

Community Development Committee

Meeting date: October 4, 2021

Environment Committee

Meeting date: October 12, 2021

For the Metropolitan Council meeting of October 27, 2021

Subject: City of Anoka 2040 Comprehensive Plan and Comprehensive Sewer Plan, Review File 22306-1

District(s), Member(s): District 9, Raymond Zeran

Policy/Legal Reference: Metropolitan Land Planning Act (Minn. Stat. § 473.175), Minn. Stat. § 473.513

Staff Prepared/Presented: Eric Wojchik, Senior Analyst (651-602-1330)
Angela R. Torres, Local Planning Assistance Manager (651-602-1566)
Kyle Colvin, Engineering Programs, Manager (651-602-1151)

Division/Department: Community Development / Regional Planning
Environmental Services / Technical Services

Proposed Action

That the Metropolitan Council adopt the attached Review Record and take the following actions:

Recommendations of the Community Development Committee

1. Authorize the City of Anoka to place its 2040 Comprehensive Plan into effect.
2. Advise the City to:
 - a. Adopt the Mississippi River Corridor Critical Area (MRCCA) Plan within 60 days after receiving final DNR approval, and submit a copy of the final adopted plan and evidence of adoption to the DNR, Council, and National Park Service within 10 days after the adoption.
 - b. Provide to the Council, the date the Watershed approved the amended Local Water Management Plan and the date the City adopted the amended Local Water Management Plan.
 - c. Implement the advisory comments in the Review Record for water supply.

Recommendation of the Environment Committee

1. Approve the City of Anoka's Comprehensive Sewer Plan.

Advisory Comments

The following Advisory Comments are part of the Council action authorizing the City of Anoka to implement its 2040 Comprehensive Plan (Plan).

Community Development Committee

1. As stated in the *Local Planning Handbook*, the City must take the following steps:
 - a. Adopt the Plan in final form after considering the Council's review recommendations as contained in the body of this report.
 - b. Submit one hard copy and one electronic copy of the Plan to the Council. The electronic copy must be submitted as one unified file.
 - c. Submit to the Council a copy of the City Council resolution evidencing final adoption of the Plan.
2. The *Local Planning Handbook* also states that local governments must formally adopt their comprehensive plans within nine months after the Council's final action. If the Council has recommended changes to the Plan, local governments should incorporate those recommended changes into the Plan or respond to the Council before "final adoption" of the comprehensive plan by the governing body of the local governmental unit. (Minn. Stat. § 473.858, subd. 3)
3. Local governments must adopt official controls as identified in their 2040 comprehensive plans and must submit copies of the official controls to the Council within 30 days after the official controls are adopted. (Minn. Stat. § 473.865, subd. 1)
4. Local governmental units cannot adopt any official controls or fiscal devices that conflict with their comprehensive plans or which permit activities in conflict with the Council's metropolitan system plans (Minn. Stat. §§ 473.864, subd. 2; 473.865, subd. 2). If official controls conflict with comprehensive plans, the official controls must be amended within 9 months following amendments to comprehensive plans (Minn. Stat. § 473.865, subd. 3).

Environment Committee

1. The Council-approved Comprehensive Sewer Plan becomes effective only after the Plan receives final approval from the local governmental unit's governing body. After the Plan receives final approval from the City and the Comprehensive Sewer Plan becomes effective, the City may implement its Plan to alter, expand, or improve its sewage disposal system consistent with the Council-approved Comprehensive Sewer Plan.
2. A copy of the City Council resolution adopting its 2040 comprehensive plan, including its Comprehensive Sewer Plan, must be submitted to the Council.

Background

The City of Anoka is located in the west central portion of Anoka County. It is surrounded by the communities of Ramsey, Andover, Coon Rapids, Champlin, and Dayton.

The City of Anoka submitted its 2040 Comprehensive Plan (Plan) to the Council for review to meet the Metropolitan Land Planning Act requirements (Minn. Stat. §§ 473.851 to 473.871) and the Council's 2015 System Statement requirements.

Review Authority & Rationale

Minn. Stat. § 473.175 directs the Metropolitan Council to review a local government's comprehensive plan and provide a written statement to the local government regarding the Plan's:

- **Conformance** with metropolitan system plans
- **Consistency** with the adopted plans and policies of the Council
- **Compatibility** with the plans of adjacent governmental units and plans of affected special districts and school districts

By resolution, the Council may require a local government to modify its comprehensive plan if the Council determines that "the plan is more likely than not to have a substantial impact on or contain a substantial departure from metropolitan system plans" (Minn. Stat. § 473.175, subd. 1).

Each local government unit shall adopt a policy plan for the collection, treatment, and disposal of sewage for which the local government unit is responsible, coordinated with the Metropolitan Council's plan, and may revise the same as often as it deems necessary (Minn. Stat. § 473.513).

The attached Review Record details the Council's assessment of the Plan's conformance, consistency, and compatibility, and is summarized below.

Review Standard	Review Area	Plan Status
Conformance	Regional system plan for Parks	Conforms
Conformance	Regional system plan for Transportation, including Aviation	Conforms
Conformance	Water Resources (Wastewater Services and Surface Water Management)	Conforms
Consistency with Council Policy	<i>Thrive MSP 2040</i> and Land Use	Consistent
Consistency with Council Policy	Forecasts	Consistent
Consistency with Council Policy	<i>2040 Housing Policy Plan</i>	Consistent
Consistency with Council Policy	Water Supply	Consistent
Consistency with Council Policy	Community and Subsurface Sewage Treatment Systems (SSTS)	Consistent
Compatibility	Compatible with the plans of adjacent and affected governmental districts	Compatible

Thrive Lens Analysis

The proposed 2040 comprehensive plan is reviewed against the land use policies in *Thrive MSP 2040*. To achieve the outcomes identified in Thrive, the metropolitan development guide defines the Land Use Policy for the region and includes strategies for local governments and the Council to implement. These policies and strategies are interrelated and, taken together, serve to achieve the outcomes identified in Thrive.

Funding

The Metropolitan Council awarded the City of Anoka a Planning Assistance Grant of \$32,000 to complete its 2040 comprehensive plan. The first half of this grant was paid to initiate the local planning

process. The second half of the grant will be paid after Council authorization of the City's plan, local adoption, and the City's submittal of final reporting requirements.

Known Support / Opposition

There is no known local opposition to the 2040 comprehensive plan.

REVIEW RECORD

City of Anoka 2040 Comprehensive Plan

Review File No. 22306-1, Business Item No. 2021-263 JT

The following Review Record documents how the proposed Plan meets the requirements of the Metropolitan Land Planning Act and conforms to regional system plans, is consistent with regional policies, and is compatible with the plans of adjacent and affected jurisdictions.

Conformance with Regional Systems

The Council reviews plans to determine conformance with metropolitan system plans. The Council has reviewed the City's Plan and finds that it conforms to the Council's regional system plans for Regional Parks, Transportation (including Aviation), and Water Resources.

Regional Parks and Trails

Reviewer: Colin Kelly, Community Development (CD) - Regional Parks (651-602-1361)

The Plan conforms to the 2040 Regional Parks Policy Plan for the Regional Parks System element. Anoka County is the Park Implementing Agency for Regional Parks System components in the City of Anoka, for which the Plan accurately describes the Regional Parks System components. Regional Trails located within the City include the Rum River and Mississippi River (Anoka County) regional trails (Figure 1). There are no State or Federal recreation lands in the City.

Regional Transportation, Transit, and Aviation

Reviewer: Russ Owen, Metropolitan Transportation Services (MTS) (651-602-1724)

The Plan conforms to the 2040 Transportation Policy Plan (TPP). It accurately reflects transportation system components of the TPP as well as applicable land use policies for regional transitways. The Plan is also consistent with Council policies regarding community roles, the needs of non-automobile transportation, access to job concentrations, and the needs of freight. The Plan is compatible with the plans of adjacent and affected government units.

Roadways

The Plan conforms to the highway system element of the TPP. The Plan accurately reflects US 10 and US 169, which are the metropolitan highways within the city's boundaries. The Plan accurately reflects the regional functional classification map of A-minor arterials, and has delineated major and minor collectors.

The Plan identifies all the required characteristics of the community's roadways, including existing and future functional class, right-of-way preservation needs, and existing and forecasted traffic volumes for principal and A-minor arterials. Forecasting was done consistent with regional methodology. The Plan also includes guidelines on how access will be managed for principal and A-minor arterials.

The Plan identifies roadway and corridor studies that include recommendations regarding alignments, changes in access, and/or changes in land use. They include the Highway 10 access study and the Anoka County Transportation Plan.

Transit

The Plan generally conforms to the transit system element of the TPP. It shows the location of existing transit routes and facilities within the City limits and acknowledges the City is within Transit Market Areas II and III.

The Plan incorporates existing transitways that are part of the Current Revenue Scenario of the TPP, which includes the Northstar Commuter Rail line. The Plan is consistent with the policies of the transit system element of the TPP. The Plan addresses community roles related to its Community Designation, as well as the opportunities and challenges related to its Transit Market Areas.

Aviation

The Plan conforms to Aviation system element of the TPP. The Plan includes policies that protect regional airspace from obstructions.

Bicycling and Walking

The Plan is consistent with the Bicycling and Pedestrian chapter of the TPP. Figure 9-11 identifies City, County, and private pathways within the City as well as existing and planned regional trails. The Plan also identifies existing and future segments of and connections to the Regional Bicycle Transportation Network (RBTN) and regional trails. The Plan proposes a Tier 1 and Tier 2 corridor with no alignments finalized.

The Plan is also consistent with Bicycle and Pedestrian policies of the TPP by planning for local pedestrian and bicycle connections to transit and regional trails.

Freight

The Plan is consistent with Freight policies of the TPP. The Plan identifies the needs of freight movement in and through the community, including accessibility to freight terminals and facilities. Anoka has two main freight corridors as well as a railway. The specific needs to improve freight movement include building roadways to freight standards and decreasing signals along freight routes.

Transportation Analysis Zones (TAZs)

The Plan conforms to the TPP regarding TAZ allocations. The City's TAZ allocations for employment, households, and population appropriately sum to the Metropolitan Council's citywide forecast totals for all forecast years.

The City's planned land uses and areas identified for development and redevelopment can accommodate the TAZ forecasted allocations in the Plan, and at densities consistent with the community's Thrive designation and applicable TPP policies for transit station areas.

Water Resources

Wastewater Service

Reviewer: Kyle Colvin, Environmental Services (ES) – Engineering Programs (651-602-1151)

The Plan conforms to the *2040 Water Resources Policy Plan (WRPP)*. It represents the City's guide for future growth and development through the year 2040. It includes growth forecasts that are consistent with the Council's assigned forecasts for population, households, and employment.

Current wastewater treatment services are provided to the City by the Metropolitan Council Environmental Services (MCES). Wastewater generated within the City is conveyed by Council Interceptors 7707, 8751, 8362-299, and 8252-482 to the Metropolitan Council's Metropolitan Treatment Plant in St. Paul for treatment. The Plan projects that the City will have 8,880 sewered households and 14,220 sewered employees by 2040. The Metropolitan Disposal System with its scheduled improvements has or will have adequate capacity to serve the City's growth forecasts.

The Plan provides sanitary flow projections in 10-year increments. The rationale for the flow projections was not provided in the Plan. The Metropolitan Council is committing to provide the level of wastewater service based on the sewered forecasts as stated in the sewer element of the Plan.

The Land Use Plan reflects an overall minimum residential sewer density that is consistent with Council policy for future sewer residential growth for Suburban communities.

Interceptor 7034 (east of river) and Interceptor 7707 (east of Lund Blvd.) are portions of interceptors that once were planned to provide service to western Andover. However, in its 2030 wastewater plan the City of Andover diverted a substantial portion of its original service area away from Interceptor 7034 to Interceptor 7035 in Coon Rapids. For this reason, the Council no longer considers the above referenced portions of 7034 and 7707 to have regional significance, and therefore, will be considered for future re-conveyance to the City of Anoka.

The Plan defines the community's goals, policies, and strategies for preventing and reducing excessive inflow and infiltration (I/I) in both the local municipal (city) and private property sanitary sewer systems. The Plan identifies projects including clay pipe rehabilitation and private service lateral replacement within public right-of-way during street reconstruction projects, lining, and maintenance cover and adjusting ring replacement. In 2011-2012, the City implemented a water meter replacement program during which inspections were conducted to identify illegal connections to the sanitary sewer system including sump pumps. Property owners were given 30 days to disconnect non-compliant connections. The Plan states that few of these non-compliant connections were discovered during the initial inspections. The Plan outlines future projects reflecting a continuation of these types of projects. The City has an annual sanitary sewer inspection program in which approximately one-third of all maintenance hole structures are inspected. Defects found through these inspections are addressed. The City's Capital Improvement Plan reflects an annual average budget of approximately \$272,000 per year between 2020 and 2023 for I/I mitigation work in the sanitary sewer system.

The Plan describes the requirements and standards for minimizing I/I and references the Council's "Sewage and Waste Control Rules and Regulations" and cites its prohibitions on clear water discharges to the sanitary sewer collection system. The Plan also references a City website which provides information to its residents stating that City ordinance prohibits property owners from disposing of clear water into the sanitary sewer system. This includes water from any roof, surface or ground sump pump, foundation drain, or swimming pool. However, the ordinance is not referenced by ordinance number, nor is a copy provided in the Plan.

The Plan describes the sources, extent, and significance of existing I/I within the entire public and private wastewater collection system and provides a description of an implementation plan for preventing and eliminating excessive I/I from entering the public and private property collection systems. The Plan indicates that approximately 45% of the homes within the city were built before 1970 when services were predominately made of clay tile pipe. The significance of clay tile pipe is that as it ages it can become more susceptible to I/I. The Plan does not state whether any residential services have been evaluated for I/I susceptibility. Using wastewater flow data between 2014 through 2018 to determine base dry weather, average daily, and peak monthly flow, the Plan states that the City's annual I/I averages between 4% and 9%, and annual peak month I/I can be as high as 21% (2014).

Comprehensive Sewer Plan Comments

The Sewer Element of the Plan has been reviewed against the requirements for Comprehensive Sewer Plans for Suburban communities. It was found to be complete and consistent with Council policies. Upon adoption of the Plan by the City, the action of the Council to approve the Sewer Plan becomes effective. At that time, the City may implement its Plan to alter, expand, or improve its sewage disposal system consistent with the approved Sewer Plan. A copy of the City Council Resolution adopting its Plan needs to be submitted to the Metropolitan Council for its records.

Surface Water Management

Reviewer: Judy Sventek, ES – Water Resources (651-602-1156)

The City of Anoka lies within the oversight boundaries of the Lower Rum River Watershed Management Organization. The City prepared and submitted a draft Local Water Management Plan (LWMP) update

to the Council in January 2014. Council Water Resources staff reviewed and commented on the draft LWMP in a letter dated February 12, 2014. As required by Minnesota Rules Chapter, 8410 the City updated the LMWP in 2019. Council Water Resources staff reviewed the amended LWMP and sent comments under separate cover. The amended LWMP was incorporated into the Plan in Appendix B. The LWMP is consistent with Council policy and the Council's WRPP.

Advisory Comments

The City needs to send the Council the date the Watershed approved the amended LWMP and the date the City adopted the amended LWMP.

Consistency with Council Policies

The Council reviews plans to evaluate their apparent consistency with the adopted plans of the Council. Council staff have reviewed the City's Plan and find that it is consistent with the Council's policies, as detailed below.

Forecasts

Reviewer: Todd Graham, CD – Research (651-602-1322)

The Plan includes the Metropolitan Council forecasts for for the City of Anoka (Plan tables 1.1, 2.1, 3.1, and 10.1). For reference, the Metropolitan Council's forecasts are provided below in Table 1.

Table 1. City of Anoka Forecasts

	Census	Estimated	Council Forecasts		
	2010	2020	2020	2030	2040
Population	17,142	17,921	18,700	20,000	21,200
Households	7,060	7,578	7,900	8,400	8,900
Employment	12,840	13,415	13,800	14,200	14,400

Council staff find that pre-pandemic employment growth (through 2019) exceeded the 2040 employment forecast. An employment forecast change was recommended, but is not required. The City indicated that it prefers the current, authorized forecast.

The Land Use Chapter of the Plan discusses the re-guidance of land to accommodate future residential capacity. Most of the capacity will be in the categories of High-Density TOD and Mixed Use. There is a capacity and staging table for two specific targeted developments: the Greens of Anoka and the Commuter Rail Village redevelopment. These two sites can accommodate 1,100 - 2,300 housing units at the minimum and maximum ends of allowed density ranges (Table 2.11). This accommodates forecasted growth in Anoka.

Thrive MSP 2040 and Land Use

Reviewer: Eric Wojchik, CD – Local Planning Assistance (651-602-1330)

The Plan is consistent with *Thrive MSP 2040* (Thrive) and its land use policies. The Plan acknowledges the Thrive community designation of Suburban (Figure 2). Thrive describes Suburban communities as those that saw their primary era of development during the 1980s and early 1990s as Baby Boomers formed families and entered their prime earning years.

Suburban communities are expected to plan for forecasted population and household growth at overall average densities of at least five units per acre, and target opportunities for more intensive development near regional transit investments at densities and in a manner articulated in the TPP. Plans are also required to identify areas for redevelopment, particularly areas that are well-served by transportation options and nearby amenities and that contribute to better proximity between jobs and housing.

The existing land uses in the City of Anoka are predominately residential (31.7%). The second largest land use in the City is parks/open space (11.5%), followed by institutional land (10.5%). U.S. Highways 10 and 169 and MN Trunk Highway 47 form major commercial and industrial corridors through the City. Given the City’s major highway and freight corridors, Anoka has a decent proportion of industrial land (9.7%), with a modest amount of commercial land use (3.5%) (Figure 3).

In the 2040 Future Land Use Map (Figure 4), there are three residential categories: Low Density Residential, Medium Density Residential, and High Density Residential. One significant change from the 2030 Plan to the 2040 Plan includes the addition of three mixed use categories, including Commercial Mixed Use (10% residential), Mixed Use (20% residential), and Transit-Oriented Development (50% residential). The City chose to use mixed use categories to plan for redevelopment opportunities and to better serve its compact downtown and the Commuter Rail Transit Village area surrounding the Northstar Commuter Rail Station, as shown in Figure 5.

The Plan is consistent with Thrive for land use and residential density policies for an Suburban community designation. Thrive calls for Suburban communities to plan for forecasted population and household growth at overall average densities of 5 units per acre and target opportunities for more intensive development near regional transit investments at densities and in a manner articulated in the TPP. As shown in Table 2 below, the overall planned residential density in the City is between 16.4 and 33.1 units per acre, which is consistent with Thrive residential density policies.

Table 2. Planned Residential Density, City of Anoka

Category	2018-2040 Change				
	Min	Max	Net Acres	Min Units	Max Units
Low Density Residential	1	4	15.0	15	60
Medium Density Residential	5	10	5.9	29	59
High Density Residential	11	37	4.8	52	177
Commercial Mixed Use*	11	37	1.8	19	66
Transit-Oriented Development**	25	47	39.5	987	1,856
	TOTALS		67.0	1,102	2,218
			Overall Density	16.4	33.1

*10% residential
 **50% residential

Station Area Planning

The Plan recognizes the existing transitway, Northstar Anoka Commuter Rail Station. The Northstar Anoka Commuter Rail Station is part of the Current Revenue Scenario of the TPP.

The TPP directs Suburban communities with existing commuter rail transit to guide an average minimum of 20 residential units per acre and target 40-75+ units per acre within the station area (area within 10-minute walk or half-mile). The Transit-Oriented Development (TOD) land use category defines an area of land that surrounds the Northstar Commuter Rail Station in Anoka, referred to as the Commuter Rail Transit Village. The category is 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, at residential densities of 25 to 47 units per acre. Consistent with the requirements of the TPP, the Plan guides land at residential densities averaging or exceeding 20 residential units per acre.

Housing

Reviewer: Ashleigh Johnson, CD – Housing (651-602-1106)

The Plan is consistent with the *2040 Housing Policy Plan (HPP)*. As of 2016, the City has more than 7,700 homes including 3,200 multifamily units and nearly 4,400 single-family homes. Approximately 3,700 homes are rented. More than 6,500 housing units are affordable to households earning under 80% of Area Median Income (AMI); however, nearly 2,300 households earning 80% of AMI or below are paying more than 30% of their income toward housing costs. There are about 500 units affordable to households with income at or below 30% AMI and more than 900 cost burdened households with incomes at or below 30% AMI.

The Plan identifies existing housing needs including maintenance and reinvestment in existing housing stock, sustains quality living conditions through enforcement of maintenance codes and housing programs, promotes expansion and redevelopment, promote homeownership of all housing types and values, and promotes opportunities for older residents to remain in community. The City has more than 430 publicly subsidized housing units, including nearly 150 age-restricted for older adults.

The Plan acknowledges the 2021-2030 affordable housing need allocation of 113 units; 58 of which are needed at prices affordable to households earning 30% of AMI or less; none of which are needed at prices affordable to households earning between 31 and 50% of AMI; and 55 of which are needed at prices affordable to households earning between 51 and 80% of AMI. As shown in Figure 6, the Plan guides sufficient land expected to develop in the 2021-2030 time period at a minimum of eight units per acre to allow for development of at least 340 new housing units.

The housing implementation plan component of the Plan describes that the City will consider housing bonds for projects that promote homeownership. The Plan also indicates that the City will consider TIF for housing for older residents and evaluate the appropriateness of a local 4d program to preserve existing unsubsidized affordable rentals. The City states that they will work to align with Anoka County efforts, promote referrals to other organizations, and work to preserve the affordability of Low-Income Housing Tax Credit (LIHTC) properties as the requirements expire.

Water Supply

Reviewer: John Clark, ES – Water Supply Planning (651-602-1452)

The Plan is consistent with the *2040 Water Resources Policy Plan (WRPP)* policies related to water supply, including the policy on sustainable water supplies, the policy on assessing and protecting regional water resources, and the policy on water conservation and reuse. The Metropolitan Council's review of water supply-related content reflects the expectations shared with communities in their system statements and the water supply-related policies in the WRPP.

Advisory Comments

If changes are made to this water supply plan, the City will need to provide the Council and DNR with the updated information.

Community and Subsurface Sewage Treatment Systems (SSTS)

Reviewer: Kyle Colvin, ES – Engineering Programs (651-602-1151)

The Plan does not indicate that there are any public or privately-owned Community Wastewater Treatment Systems within the community. It does state however that there are currently 19 residential and 18 commercial properties for a total of 37 served by SSTS within the City. The Plan does not reflect the phase-out of any of these SSTS by 2040, however it does state that some will likely be phased out as the public wastewater collection system becomes available.

When a public sewer becomes available to a property served by a conforming private sewage treatment system, a direct connection shall be made to the public sewer when a replacement private sewer system is required or upon site development. SSTS are regulated under Chapter 38, Sections

38-91 thru 38-99 of the City Ordinance. The SSTS Ordinance was adopted pursuant to the authorization and requirements contained in Minnesota Statutes Chapters 145.A.05; 115.55, and Minnesota Rules Chapter 7082.

Special Resource Protection

Mississippi River Corridor Critical Area

Reviewer: Raya Esmaeili, CD – Local Planning Assistance (651-602-1616)

The Plan includes a Mississippi River Corridor Critical Area Plan (MRCCA Plan) component that was reviewed by Minnesota Department of Natural Resources (DNR) and found to be substantially consistent with Minnesota Statutes 116G and Minnesota Rules Chapter 6106. Council staff also find the MRCCA plan component to be consistent with *Thrive MSP 2040* land use policies, and Minnesota Rules Chapter 6106. The DNR's August 24, 2021, conditional approval letter is attached as an appendix (Figure 7). Final DNR approval of the MRCCA Plan will be sent to the community after the Council authorizes local adoption of the Plan.

Advisory Comments

Within 60 days after receiving final DNR approval, the community must adopt the MRCCA Plan; and submit a copy of the final adopted plan and evidence of adoption to the DNR, Council, and National Park Service within 10 days after the adoption.

Solar Access Protection

Reviewer: Cameran Bailey, CD – Local Planning Assistance (651-602-1212)

The Plan is consistent with statutory requirements (Minn. Stat. § 473.859) and Council policy regarding planning for the protection and development of access to direct sunlight for solar energy systems as required by the Metropolitan Land Planning Act (MLPA). The required solar planning elements are included in the Plan.

Aggregate Resource Protection

Reviewer: Cameran Bailey, CD – Local Planning Assistance (651-602-1212)

The Plan is silent on the presence of aggregate resources in the City. The Council's aggregate resources inventory information contained in *Minnesota Geological Survey Information Circular 46*, does not indicate the presence of any known viable aggregate resource deposits within the community.

Historic Preservation

Reviewer: Eric Wojchik, CD – Local Planning Assistance (651-602-1330)

The Plan addresses historic resources as required by the MLPA. The Plan has a Heritage Preservation Chapter (Chapter 5) that includes six Heritage Preservation Goals and Implementation strategies (pages 113-114), along with details on the City's Heritage Preservation Commission, two city-designated historic districts (Christian Hill Historic District and Van Buren Historic District), and a full listing of the nine properties on the National Register of Historic Places. The Plan also includes extensive details on the City's effort to preserve and enhance the character of the City's Central Business District.

Plan Implementation

Reviewer: Eric Wojchik, CD – Local Planning Assistance (651-602-1330)

The Plan includes a specific Implementation Chapter (Chapter 13). This chapter includes official controls (including zoning code, zoning map, subdivision code, and other control measures), the capital improvement plan, and implementation policies, strategies, and timeline. Table 13-2, in the Plan, includes a full listing of all implementation strategies and associated timelines for completion. The full capital improvement plan is included in Appendix A.

Compatibility with Plans of Adjacent Governmental Units and Plans of Affected Special Districts and School Districts

The proposed Plan is compatible with the plans of adjacent jurisdictions. No compatibility issues with plans of adjacent governmental units and plans of affected special districts and school districts were identified.

Documents Submitted for Review

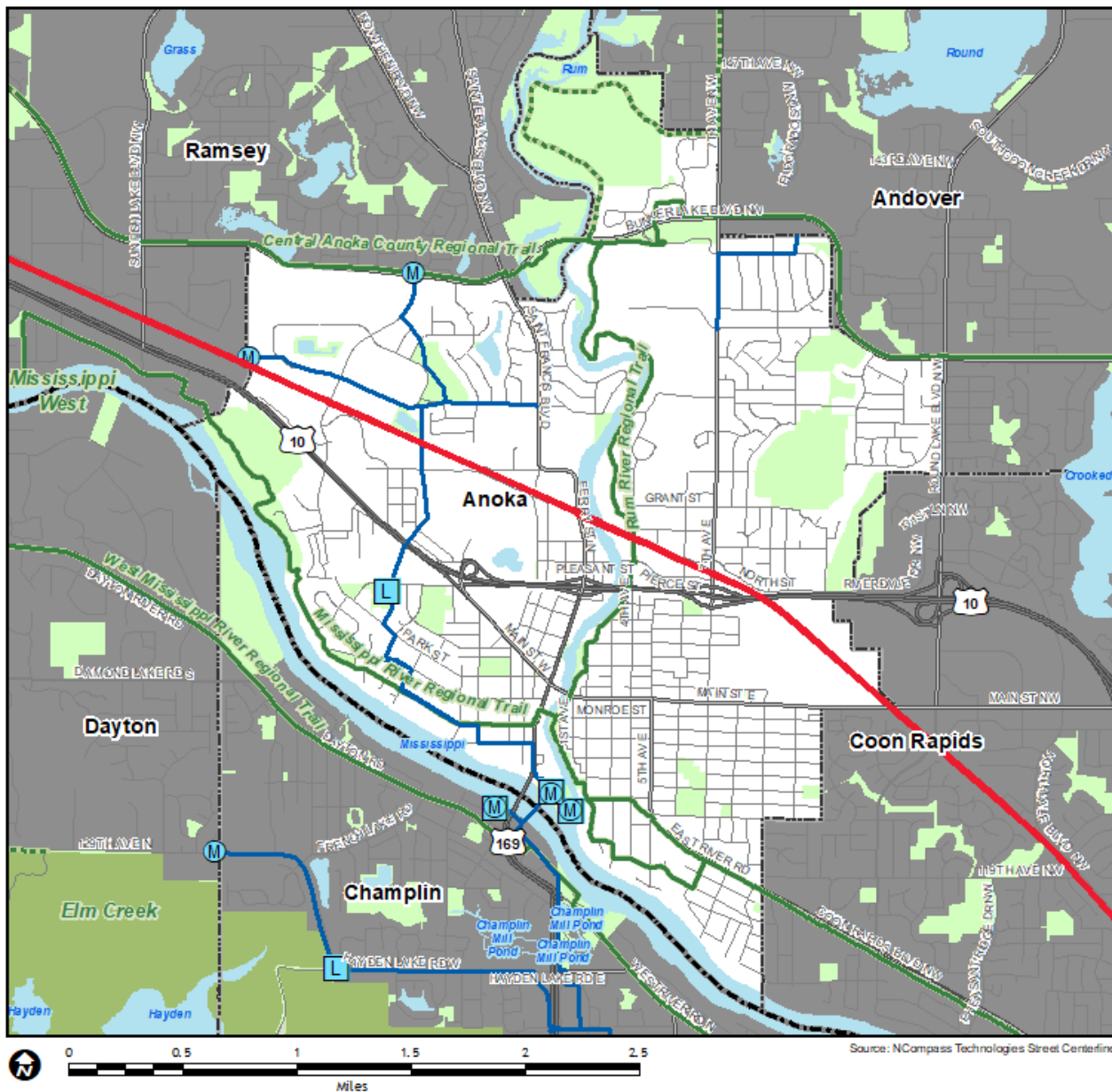
In response to the 2015 System Statement, the City submitted the following documents for review:

- July 2, 2019: Anoka 2040 Comprehensive Plan
- January 29, 2021: Revised Anoka 2040 Comprehensive Plan
- August 9, 2021: Revised Anoka 2040 Comprehensive Plan

Attachments

- Figure 1: Location Map with Regional Systems
- Figure 2: *Thrive MSP 2040* Community Designations
- Figure 3: Existing Land Use
- Figure 4: 2040 Planned Land Use
- Figure 5: Potential Redevelopment Areas
- Figure 6: Land Guided for Affordable Housing
- Figure 7: MRCCA Plan Approval Letter

Figure 1. Location Map with Regional Systems



Regional Systems

Transportation

- Transitways**
2040 Transportation System Policy- adopted January 2015
- Existing
 - - - - Planned Current Revenue Scenario
 - - - - Planned Current Revenue Scenario - CTIB* Phase 1 Projects
 - - - - Potential Increased Revenue Scenario

- Regional Highway System**
- Existing Principal Arterials
 - Planned Principal Arterials
 - Existing Minor Arterials
 - Planned Minor Arterials
 - Existing Other Arterials
 - Planned Other Arterials

Recreation Open Space

- Regional Parks**
- Existing (Open to Public)
 - In Master Plan (Not Open to Public)
 - Planned Units
- Regional Trails**
- Existing (Open to Public)
 - Existing (Not Open to Public)
 - Planned

Wastewater

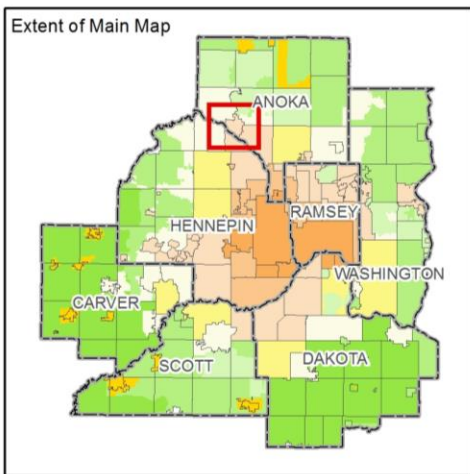
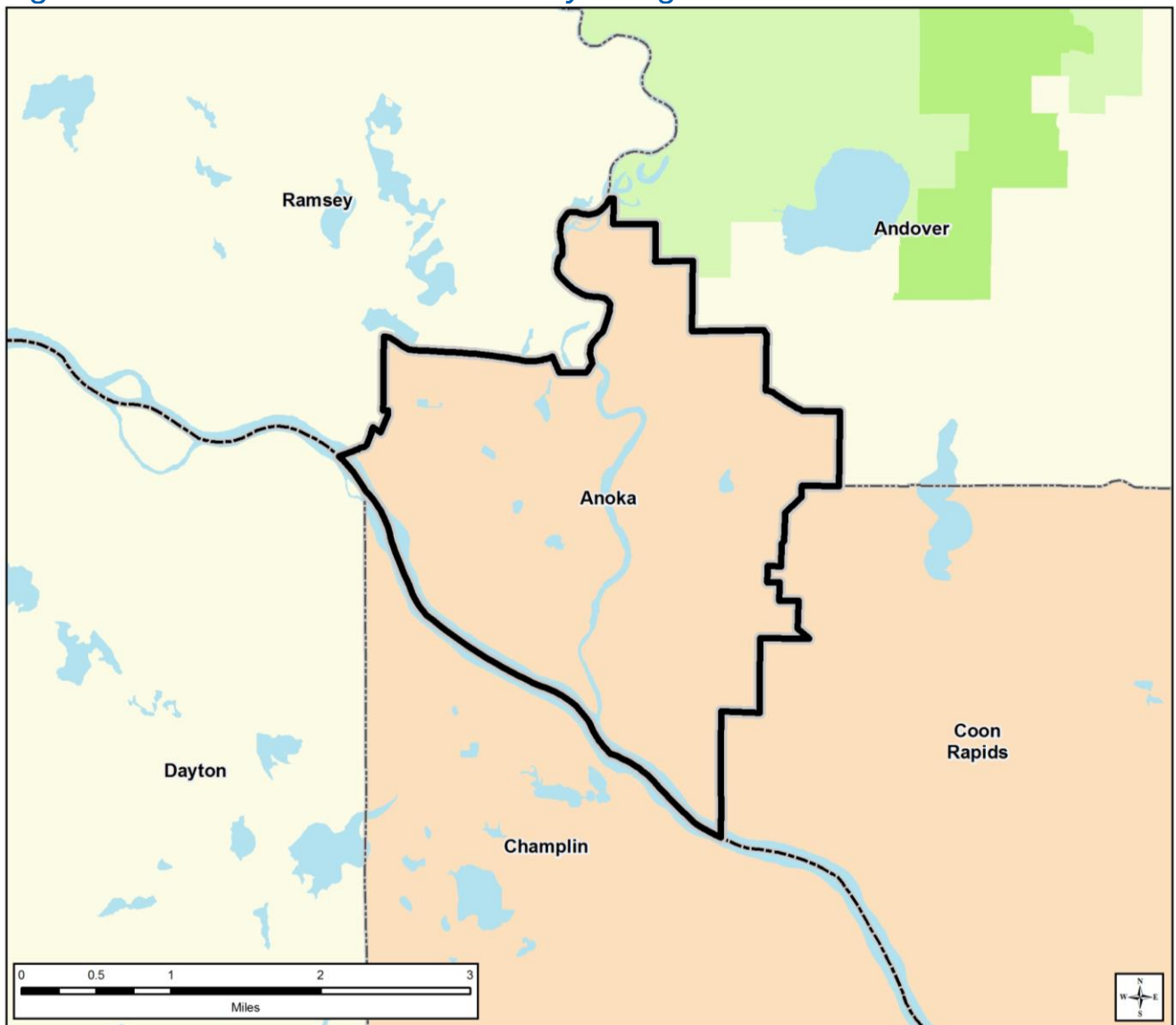
- M Meters
- L Lift Stations
- MCES Interceptors
- MCES Treatment Plants

Regional Park Search Areas and Regional Trail Search Corridors

- Boundary Adjustment
- Search Area
- Regional Trail Search Corridors
- Local Streets
- Existing State Trails
- Other Parks, Preserves, Refuges and Natural Areas

* Counties Transit Improvement Board (CTIB)

Figure 2. Thrive MSP 2040 Community Designations



Community Designations

- Outside Council planning authority
- Agricultural
- Rural Residential
- Diversified Rural
- Rural Center
- Emerging Suburban Edge
- Suburban Edge
- Suburban
- Urban
- Urban Center

- County Boundaries
- City and Township Boundaries
- Lakes and Major Rivers

Figure 3. Existing Land Use

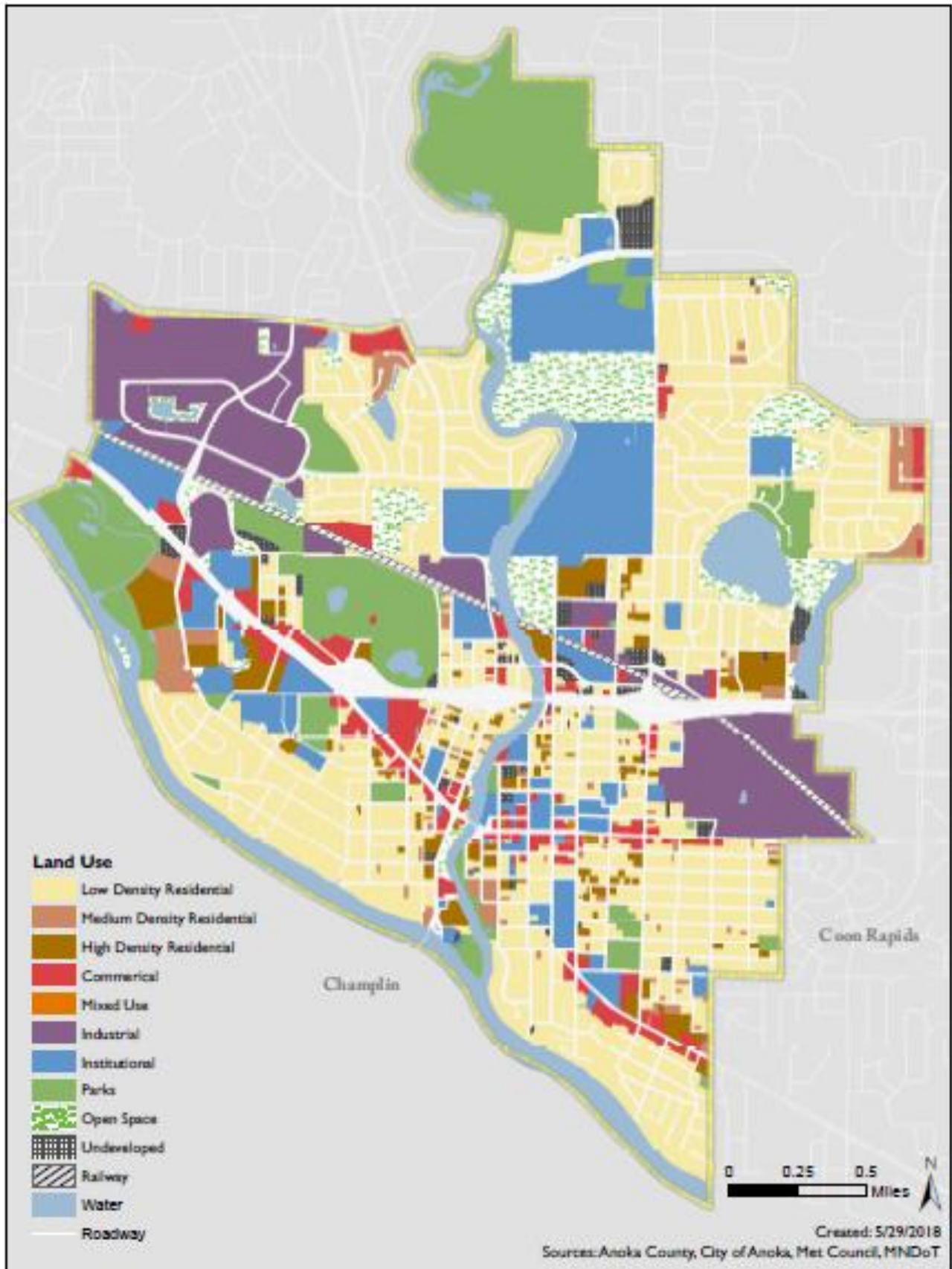


Figure 4. 2040 Planned Land Use

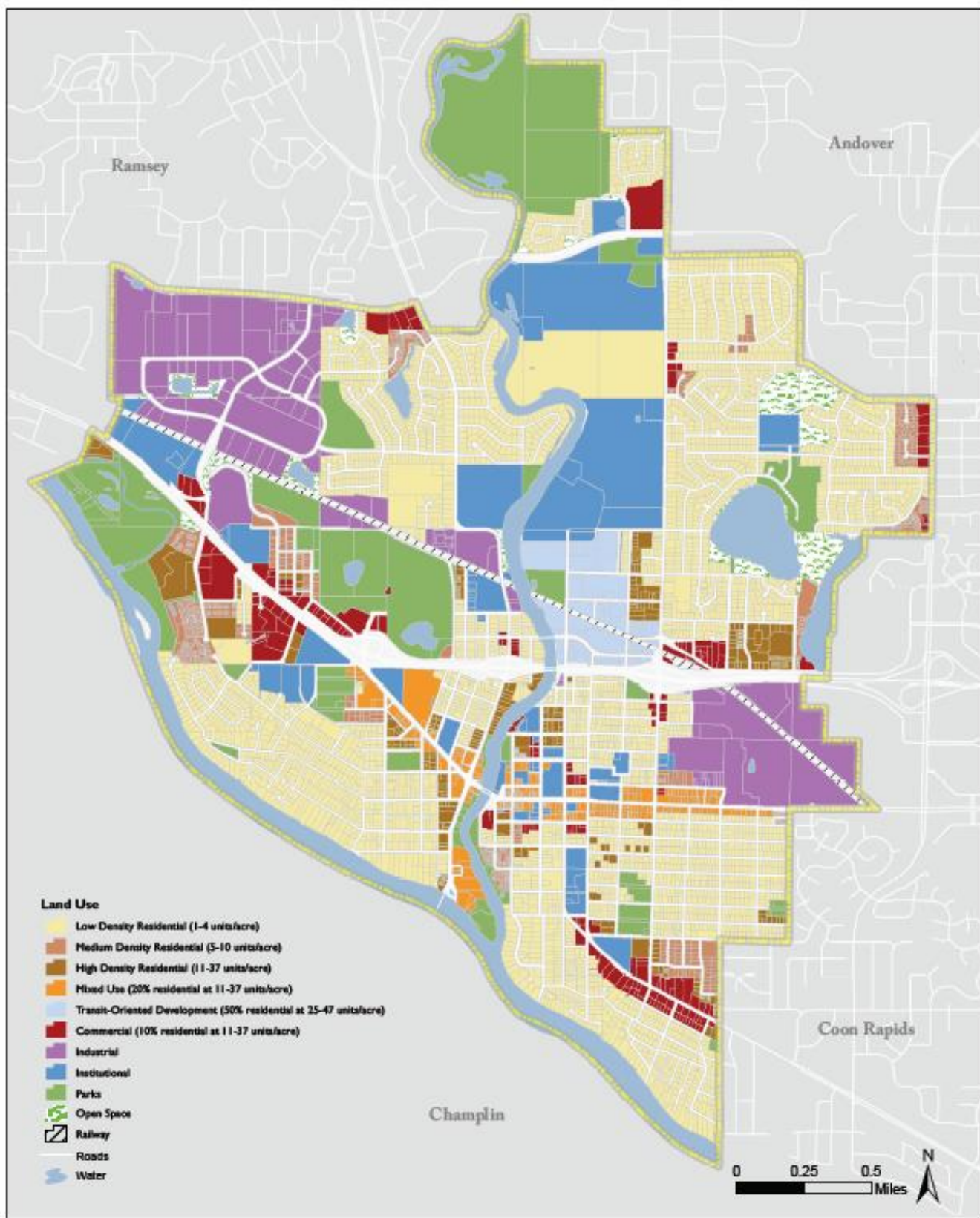


Figure 5. Potential Redevelopment Areas Map

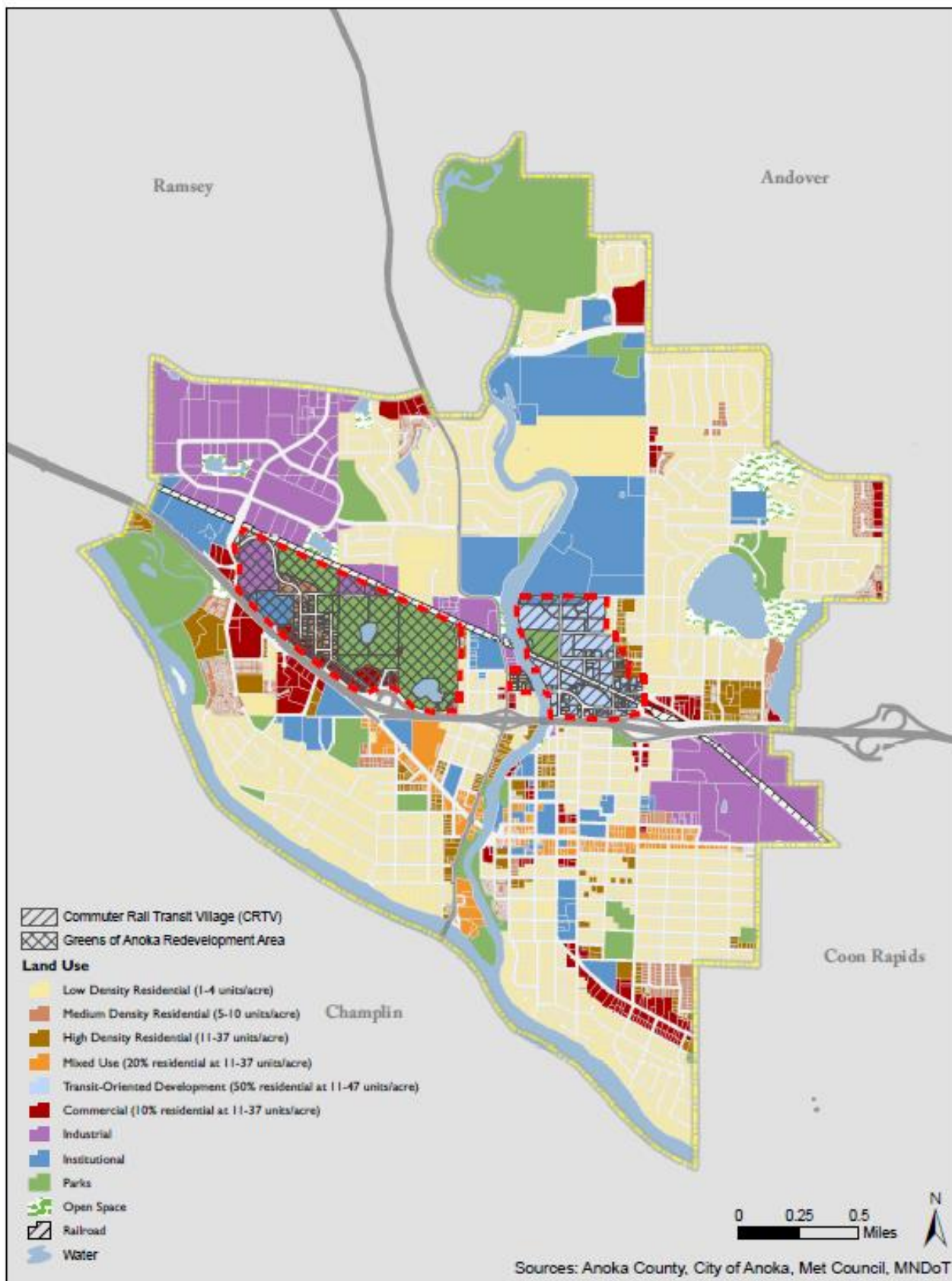


Figure 6. Land Guided for Affordable Housing

2021-2030 share of regional need for Affordable Housing: **113 units**
 2021-2030 total regional need for Affordable Housing: **37,900 units**

	Available Acres	X	Minimum Density <i>(units per acre)</i>	X	Expected % Residential <i>(if mixed use)</i>	=	Minimum Units Possible
High Density Residential (RH)	0.92		11		100%		11
Mixed Use	0.00		11		20%		0
Transit-Oriented Development (TOD)	26.20		25		50%		328
Commercial	0.61		11		10%		1
Total	27.73						340

Sufficient/*(insufficient)* units possible against share of regional need: **227**

Affordable units built since 2021: **0**

Sufficient/*(insufficient)* units possible adjusted for affordable units built: **227**

Number of Comp Plan Amendments approved since Comp Plan Update: **0**



Figure 7. MRCCA Plan Approval Letter



August 23, 2021

Doug Borglund, Community Development Director
City of Anoka
Anoka, MN
55303

Re: Conditional Approval of City of Anoka MRCCA Plan

Dear Mr. Borglund:

I am pleased to inform you that the Minnesota Department of Natural Resources (DNR) conditionally approves the City of Anoka's Mississippi River Corridor Critical Area (MRCCA) plan.

We reviewed the MRCCA plan chapter of your 2040 Comprehensive Plan submitted to the DNR by the Metropolitan Council on August 23, 2021. We have found that the MRCCA plan is substantially consistent with Minnesota Statutes, §116G and Minnesota Rules, chapter 6106. We will send final approval of your MRCCA plan after the Metropolitan Council authorizes the City of Anoka to put the comprehensive plan into effect. Within 60 days of receiving DNR final approval, the City of Anoka must adopt the MRCCA plan. The City of Anoka must then submit a copy of the final adopted plan, with evidence of adoption, to the DNR, the Metropolitan Council, and the National Park Service within ten days of the adoption.

Only MRCCA plans and plan amendments approved by the DNR have the force and effect of law. Once in effect, local governments must implement and enforce the DNR-approved plans.

We appreciate your efforts to develop and adopt the MRCCA plan, which provides a solid basis for future ordinance amendments and MRCCA management. Please contact Dan Petrik at 651-259-5697 or at Daniel.petrik@state.mn.us if you have any questions about next steps.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Jennifer Shillcox', written over a light blue circular stamp.

Jennifer Shillcox
Land Use Unit Supervisor

c: Raya Esmaeili, Metropolitan Council
Adam Muilenburg, National Park Service
John Gleason, DNR Region 3 Area Hydrologist Supervisor
Dan Petrik, DNR Land Use Unit

Minnesota Department of Natural Resources • Division of Ecological and Water Resources
500 Lafayette Road, Box 25, Saint Paul, MN 55155-4025