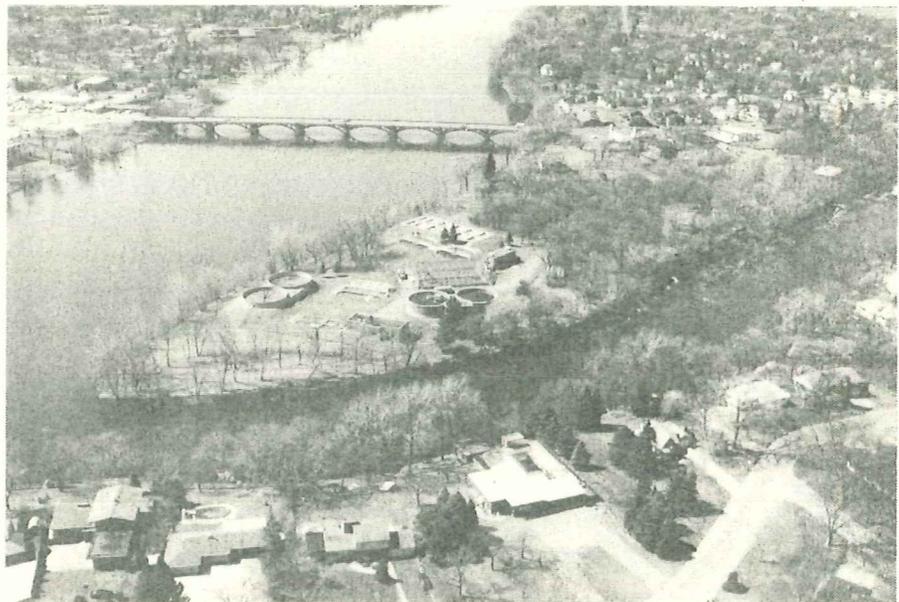


**PENINSULA POINT
REDEVELOPMENT STUDY**
Anoka, Minnesota

January 1990



Planners & Landscape Architects
Dahlgren, Shardlow, and Uban, Inc.

Market Research Consultants
Maxfield Research Group

Architects
BWBR Architects, Inc.

**CITY OF ANOKA
PENINSULA PARK TASK FORCE**

STAFF CONTACT: Melinda Coleman

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Zilla Way	Housing & Redevelopment Authority
Dr. Gene Dvoracek, D.D.S.	Economic Development Committee
Howard Rosenwinkle	Economic Development Committee
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Alton "Chuck" Drury (<i>Alternate</i>)	Planning Commission
Jerry Jacob	Community
Richard P. Delong	Community
Paul Pierce (<i>Land Owner</i>)	Community
Mary L. Blankenship	Park Board
Bob Hornsby (<i>Alternate</i>)	Park Board
Peter Turok	Chamber
Jeff Weaver	Downtown Landowners Association
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I. INTRODUCTION

Peninsula Point's position as the "Gateway to Anoka" at the confluence of the Rum and Mississippi Rivers and its rich historical background present both a unique opportunity and an asset for the Community. The decommissioning of the Waste Water Treatment Facility on the south half of the site and rehabilitation of the historic Highway 169 bridge sparked the need to assess the impact of these and other factors on the redevelopment potential of the site. This study examines the myriad of factors affecting the development potential of Peninsula Point and includes a summary of findings, recommendations, and alternative development plans.

This effort was guided by the Peninsula Park Task Force, a volunteer organization consisting of representatives from the City Staff, Housing and Redevelopment Authority, Economic Development Commission, Planning Commission, Park Board, Chamber of Commerce, Downtown Landowners Association, and the Community.

Process

The study process included an analysis of site conditions, a market overview, an evaluation of the Waste Water Treatment Facility structures for reuse, and the formation of alternative development plans. Dahlgren, Shardlow, and Uban, Inc. was responsible for analyzing the site conditions, such as existing and proposed land uses, natural features, historical background, and access. Maxfield Research Group performed a market overview to determine the optimum land uses for the site, and BWBR Architects evaluated the Waste Water Treatment facilities for potential reuse as park facilities.

The numerous development constraints were defined, including limited access, utility easements, and riparian setbacks. Goals and objectives were then formulated to guide the design of alternative redevelopment plans. Four redevelopment alternatives were created that illustrated a variety of access, land use, and park design options. It was necessary to produce detailed alternatives that illustrate building footprints and parking lot configurations in order to assess the impacts of the site constraints on the development potential.

Meetings were held with the Peninsula Point Task Force, the Park Board, and City Council to review the analysis findings, goals and objectives, and development alternatives. A final plan was created that represents a consensus between the three groups of the preferred elements.

The final plan and recommendations are intended to be flexible and provide guidance and a policy framework for future redevelopment decisions. Redevelopment of the Point will most likely occur incrementally over time and must involve a collaborative effort between the City and other property owners.

Peninsula Point is very unique and possesses a wealth of natural features and historical background. The site's position as the "Gateway to Anoka" and the setting at the confluence of the Rum and Mississippi Rivers presents tremendous opportunities. Redevelopment of the site should strive to maximize its potential while maintaining the integrity of the significant natural and historical features of the site.

Analysis

II. ANALYSIS

A. ZONING AND COMPREHENSIVE PLAN

The study area currently has three different zoning classifications and lies within two environmental overlay districts. The north portion and the southwest corner are zoned R-4 High Density Residential. The mid portion along Highway 169 is zoned B-1 Highway Business and the south one-half is zoned R-3 Medium Density Residential (see Figure 1).

The entire study area lies within the Mississippi River Corridor Critical Area Overlay District and the Rum River Management Overlay District. The Rum River Corridor north of the study area is also classified as a Wild, Scenic, and Recreational River. Properties within these overlay districts are governed by the City of Anoka's shoreland management regulations.

The comprehensive plan and Rum River Corridor Study designate the north half of the site for Medium Density Residential and the south half for park (see Figure 2).

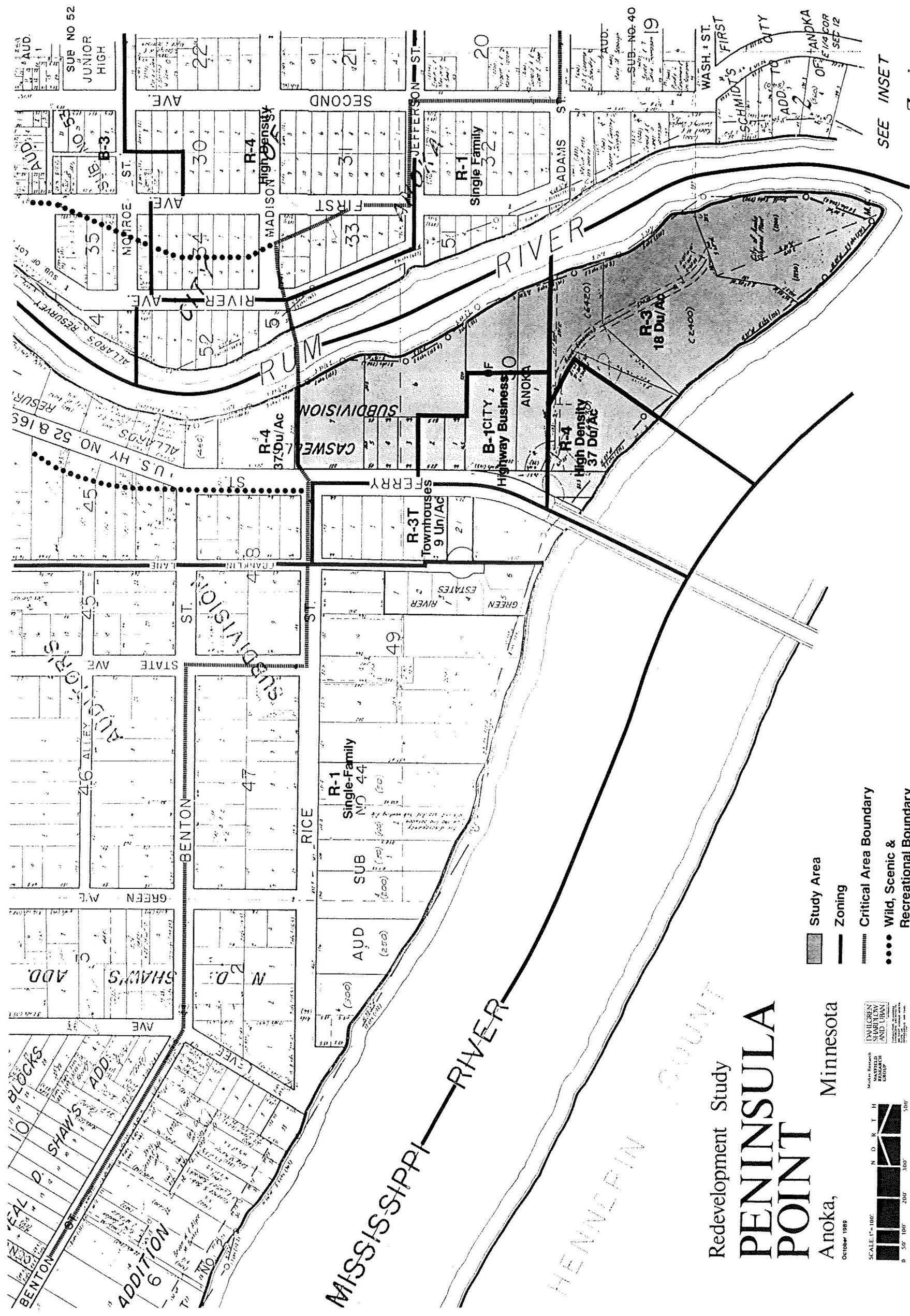
Surrounding properties are zoned and planned for residential uses. The property immediately across Ferry Street is zoned R-3T Town Houses and planned for Medium Density. Currently, the land uses consist of a mixture of apartments and single-family residences.

To the north, the study area follows the critical area boundary that bisects the Woodbury House site. This property is zoned and designated in the Comprehensive Plan as High Density Residential. To the northeast across the Rum River is Riverside Park. This park parallels the study area for approximately 400 feet. East of Riverside park the area is zoned and planned for High Density Residential. Immediately east across the Rum River the area is zoned and designated in the Comprehensive Plan for Low Density residential uses. A number of the single-family homes fronting on the east side of the river are within the floodplain and are being purchased by the City.

The 1986 Rum River Corridor Study by Short-Elliott-Hendrickson calls for extending Riverside Park to the south and providing a boat launch and pedestrian bridge at approximately Adams Street. The plan also suggests creating a loop trail system on both sides of the river between Peninsula Point to the dam in downtown Anoka.

B. EXISTING CONDITION

The subject parcel is approximately 17 acres in size and is bounded by the Rum River on the east, the Woodbury House property on the north, and a western boundary marked by a line approximately 200 feet west of Highway 169 extending south to the Mississippi River. The south boundary is the Mississippi River. Most of the site is situated east of Highway 169. Existing land uses include the Anoka Waste Water Treatment Plant, Shiloh House Ministries, Ember's Restaurant, the Pierce Hotel



Redevelopment Study
**PENINSULAR
 POINT**

Anoka, Minnesota
 October 1989

SCALE: 1" = 100'
 0 50' 100' 200' 300' 500'

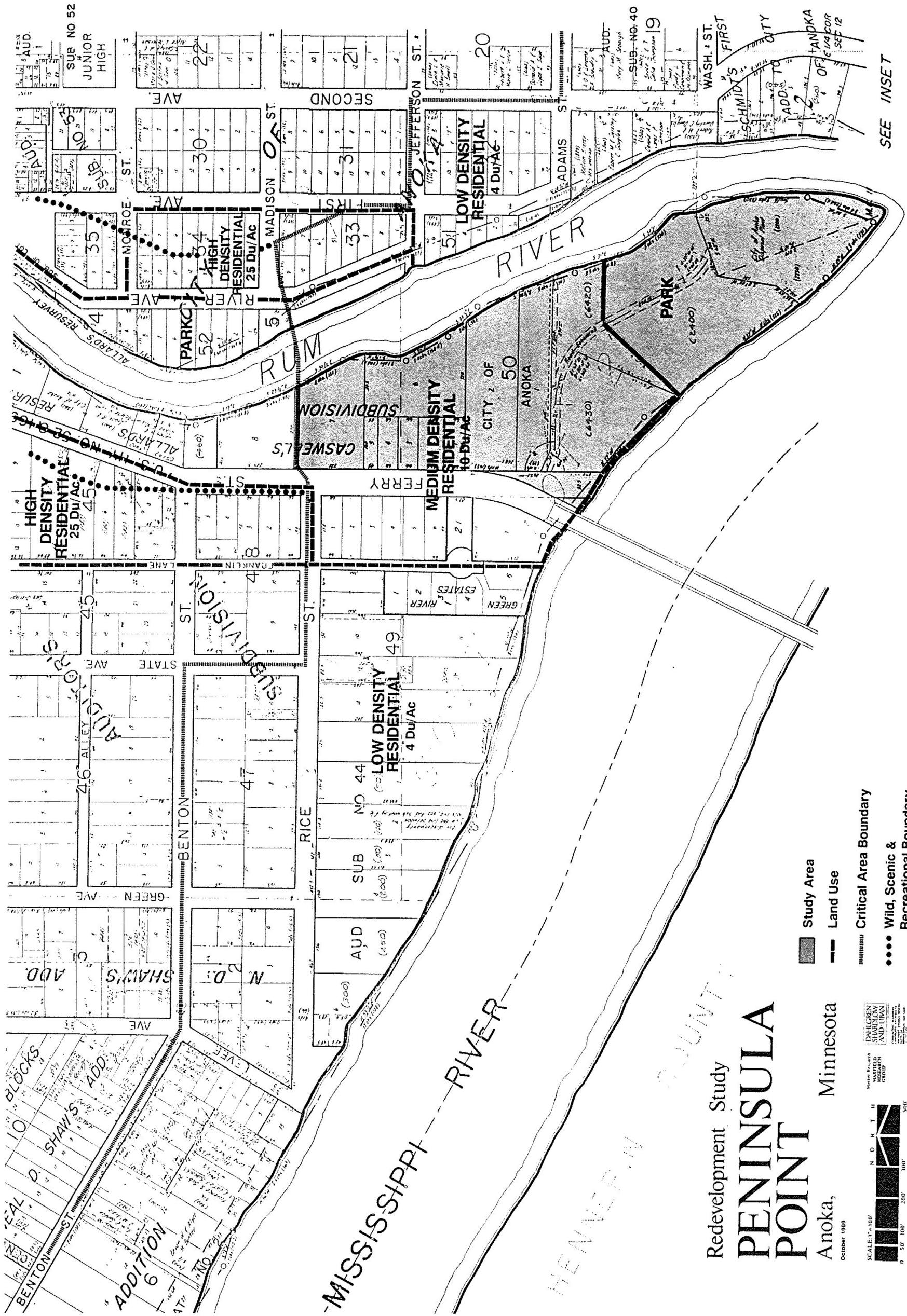
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 AND URBAN
 GROUP, INC.

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 SHARPLEY
 AND URBAN
 GROUP, INC.

- Study Area
- Zoning
- ▬ Critical Area Boundary
- Wild, Scenic & Recreational Boundary

SEE INSET

Zoning
 Figure 1



SEE INSET

Land Use
Figure 2

Redevelopment Study
**PENINSULAR
POINT**

Anoka, Minnesota
October 1989

SCALE: 1" = 100'
0 50' 100' 200' 300' 500'

Source:
City Of Anoka Comprehensive Plan, Map 10, June 1980

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GROUP

- Study Area
- Land Use
- Critical Area Boundary
- Wild, Scenic & Recreational Boundary

(apartments), the Pierce Motel, the Anoka Carpenter's Hall building, and three single-family dwellings. Fronting the west side of Highway 169 are a number of modest single-family and multi-family dwellings (see Figure 3).

Further north of the Woodbury House along Highway 169 are a variety of commercial and residential uses. The uses include an alcohol/drug treatment center, a dental clinic, and a poorly maintained six-unit motel without signage. In addition, there is a dilapidated residential dwelling adjacent to the motel. Although this area is not included in the study area, the redevelopment of the entire west bank of the Rum River up to Main Street should also include removing these poorly maintained buildings and redeveloping the respective sites to maximize the land values in conjunction with Peninsula Point.

C. OWNERSHIP

The study area consists of fourteen parcels owned by six different entities. The City of Anoka owns the 7.2 acre Waste Water Treatment Facility site, and private parties own the remaining 11.8 acres, as indicated by the Anoka Tax Assessor's Office and illustrated in Figure 3.

D. HISTORICAL OVERVIEW

The study area bounded by the Rum River, the Mississippi River, and Ferry Street is rich with local history, which should be considered in redevelopment efforts. Following is an outline of significant historical elements (see Figure 4).

Fur Trading Post

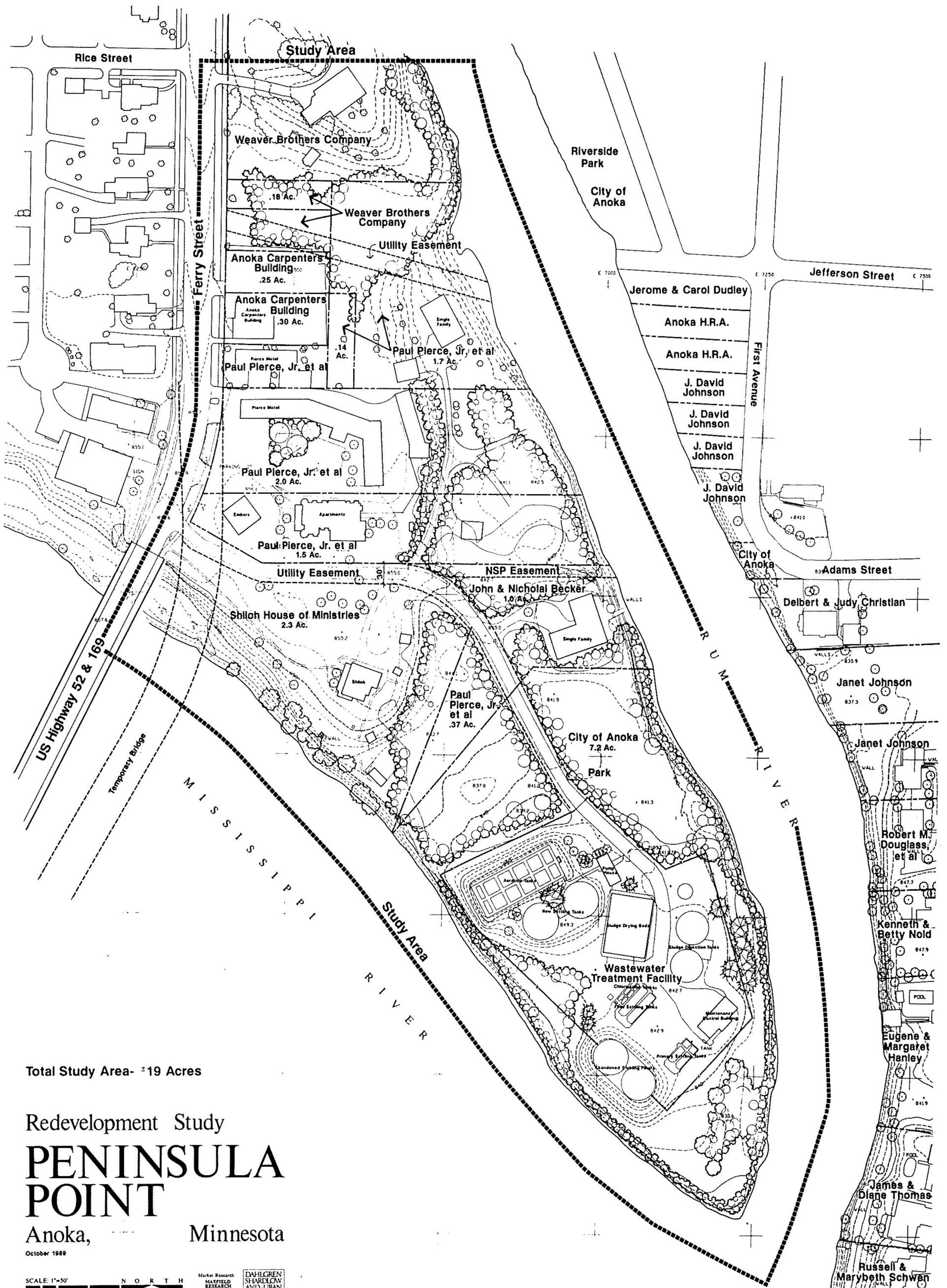
- First house built in Anoka County in the fall of 1844 for an Indian Trading Post by William Aitkin
- Located on east side of the Rum River across from The Point.

Woodbury House

- Built by Caleb and W. H. Woodbury in 1853.
- The Woodbury's built the first Dam on the Rum River in 1853 and Flour Mill in 1854.
- Federal and Greek Revival Style.
- Listed on National Register of Historic Sites.

Fireman's Grove

- The West Bank of the Rum River Developed prior to the East Bank; "Anoka" means "Both Sides" of the river in Dakota.
- Site of first 4th of July Oration in 1867 by Rev. Hayden Champlin; 2,000 people would attend the 4th of July Celebrations.



Total Study Area- ±19 Acres

Redevelopment Study

PENINSULA POINT

Anoka, Minnesota

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Source: City of Anoka Tax Assessor

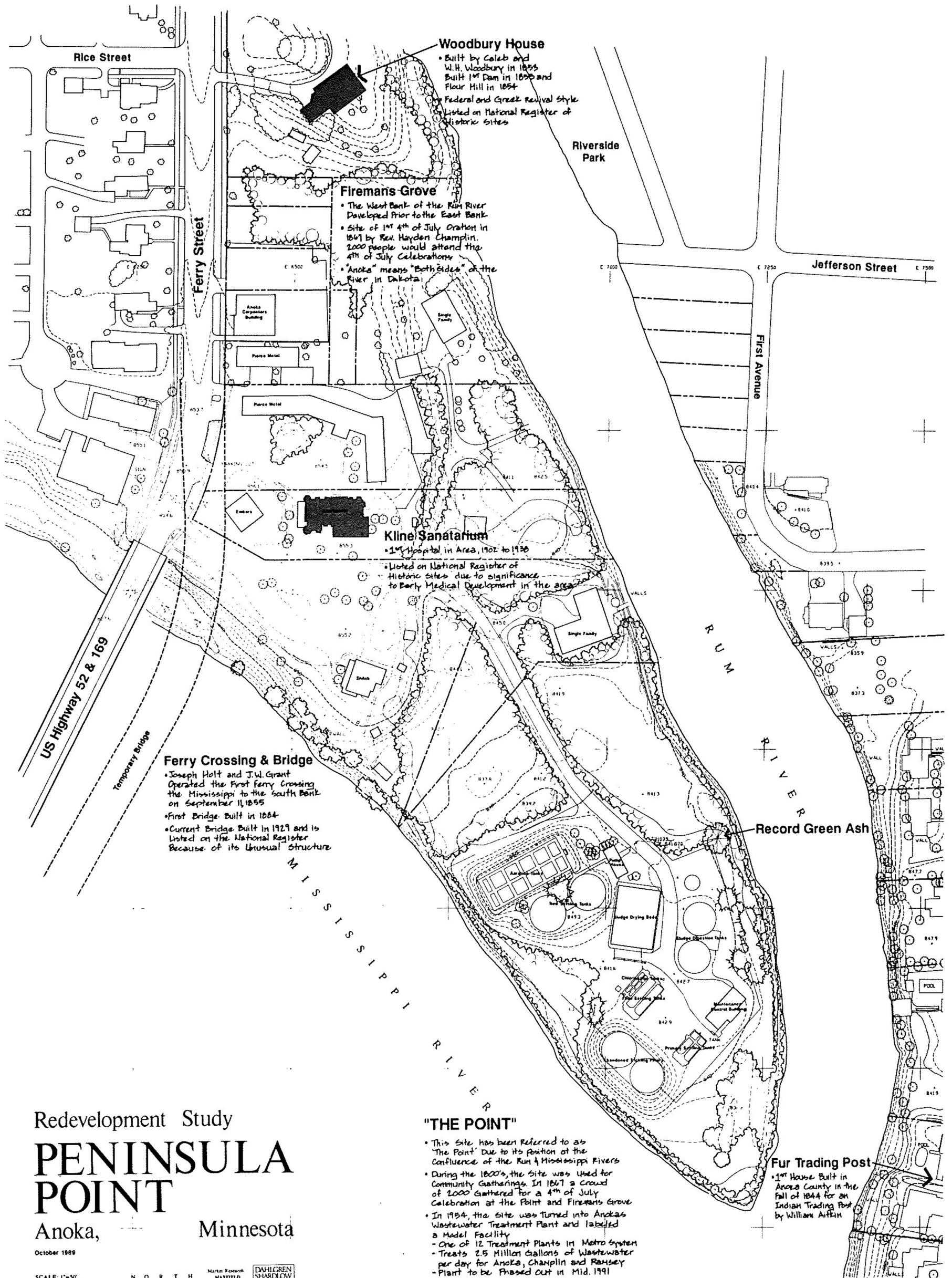
Market Research
MAYFIELD
RESEARCH
GROUP

DAHLGREN
SHARLOW
AND UBAN

CONSULTING ENGINEERS
PLANNERS AND ARCHITECTS
1000 W. WASHINGTON ST.
MINNEAPOLIS, MN 55401
612-338-1111

Existing Condition/Ownership

Figure 3



Redevelopment Study
PENINSULA POINT
 Anoka, Minnesota

October 1989



Source: Anoka County Historical/ Genealogical Society

Markus Research
 MARFIELD RESEARCH GROUP
 DAHLGREN SHARDLOW AND UBAN
 CONSULTING ARCHITECTS
 1000 W. WASHINGTON ST.
 ANOKA, MN 55408
 TEL: 763-427-1111

Historical Summary

Figure 4

"The Point"

- This site has been referred to as "The Point" due to its position at the confluence of the Rum and Mississippi Rivers.
- During the 1800's, the site was used for community gatherings. In 1867 a crowd of 2,000 gathered for a 4th of July Celebration at the Point and Fireman's Grove.
- In 1954, the site was turned into Anoka's Wastewater Treatment Plant and labeled a model facility.
 - One of 12 treatment plants in Metro System
 - Treats 2.5 million gallons of wastewater per day for Anoka, Champlin and Ramsey.
 - Plant to be phased out in mid 1991.

Ferry Crossing and Bridge

- Joseph Holt and J.W. Grant operated the first ferry crossing the Mississippi to the South Bank on September 11, 1855.
- First bridge built in 1884.
- Current bridge built in 1929 and is listed on the National Register of Historical Places because of its unusual structure.

Kline Sanitarium

- First hospital in area; operated 1902 to 1938
- Listed on National Register of Historic Places due to significance to early medical development in the area.

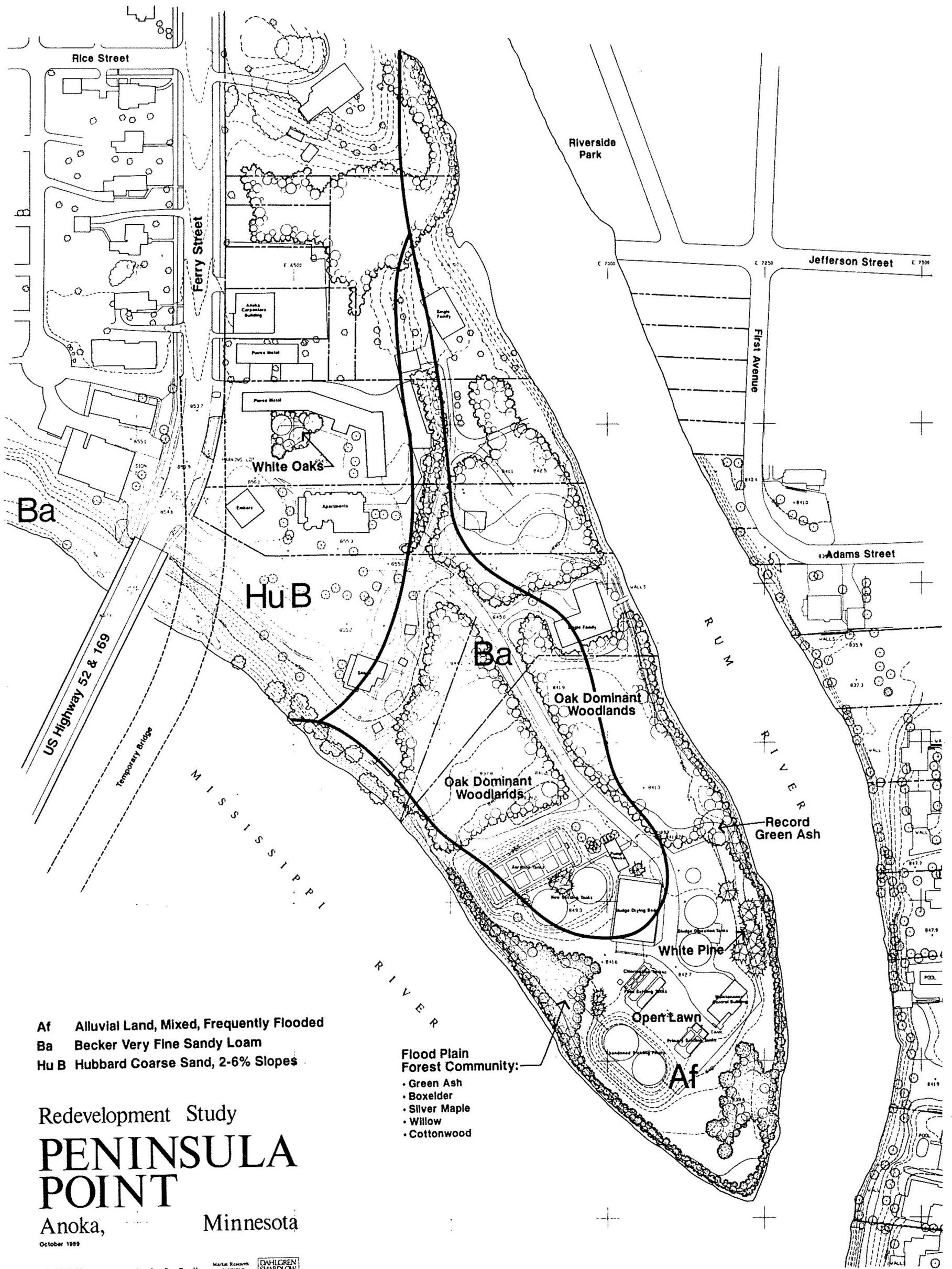
E. NATURAL SYSTEMS

Soils and Slopes

The 1977 Anoka county soil survey classifies the upland portions of the site as Hubbard Coarse Sand (HUB). These soils occur on slopes ranging from 2 percent to 6 percent and are very well drained and quite suitable for building (see Figure 5).

At the mid portions of the site following along the river bluff line at approximately elevation 854 down to elevation 842, the soils are classified as Becker (BA) very fine sandy loam. The soils are moderately well drained and experience occasional flooding. The slopes in this area range from 17 to 26 percent.

The soils below approximately elevation 842 along the river banks and the south tip of the Point are classified as Alluvial Land (AF) with mixed soil textures. These areas were formed by river deposits, are frequently flooded, and are poorly drained.



- Af Alluvial Land, Mixed, Frequently Flooded
- Ba Becker Very Fine Sandy Loam
- Hu B Hubbard Coarse Sand, 2-6% Slopes

Flood Plain Forest Community:

- Green Ash
- Boxelder
- Silver Maple
- Willow
- Cottonwood

Redevelopment Study
PENINSULA POINT

Anoka, Minnesota

October 1989



Source: Anoka County Soil Survey, Sept. 1977

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Soils/ Vegetation

Figure 5

The slopes in this area range from 0 to 13 percent at the interior to 30 percent along the river bank. The site elevations range 27 feet in height from a normal water level elevation of 831.8 to the high point of approximately elevation 858 at the northwest corner.

Vegetation

The vegetation in the upland and mid portions of the site within the sand and sandy loam soils is predominantly white and swamp white oak. The vegetation along the river banks within the alluvial soils are of the floodplain forest community consisting of Green Ash, Box elder, Silver Maple, Willow, and Cottonwood. A beautiful remnant stand of White Oaks exists on the south side of the Pierce Motel and should be retained if possible. The Heritage Green Ash is located on the east side of the point at the northeast corner of the Wastewater Treatment Facility. All efforts must be made to save this State Champion tree during the decommissioning and park development process. A significant stand of White Pine and Scattered Spruce exist on the Wastewater Treatment Facility site.

F. ACCESS

Access to the park and MWCC Plant is now provided by an easement road from Highway 169 immediately south of Ember's restaurant. Access to the other residential and commercial properties is via four curb cuts off Highway 169. The substantial number of access points increases the chances of traffic congestion and potential accidents from right and left hand turns, as well as vehicles exiting out onto Highway 169 in either direction.

Several criteria for access have been created based on our review that would be important to redevelopment plans formulated for Peninsula Point. The criteria are as follows:

- Enhance ingress and egress of the site;
- Maintain high visibility for all future and retained commercial structures;
- Minimize disruption of Highway 169 traffic flow by reducing the number of access points to the site and thereby reducing the hazard potential;
- Provide for convenient internal circulation within the site.

The following four access alternatives were prepared by Short-Elliot-Hendrickson:

Maintain Existing Access:

This alternative is the least disruptive, maintains a separate access to the park, and is the least costly. However, as traffic increases, the several curb-cuts and close proximity of the access drive to the 169 bridge will become more hazardous. The current road alignment also cuts through prime building areas along the bluff.

Alternate # 1

As with Alternates 1, 2, and 3, the current access points would be consolidated into one. This creates a safer, more organized traffic flow and increases the potential for a traffic signal. Access to the park and future development would be combined onto one road. For Alternate # 1, the access drive would intersect with 169 north of the Carpenters Hall and then align east of the Pierce Motel. This alignment creates large developable parcels with good visibility along the bluff line and 169 frontage. Also, the intersection with Highway 169 may be signalized if traffic counts reach up to 2,200 ADT on the service drive (see Figure 6).

Alternate # 2

This alignment intersects with 169 in front of The Pierce Motel and quickly curves back toward the south to the existing access drive. This alternate is more disruptive and eliminates valuable frontage along Highway 169 and uses more valuable property on the river bluff for roadway. The proposed drive would require eliminating the smaller of the two buildings of The Pierce Motels (see Figure 7).

Alternate # 3

This alternate is similar to Alternate # 1, except that the intersection with Highway 169 is moved to the south. The alignment would require eliminating the smaller of the two buildings of The Pierce Motel (see Figure 8).

Alternate # 1 is the most preferred. This alignment creates the largest parcels for redevelopment, provides safe sight lines for ingress and egress, and is the least disruptive to existing facilities.

Bridge Construction

Construction of the temporary bridge is planned to begin one year from this fall, with completion in the Spring of 1991. Costs for the temporary bridge are approximately \$2,600,000.00. Rehabilitation of the permanent bridge is scheduled to begin in the Summer of 1991 and completion should be in late 1992. Costs for this rehabilitation are approximately \$3,400,000.00. A portion of the Embers' site will have to be taken to accommodate the temporary bridge and will revert back to the current owners after the temporary bridge is closed. A sidewalk will be located on the east side of the temporary bridge, and a storm water retention pond will be located underneath the bridge.

G. VISUAL ASSESSMENT

The site is positioned at the entry to Anoka on Highway 169 and from the Mississippi River. Traveling east across the Highway 169 bridge, the view to the wooded southwest bank of the site is very attractive. However, as you approach the site, the unscreened parking lots, exterior dumpsters and signs of Embers, the Motel, the Carpenters Building and the Apartments across the street present a negative image. The character of the Woodbury House to the north significantly enhances the overall image of the approach to Anoka (see Figure 9).

The bluff area by the Shiloh House presents panoramic views of the Mississippi River and the Ferry Street Bridge. The old Kline Sanitarium, if renovated, could become a significant feature to both the site and entrance to Anoka.

As one progresses along the drive to the Wastewater Treatment Facility, the river bluff and oak woodlands create a natural buffer between the north and south portions of the site. The sense of enclosure created by the woodlands along the drive produces a dramatic entrance to the lower portion of the site. The view to the rivers are blocked by the Wastewater Treatment Facilities, but the central portion of the treatment plant is somewhat open to the south tip of the point. However, the abandoned trickling filter tanks and tree canopies block views to the Mississippi River.

The tip of the point is a gentle sloping wooded area with a sandy river's edge. Users can actually sit down on a log and touch the water at this point. The tip also offers panoramic views of both rivers and the Highway 169 bridge.

The Mississippi River Corridor is approximately 800 feet wide and creates a majestic river character. The Rum River ranges from 175 feet to 200 feet wide, and the combination of the narrow width and wooded banks creates a more intimate character.

H. DEVELOPMENT CONSTRAINTS

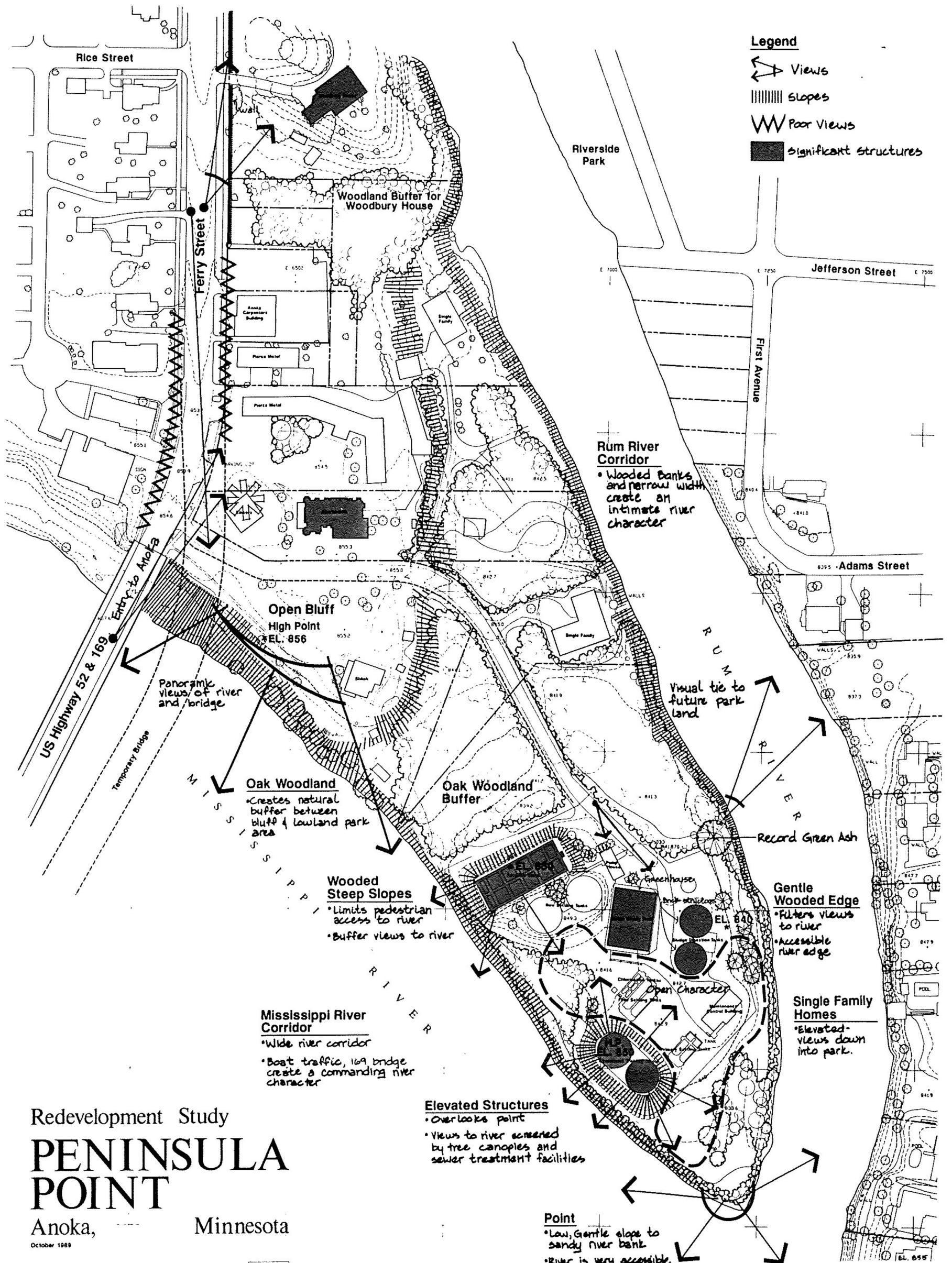
Riparian Restrictions

The site is encumbered with several elements that will restrict development. As previously mentioned, the site lies within the Mississippi River Critical Area and the Rum River Management Overlay Districts. The portions of the site fronting on the rivers are subject to riparian yard restrictions. These restrictions are summarized as follows:

RIPARIAN YARD REQUIREMENTS

<u>Zone</u>	<u>Setbacks from O.H.W. (Ordinary High Water)</u>
B-3 Highway Business	75 feet
R-1 Single Family	100 feet
R-3 Medium Density	100 feet
R-4 High Density	100 feet
Recreational Buildings	75 feet
Impervious Surface	50 feet
-Max. 30% Coverage	
Maximum Crown Cover Removal - 50%	

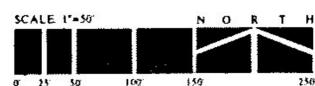
The combination of the 100-year flood elevations and the riparian setbacks significantly restrict the development potential of the site. Following are the critical river elevations.



Redevelopment Study
PENINSULA POINT

Anoka, Minnesota

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MARKER RESEARCH
 DAHLGREN SHARPLEW AND URBAN RESEARCH GROUP

Visual Assessment

Figure 9

Normal Water Level (NWL) - El. 831.8
Ordinary High Water (OHW) - approximately El. 836
Floodplain elevation - El. 844

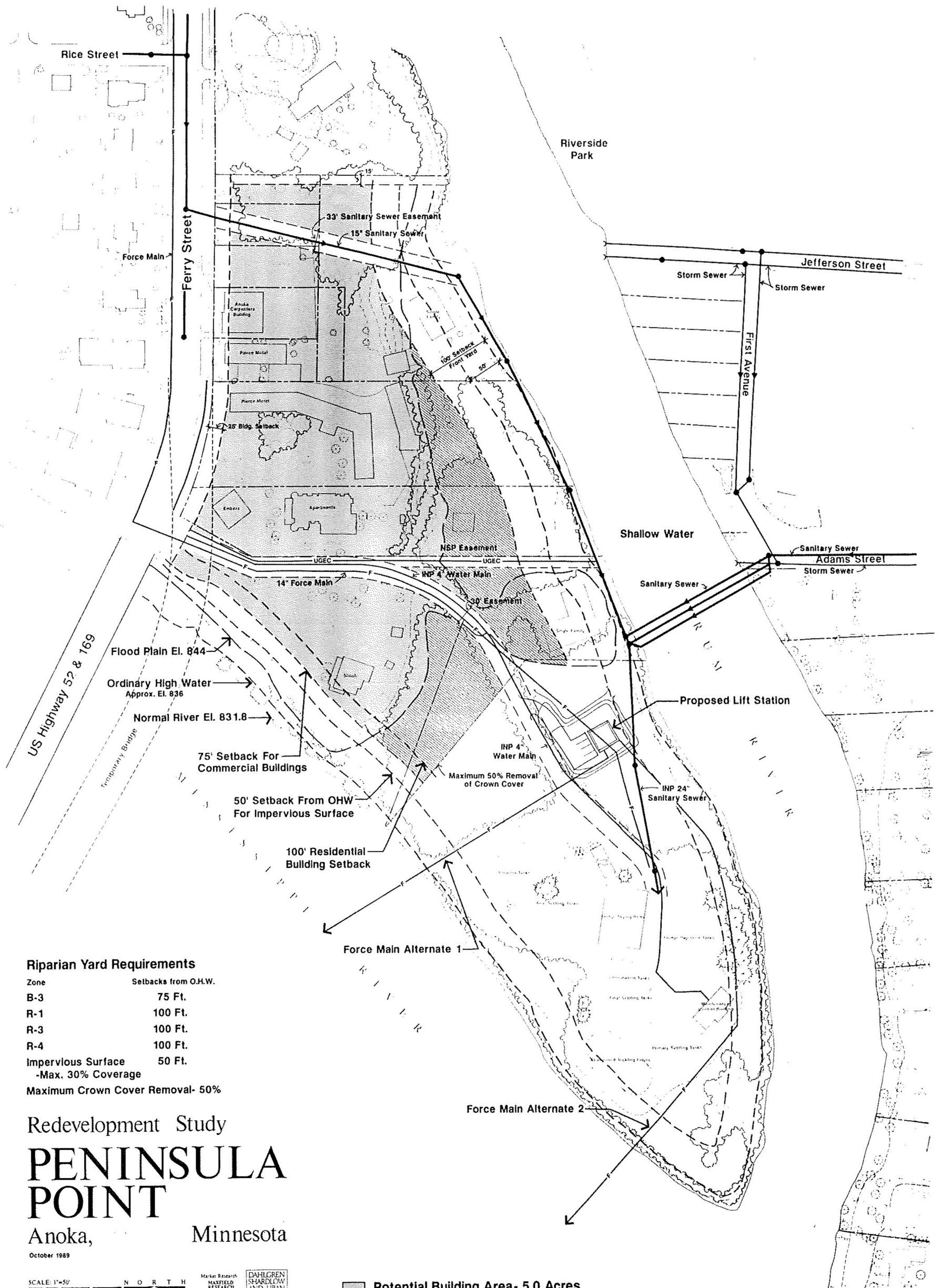
The ordinary high water level is defined as the elevation at which plant life changes from predominantly aquatic to terrestrial, or the top of the riverbank. In both cases the OHW must be determined by an expert on site. On a river, the OHW will vary along the banks. For the purposes of this study, the OHW was estimated to be the top of the riverbank at approximately elevation 836.

The building envelope defined by the riparian setbacks and the floodplain elevation is approximately 5.0 acres. It is possible to place buildings on fill within the floodplain if the lowest floor is one foot above the 100 year flood elevation, the access drive is one foot below the flood elevation, and the filling does not raise the 100 year flood elevation more than one-half foot (see Figure 10). The building area may be expanded by 1.5 acres if the floodplain is filled in select areas. Impervious surfaces such as parking lots may be placed over the utility easements and within 50 feet of the ordinary high water elevation.

Utilities

Two utility easements bisect the site west to east. A 33-foot wide sanitary sewer easement crosses the northern portion of the site. A 30-foot easement for a 14-inch sanitary sewer force main follows along the entry drive for the Wastewater Treatment Plant.

The proposed location of the lift station that will be utilized after decommissioning of the treatment plant is in the woodlands east of the entry drive. Representatives of the Metropolitan Waste Control Commission have studied several alternative locations prior to selecting this site. They have indicated that the precise location and orientation of the parking lot and structure are flexible and may be adjusted slightly to conform to park plans.



Redevelopment Study
PENINSULA POINT
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October 1989



Source: City of Anoka

MASTFIELD RESEARCH GROUP
 DAHLGREN SHARDLOW AND URBAN

- Potential Building Area - 5.0 Acres
- Potential Building Area in Floodplain- 1.5 Acres

Constraints

Figure 10

Market Overview

III. MARKET OVERVIEW

Following is a preliminary overview of potential alternative uses for Peninsula Point prepared by Maxfield Research Group. This overview includes recommendations for uses that warrant further study based on market trends. Also included are specific criteria important to the overall development goals and alternative development plans intended to maximize the subject property's land value.

The high visibility of the property to persons entering Anoka from the south and its historical significance justifies uses that will increase public awareness and use of the property, as well as maximize the value of any future private development.

The strongest amenities of the site are its high visibility with traffic counts along Highway 169 of approximately 40,000 vehicles per day and its location on the banks of the Mississippi and Rum Rivers with spectacular river views. We have considered the potential for office, retail, residential, and recreational uses on the site. The following sections provide a brief analysis of each use.

A. RECREATIONAL

Recreational amenities typically enhance the development potential of real estate. Incorporating recreational amenities as a part of the overall development plan will enhance any proposed housing product, as well as a destination restaurant. The limited amount of land available and the access constraints of the site preclude most large-scale, active recreational uses, such as a marina, golf course or ball fields. However, there is a maximum of 7.2 acres that would be available for recreational use. This area could easily accommodate a park equipped with such facilities as picnic/barbecue areas, boat docks, play field, events pavilion, ice-skating rink with warming house, biking/jogging/walking trails, and an exhibit area that will focus on the history of the park and present an overall theme. The park would be an amenity to adjacent development and would also provide public open space. We suggest routing park traffic away from proposed residential and commercial uses down near the river bank, creating a park boulevard that would include adjacent biking/walking trail system. A separate park road would provide more convenient access to the park itself and would reduce the amount of traffic passing through residential development on the site. Also, the biking/walking trail system should be extended to include park areas on both sides of the Rum River to Main Street and along the Mississippi River underneath the Highway 169 bridge. We recommend that a second pedestrian bridge be constructed further south nearer the mouth of the Rum River to enhance access to Riverside Park and increase the use of the park land.

B. COMMERCIAL

Office

The demand for office space in Anoka will come almost entirely from small users such as professional firms (lawyers, accountants, dentists, etc.) or small service businesses. Much of the existing office space in the community is located in second-story space above retail shops, or in a few professional office buildings in Downtown Anoka.

Pending further research, we recommend including professional office space of up to 50,000 square feet on the property targeted either toward professional business or health care offices. Accountants, lawyers, insurance agencies, dentists, doctors, and psychologists are examples of appropriate tenants. The building(s) could be located adjacent to Highway 169 on the site of the Pierce Motel and the Anoka Carpenter's building. Access to the building(s) would be from the service road, not directly from Highway 169. The building(s) should be a maximum of three stories in height.

Retail

Retail development typically flourishes in high traffic areas with high visibility, convenient access, and large population concentrations. The subject property is situated in a high traffic/high visibility area. Its historic significance and focus as the "gateway" to Anoka require a retail development that will support this site's high image. Retail development most suited for this property should be located near Highway 169 and must have convenient access.

We reviewed the potential of two types of retail development, destination retail and convenience retail. The sight is not suited for any type of major neighborhood or regional shopping center and retail development on the site should complement retail downtown and along Highway 10. We reviewed the potential to develop a portion of the site adjacent to Highway 169 as convenience retail that would include stores, such as take-out restaurant, small grocery store, video rental, dry cleaner, drug store, tanning salon, etc. Access Alternate 1 would provide for convenient access to the strip center, but would likely require a building configuration that would limit storefront visibility. A convenience center requires a high visibility to create customer awareness in order to obtain sufficient customer traffic. The surrounding area, including downtown, contains an abundance of convenience and neighborhood retail. There are other sites in Anoka that are better suited for development of convenience retail.

Destination retail can include many types of store/business concepts and can vary tremendously in size depending on what is developed. The spectacular river views from the bluff provide a highly desirable site amenity. Sit-down restaurants throughout the Twin Cities have been able to successfully capitalize on their close proximity to large bodies of water by providing their guests with a relaxed dining atmosphere that incorporates these dramatic water views. The southwest corner of the subject property, now occupied by Shiloh Ministries, has excellent visibility and spectacular views to support development of a destination (possibly specialty or ethnic) restaurant, similar to Lord Fletcher's on Lake Minnetonka, the Dock Cafe in Stillwater, or the River's Edge on the Apple River. We suggest considering a sit-down specialty restaurant with approximately 200 to 250 seats, including a cocktail lounge. During the summer months, the restaurant could feature "al fresco" dining on a terrace overlooking the river. Docking for boats could also be available. Because we are recommending additional uses on the site, we do not perceive the proposed restaurant to be a high volume/high traffic restaurant such as TGI Friday's or Chi-Chi's. Rather, the atmosphere should be more intimate and traditional.

Hotel/Motel

We examined the potential for developing a new hotel/motel on the site. However, the existing hotel/motel space in Anoka and Coon Rapids, in addition to the planned La Corte Inn scheduled to start construction sometime in 1990, have satisfied short-term demand for hotel/motel space. At this time, we do not view a hotel/motel use as a viable development alternative for the Peninsula Point property.

C. RESIDENTIAL

The strong site amenities provide high potential to develop either for sale or rental multi-family housing. The property's location on the Rum and Mississippi Rivers provide the site with picturesque river views. We would recommend that any housing developed on the site strive to maximize these views. Single-family homes currently occupy a portion of the subject property. Although the site is well-suited to single-family housing, it does not maximize the value of the land. Rental vacancy rates increased in Anoka over the past year due to a significant number of new units on the market. However, we expect that continued strong absorption and fewer new units coming on-line will cause vacancy rates to stabilize. We would designate approximately five to seven acres for residential development.

At a high density of 22 to 26 units per acre, total capacity for residential development only would range from 180 to 200 units. This site capacity reflects a residential parking ratio of 1.5 spaces per unit. The recently adopted multi-family residential parking ratio of 2.5 spaces per unit greatly reduces the potential number of units that can be developed. Many lenders will not consider financing a multi-family project substantially under 200 units. A development plan that allows for substantially less than 200 units on the site may considerably constrain a developer from obtaining financing. Depending on site densities, units could be a combination of lower density townhome-style buildings and a higher density three-story elevator building with underground parking. Specific multi-family housing products can be analyzed on Phase III.

D. DEVELOPMENT ALTERNATIVES

Based on our site analysis, the planned renovation of the Highway 169 bridge, traffic flow patterns, and proposed road reroutings, we have developed three alternative use plans for the subject property. The following paragraphs discuss these alternatives. Each alternative assumes that the old sewage treatment facility and surrounding area will be developed as park land. This is the portion of the site that is south and east of the bluff line and includes the flood plain. Eventually, the entire area east of Highway 169 on both sides of the Rum River from the Mississippi to Main Street should be redeveloped to continue to strengthen the image of the area as one of Anoka's most important sites. Although all of the alternatives provide for compatible uses of the subject property, the existing uses of the site have drawn some de facto boundaries that do not maximize the value of the land by developing the property as either all recreational or all residential. Unless severely constrained by setback or flood plain restrictions, we would strongly recommend that the site be developed with a variety of uses.

Alternative 1 - Residential, Commercial Office, Restaurant

The residential portion of the development would be located in the mid-portion of the property above the park road. The restaurant would be situated on the bluff overlooking the Mississippi River with the trail system eventually extending along the shoreline and underneath the 169 bridge to the other side. Commercial office would be located next to Highway 169 on the west side of the site, and the existing Pierce Hotel could likely be renovated and used as either special use housing, low income/subsidized housing or perhaps as a museum or exhibition hall in conjunction with the park. We would also suggest that an additional pedestrian walkway be constructed across the Rum River from Peninsula Point to Riverside Park. This walkway would link the park areas together making better use of the both sides of the river for recreational purposes. The site's access road would be bought down near the shoreline to create a boulevard area incorporated with biking/walking trails.

Alternative 2- Residential and Commercial Office

This development option would allow for the same amount of the site to be used as park land and more area set aside for residential development. This alternative provides for residential development over most of the site with the area nearest Highway 169 designated for commercial office. The residential portion of the development would then be able to take advantage of the spectacular river views available from the bluff currently occupied by the Shiloh Ministries building and recommended to be replaced by a restaurant in Alternative 1. The additional land made available for residential development may allow both for-sale townhomes and rental apartments to be developed on the property.

Alternative 3 - Residential

This alternative provides for only housing to be developed on the subject property. This development plan would provide future residents with views of the Rum and Mississippi Rivers, create a private, heavily-wooded area with extensive amenities for the project, such as tennis courts, biking/walking paths, boat docks/canoe racks, an outdoor pool, etc. This alternative provides for the maximum number of units on the site at a high-density ratio of 24 to 26 units per acre, with a site capacity of about 200 units. At this level of potential development, lenders would be much more likely to consider financing a residential project on the subject site.

Building Evaluation

IV. BUILDING EVALUATION

Following is the building evaluation of the Waste Water Treatment Facility by BWBR Architects, Inc. The purpose of this study is to evaluate the existing structures on the site so that a determination could be made as to which of the structures should be removed when the site is vacated by the Metropolitan Waste Control Commission (MWCC).

The structures were evaluated for park uses, such as picnic shelters, interpretive centers, amphitheaters, and play structures. Detailed design studies or detailed cost estimates for the structures were beyond the scope of this study.

To prepare this evaluation, the buildings were visually inspected and ideas were generated for reuse and adaptability of the existing structures. A detailed structural analysis of the building was not conducted. However, a review of the construction drawings of the various buildings and our visual inspection on-site did not reveal any visible structural deficiencies.

A. ANALYSIS

The general concept calls for a low-intensity park to be developed on the point within the flood plain area now occupied by the MWCC, with multi-family housing above the flood plain and possibly some limited commercial use adjacent to Highway 169.

There are an abundance of circular concrete tanks in the form of settling tanks, filters, and sludge tanks that have little value for reuse as park structures (see Figure 11). Most of these should be removed from the site to provide more open space, and only that that can be put to good use with minor additional construction should be saved. In general, all of the structures appear visually to be structurally sound, and therefore, provide a good base for adaptive reuse. However, all of the structures have varying degrees of adaptability potential. Some would require significant alteration in order to be usable for human activities. Others could be adapted for reuse with selective demolition and relatively inexpensive new construction. Adaptive reuse for a park setting would require at least some degree of new construction for toilet facilities, concession stands, and other similar uses. These types of spaces would require new plumbing and possibly mechanical heating and ventilation systems as well.

Of all the structures on site, the greenhouse structure has the greatest potential for adaptive reuse as a park structure. The lacy, light steel framework of this building is visually exciting and offers the potential for a wide variety of uses under the roof. Potential uses vary from an indoor botanical garden to a picnic structure or covered horseshoe pits. Because of its size, it could contain more than one use. The most likely adaptation would call for a roof of either transparent or opaque material, leaving the side walls open. This would lend itself to use as a picnic shelter and could also contain other uses under the roof. For example, toilet facilities or concession stands could be built as free-standing structures underneath the large roof. Horseshoe pits or a tots sand lot could be provided under the protection of the roof.



Redevelopment Study
**PENINSULA
 POINT**
 Anoka, Minnesota

October 1989
 SCALE 1" = 100'
 0 50 100 200 400
 NORTH
 MARKET RESEARCH
 WASHINGTON
 FIELDWORK
 LAMBERTSON
 STANTON
 AND LITMAN
 ARCHITECTS
 ST. LOUIS, MO.
 SOURCE:
 City Of Anoka Comprehensive Plan, Map 9, June 1980

Wastewater Treatment Facility

Figure 11

However, we must caution that in general, greenhouse structures are not designed to withstand the same level of snow loading as normal buildings for human occupancy. Any roof material selected should be lightweight, non-insulated, and may require some beefing up of the structural support system.

The filters and sludge digestion tanks are reusable as play areas or an amphitheater. This adaptive reuse is a simple matter of selective demolition, leaving the portion of the free-standing circular walls, then infilling with seats for the amphitheater, or the new play structure in the case of the tot lot. Some of this demolition may or may not be undertaken by the MWCC, and therefore, may have to be done at the expense of the City. This would involve cutting through the massive concrete walls and removing the material from the site.

There is also some potential for reuse of the aeration tanks, which are the western most square concrete structures on the site. Given the access conditions to the site and the limited potential for parking, the overall concept of the low-density, low-intensity use of this park seems to make sense. Therefore, with the use of the greenhouse structure and some of the other above mentioned uses, the value of another structure is somewhat questionable.

The use of this structure for a park maintenance facility certainly has merit, although sizes of the cells in the building may not readily lend itself to this use. Also, the floor of this structure is well below the flood point and would have to be brought up above flood plain elevation for permanent use, which would require additional elevation above the top of this structure to obtain the clearances required for a maintenance structure.

A number of other uses for this structure were evaluated, such as a restaurant or an interpretive center. While this type of reuse is conceivable, the expense to convert the building for this use would be high enough to warrant further studies to determine the financial feasibility of such a venture.

B. CONCLUSION

In summary, the structures on the MWCC site all have varying degrees of potential for adaptive reuse. The greatest potential lies with the greenhouse structure, the circular settling tanks, and sludge digestion tanks. It is our recommendation that before final determination is made as to the disposition of these buildings, further detail design and cost estimated studies should be undertaken to determine the City's financial commitment to complete the park utilizing these structures.

Development Plan Alternatives

V. DEVELOPMENT PLAN ALTERNATIVES

A. PENINSULA POINT: GOALS AND OBJECTIVES

The following goals and objectives have been formulated from our analysis and discussions with the Staff and Task Force. These goals and objectives should guide decisions and strategies for the redevelopment of Peninsula Point (see Figure 12).

1. GOAL:

Maximize the Development Potential of the Site

OBJECTIVES:

Capitalize on the property's high visibility and position as a Gateway into the City Anoka.

Provide uses that will increase public awareness of the rich historical aspects of the property.

Improve ingress and egress to the property by consolidating access points. Provide for convenient internal circulation within the site.

Plan for uses that respond to local market conditions.

Plan for uses that are compatible with unique site characteristics and surrounding land uses.

Maximize building area within the myriad of site constraints.

2. GOAL:

Integrate Redevelopment and Significant Natural Site Features

OBJECTIVES:

Preserve woodlands as much as possible.

Minimize fill into the floodplain.

Orient buildings and park uses to take advantage of the views.

Provide opportunities to experience the woodlands as a pedestrian.

Maintain woodlands as a buffer between the park and future redevelopment.

Provide opportunities for direct contact with the Rum and Mississippi Rivers.

Respect existing shoreland regulations.

3. GOAL:

Incorporate the Historical Aspects of the Site Into Redevelopment

OBJECTIVES:

Preserve the integrity of the Woodbury site.

Maintain the Kline Sanitarium exterior and adapt the interior to an appropriate reuse.

Establish a reference to the first Ferry Crossing site of the Mississippi to Anoka.

Reuse structures from the MWCC Wastewater Treatment Facility where possible.

Create a historical theme that integrates the park and redevelopment areas.

Develop interpretive program for the site's history, geology, and ecology.

Increase users awareness of the River's ecology and role in settlement of Anoka.

4. GOAL:

Integrate the Park Uses Into City and Regional Recreational Systems

OBJECTIVES:

Create strong entries to Peninsula Point Park.

Provide pedestrian and bicycle connections across the Rum River.

Create a link in future loop path system along both sides of the Rum River.

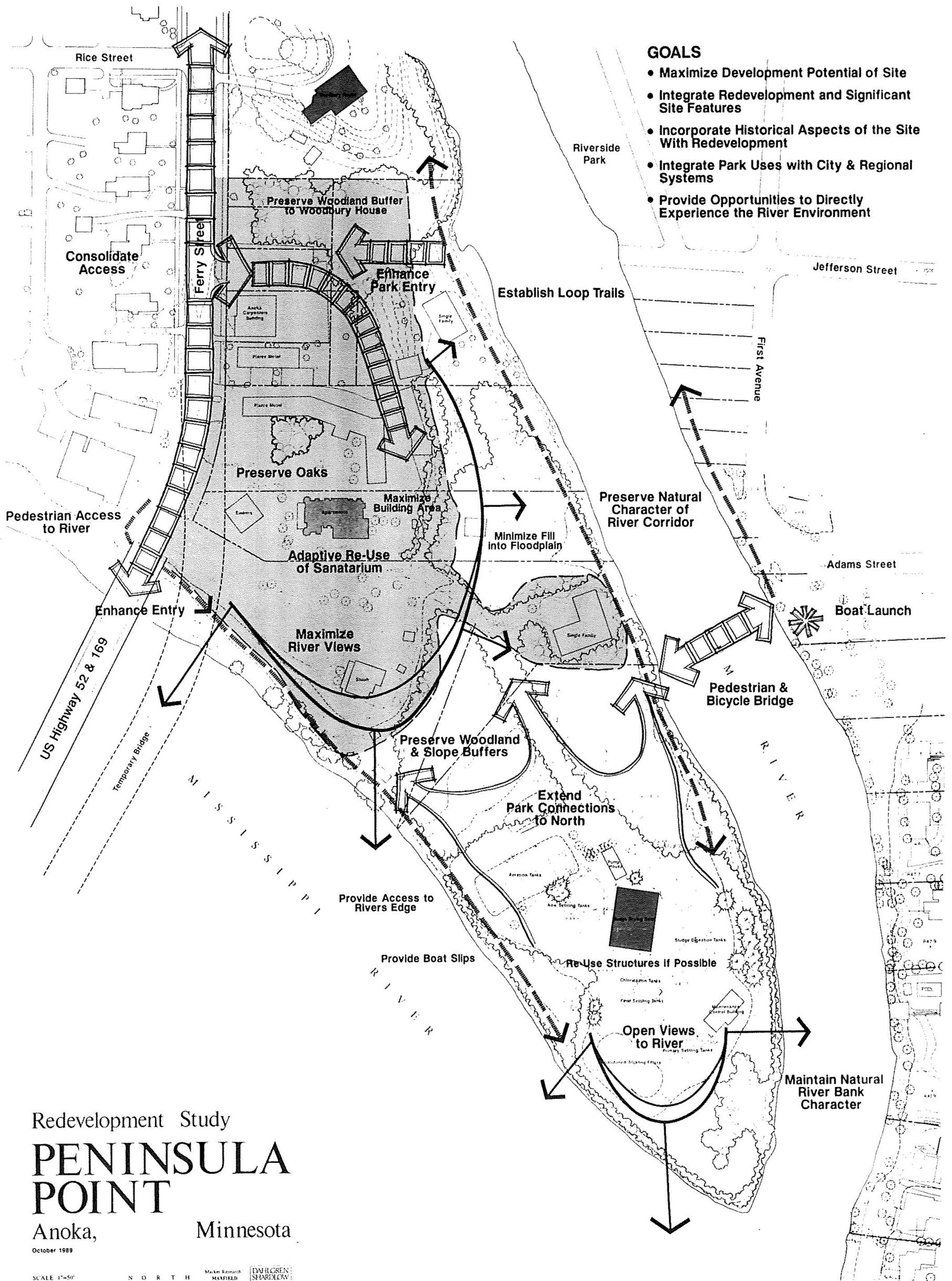
Provide opportunities for use of the park in all seasons.

Provide boat slips on the Mississippi and Rum River Banks.

Provide space for community gatherings.

Establish the park as the trail head for the Rum River Corridor.

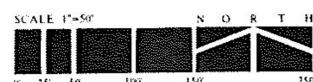
Provide trail connections to Ferry Street off both the Rum and Mississippi Rivers Banks.



Redevelopment Study
PENINSULA POINT

Anoka, Minnesota

October 1989



Market Research
MANFIELD RESEARCH GROUP
 DAHLGREN SHARIDIAN AND URBAN
 CONSULTANTS

Goals & Objectives

Figure 12

B. PARK PLANNING

As part of the decommissioning process, the MWCC will remove all the undesirable structures at no cost to the City. In addition to the building evaluation, the following has been completed to determine which structures should remain:

A preliminary program of park uses;

Development of concept alternatives to determine the impact of the existing structures and the future lift station on the park layout and development potential of the site; and

Park and development alternatives without the structures.

The ultimate park plan will be shaped not only by the park programming needs, but also by the market forces to maximize the development potential of the site.

D. PARK PROGRAMMING

Following is a list of elements derived from discussions with the Task Force and Park Board that should be considered for inclusion into the Peninsula Point Park:

Boat Slips:

The slips could be located on either the Rum River or Mississippi River banks and should serve recreational boaters visiting for park events and commercial development such as a restaurant. Boat slips will minimize haphazard beaching of boats and erosion of the riverbanks.

Docking facilities for an excursion and dining boat should also be considered.

A boat launch should be planned for the proposed park area on the east bank of the Rum River at Adams Street. The HRA owns Block 32 bounded by Adams and Jefferson Streets and 1st and 2nd Avenues. The HRA also owns the parcel at the south side of Adams Street at 1st Avenue. The boat launch will be located south of the sewer pipe that crosses the river at approximately Adams Street. The river is too shallow north of the sewer pipe to accommodate boat traffic.

River Promenade:

A pathway system should connect Peninsula Point Park with Riverside Park, the old amphitheater site, the dam, and Downtown. A pedestrian bridge connecting paths on both sides of the river should be located approximately at Adams Street. The trail on the east side of the Rum River will be located on the river bank within City property. The trail on the west side may have to be diverted to the Highway 169 Corridor because the property is mostly under private ownership. Over time an easement should be considered to allow a path along the entire west shoreline to the Dam.

Other Park Program Elements:

- Seating along Rivers edge.
- Path connections to the east and west sides of the Highway 169 Bridge.
- Tot lots/play structures with historical theme.
- Festival space.
- Multi-purpose open space.
- Parking for approximately 25 spaces.
- River access for pedestrians.
- Rest Rooms.
- Historical markers and River Interpretive Center.
- Park trail head information area.
- River awareness elements:
 - Rivers edge seat steps
 - Markers for ordinary high water, normal high water, and 100-year flood elevations
- Demonstration area/small amphitheater.
- Picnic pavilion and tables.
- Fishing pier.
- Seasonal use - ice skating and warming house.
- Kinetic water sculpture.
- Boardwalk.

Park Theme:

The historical aspects of "The Point" and the settlement of Anoka as a whole should be considered as a theme for the park. Whatever theme is selected for the park, it will most likely manifest itself in architectural and site details. For the purposes of this study, emphasis has been placed on the functional aspects for the park plan.

Both the Rum and Mississippi Rivers have played a major role in the settlement of this area by Indian populations and settlers. The rivers are the physical elements that have shaped Peninsula Point and created the beautiful setting. For this reason, in all designs for the park, the rivers should be celebrated. The historical role of the Rum and Mississippi Rivers could be celebrated through a theme based on the rivers' roles in the settlement of the area and ecology. Park elements, such as water play structures and fountains, could be designed to refer to the history of the rivers and allow users to directly experience the rivers' edge and seasonal fluctuations. An interpretive center could be established that illustrates the rivers' ecology and role in area development.

Parking Ratios:

The parking ratios for both office and multiple residential uses in the City of Anoka are minimal by industry standards. During the course of this study, the City has been evaluating the parking requirements for multiple residential developments. The parking ratio of 1.7 spaces per unit for structures with eight or more units is minimal by today's standards for typical High Density Residential. This ratio could be appropriate if the mix of units includes seniors housing, or a predominance of efficiency and one

bedroom units, or is in an urban area. An average parking ratio of 2.0 spaces per unit is typical. Many communities vary the parking ratios to the size of the unit, e.g., 1.5 for one bedroom or 2.0 for two bedrooms.

A new parking ratio of 2.5 spaces per unit was adopted by the City the week of October 9, 1989. This ratio is on the upper end of the industry standards and will restrict the potential housing densities on the site.

A new R-5 Residential Flex District was also approved October 9, 1989. This district encourages creative and efficient use of land for development. The City may wish to consider this district to arrive at an appropriate parking ratio for the mix of residential uses that may be developed on the site.

The office parking ratio of 2 spaces per 1,000 square feet is minimal by industry standards. Typically 5 spaces per 1,000 square feet are necessary for an office building to function.

D. REDEVELOPMENT ALTERNATIVES

Three redevelopment alternatives were designed that respond to the concepts suggested in the Market Overview, Goals and Objectives, and Park Program. Each plan suggests a different combination of land uses and park designs. Also, the current Anoka parking ratio for office space and the ratio of 1.7 spaces per unit for High Density Residential was used. This ratio may still be appropriate if more senior housing is developed. A fourth alternate was created that utilizes the industry standard parking ratio for office of 5 spaces per 1,000 square feet and the recently adopted ratio of 2.5 spaces per unit for the High Density Residential.

A simple outline of the positive and negative elements of each alternative follows:

Assumptions

- Designing for highest and best use of property irrespective of property lines.
- Assume filling will be allowed in the floodplain.
- Assume ordinary high water elevation to be the top of the river bank at the approximate elevation of 836.
- Assume the Pierce Hotel will remain.
- Assume only one access point onto Highway 169 will be permitted.
- Assume stoplights at access point.
- Assume a 50-foot ROW width for public streets.

Alternate One: Mixed Use Development

This alternate provides a mix of high density residential, professional office, and restaurant uses.

Positives:

- Minimal disturbance to existing land uses if phased over time.
- Offices on both sides of entry
- Convert Kline Sanatorium to office
- Restaurant on bluff
- High Density Residential on bluff
- High Density Residential south of drive
- Minimal land in ROW

Negatives:

- Combined access with park
- Minimal office parking ratio of two spaces per 1,000 square feet
- Requires moving north sanitary sewer to ROW

Park: Maximum Reuse of Treatment Plant

This park concept reuses as many of the existing MWCC structures as possible and creates a strong theme based on waterplay and historical interpretation.

Positives:

- Reuse of greenhouse as picnic pavilion
- Reuse of aeration tanks as interpretive center
- Reuse of trickling filters as water play structure
- Reuse of sludge tanks as small amphitheater
- Festival plaza
- Excursion boat dock
- Boat slips on Rum and Mississippi Rivers
- Minimal disturbance to woodlands
- Park trail easements along the Rum River
- Boardwalk along Mississippi

Negatives:

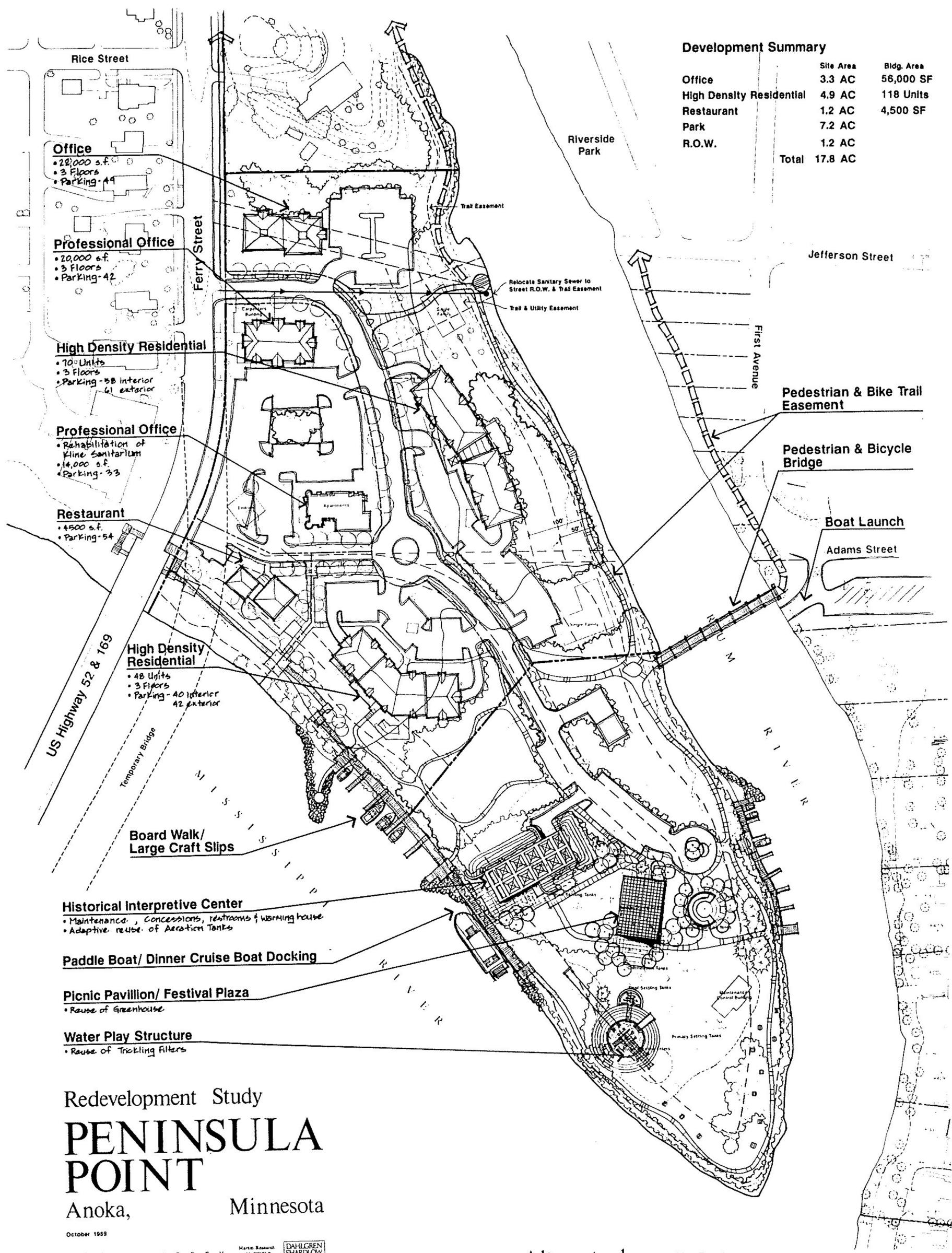
- Combined access
- Costly to retrofit aeration tanks
- Difficult to create historical theme
- Aeration tanks too large for use
- Water play structure closes off river from central open space
- Park access too obscure

Alternate Two: Office and Residential

This alternate suggests a mix of office and residential uses and a separate drive for the park off the main entry.

Positives:

- Offices both sides of entry
- Separate drives for park and development
- High Density Residential on bluff



Development Summary

	Site Area	Bldg. Area
Office	3.3 AC	56,000 SF
High Density Residential	4.9 AC	118 Units
Restaurant	1.2 AC	4,500 SF
Park	7.2 AC	
R.O.W.	1.2 AC	
Total	17.8 AC	

Office
 • 28,000 s.f.
 • 3 Floors
 • Parking - 49

Professional Office
 • 20,000 s.f.
 • 3 Floors
 • Parking - 42

High Density Residential
 • 70 Units
 • 3 Floors
 • Parking - 58 interior
 61 exterior

Professional Office
 • Rehabilitation of
 Kline Sanitarium
 • 16,000 s.f.
 • Parking - 33

Restaurant
 • 4,500 s.f.
 • Parking - 54

High Density Residential
 • 48 Units
 • 3 Floors
 • Parking - 40 interior
 42 exterior

Historical Interpretive Center
 • Maintenance, concessions, restrooms & warming house
 • Adaptive reuse of Aeration Tanks

Paddle Boat/ Dinner Cruise Boat Docking

Picnic Pavillion/ Festival Plaza
 • Reuse of Greenhouse

Water Play Structure
 • Reuse of Trickling Filters

Redevelopment Study
PENINSULA POINT
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October 1989

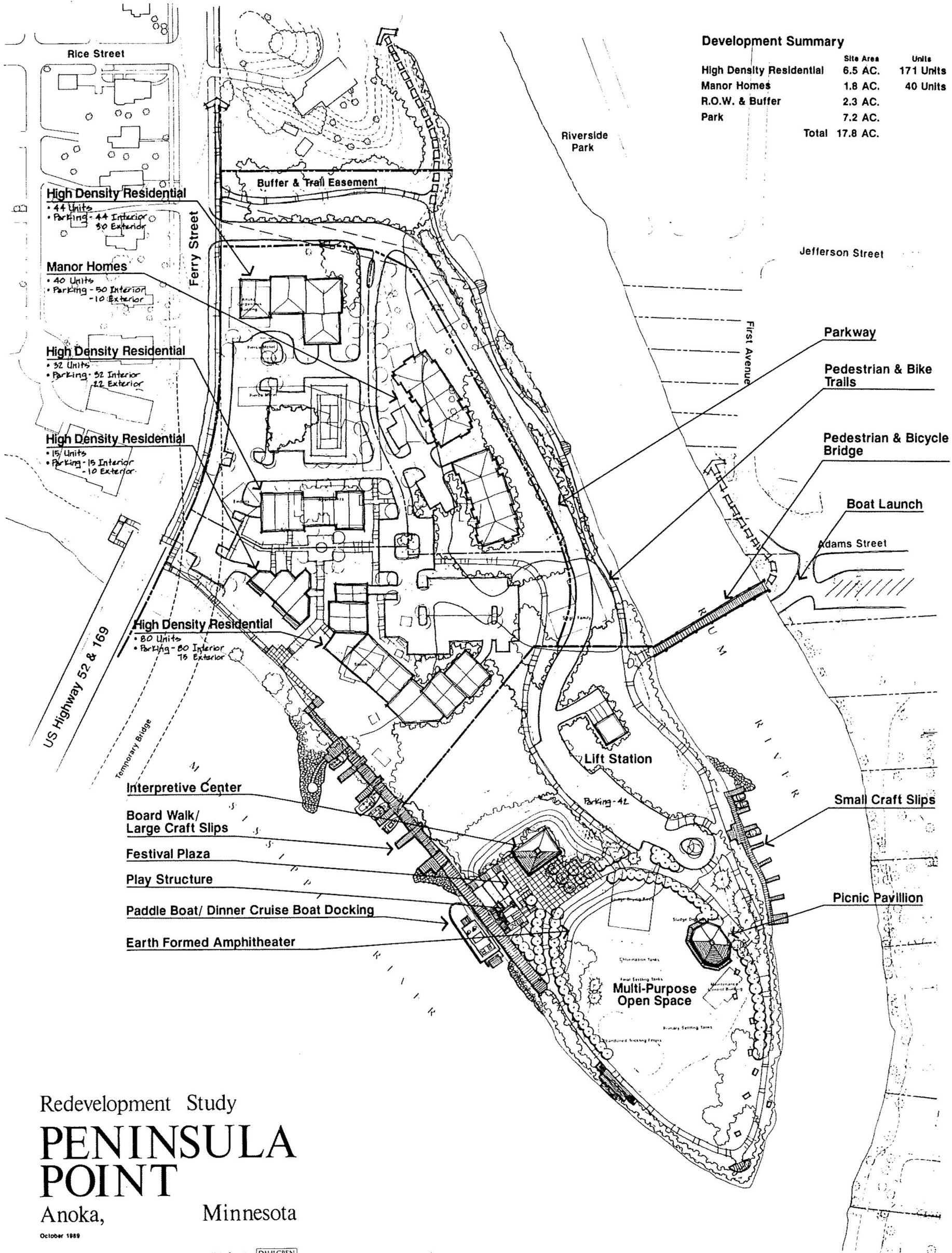


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Alternate 1: Mixed-Use Development
 Park - Maximum Re-Use of Treatment Plant

Figure 13



Development Summary

	Site Area	Units
High Density Residential	6.5 AC.	171 Units
Manor Homes	1.8 AC.	40 Units
R.O.W. & Buffer	2.3 AC.	
Park	7.2 AC.	
Total	17.8 AC.	

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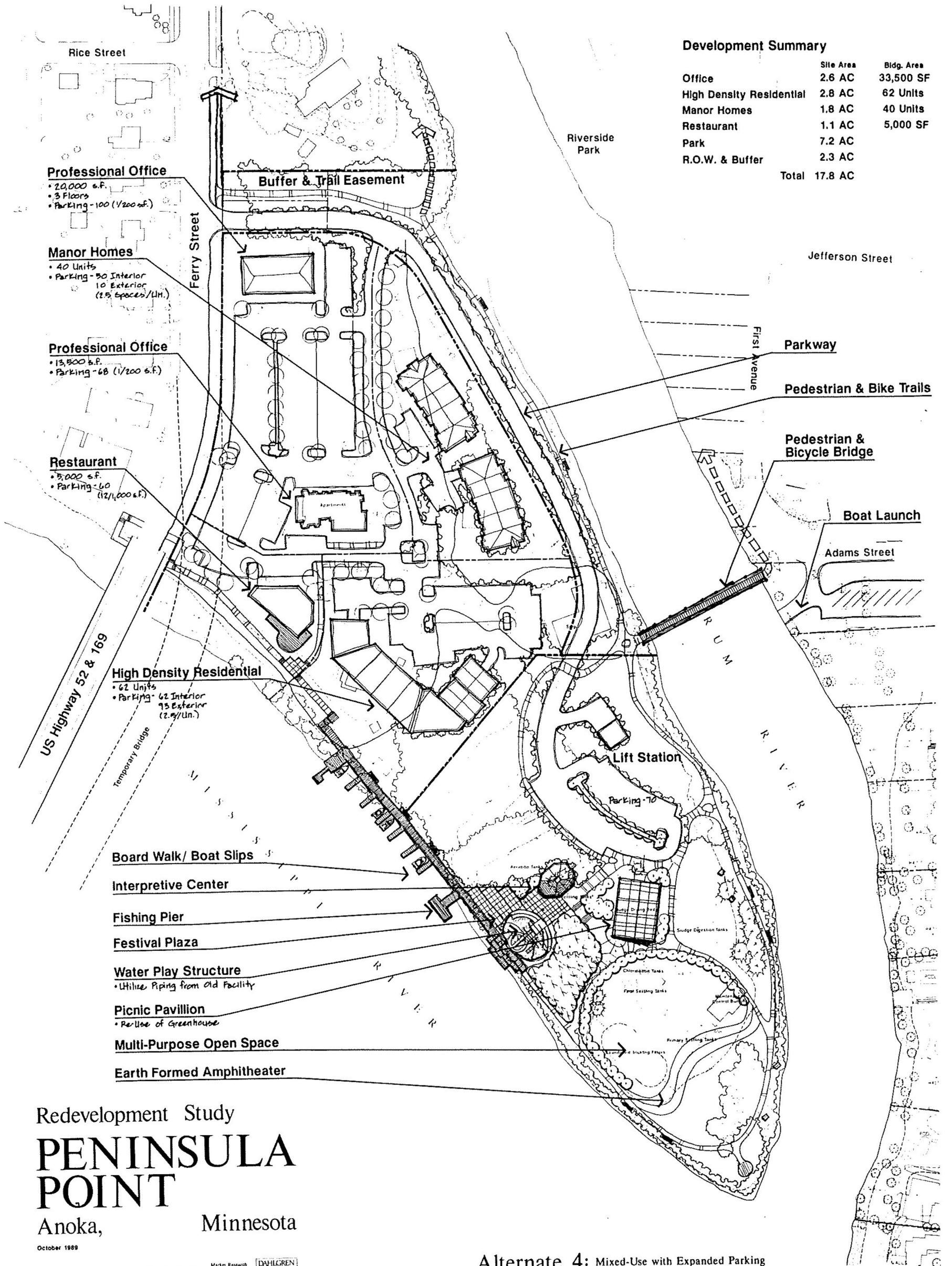
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 Suite 100
 Anoka, MN 55426

Alternate 3: Residential
 Park- Nostalgic

Figure 15



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October 1989



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 612-338-1100

Alternate 4: Mixed-Use with Expanded Parking
 Park- Minimum Re-Use of Treatment Plant
 - With Water Park

Figure 16

Negatives:

- Long costly entrance drive
- Minimal boat slips
- No excursion boat landing

Preferred Plan

The development alternatives were presented to the Task Force, Park Board, and City Council to evaluate the concepts and determine a direction for a preferred plan. A fifth plan has been created that illustrates a consensus of preferred elements for the redevelopment of Peninsula Point (see Figure 17).

A mixed land use scenario was preferred that includes the following:

1. A single drive serving the commercial, residential, and park uses. Due to the narrow width of the site, a 50-foot ROW should be utilized.
2. A restaurant along the bluff overlooking the Mississippi River.
3. Medium to high density residential along the bluff south of the restaurant.
4. Manor homes along the Rum River side of the Point.
5. Professional office uses along Highway 169.
6. Reuse of the Kline Sanitarium as professional office.
7. Pedestrian and bike trail easements along the Rum River.
8. Boardwalk access from Highway 169 to the park along the Mississippi River.

Peninsula Park

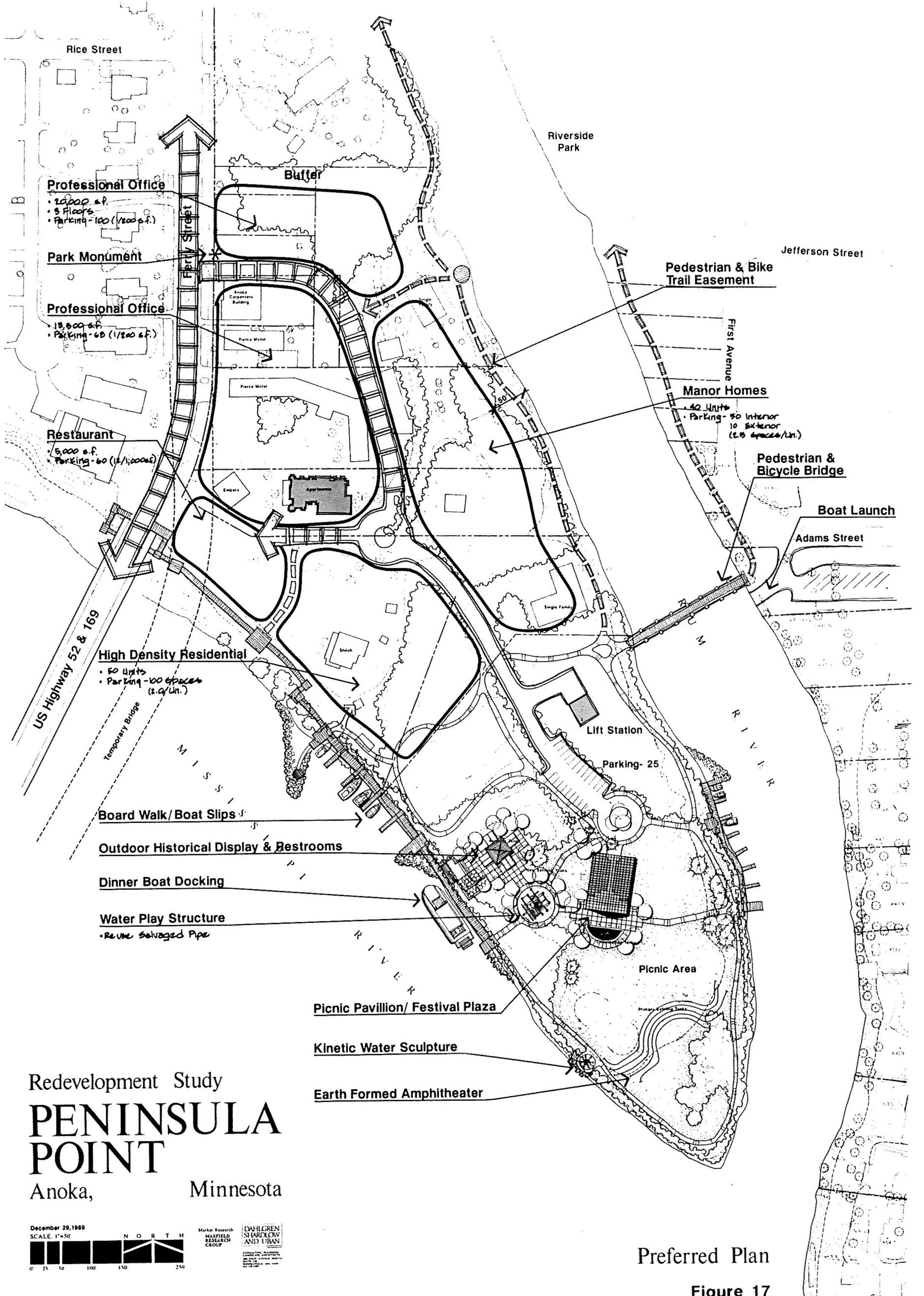
1. Simple, passive, low intensity uses.
2. Removal of all MWCC facilities, except the greenhouse.
3. Salvage piping from sludge digestion tanks and the control buildings for future use as play structures and fountains.
4. Park entry monuments at the access points on Highway 169.
5. Single access utilizing the existing road to minimize impact on woodlands.
6. Parking for approximately 25 spaces with area to expand if needed.
7. Lighted pedestrian bridge to east side of the Rum River.
8. Lighted bike and pedestrian trail easements along the Rum River.
9. Boat slips on both the Rum and Mississippi Rivers.
10. Kinetic water sculpture.

12. Educational/interpretive play structures.
13. Lighted boardwalk along the Mississippi River.
14. Dinner cruise docking.

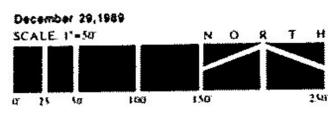
The preferred plan is very flexible, creates the least impact on the existing land uses, and provides options for phasing development. The plan is sensitive to site amenities and will accomplish the goals and objectives established by the Task Force. The City should work with the property owners to fine tune the plan and development over time. A collaborative effort will be necessary between the property owners, the City, and the Minnesota Department of Transportation to arrive at an access solution off of Highway 169. An analysis of the potential traffic generated from the proposed land uses should be done to determine if signal lights will be required at the proposed access point.

The park is intended for passive uses as desired by the Park Board. The mix of residential, office, and restaurant uses will generate users for the park. The future looped trail system on the east and west banks of the Rum River will provide access for users that may walk or bike to the park.

In order to preserve the site's natural character and maximize development, creative zoning standards should be utilized that will allow flexibility in setbacks and parking ratios. A maximum ROW width of 50 feet should also be utilized. The site is too narrow to be consumed by excessive setbacks, parking, and street widths.



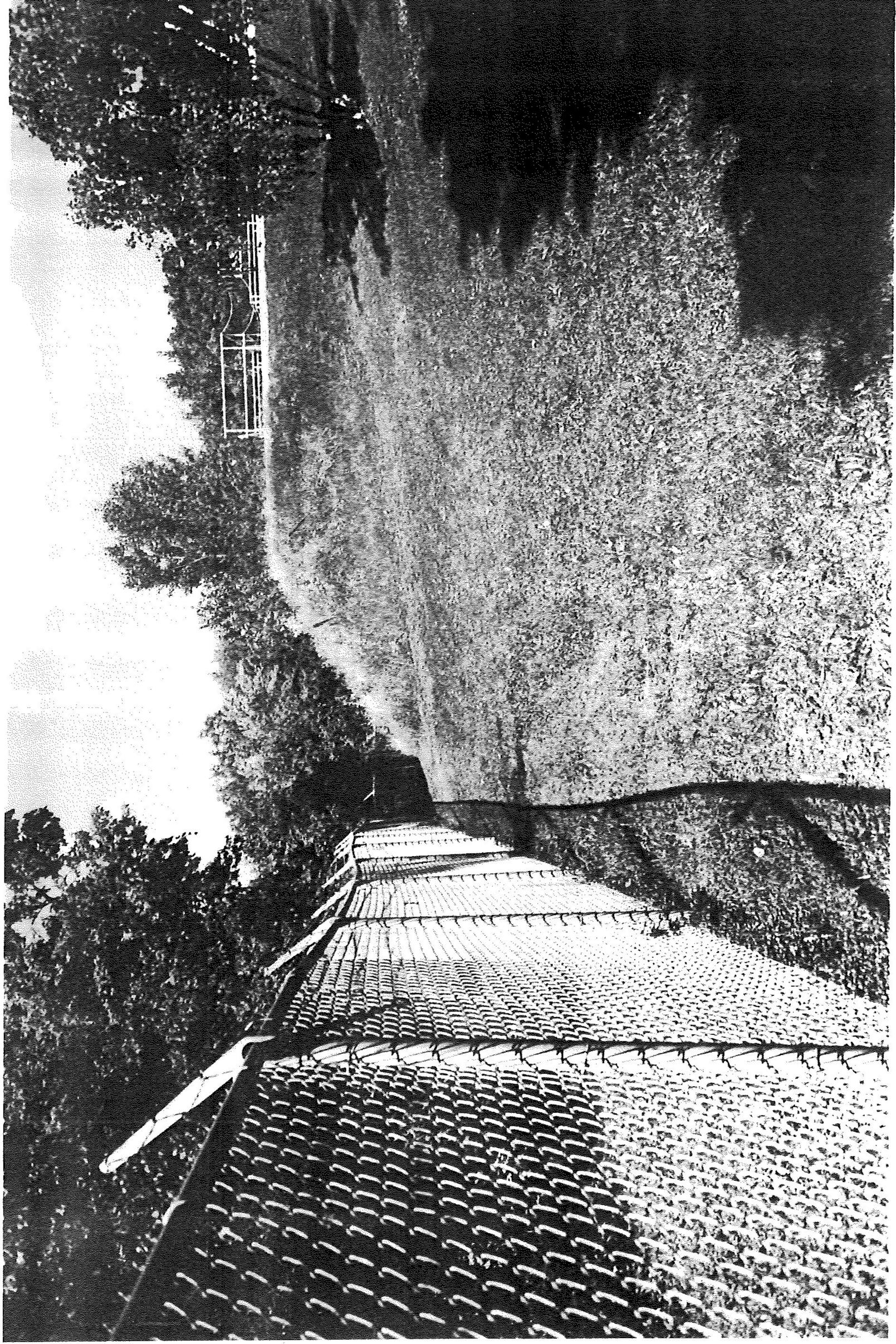
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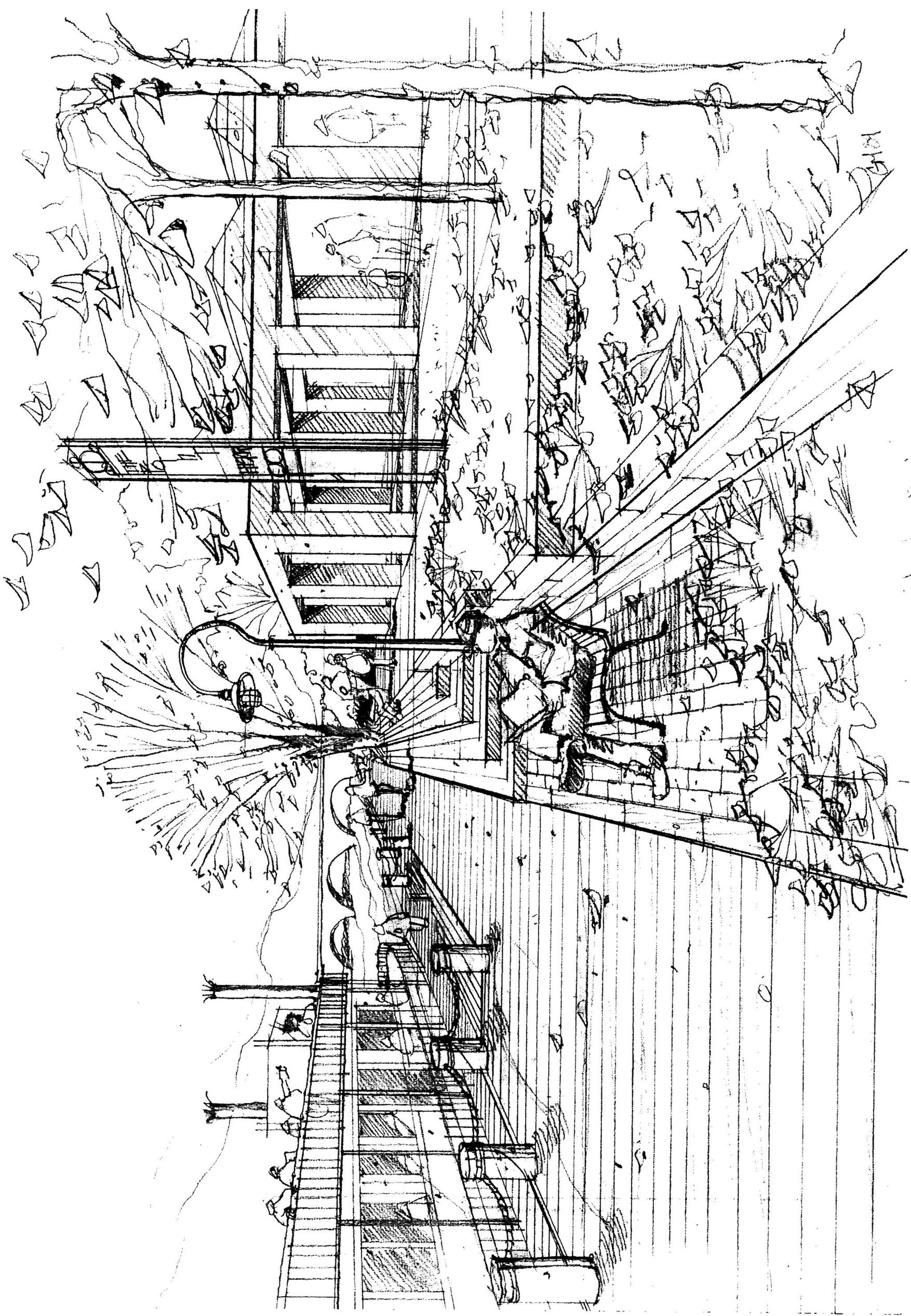
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 AND URBAN

Preferred Plan
 Figure 17



Existing Aeration Tanks

Figure 20



Proposed Interpretive Center, Boardwalk, and Docking Area

MEMORANDUM

DATE: 30 October 1989
TO: Task Force and City Staff
FROM: Geoff Martin
RE: Summary Notes from October 18, 1989 Meeting

This memo summarizes notes and comments by Task Force members and City Staff regarding the preliminary findings and development alternatives as presented by Lee Maxfield and myself.

Following is a compilation of the comments by the Task Force members regarding the redevelopment and park concepts:

Redevelopment Area

- Prefer high quality townhomes
- Prefer restaurant
- Reuse Kline Sanitation
- Prefer mixed use scenario
- Assume stoplight at access onto Highway 169
- Like concept one - least impact
- Woodbury house should access onto service drive
- Prefer shared access drive/interior road
- Concern for view of parking along 169
- No high density housing
- Utilize new R-5 Flexible Residential Zone
- Concern about traffic generation - traffic generation should be studied
- Too costly

Park Plans

- Prefer parkway along river - reduces conflict between residential and park traffic
- Do not like park drive along river
- Concern for view to parkway from residential east of Rum River

- Like reuse of greenhouse
 - Concern for parking in park area
 - Tie boat slips in with townhomes
 - Not sure of child orientation for park
 - Design parking to be expandable for the park
 - Most people will be walking to park
 - Like historical interpretative center
 - Boat slips should be temporary to avoid flood damage
 - Like water park theme
 - Eliminate treatment facility structures except greenhouse
- A. Melinda has received several phone calls in support of placing a restaurant and boat slips on site.
- B. MnDOT is planning for a stormwater retention pond by the bridge. Contact Scott McBride from MnDOT to verify location.
- C. The north access point should be shifted south of the stone wall at the southwest corner of Mr. Weaver's property.

Preferred Plan

The preferred Master Plan shall include the following elements as suggested by the Task Force:

- A. Park access drive along the Rum River Bank.
- B. Mixed Uses: Restaurant, office, owner occupied housing -- manor homes and townhomes.
- C. Reuse of Kline Sanitation as office.
- D. Maintain greenhouse in park.
- E. Move access south to avoid the stone wall along 169 and create a larger developable lot to the north. Assume storm sewer will be moved.
- F. Utilize the following industry standard parking ratios:
- Office - 5 spaces/1,000 SF
 - Residential - 2 spaces/unit

Next Meeting

The next Task Force meeting is scheduled for Thursday, November 29, 1989 at 7:00 p.m. at the Council Chambers. The preferred plan and additional findings will be presented.

Butch Brandenburg will check to see if the Park Board would prefer to have a presentation to discuss the park plans.

MEMORANDUM

DATE: 1 November 1989
TO: Peninsula Point Task Force Members
FROM: Geoff Martin
RE: Revisions to elements of the preferred plan

Following are revisions and additions to the preferred plan elements which were summarized in the October 30th memo.

In response to the October 30th memo, members of the Task Force have informed me that inclusion of the park drive along the Rum River as a preferred element did not represent a true consensus of the Task Force. Due to the impact of this item on redevelopment of the site, further discussion is necessary by the Park Board and Task Force prior to adopting it as a element in the preferred plan.

Other items that should be added as preferred park elements include:

- A. Historical Interpretive Center
- B. Pedestrian and bike bridge across the Rum River
- C. Paths along the Rum and Mississippi Rivers
- D. Boat slips on Mississippi and Rum Rivers

The Park Board will be meeting on November 21st to discuss these elements and other issues pertaining to the park development.

MEMORANDUM

DATE: 27 November 1989
TO: Park Board Members
FROM: Geoff Martin
RE: Summary Comments from November 11, 1989 Park Board Meeting

Following is a list summarizing the comments by Park Board Members regarding the role of Peninsula Park within the community. The preliminary goals, objectives, and program elements listed in the Redevelopment Study Summary Memo will be refined to reflect these comments by the Park Board.

- A. The park should be connected to Riverside Park with a lighted pedestrian and bicycle path and bridge over the Rum River. Most users will be walking to the park.
- B. The park should be designed for low intensity, passive uses.
- C. Peninsula Park should offer users a place to sit and enjoy the rivers. The rivers are the attraction.
- D. Access should be maintained along the current easement to minimize impact on current property owners and on the woodlands.
- E. Preserve as many trees as possible.
- F. Minimize parking area; provide 20 to 25 spaces with the opportunity to expand if needed and include parking for the handicapped.
- G. Do not include an interpretive center. Markers should be located along pathways that illustrate important historical information.
- H. Open interpretive displays should be considered; do not include permanent closed structures.

- I. Consideration should be given to year-round use.
- J. The park should be accessible by boat.
- K. All structures should be removed, except for the old greenhouse. If an interpretive center is included, then the aeration tanks should be studied for this use.
- L. The final plan should include a pedestrian and bike path on the west bank of the Rum River up to the Weaver property. If land becomes available, then the path should be extended north to the amphitheater.
- M. For the short-term, a trail along the east side of the Rum River will be adequate.
- N. Play structures and park shelters should be designed to reflect historical aspects of "The Point", such as: the old mills, logging theme, etc.
- O. Boat slips should just be located on the Mississippi Bank.
- P. The dinner cruise boat docking should lie closer to the restaurant.
- Q. Include the river promenade and boardwalk.

Summary of Program Elements

- Boat slips on Mississippi Bank
- River promenade
- Seating along the River's edge
- Path connection to Highway 169 bridge
- Small educational play structure
- Multi-purpose open space
- Minimal parking
- River access for pedestrians
- Rest rooms
- Historical markers
- Park trail head information
- River awareness elements
- Picnic pavilion and tables

- Fishing pier
- Boardwalk
- Kinetic water sculpture
- Boat launch on Rum River

MEMORANDUM

DATE: 12 December 1989
TO: Melinda Coleman
FROM: Geoff Martin
RE: Summary of Decisions at the December 11, 1989 Meeting

Following is a summary of the decisions made at the Joint Workshop meeting with the Peninsula Park Task Force and the City Council. Lee Maxfield and myself summarized our findings, the development alternatives, and comments by the Task Force and Park Board from past meetings. The main purpose of the meeting was to gain, from the Council, input on the development alternatives, a consensus on certain plan elements, and direction for the next step.

A consensus was reached on the following items:

A. MWCC Facilities:

- Remove all structures, except the greenhouse.
- Salvage piping from sludge digestion tanks and the control building for future use as play structures and fountains.

B. Access:

A single drive that services future development and the park is preferred as a long term solution. The access point from Highway 169 should be located north of the Anoka Carpenters Building. The new drive should turn south and intersect with the current alignment of the access drive to the treatment plant as illustrated in Alternative One. This solution will provide the most flexibility for phasing future development. Also, this alignment will be the safest and produce the least impact on the site.

C. Boat Slips:

Slips should be located on both the Mississippi and Rum River sides of the point. The slips will organize boat parking and prevent random mooring and erosion along the banks.

D. Land Use:

A mixed land use scenario with a restaurant, professional offices, and residential is preferred. Medium Density Residential uses should be located along the Rum River side of the property

E. Interpretive Center:

The historical interpretation of the area should be limited to all-weather exterior displays, markers, and interpretive play structures.

Next Step:

A composite plan illustrating the preferences of the Task Force and Council will be produced. This plan will be included in the final report that will be completed in mid January, 1990.