26.6% of total City acreage. Medium-density residential, including townhouses and duplexes, makes up an additional 2%. High-density residential, including multi-family dwellings (3+ units), comprise 3.1% of the total acreage within the City. Residential uses in total comprise 31.7% of the total acreage in the City.

Commercial

Commercial uses comprise 3.5% of the total acreage in the City. Commercial uses are predominately along the major roadway corridors such as Highway 10 between Main Street and the westerly border of the City and East River Road from 5th Avenue to the easterly border of the City.

Industrial

Industrial uses comprise 9.7% of the total acreage in the City. The 2030 Land Use Plan identified two types of industrial use, Light and General. Light industrial use is generally found within and surrounding the Anoka Enterprise Park (AEP). General industrial land use is located primarily along the BNSF rail line.

Institutional

Institutional uses comprise 10.5% of the total acreage within the City. Institutional uses include but are not limited to schools, government buildings, public works and utilities sites, churches, and cemeteries.

Parks

Parks comprise 11.5% of the total acreage within the City. Park uses include city and regional parks, park reserves, and special recreation features including the City's golf course.

Open Space

Open space comprises 5.7% of the acreage within the City. Open space includes areas that serve as a resource protection or buffer, areas that support unorganized public recreational activities which may contain trails and/or picnic areas, and areas that preserve unaltered land in its natural state for environmental, ecological, or aesthetic purposes.

Undeveloped

Undeveloped land comprises 1.4% of the total acreage within the City. Undeveloped land includes developable land prepared or anticipated for future development. Much of the land designated as Undeveloped in the 2030 comprehensive plan has been reclassified for this 2040 plan as either open space, parks, or another intended use.

Railway

Land occupied by the BNSF railway comprises 0.9% of the total acreage within the City.

Water

Water features comprise 9.1% of the total acreage within the City. Water features include the Mississippi River and the Rum River as well as wetlands and storm water ponds.

Roadway

Roadways comprise 15.8% of the total acreage within the City.

FUTURE LAND USE

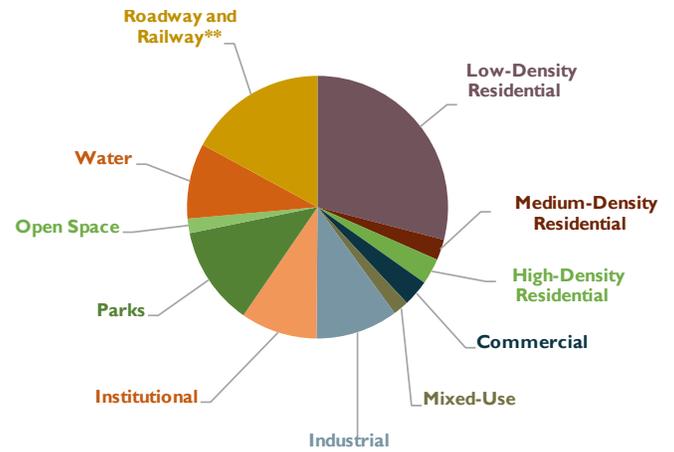
Future land uses are the property uses intended to be manifested by 2040. These future uses encourage certain development patterns in the City and further promote implementation of the comprehensive plan to meet the housing, employment, and service needs for the future. The 2040 Future Land Use Map acts as the guide for many small development decisions.

In the 2040 Future Land Use Map (Figure 2-5), there is now a Transit-Oriented Development category. Additionally, within Residential, Commercial, and Industrial there are several sub-types that help to craft more flexible, appropriate land use areas. These are described below.

Anoka’s “Suburban” community designation endows on it the responsibility planning for forecasted population and household growth at an average density of at least five units per acre for new development and redevelopment. Anoka is also expected to plan for higher densities near regional transportation investment. Table 2-3 and Figure 2-4 summarize the distribution of future land uses in the City.

Each land use is broken down into more specific designations describing the ideal use of an area in more detail. These are not zoning designations in that they describe the ideal use in the overall city land use plan rather than legal restrictions on how a property may be used.

FIGURE 2-4: FUTURE LAND USES OF ANOKA, 2018 - 2040



**Roadway and Railway combines the Roadway and Railway categories from the Existing Land Use Map.

TABLE 2-3: FUTURE LAND USE CATEGORIES IN ANOKA, 2018 - 2040*

Land Use	Acres	Percent of All Acres	Change in Acres from Existing Land Use
Residential	1560	35%	113
Low-Density	1303	29%	89
Medium-Density	124	3%	34
High-Density	133	3%	-10
Commercial	156	3%	-6
Mixed-Use	87	2%	86
Industrial	447	10%	3
Institutional	426	9%	-44
Parks	548	12%	12
Open Space*	80	2%	-243
Water	416	9%	0
Roadway & Railway**	769	17%	0
Transit-Oriented Development	79	2%	79
Total	4568	100%	

*Currently undeveloped land was included in other categories - mostly moved from “Open Space” - as it is to be guided for other specific land uses.

**Existing railway land was included in right-of-way land use.

2040 Future Land Use Map

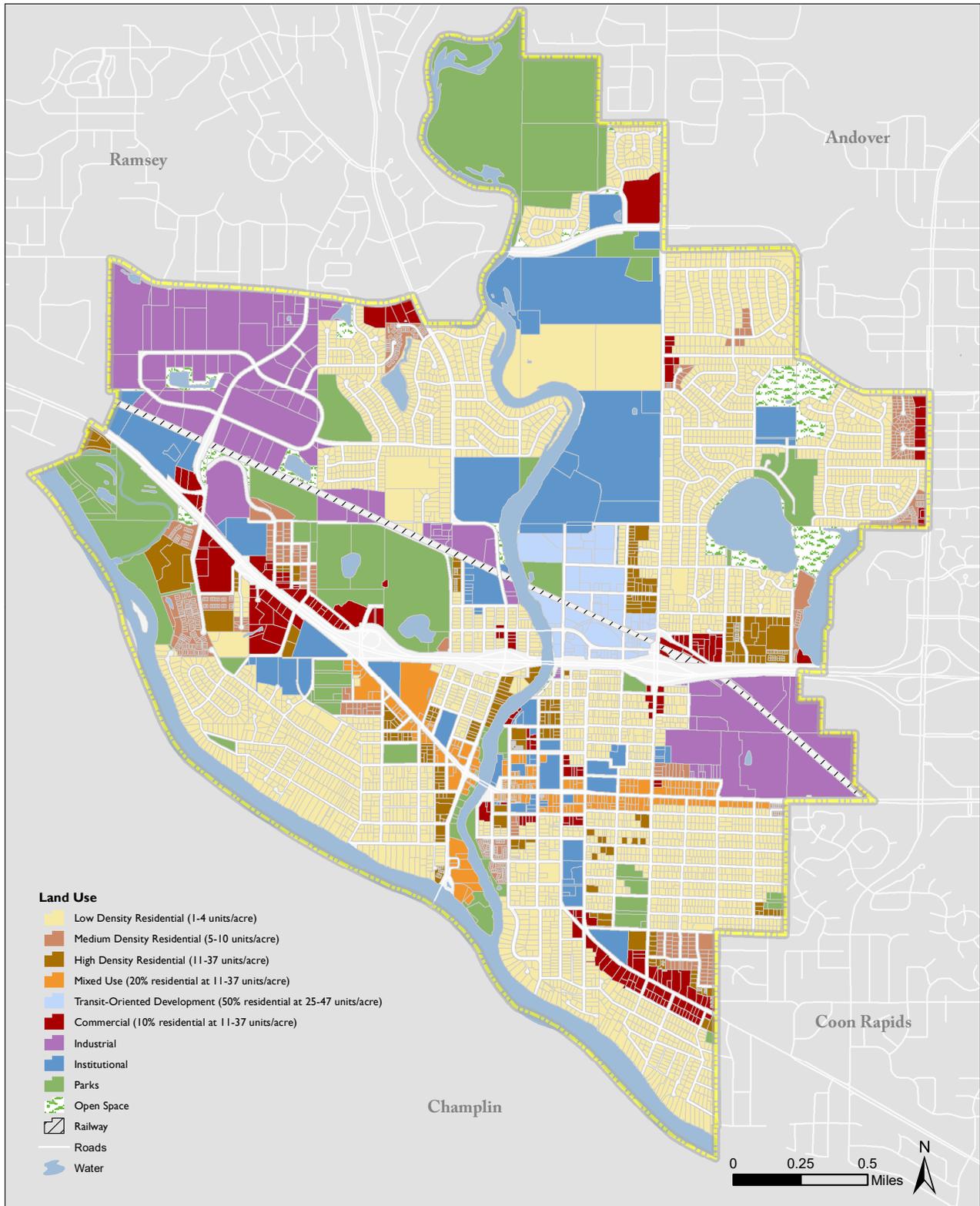


Figure 2-5: 2040 Future Land Use - City of Anoka

Sources: Anoka County, City of Anoka, Met Council, MNDot

RESIDENTIAL

RL – Low Density Residential

The Low Density Residential (RL) category defines areas consisting primarily of detached single-family houses. One to four units per acre are allowed.

RM – Medium Density Residential

The Medium Density Residential (RM) category defines areas suitable for both detached and attached townhouses as well as single-family houses at higher densities than compared to the Low Density Residential category. In larger developments, a variety of housing types and densities are encouraged. RM may act as a transitional zone between low and high density uses. Five to ten units per acre are allowed. Units here are intended to abut or have reasonably direct access to arterials and collectors. These areas are ideally located near community amenities and institutional uses, as well as shopping and service facilities.

RH – High Density Residential

The High Density Residential (RH) category provides the highest density range. The associated land use pattern would generally consist of multifamily dwellings including apartments, condos, coops, and senior housing. 11 to 37 units per acre are allowed. RH areas should abut and have reasonably direct access to minor, intermediate, and principal arterials. They are intended to be in close proximity to commercial, park, institutional, and public uses.



RL - Low Density Residential.



RM - Medium Density Residential.



RH - High Density Residential.

COMMERCIAL

The Commercial land use category identifies and represents places where, generally speaking, businesses that provide goods and services are planned to be located. This category is designed to accommodate land uses that provide a wide range of goods and services such as restaurants, convenience stores, hotels, retail sales, professional and personal services, office uses, and other specialized service businesses. A typical building footprint/land coverage ratio is 0.46 for commercial land. High density residential uses are also encouraged where appropriate at densities of 11 - 37 units per acre. The City estimates 10% high density residential redevelopment in the commercial land use category by 2040.



Commercial land uses sometimes produce undesirable effects on abutting residential uses due to things like traffic, noise, or lighting. When possible, these areas should be buffered from low-density residential areas by plantings, berms, fences, or other buffers.

MIXED USE

MU – Mixed-Use

The purpose of the Mixed-Use land use category is to create vibrant, pedestrian-scale buildings with a portion of retail, service, or other commercial uses on the ground floor and residential and/or office uses on upper floors. Mixed-use development is intended to maintain the visual character of the City, facilitate community interaction, discourage auto-dependency, and create central nodes of activity. Through mandatory design and appearance standards, these properties will support property values, economic vitality, tourist attraction, and a sense of community identity.

The Mixed-Use category is intended to encourage creativity, innovation, and variety in architectural design and building composition. It is also meant to reinforce and expand a development pattern that supports healthy living by diminishing proximity between compatible destinations. Mixed-use allows for many types of uses, including those that may typically be included in other land use categories, but without the same adverse effects. For instance, art studios, live-work spaces, or light makerspaces may be included in Mixed-Use if noise and activity do not affect surrounding uses adversely. A flexible approach to zoning and innovative building design can lead to lively, unique experiences in conjunction with experiential retail and community activity. High density residential uses are also encouraged where appropriate at densities of 11 - 37 units per acre. The City estimates 20% high density residential redevelopment in the mixed-use land use category by 2040. The remaining 80% of the mixed-use land use category is anticipated to consist of 40% retail and 40% office. A typical building footprint/land coverage ratio is 0.5 for non-commercial uses.

TRANSIT-ORIENTED DEVELOPMENT

The Transit-Oriented Development (TOD) land use category defines an area of land that surrounds the Northstar Commuter Rail Station in Anoka. The category is designed and intended to encourage a mixture of residential, commercial, and civic uses in proximity to the commuter rail station at densities that support transit use. Goals include encouraging a safe pedestrian-oriented environment, maximizing transit use, and creating a sense of activity along local streets. 25 to 47 units per acre are allowed. The City must also plan for an average minimum residential density of at least 20 units per acre within a one-half mile radius of the commuter rail station. The City estimates 50% high density residential redevelopment in the TOD land use category by 2040. The remaining 50% of the TOD land use category is anticipated to consist of a variety of commercial uses including office and retail. The minimum building footprint/land coverage ratio is 0.5 for all development sites in the TOD.

INDUSTRIAL

The Industrial land use category defines areas suitable for uses of land specializing in the manufacturing, warehousing, and wholesaling of goods. The category may provide for businesses that require areas for outdoor storage if appropriately screened from public streets and neighboring properties. A typical building footprint/land coverage ratio is 0.32 for industrial land.

Industrial land uses should ideally not be located near or adjoin residential land uses in a manner that may create a conflict or nuisance.

INSTITUTIONAL

IS – Institutional



Institutional uses are those that are engaged in long-term civic work or public service, which may be private, public, or quasi-public organizations. These include uses like government facilities, community and recreation centers, libraries, corrective facilities, and schools. It also may include uses such as religious institutions, private educational facilities, hospitals or primary care facilities, and some communities include arts and culture, nonprofit, and charitable organizations. Institutions contribute to the stability and wellbeing of the local and regional community, and often act as anchors for surrounding neighborhoods.

Institutional uses should remain highly accessible to community members of all modes of transportation. The importance of architectural quality and character is high for these uses, as well as innovative design for integration with other institutions, housing, and commercial activity.

ZONING

Zoning is used to achieve the desired land use designations. Land use is the intended function of a land area within a community; zoning is the legal regulation used to accomplish that intended function. Municipalities produce a Future Land Use map with goals and intended uses for decades ahead – zoning defines and implements the unique “flavor” of land use in Anoka.

The roots of zoning regulations are found in early 20th century law. A landmark Supreme Court case in 1926 - *Village of Euclid, Ohio v. Ambler Realty Co.* - established a city’s authority to separate certain land uses from others when one was deemed harmful to the safety or wellbeing of the users of the other. General regulations are enacted to make room for the vitality of daily community life, which means sometimes prohibiting certain land uses and other times combining compatible uses in innovative and beneficial ways.

The Zoning Map (Figure 2-6) divides the City into various zoning districts. The Zoning Ordinance sets forth the standards and criteria required for the use and development of land within these districts. Standards related to yards, opens space, lot area, building height limits, and building or hard surface lot coverage are typically included in the Zoning Ordinance and are identical for all properties within a particular district, unless further regulated by an overlapping district such as an Overlay Zone or a natural resources zone set by state or federal authorities.



City of Anoka Zoning Map (Official)

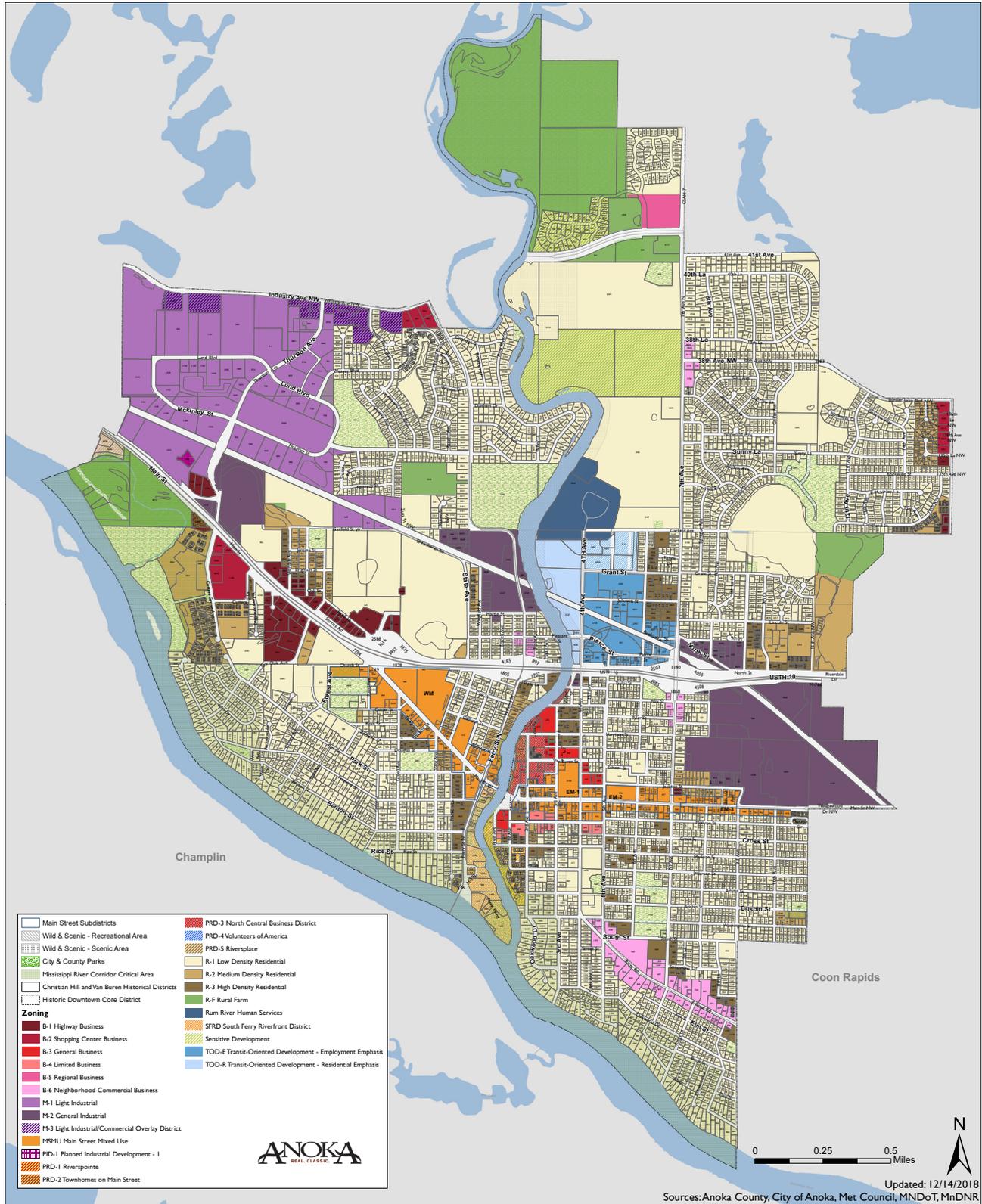


Figure 2-6: Zoning Map - City of Anoka

PLANNING AREAS

Commuter Rail Transit Village

The Commuter Rail Transit Village (CRTV) is a planned unit development of about 130 acres of public and privately-owned land centered on the Northstar Commuter Rail Station. Beginning operation in 2009, the Anoka Rail Station is located ¾ mile from the City’s central business district and is bounded by the Rum River on the west, the Anoka County Rum River Human Services Center (the former Anoka Metro Regional Treatment Center) on the north, County Road 7 (7th Avenue) on the east, and Highway 10 on the south. Having undergone multiple studies, this area is currently developing according to 2012’s Anoka Station Plan which addresses residential, commercial, public, and transportation land uses and infrastructure.

Approximately 40% of the CRTV area is vacant land, most of which is publicly owned. This area was previously used as a commercial/industrial area and much of the land is underutilized. Included in the

area are approximately 1.5 miles of river frontage along the east bank of the Rum River, as well as a segment of Rum River Trail along the riverfront, creating pedestrian and bicycle access to Anoka Station. This frontage is protected by Minnesota Wild and Scenic River regulations, and, in part, by a scenic conservation easement.

The transit-oriented development master plan for the CRTV includes construction of approximately 800 to 900 units of housing, 36,000 square feet of retail, 105,000 square feet of office, and 218,000 square feet of industrial/office showroom. This area is one of two primary redevelopment areas in the City, as shown in Figure 2-10, a portion of which is now shown as park in the Redevelopment Areas map on page 34 and Future Land Use Map (Figure 2-5) on page 26. This is because since development of the master plan, the city is planning for a park and canoe landing between the Rum River and 4th Avenue, just north of the BNSF railroad.



Figure 2-7: Map of proposed land uses for the Commuter Rail Transit Village area by Hoisington Koezler Group Inc.

The Greens of Anoka

The Greens of Anoka is an area of roughly 233 acres (Figure 2-8) that is undergoing redevelopment planning. The area is bounded to the south by Highway 10, to the north by the BNSF railroad, to the west by Thurston Avenue, and to the east by State Avenue. It includes the Greenhaven Golf Course, Highland Park neighborhood, Castle Field, and other industrial, residential, and park uses. Key goals of redevelopment are the transferal of city-owned property to private ownership, improvement of connectivity in the area, and identification of appropriate and beneficial future land uses.

One of the primary goals established by the Housing Redevelopment Authority for this project is to develop design standards and determine appropriate land uses for this area. A distinctive environment that better integrates residential and commercial land uses and connects them to the surrounding community will further housing and economic development efforts. Part of this design focus, the Green Haven Golf Course is exploring a restructuring of its greens, fairways, and holes to create developable land while maintaining a competitive challenge for patrons.

Highland Park Redevelopment

The Highland Park neighborhood is an area within the Greens of Anoka project that contains a mix of single-family and multi-family housing and has mix of commercial properties fronting along Highway 10. The City is currently working to acquire properties in the neighborhood to make room for a new parkway that will connect Thurston Avenue to the west and West Main Street to the east. The City is considering alignment options (Figure 2-9) of the planned parkway but no final decisions have been made. Creation of the new parkway is anticipated to create redevelopment opportunities along the adjacent roadway and golf course, consistent with the Greens of Anoka master plan.

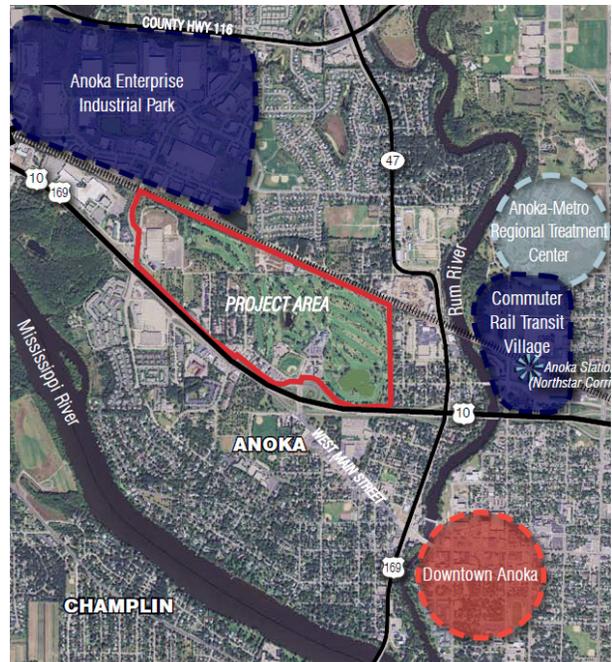


Figure 2-8: Contextual Map by the Hoisington Kogler Group Inc. with the Greens of Anoka project area outlined in red.

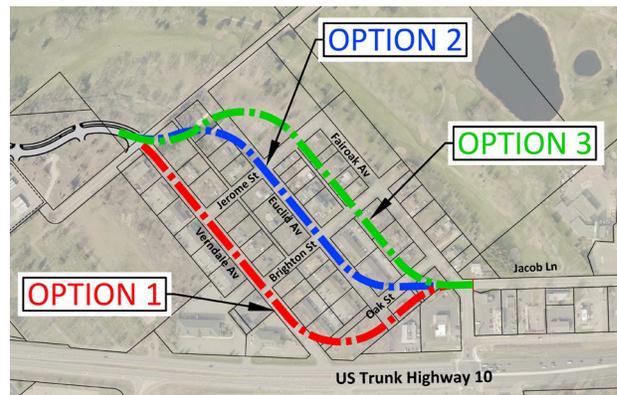


Figure 2-9: Future Green Haven Parkway alignment options.

Redevelopment Areas

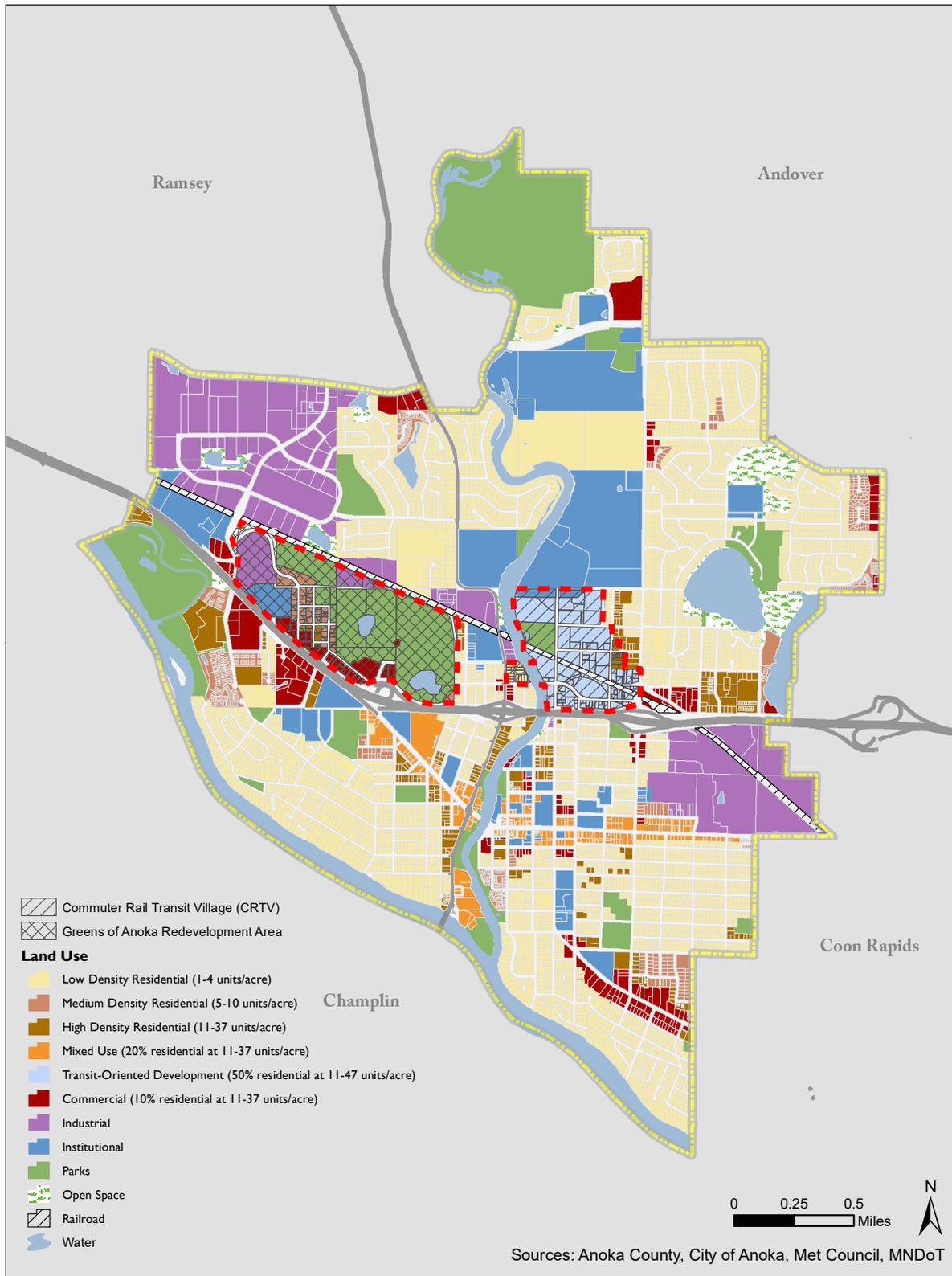


Figure 2-10: Redevelopment areas.

Residential Redevelopment Areas	Residential Land Use	Dev. Res. Acres	Current - 2021	2021 - 2030	2030-2040	Density Range			Planning Periods Units						Total units by 2040 (based on min. density range)	Net Residential Density (based on min. density range)
						Min.	Mid.	High	Min	Max	Min	Max	Min	Max		
Greens of Anoka	RL	11.35	5.675	5.675	0	1	2.5	4	5.675	22.7	5.675	22.7	0	0	11.35	3.9 units per acre
	RM	5.94	2.97	2.97	0	5	7.5	10	14.85	29.7	14.85	29.7	0	0	29.7	
	RH	1.83	0.915	0.915	0	11	24	37	10.065	33.855	10.065	33.855	0	0	20.13	
	Commercial (10% Residential)	18.39 x 10% = 1.839	0.613	0.613	0.613	11	24	37	6.743	22.681	6.743	22.681	6.743	22.681	20.229	
	Subtotal	20.959	1.23	1.23	1.23	1	2.5	4	1.23	4.92	1.23	4.92	1.23	4.92	81.409	
Commuter Rail Transit Village	RL	3.7	1.23	1.23	1.23	1	2.5	4	1.23	4.92	1.23	4.92	1.23	4.92	3.7	22.2 units per acre
	RH	3	1	1	1	11	24	37	11	37	11	37	11	37	33	
	TOD (50% Residential)	79 x 50% = 39.5	13.16	13.16	13.16	25	36	47	329	618.52	329	618.52	329	618.52	987	
Subtotal	46.2	1023.7														

Figure 2-11: Residential redevelopment staging and net residential density table.

NATURAL RESOURCES

The City of Anoka engages in preservation, conservation, and restoration of the unique and distinctive natural features, ecosystems and landscapes of the city using sound resource management principles and practices at both a site-specific level and on a broader, landscape scale. Anoka’s important natural resources include naturally occurring ecosystems and their native species populations. Natural watercourses such as the Rum and Mississippi River receive a great amount of attention as assets to the city, region, and country. Stormwater and wetland management are continuing factors that affect development and land use, as well as vegetative stands, soils, slopes, and floodplains. These resources receive dedicated attention in the Environmental Resources and Mississippi River Corridor Critical Area chapters of this comprehensive plan.

SOLAR ACCESS PROTECTION

Anoka’s solar resources are receiving new attention as a gateway to a wealth of renewable energy. A solar access protection element is included in the Comprehensive Plan to assure the availability of direct sunlight to solar energy systems. Solar energy can be used for all of our daily energy needs, and is used around the world without emissions that are harmful to our environment. Techniques for incorporating solar technology into residential, commercial, and industrial facilities are advanced and easily-integrated into power systems. Increasing our usage of solar energy would decrease our reliance on fossil fuels and nuclear power. These systems can be adopted and installed by governmental entities, corporate groups, and private residents. To ensure that direct sunlight access to solar panels is not subjected to shading from nearby trees, buildings, or other structures, access to sunlight is treated as a natural resource that must be guarded through a coordinated effort.

Below are Anoka’s solar resource calculations and Solar Suitability Map. Goals, policies, and strategies related to solar resources can be found with the rest from this chapter.

Solar Resource Calculations

The gross solar potential and gross solar rooftop generation potential are estimates of how much electricity could be generated using existing technology and assumptions on the efficiency of conversion. The calculations estimate the total potential solar electricity before removing areas unsuitable for solar development or factors related to solar energy efficiency. The conversion efficiency of 10% is based on benchmarking analyses for converting the Solar Suitability Map to actual production, and solar industry standards used for site-level assessment.

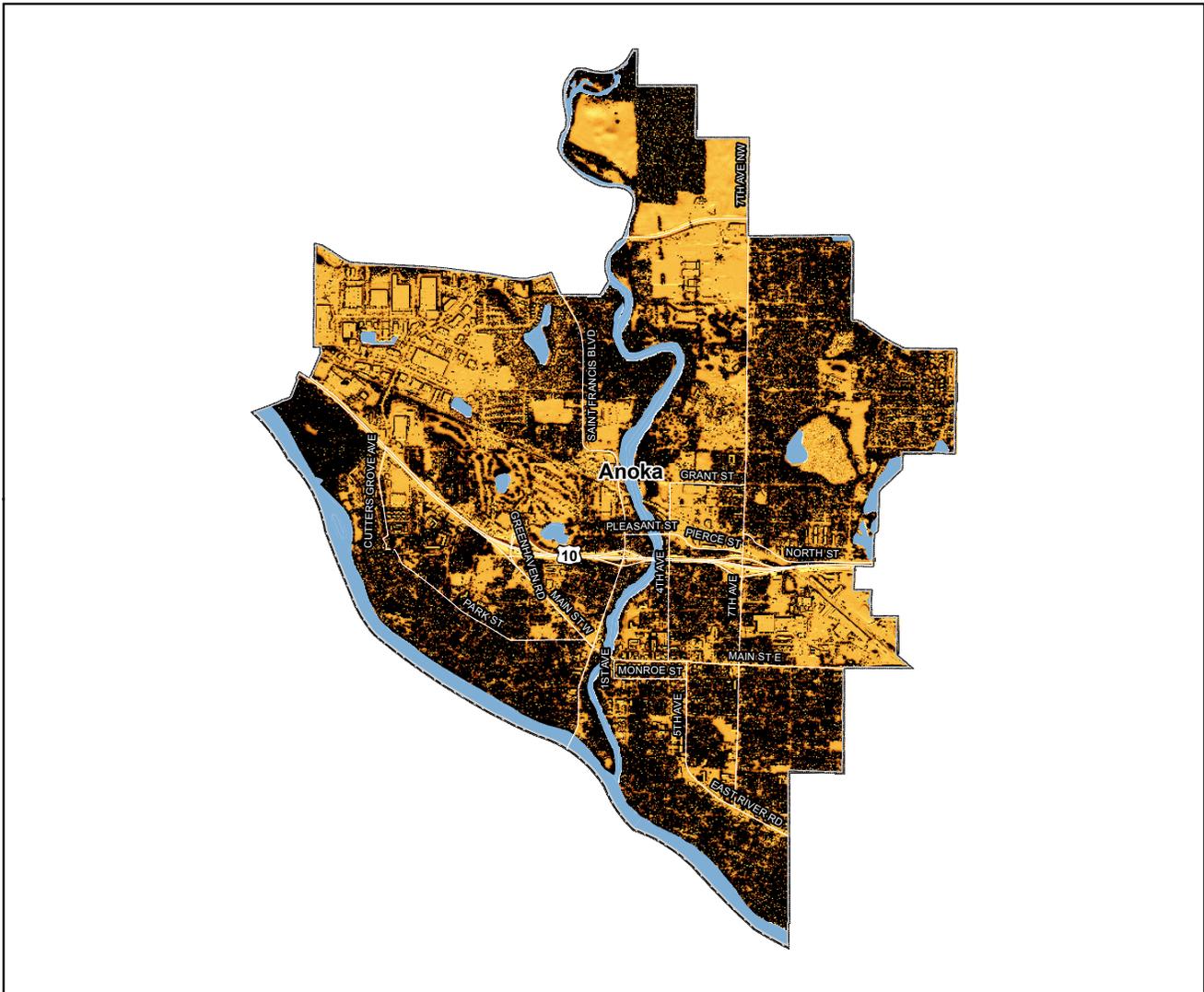
TABLE 2-5: SOLAR RESOURCES

Megawatts per year	Single-Family
Gross Potential	9,478,004
Rooftop-only Potential	1,219,562

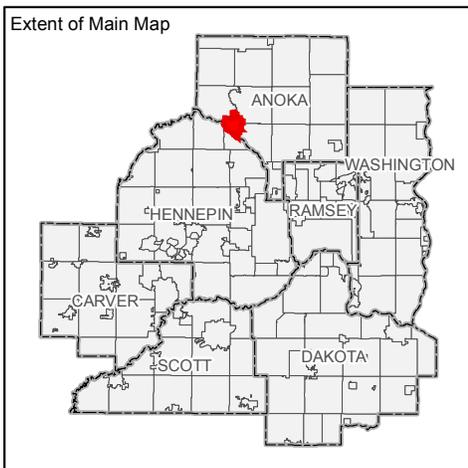
Analysis of Solar Potential

As shown in the Gross Solar Potential map (Figure 2-10), Anoka’s industrial areas provide the community with immense capacity for capturing solar energy. Other areas with high potential are those without a heavy tree canopy like the Greenhaven Golf Course, Anoka high School sports fields, and the agricultural area near Rum River Shores. Development of solar technology in these areas is largely infeasible due to their current uses. Therefore, Anoka’s primary solar access policies focus on efficient integration of solar technology into commercial and residential properties.

Gross Solar Potential City of Anoka, Anoka County



11/30/2016



Gross Solar Potential (Watt-hours per Year)

High : 1265527
Low : 900001

- Solar Potential under 900,000 watt-hours per year
- County Boundaries
- City and Township Boundaries
- Open Water Features

Source: University of Minnesota U-Spatial Statewide Solar Raster.

Figure 2-12: 2018 Gross Solar Potential - City of Anoka

LAND USE GOALS & POLICIES

The purpose of this section is to provide a plan for guidance in assessing and analyzing changes in the City’s land use. As such, the following land use goals provide the basis for the City’s Land Use plans:

GOAL LU-1

Consider physical development within a community-wide framework which recognizes the unique aspects of the City’s setting and ensures top quality design of new construction and development.

- Promote the application of urban design considerations which define and enhance the City’s unique character; define and improve the City’s desired physical characteristics and form, visual quality and order, and overall image and identity.

Urban design deals with the quality of the built environment -- how it looks, feels, functions, and how it embodies local culture and context. Urban design concerns both the built environment and the effects of urban development on the natural environment and the quality of life.

- Support programs and activities that foster community spirit and identity.
- Improve the image and appearance of existing commercial and industrial areas, with particular emphasis on the appearance of buildings, signage, and landscaping.
- Ensure that commercial, industrial, and residential sites and buildings are adequately maintained, and that corrective maintenance is undertaken as required.

GOAL LU-2

Encourage a land use balance within the City to promote the efficient provision of City services, the generation of revenues to cover the cost of those services, and a mix of employment and housing opportunities. Land use balance refers to an appropriate mix of various land uses that are interdependent and mutually supportive.

- Ensure that public properties are maintained in a timely manner.
- Improve and upgrade older public utility and infrastructure facilities through a program of scheduled improvements.
- Continue to expand and continue to diversify the economic base.
- Encourage the provision of life cycle housing.

GOAL LU-3

Assure that the City’s land development regulations provide for efficiency, compatibility, compliance, variety, flexibility, and innovations.

- Grant zoning changes only when it can be demonstrated that rezoning will result in a community or neighborhood benefit that outweighs any potential adverse impact upon surrounding properties. (Conformance with policies of the Community Plan and other adopted City plans may be used to demonstrate community or neighborhood benefit.)
- Incorporate performance standards, where appropriate, into land development regulations and criteria.

- Periodically review City ordinances and development regulations and amend, if necessary.

GOAL LU-4

Protect and maintain the stability and diversity of the City’s neighborhoods.

- Prepare Neighborhood Master Plans.

Neighborhood Master Plans are intended to implement the goals of this comprehensive plan at a neighborhood level. Development of each Master Plan will include development of a generalized map which includes proposed uses, transportation systems, utility systems, drainage systems, and open space. Each plan should also establish minimum and maximum densities and be consistent with the overall comprehensive plan. The actual use of the land and existing zoning should be considered in preparation of master plans. Adoption of a Master Plan by the City Council may result in changes in the land use designations and zoning districts. In those instances, the Land Use Plan and Zoning Ordinance will be amended to reflect the change(s).

- Involve affected neighborhoods and property owners in proposed land use, development, and capital construction projects.
- Recognize and support the unique physical character and development patterns of neighborhoods.
- Ensure zoning changes in neighborhoods are compatible with the scale and physical character of the neighborhood.
- Encourage discussion between developers, the neighborhood, and the City, where appropriate, as part of the process of determining land use changes in neighborhoods.

- When reviewing master plans and rezoning requests, consider the impact on nearby neighborhoods, including neighborhood integrity, change in traffic volumes and patterns, changes in surface drainage, the effect of lighting and noise levels, and other changes that produce a clearly undesirable effect.

GOAL LU-5

Promote, reinforce and maintain the Central Business District as the heart of the City and as a center for business, government, culture, arts, and special community events.

- Preserve, maintain, and enhance the historic character of the Central Business District as an important and irreplaceable community asset.
- Invite pedestrian activity, exhibit visual and physical quality in design to attract visitors and residents, and support economic vitality.
- Promote easy access to the Central Business District from all parts of the City.
- Strengthen the circulation and parking system in the Central Business District to provide safe and convenient vehicular travel that complements and enhances pedestrian movement.
- Encourage rehabilitation of buildings that are in disrepair.
- Further link and utilize the riverfront in and near the Central Business District.
- Continue landscaping, beautification, and maintenance efforts in the public areas of the Central Business District.

GOAL LU-6

Develop the Commuter Rail Transit Village

- Consider economic development, housing needs, and other land use 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.
- Provides 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 (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.



GOAL LU-7

Evaluate future use of City owned lands.

- Periodically update the City Council on City owned land that is under-utilized and could be used for future economic development where appropriate.
- Consider the citywide benefit of selling/developing City owned land.

GOAL LU-8

Set responsible protections around Anoka's renewable solar energy resources in order to enable Anoka residents and employees to maximize solar energy.

- Incorporate solar energy technology into existing and new residential, industrial, and commercial development;
 - Increase energy resilience of critical public facilities such as police, fire, and emergency and hazard response centers;
 - Amend Zoning Ordinance to exempt solar energy systems from applicable coverage and setback provisions;
 - Review City Code and future development plans for opportunities to implement requirements and incentives encouraging the use of solar technology;
- Engage in regulatory and financing best practices and solar energy programs such as the Department of Energy's SolSmart program and PACE financing.