

Commissioners:

James Bull
James Daire
Chuck Gitzen
Wayne Groff
Julie Kimble
Robert Murphy
Peter Sparby



**Planning Commission
Agenda**

Wednesday, September 5,
2018
6:30pm

Address:
2660 Civic Center Dr.
Roseville, MN 55113

Phone:
651-792-7080

Website:
www.cityofroseville.com/pc

1. Call To Order
2. Roll Call
3. Approval Of Agenda
4. Review Of Minutes
- 4.A. August 1, 2018 Minutes

Documents:

[AUGUST 1, 2018 MINUTES.PDF](#)

5. Communications And Recognitions
- 5.A. From The Public:
Public comment pertaining to general land use issues not on this agenda, including the 2040 Comprehensive Plan Update
- 5.B. From The Commission Or Staff:
Information about assorted business not already on this agenda, including a brief update on the 2040 Comprehensive Plan Update process
6. Public Hearing
- 6.A. Request By The Community Development Department To Consider Zoning Code Text Amendments To §1001.10 Definitions And Table 1005-1 Table 1005-5, And Table 1006-1 Pertaining To Breweries, Taprooms, Brewpubs And Distilleries (PROJ17-Amdt35)

Documents:

[6A REPORT.PDF](#)

7. Project File 0037: 2040 Comprehensive Plan Update
- 7.A. Review Abutting Future Land Use Categories In Draft 2040 Comprehensive Plan Updates Of Neighboring Communities And Review Feedback Received On Roseville's Draft 2040 Comprehensive Plan Update (PROJ0037)

Documents:

[7A REPORT AND ATTACHMENTS.PDF](#)

8. Adjourn



**Planning Commission Regular Meeting
City Council Chambers, 2660 Civic Center Drive
Draft Minutes – Wednesday, August 1, 2018 – 6:30 p.m.**

- 1 **1. Call to Order**
2 Chair Murphy called to order the regular meeting of the Planning Commission meeting at
3 approximately 6:30 p.m. and reviewed the role and purpose of the Planning Commission.
4
- 5 **2. Roll Call**
6 At the request of Chair Murphy, City Planner Thomas Paschke called the Roll.
7
- 8 **Members Present:** Chair Robert Murphy; Vice Chair James Bull; and Commissioners,
9 James Daire, Chuck Gitzen, Julie Kimble, Wayne Groff, and Peter
10 Sparby
11
- 12 **Members Absent:** None
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- 14 **Staff Present:** City Planner Thomas Paschke
15 Community Development Director Kari Collins
16
- 17 **3. Approve Agenda**
18
- 19 **MOTION**
20 **Vice Chair Bull moved, seconded by Member Kimble, to approve the agenda as**
21 **presented.**
22
- 23 **Ayes: 7**
24 **Nays: 0**
25 **Motion carried.**
26
- 27 **4. Review of Minutes**
28
- 29 **a. July 11, 2018 Planning Commission Regular Meeting**
30
- 31 Chair Murphy stated the attendance was correct but on line 80 he did not open a public
32 hearing due his absence, so he believed Vice Chair Bull opened the public hearing.
33
- 34 Member Kimble indicated she would abstain due to absence as well.
35
- 36 Member Sparby indicated on line 386 there should be a comma after “good reason”
37 rather than a period.
38
- 39 **MOTION**
40 **Member Groff moved, seconded by Member Sparby to approve the July 11,**
41 **2018 meeting minutes as amended.**
42

43 **Ayes: 5**
44 **Nays: 0**
45 **Abstain: 2 (Murphy, Kimble)**
46 **Motion carried.**

47
48 **5. Communications and Recognitions:**

- 49
50 **a. From the Public:** *Public comment pertaining to general land use issues not on this*
51 *agenda, including the 2040 Comprehensive Plan Update.*

52
53 None.

- 54
55 **b. From the Commission or Staff:** *Information about assorted business not already on*
56 *this agenda, including a brief update on the 2040 Comprehensive Plan Update*
57 *process.*

58
59 Member Kimble stated she has lived in the UK for a time and she wanted to make
60 note of some friends visiting from the London area, noting they are in attendance to
61 see what city government is like in the US. She welcomed Chris and Julie Jones.
62 The Board also welcomed the visitors.

63
64 Vice Chair Bull asked if there was any feedback from the Council regarding their
65 joint session. Mr. Paschke indicated there was not any feedback. Staff did take notes
66 during the meeting and forwarded those to the City Council.

67
68 **6. Unfinished Business:**

69
70 **MOTION**
71 **Vice Chair Bull moved, seconded by Member Daire to remove from the table**
72 **PF18-102 for consideration and to allow additional discussion and comment**
73 **from the public.**

74
75 Further Discussion:

76
77 Vice Chair Bull wondered if they should suspend the rules on Item 6a, noting the
78 rules and procedure declare that once the discussion is completed it cannot be
79 reopened. He stated if they suspend the rules then anything that is pertinent brought
80 forward on this item could welcome community comment on it. He thought it would
81 be good to allow anybody who is here and would like to speak could have a say.
82 Chair Murphy stated instead of suspending the entire rules they could allow
83 comments during discussion time.

84
85 **Ayes: 6**
86 **Nays: 0**
87 **Abstain: 1 (Murphy)**

88
89 **Motion carried.**

90
91 Chair Murphy indicated he would remove himself from discussion due to a possible
92 appearance of a conflict of interest. He asked Vice Chair Bull to take over running the
93 meeting for this item and left the Chambers.
94

95 **a. Continued Consideration Of The Request By United Properties For A**
96 **Conditional Use to Increase Roof Height From 45 Feet to 55 ½ Feet (PF18-102)**
97

98 Vice Chair Bull opened the public hearing for PF18-102 at approximately 6:42 p.m.
99 and reported on the purpose and process of a public hearing.
100

101 City Planner Paschke summarized the request as detailed in the staff report dated July
102 11, 2018. He reported this request is to raise the roof to 55 ½ feet, which is 10 ½ feet
103 higher than is allowed.
104

105 Member Sparby asked with the HIP roof on the new building, will that be 5' 10"
106 shorter than the existing Cherrywood Building. Mr. Paschke indicated that was
107 correct.
108

109 Mr. Dave Young, United Properties, indicated he was at the meeting to answer any
110 questions the Commission had. He stated they were trying to create a building that
111 fits in with the residential feel of the surrounding buildings.
112

113 **Public Comment**
114

115 No one came forward to speak for or against this request.
116

117 **Commission Deliberation**
118

119 There was no comment from the Commission.
120

121 **MOTION**

122 **Member Gitzen moved, seconded by Member Kimble, to recommend approval**
123 **of the Conditional Use Permit request pertaining to the 10 ½ foot building height**
124 **increase from 45 to 55 ½ feet for the proposed senior rental building in the**
125 **northeast corner of Lexington Avenue and County Road C.**

126 Further Discussion:
127

128 Member Gitzen indicated lines 49 through 52 gives the reasoning: "Given the height
129 of the existing Cherrywood and Parkview complexes, as well as City Hall, which is
130 constructed on a hill, the Planning Division determined that the proposed four-story
131 building at 55-1/2 feet will fit appropriately into the landscape and have little or no
132 visual impact on the area. He noted he did walk around it and agreed with the staff
133 report. Member Kimble concurred.
134

135 Member Groff thanked Mr. Paschke for the information which was very helpful. Last
136 month he did think the Commission felt they had enough information and the

137 additional staff information really clarified it with him and it helped to see the
138 renderings, which helped to see the area the resident had concern with the
139 appearance. He indicated he would support the motion.

140
141 Member Daire stated he also visited the site and he thought the one thing they failed
142 to take into consideration was the screening effect of the existing foliage that is
143 already there. Even allowing for some removal of trees the screening effect of the
144 trees in the south end of the Cherrywood project effectively blocks out eighty percent
145 of the building. He was also in favor of approval.

146
147 Member Sparby stated when they reviewed this item at the last meeting he had
148 concerns that it may be harmful to the surrounding neighborhood. He also visited the
149 area and looked at the foliage that was there. He also thought the renderings were
150 well done to give them an idea of how it will impact the area and he thought the way
151 the new usage would come in would have minimal impact on that area. He stated he
152 would support this.

153
154 Vice Chair Bull stated he was pretty confident at the last meeting that the code was
155 different when Cherrywood was approved at the 65-foot height level and he was glad
156 to see that confirmation. He stated for all of the reasons given by the Commission, he
157 supported this.

158
159 **Ayes: 6**
160 **Nays: 0**
161 **Absent: 1 (Murphy)**
162 **Motion carried.**

163
164 The Commission recessed at 6:51 p.m.

165
166 Chair Murphy entered the Council Chambers and reconvened the meeting at 6:52
167 p.m.

168
169 **7. Public Hearing**

170
171 **a. Request By City Of Roseville For Zoning Code Text Amendments To Section**
172 **1001.10 (Definitions) And Table 1005-1, Table 1005-5 And Table 1006-1 To**
173 **Allow As A Permitted Or Conditional Use Taproom, Brewery And Brewpub**
174 **And Amendment To Section 1009.02 Conditional Use To Create Specific**
175 **Criteria For Breweries/Taprooms Adjacent To Residential Uses (Project File**
176 **0017, Amdt 35).**

177
178 This Public Hearing has been postponed.

179
180 **b. Request By JRD, LLC For Approval Of A Preliminary Plat to Subdivide The**
181 **Residential Property At 2237 W Cleveland Drive Into Three Lots And**
182 **Incorporate The Two Un-Addressed Parcels To The North As Additional Lots**
183 **In The Plat (PF18-011)**

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Chair Murphy opened the public hearing for PF17-019 at approximately 6:53 p.m. and reported on the purpose and process of a public hearing. He advised this item will be before the City Council at the end of August or beginning of September.

Member Daire asked staff if the State requirement for notification 350 feet of the project boundaries and Roseville is notified to five hundred feet. Mr. Paschke indicated that was correct. Chair Murphy indicated the script should be updated to City practice of notification at 500 feet and State law is 350 feet. Member Daire thought the City was exemplary in the way it reaches out to do more than what is required by State Statute.

City Planner Paschke summarized the request as detailed in the staff report dated August 1, 2018. He reported this request is for approval of a preliminary plat to subdivide the residential property at 2237 W Cleveland Drive into three lots and incorporate the two un-addressed parcels to the north as additional lots in the plat.

Member Gitzen asked for clarification on the two north parcels. He wondered if they are buildable lots where the subdivision will be five lots with one outlot. Mr. Paschke indicated that was correct.

Member Gitzen asked in regard to the outlot, there will be a drainage and utility easement over that lot, who will maintain and own the outlot. Mr. Paschke thought that was still being discussed. He did not ask who would own it. In a number of cases, given the size of this there might be an association that is created in order to manage that in the future, which has been done in the past. The easement over it is both a requirement of the watershed for the stormwater. The City will also require certain documentation as well, so the pond stays and does what it is supposed to in the future. This will need to go through different types of inspections. That will be flushed out from now until the Final Plat.

Chair Murphy indicated he had a question on the easements, which showed six feet along the lot lines, would that be the requirement, or would it be five feet. Mr. Paschke indicated in their code the requirement is six feet.

Member Kimble noted her only concern would be the park dedication fees are just against the net increase of lots and that is why it is eight thousand versus the five times four thousand. Mr. Paschke indicated that was correct.

Vice Chair Bull asked in regard to the outlot, he thought it would be difficult to access in its location to the streets. Mr. Paschke thought that was why there was a wide easement in the area on the south side, which would allow them access to the back of the lot.

Vice Chair Bull asked in regard to tree preservation, is it still subject to their arborist's review and approval. Mr. Paschke stated the Arborist has reviewed this already.

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Vice Chair Bull asked if there was consideration given for the tree protection fencing as well as the number of trees. Mr. Paschke indicated he did not know. The protection is to preserve trees during construction. Vice Chair Bull thought the area became very narrow in the loop opposite the pond. Mr. Paschke indicated he did not see any comments from the Arborist regarding that but could ask him. Vice Chair Bull thought the right-hand side is still quite a distance from the proposed housing and could be rounded off to get more space and protect the trees.

Member Groff stated in regard to Outlot A, it is mentioned as an outlot to retain water. Mr. Paschke stated it is where the stormwater management for the project will be located. Member Groff asked what the drainage pattern was because that area is on the hill. Mr. Paschke reviewed the drainage pattern with the Commission and noted front yards will be draining forward and the rest will drain from the back into the outlot area. Member Groff thought that made sense.

Member Groff stated on the curve it is a road that goes back into the residential area and when people exit their driveways it is a little dangerous because of the speed of the vehicles coming around the curve. He noted there are also a lot of walkers and people with dogs that use that area as well. He would be concerned with the safety of the people coming out of the driveways and wondered if there was anything they could do to make sure that is addressed.

Member Daire stated he did not have any comments.

Member Sparby asked if there is any type of grading plan or elevations that will be submitted with the project. He indicated he could not get a gauge of the landscape of the properties.

Mr. Paschke reviewed the grading and utility plan in the packet with the Commission.

Member Sparby stated one item he noticed while driving by is that there is a large ditch in the front of the property along Cleveland and he was curious how that would be altered. Mr. Paschke did not believe they were doing anything in the ditch other than matching grade.

Member Daire believed there are some pipes, culverts, that go from one side of the driveways to the other on at least two of the properties.

Member Sparby asked what the proposed square footage of the structures on the five properties is. Mr. Paschke did not know if that has been determined yet. He thought they were only showing conceptual pad locations for purposes of the grading plans, so he did not know what the square footage of the homes will be at this time.

Member Gitzen thought on the south property line there is only a six-foot easement that is proposed, the one line that shows up is a description line and not an easement

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line. He indicated he would have the same concern for access. Mr. Paschke noted he would ask the question as it relates to access to the pond.

Mr. Joshua Schneider, JRD, LLC, and Mr. Richard Kotoski, realtor for the applicant, welcomed questions or comments of the Commission.

Member Groff asked what the proposed square footage of the homes would be. Mr. Schneider stated they are proposing 2,200 square foot, two-story templated homes on each lot to give an example of what could fit. It is up to the builder or homeowner to determine what they will build and what kind of design they will want.

Member Daire stated as he toured the neighborhood including the three lots proposed to go to five lots a thought occurred to him that this particular chunk of land is going to stand in stark contrast to the rest of the neighborhood around it, both in terms of the size of the homes and the necessary arrangement of the structures. As he was touring the neighborhood, there seemed to be random sighting based on site lines and desire for distance from the street. He noted it strikes him that this particular property is going to be somewhat identifiable as opposed to structures that are there now. He felt the proposal is a departure from the character of the neighborhood.

Mr. Kotoski thought the benefit would be no new roads going in which will help and it is not as wooded as many of the lots in that area.

Member Sparby asked how the applicant saw the smaller properties fitting in with the character of the neighborhood. Mr. Kotoski thought they would be fine as there will either be ramblers or two-story homes which will be nice looking homes and what is being built right now in Roseville. He thought the homes would fit in nicely, noting there are not any neighbors across the street from there, so he did not think there would be a negative impact.

Member Gitzen stated as of right now, they could build on the two northerly parcels because they meet all of the standards. Even if this did not get approved, those two parcels could still get developed in a different style than the rest of the neighborhood.

Member Daire stated on the positive side, in taking a look at the lot configuration in that neighborhood it appeared to him that there was irregular lot shapes and he thought the applicants' treatment of the outlot to handle the little spikes that come down is creative. He thought the existence of the utility and drainage easement is fortuitous because it allows access to the proposed water impoundment area because of the topography that is in the properties it seems to him to be a very difficult thing to maintain any kind of orderly storm water management. He thought the applicant did a creative job in doing that and it seemed to him when he saw the layouts of the proposed five lots that the applicant brought some order to the lot lines in that area.

Public Comment

323 Ms. Tessa Henricks, 2221 Cleveland Avenue North. She indicated she was directly
324 to the south of this property and was adamantly against this being split into three lots
325 because of how the neighborhood is designed. She noted she has lived there for ten
326 years and they purchased their homes because of the lot size and the lots being
327 wooded. It was secluded, which makes it a whole different kind of neighborhood
328 from the norm. She stated this is a quiet, secluded neighborhood. When the owner
329 passed away, they were hoping the lot would not be split. They were fine with it
330 being three lots but when they look out their patio to the north they see the house and
331 then all empty space. She thought it would be alright with two houses, but they are
332 now talking about five houses that they will be looking at the back of. That takes
333 away the idea of what their neighborhood is like, it takes away the seclusion they had
334 with just a home and a couple over the hill off to the north and west. They thought
335 that would be alright but now there is discussion about five houses, which will
336 produce more people and more vehicles, trees disappearing and homes that are being
337 built not looking like the homes on their street as their street consists of ramblers.
338 She stated their house is four thousand square feet and the applicant is talking two
339 thousand, possibly twenty-two hundred square feet, two-story homes when all of the
340 existing homes on the street are ramblers. She noted there are not any sidewalks and
341 they have dogs so neighbors walk on the streets. She thought adding to the traffic is
342 an issue as well because of the blind driveways. She stated she was against this. She
343 did not mind neighborhood evolving and moving forward but their neighborhood is
344 different. It is secluded, tree filled and mature. She was not opposed to new homes
345 and was fine with this being split into two lots, but she is not comfortable with five
346 lots. She thought it has become a money maker and is keeping within the standards
347 of the neighborhood. She did not know what it would do for the values of the homes
348 in the area either.

349
350 Mr. Rich Henricks, 2221 Cleveland Avenue North, stated ten years ago they bought
351 their home for the seclusion with the understanding that Acorn had a property that
352 was subdivided into three. Three homes were built as close to the property lines as
353 they can get, and they stick out like ‘sore thumbs.’ They do not match the
354 neighborhood and it does not look right. He indicated he does not look forward to
355 seeing five houses outside of his bedroom window with one being six feet off his lot
356 line when they had forty feet off their lot line in all directions before. The part of that
357 neighborhood is large lots. He understood that might meet the minimum
358 requirements but sometimes the minimum requirements make sense in some
359 neighborhoods and they don’t in others. Having homes that close to the lot lines and
360 where they are going to site on that lot because only certain parts are buildable, they
361 are going to sit on top of the hill, sticking out like a ‘sore thumb,’ ahead of everything
362 else. The reason they are looking at doing this is because there have already been two
363 lots split off and for two years they have not sold because nobody wants to build on
364 top of the freeway. Splitting the lot in two might be a better option versus three.

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366 No one else came forward to speak for or against this request.

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368 **Commission Deliberation**
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Vice Chair Bull indicated the staff report shows the five lots will meet the minimum requirements, but he knew they dealt with other properties down Acorn in the past where there are a number of subdivisions over many years proposed and they did take into consideration the character of the neighborhood. He thought that was very significant here as well as taking this down into five lots. It is making them so small that they do not fit into what the existing neighborhood is. If he looks at this from a Code basis of the just the numbers, it is approvable but when he looks at the subjective nature of does this change the nature of the neighborhood he would indicate this not to be acceptable. On that basis he would not support this.

Member Daire indicated he felt the proposal was out of character with the rest of the neighborhood which was significant to him and he thought there was probably a creative solution to the dilemma that the developers find themselves in and he thought the division into two lots with some high end housing on it and high quality items to match the character of the neighborhood would provide a sufficient return or an equivalent return to the five smaller houses proposed. He thought there was a wonderful opportunity that this subdivision affords and rather than going for the numbers he would agree with a subdivision with fewer lots and high-end housing product. He stated he finds himself loving business development but, in this case, there is probably a solution that can compare the quality of the neighborhood round about and the character of the neighborhood round about rather than maximizing the number of lots to be developed. For that reason, he was not in favor of the proposal.

Member Kimble asked Vice Chair Bull and Commissioner Daire if they thought the two existing would stay and the next lot would be split so there would be four lots rather than five or are they thinking three lots. Vice Chair Bull indicated that would be acceptable to him. He did not think that was an option to consider so they needed to recommend approval or denial of the proposal for five. But should the applicant come back, he would be more favorable to four lots due to the size of the homes and the density. Member Daire stated for his part he saw the opportunity was to rearrange the two spike lots that lie to the north of the larger lot and subdividing the sum total into two lots with much higher-end housing being proposed for those sites.

Member Sparby stated in looking at the subdivision code it states, “creating new parcels for single family homes will not be approved if those parcels are not appropriate for their location, unsuitable for residential development”. He thought that was an important part of the code to look at. He thought they might not be appropriate for their location when looking at the types of homes and lots in the area. It seems like this would be atypical of the area to squeeze in five lots to that type of location. He was not in support of this application.

Mr. Paschke indicated in regard to the houses, the applicant could build houses that are much larger than what is being proposed. From that standpoint, he was not sure that becomes an item of denial because they have not proposed any homes on the lots as it relates to the other factors the Commission brings in that is up to their discretion to determine whether or not it achieves compliance with those requirements.

417 Chair Murphy noted the packet mentioned one favorable comment, was there any
418 additional comments from the public since the packet went out. Mr. Paschke
419 indicated there were none.

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421 Member Kimble was not sure that having five homes that are bigger would be helpful
422 with those kinds of six-foot setbacks. She thought she as well would not be in favor
423 of this but may be in favor of something coming back with fewer parcels.

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425 **MOTION**
426 **Vice Chair Bull moved, seconded by Member Sparby, to recommend denial of a**
427 **Comprehensive Land Use Plan Map and Zoning Map Change at 2030 County**
428 **Road D (PF17-019) based on the proposed lots would not be characteristic of the**
429 **neighborhood and would change that character.**

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431 Further discussion:

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433 Chair Murphy stated he found his thoughts in this matter in alignment with his fellow
434 Commission Members that have spoken.

435
436 **Ayes: 7**
437 **Nays: 0**
438 **Motion carried.**

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440 **c. Request By Peak Investments, LLC D.b.a. Mudslingers MN For Consideration**
441 **Of An Amendment To The Zoning Code To Allow Drive-Through Facilities As**
442 **Conditional Uses In The Neighborhood Business District, And For**
443 **Consideration Of Approval Of A Drive-Through Facility As A Conditional Use**
444 **At 2154 Lexington Avenue (PF18-010)**

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446 Chair Murphy opened the public hearing for PF17-019 at approximately 7:30 p.m.
447 and reported on the purpose and process of a public hearing. He advised this item will
448 be before the City Council in either late August or early September.

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450 City Planner Paschke summarized the request as detailed in the staff report dated
451 August 1, 2018. He reported that Mudslingers was requesting an amendment to the
452 zoning code to allow drive-through facilities as conditional uses in the Neighborhood
453 Business District, and requesting approval of such Conditional Use for its existing
454 drive-through facility at 2154 Lexington Avenue.

455
456 Chair Murphy asked for review of the notification made in regard to this item. Mr.
457 Paschke believed the standard public hearing notice was mailed out to the property
458 owners within 500 feet.

459
460 Chair Murphy asked for clarification of the lighting requirements. Mr. Paschke stated
461 for most projects in the City it is half a foot candle at the property line. In
462 commercial areas they will have spillage, especially at this intersection where there is
463 more lighting. Chair Murphy asked if the Conditional Use for neighborhood business

464 if an additional hundred feet, which is not the case here, but if they put something in
465 for an appropriate decibel rating from the speaker box at the property line, it might be
466 more definitive and offer some more relief for protection for homeowners and not be
467 arbitrary. Mr. Paschke stated if this is something they would want to do he would not
468 have an answer for the Commission because he did not know what type of decibel
469 level to put on it. Chair Murphy indicated they could state something about not
470 constituting a nuisance to the neighbors. Mr. Paschke stated they have not received
471 any concerns or issues related to this, as stated in the staff report. Chair Murphy
472 thought this particular application is the exception in many ways but if they were
473 looking at something for all neighborhood businesses and changing it he was thinking
474 something a bit more definitive might be in order.
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476 Member Gitzen stated they are looking at changing two parts of the table for the
477 neighborhood business conditional use for a drive-in and he wondered if staff was
478 also asking the Commission for the definition of a conditional use with those
479 conditions highlighted in red and would that take effect for all drive-ups if they were
480 to change that. Mr. Paschke indicated it would.
481

482 Member Gitzen stated he always worried about unintended consequences. They are
483 looking at this one with a large node and a unique situation but if someone came in
484 with a smaller piece staff would look at these conditions. Mr. Paschke indicated he
485 would consider these criteria and every project would be reviewed against it. A lot of
486 cases they talk to individuals in advance and go through all the requirements to make
487 sure they do not have issues, but every project would be gauged against them.
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489 Member Gitzen stated they are standards, but can they make them conditions for this
490 approval also. Mr. Paschke thought they could but did not know it would be
491 necessary because it is a requirement they have to meet.
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493 Member Gitzen stated specific to this one, if they grant the conditional use is that for
494 this specific business. Mr. Paschke indicated it is for the site. Member Gitzen noted
495 it goes with the site, but could they put a condition on it that they recommend
496 approval for this certain business. Mr. Paschke stated for the use as a drive-through
497 for the coffee shop, he thought it was tied to that.
498

499 Member Kimble asked if it was tied to this site plan such that if another coffee shop
500 came in with a different site plan, bigger facility, getting closer would they have to
501 come back in. Mr. Paschke indicated they may not have to come in for a Conditional
502 Use Permit if they are not modifying drive-through things but if they are building a
503 slightly larger building or modifying the existing building, those things might achieve
504 compliance with the zoning code and would not require them to go through any
505 formal actions with the Planning Commission or City Council. It is the drive-through
506 they are talking about, not the building.
507

508 Member Sparby asked if a fast food restaurant came in and operated a restaurant with
509 a drive-through there would they be allowed to operate under the conditional use that
510 they would potentially grant. Mr. Paschke indicated they could from a standpoint of

511 that is in essence what this coffee shop is under their zoning definition. It is
512 considered to be fast food and from the perspective of the Code, the Conditional Use
513 would apply to anybody that could achieve compliance with any conditions that are
514 placed on it. A different proprietor could come in. Member Sparby saw that
515 potentially as altering the character of the use. Mr. Paschke was not certain a fast
516 food restaurant would operate a facility in two hundred forty-four square feet. If they
517 are making any modifications to the site and other things, more than likely they will
518 need to come through this process again to seek approval because of a facility they
519 want to build. Also, there is very limited parking. There is probably room to put in a
520 few more parking stalls but for the most part, what is shown is the maximum that will
521 probably be allowed on this site by itself.

522
523 Community Development Director Collins stated if they are drastically changing the
524 building the conditions would be different and they would need to come back for
525 review and approval. The intent of the Conditional Use and the reason for running
526 with the land is that if this entity leaves and a new entity could come in and take over
527 that site plan, take over the drive-through, queue lane and facility and not have to
528 repeat the work. It is a benefit to them and to the governmental body reviewing it. If
529 the new entity were to start reconfiguring the site, intensifying the site, reconfigure
530 the lane, in that case, any kind of franchise would not desire this site because of the
531 limitations, but if it does start to intensify it triggers a new fresh look on the site.

532
533 Member Sparby asked what standard the fresh look is because they have the
534 Conditional Use for the drive-through. If they are relaying out the restaurant with
535 more square feet what would they look at that under then. Mr. Paschke stated if they
536 build a bigger facility, it is going to impact the existing drive-through which might
537 change where they are located and a few other factors that he cannot address because
538 he does not have a proposal before him but he thought it would trigger staff to have to
539 look at their proposal, whomever that entity is, as getting their own Conditional Use
540 because they are modifying the pre-existing site. Ms. Collins stated if the drive-
541 through is being modified, in this case, any certain intensified use would most likely
542 do that, then it would prompt a new Conditional Use request. Typically, when talking
543 about pre-existing buildings and sites, if they are intensifying beyond fifty percent
544 then that usually triggers conformance and all new approvals. In this case it is a
545 Conditional Use for a drive-through so if they are altering the drive-through and what
546 was previously approved in a site plan then that would trigger a review.

547
548 Member Daire stated the Commission had a meeting with the City Council, one of the
549 last items being discussed had to do with the pairing of a proposal on a text change.
550 One of the questions as far as some information for him is how many neighborhood
551 business sites they have throughout Roseville. Mr. Paschke stated he could not
552 estimate but would be more than ten. Member Daire stated lines 53-55 in the staff
553 report is dealing with a bi-part, two-part problem. One is the Mudslingers and the
554 second has to do with the impact analysis on the neighborhood business zones
555 throughout the City and it occurs to him that there are only three lines in the staff
556 report that deal with the potential impact on other neighborhood business districts in
557 the City of Roseville. It seems to him that on the one hand they are woefully dealing

558 inadequately with a text change in terms of assessing the impact of such a text change
559 on neighborhood businesses zones throughout the City and focusing most on the
560 Mudslingers proposal in terms of its need of getting out of an interim use category
561 and into something they can deal with in a more long term. He felt a little bit of a
562 dilemma because he wants to see Mudslingers get out of a repetitive process and
563 something whereby they are committing to a text change, the impact of which they
564 have no clue.

565
566 Member Daire stated according to the staff report, line 53 states “Some other NB
567 nodes around Roseville appear to be large enough to accommodate a drive-through
568 facility that is at least 200 feet from residential districts, but generally not by simply
569 modifying an existing building”. To him, the analysis of Community wide impact of
570 this text change has not been addressed adequately and he would like to see more
571 attention given to that as well as in the future a separation of project proposals for text
572 change and the text change itself.

573
574 Member Groff thought Commissioner Daire brought up a good concern. They did
575 have the conversation with the City Council and it is a confusion when they combine
576 a text change with a particular project. He indicated they all like Mudslinger’s and so
577 does the neighborhood, but he thought the text change could affect a number of
578 businesses which concerns him.

579
580 Vice Chair Bull agreed per their conversation with the City Council, they need to take
581 a look at the text amendment as a City-wide universal approval or denial and then
582 Mudslinger should be looked at after that based on the text amendment change
583 approval or denial. He stated approximately a year and a half ago they were
584 deliberate in talking about changes they were making to table 1005-1 among others.
585 He asked Mr. Paschke if he recalled why they made neighborhood business as not
586 permitted versus conditional like the others. Mr. Paschke stated it had to do with
587 initially the potential for impacts, which is stated in the staff report. From that
588 perspective, he believed that when they were adopting the 2010 zoning code they
589 determined with the assistance of their consultant that they would have drive-through
590 facilities not be permitted.

591
592 Vice Chair Bull asked if Mr. Paschke can offer an opinion on the business operational
593 impact or differences that would be experienced by Mudslingers if they had a
594 Conditional Use Permit versus a continued Interim Use Permit, other than the
595 renewable process. Mr. Paschke stated Interim Use is not supposed to be a permanent
596 use so from that perspective there is no permanency for them.

597
598 Mr. Paschke stated the whole goal and discussion back when the initial Interim Use
599 was done was to look towards modification in the Zoning Code that would support
600 this type of use in this location and in other locations. It is looking at what they
601 currently have in the code and applying those standards and criteria throughout the
602 City to those sites that fit those criteria and then making a determination that way.
603 That is why as a staff they felt this time around as they are moving towards changes
604 in the Zoning Code that maybe it isn’t completely impactful to adjacent properties to

605 neighborhood business to have a drive-through next to them, thus the Conditional
606 Use. They can have standards they can review and create a distance for the things
607 that are most impactful in their review. From that standpoint, no matter where the
608 neighborhood business lies within the City of Roseville, there will be standards in
609 place that they will need to achieve. If they cannot achieve them, staff will not
610 support a Conditional Use request going forward.

611
612 Member Kimble thought Commissioner Daire brought up some good points and from
613 a practical standpoint she would support the continued use of the drive-through at
614 Mudslinger. She agreed there is an inadequate analysis of what the impact could be
615 on neighborhood business and she thought it would be important to understand that
616 and to have some sort of overview of the number and a map that would refresh the
617 Commission on where they are located in the City and also the separation of the text
618 change and this specific action.

619
620 Member Sparby asked if there was anyway they could restrict this condition to
621 Mudslingers business or do they have to put it on the parcel because he thought there
622 were a lot of unknowns about the broader impact, however, he thought staff has done
623 a good job on the amendment they have made to have a logical ordinance in place to
624 handle this. He thought there was a little unknown about the potential impact on
625 other neighborhood business which they might want to get a handle on, but he
626 thought with the hundred feet that does provide an additional insurance for those
627 surrounding neighborhood businesses to give them some assurance that it may not be
628 disruptive. He indicated he liked the way this was headed. Mr. Paschke stated the
629 Conditional Use before the Commission is for the drive-through, it is not for the
630 business or the use, it is for the drive-through facility itself. Whatever conditions the
631 Commission wants to put on the drive-through specifically that would potentially
632 preclude someone else bigger, larger coming in, that is what he would suggest they
633 might think about adding to it.

634
635 Chair Murphy stated to be clear, that was for the second part of the request. The first
636 action for this body is to recommend change to the table itself to allow Conditional
637 Use in a Neighborhood Business for a drive-through and if they fail in that effort or
638 don't succeed then what are their options for the second part of the request. Mr.
639 Paschke stated if there is not support for the text amendment then the Conditional Use
640 goes by the wayside. Chair Murphy asked if there was a need for the Commission to
641 act on the Conditional Use request by Mudslingers, the first part to amend the table.
642 Mr. Paschke stated they Commission could deny the request because it doesn't meet
643 code.

644
645 **MOTION**
646 **Member Daire moved to TABLE this item until such time as staff can complete**
647 **an assessment even though it might be a loose assessment of this text change on**
648 **other neighborhood businesses throughout the City.**

649
650 Further Discussion:
651

652 Member Daire felt their objective is to understand the impact of what it is they would
653 be voting on and recommending, and he personally did not have a sense for that scale
654 of impact. Chair Murphy asked if Member Daire would be offended if they don't
655 consider that and they go through staff presentation and applicant's discussion and
656 make that as part of their Planning Commission discussion after they close the Public
657 Hearing. Member Daire indicated that was fine.

658
659 Member Kimble asked for clarification on the alternative action which talks about
660 tabling beyond August 27, 2018 which may require a 60-day action. Mr. Paschke
661 reviewed State Statute with the Commission. As relating to the splitting of the
662 process, that public hearing and all the information they were working on related to
663 this project had already gone out before the decisions were made to look at splitting
664 those things which is why they are not split coming to the Commission.

665
666 Mr. Van Harvieux, Peak Investments, kind of understood what the Commission is
667 talking about. As far as Mudslingers, it took them so many months to become
668 operational because of all the conditions on that property. They finally got it to where
669 they are open and customer parking is not even approved. This is so small that they
670 cannot have anything other than a drive-through so there is no way anything else
671 could come in there unless they knocked down the building next door. His
672 understanding is the drive-through lane is one thing, but it is what you build around it
673 is what would have to go back for approval. He stated he has been trying since 2016
674 to get this permanent or at least renew the Interim Use, which is the way the City
675 originally wanted him to go and he has been told they have thought about it and want
676 to change direction and it has taken a really long time to get to this point and the
677 Interim Use is up in October. He noted his landlord is not excited about this and they
678 want to do a new ten-year lease and cannot sign that until all of this gets settled and
679 he could lease it to someone else when the lease comes up.

680
681 Chair Murphy asked if the applicant had time to put in an interim use request for
682 another one to three years. Mr. Harvieux indicated that would be up to the City. It is
683 more expensive for him to do that, which is a burden considering all of the
684 improvements he has made to the property. As far as the business goes, business has
685 been outstanding and has gotten support from the community.

686
687 Vice Chair Bull asked in regard to the Interim Use Permit and the business operation,
688 he believed the Code allows them to go up to five years per approval period and
689 would that work better for him if the City Council could take and process an Interim
690 Use for five years. Mr. Harvieux stated it would but his only concern is that he leases
691 the land and it does not make a lot of sense in his business model to buy it so if
692 someone came in and bought the land and he could not lock the land up for more than
693 five years, that scares him because it is a big part of his operation. He noted his
694 landlord is a great company, but they might have other opportunities down the road,
695 which would be his only concern.

696
697 Member Groff asked if his preference would be to get the text amendment approval
698 and have it approved so he could continue for a longer lease on the property and have

699 more security. Mr. Harvieux stated that is what he would like to do. He would prefer
700 to sign a ten-year lease.

701
702 Member Kimble thought the issue was the first part of this item which is the text
703 amendment which would apply across the City which is really the question and not
704 his specific site.

705
706

Public Comment

707
708 Chair Murphy noted there was one comment that was favorable and attached to their
709 packet from Hannah Lawson.

710
711 No one came forward to speak for or against this request.

712
713

Commission Deliberation

714
715 Chair Murphy noted there were two items before them, so he suggested the go
716 through the text amendment portion of the item first.

717
718 Vice Chair Bull stated they were very deliberate approximately a year ago in
719 reviewing and modifying these tables. Now they are coming before them for
720 amendment to take the premise of where they were with the neighborhood business
721 and the nature of what they thought the neighborhood business was going to be and
722 he thought this particular lot, which is part two, is a little bit extraordinary for what
723 they see for neighborhood businesses and they did not want neighborhood businesses
724 having restaurants or banks with drive-through and that type of nature. They decided
725 those were not permitted and needed to be in another business district. That is why
726 he was curious in regard to the interim use permit and the applicant because he wants
727 to be a proponent of business in Roseville. He wants to be able to see this business
728 do well, but he did not know if there was a way to even extend the Interim Use Permit
729 longer.

730
731 Vice Chair Bull stated with Interim Use, if the business changes they have to reapply.
732 The Interim Use does not stay with it. A Conditional Use in a neighborhood business
733 area would stay with that property as long as they are meeting the conditions of the
734 Conditional Use. As the nature of that neighborhood business could change there is
735 some possibility the Conditional Use could be reused or renewed. He felt they did a
736 really good job in examining all of those factors a year ago. He stated he was not
737 supportive of a text amendment change and additional information on how many
738 businesses it would affect would not change his mind.

739
740 Vice Chair Bull thought they could look at the second portion of this item even if they
741 do not approve the first because the City Council could decide to approve the text
742 amendment and then pick up the Conditional Use Permit for Mudslingers. He
743 thought an Interim Use was much more appropriate for the City.

744

745 Member Gitzen disagreed somewhat with his fellow Commissioners. What he has
746 heard so far, putting it in Conditional makes sense to him. They still have to look at it
747 and so does the Council and they are not granting a permitted use. He thought they
748 were adding some flexibility to what can go in there. He agreed with Commissioner
749 Daire regarding what the Council said about separating the Text Amendment from the
750 actual specific item. He would support both parts of this item. He thought there was
751 enough review with the Conditional Use Permit application that if there was an issue
752 and it didn't fit staff would come back with a report indicating the reason. He
753 indicated he would be comfortable supporting both of these items at this point.
754

755 Member Sparby thought the key point is they have lumped these together, so they are
756 getting a little of each and probably not enough of the analysis of the City Wide. At
757 this point the Commission is making a recommendation and the City still has to vet
758 this out. If they can include that information to send up to them so they could look at
759 both the text change as well as the impact and then also consider Mudslinger's
760 application all in on unison, he thought that was something he could get behind
761 recommending to them because he thought assuming there is no adverse impact City
762 wide he thought having the Conditional Use there would make sense because it still
763 gives the City some purview over what would be going into that neighborhood
764 business district.
765

766 Mr. Paschke stated he was not clear on exactly what the analysis would be as it
767 relates to impact because it is all project based. If the simple request is to determine
768 how many of the neighborhood business districts could develop with a drive-through
769 that is more than one hundred feet, they might be able to do that but aside from that
770 he cannot tell them what overall impact and other things that might occur on any of
771 the neighborhood business sites until they would get a proposal in. Member Sparby
772 thought that was the major analysis, the viability of other neighborhood business sites
773 to have something that would reflect a similar drive-through.
774

775 Ms. Collins stated she also wondered what the potential analysis would look like
776 because a drive-through is looking to continue at this particular site and it might make
777 sense for this particular site but the kind of impetus for the Conditional Use is that it
778 is being taken site by site and a drive through isn't being proposed on any of the other
779 neighborhood business sites and it might not make sense on any of the other
780 neighborhood business sites to do that. They cannot assess the viability of that but
781 the ratio of whether a drive-through would be suitable in their neighborhood business
782 districts has no bearing when looking at it site by site.
783

784 Vice Chair Bull stated his question is in regard to flexibility versus having various
785 zoning districts that give guidance to the people. They could have total flexibility and
786 have one zone and let people come in and apply for whatever but that is not the way
787 they work. The various tables they have in their code gives them the guidance of
788 what is permitted and what the allowable business types are.
789

790 Ms. Collins reviewed the difference between Interim, Permitted and Conditional use.
791 She noted on this site the Conditional Use makes sense and they should go for it. The

792 intent of the Interim Use Permit is not for continued renewal, it is to transition you to
793 that new use or concept. What is an important topic is to determine if this is so
794 unique or could it work in another Business District.

795
796 Member Kimble stated the issue the Commission is having with this approval is they
797 do not know where all of the neighborhood businesses are located at. She asked if the
798 Commission would be comfortable making the approval based on 200 feet rather than
799 the required 100 feet because that seems to her that it would be more protective of
800 other neighborhood districts and zoning and also help this business. Mr. Paschke
801 indicated the Commission could change that number. He thought they were
802 predicating their number on this particular drive-through at the bank adjacent that is a
803 little over a hundred feet from the residential and does not have any issues.

804
805 Ms. Collins stated if the intent is to limit the impact of this use the additional 200 feet
806 may be that limiting factor. Member Kimble thought if they increased the distance it
807 might make meeting that requirement more difficult for every neighborhood business.

808
809 Member Groff thought at the point this item was determined, the text amendment
810 combination was before they met with the Council because going forward this will
811 not be the process they see again with two items mixed. He stated he would support
812 this because he thought having the business owner here and speaking he understand it
813 was hard enough running a business without having these sorts of impediments in the
814 way and he thought they were not damaging their neighborhoods or City by moving
815 forward with this.

816
817 Member Sparby thought a really good point was made by staff if this is appropriate
818 and he thought it was appropriate in some cases to have a use such as this in a
819 neighborhood business but not in all cases and he thought that was illustrated by the
820 Conditional Use. It is not permitted, it is conditional so when this type of thing
821 comes forward they need to make sure they meet the Ordinances and they also make
822 sure they meet the Conditional Uses that are put on top of it. He thought this business
823 is clustered in the types of uses that can come in and meet these criteria of a
824 Conditional Use. Having staff talk through the analysis gives him more comfort in
825 moving this as a Conditional Use as a text amendment.

826
827 Member Daire stated he has listened to the discussion with great interest and it has
828 sparked in him an appreciation for the wisdom that is represented behind this table.

829
830 Chair Murphy wondered if Member Daire still wanted to entertain his previous
831 motion. Member Daire stated an observation he has had, on County Road D and
832 Fairview they are considering a big brew pub that has sparked a text amendment.
833 This month they are considering Mudslingers. This site was a service station at one
834 point and the service station was raised and Mudslingers was able to establish an
835 operational structure and traffic circulation pattern and parking for employees. There
836 is no on-site consumption of coffee. The site at County Road D and Fairview, that
837 structure could be razed and there is an apartment building that is approximately
838 fifteen feet on the west side of that site and on the south side there is another multi-

839 family structure, much tighter than this situation. If a proposal came in for a drive-
840 through at that location, which is also a neighborhood business location, would they
841 feel comfortable in saying it is not appropriate there and what objective, rationale
842 could they give for stating it is not appropriate. Given that staff doesn't know quite
843 how to approach an analysis for this text change and without trying to burden staff
844 with the need to examine the developable potential of every neighborhood business
845 site in the City, he would concur and thought the statement made by the owner of
846 Mudslingers is tremendously persuasive. He felt sorry the owner was put in this
847 situation and would vote for the text amendment.

848

849 **SUBSTITUTE MOTION**

850

851 **Member Sparby moved, seconded by Member Groff to recommend approval of**
852 **the proposed zoning text amendment to allow drive-through facilities as**
853 **conditional uses in the Neighborhood Business zoning district, based on the**
854 **content of this RPCA, public input, and Planning Commission deliberation.**

854

855 Further Discussion:

856

857 Chair Murphy asked if Member Sparby would be open to adding 200 feet as opposed
858 to 100 feet on line 90 as suggested by Member Kimble. Member Kimble stated it
859 makes the condition more strenuous for other NB sites. Member Sparby indicated he
860 would keep his motion clear in that it recommends what is in the staff proposal as
861 stated.

862

863 **AMENDMENT MOTION**

864

865 **Chair Murphy moved, seconded by Member Kimble to amend the motion to**
866 **change 100 feet on line 90 to 200 feet.**

866

867 Further Discussion:

868

869 Member Daire indicated they have no objective criteria that 100 feet would not work.
870 It was earlier proposed that they have a decibel limit at the edge of the property and
871 thought it was a far better way to approach this than not knowing and thinking that
872 200 feet is better than 100 feet. He thought if they had some way of measuring that
873 was more objective like they do with the parking lot lights then they would be in a far
874 more defensive position. Chair Murphy stated as maker of the motion he appreciated
875 the suggestion to tighten up the number of neighborhood businesses that this would
876 apply to by having a larger radius and he thought while they ask staff to go out and
877 perhaps come up with a decibel rating which they could incorporate at a later time,
878 they are safer with coming up with a set of conditions that narrow the number of
879 eligible NB businesses. He would not be opposed in the future for an amendment to
880 change the hundred feet and take out everything in red and said, "And shall not
881 exceed xx decibels at the property line".

882

883 Vice Chair Bull thought they were getting into a situation that puts the City into a lot
884 of liability that they are setting such conditions on neighborhood business and
885 conditions for this that they can be met by one property and when they start to

886 regulate the City and all of the properties, one business or property at a time, they can
887 get themselves in a lot of trouble. He is fine if they have additional permits and they
888 look at the conditions that are pertinent to each property, but they have to make them
889 general that it is fitting to the entire category of the District they are applicable to.
890 The amendment is contrary to that and without other information that there are
891 neighborhood businesses that might be applicable to this, he sees they are making a
892 single recommendation, so he did not think he was in favor of the amendment.
893

894 Chair Murphy stated in looking at the slide before them, to the north and northwest
895 corner, he would think those two, if a drive-through was proposed there those would
896 also satisfy the 200-foot radius. He did not think they were proposing Legislation
897 that is applicable only to a specific business or a certain location.
898

899 Member Sparby agreed with some of the comments and thought 100 feet is grounded
900 in the staff report based on the analysis they conducted and for that reason alone he
901 would not consider increasing the distance. He stated he was comfortable with the
902 100 feet requirement as a reasonable buffer from NB to residential
903

904 Member Gitzen indicated he would not support the amendment either. He thought in
905 looking at the criteria a-f, he felt this is ready for other Districts and is across the
906 board for all drive-through, so he would not support the amendment for that reason.
907 He would be satisfied with the 100 feet as staff recommendation. Member Groff
908 indicated he would be satisfied as well with 100 feet recommendation.
909

910 **Ayes: 0**

911 **Nays: 7**

912 **Abstain: 0**

913 **Motion to amend failed.**
914

915 **Ayes: 7**

916 **Nays: 0**

917 **Abstain: 0**

918 **Substitute motion carried.**
919

920 **Member Gitzen moved, seconded by Member Sparby, to recommend approval**
921 **of the proposed drive-through facility at 2154 Lexington Avenue, based on the**
922 **content of this RPCA, public input, and Planning Commission deliberation.**
923

924 **Ayes: 7**

925 **Nays: 0**

926 **Abstain: 0**

927 **Motion carried.**
928

929 Chair Murphy asked Mr. Paschke if staff would be willing to accept a research item
930 on a metric for decibel rating at the edge of the property that would be as innocuous
931 as the lighting measurement, same specificity. Mr. Paschke indicated they could look
932 into it.

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Recess

The Commission recessed at 8:40 p.m.

The Commissioner reconvened at 8:45 p.m.

d. Request By Roseville Centre Lodging, LLC In Cooperation With Centre Pointe Solutions, To Consider The Final Plan Of An Amendment To Planned Unit Development Agreement #1177 To Allow A Four-Story Hotel And Other Site Improvements At 3015 Centre Point Drive (PF18-006)

Chair Murphy opened the public hearing for PF18-006 at approximately 8:45 p.m. and reported on the purpose and process of a public hearing. He advised this item will be before the City Council in late August or early September.

City Planner Paschke summarized the request as detailed in the staff report dated August 1, 2018. He reported this is a request to consider a Final Planned Unit Development to support a hotel at 3015 Centre Pointe Drive.

There were no questions for staff.

Mr. Tom Noble, West Development, sponsor of the Abbott Hotel development at 3015 Center Point Drive, address is 1660 Highway 100 South, St. Louis Park indicated he was at the meeting the answer questions.

There were no questions for the applicant.

Public Comment

No one came forward to speak for or against this request.

Commission Deliberation

MOTION

Member Bull moved, seconded by Member Kimble to recommend approval of a Final Planned Unit Development for 3015 Centre Pointe Drive to modify the permitted use on he subject property from a 21,240-office building with underground parking to a four-story hotel with surface parking, which achieves compliance with the Standards outlined in PUD #1177.

Further discussion:

Member Daire stated when he visited the site he thought the name Marriott popped up a couple of times and he drove through an extra time and to the north of the site is a Marriott Fairfield Inns and Suites and to the south side of it is a Marriott Residence

979 Inn and less than 500 feet away is Marriott Courtyard. It occurred to him that this
980 proposal breaks up a stream of Marriott development along I-35.

981

982 **Ayes: 7**

983 **Nays: 0**

984 **Abstain: 0**

985 **Motion carried.**

986

987 **8. Other Business**

988

989 Chair Murphy asked Ms. Collins if they received any public comments that they need to
990 review. Ms. Collins stated they have not received anything since their last conversation
991 and staff is still looking at the communities for staff's obligation to review the plans. The
992 plans can be found on the Comprehensive Plan page. She indicated they did hear at the
993 joint meeting the City Council will hold another potential informational meeting about
994 Harmar and the Lexington/Larpenteur area.

995

996 **9. Adjourn**

997

998 **MOTION**

999 **Member Kimble seconded by Member Gitzen to adjourn the meeting at 8:54**
1000 **p.m.**

1001

1002 **Ayes: 7**

1003 **Nays: 0**

1004 **Motion carried.**

1005



REQUEST FOR PLANNING COMMISSION ACTION

Agenda Date: **09/05/18**

Agenda Item: **6a**

Prepared By

Department

Agenda Section

Public Hearings

Item Description: Request by the Community Development Department to consider Zoning Code Text Amendments to §1001.10 Definitions and Table 1005-1 Table 1005-5, and Table 1006-1 pertaining to breweries, taprooms, brewpubs and distilleries (**PROJ17-Amdt35**).

1 Background

2 On June 9, 2018, the City Council considered the joint request of Kulturwerks Brewing, LLC
3 and the Community Development Department to amend §1001.10 Definitions, Table 1005-1,
4 Table 1005-5, and Table 1006-1. The request was twofold: first to modify the Zoning Code in
5 support of breweries, brewpubs, and taprooms, and second to support a small brewery and
6 taproom as a Permitted or Conditional Use at 3113 Fairview Avenue.

7 During that discussion, the City Council voiced concerns regarding impacts from a
8 brewery/taproom adjacent to residential property, as well as a desire to include specific
9 conditions that could mitigate potential impacts in close proximity to residential use. The
10 Council was also concerned about the timeline and making changes “on-the-fly” without seeing
11 the revision and proper review. The City Council unanimously denied the request and then
12 directed the Planning Division to undertake a separate amendment process that included some
13 key changes and specific conditions pertaining to patios, parking, and hours of operation.

14 Code Amendment Considerations

15 As with the initial proposal, the Planning Division utilized the City of Wayzata’s definitions to
16 develop the base for the text amendments, then made slight modifications as deemed necessary
17 for Roseville and as directed by the City Council. The following are the proposed definitions

18 **Microbrewery (or craft brewery): A facility that produces for sale no more than 3,500**
19 **barrels annually of beer or other beverages made from malt by fermentation and**
20 **containing not less than one-half of one percent alcohol by volume. A microbrewery may**
21 **include a taproom.**

22 **Brewery: A facility that produces for sale more than 3,500 barrels annually of beer or**
23 **other beverages made from malt by fermentation and containing not less than one-half of**
24 **one percent alcohol by volume. A brewery may include a taproom.**

25 **Taproom: An area for the on-sale consumption of beer or other beverages made from malt**
26 **by fermentation produced by the brewer for consumption on the premises of a brewery. A**
27 **taproom may also include sale for off-premises consumption of beer or other beverages**
28 **made from malt by fermentation produced at the brewery location or adjacent taproom**
29 **and owned by the brewery for off-premises consumption, packaged subject to Minnesota**
30 **Statute 340A.301, subdivision 7(b), or its successor.**

31 **Brewpub: A restaurant that brews beer or other beverages made from malt by**
32 **fermentation on the same premises and who also holds one or more retail on-sale licenses**
33 **and who manufactures fewer than 3,500 barrels of malt liquor in a year, at any one**
34 **licensed premises, the entire production of which is solely for consumption on tap on any**
35 **licensed premises owned by the brewer, or for off-sale from those licensed premises as**
36 **permitted in section 340A.24, subdivision 2.**

37 **Distillery: A facility that produces Ethyl Alcohol, hydrated oxide of ethyl, spirits of wine,**
38 **rum, brandy, gin, or other distilled spirits, including all dilutions and mixtures thereof, for**
39 **non-industrial use. A distillery may include a tasting room.**

40 **Tasting Room (Distillery): An area for the on-sale consumption of distilled spirits produced**
41 **on the premises of one distillery and in common ownership to the producer of the distilled**
42 **spirits.**

43 Next, the Planning Division discussed additional requirements that could be developed into a
44 specific conditional use process as a means to mitigate potential impacts adjacent to residential
45 use. These specific requirements are in addition to those the Zoning Code already requires, such
46 as “buffer area screening”, which is required for all new developments/uses adjacent to Low
47 Density Residential property.

48 The following would be amended into §1009.02 Conditional Use for Taprooms adjacent to
49 residentially zoned or used property:

50 **Where appropriate and applicable, an outdoor patio shall be located in the front or to the**
51 **side of the primary structure. In no instance shall an outdoor patio be located closer than**
52 **25 feet from a residentially zoned or used property.**

53 **Site screening (including outdoor patio areas), shall be required for all new or change in**
54 **use buildings/sites. Screening may include berms, solid board-on-board fences, walls,**
55 **planting screens, evergreen trees, hedges, or some combination thereof. Any screen fence**
56 **or wall shall be constructed of attractive, permanent finished materials, compatible with**
57 **those used in the construction of the principal structure. Such screens shall be at least 6**
58 **feet in height and shall be 100% opaque.**

59 **Hours of operation of an outdoor patio that lies adjacent to a residentially zoned or used**
60 **property shall be limited to later than 9 pm weekdays and 10 pm weekends.**

61 Table 1019 is also proposed to be amended to add an on-site parking minimum standard for a
62 microbrewery and taprooms.

63 **Microbrewery and taproom: 1 space for each employee and one space for every two seats**
64 **in the taproom. If a patio is included, an additional 1 space for every 3 outdoor patio seats**
65 **shall be required as well.**

66 Lastly the Planning Division is proposing the following Table 1005-1, 1005-5, and 1006-1 of the
 67 Zoning Code:

Table 1005-1	NB	CB	RB-1	RB-2	Standards
Retail Uses					
Parking	C	C	C	C	
Restaurant, fast-food	NP	P	P	P	
Restaurant, traditional	P	P	P	P	
<u>Brewpub</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	
<u>Brewery</u>	<u>NP</u>	<u>NP</u>	<u>C</u>	<u>C</u>	
<u>Microbrewery</u>	<u>NP</u>	<u>C</u>	<u>P</u>	<u>P</u>	
<u>Distillery</u>	<u>NP</u>	<u>C</u>	<u>P</u>	<u>P</u>	
<u>Tasting room</u>	<u>NP</u>	<u>P</u>	<u>P</u>	<u>P</u>	
Table 1005-5	CMU-1	CMU-2	CMU-3	CMU-4	Standards
Commercial Uses					
Retail, general and personal service*	P	P	P	P	
Retail, large format	NP	NP	NP	C	
Vertical mixed use	NP	C	P	P	
<u>Brewpub</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	
<u>Brewery</u>	<u>NP</u>	<u>NP</u>	<u>NP</u>	<u>NP</u>	
<u>Microbrewery</u>	<u>NP</u>	<u>C</u>	<u>P</u>	<u>P</u>	
<u>Distillery</u>	<u>NP</u>	<u>C</u>	<u>P</u>	<u>P</u>	
<u>Tasting room</u>	<u>NP</u>	<u>P</u>	<u>P</u>	<u>P</u>	
Industrial Uses					
Limited production/processing	C	P	P	P	
Limited warehousing/distribution	C	C	C	C	
Manufacturing	NP	NP	NP	NP	
Warehouse	NP	NP	NP	NP	Y
<u>Brewery</u>	<u>NP</u>	<u>NP</u>	<u>C</u>	<u>C</u>	

Table 1006-1	O/BP	I	Standards
Manufacturing, Research, and Wholesale Uses			
Wholesale establishment	P	P	
Wood treatment plant	NP	NP	
<u>Brewery</u>	<u>NP</u>	<u>P</u>	
Commercial Uses, Personal			
Restaurant, fast-food	P	NP	Y
Restaurant, traditional	P	NP	
<u>Brewpub</u>	<u>P</u>	<u>NP</u>	
<u>Microbrewery</u>	<u>P</u>	<u>P</u>	
<u>Distillery</u>	<u>P</u>	<u>P</u>	
<u>Tasting room</u>	<u>P</u>	<u>P</u>	

68 **SUGGESTED CITY COUNCIL ACTION**

69 Based on the project report, public comments, Planning Commission recommendation, adopt an
70 ordinance amending §1001.10 (Definitions), Table 1005-1, 1005-5, and 1006-1 in support of
71 definitions and allowance within specific zoning districts for taproom, brewpub, small brewery,
72 and brewery.

73 **ALTERNATIVE ACTIONS**

- 74 **a.** Pass a motion to table the item for future action. An action to table must be tied to the need
75 for clarity, analysis, and/or information necessary to make a recommendation on the request.
- 76 **b.** Pass a motion recommending denial of the proposal. A motion to deny must include findings
77 of fact germane to the request.

Report prepared by: **Thomas Paschke, City Planner**
651-792-7074
thomas.paschke@cityofroseville.com

Item Description: Review abutting Future Land Use categories in the draft 2040 Comprehensive Plan updates of neighboring communities, and review feedback received to-date from the affected jurisdictions reviewing Roseville’s draft 2040 Comprehensive Plan update (**PROJ-0037**)

1 **BACKGROUND**

2 On May 21, 2018, Roseville’s City Council authorized staff to distribute Roseville’s draft 2040
3 Comprehensive Plan update to the 21 local governments, State offices, and other organizations
4 identified as “affected jurisdictions” required to review Roseville’s plan. This statutory review
5 period lasts for up to 6 months, unless the reviewing agencies respond with their comments
6 before the full time elapses. Overlapping this period, Roseville has the opportunity to review the
7 draft comprehensive plans of the ten municipalities bordering Roseville.

8 **FUTURE LAND USE REVIEW**

9 The first set of attachments included with this RPCD as Attachment A is a collection of maps
10 illustrating how Roseville’s future land use categories align with our neighbors’ future land use
11 categories. Each map contains the following information:

- 12 • An approximately one-half-mile “slice” of Roseville’s 2040 Comprehensive Plan Future
13 Land Use map along one edge of the map frame
- 14 • A legend of Roseville’s 2040 Comprehensive Plan Future Land Use classifications to the
15 right of the map frame
- 16 • A red dashed line highlighting Roseville’s shared boundaries with neighboring
17 communities
- 18 • Simple shapes in basic colors marking the future land use districts on properties abutting
19 Roseville’s boundaries
- 20 • Call-outs containing the name and descriptions of each neighboring community’s future
21 land use categories, copied directly from each community’s draft comprehensive plan
22 presented to Roseville for review

23 Roseville’s review of these other comprehensive plans is intended to be a staff-level effort, but
24 Planning Division staff has posted links to each of these comprehensive plans on Roseville’s
25 comprehensive plan update webpage and values the community’s input. Please note that the City
26 of Little Canada has not yet invited Roseville to review its comprehensive plan update or shared
27 its proposed future land use plan, so the corresponding Future Land Use review page remains
28 blank.

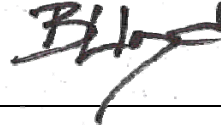
29 **FUTURE LAND USE REVIEW**

30 A handful of Roseville’s affected jurisdictions have completed their reviews and provided their
31 feedback. All of these comments have been posted on Roseville’s comprehensive plan update
32 webpage for public review, and they have been included with this RPCD as Attachment B. Also
33 in Attachment B is a body of feedback from Active Living Ramsey Communities; this is not
34 strictly an “affected jurisdiction” but it may be valuable to consider how their feedback might
35 improve Roseville’s comprehensive plan.

Attachments: A: Maps comparing the Future
Land Use categories along
Roseville’s bundareis

B: Feedback received to-date about
Roseville’s draft comprehensive plan
from affected jurisdictions

1 Prepared by: Senior Planner Bryan Lloyd
2 651-792-7073
3 bryan.lloyd@cityofroseville.com



4

ROSEVILLE 2040

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2040 Future Land Use

Residential

- Low Density Residential
- Medium Density Residential
- High Density Residential

Mixed Use

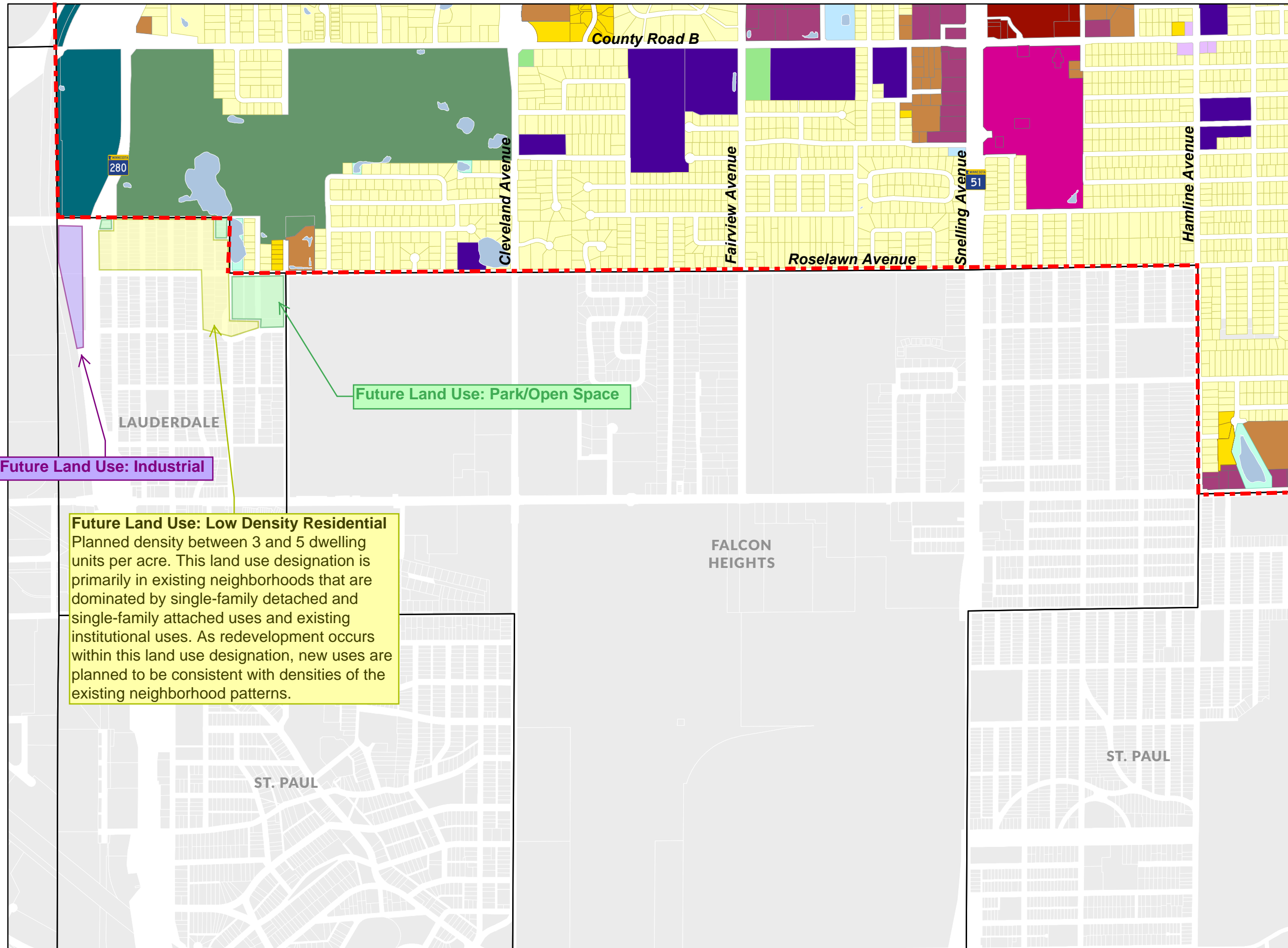
- Core Mixed Use
- Corridor Mixed Use
- Community Mixed Use
- Neighborhood Mixed Use

Employment

- Industrial
- Employment Center
- Employment

Public / Institutional

- Institutional
- Park/Open Space
- Golf Course
- Right of Way
- Railroad
- Water Ponding
- Lake



Future Land Use: Low Density Residential
 Planned density between 3 and 5 dwelling units per acre. This land use designation is primarily in existing neighborhoods that are dominated by single-family detached and single-family attached uses and existing institutional uses. As redevelopment occurs within this land use designation, new uses are planned to be consistent with densities of the existing neighborhood patterns.

Future Land Use: Industrial

Future Land Use: Park/Open Space

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2040 Future Land Use

Residential

- Low Density Residential
- Medium Density Residential
- High Density Residential

Mixed Use

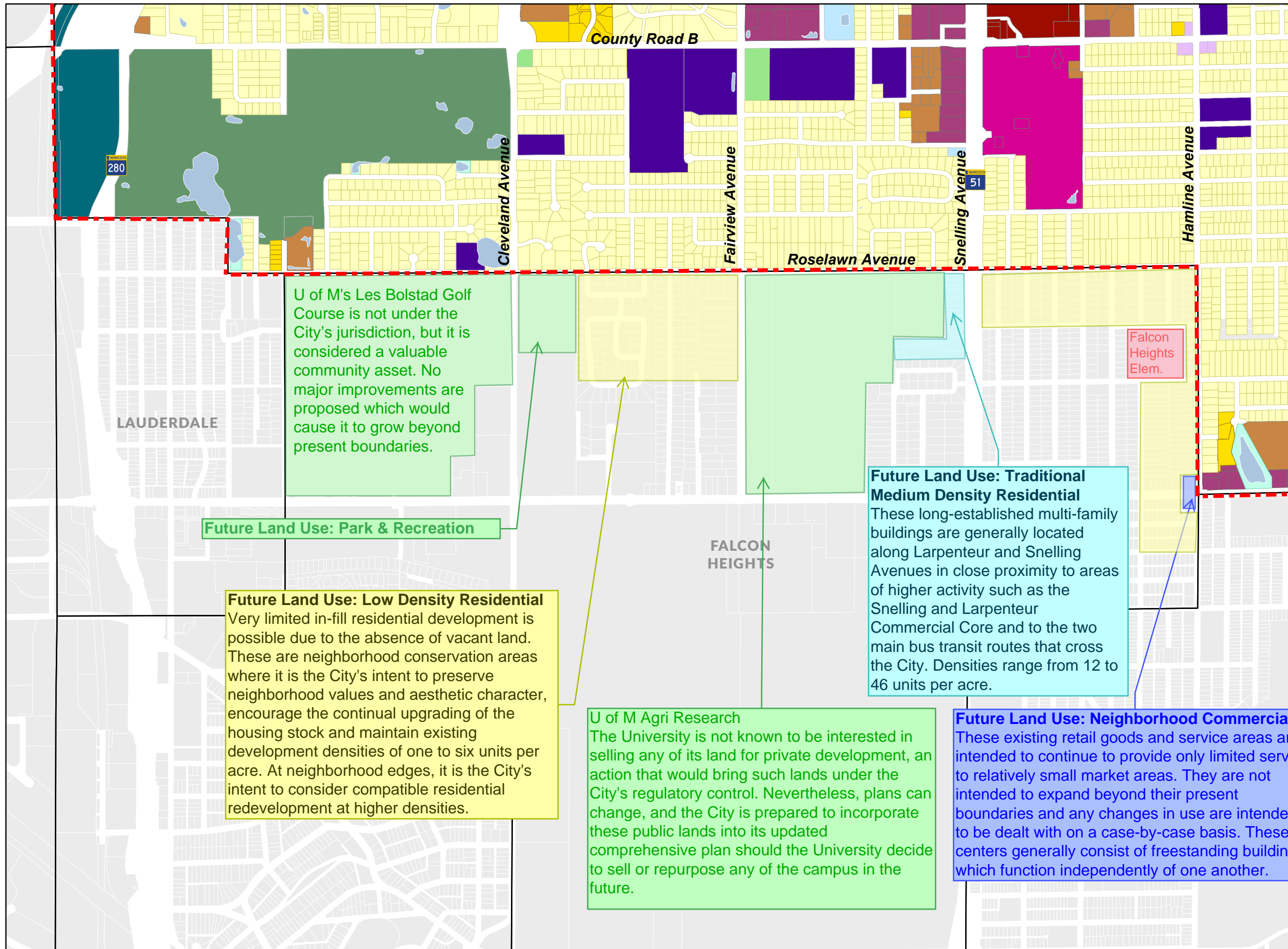
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Employment

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Public / Institutional

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U of M's Les Bolstad Golf Course is not under the City's jurisdiction, but it is considered a valuable community asset. No major improvements are proposed which would cause it to grow beyond present boundaries.

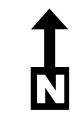
Future Land Use: Park & Recreation

Future Land Use: Low Density Residential
Very limited in-fill residential development is possible due to the absence of vacant land. These are neighborhood conservation areas where it is the City's intent to preserve neighborhood values and aesthetic character, encourage the continual upgrading of the housing stock and maintain existing development densities of one to six units per acre. At neighborhood edges, it is the City's intent to consider compatible residential redevelopment at higher densities.

U of M Agri Research
The University is not known to be interested in selling any of its land for private development, an action that would bring such lands under the City's regulatory control. Nevertheless, plans can change, and the City is prepared to incorporate these public lands into its updated comprehensive plan should the University decide to sell or repurpose any of the campus in the future.

Future Land Use: Traditional Medium Density Residential
These long-established multi-family buildings are generally located along Larpenteur and Snelling Avenues in close proximity to areas of higher activity such as the Snelling and Larpenteur Commercial Core and to the two main bus transit routes that cross the City. Densities range from 12 to 46 units per acre.

Future Land Use: Neighborhood Commercial
These existing retail goods and service areas are intended to continue to provide only limited service to relatively small market areas. They are not intended to expand beyond their present boundaries and any changes in use are intended to be dealt with on a case-by-case basis. These centers generally consist of freestanding buildings which function independently of one another.



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2040 Future Land Use

Residential

- Low Density Residential
- Medium Density Residential
- High Density Residential

Mixed Use

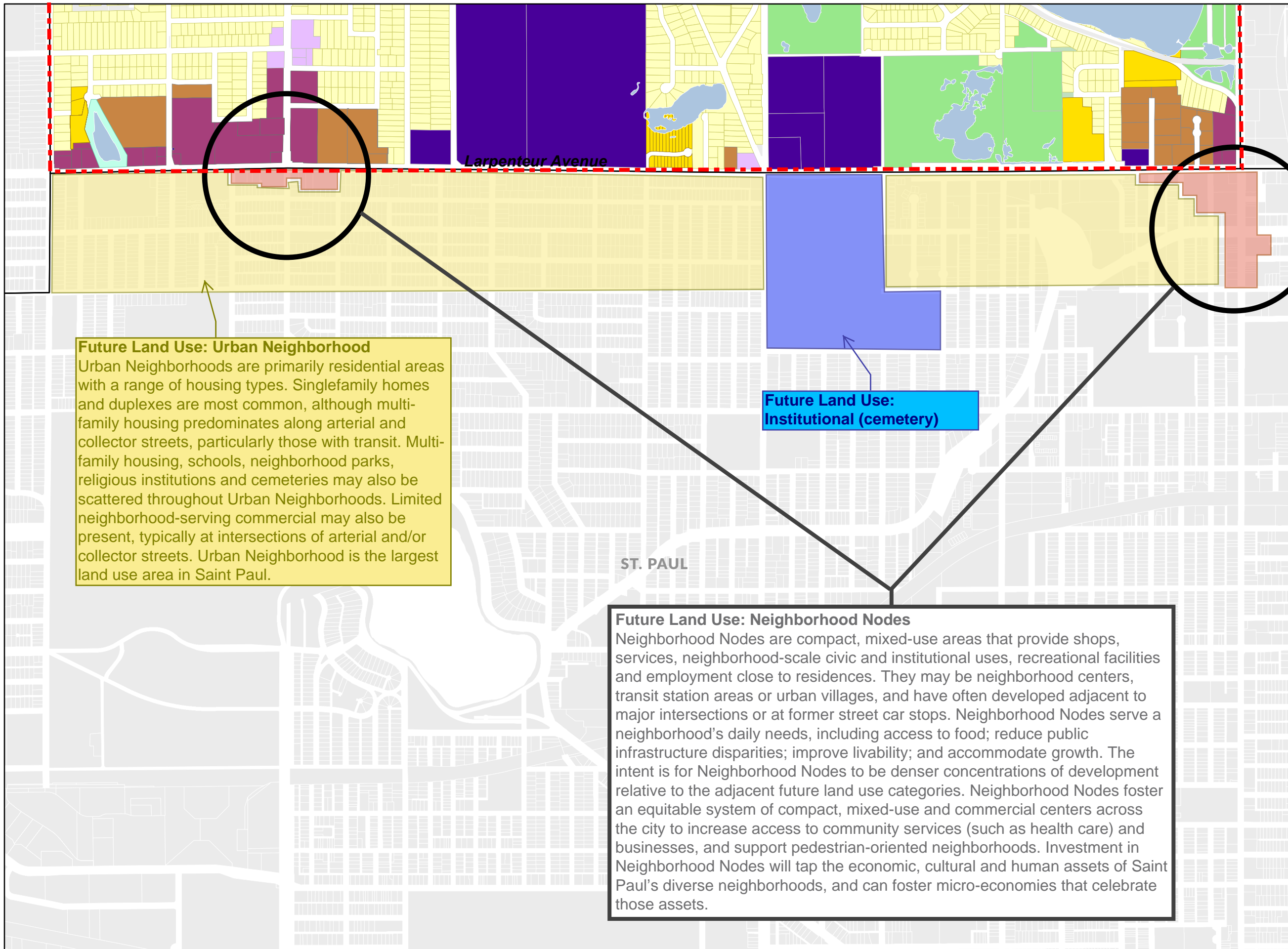
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Employment

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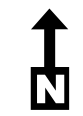
Public / Institutional

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- Lake



Future Land Use: Urban Neighborhood
Urban Neighborhoods are primarily residential areas with a range of housing types. Singlefamily homes and duplexes are most common, although multi-family housing predominates along arterial and collector streets, particularly those with transit. Multi-family housing, schools, neighborhood parks, religious institutions and cemeteries may also be scattered throughout Urban Neighborhoods. Limited neighborhood-serving commercial may also be present, typically at intersections of arterial and/or collector streets. Urban Neighborhood is the largest land use area in Saint Paul.

Future Land Use: Neighborhood Nodes
Neighborhood Nodes are compact, mixed-use areas that provide shops, services, neighborhood-scale civic and institutional uses, recreational facilities and employment close to residences. They may be neighborhood centers, transit station areas or urban villages, and have often developed adjacent to major intersections or at former street car stops. Neighborhood Nodes serve a neighborhood's daily needs, including access to food; reduce public infrastructure disparities; improve livability; and accommodate growth. The intent is for Neighborhood Nodes to be denser concentrations of development relative to the adjacent future land use categories. Neighborhood Nodes foster an equitable system of compact, mixed-use and commercial centers across the city to increase access to community services (such as health care) and businesses, and support pedestrian-oriented neighborhoods. Investment in Neighborhood Nodes will tap the economic, cultural and human assets of Saint Paul's diverse neighborhoods, and can foster micro-economies that celebrate those assets.



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2040 Future Land Use

Residential

- Low Density Residential
- Medium Density Residential
- High Density Residential

Mixed Use

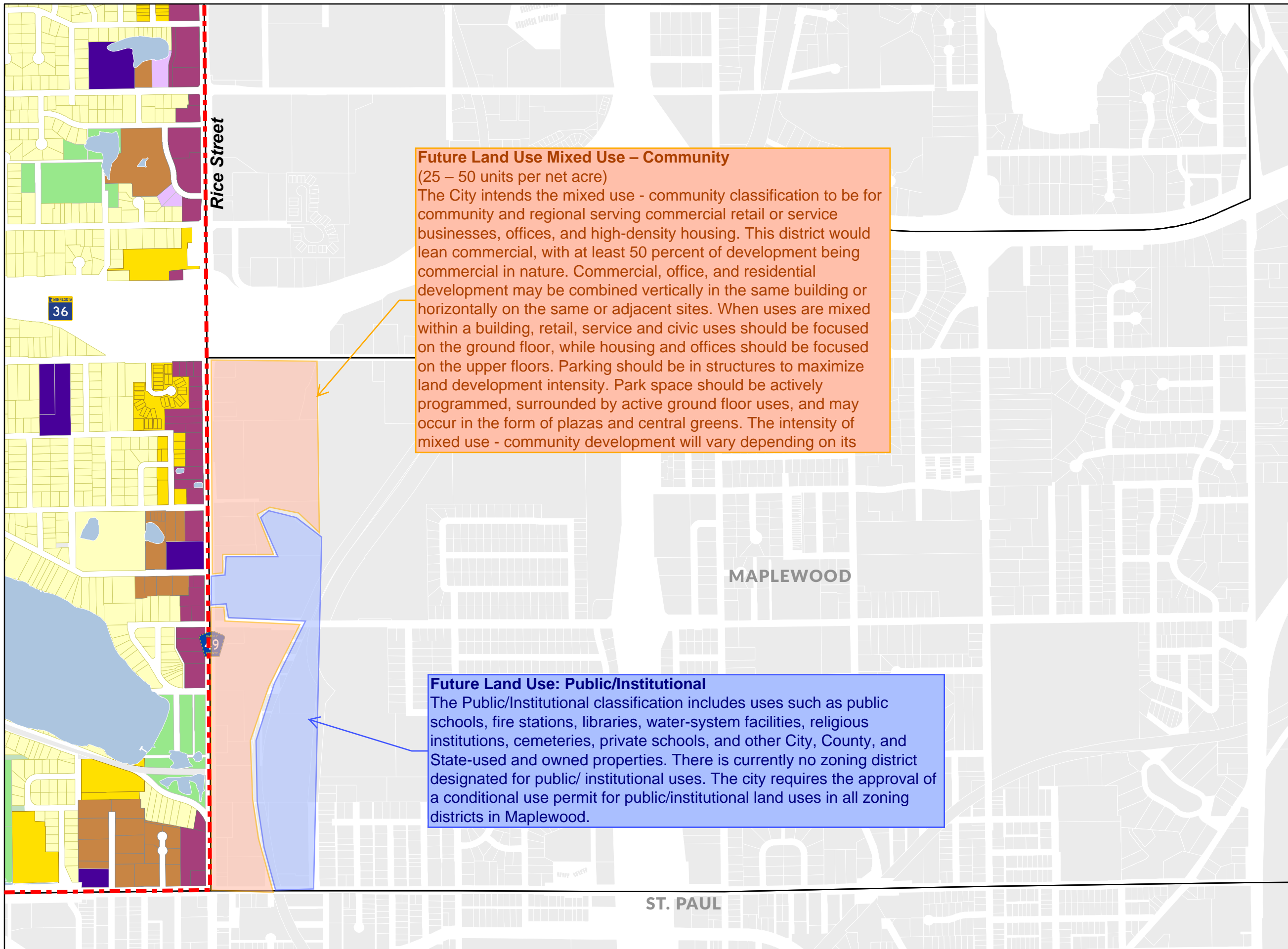
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Employment

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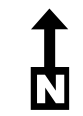
Public / Institutional

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- Lake



Future Land Use Mixed Use – Community
(25 – 50 units per net acre)
The City intends the mixed use - community classification to be for community and regional serving commercial retail or service businesses, offices, and high-density housing. This district would lean commercial, with at least 50 percent of development being commercial in nature. Commercial, office, and residential development may be combined vertically in the same building or horizontally on the same or adjacent sites. When uses are mixed within a building, retail, service and civic uses should be focused on the ground floor, while housing and offices should be focused on the upper floors. Parking should be in structures to maximize land development intensity. Park space should be actively programmed, surrounded by active ground floor uses, and may occur in the form of plazas and central greens. The intensity of mixed use - community development will vary depending on its

Future Land Use: Public/Institutional
The Public/Institutional classification includes uses such as public schools, fire stations, libraries, water-system facilities, religious institutions, cemeteries, private schools, and other City, County, and State-used and owned properties. There is currently no zoning district designated for public/ institutional uses. The city requires the approval of a conditional use permit for public/institutional land uses in all zoning districts in Maplewood.



SHOREVIEW

VADNAIS HEIGHTS

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2040 Future Land Use

Residential

- Low Density Residential
- Medium Density Residential
- High Density Residential

Mixed Use

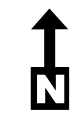
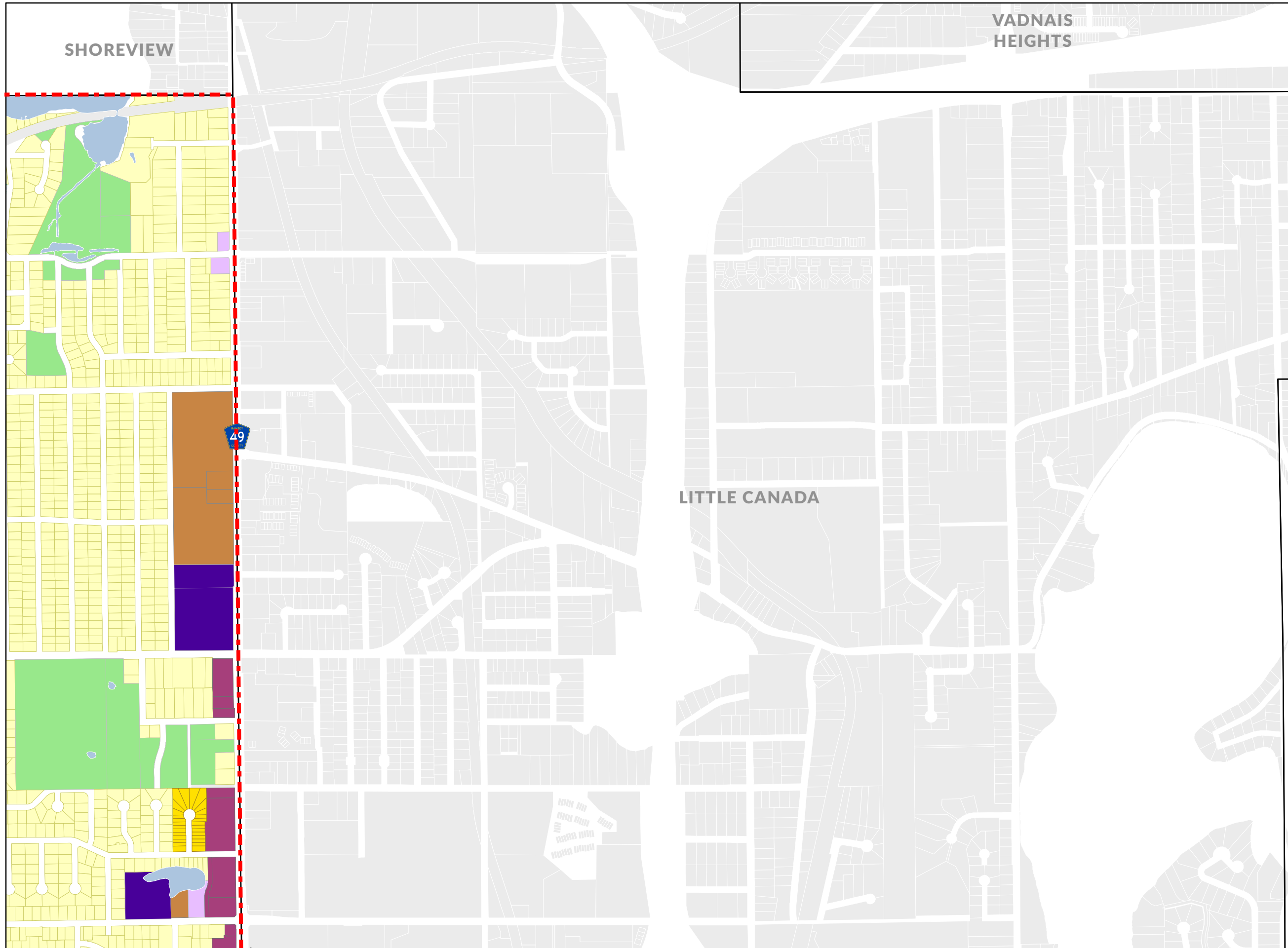
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Public / Institutional

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2040 Future Land Use

Residential

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- Medium Density Residential
- High Density Residential

Mixed Use

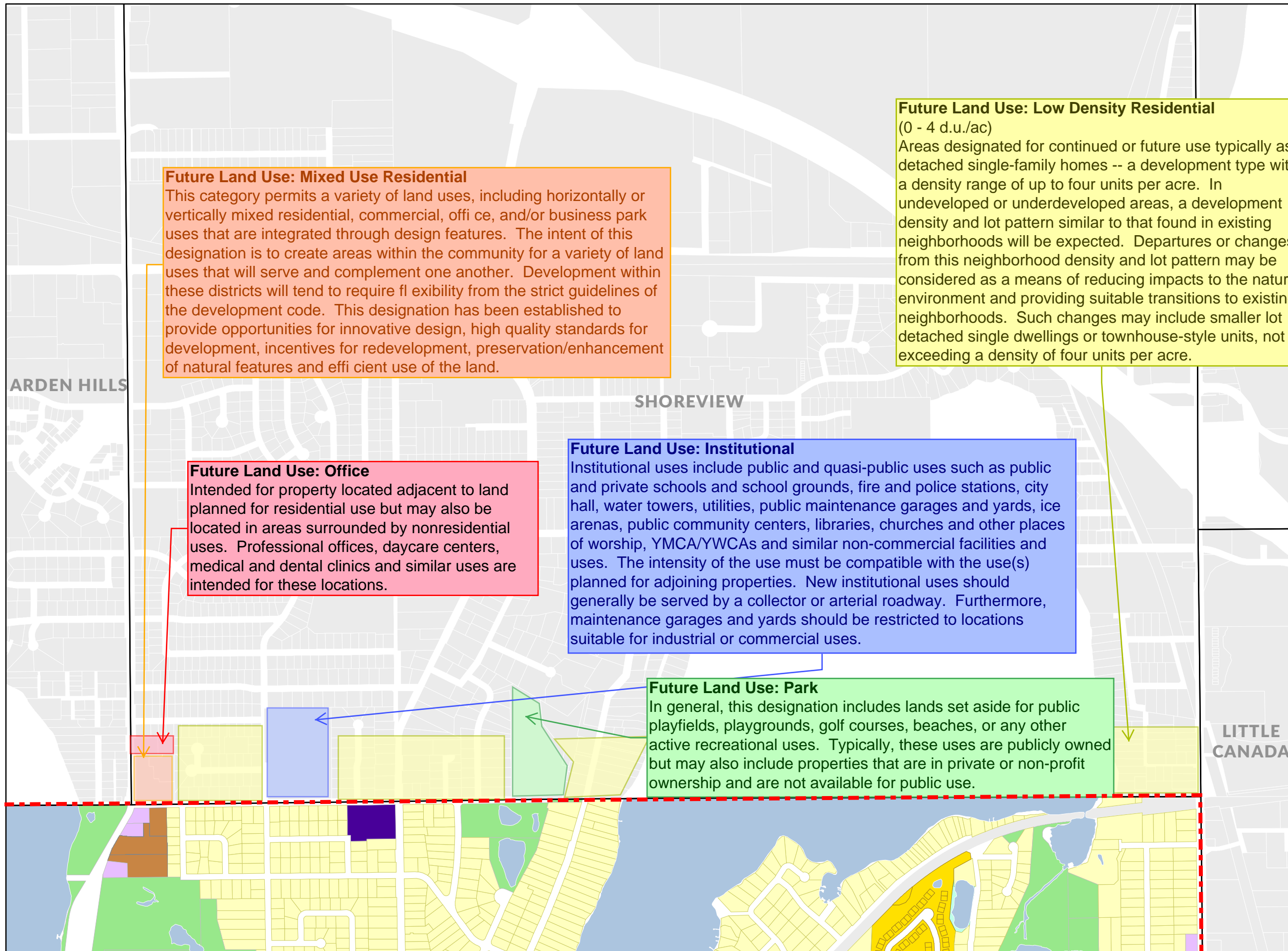
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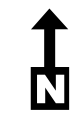
Future Land Use: Mixed Use Residential
 This category permits a variety of land uses, including horizontally or vertically mixed residential, commercial, office, and/or business park uses that are integrated through design features. The intent of this designation is to create areas within the community for a variety of land uses that will serve and complement one another. Development within these districts will tend to require flexibility from the strict guidelines of the development code. This designation has been established to provide opportunities for innovative design, high quality standards for development, incentives for redevelopment, preservation/enhancement of natural features and efficient use of the land.

Future Land Use: Low Density Residential
 (0 - 4 d.u./ac)
 Areas designated for continued or future use typically as detached single-family homes -- a development type with a density range of up to four units per acre. In undeveloped or underdeveloped areas, a development density and lot pattern similar to that found in existing neighborhoods will be expected. Departures or changes from this neighborhood density and lot pattern may be considered as a means of reducing impacts to the natural environment and providing suitable transitions to existing neighborhoods. Such changes may include smaller lot detached single dwellings or townhouse-style units, not exceeding a density of four units per acre.

Future Land Use: Office
 Intended for property located adjacent to land planned for residential use but may also be located in areas surrounded by nonresidential uses. Professional offices, daycare centers, medical and dental clinics and similar uses are intended for these locations.

Future Land Use: Institutional
 Institutional uses include public and quasi-public uses such as public and private schools and school grounds, fire and police stations, city hall, water towers, utilities, public maintenance garages and yards, ice arenas, public community centers, libraries, churches and other places of worship, YMCA/YWCAs and similar non-commercial facilities and uses. The intensity of the use must be compatible with the use(s) planned for adjoining properties. New institutional uses should generally be served by a collector or arterial roadway. Furthermore, maintenance garages and yards should be restricted to locations suitable for industrial or commercial uses.

Future Land Use: Park
 In general, this designation includes lands set aside for public playfields, playgrounds, golf courses, beaches, or any other active recreational uses. Typically, these uses are publicly owned but may also include properties that are in private or non-profit ownership and are not available for public use.



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2040 Future Land Use

Residential

- Low Density Residential
- Medium Density Residential
- High Density Residential

Mixed Use

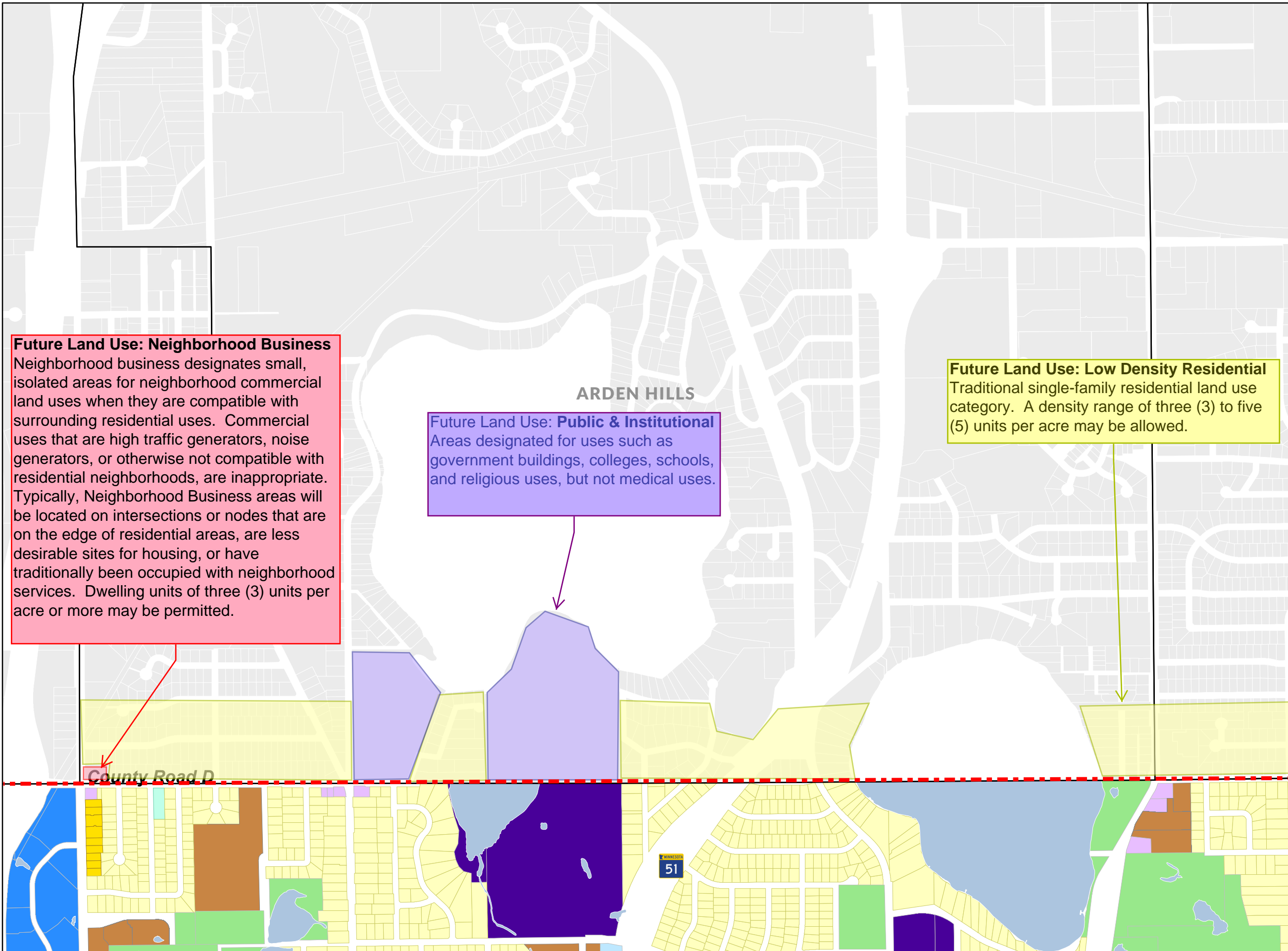
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Employment

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Public / Institutional

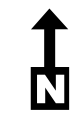
- Institutional
- Park/Open Space
- Golf Course
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- Lake



Future Land Use: Neighborhood Business
 Neighborhood business designates small, isolated areas for neighborhood commercial land uses when they are compatible with surrounding residential uses. Commercial uses that are high traffic generators, noise generators, or otherwise not compatible with residential neighborhoods, are inappropriate. Typically, Neighborhood Business areas will be located on intersections or nodes that are on the edge of residential areas, are less desirable sites for housing, or have traditionally been occupied with neighborhood services. Dwelling units of three (3) units per acre or more may be permitted.

Future Land Use: Public & Institutional
 Areas designated for uses such as government buildings, colleges, schools, and religious uses, but not medical uses.

Future Land Use: Low Density Residential
 Traditional single-family residential land use category. A density range of three (3) to five (5) units per acre may be allowed.



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2040 Future Land Use

Residential

- Low Density Residential
- Medium Density Residential
- High Density Residential

Mixed Use

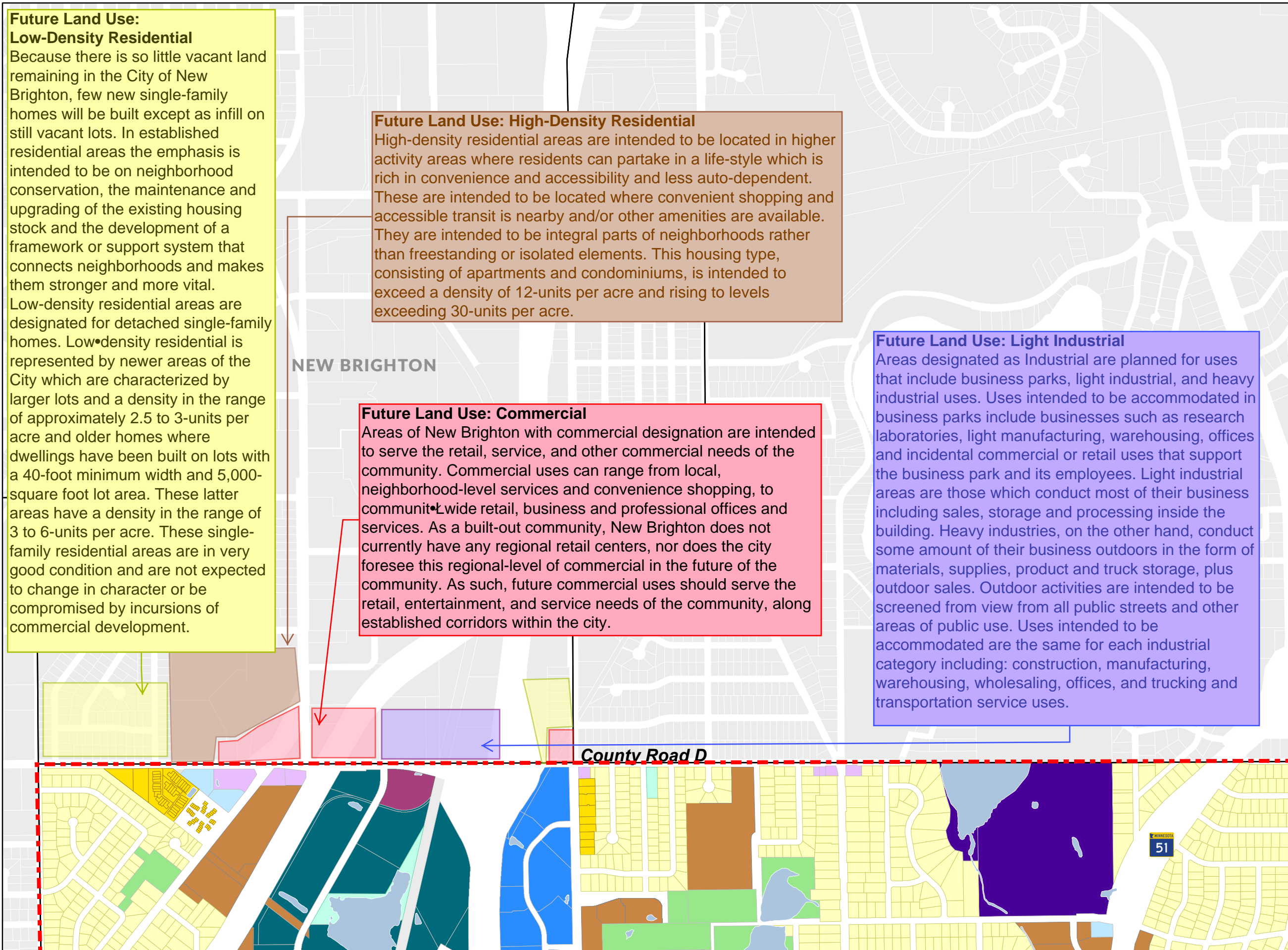
- Core Mixed Use
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- Community Mixed Use
- Neighborhood Mixed Use

Employment

- Industrial
- Employment Center
- Employment

Public / Institutional

- Institutional
- Park/Open Space
- Golf Course
- Right of Way
- Railroad
- Water Ponding
- Lake



Future Land Use: Low-Density Residential
 Because there is so little vacant land remaining in the City of New Brighton, few new single-family homes will be built except as infill on still vacant lots. In established residential areas the emphasis is intended to be on neighborhood conservation, the maintenance and upgrading of the existing housing stock and the development of a framework or support system that connects neighborhoods and makes them stronger and more vital. Low-density residential areas are designated for detached single-family homes. Low-density residential is represented by newer areas of the City which are characterized by larger lots and a density in the range of approximately 2.5 to 3-units per acre and older homes where dwellings have been built on lots with a 40-foot minimum width and 5,000-square foot lot area. These latter areas have a density in the range of 3 to 6-units per acre. These single-family residential areas are in very good condition and are not expected to change in character or be compromised by incursions of commercial development.

Future Land Use: High-Density Residential
 High-density residential areas are intended to be located in higher activity areas where residents can partake in a life-style which is rich in convenience and accessibility and less auto-dependent. These are intended to be located where convenient shopping and accessible transit is nearby and/or other amenities are available. They are intended to be integral parts of neighborhoods rather than freestanding or isolated elements. This housing type, consisting of apartments and condominiums, is intended to exceed a density of 12-units per acre and rising to levels exceeding 30-units per acre.

Future Land Use: Commercial
 Areas of New Brighton with commercial designation are intended to serve the retail, service, and other commercial needs of the community. Commercial uses can range from local, neighborhood-level services and convenience shopping, to community-wide retail, business and professional offices and services. As a built-out community, New Brighton does not currently have any regional retail centers, nor does the city foresee this regional-level of commercial in the future of the community. As such, future commercial uses should serve the retail, entertainment, and service needs of the community, along established corridors within the city.

Future Land Use: Light Industrial
 Areas designated as Industrial are planned for uses that include business parks, light industrial, and heavy industrial uses. Uses intended to be accommodated in business parks include businesses such as research laboratories, light manufacturing, warehousing, offices and incidental commercial or retail uses that support the business park and its employees. Light industrial areas are those which conduct most of their business including sales, storage and processing inside the building. Heavy industries, on the other hand, conduct some amount of their business outdoors in the form of materials, supplies, product and truck storage, plus outdoor sales. Outdoor activities are intended to be screened from view from all public streets and other areas of public use. Uses intended to be accommodated are the same for each industrial category including: construction, manufacturing, warehousing, wholesaling, offices, and trucking and transportation service uses.

ROSEVILLE 2040

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2040 Future Land Use

Residential

- Low Density Residential
- Medium Density Residential
- High Density Residential

Mixed Use

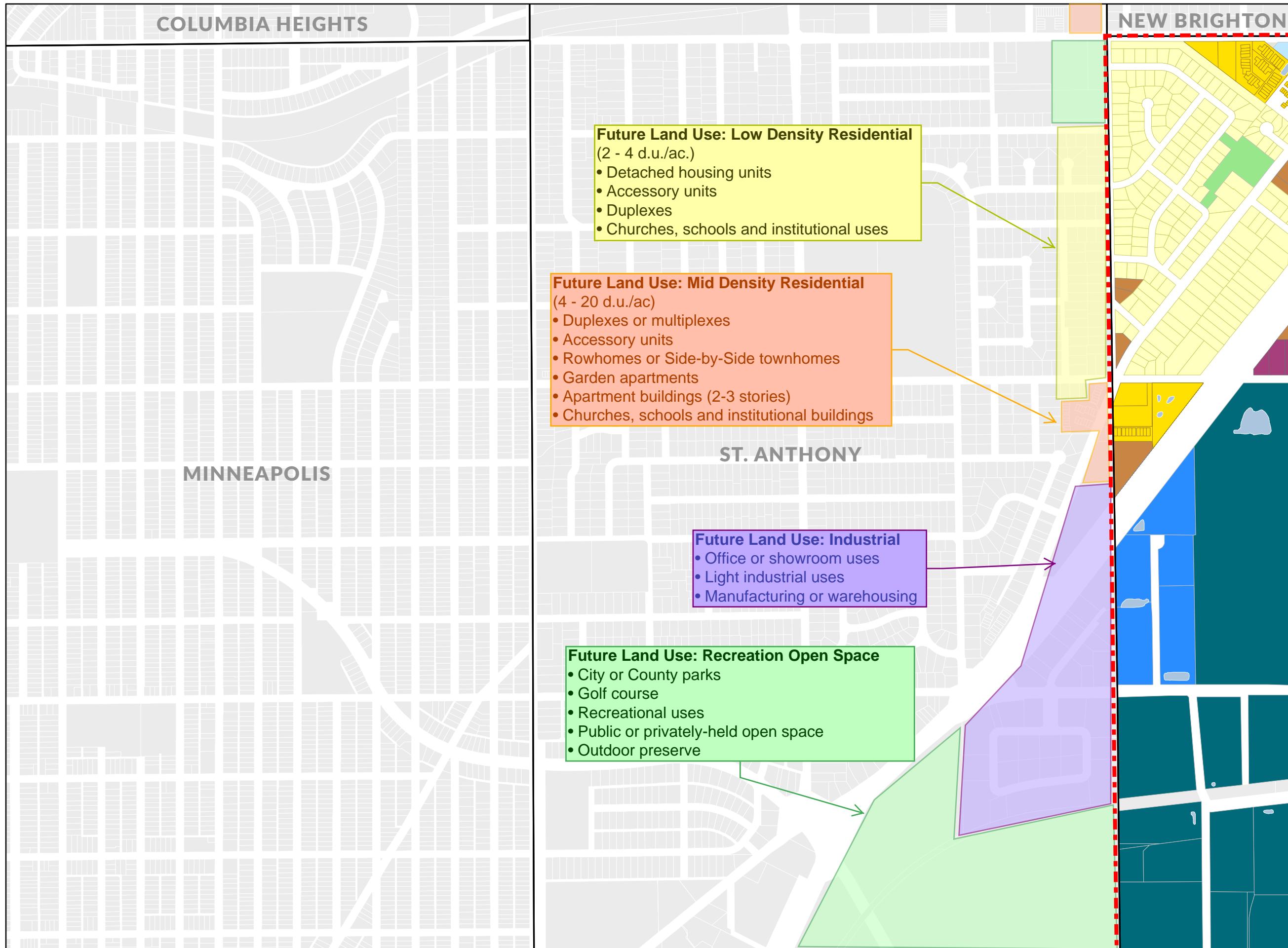
- Core Mixed Use
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- Community Mixed Use
- Neighborhood Mixed Use

Employment

- Industrial
- Employment Center
- Employment

Public / Institutional

- Institutional
- Park/Open Space
- Golf Course
- Right of Way
- Railroad
- Water Ponding
- Lake



ROSEVILLE 2040

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2040 Future Land Use

Residential

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- High Density Residential

Mixed Use

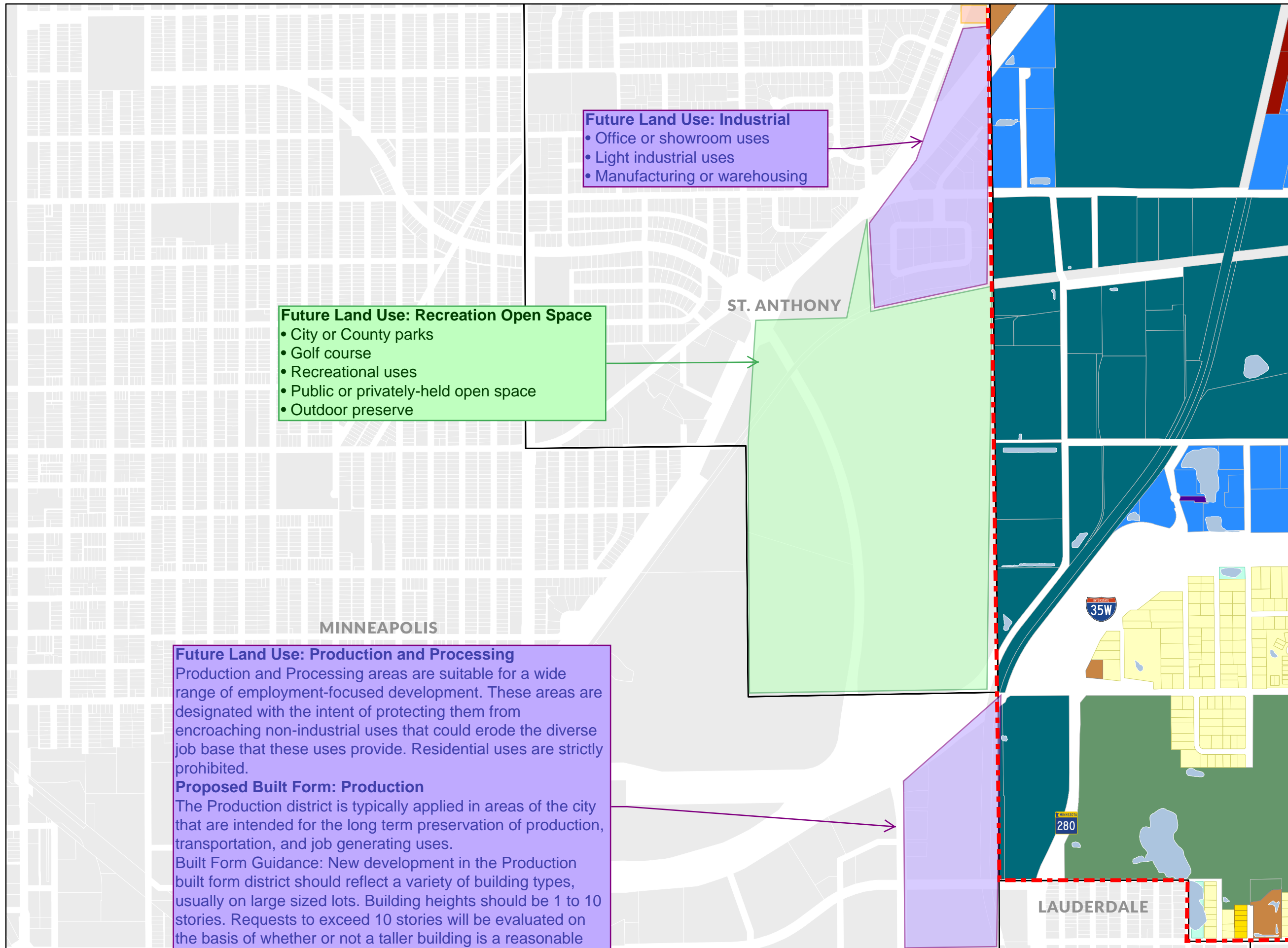
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Public / Institutional

- Institutional
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- Water Ponding
- Lake



Future Land Use: Industrial

- Office or showroom uses
- Light industrial uses
- Manufacturing or warehousing

Future Land Use: Recreation Open Space

- City or County parks
- Golf course
- Recreational uses
- Public or privately-held open space
- Outdoor preserve

Future Land Use: Production and Processing

Production and Processing areas are suitable for a wide range of employment-focused development. These areas are designated with the intent of protecting them from encroaching non-industrial uses that could erode the diverse job base that these uses provide. Residential uses are strictly prohibited.

Proposed Built Form: Production

The Production district is typically applied in areas of the city that are intended for the long term preservation of production, transportation, and job generating uses.

Built Form Guidance: New development in the Production built form district should reflect a variety of building types, usually on large sized lots. Building heights should be 1 to 10 stories. Requests to exceed 10 stories will be evaluated on the basis of whether or not a taller building is a reasonable means for further achieving Comprehensive Plan Goals.



June 25, 2018

Bryan Lloyd
Senior Planner
City of Roseville

RE: Agency Response to 2040 Comprehensive Plan Update

Dear Bryan,

Thank you for providing a draft of the City of Roseville's 2040 Comprehensive Plan to Arden Hills for comments. The City of Arden Hills offers the following comments:

1. The plan identifies the intersection at County Road D and Fairview as an intersection that may require control/operations improvements. This intersection includes three roadway segments within the City of Arden Hills (County Road D, New Brighton Road, and Lake Johanna Boulevard). The City of Arden Hills concurs with the assessment that the current operations at the intersection warrant study and would welcome the opportunity to partner with Ramsey County and the City of Roseville to study possible improvements to this intersection.
2. The plan identifies proposed pathway segments extending to Fairview Avenue/County Road D, Snelling Avenue/Asbury Street, and Hamline Avenue/Glenhill Road. The Arden Hills draft 2040 Comprehensive Plan update identifies future City pathways that would connect with the proposed pathway segments in Roseville. The City would recommend coordination between Arden Hills and Roseville on the alignment of these future pathways to ensure connectivity.
3. The City of Arden Hills purchases water from St. Paul Regional Water Services via the City of Roseville. Roseville provides this water through its system to the City of Arden Hills. There are three interconnection points with the City, located at Cleveland Avenue/County Road D, Fairview Avenue/County Road D, and Glenhill Road/Hamline Avenue. At this time, the City does not have any improvements planned for the three existing service connections to the City of Roseville.

If you have any questions, please contact me at 651-792-7822.

Sincerely,

Matthew Bachler
City Planner

CC: Dave Perrault, City Administrator



ROSEVILLE 2040
our future together

Adjacent and Affected Jurisdiction Review and Comment Form

Date: 7/11/2018
Jurisdiction: City of St. Paul
Reviewer Name: Jamie Radel
Reviewer Title: Senior Planner
Phone Number: 651-264-6614
Email Address: jamie.radel@ci.stpaul.mn.us

I have reviewed the proposed comprehensive plan update on behalf of my jurisdiction, and:

- I do not have any comments and I am, therefore, waiving further review.
I have the following comments and I am concluding my review.

(Please attach additional sheets of comments, if necessary)

You may send the completed form and additional sheets, if any, via email to Bryan Lloyd at bryan.lloyd@cityofroseville.com or via mail to the address below.

City of Roseville
Community Development Department
2660 Civic Center Drive
Roseville, Minnesota 55113
www.cityofroseville.com
(651) 792-7005

ROSEVILLE 2040
our future together

Adjacent and Affected Jurisdiction Review and Comment Form

Date: August 20, 2018

Jurisdiction: City of Maplewood

Reviewer Name: Michael Martin

Reviewer Title: Economic Development Coordinator

Phone Number: 651-249-2303

Email Address: michael.martin@MaplewoodMN.gov

I have reviewed the proposed comprehensive plan update on behalf of my jurisdiction, and:

- I do not have any comments and I am, therefore, waiving further review.
- I have the following comments and I am concluding my review.

Maplewood has guided all properties that abut Rice Street - except for Saint Paul Regional Water's property - as "Mixed Use – Community" which carries a density range of 25 – 50 units per net acre. Maplewood believes this is consistent with the vision created in the Rice Street - Larpenteur Avenue Gateway Vision Plan.

Just to note, environmental protection, GHG, climate risk, renewable energy, environmental education goals in line with the City of Maplewood's goals.

(Please attach additional sheets of comments, if necessary)

You may send the completed form and additional sheets, if any, via email to Bryan Lloyd at bryan.lloyd@cityofroseville.com or via mail to the address below.

Bryan Lloyd

From: Wiltgen, Jennifer (DOT) <jennifer.wiltgen@state.mn.us>
Sent: Tuesday, April 3, 2018 4:25 PM
To: Jesse Freihammer
Cc: Sherman, Tod (DOT); Scheffing, Karen (DOT); Pansch, Joshua (DOT); russell.owen@metc.state.mn.us
Subject: CPA18-004 Roseville 2040 Update

Good Afternoon,

Thank you for providing the opportunity for MnDOT to review the Roseville 2040 Comprehensive Plan Update. We have reviewed the document and have the following comments:

- In Chapter 7, pg. 53 #4 the plan talks about cooperating with, and assisting, the RTB (Regional Transit Board). The RTB was dissolved and its responsibilities are now handled by the Met Council.
- Continue to coordinate planning efforts regarding any MnDOT facilities within the City of Roseville.

Please let me know if you have any questions and we look forward to working with you in the future.

Thanks,
Jennifer

Jennifer Wiltgen, AICP
Principal Planner
MnDOT Metro District
1500 W County Road B2
Roseville, MN 55113
651-234-7788
Jennifer.wiltgen@state.mn.us

ROSEVILLE 2040
our future together

Adjacent and Affected Jurisdiction Review and Comment Form

Date: 8/27/2018

Jurisdiction: Rice Creek Watershed District

Reviewer Name: Lauren Sampedro

Reviewer Title: District Technician

Phone Number: 763-398-3078

Email Address: lsampedro@ricecreek.org

I have reviewed the proposed comprehensive plan update on behalf of my jurisdiction, and:

- I do not have any comments and I am, therefore, waiving further review.
- I have the following comments and I am concluding my review.

1. General comment: Please ensure the RCWD is engaged in the development process for known development/redevelopment sites, such as the 2134 Cleveland Avenue site, to assure compliance with RCWD rules.
2. Chapter 10 and Appendix C: RCWD approved the City's CSWMP on June 13, 2018. Please ensure the City revises both Chapter 10 and Appendix C of the 2040 Comprehensive Plan to include the final CSWMP version that was approved by the watershed districts. For example, the last paragraph of Chapter 10 Page 9 should be removed to be consistent with the approved CSWMP.
3. Chapter 13: The City should add RCWD or "watershed districts" to the "Who" or "How" columns of Tables 13-7 & 13-9 where it would like to partner with the District, such as the Evergreen Park Reuse project, similar to the first item in Table 13-9.

(Please attach additional sheets of comments, if necessary)

You may send the completed form and additional sheets, if any, via email to Bryan Lloyd at bryan.lloyd@cityofroseville.com or via mail to the address below.



August 28, 2018

Dear Bryan Lloyd,

I want to thank the City of Roseville for their partnership in our active living work, and in the creation of the Ramsey County-wide Pedestrian and Bicycle Plan and Connected Ramsey Communities Network. It was great to reconnect with you about Roseville’s comprehensive plan and commitment to include language in the plan about:

- Active Living
- Ramsey County-wide Pedestrian and Bicycle Plan
- Connected Ramsey Communities Network

This will be the second comprehensive plan in a row where all the municipalities in Ramsey County include active living and active transportation plans and concepts in their plan.

On our call, we discussed ways to provide language for Roseville to easily include in the comprehensive plan. We captured all the language that relates to active living, non-motorized and active transportation, biking and walking in Roseville’s plan. This will create an inventory of all the comp plan language in Ramsey County related to this work. Based on Roseville’s plan we drafted language for you to simply copy and add, or replace in your plan.

Here is a brief explanation of how to incorporate the suggested changes into your comprehensive plan.

Chapter	Page	Plan Language	Action	Action Details	Suggested Language
Comprehensive plan chapter	Plan page number	Existing active transportation or active living language in Roseville’s plan	Suggested action regarding the plan language: 1. No change 2. Add 3. Enhance 4. Question	Simple action steps to incorporate the suggested language: 1. Keep language the same. 2. Copy and add the new language or map. 3. Copy and replace to enhance language already in plan.	Specific language to incorporate into the plan regarding: 1. Active Living 2. Ramsey County-wide Pedestrian and Bicycle Plan 3. Connected Ramsey Communities Network

				4. Answer question	
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We are requesting the municipalities to fill out the two green municipal response columns.

Municipal Response	
Municipal Action Taken	Municipal Comments/Questions/Suggestions
Action taken regarding suggested comprehensive plan language: <ol style="list-style-type: none"> 1. No change (original language) 2. Added 3. Enhanced 4. Modified (please explain here) 5. Answered question (please provide answer here) 	Please provide any additional input here (optional)

Please let me know if Roseville has any existing bicycle or pedestrian facilities or planned improvements that are not included in the attached Connected Ramsey Communities Network map. We want to ensure that our pedestrian and bicycle system GIS data stays up-to-date with all current municipal information.

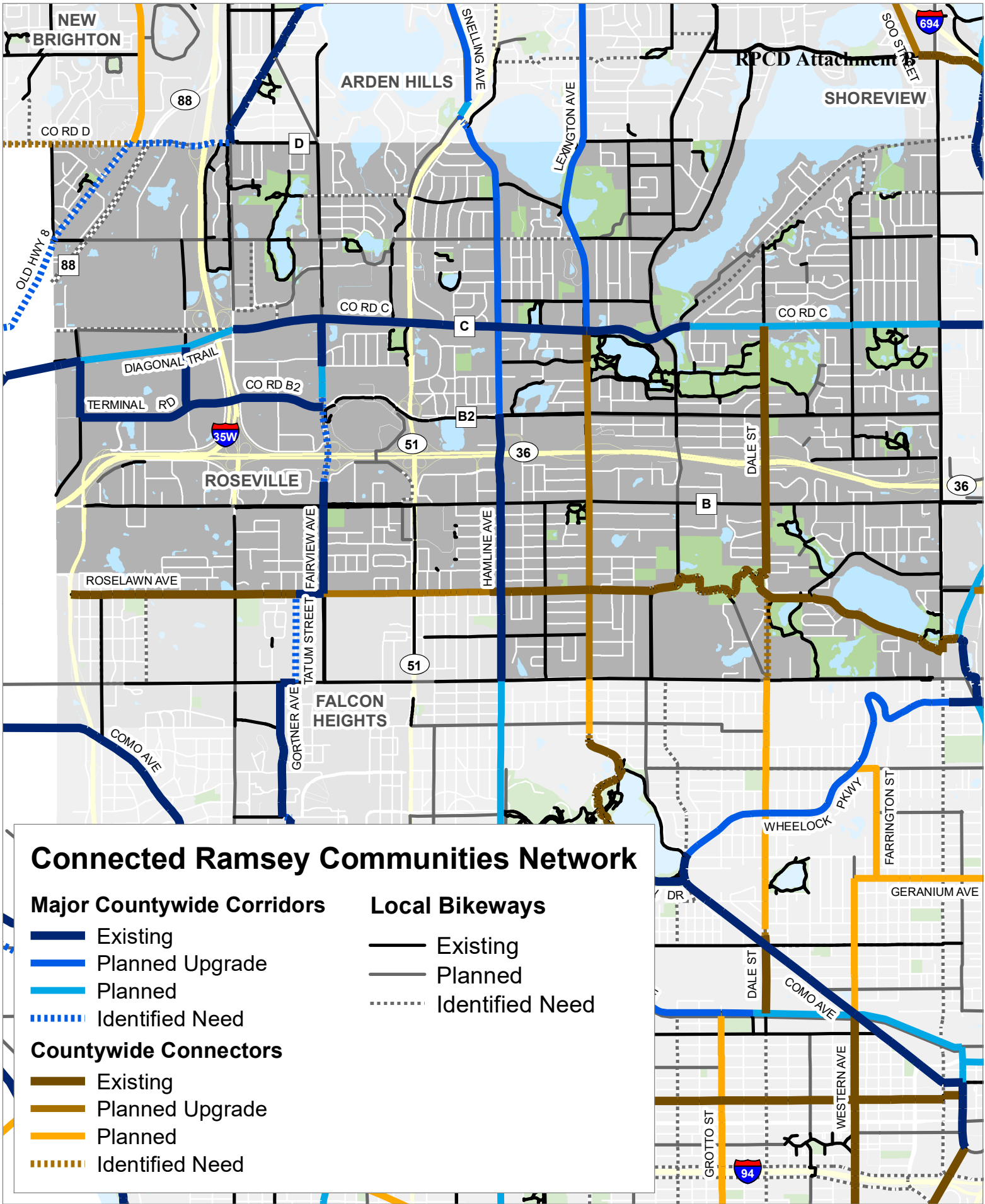
I really enjoyed reading Roseville’s Comprehensive Plan Transportation and Parks Chapter. You have done excellent planning working. If there is anything else we can do to help you or you have any questions or suggestions on how to improve this process, please let me know. We will continue using this process with the other municipalities, so your feedback is helpful.

Thanks again for your involvement. We are proud to partner with you and the City of Roseville as we work together to improve health by creating and promoting environments where people can be physically active in their daily routine.

Sincerely,



Connie Bernardy
 Active Living Ramsey Communities Director
 2015 North Van Dyke Street
 Maplewood, MN 55109-3796
 Phone: (651) 363-3763/Fax: (651) 748-2508
connie.bernardy@co.ramsey.mn.us



Connected Ramsey Communities Network

Major Countywide Corridors

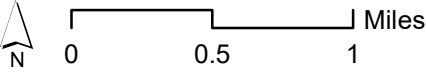
- █ Existing
- █ Planned Upgrade
- █ Planned
- ▤ Identified Need

Local Bikeways

- Existing
- Planned
- ⋯ Identified Need

Countywide Connectors

- █ Existing
- █ Planned Upgrade
- █ Planned
- ▤ Identified Need



Roseville Chapter	Page	Active Living and Active Transportation Plan Language	Action Type	Action Details	Active Living and Active Transportation Suggested Language	Municipal Action Taken	Municipal Response Municipal Comments/Questions/Suggestions
Parks	4,5	Coordination with Pathways Planning The 2010 Master Plan provided a vision for connectivity between parks, housing, businesses, and schools. This was based on the “constellation” concept which generated more value within the system by connecting parks in logical ways (refer to MAP 8-3). With good connectivity, not every park has to provide duplicative services, and the park experience can extend into the surrounding neighborhoods. That approach remains the focus of Roseville Parks and Recreation, in coordination with the Pathway Master Plan.	No Change				
Parks	6	MAP 8-2 SOUTHWEST ROSEVILLE APPROACH.	No Change				
Parks	7	MAP 8-3: PATHWAYS CONSTELLATION CONCEPT. FROM PARKS AND RECREATION SYSTEM MASTER PLAN THIS PLAN REPRESENTS THE TRAIL SYSTEM ENVISIONED TO SUPPORT A CONNECTED PARK SYSTEM, AND IT IS BEING DEVELOPED IN COORDINATION WITH THE TRAIL SYSTEM SHOWN IN THE PATHWAYS PLAN.	No Change				
Parks	8	Coordination with Regional Facilities/Entities Regional facilities are a valued asset to the park and recreation system and were recognized as part of the 2010 Master Plan. Regional facilities include (refer to MAP 8-4): <ul style="list-style-type: none"> <input checked="" type="checkbox"/> McCarrons Lake County Park <input checked="" type="checkbox"/> Josephine County Park <input checked="" type="checkbox"/> County trails <input checked="" type="checkbox"/> The Guidant John Rose Minnesota OVAL Continued and expanded coordination has occurred since 2010, including the recent joint meeting between the Roseville and Ramsey County Parks and Recreation Commissions, aimed at creating more synergy between the facilities and programs provided by both entities.	Add	Copy and paste. Add the suggested language from column F after the plan language in column C.	Roseville has partnered with the Active Living Ramsey Communities initiative for over ten years. This initiative improves health through community engagement. It promotes and creates environments that make it safe and easy for everyone to integrate physical activity into their daily routine. The city will continue collaborating to encourage walking, biking, and active living as a way of life throughout the city and county.		
Parks	10	MAP 8-4 REGIONAL FACILITIES	No Change				
Parks	15	Goal - Trails, Pathways, and Community Connections Create a well-connected and easily accessible system of parks, open spaces, trails, pathways, community connections, and facilities that links neighborhoods and provides opportunities for residents and others to gather and interact. Strategies: <ul style="list-style-type: none"> <input checked="" type="checkbox"/> *Develop, adopt, and implement a comprehensive and integrated trails, pathways, and community connections system plan for recreation and transportation uses, including separate facilities for pedestrians and bicyclists (including off-road unpaved trails for bikers and hikers that offer new challenges while protecting resources). Distinguish the specific role of the Parks and Recreation Department in maintaining those facilities, separate from the Public Works Department’s role in constructing and repairing them. <input checked="" type="checkbox"/> Develop, adopt, and implement a Trails Management Program (TMP). <input checked="" type="checkbox"/> Advocate the implementation of community parkways on the County Road C and Lexington Avenue corridors to accommodate pedestrian and bicyclist movement and inclusion of community character and identity features. <input checked="" type="checkbox"/> Maintain the trail and pathway system through all seasons. <input checked="" type="checkbox"/> Make the park system accessible to people of all abilities. <input checked="" type="checkbox"/> Align development and expansion of non-motorized trails, pathways, community parkways, and other routes with the need to provide connections to and within parks, to open spaces, recreation facilities, and key destinations, as well as between neighborhoods, constellations, and sectors. <input checked="" type="checkbox"/> Educate the public on the advantages and safe use of non-motorized trails, pathways, and community parkway connections. <input checked="" type="checkbox"/> Develop clear and communicative signage and kiosks for wayfinding. 	No Change				
Parks	15	Goal - Recreation Programs and Services <ul style="list-style-type: none"> <input checked="" type="checkbox"/> *Provide recreation programs and services that address the recreational desires of people of all abilities and all segments of the community including children, teens, adults, older adults, and diverse ethnic groups. 	No Change				

Roseville Chapter	Page	Active Living and Active Transportation Plan Language	Action Type	Action Details	Active Living and Active Transportation Suggested Language	Municipal Action Taken	Municipal Response Municipal Comments/Questions/Suggestions
Transportation	1	Chapter 7 includes the following information: 1. Introduction 2. Transportation Glossary 3. Summary of Regional Strategies 4. Existing Roadway System 5. Future Roadway System 6. Existing and Planned Non-Motorized Transportation Network 7. Freight 8. Transit 9. Aviation 10. Goals and Strategies	No Change				
Transportation	1	1. INTRODUCTION The City of Roseville boasts a robust, complex, multi-modal transportation system that includes facilities for vehicles, freight, walking, bicycling, and transit.	No Change				
Transportation	2	2. TRANSPORTATION GLOSSARY	Add	Consider adding definition	CRCN: Connected Ramsey Communities Network		
Transportation	2	2. TRANSPORTATION GLOSSARY	Add	Consider adding definitions	Non-Motorized Transportation Network: [definition] Pathway: [definition]		
Transportation	25	Existing Safety and Operational Issues There are a number of locations within Roseville where safety and operational issues have been identified for motorists and pedestrians.	No Change				
Transportation	29	Access Management Ramsey County has developed a draft set of access management policies. Rather than a set of specific standards, Ramsey County's draft policies "are intended to apply accepted access management principles in a context-sensitive manner to maximize the possible benefits as development occurs or as existing properties are modified." The draft policies are as follows.	No Change				
Transportation	34	Recommendations from Recent Plans and Studies Several recent planning efforts have been completed that identify potential improvements to Roseville's transportation system. This section describes these studies and summarizes their recommendations.	Add	Copy and paste. Add the suggested language from column F after the plan language in column C.	2.4.4 Ramsey County-wide Pedestrian and Bicycle Plan Ramsey County municipalities came together to develop the Ramsey County-wide Pedestrian and Bicycle Plan, a countywide approach for increasing physical activity through biking and walking. The plan establishes the Connected Ramsey Communities Network as a countywide planning framework for local jurisdictions and Ramsey County to refer to when planning, prioritizing, and designing an active transportation network. This network includes existing and planned facilities, as well as "identified needs" which are not yet included in local plans. The Ramsey County-wide Pedestrian and Bicycle Plan recommends that all municipalities in the county prioritize the facilities identified in the Connected Ramsey Communities Network as an important part of their bikeway network, and design their pedestrian and bicycle system to a high level of quality. The plan includes a set of tools, analyses, and actions to engage communities in creating a place where people of all ages, abilities, and backgrounds can safely and comfortably walk and bike in their daily lives. The plan incorporates equity principles, tools, and performance measures with an emphasis on an All Abilities Transportation Network that serves all people throughout Ramsey County.		
Transportation	35	Near-term strategies for communities include implementing pedestrian-friendly development and accounting for BRT when completing local roadway projects.	No Change				

Roseville Chapter	Page	Active Living and Active Transportation Plan Language	Action Type	Action Details	Active Living and Active Transportation Suggested Language	Municipal Action Taken	Municipal Response Municipal Comments/Questions/Suggestions
Transportation	45	<p>6. EXISTING AND PLANNED NON-MOTORIZED TRANSPORTATION NETWORK</p> <p>This section addresses network needs for walking and bicycling within Roseville. This section also addresses the needs of people using wheelchairs and assistive mobility devices such as mobility scooters, as they are considered pedestrians.</p> <p>Enhancing the non-motorized elements of the Roseville transportation system is a key goal in terms of improving transportation sustainability in the city and in the region. This approach gives residents an alternative to driving, supports transportation options for people who do not have consistent access to a personal vehicle, and encourages healthy activities and lifestyles.</p> <p>This section includes information on the existing non-motorized transportation network within Roseville, connections to land use planning, the planned local nonmotorized transportation network, and the planned regional non-motorized transportation network. This section also includes recommendations for intersection improvements and design best practices.</p>	No Change				
Transportation	45	<p>Existing Non-Motorized Transportation Network</p> <p>The non-motorized transportation network in Roseville is comprised of sidewalks, trails, striped roadway shoulders, and other facilities such as footpaths and boardwalks. As shown in MAP 7-11, the city contains nearly 44 miles of sidewalk and more than 36 miles of off-street trail. There are also more than 28 miles of striped roadway shoulder within the city, which provide additional space for bicyclists and pedestrians where a dedicated facility does not exist.</p> <p>Roadways with substantial segments of continuous sidewalk and trail include Cleveland Avenue, Fairview Avenue, Hamline Avenue, Lexington Avenue, Victoria Street, Western Avenue, Rice Street, Larpenteur Avenue, County Road B, County Road B2, and County Road C.</p>	No Change				
Transportation	45,46	<p>Connections to Land Use Planning</p> <p>Roseville has development patterns largely consistent with its designation as an Urban community. Existing residential development is higher in density compared with Suburban-designated areas, but reflects the transition toward development patterns influenced by the rise of the automobile, with longer block lengths and commercial land uses typically separated from largely single-family residential land uses. This means that people walking and bicycling must cover greater distances to reach commercial areas from their homes. While Roseville contains a largely regular arterial street grid, not all of these roadways provide dedicated, comfortable facilities for bicyclists and pedestrians, which limits the ability for nonmotorized users to conveniently access parks, trails, and schools, even if they are located within a relatively short distance. There are also commercial destinations throughout Roseville that lie within walking or biking distance of many City residents, including HarMar Mall, Rosedale Center, and Roseville Center.</p> <p>The City's land use planning and coordination with developers can help improve opportunities for walking and bicycling for transportation. The City can encourage mixed-use development that situates residents within a short walk of commercial destinations. Roseville can also work with developers to construct sidewalks and trails within developments. Additionally, the City can require pedestrian and bicycle connections in areas where the roadway network does not connect, such as cul-de-sac connector trails that provide shortcuts for people walking and bicycling.</p>	No Change				

Roseville Chapter	Page	Active Living and Active Transportation Plan Language	Action Type	Action Details	Active Living and Active Transportation Suggested Language	Municipal Action Taken	Municipal Response Municipal Comments/Questions/Suggestions
Transportation	46	<p>Planned Local Non-Motorized Transportation Network</p> <p>Because Roseville’s existing non-motorized transportation network is well established, the planned network focuses on filling gaps that exist and improving safety conditions and the comfort or convenience of non-motorized facilities through intersection design, streetscape improvements, and other design considerations. When the network is complete, it will provide safe, convenient linkages between residential areas and commercial, institutional, and recreational areas within the city. The network will improve options for people to walk and bicycle for transportation within Roseville and facilitate regional connections (described in greater detail in the following section). The existing and proposed local bicycle and pedestrian network is based on the Pathway Master Plan and is shown in MAP 7-12. These figures also identify existing gaps in the non-motorized network. The existing and proposed regional bicycle transportation network is shown in MAP 7-13.</p>	No Change				
Transportation	47	MAP 7-11 EXISTING LOCAL BICYCLE AND PEDESTRIAN NETWORK	No Change				
Transportation	48	MAP 7-12 PROPOSED LOCAL BICYCLE AND PEDESTRIAN NETWORK	No Change	Update map	<p>Update the Proposed Local Bicycle and Pedestrian Network map to include the "Identified Need" segments from the attached Connected Ramsey Communities Network map (and as described below) as proposed bicycle facilities:</p> <ul style="list-style-type: none"> - Old Highway 8 (Bikeway is already planned in New Brighton up to Roseville border. Coordination with St. Anthony may be required to ensure continuous connectivity.) - County Road D from Highcrest Rd NE to Cleveland Ave - Fairview Ave from Gluek Ln to County Rd B2 (across Hwy 36) - Dale St N from Larpenteur Ave to Roselawn Ave - Lydia Ave W from Mildred Dr to Snelling Ave - S Owasso Blvd from Dale St N to Roseville border 	<p>County Road C (existing and planned); Walnut Street, Terminal Road, Long Lake Road, and County Road B2 (existing); Old Highway 8 and County Road D (identified need); Fairview Avenue (existing, planned, and identified need); Hamline Avenue (existing and planned upgrade); and Lexington Avenue (planned upgrade).</p>	
Transportation	51	<p>Planned Regional Non-Motorized Transportation Network</p> <p>The Metropolitan Council 2040 TPP encourages the use of bicycles as a mode of transportation and establishes a Regional Bicycle Transportation Network (RBTN) to establish an integrated network of on-street bikeways and off-road trails that complement each other to improve conditions for bicycle transportation at the regional level. The RBTN identifies Tier 1 and Tier 2 alignments where existing regional or other trails exist or where a specific alignment has been identified. The RBTN also identifies Tier 1 and Tier 2 corridors where specific alignments have not yet been defined.</p> <p>Within Roseville, the RBTN identifies one Tier 1 RBTN alignment, four Tier 1 RBTN corridors, one Tier 2 RBTN alignment, and one Tier 2 RBTN corridor. The Tier 1 alignment is located along Lexington Avenue north of County Road C. There is an existing trail along the west side of the roadway in this location. Approximate locations for the Tier 1 RBTN corridors include County Road C east of I-35W; Fairview Avenue south of County Road C; Hamline Avenue; Old Highway 8 and County Road D; and Walnut Street, Terminal Road, Long Lake Road, and County Road B2. Several of these corridors currently include segments of trail and/or striped shoulder. The Tier 2 RBTN alignment within Roseville is located along Dale Street south of County Road C. The Tier 2 RBTN corridor is located along Rice Street south of County Road C. As with the Tier 1 locations, portions of this alignment and corridor include existing segments of trail. The RBTN map also identifies four regional destinations within the City: the I-35W and County Road C Area (a regional job center), the Rosedale Center Area (a sub-regional job center), University of Northwestern-St. Paul, and Roseville Area Senior High School.</p>	No Change				

Roseville Chapter	Page	Active Living and Active Transportation Plan Language	Action Type	Action Details	Active Living and Active Transportation Suggested Language	Municipal Action Taken	Municipal Response Municipal Comments/Questions/Suggestions
Transportation	51	The Ramsey County-Wide Pedestrian & Bicycle Plan identifies a Connected Ramsey Communities Network, with a series of corridors that represent long-distance bikeways crossing the County. Within Roseville, major countywide corridors (with status) are identified along County Road C (existing and planned); Walnut Street, Terminal Road, Long Lake Road, and County Road B2 (existing); Old Highway 8 and County Road D (identified need); Fairview Avenue (existing, planned, and identified need); Hamline Avenue (existing and planned upgrade); and Lexington Avenue (planned upgrade).	Add	Add attached Connected Ramsey Communities Network Map	Connected Ramsey Communities Network Map		
Transportation	51	The Ramsey County-Wide Pedestrian & Bicycle Plan identifies a Connected Ramsey Communities Network, with a series of corridors that represent long-distance bikeways crossing the County. Within Roseville, major countywide corridors (with status) are identified along County Road C (existing and planned); Walnut Street, Terminal Road, Long Lake Road, and County Road B2 (existing); Old Highway 8 and County Road D (identified need); Fairview Avenue (existing, planned, and identified need); Hamline Avenue (existing and planned upgrade); and Lexington Avenue (planned upgrade).	Enhance	Copy and replace to enhance language already in plan. Copy the suggested language in column F and paste over the plan language in Column C.	<p>The Ramsey County-Wide Pedestrian & Bicycle Plan identifies a Connected Ramsey Communities Network, with a series of corridors that represent long-distance bikeways crossing the County.</p> <p>Within Roseville, the plan identifies Major Countywide Corridors along:</p> <ul style="list-style-type: none"> - County Road C (existing and planned) - Walnut Street, Terminal Road, Long Lake Road, and County Road B2 (existing) - Old Highway 8 and County Road D (identified need) - Fairview Avenue (existing, planned, and identified need) - Hamline Avenue (existing and planned upgrade) - Lexington Avenue (planned upgrade). <p>The plan identifies Countywide Connectors along:</p> <ul style="list-style-type: none"> - Roselawn Avenue (existing and planned) - Lexington Avenue (planned upgrade) - Dale Street (existing and planned) <p>The plan identifies needed local bikeways (not yet planned or existing) along:</p> <ul style="list-style-type: none"> - New Brighton Boulevard - Lydia Avenue W - County Road C2 - Mount Ridge Road - Twin Lakes Parkway - Prior Avenue N - W Snellign Drive - Owasso Boulevard S 		
Transportation	51-52	<p>The City proposes the following alignments for the RBTN corridors identified within Roseville:</p> <ul style="list-style-type: none"> ☑ Along County Road C connecting to the Northeast Diagonal Trail in St. Anthony Village ☑ Along Fairview Avenue between the City boundary with Falcon Heights and County Road C ☑ Along Hamline Avenue through the length of the city <p>Roseville 2040 Chapter 7: Transportation Chapter 7 Page 52</p> <ul style="list-style-type: none"> ☑ Along Old Highway 8 through the length of the city ☑ Along Rice Street between the City boundary with St. Paul and County Road C <p>The City also recommends that the Metropolitan Council and Ramsey County explore adding Roselawn Avenue to the RBTN in future plan updates to provide an east-west bicycle route south of TH 36. The existing and proposed regional network is shown in MAP 7-13.</p>	No Change				

Roseville Chapter	Page	Active Living and Active Transportation Plan Language	Action Type	Action Details	Active Living and Active Transportation Suggested Language	Municipal Action Taken	Municipal Response Municipal Comments/Questions/Suggestions
Transportation	52	<p>Non-Motorized Transportation Design Considerations</p> <p>The City's Pathway Master Plan identifies different types of pedestrian and bicycle facilities and defines minimum standards for the design of these facilities. Facilities are divided into on-street and off-street pathway types. On-street pathways include bike routes, bike lanes, striped shoulders, and shared lanes. Off-road pathways include trails, sidewalks, and footpaths. Design standards and dimensions are based on the type of facility along with characteristics of the adjacent roadway such as speed limit and average annual daily traffic (AADT).</p> <p>As non-motorized facilities are planned and designed, the City should consult additional planning and design resources, including:</p> <ul style="list-style-type: none"> ☒ County-Wide Pedestrian & Bicycle Plan, Ramsey County ☒ Minnesota's Best Practices for Pedestrian/Bicycle Safety, MnDOT ☒ Bikeway Facility Design Manual, MnDOT ☒ Minnesota Manual on Uniform Traffic Control Devices, MnDOT ☒ National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, Second Edition, National Association of City Transportation Officials ☒ Guide for the Development of Bicycle Facilities, American Association of State Highway and Transportation Officials ☒ Guide for the Planning, Design, and Operation of Pedestrian Facilities, American Association of State Highway and Transportation Officials ☒ Complete Streets Implementation Resource Guide for Minnesota Local Agencies, MnDOT ☒ Public Right-of-Way Accessibility Guidelines (PROWAG), US Access Board 	No Change				
Transportation	54	<p>The City, through strategies identified later in this document, will endeavor to prepare all railroad crossings in the city for certification as Quiet Zone crossings. As crossings are enhanced or rebuilt, the City will work with the rail line operator to include the necessary geometric improvements to support the Quiet Zone designation at some point in the future when the crossing arms and signal equipment are also enhanced.</p>	Add	Copy and paste. Add the suggested language from column F after the plan language in column C.	In addition to meeting Quiet Zone certification requirements, the City will work to ensure people of all ages and abilities will be able to safely cross railroad crossings by foot, bicycle, or assistive device.		
Transportation	63	<p>10. GOALS AND STRATEGIES</p> <p>A multi-modal transportation system incorporates several modes of transportation, including walking, bicycling, automobiles, public transportation, trucking/freight, and trains. This Plan, and the City's actions over the next 20 years, will be guided by the following multi-modal transportation goals, policies, and strategies.</p> <p>Vision Statement, Goals, and Policies</p> <p>Vision Statement: The City of Roseville will have a comprehensive, safe, efficient and reliable transportation system. The table below shows the City of Roseville's transportation goals and policies.</p> <p>Goals</p> <p>1. Coordinate transportation decisions with other government entities, and coordinate planning efforts to ensure connectivity of regional routes.</p> <p>Policies</p> <p>1.1 Continue to cooperate with County and State transportation departments, Metropolitan Council, and neighboring communities to achieve orderly and timely development of existing and proposed roadway, pathway, and transit routes serving the city.</p> <p>1.2 Coordinate all street planning with County, State, and federal road plans. Work cooperatively with MnDOT and Ramsey County to improve landscaping, screening, lighting, and maintenance of through-city roadway systems, especially TH 36.</p> <p>1.3 Communicate with the Metropolitan Council and MnDOT to encourage them to increase traffic capacity on major highways in order to reduce traffic on local roadways.</p> <p>1.4 Cooperate with State and federal agencies and railroad companies to enhance</p>	No Change				

Roseville Chapter	Page	Active Living and Active Transportation Plan Language	Action Type	Action Details	Active Living and Active Transportation Suggested Language	Municipal Action Taken	Municipal Response Municipal Comments/Questions/Suggestions
Transportation	63	Goals 2. Create a sustainable transportation network by encouraging more efficient use of existing roadways and limiting the need for future roadway expansion. Policies 2.1 Proactively communicate and explore opportunities to expand transit, pathways, intermodal connectivity and Travel Demand Management (TDM) strategies as reasonable alternatives to driving, where appropriate. 2.2 Ensure that the transportation network is prepared for changing or emerging transportation technologies, modes and demographics.	No Change				
Transportation	64	3. Create a safe and efficient roadway network, able to accommodate the existing and projected demand for automobile capacity and to reduce roadway congestion. 3.1 System-wide transportation capacity should be achieved by using a high level of network connectivity, appropriately spaced and properly sized thoroughfares, and multiple travel modes, as an alternative to increasing the capacity of individual thoroughfares, where appropriate. 3.9 Plan for and support a multimodal transportation system that moves people and goods safely and efficiently.	No Change				
Transportation	65	4. Promote the use of transit as a reasonable alternative to driving automobiles during both congested and noncongested time periods through land-use and transportation decisions.	Add	Copy and paste. Add the suggested language from column F after the plan language in column C.	4.10 Provide safe, efficient, and accessible connections to transit stops for bicyclists and pedestrians, especially people with disabilities.		
	65	4.6 Provide adequate and attractive pedestrian access to bus stops by expanding the existing network of sidewalks as recommended in the Pathway Master Plan.	Enhance		4.6 Provide safe, efficient, and attractive pedestrian and bicycle access to transit stops, especially for people with disabilities, by expanding the existing network of sidewalks and bikeways as recommended in the Pathway Master Plan.		
Transportation	65	5. Encourage the use of non-motorized transportation by providing and supporting development of a high quality network of both off-road and on-road pathways, and ensure that bicycle and pedestrian routes are safe, efficient, and attractive.	No Change				
Transportation	65	5.1 Recognize the needs and preferences of pedestrians and cyclists with various skill, experience levels and purpose by providing a wide range of facilities to accommodate commuter, functional, and recreational trips. 5.2 Create and/or upgrade on-road bicycle facilities, where feasible, to ensure the safety of cyclists and improve the efficiency of the bicycle network.	Enhance	Copy and replace to enhance language already in plan. Copy the suggested language in column F and paste over the plan language in Column C.	5.1 Recognize the needs and preferences of pedestrians and cyclists of all ages, abilities, skill and experience levels and purpose by providing a wide range of facilities to accommodate commuter, functional, and recreational trips. 5.2 Create and/or upgrade on-road and off-road bicycle facilities, where feasible, to ensure the safety of cyclists and improve the efficiency of the bicycle network.		
Transportation	65	5.3 Update the Pathway Master Plan as needed. 5.4 Expand, maintain, and promote a system of continuous and connected pathways that encourage walking and biking.	No Change				
Transportation	66	Strategies The multi-modal strategies listed in this section are specific, actionable steps that the City can take in support of the goals of this Plan. These strategies are based upon existing and future transportation needs as described in detail in the previous sections of this Plan. The multi-modal strategies are broken into several categories: <input checked="" type="checkbox"/> Bicycle and Pedestrian <input checked="" type="checkbox"/> Citizen-Based Concerns	Enhance	Replace "Citizen-Based Concerns" with a more inclusive option, such as those suggested in Column G.	<input checked="" type="checkbox"/> Resident-based Concerns or <input checked="" type="checkbox"/> Community-based Concerns		
Transportation	67	Location: County Road C Railroad Bridge west of Victoria Street Lead Agency: Ramsey County Type of Improvement: Bridge Replacement Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation System	Add	Copy and paste. Add the suggested language from column F after the plan language in column C.	; Encourage the Use of Non-Motorized Transportation		

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Transportation	67	Location: County Road C Railroad Bridge west of Victoria Street Lead Agency: Ramsey County Type of Improvement: Bridge Replacement Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation System. Strategy: Submit bridge replacement for State Bridge Bond funding during the 2018 Legislative Session with a potential construction year of 2020 or 2021, if successful. Due to the deficient bridge at this location, County Road C is currently load restricted west of Victoria Street.	Add	Copy and paste. Add the suggested language from column F after the plan language in column C.	County Road C, including the railroad bridge, is a Major Countywide Corridor in the Connected Ramsey Communities Network.		
Transportation	67	Location: County Road C: New Brighton Boulevard in Hennepin County to east of Long Lake Road in Roseville Lead Agency: Ramsey County Type of Improvement: Full Reconstruction Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation System	Add	Copy and paste. Add the suggested language from column F after the plan language in column C.	; Encourage the Use of Non-Motorized Transportation		
Transportation	67	Location: County Road C: New Brighton Boulevard in Hennepin County to east of Long Lake Road in Roseville Strategy: FY 2020 programmed full reconstruction project. Also, potential addition of a separated bicycle trail and sidewalk improvements.	Enhance	Copy and replace to enhance language already in plan. Copy the suggested language in column F and paste over the plan language in Column C.	County Road C is a Major Countywide Corridor in the Connected Ramsey Communities Network.		
Transportation	75	Location: BNSF Railway Lead Agency: City of Roseville/Ramsey County/MnDOT Type of Improvement: At-Grade Railroad Crossing Safety/Operations Goals Addressed: Coordinate Transportation Decisions; Create a Safe and Efficient Roadway Network	Add	Copy and paste. Add the suggested language from column F after the plan language in column C.	; Encourage the Use of Non-Motorized Transportation		
Transportation	75	Strategy: City of Roseville, Ramsey County, and MnDOT officials should coordinate closely with BNSF to monitor the ongoing safety and operations of at-grade railroad crossings at the following locations in Roseville: Walnut Street, Long Lake Road, Cleveland Avenue, Fairview Avenue, Snelling Avenue, Hamline Avenue, Lexington Avenue, Victoria Street, Dale Street, South Owasso Boulevard, and numerous private driveways. Railroad safety and operations improvements at these locations should be pursued as State and federal funds are available and circumstances warrant.	Add	Copy and paste. Add the suggested language from column F after the plan language in column C.	Walnut Street, Fairview Avenue, and Hamline Avenue are Major Countywide Corridors in the Connected Ramsey Communities Network.		
Transportation	75	Location: Minnesota Commercial Railway(MNRR) Lead Agency: City of Roseville/Ramsey County Type of Improvement: At-Grade Railroad Crossing Safety/Operations Goals Addressed: Coordinate Transportation Decisions; Create a Safe and Efficient Roadway Network	Add	Copy and paste. Add the suggested language from column F after the plan language in column C.	; Encourage the Use of Non-Motorized Transportation		
Transportation	75	Strategy: City of Roseville and Ramsey County officials should coordinate closely with MNRR to monitor the ongoing safety and operations of at-grade railroad crossings at the following locations in Roseville: Terminal Road, County Road C2, County Road C, County Road D, and Long Lake Road. Railroad safety and operations improvements at these locations should be pursued as State and federal funds are available and circumstances warrant.	Add	Copy and paste. Add the suggested language from column F after the plan language in column C.	Terminal Road and County Road C are Major Countywide Corridors in the Connected Ramsey Communities Network. The City will work to ensure people of all ages and abilities will be able to safely cross railroad crossings by foot, bicycle, or assistive device.		
Transportation	76	Location: At-Grade Railroad Crossings throughout Roseville Lead Agency: City of Roseville/BNSF Railway/MNRR Type of Improvement: Prepare Crossings for Quiet Zone Certification as crossings and/or roadway is reconstructed Goals Addressed: Coordinate Transportation Decisions; Create a Safe and Efficient Roadway Network	Add	Copy and paste. Add the suggested language from column F after the plan language in column C.	; Encourage the Use of Non-Motorized Transportation		

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		Strategy: The City of Roseville will work with the operating railroad operators in the city to upgrade the at-grade railroad crossings to support future certification as Quiet Zone crossings by adding the required geometric features necessary for the certification.	Add	Copy and paste. Add the suggested language from column F after the plan language in column C.	In addition to meeting Quiet Zone certification requirements, the City will work to ensure people of all ages and abilities will be able to safely cross railroad crossings by foot, bicycle, or assistive device.		
Transportation	77	Strategies: Transit Location: System-Wide Lead Agency: City of Roseville/Metro Transit Type of Improvement: Last Mile Access Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Promote the Use of Transit	Add	Copy and paste. Add the suggested language from column F after the plan language in column C.	; Encourage the Use of Non-Motorized Transportation		
Transportation	77	Strategy: Connections to bus stops and transit stations can be challenging by foot or bike due to lack of continuous sidewalk facilities and crossings.	Add	Copy and paste. Add the suggested language from column F after the plan language in column C.	The city will work to provide safe, efficient, and accessible connections to transit stops for bicyclists and pedestrians, especially people with disabilities.		
Transportation	77	Opportunities to improve access and connections should be explored in a collaborative manner with all public and private stakeholders. Discussions with Metro Transit could be used to help prioritize key investments based on ridership and access demands. Improvements should be integrated and scheduled as part of Capital Improvement Programs as funding is available.	No Change				
Transportation	77	Location: System-Wide Lead Agency: City of Roseville/Metro Transit Type of Improvement: More Bus Shelters Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Promote the Use of Transit	Add	Copy and paste. Add the suggested language from column F after the plan language in column C.	; Encourage the Use of Non-Motorized Transportation		
Transportation	77	Strategy: Work with Metro Transit to explore opportunities to enhance bus shelter facilities at key locations to support existing ridership and attract additional riders to the transit service.	Add	Copy and paste. Add the suggested language from column F after the plan language in column C.	Potential opportunities include ensuring shelters are easily and safely accessible for pedestrians including people with disabilities, and providing bike parking where needed.		
Transportation	78	Location: System-Wide Lead Agency: City of Roseville/Metro Transit Type of Improvement: A-Line Commuter Bus Connections Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Promote the Use of Transit.	Add	Copy and paste. Add the suggested language from column F after the plan language in column C.	; Encourage the Use of Non-Motorized Transportation		
Transportation	78	Strategy: City officials should coordinate with Metro Transit to evaluate current transit and bicycle/pedestrian connections and parking availability to the existing A-Line Commuter Bus service. Opportunities to improve multi-modal connections and parking should be explored in a collaborative manner with all public and private stakeholders. Improvements should be integrated and scheduled as part of Capital Improvement Programs as funding is available.	No Change				
Transportation	79	Strategies: Bicycle and Pedestrian Location: System-Wide Lead Agency: City of Roseville Type of Improvement: Wayfinding and Signage Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Encourage the Use of Non-Motorized Transportation. Strategy: Improve signage and wayfinding from bicycle and pedestrian facilities to transit stations and other key community destinations.	No Change				

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Transportation	79	Location: Lexington Avenue Lead Agency: Ramsey County Type of Improvement: Regional Bike Trail Study Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Encourage the Use of Non-Motorized Transportation. Strategy: Ramsey County will study the feasibility of developing a regional bicycle trail along Lexington Avenue through the City of Roseville. The City should be engaged throughout this process to enhance connectivity along Lexington Avenue.	No Change				
Transportation	79	Location: Fairview Avenue RBTN Lead Agency: City of Roseville/Ramsey County/Metropolitan Council Type of Improvement: RBTN Alignment Shift Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Encourage the Use of Non-Motorized Transportation. Strategy: The City of Roseville, Ramsey County, and Metropolitan Council should discuss potentially realigning the Fairview Avenue RBTN to Cleveland Avenue to better align with connections south and the ability to cross a major railway barrier.	No Change				
Transportation	79	Location: Snelling Avenue and TH 36 Lead Agency: City of Roseville Type of Improvement: Bicycle/Pedestrian Bridge Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Encourage the Use of Non-Motorized Transportation. Strategy: City of Roseville officials should coordinate with MnDOT to explore feasible locations for a grade separated bicycle/pedestrian crossing of TH 36 between HarMar Mall and Rosedale Center (in the vicinity of TH 51/Snelling Avenue).	No Change				
Transportation	79	Location: Victoria Street north of County Road C Lead Agency: City of Roseville Type of Improvement: Bicycle/Pedestrian Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Encourage the Use of Non-Motorized Transportation. Strategy: City of Roseville officials should explore and pursue, as feasible, bicycle and pedestrian improvements along Victoria Street north of County Road C.	No Change				
Transportation	80	Location: HarMar Mall and Rosedale Center Lead Agency: City of Roseville Type of Improvement: Bicycle/Pedestrian Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Encourage the Use of Non-Motorized Transportation. Strategy: City of Roseville officials should explore and pursue, as feasible, bicycle and pedestrian improvements to improve overall multi-modal access to the HarMar Mall and Rosedale Center.	No Change				
Transportation	80	Location: St. Paul Regional Connections Lead Agency: City of Roseville/City of St. Paul Type of Improvement: Bicycle/Pedestrian Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Encourage the Use of Non-Motorized Transportation. Strategy: City of Roseville officials should work closely with City of St. Paul officials to ensure all planning, design, project development, grant pursuits, and implementation for regional bicycle and pedestrian corridors connecting the two communities are fully coordinated and leveraged.	Add	Copy and paste. Add the suggested language from column F after the plan language in column C.	Location: Regional and Intercity Connections Lead Agency: City of Roseville/ Ramsey County/ Hennepin County/ City of St. Anthony/ City of New Brighton/ City of Arden Hills/ City of Shoreview/ City of Little Canada/ City of Maplewood/ City of Falcon Heights/ City of Lauderdale/ City of St. Paul Type of Improvement: Bicycle/Pedestrian Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Encourage the Use of Non-Motorized Transportation. Strategy: City of Roseville officials should work closely with city and county officials to ensure all planning, design, project development, grant pursuits, and implementation for regional and intercity bicycle and pedestrian corridors connecting to neighboring communities are fully coordinated and leveraged.		

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Transportation	80	Location: System-Wide Lead Agency: City of Roseville Type of Improvement: Bicycle/Pedestrian Maintenance Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Encourage the Use of Non-Motorized Transportation. Strategy: City of Roseville officials should review current practices with respect to ongoing bicycle and pedestrian system maintenance and identify any opportunities to enhance these activities, especially during cold winter months.	No Change				
Transportation	80	Location: System-Wide Lead Agency: City of Roseville Type of Improvement: Complete Streets Policy Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Promote the Use of Transit; Encourage the Use of Non-Motorized Transportation.	No Change				
Transportation	80	Strategy: A Complete Streets approach to planning and implementing nonmotorized facilities, as described in the MnDOT Complete Streets Implementation Resource Guide, can provide a helpful framework for creating a community-supported, safe, comfortable, and convenient transportation network that serves all modes. City of Roseville officials should evaluate implementing a Complete Streets policy or process intended to provide design guidance and implementation clarity, allowing the community and project designers to advance individual projects in a collaborative and cost-efficient manner.	Enhance	Copy and replace to enhance language already in plan. Copy the suggested language in column F and paste over the plan language in Column C.	Strategy: Use a Complete Streets-type approach to planning and implementing a multimodal transportation network that includes quality nonmotorized facilities. The MnDOT Complete Streets Implementation Resource Guide, Ramsey County All Abilities Transportation Network Policy, and Context Sensitive Solutions and Design can provide a helpful framework for creating a community-supported, safe, comfortable, and convenient transportation network that serves all people and all modes. City of Roseville officials should evaluate implementing a policy or process intended to provide design guidance and implementation clarity, allowing the community and project designers to advance individual projects in a collaborative and cost-efficient manner.		
Transportation	81	Strategies: Citizen-Based Concerns Location: Terminal Road Lead Agency: City of Roseville Type of Improvement: Corridor Study Goals Addressed: Coordinate Transportation Decisions; Create a Safe and Efficient Roadway Network.	Add	Copy and paste. Add the suggested language from column F after the plan language in column C.	; Encourage the Use of Non-Motorized Transportation		
Transportation	81	Strategy: Conduct a corridor study to evaluate existing and forecasted traffic operations and safety related concerns and potential strategies for future improvements.	Add	Copy and paste. Add the suggested language from column F after the plan language in column C.	Terminal Road is a Major Countywide Corridor in the Connected Ramsey Communities Network.		
Transportation	82	Location: Various Lead Agency: City of Roseville Type of Improvement: Speed Study Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Create a Safe and Efficient Roadway Network.	Add	Copy and paste. Add the suggested language from column F after the plan language in column C.	; Encourage the Use of Non-Motorized Transportation		
Transportation	82	Strategy: Concerns have been raised through the public involvement process for the City of Roseville 2040 Transportation Plan regarding multiple speed limit postings along certain roadway corridors through the City. The specific concern is that multiple speed limit postings along certain roadway corridors is confusing to some motorists, especially when speed changes are posted in areas that do not have a significant change in roadway design characteristics or adjacent land use. To address this concern, City officials should review current speed limit postings along major roadway corridors and request that MnDOT conduct updated speed studies along corridors that are of concern.	Enhance	Copy and replace to enhance language already in plan. Copy the suggested language in column F and paste over the plan language in Column C.	To address this concern, City officials should review current speed limit postings along major roadway corridors, taking into account the needs of pedestrians, cyclists, and transit riders. Where appropriate, request that MnDOT conduct updated speed studies along corridors of concern. Consider traffic calming design elements as an alternative to raising speed limits if the study finds 85% of drivers to be traveling faster than the posted speed limit.		

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Transportation	83	Location: County Road C: Victoria Street through Western Avenue Lead Agency: Ramsey County/City of Roseville Type of Improvement: Intersection Control Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Create a Safe and Efficient Roadway Network	Add	Copy and paste. Add the suggested language from column F after the plan language in column C.	; Encourage the Use of Non-Motorized Transportation		
Transportation	83	Strategy: All-way stops at Victoria Street, Dale Street and Western Avenue create large queues at times along County Road C. Review of these intersections should occur to determine if all-way stops should remain in-place or if roundabouts or signals would work better. This should be incorporated into other analysis, studies or proposed improvements to County Road C where feasible.	Add	Copy and paste. Add the suggested language from column F after the plan language in column C.	County Road C is a Major Countywide Corridor in the Connected Ramsey Communities Network.		
Transportation	86	MAP 7-18 BICYCLE/PEDESTRIAN AND TRANSIT STRATEGIES	Questions	N/A	What are Bicycle/Pedestrian Strategy Corridors? We were unable to find any explanation in the text. Would Roseville consider adding the Major Countywide Corridors and Countywide Connectors from the Connected Ramsey Communities Network as Bicycle/Pedestrian Strategy Corridors?		
Transportation	87	Proposed Short and Long Range Roadway Projects The sections below identify proposed short- and long-range roadway projects identified in the City and Ramsey County CIPs, the Metropolitan Council 2040 TPP/2018 Draft Transportation Improvement Plan (TIP), and based on the proposed land use and redevelopment activities described in previous sections of this Plan. Proposed Projects from Capital Improvement Plans The City's CIP identifies a number of roadway and pathway projects. These projects are primarily mill and overlay or pathway maintenance projects intended to improve and maintain the roadway or pathway surface. There are also several new pathway construction projects identified, including segments along Larpenteur Avenue, County Road B, and Victoria Street. The TPP identifies a number of highway projects in Roseville, including a pavement rehabilitation project and bridge project along I-35W, construction of an I-35W MnPASS lane north of TH 36, and two additional bridge projects on TH 36. The City also received federal funding to construct an additional northbound lane along Snelling Avenue between County Road B2 to north of Lydia Avenue, along with associated intersection and ADA improvements. Public Comments The City has gathered public input through public open house meetings, focus groups, and several community walkabouts in addition to web-based communications. Through these interactions, members of the public identified issues and opportunities related to transportation, with a strong focus on improving non-motorized transportation options in many locations throughout the city. Many comments were received relating to making Roseville more	No Change				

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Transportation	87-88	<p>Conclusion and Next Steps</p> <p>The purpose of this Transportation Plan is to set a multimodal transportation vision for the City of Roseville through the year 2040. Goals and specific strategies have been identified collaboratively by the City, Ramsey County, MnDOT, and members of the public within the framework of Metropolitan Council requirements. The vision and associated strategies outlined in this Plan were established by considering existing and forecasted conditions, Roseville priorities, regional travel patterns and a variety of other factors.</p> <p>As the owners of the transportation network in Roseville (i.e. City of Roseville, Ramsey County, MnDOT, and MNNR advance their respective Capital Improvement Programs (CIPs), this Plan is intended to serve as an important resource and reference in establishing priorities and advancing transportation projects for implementation. Advancing these projects from a planning to implementation phase will require collaborative discussions among facility owners, adjacent communities, the Metropolitan Council, residents, and others to conduct traffic studies, finalize designs, preserve rights-of-way, obtain environmental clearances, and leverage necessary financial resources. FIGURE 7-1 on the following page outlines the entire planning and project development process required for transportation projects from concept plans to construction implementation.</p>	No Change				
Transportation	89	Analyze Existing Land Use & Transportation Conditions	Enhance	Copy and replace to enhance language already in plan. Copy the suggested language in column F and paste over the plan language in Column C.	Analyze Existing Land Use, Transportation Conditions, and Community Context		
Transportation	89	Analyze Forecasted Land Use & Transportation Conditions	Enhance	Copy and replace to enhance language already in plan. Copy the suggested language in column F and paste over the plan language in Column C.	Analyze Forecasted Land Use, Transportation Conditions, and Community Context		
		[Equity not currently mentioned in Transportation chapter outside of Met Council TPP]	Add	Add to any appropriate spot.	<p>The city will work to provide equitable transportation access connecting all residents with opportunities and destinations such as jobs, education, affordable housing, and healthcare. Using an equity lens in the planning process makes it possible to identify where transportation investments might be needed most, including communities of low-income households, people of color, and people with disabilities. People who cannot afford a car, are unable to drive, or choose not to drive face transportation hurdles that can result in costly, time-consuming, inconvenient, stressful, and sometimes unsafe trips.</p> <p>To support everyone's ability to access safe, convenient, and affordable transportation, the Ramsey County-wide Pedestrian and Bicycle Plan provides tools, resources, and performance measures to analyze the quality of the pedestrian and bicycle environment at the individual street level. This analysis helps cities to equitably make improvements and create an all abilities transportation network that serves everyone.</p>		