

Commissioners:

Sharon Brown
James Bull
James Daire
Chuck Gitzen
Julie Kimble
Robert Murphy
Peter Sparby



**Planning Commission
Agenda
Thursday, October 19,
2017
6:30pm**

Address:
2660 Civic Center Dr.
Roseville, MN 55113

Phone:
651 - 792 - 7000

Website:
www.cityofroseville.com/hriec

1. Call To Order
2. Roll Call
3. Approval Of Agenda
4. Review Of Minutes
 - 4.A. October 4, 2017 Comprehensive Plan Update Meeting

Documents:

[4A OCTOBER 4, 2017, DRAFT PLANNING COMMISSION MINUTES.PDF](#)

5. Communications And Recognitions
 - 5.A. From The Public:
Public comment pertaining to general land use issues not on this agenda
 - 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. Project File 0037: 2040 Comprehensive Plan Update
 - 6.A. Follow-Up On Items From Previous Meetings
 - Upcoming Comprehensive Plan Update Meeting dates
 - Stakeholder Interview progress report
 - 6.B. Transportation And Pathways Master Plan
Review of the draft plans' goals and policies, and opportunity for in-depth discussion of the elements of the plans and how they intersect with the future land use plans being developed by the Planning Commission

Documents:

[6B TRANSPORTATION AND PATHWAYS MASTER PLAN - MEMO AND ATTACHMENTS.PDF](#)

- 6.C. Draft Housing Chapter
Review and provide direction on the draft housing chapter

Documents:

[6C DRAFT HOUSING CHAPTER - MEMO AND ATTACHMENTS.PDF](#)

7. Adjourn



**Planning Commission – Comprehensive Plan Update Meeting
City Council Chambers, 2660 Civic Center Drive
Draft Minutes – Wednesday, October 4, 2017 – 6:30 p.m.**

- 1 **1. Call to Order**
2 Chair Murphy called to order the Special meeting of the Planning Commission meeting at
3 approximately 6:30 p.m. for the purpose of updating the City’s comprehensive plan for
4 2040.
5
- 6 **2. Roll Call**
7 At the request of Chair Murphy, City Planner Thomas Paschke called the Roll.
8
- 9 **Members Present:** Chair Robert Murphy; Vice Chair James Bull; and Commissioners
10 Sharon Brown, James Daire, Chuck Gitzen, Julie Kimble and Peter
11 Sparby
12
- 13 **Staff/Consultants Present:** Community Development Director Kari Collins, Senior Planner
14 Brian Lloyd, and City Planner Thomas Paschke; Consultant Erin
15 Perdu, WSB
16
- 17 **3. Approve Agenda**
18
- 19 **MOTION**
20 **Member Bull moved, seconded by Member Brown to approve the agenda as**
21 **presented.**
22
- 23 **Ayes: 7**
24 **Nays: 0**
25 **Motion carried.**
26
- 27 **4. Review of Minutes**
28 **a. August 23, 2017, Comprehensive Plan Update Meeting**
29
- 30 **MOTION**
31 **Member Sparby moved, seconded by Member Brown to approve the August 23,**
32 **2017 meeting minutes.**
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- 34 **Ayes: 7**
35 **Nays: 0**
36 **Motion carried.**
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- 38 **5. Communications and Recognitions:**
39 **a. From the Public:** *Public comment pertaining to general land use issues not on this*
40 *agenda.*
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42 None.

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- 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.*

City Planner Paschke reported the Council discussed the PUD amendment request by Northwestern College at its meeting on September 25, 2017. The request was denied and staff was directed to put together a discussion report related to the possibility of canceling the Centre Pointe Planned Unit Development. This will be further discussed at the last meeting in October and will brought before the Planning Commission at a future meeting.

Chair Murphy inquired if Roseville was classified as “urban” by the Metropolitan Council and if staff agrees it is a correct designation for them.

Senior Planner Lloyd confirmed this and stated it reflects a new classification system by the Metropolitan Council. It helps to organize communities by their physical developments and pressures on them from the urban core. The name “urban” is insignificant, but it seems to fit into the Metropolitan Council’s classification scheme. It appears to be a reasonable designation and other cities around them have the same designation.

Erin Perdu, WSB Consultant, responded there used to be a way to discuss a City’s designation, but that is no longer available.

Mr. Paschke stated they did have some of the City’s numbers tweaked when the Metropolitan Council sent out a systems statement for review and approval. He stated the Planning staff does not take a position on the designation, and the name “urban” is much more insignificant than all the details it considers.

Mr. Lloyd commented they are in the process of creating new agendas for meetings, and the topic of questions raised at previous meetings is not on this agenda. At the August meeting, someone inquired about the accuracy of population forecasts. Generally speaking, previous population forecasts were high, but it is hard to know what that means this time around with expected population forecasts. He also reminded the Commission of the upcoming community meetings that will take place on November 8 from 6:00 to 8:00 p.m. and November 9 from 1:00 to 3:00 p.m. at City Hall. The meetings will be identical and the goal will be to present where they are at in the Comprehensive Plan process, look the main themes of the feedback heard with Phase One of the Community Engagement, and show how the themes are being worked into the Comprehensive Plan.

Member Daire inquired when the EDA will meet and when the following City Council meeting will take place.

88 Mr. Lloyd responded the EDA will meet on October 17 at 6:00 p.m. in the Council
89 Chambers. The City Council will receive an update on the Comprehensive Plan
90 process on October 16 at 6:00 p.m. in the Council Chambers.

91
92 Member Bull commented there is an open house in December and due to busy
93 schedules and travel, he inquired if it could be moved up to before Thanksgiving.

94
95 Mr. Lloyd explained the open houses in December are meant to be smaller and more
96 targeted. They plan to explain why an area's land use designation has changed and
97 receive feedback on it.

98
99 Member Bull suggested they provide advanced notice to the communities where these
100 meetings are taking place.

101
102 Ms. Perdu stated they are planning to have the open houses as early in December as
103 possible.

104
105 Member Daire requested more information about a meeting scheduled on December
106 27.

107
108 Mr. Lloyd responded that meeting is the typical Comprehensive Plan meeting that
109 takes place on the fourth Wednesday of the month. It probably will not take place in
110 either November or December, but is on the calendar if needed.

111
112 Chair Murphy expressed concern with the tentative nature since people are trying to
113 plan their holiday schedules. He suggested they decide now if it is to happen on that
114 day, or plan for it to happen in January.

115
116 Member Bull stated they should wrap things up at the end of October.

117
118 Member Daire commented Parks and implementation is scheduled on November 29.

119
120 Mr. Lloyd confirmed the November 29 meeting is another regularly scheduled
121 Wednesday Comprehensive Plan meeting, but is scheduled to take place after
122 Thanksgiving.

123
124 Member Daire inquired why they are meeting on the Parks plan if it is a standalone
125 document that will be packaged with the Comprehensive Plan with implementation
126 covered in the plan.

127
128 Ms. Perdu explained Parks and Implementations are two chapters of the
129 Comprehensive Plan. The Parks plan will be reviewed at a Planning Commission
130 meeting and an implementation chapter will tie in all the different implementation
131 strategies as it relates to the entire Comprehensive Plan.

132
133 In response to Member Daire, Mr. Lloyd explained there is a Parks and Recreation
134 system master plan that exists and it has an implementation plan that goes along with

135 it. The Comprehensive Plan includes a Parks and Recreation chapter. The
136 implementation chapter of the Comprehensive Plan will look at the Parks and
137 Recreation Chapter included in it and have ways to address the goals and policies that
138 will work through the Parks and Recreation system master plan.

139
140 Member Daire inquired if the total financial impact will be evident in the
141 implementation chapter of the Comprehensive Plan.

142
143 Mr. Lloyd commented the Comprehensive Plan represents goals and lofty policies the
144 City hopes to achieve over time. It is not a public improvement schedule. The 2030
145 Comprehensive Plan also has an implementation chapter, but does not include strict
146 budgetary considerations.

147
148 Ms. Perdu explained it will not provide financial details and put costs to them, but the
149 implementation plans will need to be prioritized and delegated.

150
151 Member Kimble stated much of the cost will be determined by the private sector.

152
153 Member Sparby inquired if there was any report regarding the stakeholder interviews
154 that took place in September.

155
156 Ms. Perdu stated Lydia [Major (Community Engagement consultant)] has had a hard
157 time to getting a hold of several of the stakeholders. She is also planning to schedule
158 the ECFE sessions in October, which may also be included in an overall summary. As
159 of last week, the interviews were still ongoing, and she will request a written status
160 update from Lydia.

161
162 Member Bull inquired if they delay will impact the Comprehensive Plan schedule.

163
164 Ms. Perdu responded they are taking longer than they had anticipated, but it is not
165 impacting the development of the chapters. They are incorporating the information as
166 they get it.

167
168 Member Bull inquired when they will see information on defining metrics for their
169 goal development, who is going to be responsible for measuring the goals, and what
170 impact it will have on City staff.

171
172 Ms. Perdu clarified that Member Bull was referring to measuring their progress
173 towards goals included in the Comprehensive Plan. She explained part of this will be
174 included in the implementation chapter and part will be written into an introductory
175 chapter that includes the matrix goals, questions, and measurables. It will include
176 detail about what City staff is going to do and how it will be measured.

177
178 Member Bull stated the goals defined in the Comprehensive Plan are lofty and more
179 than can be measured without significant increase in staff. He inquired how a way to
180 measure the goals will be developed and how they will see it.

181

182 Ms. Perdu stated part of it is her job with writing the introductory chapter and
183 developing the implementation chapter where it will show who is going to do what
184 and how it will all be prioritized. It will then come back to the Planning Commission
185 for review before the final draft is presented and before the November meeting. She
186 will also provide samples for review at the October meeting.

187
188 Chair Murphy requested discussion regarding the need for a November and
189 December Comprehensive Plan Update meeting be put on the agenda for October 25.

190
191 **6. Project File 0037: 2040 Comprehensive Plan Update Meeting**

192
193 **a. Memorandum Re: Comprehensive Plan Work Session – Land Use, Housing**

194
195 Ms. Perdu referred to the memo on page 21 of the meeting packet and stated they will
196 be discussing future land use sites, redevelopment area concepts, and the draft
197 housing chapter.

198
199 Member Bull referred to the memo, third paragraph from the bottom, and stated a
200 “neighborhood” is not necessarily a residential area and could include a mixed use.

201
202 Member Daire inquired if the neighborhood concept is only conceptual and not tied to
203 any specific piece of land.

204
205 Ms. Perdu agreed and stated they are not attempting to draw lines on a map to define
206 neighborhoods.

207
208 Member Daire stated if they are not going to draw lines, they should not be talking
209 about neighborhoods. Most people understand identification with an area. He has
210 seen that the Nextdoor definition of a neighborhood is beginning to define areas of
211 identification.

212
213 Ms. Paschke explained Nextdoor does not have a formal process for identifying
214 neighborhoods. Until the City defines specific areas as neighborhoods, anyone can
215 call an area a neighborhood and identify with it.

216
217 Member Daire commented for planning purposes, they are left with the defined
218 planning districts as shown in previous plans.

219
220 Mr. Lloyd commented they will be bringing back a discussion about the previous
221 planning districts. They have not been used for any great purpose and any boundary
222 associated with them is completely arbitrary. They may identify the way different
223 land uses come together that need buffering. The planning districts were introduced
224 in the 1960s, have changed very little since then, and have rarely been used. Census
225 tracks and block groups offer more accuracy for analysis and the planning districts
226 they have do not have anything to do with census boundaries. They do not intend to
227 have neighborhoods relate to planning districts, just like they did not with the
228 previous Comprehensive Plan update. A neighborhood would only represent a place

229 that someone identifies with to allow people to organize and engage with the City. It
230 would describe a generalized area not associated with specific geography.

231
232 Member Bull commented it is about self-identity and how people relate to an area.

233
234 Member Gitzen stated he believes neighborhood is a general term and agrees they
235 should communicate it does not only refer to residential.

236
237 Ms. Perdu commented they are working on scheduling a follow up meeting with the
238 Public Works Commission regarding the transportation chapter.

239
240 Mr. Lloyd explained when the Planning Commission met with the Public Works
241 Commission and saw some of the transportation considerations, there were still a lot
242 of unanswered questions. Now that the draft of the transportation chapter has been
243 completed, they would like the Public Works Director to further discuss it with the
244 Planning Commission.

245
246 Member Sparby commented it will be important to establish the objective of the
247 meeting.

248
249 Ms. Perdu agreed and stated the objective would be to discuss how the transportation
250 plan interacts with the Land Use Plan and answer any questions of the Planning
251 Commission.

252
253 **b. Future Land Use Sites for Further Consideration**

254
255 Ms. Perdu reported they have largely covered future land use sites, but the City
256 Council and staff requested the following sites be discussed for further consideration.

257
258 Site 1: 3040 Old Highway 8

259
260 Ms. Perdu highlighted the following information for this site:
261

- 262 • 2040 proposed future land use: High Density Residential
- 263 • 2030 future land use: High Density Residential
- 264 • Current use: Vacant
- 265 • Suggested change: Single-Family

266
267 Mr. Lloyd reported this site is adjacent to Highway 88, but there is a prohibition of
268 access along the highway. Unless there is an easement to Old Highway 8, the site is
269 landlocked. The parcel is around three-quarters of an acre and they recommend
270 changing it to a low-density category similar to the surrounding neighbors.

271
272 Member Bull inquired if there was any history of how it originally became High
273 Density Residential.

274
275 Mr. Lloyd responded he is unsure, and it is probably a left over remnant when the
area was originally headed in a high-density direction. He pointed out a strip of land

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on the other side of Highway 88 and stated it is a parcel that continues on the other side of Highway 88. It contains a power line or pipeline and is overlaid with a couple of transportation easements.

Ms. Perdu commented they are proposing Site 1 be changed to Low Density Residential or Single-family.

Member Gitzen inquired if the larger high-density property has one owner now.

Mr. Paschke responded it has one owner and is already developed.

Member Bull stated access is still an issue whether it is high density or low density.

Mr. Lloyd commented it is being considered for low density because of its proximity to other single-family homes. It seems to be a more appropriate development than a small apartment or multi-family structure.

Member Daire inquired how many units could be developed on the parcel if access could be provided and it was changed to single-family.

Mr. Lloyd responded only one unit could be built. If there was enough area for it to be subdivided, there would still only be enough room for one unit because of the angles of the parcel.

Member Daire stated if access could be provided, it would also have to satisfy a 24-foot street requirement if more than one unit went on that parcel.

Chair Murphy inquired if a private driveway could be smaller than 24 feet wide.

Mr. Paschke confirmed this.

MOTION
Member Gitzen moved, seconded by Member Sparby to change the guidance of 3040 Old Highway 8 to Single-family.

Ayes: 7
Nays: 0
Motion carried.

Site 2: 2373-2417 County Road C2

Ms. Perdu highlighted the following information for this site:

- 2040 proposed future land use: High Density Residential
- 2030 future land use: High Density Residential
- Current use: Vacant
- Suggested change: Business or Industrial

323 Ms. Perdu commented the City Council recommended this site be reconsidered and
324 inquired if makes sense to have high density housing across from the tank farm for
325 safety and aesthetic reasons. There is existing High Density Residential north of this
326 site, but the parcel is right long County Road C2.

327
328 In response to Member Kimble, Ms. Perdu referred to the map provided on page 23
329 of the meeting packet and stated the cross-hatched areas are sites that are likely to be
330 developed or redeveloped and are included with these parcels. The yellow area is
331 Medium Density Residential and the red area is Regional Business. The Council
332 suggested this area be reguided as a mixed use district.

333
334 Chair Murphy inquired if there was a driveway off C2 to this site.

335
336 Mr. Lloyd pointed out on the map where the driveway was located.

337
338 Member Kimble commented it would be helpful to know the sizes of the parcels they
339 are discussing. Sometimes they can put a name on it, but it has no relevance to
340 marketability to develop it as such. There is already High Density Residential there
341 and it is not ideal to have it across from a tank farm. However, it is possible the
342 existing development could expand. A light industrial use would work, but then it
343 would be backing up to a residential area.

344
345 Member Daire commented a business guidance would create an isolated commercial
346 entity and does not make sense.

347
348 Mr. Lloyd stated the parcel being discussed is about six acres in size.

349
350 Member Kimble stated she would recommend it stay as it is or be changed to
351 industrial or commercial.

352
353 Member Gitzen inquired where the apartment would fit in under the mixed use areas.

354
355 Ms. Perdu commented it could fit in any of the mixed use areas because it would
356 accommodate a medium to high density residential.

357
358 Member Kimble commented the most likely use of the site with high density would
359 be an expansion of the existing development. It would be unusual for a developer to
360 come in and build high density across from the tank farm.

361
362 Mr. Lloyd stated the neighborhood mixed use may have the right kind of mixture of
363 uses and would allow for commercial or multi-family residential.

364
365 Member Kimble inquired if neighborhood mixed use would allow for an office
366 warehouse.

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368 Mr. Paschke commented the current code would not allow for it.

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Member Sparby stated he does not see any issue with the current zoning. There could be a potential expansion of the high density or someone could purchase it in the future and request the zoning be changed.

Member Bull inquired how it will impact the City’s housing unit goals if it is changed from High Density Residential.

Ms. Perdu pointed out they are discussing the future land use designations and not the zoning. If they changed it, they will be removing two high density parcels and it will not significantly impact the number of housing units.

Member Kimble commented it will be very hard for the people to sell their homes since they are across from a tank farm and a guidance that might create jobs and fulfill other goals of the City might make sense. She is supportive of changing it to something that would support an office showroom or guide it toward some type of business commercial.

Member Gitzen suggested they make the entire triangular piece into something mixed use that would provide more options and still accommodate the existing apartment building and an expansion.

Mr. Paschke commented they may not be able to expand right now without buying land and doing something else. They also have to consider density with mixed use districts. If this area is guided mixed use that supports high density and someone wanted to buy this piece of land to expand it with another facility either connected to what is there today or another one, it would be supported in a land use sense with the different categories. It would give them more options overall.

Member Bull made a motion to change the guidance of 2373-2417 County Road C2 to Employment district to provide residential business opportunity in that area.

Mr. Lloyd commented this is already considered Employment by name and includes heavy industrial and warehousing. A mixed use district may be more in line with what has been discussed and would allow for a variety of commercial uses such as offices, retail spaces, and residential uses. He went over the different types of mixed uses and stated they all allow residential.

Member Bull stated he meant to say Neighborhood Mixed Use in this motion, and requested it be changed.

MOTION
Member Bull moved, seconded by Member Gitzen to change the guidance of 2373-2417 County Road C2 to Neighborhood Mixed Use to provide residential business opportunity in that area.

Member Bull stated there needs to be options and flexibility in this area.

417 Member Gitzen and Chair Murphy agreed.

418

419 **Ayes: 6**

420 **Nays: 1 (Sparby)**

421 **Motion carried.**

422

423 Member Gitzen commented more information would be helpful on the rest of these
424 sites before they consider the changes.

425

426 Mr. Paschke commented there are some that may be more straightforward. He
427 suggested they move forward on those and bring back the more complicated ones at a
428 future meeting. He also pointed out the land use map that was previously talked about
429 is included in their books.

430

431 Mr. Lloyd agreed it would be helpful to get through what they can and come back
432 with more information on the remaining sites.

433

434 Site 3: 3205-3223 Old Highway 8

435

436 Ms. Perdu highlighted the following information for this site:

- 437 • 2040 proposed future land use: High Density Residential
- 438 • 2030 future land use: High Density Residential
- 439 • Current use: Townhomes
- 440 • Suggested change: Medium Density Residential

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442 Ms. Perdu reported the designation should follow the use and that is why they are
443 recommending it be changed to Medium Density Residential.

444

445 **MOTION**

446 **Member Kimble moved, seconded by Member Daire to change the guidance of**
447 **3205-3223 Old Highway 8 to Medium Density Residential.**

448

449 Member Sparby stated it appears this does not cover all the townhomes and inquired
450 what is located to the west.

451

452 Mr. Lloyd responded the City of St. Anthony and Hennepin County are to the west.

453

454 **Ayes: 7**

455 **Nays: 0**

456 **Motion carried.**

457

458 Site 4: 2797-2833 Hamline Avenue

459

460 Ms. Perdu highlighted the following information for this site:

- 461 • 2040 proposed future land use: High Density Residential
- 462 • 2030 future land use: Neighborhood Business/High Density Residential
- 463 • Current use: Commercial/Strip Center

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- Suggested change: Single designation, CMU designation

Ms. Perdu referred to the map provided on page 24 of the meeting packet, and reported in the past, one “leg” of the site had been guided for business use (frontage on Hamline Avenue). It is owned by Presbyterian Homes who has plans to redevelop the site in the future. It was discussed that the entire site have one designation rather than a split designation.

Chair Murphy commented the area being discussed is Hamline Shopping Center.

Member Kimble inquired what the light purple represented.

Mr. Paschke stated under Neighborhood Mixed Use, the light purple is considered Neighborhood Center.

Member Daire inquired if they knew what Presbyterian Homes intended for this site.

Mr. Lloyd responded several years ago, Presbyterian Homes had considered redeveloping apartments in that location. However, they have instead made some investments in the retail property there and he is unaware of any plans to redevelop there.

Member Brown inquired if Presbyterian Homes had office use there.

Mr. Paschke confirmed they have office use on the corner of Centennial Drive and Hamline Avenue.

Mr. Lloyd commented if the rest of the property were guided as Neighborhood Mixed Use, it would allow offices, retail, and apartments.

Member Kimble inquired if anyone has talked with Presbyterian Homes.

Mr. Lloyd responded they have not talked with them about their future plans for the site.

Mr. Paschke commented they have reinvested in the mall and he is unaware if they have any other plans.

Ms. Perdu commented the light purple corner is currently designated Neighborhood Node and is just under two acres. The L-shaped part of the site is a little over six acres. The City Council is suggesting the whole site be changed to Community Mixed Use.

Mr. Lloyd stated he did not think the whole square including the Presbyterian Office was to be considered. Either way, treating that area similarly with a mixed use guidance makes sense.

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MOTION

Chair Murphy moved, seconded by Member Kimble to change the guidance of the entire square located at 2797-2833 Hamline Avenue to Community Mixed Use.

Ayes: 7

Nays: 0

Motion carried.

Site 5: 1380-1480 County Road C and 2630 Snelling Curve

Ms. Perdu highlighted the following information for this site:

- 2040 proposed future land use: Employment
- 2030 future land use: High Density Residential
- Current use: Industrial
- Suggested change: office-business park designation, similar to businesses on west side of Hamline, or Neighborhood Mixed Use, to make more compatible with residential uses to the south

Ms. Perdu referred to the map provided on page 24 of the meeting packet, and reported the City Council sent this back for additional consideration due to challenges with access and railroad. It was discussed that High Density Residential does not make sense and during the last Comprehensive Plan update, this was thought to be a potential transit corridor, but that is no longer an option.

Chair Murphy stated access to all these parcels is from County Road C.

Member Kimble inquired about the access difficulties and the size of the parcels.

Mr. Lloyd stated there is access, but it is constrained because it crosses the railroad property.

Ms. Perdu stated given the access constraints, they are not marked as potential redevelopment sites and the future land use designation reflects what is there now.

Member Gitzen inquired if staff is then recommending it be changed to be a potential redevelopment site.

Mr. Lloyd responded redevelopment has more to do with how likely someone will invest in it in the near future. They do not know of any imminent future development and that is why it is not marked for redevelopment. He stated the site is about 10 or 11 acres.

Mr. Lloyd commented what led to the original suggested change of Employment is that it would allow staff regulate the industrial uses and facilitate improvements to those properties in exchange for improving the buffer and compatibility with the neighborhood to the south. A designation that allows them to regulate the uses is the

558 direction that they were headed. A Neighborhood Mixed Use still does not allow for
559 the current uses and it would still be non-conforming. However, it would allow them
560 to be more strict about how they are reoccupied.

561

562 Mr. Gitzen stated he would not want to be too strict, the businesses that are there
563 have been there for a while, and it is not a desirable area.

564

565 Mr. Lloyd stated the Employment district would be best with the uses that are
566 currently on site.

567

568 Member Kimble commented it seems like County Road C is now a gateway to other
569 parts of Roseville. The uses on this parcel are older and as the area has developed,
570 they may want it to be more in line with a mixed use designation. However, the size
571 and shape of the parcels and the railroad make it tough. She inquired why the
572 Employment designation gives more flexibility on buffers.

573

574 Mr. Paschke responded it gives more flexibility in working with the businesses on
575 existing use and how they refill it when tenants leave versus taking a hard line on
576 nonconforming use. In 2009, the property went from Industrial to High Density
577 Residential. There was at least one property that went vacant for over a year, because
578 they could not put high density on one spot. The Employment designation gives staff
579 and the neighborhood protections because it is built into the code much better than
580 with the current code of High Density Residential.

581

582 In response to Member Sparby, Mr. Paschke confirmed the area is currently
583 nonconforming under High Density Residential. In 2010, they adopted a new zoning
584 code that made many properties nonconforming. It complicated this area and it
585 becomes very difficult to work on getting new tenants that are not going away for
586 high density or other uses.

587

588 Member Gitzen stated they originally changed it to Employment to make the
589 buildings a conforming use.

590

591 Mr. Paschke stated this is looking at redeveloping in the future and Employment
592 uses in the future. The buildings that are closer to the west side and adjacent to the
593 animal hospital are fairly new and will not go away any time soon. The other ones
594 are smaller and dated and might change. They need to determine what is most
595 appropriate.

596

597 Chair Murphy inquired if office showroom is permitted under the Employment
598 district.

599

600 Mr. Paschke stated it will be once the district is established and it is similar to Office
601 Business Park.

602

603 Member Sparby commented he is worried about shuffling the deck of cards on the
604 current business owners, and they are talking about being stricter on uses. He stated

605 they need more information on what is there and what makes sense for them so they
606 can continue to operate.

607
608 Mr. Paschke pointed out High Density Residential gives the business owners nothing
609 right now.

610
611 Member Kimble stated what the businesses have right now is the worst case for
612 them.

613
614 Member Sparby commented it is a ways off in the future and they should get it right
615 so they do not suffer the consequences.

616
617 Member Daire inquired what the use would be if the designation for this area could
618 follow the use so the use can continue.

619
620 Ms. Perdu responded the use would be Employment.

621
622 Member Kimball stated if they were going to keep everything exactly as it is now,
623 they would not be talking about a 2040 Comprehensive Plan.

624
625 Member Gitzen commented with the constraints and businesses here, it makes sense
626 to use the Employment district.

627
628 Member Kimble agreed with Member Gitzen. She does not agree that they should
629 guide areas to what its current use is in all cases.

630
631 **MOTION**

632 **Member Gitzen moved, seconded by Member Bull to maintain the guidance of**
633 **Employment District at 1380-1480 County Road C and 2630 Snelling Curve.**

634
635 Member Bull commented maintaining the guidance is the most appropriate way to
636 support the businesses. It is a limited area for development and it provides the
637 potential to keep them conforming.

638
639 Member Sparby commented they do not know anything about the businesses or how
640 it is going to affect them and he does not support the motion. They need more
641 information now before they start the flow toward what will eventually become the
642 zoning.

643
644 Chair Murphy stated High Density Residential is not appropriate and they owe it to
645 the businesses to fix it. The future Employment district seems to fit the area and he
646 supports the motion.

647
648 **Ayes: 6**
649 **Nays: 1 (Sparby)**
650 **Motion carried.**

651

652 Mr. Lloyd suggest they proceed to the next item on the agenda and return to this later
653 in the meeting. There are people present in the audience to speak on it and Ms. Perdu
654 needs to leave the meeting at 8:30 p.m.

655
656 The Commission agreed.

657
658 **c. HarMar, Lexington-Larpenteur, Rosedale Image Boards**

659
660 Ms. Perdu reported the redevelopment concepts provided on pages 31-33 of the
661 meeting packet will be a supplement to the Land Use chapter in the Comprehensive
662 Plan. Based on the public feedback and previous Planning Commission discussions,
663 the three sites noted as high priority for potential redevelopment are HarMar Mall,
664 Lexington-Larpenteur Roseville Center, and Rosedale Center. She noted the
665 concepts are just ideas and not proposals or specific site plans. They are things that
666 could be included as potential implementation ideas, and could be implemented by
667 private property owners or through City ordinances.

668
669 HarMar Mall

670
671 Ms. Perdu reported they heard a lot from residences through the walkabouts and
672 community meetings and came up with the following suggestions:

- 673
- 674 • Active Use Space: This could be used for local community markets. It would
675 consist of pop-up markets in the parking lots around HarMar and Target.
 - 676 • Visual Connections from Street to Mall: This could include ways to connect
677 people from the streets and transit, and bring them into the mall.
 - 678 • Parking Lot Cinema/Drive: This could be a temporary drive-in to draw
679 people in an active way to the space and into the mall.
 - 680 • Renewable Energy
 - 681 • Trees in Parking Areas: This could be one way to beautify the space.
 - 682 • Mixed use Buildings: This could be a longer-term redevelopment
683 intensification suggestion.

684
685 Cindy Ridge, 1454 West Eldridge Avenue, commented she was part of the
686 walkabout in July. All the neighbors want HarMar to succeed and they like a lot of
687 what is included in this concept. She expressed concern with the parking lot
688 cinema/drive-in concept and potential noise associated with it. A drive-in theater
689 would be open late and on the weekends when they like to have the windows open,
690 and in addition to noise they would be concerned with traffic and garbage as well.
691 She requested the Planning Commission remember there are neighborhoods on three
692 sides of HarMar Mall, and she is supportive of daytime uses, not nighttime uses.

693
694 Member Gitzen commented the parking lot drive-in surprised him too, especially
695 when they are discussing driverless cars and less cars on the road.

696
697 Member Kimble commented she likes the creativity of it and there is another
698 development in the Twin Cities that is considering something similar.

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Ms. Perdu stated it could be something that only happens once or twice, and it could be considered further for some other type of entertainment.

Member Kimble commented they would have to address the neighbor’s concerns.

Member Bull stated they need to address year-round businesses to make it worthwhile. The active use space is a good idea, but unpractical six months out of the year in Minnesota. Regarding the parking lot drive-in, they heard a lot of comments that people want to get rid of the expanses of open space parking lots. The active space would be great for a small fancy strip of family run restaurants that could be permanent structures.

Ms. Perdu commented if they have a smaller, temporary pop-up option, it might be good to show a more permanent option as well.

Member Sparby commented he did not see a lot of green space with this plan and there is an issue with too much parking lot space in that area.

Katie Engman, 1413 Eldridge Avenue West, commented she attended the walkabout. She has a young family and they often walk to HarMar for dinner. It is difficult to walk through the parking lot and she suggested there be more green space or a walking path for the surrounding neighbors. They chose to live here and wants to use the businesses that Roseville has.

Chair Murphy inquired what she thought of the Solar Panel/Renewable Energy option.

Ms. Engman commented renewable energy is fascinating, but she is not sure it belongs here. It may work on the roof of HarMar rather than at eye level.

Ms. Perdu commented there are also opportunities to use solar panels on the top of walkways as well.

Member Gitzen stated GMC just announced they will develop an electric car by 2023, and this could also be a way to incorporate the panels into a charging station.

Ms. Engman commented she also likes the idea of planting more trees and maintaining the trees they have.

Member Kimble suggested the concept of connecting the street to the mall include connecting the neighborhood to the mall.

Member Sparby suggested they also include appropriately sizing the parking lot as well.

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Mr. Paschke stated the current code would require pedestrian connections with lots of islands, trees and landscaping.

Member Kimble commented the nice thing about this site is the Bus Rapid Transit and other ways to get to it. The parking is changing a lot, but they want to be able to attract certain retailers that may require a certain amount of parking.

Member Gitzen commented snow storage and removal is still an issue.

Rosedale Mall

Mr. Lloyd referred to page 33 of the meeting packet and provided the following concepts to the Commission:

- Elevated Park
- Mixed Use Buildings: This would be central to the Core Mixed Use guidance that the area is standing to get in the updated Future Land Use plan.
- Solar Panels/Renewable Energy: This could serve for recharging cars and meeting energy needs of the shopping center. They could be installed as canopies over parking stalls and would help the keep cars cooler and sheltered from rain and snow.
- Buildings Crossing the Roadway
- Rooftop Parks/Parking
- Trees in Car Parking Areas: This would also include more pedestrian paths through the parking areas.

Chair Murphy commented the building over a roadway intrigues him, and he inquired who owns the air rights over County Road B2.

Mr. Lloyd stated Ramsey County owns the air rights over County Road B2. He stated there is a circulation road that has parking lots on either side of it and it could be incorporated in that area as well. There is also a long-standing desire to have a connection across Highway 36 as well.

Member Daire commented an elevated park across some of the arterials is exciting and he likes the idea of having mixed use buildings over structured park. They could create a network of paths. The City may need to come up with a demo project on how this would work.

Member Kimble stated Lifetime Fitness is doing fitness and running tracks on top of Southdale.

Member Bull agreed with Member Daire, and stated that the transportation aspect of people walking and biking through the community is important and this presents a lot of possibilities.

791 Member Kimble commented there has been discussion with having lids over
792 freeways to connect to neighborhoods and it has been done in other communities. The
793 area is then turned into a park. St. Paul is looking at connection the Rondo
794 neighborhood and Minneapolis is also considering this.

795
796 Lexington-Larpenteur Roseville Center

797
798 Mr. Lloyd referred to page 32 of the meeting packet and presented the following
799 concepts to the Commission:

- 800 • Plaza Space
- 801 • Active Playground
- 802 • Trees in Parking Area
- 803 • Overhead lighting

804
805 Member Gitzen inquired if redevelopment will happen sooner with the current
806 number of empty storefronts.

807
808 Mr. Lloyd responded he does not know the timeline, but is a grocer that has been
809 working with the manager to occupy the west end. The plan has been to relocate the
810 House of Wong to the east end of the shopping center.

811
812 Mr. Paschke commented they are attempting to redevelop a portion of this site and
813 improve the rest of it. He does not have information on who the potential tenants
814 could be. There are still vacancies there because they are trying to come up with an
815 acceptable plan. He does not expect any of the vacant tenant spaces to be filled in the
816 near future.

817
818 Member Gitzen inquired if they can encourage these concepts to happen if
819 redevelopment takes place.

820
821 Mr. Paschke responded some of it will already be required based on current and
822 future zoning. Having better connections to the mall area and more trees and
823 greenspace are things the code already requires. It will all depend if the visions of the
824 Comprehensive Plan have made its way into zoning text as this area is redeveloped.

825
826 Member Kimble commented retailers demand some of these amenities and this type
827 of site planning because it is what brings customers in. She commented the signage
828 has not been coordinated and it mismatched, and it would be great to have
829 coordination.

830
831 Member Bull commented when they previously discussed this as a west end
832 development, they talked about having underground parking. However, this is not
833 included in the concepts that were provided.

834
835 Member Kimble commented underground parking costs about \$50,000 per stall. On
836 average, structured parking is around \$30,000 per stall. It is a great concept, but they
837 need to have the demographics, people, and rents to make it work.

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d. Draft of Housing Chapter *(This item was postponed until the next meeting)*

Member Kimble inquired if item 6(d) Draft of Housing Chapter can be postponed to the next meeting.

Ms. Perdu confirmed they could have it on the agenda at the next meeting.

b. Future Land Use Sites for Further Consideration

Discussion resumed on this agenda item.

Site 6: 2315 Chatsworth Street

Mr. Lloyd highlighted the following information for this site:

- 2040 proposed future land use: High Density Residential
- 2030 future land use: High Density Residential
- Current use: Grandview Townhomes
- Suggested change: Medium Density Residential

Mr. Paschke reported the project is to be reguided Low Density Residential and they should see it back from the Metropolitan Council in about two weeks.

Mr. Lloyd commented it would be the same shade as the single-family homes on the Future Land Use Map, but the zoning would allow for townhouses.

MOTION

Member Kimble moved, seconded by Member Gitzen to change the guidance at 2315 Chatsworth Street to Low Density Residential.

Member Daire commented the City Council directed staff to change this site to Medium Density Residential

Mr. Lloyd commented the direction was to make it lower than High Density and the Council may be open to Low Density Residential.

Member Kimble inquired if Low Density Residential fits the Grandview Townhomes.

Mr. Paschke confirmed it did. They are set for six new townhomes. Once it is approved by the Metropolitan Council, rezoning of the property and a preliminary plat will be presented to the City Council for approval.

Chair Murphy commented he attended the open house on this and the neighbors were concerned about the dead end. Given the size of the property and the houses back there, they were generally in favor of the townhomes.

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Ayes: 7
Nays: 0
Motion carried.

Site 7: 2360 Lexington Avenue

Mr. Lloyd highlighted the following information for this site:

- 2040 proposed future land use: High Density Residential
- 2030 future land use: High Density Residential
- Current use: Child Development Center
- Suggested change: Neighborhood Mixed Use

Mr. Lloyd commented the commercial property at the corner of an existing townhouse development could be changed to Neighborhood Mixed Use to reflect the commercial designation to the south. It was most likely guided as high density because of the townhomes and nursing home facility in that area.

MOTION

Member Bull moved, seconded by Member Kimble to change the guidance at 2360 Lexington Avenue to Neighborhood Mixed Use.

Ayes: 7
Nays: 0
Motion carried.

Site 8: 1880 Lexington

Mr. Lloyd highlighted the following information for this site:

- 2040 proposed future land use: High Density Residential
- 2030 future land use: High Density Residential
- Current use: Single-family Residential
- Suggested change: Low Density Residential

Chair Murphy inquired about the light purple area on the southeast corner.

Mr. Paschke responded it is a two-story office building and the hardware store is on the north side.

Mr. Lloyd reported staff is suggesting it be guided as Low Density Residential. It is a large property adjacent to both High Density Residential and Low Density Residential.

Member Kimble referred to previous discussion about a gap in the City regarding medium density. Given proximity to the commercial center at Lexington and Larpenteur, this could be a medium density buffer between single-family and high density.

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Mr. Lloyd noted the current medium density zoning district does allow for single family homes.

MOTION
Member Kimble moved, seconded by Member Gitzen to change the guidance at 1880 Lexington Avenue to Medium Density Residential.

Member Bull inquired if high density would be required if a small apartment building was constructed on this lot.

Mr. Paschke responded medium density currently allow for up to 12 units per acre and this site could handle up to an eight-plex unit.

Ayes: 7
Nays: 0
Motion carried.

Site 9: SE Corner of Dale/County Road C

Mr. Lloyd highlighted the following information for this site:

- 2040 proposed future land use: High Density Residential
- 2030 future land use: High Density Residential
- Current use: Vacant
- Suggested change: Medium Density Residential

Mr. Lloyd referred to the map provided on page 27 of the meeting packet, and explained this site has wetlands that make development of the site difficult and there are single-family guided properties to the east, with low and medium density to the west, and low and high density to the north. The City Council suggested they consider medium density due to the demand for it in the community. The owner is currently working with a senior housing developer for the site that fits with the high-density guidance.

Chair Murphy inquired about cross-hatched right corner.

Mr. Lloyd responded it currently undeveloped but guided as Low Density Residential.

Member Kimble inquired why it was not included with this site.

Mr. Paschke recalled the owner of that parcel requested it be changed from High Density Residential to Low Density Residential because they wanted to be able to construct a single-family home.

Member Gitzen inquired about the message are they sending the potential developer if they reguided the site to Medium Density Residential.

977 Mr. Paschke responded they owner was in attendance at the Council meeting when
978 this was discussed.

979
980 Member Kimble inquired about the acreage on this site.

981
982 Mr. Lloyd responded the site is four and a half acres.

983
984 Member Brown inquired about the wetlands on the site.

985
986 Mr. Lloyd commented there are in the southwestern corner and also toward the
987 southeast.

988
989 Mr. Paschke stated the developer cannot touch the wetlands, they have to put a buffer
990 in, and they can only use 25 percent of the wetland for their land use calculations.

991
992 Mr. Lloyd commented there are also heightened storm water management
993 requirements.

994
995 Chair Murphy commented if they change this to medium density and the project was
996 approved in the meantime, there would a be a high-density project that would become
997 a legal nonconforming site.

998
999 Mr. Paschke commented if they developer pulls a permit to do this project soon, it has
1000 already been approved as high density. The City Council believes this area should be
1001 guided as medium density just in case the project never comes to fruition.

1002
1003 Chair Murphy commented given the nature of the wetland area, it would make sense
1004 to also include the cross-hatched area.

1005
1006 Member Kimble agreed.

1007
1008 Member Bull commented this is a great area for high density. They need to make sure
1009 they are preserving enough opportunity with high density and affordable housing to
1010 meet the goals with housing units. He would also support including the cross-hatched
1011 area.

1012
1013 Member Kimble commented she could go either way. It could be a high-density site,
1014 but it would be nice if it were planned in a way that was complementary to the area.
1015 Visually, it will depend on how the developer plans the site. If it is developed and it
1016 got close to the corner, it would be a different corner than the others in that area.

1017
1018 Member Brown pointed the townhomes on the other side of the street are set back,
1019 and there will be new townhomes on the opposite corner. It will be an interesting
1020 corner and is a tough site.

1021
1022 Member Sparby commented there is a developer looking at the site. It is a vacant
1023 parcel and it seems they are pulling the rug out from under the developer. They do not

1024 need to reguide it tonight and they should get more information from the developer
1025 before they make a decision. He supports keeping it guided as it stands.
1026

1027 Chair Murphy moved to change the guidance at the SE Corner of Dale/County Road
1028 C to Medium Density Residential, and include the cross-hatched area. He explained
1029 it is a unique corner, the City Council has made this suggestion, and if they include
1030 the cross-hatched area, it gives the developer a little more flexibility. The motion
1031 failed for lack of a second.
1032

1033 Chair Murphy commented if they do nothing it will remain High Density Residential
1034 and the cross-hatched area will remain Low Density Residential.
1035

1036 Member Bull moved to maintain the guidance at the SE Corner of Dale/County Road
1037 C as High Density Residential, and include the cross-hatched area located on the
1038 northeast corner. The motion failed for lack of a second.
1039

1040 Member Daire stated he agrees with Member Sparby and they should come back to it
1041 at a later date.
1042

1043 Member Sparby inquired why they are considering changing it to Medium Density
1044 Residential.
1045

1046 Chair Murphy responded the City Council stated they want it medium density.
1047

1048 Member Bull pointed out the City Council stated there is a demand for medium
1049 density in the area, but they are not demanding this are become that. This area is
1050 better for high density options and is consistent with what the current landowner is
1051 looking into.
1052

1053 Member Daire commented they should not deal with this right now. If it remains high
1054 density, it will communicate to the developer to proceed with the proposed project. It
1055 will also be good to honor the request of the single-family property. He does not see
1056 the need to change the land use designations as they stand.
1057

1058 Mr. Lloyd commented they can make a motion to leave things as they stand.
1059

1060 Chair Murphy stated he will not allow a motion to leave things as they are. They have
1061 a status quo and it needs to be changed. If they cannot come to a consensus, then it
1062 will remain as is.
1063

1064 Member Kimble inquired if they know if the same owner owns the smaller parcel.
1065

1066 Mr. Lloyd commented he was unsure, but the name looked familiar.
1067

1068 Chair Murphy summarized for Site 9, they were unable to come to any conclusion to
1069 recommend a change for the 2040 Future Land Use, and it will remain High Density
1070 Residential.

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Site 10: 2533-2609 Snelling Curve

Mr. Lloyd highlighted the following information for this site:

- 2040 proposed future land use: Low Density Residential
- 2030 future land use: Medium Density Residential
- Current use: Single-family/Vacant
- Suggested change: Medium Density Residential

Mr. Lloyd referred to the map provided on page 28 of the meeting packet, and explained this is a former greenhouse site and the site of a couple single-family homes on the north end. He explained the light blue includes storm water ponding and has an institutional designation. They could still single-family on smaller lots in Medium Density Residential. The low-density designation is typically associated with 11,000 square foot or one-quarter acre lots, but it could also contain smaller lots.

Member Daire commented the houses east of Snelling Curve are on higher ground and are substantial attractive houses. The cross-hatched area is below Snelling Curve and is currently occupied by green houses. If he lived in that area he would feel violated and like someone had betrayed his trust if this area were to become Medium Density Residential. It should remain Single-family Residential.

Member Kimble commented they are currently fronting a greenhouse.

Member Daire stated the green house is hidden behind a lot of foliage.

Member Gitzen pointed out there are also a couple of single-family houses on the north end as well.

Member Kimble commented she appreciates Member Daire's comments. When they first looked at this, it appeared to be a good medium density area because of the proximity to Snelling.

Member Daire stated if this were to be medium density, it would noticeably increase the traffic on Snelling Curve and the people who live in the single-family homes across the street would see it as a significant rise in traffic on the street in front of their house.

Chair Murphy stated the access is either by Hamline Avenue or County Road B2.

Member Sparby commented this could potentially alter the makeup of the neighborhood by changing it to medium density. They have not done a traffic study or received public input to proceed with medium density.

Mr. Lloyd commented if it remained as medium density, there would be no land use change. If it were changed to low density residential, they would hold a public

1117 meeting in early December to let the surround property owners of the potential
1118 change.

1119

1120 No motion was made, and Chair Murphy stated it will remain being proposed for
1121 2040 Comprehensive Plan as Low Density Residential.

1122

1123 Site 11: 2560 Fry Street

1124

1125 Mr. Lloyd highlighted the following information for this site:

- 1126 • 2040 proposed future land use: High Density Residential
- 1127 • 2030 future land use: High Density Residential
- 1128 • Current use: Commercial
- 1129 • Suggested change: Medium Density Residential

1130

1131 Mr. Lloyd reported this site is across the street from single-family, abuts a park, is
1132 adjacent to a high-density use, and is a little over one acre in size.

1133

1134 Member Kimble commented she can see it staying as high density. It is part of a
1135 whole site that is already high density.

1136

1137 Member Bull agreed.

1138

1139 Chair Murphy commented he is sympathetic to the need for medium density lots in
1140 the City and this seems like a prime spot to do it given what was there previously.

1141

1142 Member Kimble inquired if this neighborhood backs up to retail.

1143

1144 Mr. Lloyd confirmed it does, and pointed on the retail areas highlighted in red on the
1145 map provided on page 28 of the meeting packet.

1146

1147 **MOTION**

1148 **Chair Murphy moved, seconded by Member Daire to change the guidance at**
1149 **2560 Fry Street to Medium Density Residential.**

1150

1151 Members Bull and Kimble stated they would favor high density and will not support
1152 the motion.

1153

1154 **Ayes: 3**

1155 **Nays: 4 (Bull, Kimble, Gitzen, and Sparby)**

1156 **Motion failed.**

1157

1158 Chair Murphy advised they recommend no change.

1159

1160 Site 12: 2025 County Road B

1161

1162 Mr. Lloyd highlighted the following information for this site:

- 1163 • 2040 proposed future land use: Medium Density Residential

- 2030 future land use: Low Density Residential
- Current use: Vacant
- Suggested change: Low Density Residential

Mr. Lloyd referred to the map provided on page 29 of the meeting packet. He reported in previous years there had been applications to change the zoning from low density to high density for various development proposed. They have been denied because high density does not seem to fit there. The Planning Commission is recommending medium density on this site, and the City Council is requesting it be reconsidered for low density.

Member Kimble commented the City recently acquired land across the street for green space.

Member Gitzen commented when they previously discussed this, they agreed medium density was a good buffer between County Road B and the high density to the north. He supports leaving it at medium density.

Member Bull agreed that medium is appropriate and they have heard there is a demand for medium density in the City.

Members Kimble and Chair Murphy agreed. Chair Murphy stated it is in private hands and he has not seen anyone from the Parks department express interest to purchase the land to make it into a park.

Member Daire stated if it were changed to a park, it would be for the high-density condos to the north. Access to the site would be torturous for the medium density and single-family people. He supports leaving as the proposed Medium Density Residential.

The Commission agreed to leave it as the 2040 proposed future land use designation of Medium Density Residential.

Site 13: 2112 Dale Street

Mr. Lloyd highlighted the following information for this site:

- 2040 proposed future land use: Low Density Residential
- 2030 future land use: High Density Residential
- Current use: Single-family
- Suggested change: Neighborhood Mixed Use

Mr. Lloyd referred to the map provided on page 30 of the meeting packet. He reported this site has a single-family home that remains there. Looking forward, it might make sense to incorporate it into the Neighborhood Mixed Use due to its surroundings.

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MOTION

Member Gitzen moved, seconded by Member Bull to change the guidance at 2112 Dale Street to Neighborhood Mixed Use.

Member Daire called the question.

Ayes: 7

Nays: 0

Motion carried.

Member Gitzen referred to page 40 of the meeting packet. He commented under Existing Housing Affordability, it states there are 9,174 total housing units in Roseville. However, in the table on the next page, it shows there are 15,747 housing units. Also, in the same table, the 6,693 housing units under “affordable to 51 percent and 80 percent AMI” is misleading. He stated the columns should be added because if a person can afford the higher one, they can also afford the lower one. He also inquired how the housing stock is determined in Roseville.

Mr. Lloyd responded housing stock information taken from Ramsey County for the year the structure was built.

Mr. Paschke stated unless the site was redeveloped, it will reflect the original date it was built, even if improvements were made.

Chair Murphy inquired if a similar graph that showed the age of housing units without improvements would be helpful.

Mr. Paschke commented Ramsey County does not keep solid record of that and it would be difficult to do.

Mr. Lloyd stated it would be difficult to indicate how much improvement was made over time, but it could be added as a textual comment.

Member Sparby raised a point of order, and inquired if they are discussing the Housing Chapter that they previously agreed to postpone to the next meeting.

Mr. Paschke advised it would be helpful to have Ms. Perdu present for the discussion.

Mr. Lloyd suggested Commissioners email their comments and questions to him and he will direct them to Ms. Perdu.

Member Gitzen stated he emailed an article to Mr. Lloyd about affordable housing that was in *MinnPost*. There is now discussion that it is not just the about 30 percent of income, but is also about housing costs plus transportation. He inquired if there has been any discussion with the Metropolitan Council on this idea.

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Mr. Lloyd stated he will forward to article to the rest of the Commissioners. He does not know if the Metropolitan Council has anything formalized about it yet, but they heard discussion of reframing the issue from affordable housing to affordable living. If accessibility is not affordable in the place a person can afford to live, it does not do a lot of good to have that residence in that location.

e. Comprehensive Plan Schedule: September 17-November 18

Mr. Lloyd requested Commissioners send him any additional questions or comments.

Chair Murphy advised the Variance Board will be having a joint meeting with the Planning Commission on October 25.

7. Adjourn

No motion was given. The meeting was adjourned at 9:45 p.m.



Memorandum

To: *Roseville Planning Commission*

From: *Scott Mareck*

Date: *October 13, 2017*

Re: *Roseville 2040 Transportation Plan/Pathways Master Plan Update
WSB Project No. 3595-00*

As you are aware, the City of Roseville has been working on developing a new 2040 Transportation Plan to meet Metropolitan Council requirements. This is a multimodal plan that includes roadway, bicycle/pedestrian, freight and transit elements. A separate City Pathways Master Plan is also being updated. A focus group meeting with key transportation leaders and an open house were held in July to collect public input on these plans and meetings have also been held with MnDOT and Ramsey County staff. Elements of these Plans have been presented to the Public Works Commission throughout the study process and a joint Public Works/Planning Commission update was also provided on August 22nd.

The content of the 2040 Transportation Plan and Pathways Master Plan is nearing completion, with a final open house planned in November. One key remaining element of the Transportation Plan will be to summarize City of Roseville 2040 Land Use demographic information (population, employment and households) by Traffic Analysis Zone (TAZ) and compare this growth to the Metropolitan Council growth allocation for Roseville. Various location specific transportation strategies related to existing programmed projects or recommended future transportation improvements or studies have been drafted and will also be identified in the final Plan.

A few of the key elements of the 2040 Transportation Plan and Pathways Master Plan are attached for discussion at the Planning Commission meeting next Thursday, October 19th:

- A: Draft Transportation Plan Goals and Policies
- B: Forecasted 2040 Level of Service
- C: Crash Rates 2011 – 2015
- D: Pathway Master Plan
- E: Transit Services
- F: Draft Transportation Plan Strategies

Goals	Policies
<p>1. Coordinate transportation decisions with other government entities and coordinate planning efforts to ensure connectivity of regional routes.</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 Cooperate with State and federal agencies and railroad companies to enhance safety at all highway, railroad and pedestrian crossings.</p> <p>1.4 Provide notification to the Federal Aviation Agency (FAA) using FAA Form 7460, as may be amended, and the Minnesota Department of Transportation (MnDOT) Aeronautics Division when any construction or alteration of an object would affect general airspace, as defined in Minnesota Statutes 360.</p>
<p>2. Create a sustainable transportation network by encouraging more efficient use of existing roadways and limiting the need for future roadway expansion.</p>	<p>2.1 Promote non-motorized transportation and transit as reasonable alternatives to driving.</p> <p>2.2 Promote travel demand management (TDM) strategies to achieve greater efficiency of the existing roadway network.</p> <p>2.3 Ensure that the transportation network responds to changing transportation technologies and modes.</p> <p>2.4 Proactively communicate about and promote transit and pathway options. (NEW)</p>
<p>3. Create a safe and efficient roadway network, able to accommodate the existing and projected demand for automobile capacity and to reduce roadway congestion.</p>	<p>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, rather than by increasing the capacity of individual thoroughfares.</p> <p>3.2 Channel major traffic volumes onto community collector streets, arterials and highways and discourage motorized traffic from passing through residential areas on local streets.</p> <p>3.3 Identify, evaluate and correct problems of congestion in high-traffic areas and recurrent accident sites.</p> <p>3.4 Encourage the use of Intelligent Transportation Systems (ITS) to mitigate capacity issues and increase efficiency and safety of the existing roadway network.</p> <p>3.5 Create and/or upgrade major thoroughfare systems to multiple traffic lanes when warranted by traffic conditions.</p> <p>3.6 Develop streets according to their designated functional classification, pavement width and load capacity. Continuity of the street must recognize the function for which the street is intended.</p> <p>3.7 Maintain high-quality neighborhoods through the ongoing City Pavement Management Program to rehabilitate or reconstruct City streets.</p>
<p>4. Promote the use of transit as a reasonable alternative to driving automobiles during both congested and non-congested time periods through land-use and transportation decisions.</p>	<p>4.1 Cooperate with and assist the Regional Transit Board (RTB) to provide effective transit service to all areas of the City.</p> <p>4.2 Support Metro Transit as a primary transit provider for the City.</p> <p>4.3 Advocate planning and development of the Northeast Diagonal Transit Corridor.</p> <p>4.4 Support the Rosedale Transit Hub and Snelling Avenue Transit Corridor, promote and advocate for the extension of the A Line Bus Rapid Transit line, and examine the feasibility of adding mini-hubs in other areas of the City.</p> <p>4.5 Encourage the development of park-and-rides to reduce congestion on arterials throughout Roseville.</p> <p>4.6 Clearly mark bus stops and provide adequate space for buses to pull out of the moving traffic lane for loading and unloading.</p> <p>4.7 Provide adequate and attractive pedestrian access to bus stops by expanding the existing network of sidewalks as recommended in the Pathways Master Plan.</p>

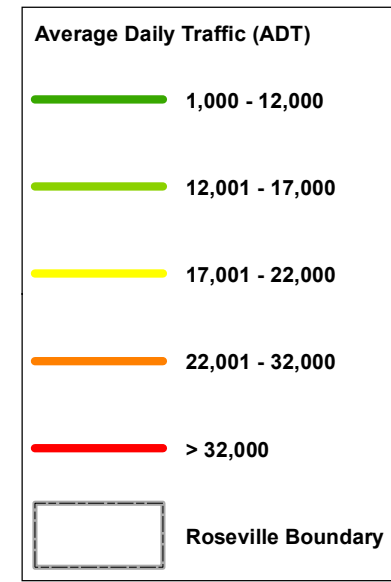
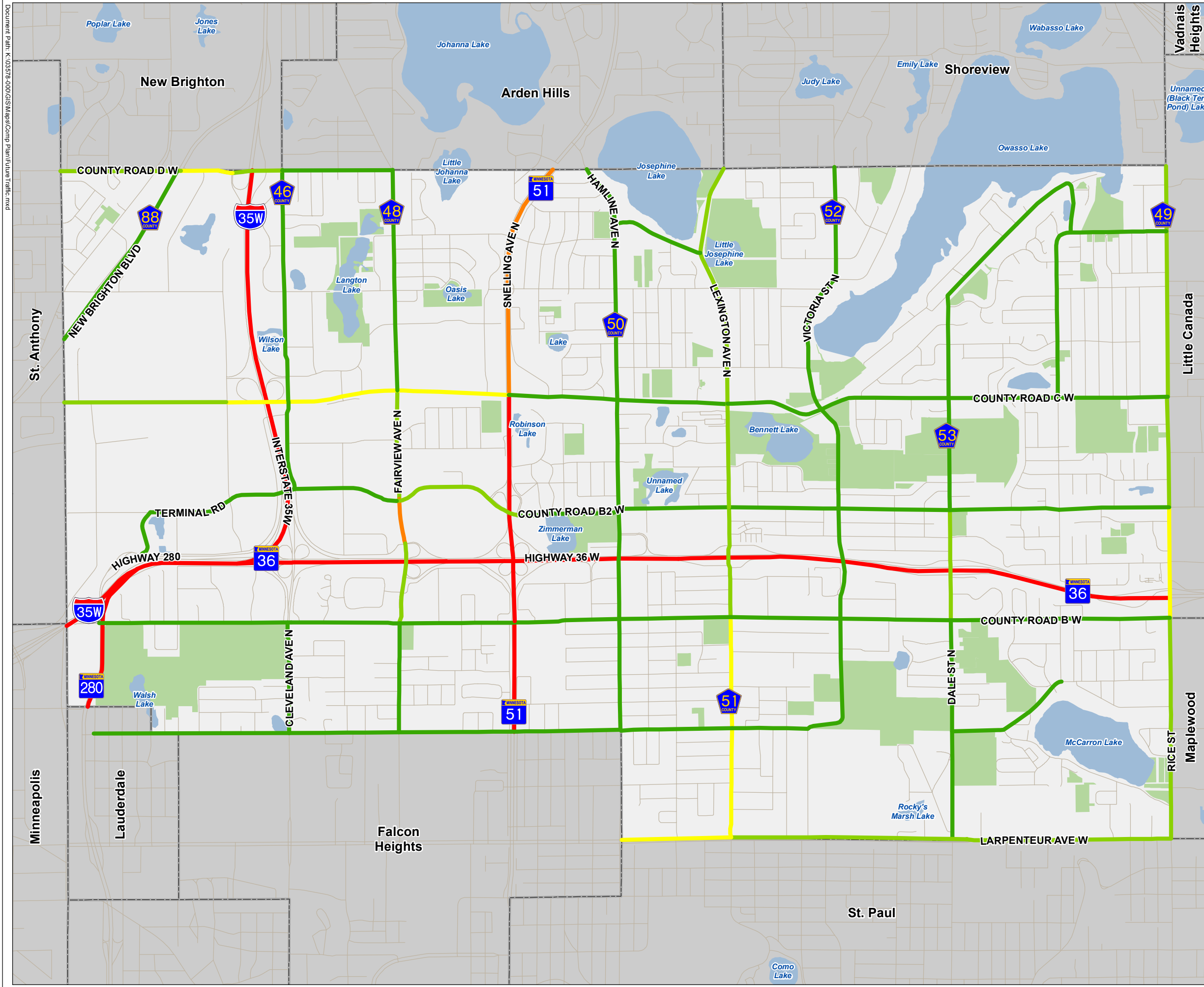
	<p>4.8 Encourage transit-supportive development along existing and future transit corridors.</p>
	<p>4.9 Provide input into the rail corridor planning and abandonment process. If rails are removed, the corridors should be preserved for public uses, such as transit or pathways. In the event of rail line abandonment, an appropriate public agency should acquire the land for public purposes.</p>
	<p>4.10 Play an active role in planning for potential transitways and preserving potential rights-of-way and station locations.</p>
	<p>4.11 Advocate to properly fund public transportation and transit systems. (NEW)</p>
	<p>4.12 Support and allow access to a robust public transit system that is integral to the metropolitan system and meets long-term needs. (NEW)</p>
<p>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.</p>	<p>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.</p>
	<p>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.</p>
	<p>5.3 Aggressively expand Roseville’s off-road pathway system.</p>
	<p>5.4 Update the Pathways Master Plan as needed.</p>
	<p>5.5 Expand, maintain and promote a system of continuous and connected pathways that encourage walking and biking. (NEW)</p>
	<p>5.6 Plan for and support a multi-modal transportation system that moves people and goods safely and efficiently. (NEW)</p>

Note: The above referenced goals and policies are taken directly from the existing City of Roseville 2030 Transportation Plan, with new 2040 revisions noted in **red** as **(NEW)**.

ROSEVILLE 2040

our future together

Roseville Comprehensive Plan Forecasted 2040 Average Daily Traffic Roseville, MN

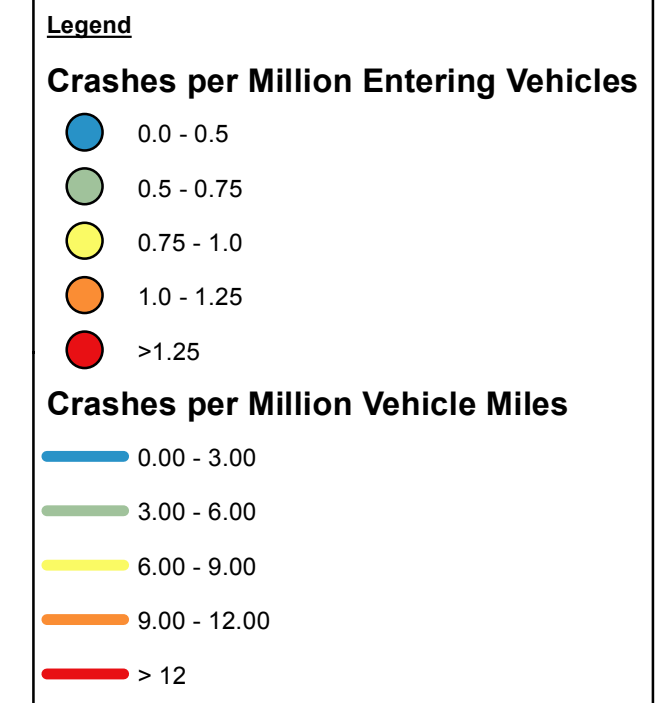


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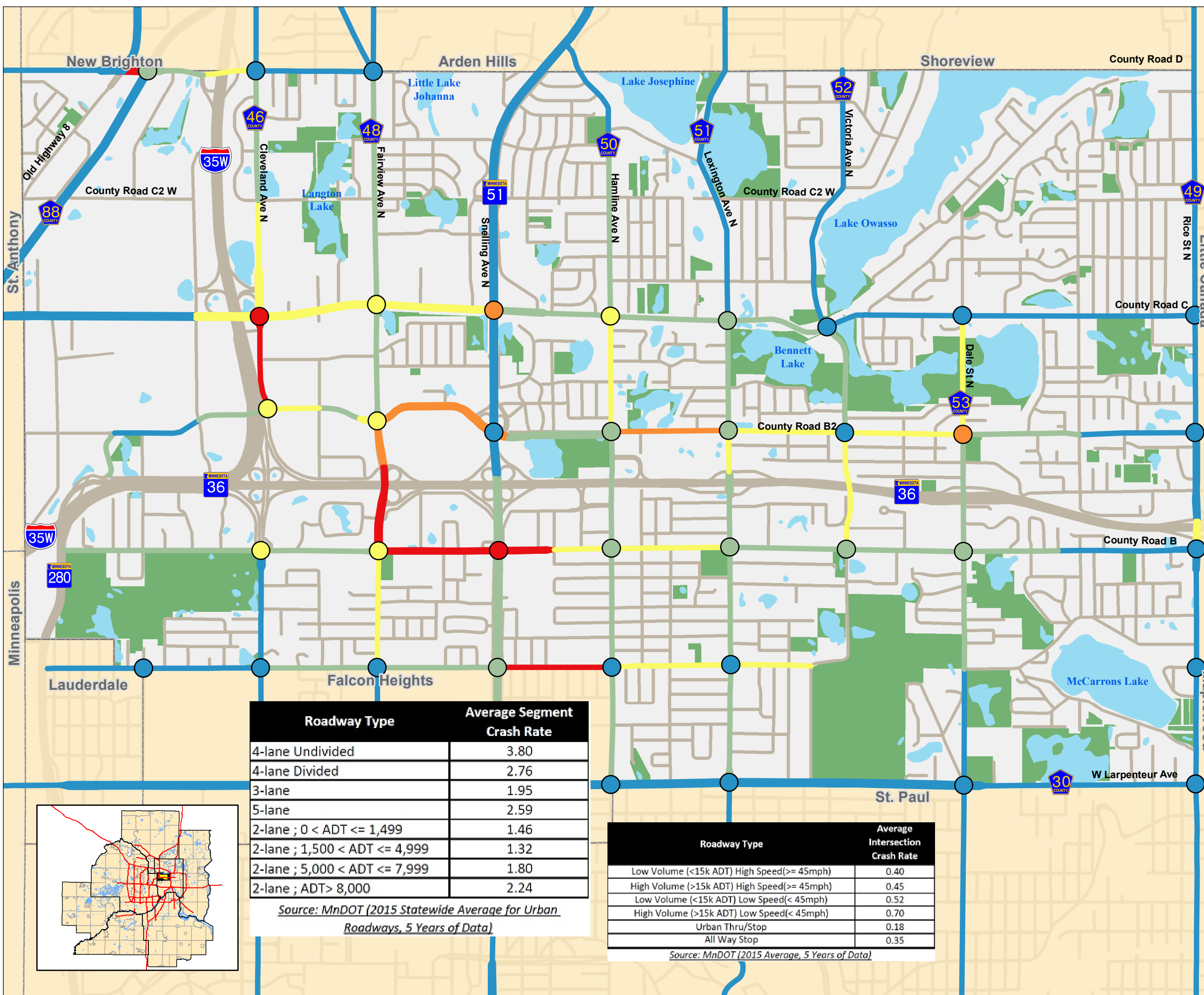
**Transportation Plan
 Roseville, MN**

Crash Rates 2011-2015

NOTE: This Figure displays crash rates for intersections involving key minor arterials.



Data Source : MnDOT Crash Data

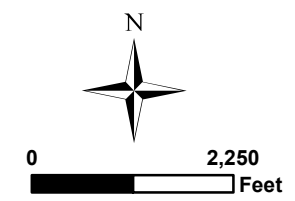
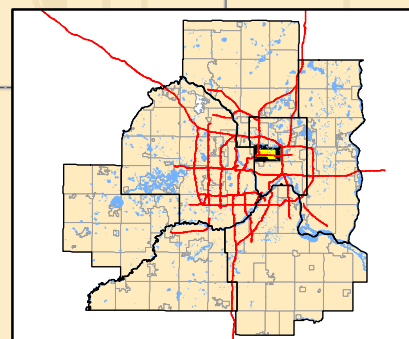


Roadway Type	Average Segment Crash Rate
4-lane Undivided	3.80
4-lane Divided	2.76
3-lane	1.95
5-lane	2.59
2-lane ; 0 < ADT <= 1,499	1.46
2-lane ; 1,500 < ADT <= 4,999	1.32
2-lane ; 5,000 < ADT <= 7,999	1.80
2-lane ; ADT > 8,000	2.24

Source: MnDOT (2015 Statewide Average for Urban Roadways, 5 Years of Data)

Roadway Type	Average Intersection Crash Rate
Low Volume (<15k ADT) High Speed(>= 45mph)	0.40
High Volume (>15k ADT) High Speed(>= 45mph)	0.45
Low Volume (<15k ADT) Low Speed(< 45mph)	0.52
High Volume (>15k ADT) Low Speed(< 45mph)	0.70
Urban Thru/Stop	0.18
All Way Stop	0.35

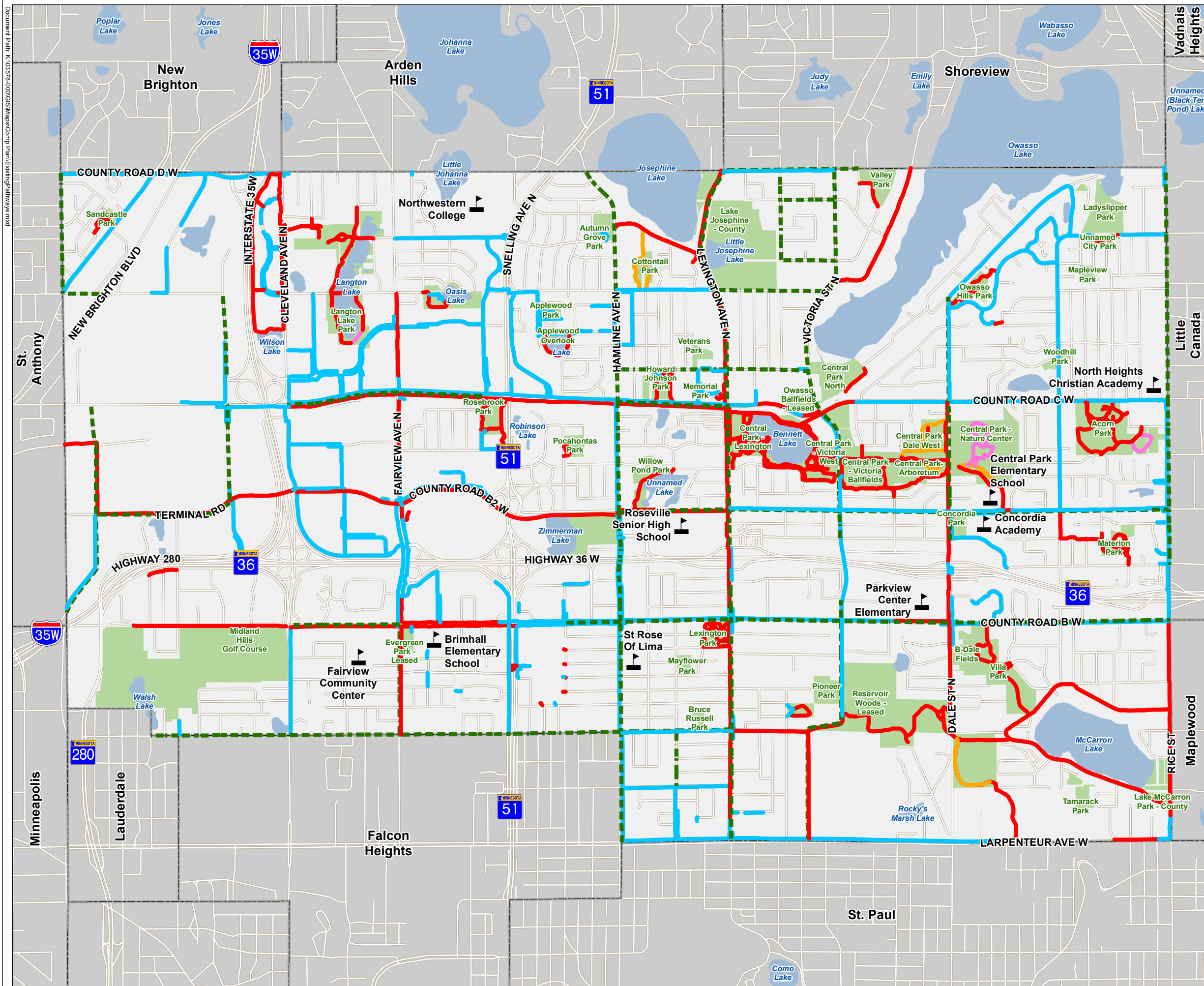
Source: MnDOT (2015 Average, 5 Years of Data)



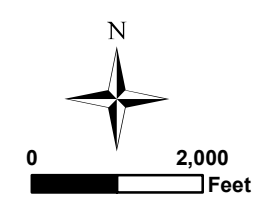
ROSEVILLE 2040

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Roseville Comprehensive Plan Existing Pathways Roseville, MN



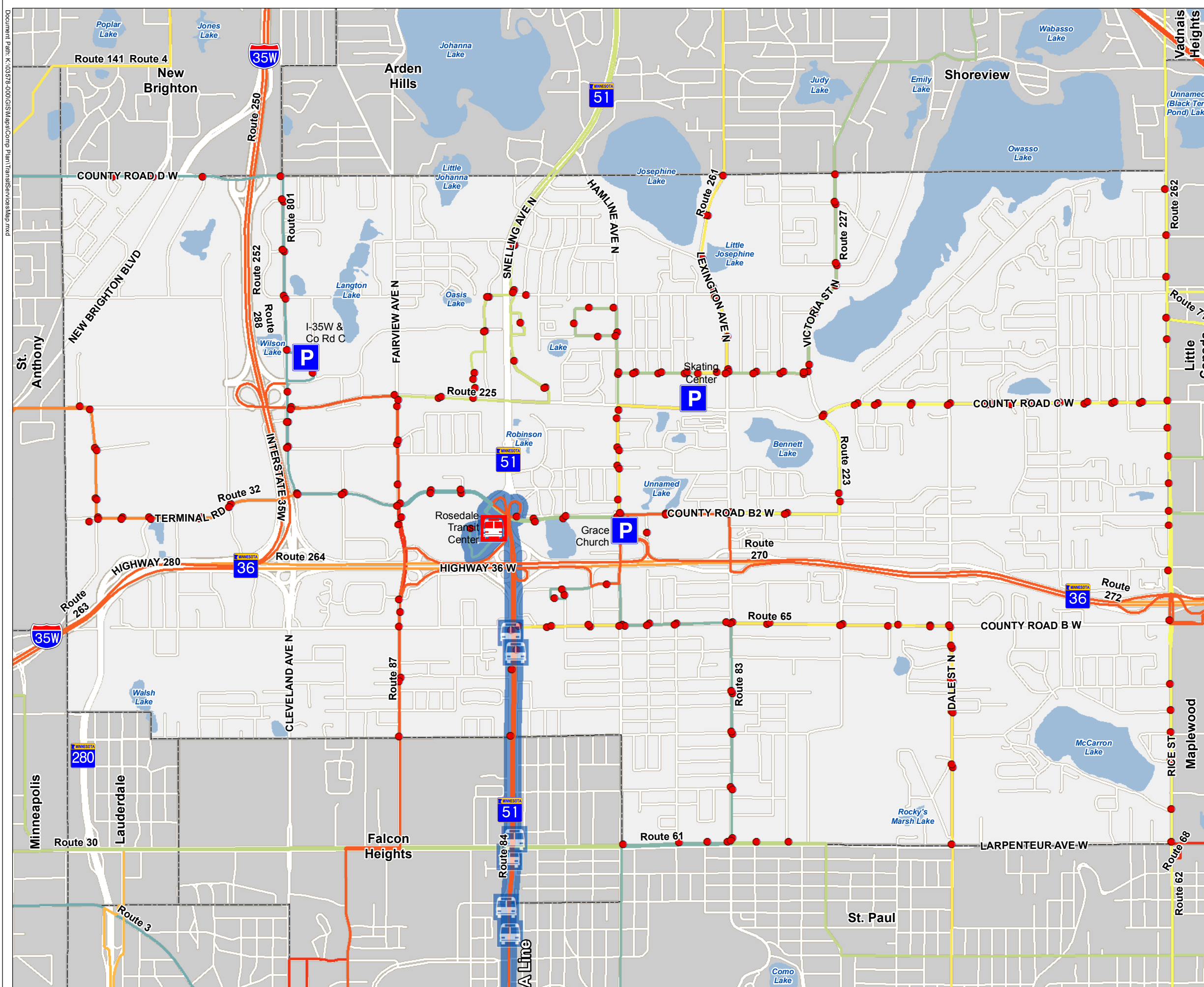
	Existing Trail (36.43 miles)
	Existing Sidewalk (43.85 miles)
	Footpath (1.93 miles)
	Existing Striped Shoulder (28.45 miles)
	Other (Boardwalk- 0.94 miles)
TOTAL 111.6 miles	



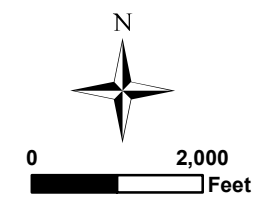
ROSEVILLE 2040

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Roseville Comprehensive Plan Transit Services Roseville, MN



	Rosedale Transit Center	272
	Park and Ride	288
	A-Line BRT Transitway	3
	A-Line BRT Stations	30
	Bus Stop	32
Existing Bus Route		
	141	61
	223	62
	225	65
	227	68
	250	71
	252	801
	261	83
	262	84
	263	860
	264	87
	270	



City of Roseville

2040 Transportation Plan Strategies

Programmed Improvements & Studies

Roadway: Interstate 35W – South of TH 36

Lead Agency: MnDOT

Type of Improvement: Pavement Preservation

Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network.

Strategy: FY 2018 programmed pavement preservation project south of TH 36 through Roseville.

Roadway: Interstate 35W – County Road C to Lino Lakes

Lead Agency: MnDOT

Type of Improvement: Pavement Preservation and Managed Lane Expansion

Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation System; Create a Safe and Efficient Roadway Network.

Strategy: FY 2019 programmed pavement preservation and addition of MnPASS lanes north of TH 36 through Roseville.

Roadway: TH 36

Lead Agency: MnDOT

Type of Improvement: Pavement Preservation

Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network.

Strategy: FY 2022 programmed pavement preservation project through Roseville.

Roadway: TH 36

Lead Agency: MnDOT

Type of Improvement: MnPASS Study

Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation System; Create a Safe and Efficient Roadway Network.

Strategy: MnDOT is currently studying the addition of an eastbound and westbound MnPASS lane along TH 36 from just east of 35W extending east through the City of Roseville. City of Roseville officials should work closely with MnDOT, Metropolitan Council and others to ensure that any recommended MnPASS improvements resulting from this study are integrated into MnDOT's FY 2022 programmed pavement preservation project along this corridor.

Roadway: 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.

Roadway: County Road C: CSAH 88 in Hennepin County to east of Long Lake Road in the City of Roseville

Lead Agency: Ramsey County

Type of Improvement: Full Reconstruction

Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation System.

Strategy: FY 2020 programmed full reconstruction project. Also, potential addition of a separated bicycle trail and sidewalk improvements.

Roadway: Cleveland Avenue/County Road 46 at County Road B

Lead Agency: Ramsey County

Type of Improvement: Signal Replacement or Roundabout

Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation System.

Strategy: FY 2018 programmed project to replace existing signal or construct a new roundabout in conjunction with programmed pavement project on Interstate 35W.

Roadway: Rice Street/County Road 49 from County Road B2 to County Road C2

Lead Agency: Ramsey County

Type of Improvement: Full Reconstruction or Pavement Preservation

Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation System.

Strategy: FY 2021 programmed project (tentative), pending research into right-of-way costs. If full reconstruction is too costly, the project scope may be scaled back to a pavement preservation project.

Roadway: County Road B: Snelling Avenue/TH 51 to State Farm Road

Lead Agency: Ramsey County

Type of Improvement: Pavement Replacement

Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation System.

Strategy: FY 2019 programmed pavement replacement project.

Roadway: Snelling Avenue/TH 51: County Road B2 to 1,180 feet north of Lydia Avenue

Lead Agency: City of Roseville/MnDOT

Type of Improvement: Northbound 3rd Lane Expansion

Goals Addressed: Coordinate Transportation Decisions; Create a Safe and Efficient Roadway Network.

Strategy: FY 2021 programmed third lane northbound expansion pending results of travel demand modeling and traffic operations analysis.

Roadway: County Road C East of Victoria Street

Lead Agency: Ramsey County

Type of Improvement: Study 4 Lane Undivided to 3-Lane Reconfiguration

Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation System; Create a Safe and Efficient Roadway Network.

Strategy: Explore the feasibility and benefits of reconfiguring County Road C east of Victoria Street from the existing 4 lane undivided design to a 3-lane design.

Congested Roadway Corridors

Roadway: Interstate 35W

Lead Agency: MnDOT

Type of Improvement: Monitor & Pursue Strategic Improvements

Goals Addressed: Coordinate Transportation Decisions; Create a Safe and Efficient Roadway Network.

Strategy: Existing Level of Service (LOS) is D/E and 2045 forecasted LOS is D/E/F in this corridor. Officials should continue to monitor existing and forecasted congestion along Interstate 35W through the City of Roseville. The City should endeavor to maintain an open and proactive dialogue with MnDOT, Metropolitan Council, Ramsey County, adjacent communities and users of Interstate 35W with the goal of identifying opportunities to collaborate on short and long-range strategies for improving overall Level of Service (LOS) in this corridor. The programmed FY 2019 addition of MnPASS lanes north of TH 36 will assist with this congestion.

Roadway: TH 51/Snelling Avenue

Lead Agency: MnDOT/City of Roseville

Type of Improvement: Monitor & Pursue Strategic Improvements

Goals Addressed: Coordinate Transportation Decisions; Create a Safe and Efficient Roadway Network.

Strategy: Existing Level of Service (LOS) is E/F and 2045 forecasted LOS is E/F in this corridor. Officials should implement the programmed FY 2021 3 lane expansion northbound, or a suitable alternative to this programmed improvement. Additionally, monitoring should continue of existing and forecasted congestion levels. The City should endeavor to maintain an open and proactive dialogue with MnDOT, Metropolitan Council, Ramsey County, adjacent communities

and users of Snelling Avenue/TH 51 with the goal of identifying opportunities to collaborate on short and long-range strategies for improving overall Level of Service (LOS) in this corridor.

Roadway: County Road 51/Lexington Avenue

Lead Agency: Ramsey County

Type of Improvement: Monitor & Pursue Strategic Improvements/Corridor Study

Goals Addressed: Coordinate Transportation Decisions; Create a Safe and Efficient Roadway Network.

Strategy: Existing Level of Service (LOS) south of TH 36 is F and 2045 forecasted LOS is also F in this corridor. Officials should continue to monitor existing and forecasted congestion levels along County Road 51/Lexington Avenue south of TH 36. The City should endeavor to maintain an open and proactive dialogue Metropolitan Council, Ramsey County and users of this roadway with the goal of identifying opportunities to collaborate on short and long-range strategies for improving overall Level of Service (LOS) in this corridor. A corridor study should also be considered to evaluate existing and forecasted traffic operations and design solutions in greater detail.

Roadway: County Road 49/Rice Street

Lead Agency: Ramsey County

Type of Improvement: Monitor & Pursue Strategic Improvements/Corridor Study

Goals Addressed: Coordinate Transportation Decisions; Create a Safe and Efficient Roadway Network.

Strategy: Existing Level of Service (LOS) is E and 2045 forecasted LOS is F in this corridor, except at the intersection of TH 36 where a 4-lane divided roadway currently exists. Officials should monitor existing and forecasted congestion levels along County Road 49/Rice Street. The City should endeavor to maintain an open and proactive dialogue with Metropolitan Council, Ramsey County, and users of Rice Street/County Road 49 with the goal of identifying opportunities to collaborate on short and long-range strategies for improving overall Level of Service (LOS) in this corridor. A corridor study should also be considered to evaluate existing and forecasted traffic operations and potential design solutions in greater detail.

Roadway: TH 36

Lead Agency: MnDOT

Type of Improvement: Monitor & Pursue Strategic Improvements/MnPASS Study

Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Create a Safe and Efficient Roadway Network.

Strategy: Existing Level of Service (LOS) is F and 2045 forecasted LOS is also F in this corridor. City officials should work closely with MnDOT and Ramsey County as the scheduled MnPASS study along TH 36 takes place to ensure that all pertinent local input is considered. The City should also endeavor to maintain an open and proactive dialogue with MnDOT, Metropolitan Council, Ramsey County, and users of TH 36 with the goal of identifying opportunities to

collaborate on short and long-range strategies for improving overall Level of Service (LOS) in this corridor.

High Crash Locations

Roadway: County Road 46/Cleveland Avenue and County Road C

Lead Agency: Ramsey County

Type of Improvement: Traffic Operations Study

Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Create a Safe and Efficient Roadway Network.

Strategy: The 2011 – 2015 crash rate was greater than 1.25 per million entering vehicles at County Road 46/Cleveland Avenue and County Road C, which exceeds the statewide average. City officials should coordinate with Ramsey County to conduct a detailed traffic operations study at this intersection to evaluate potential strategies to lower this crash rate. Opportunities to make improvements at this location in conjunction with scheduled Capital Improvement Program work should be explored.

Roadway: TH 51/Snelling Avenue and County Road B

Lead Agency: MnDOT/Ramsey County

Type of Improvement: Traffic Operations Study

Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Create a Safe and Efficient Roadway Network.

Strategy: The 2011 – 2015 crash rate was greater than 1.25 per million entering vehicles at TH 51/Snelling Avenue and County Road B, which exceeds the statewide average. City officials should coordinate with MnDOT and Ramsey County to conduct a detailed traffic operations study at this intersection to evaluate potential strategies to lower this crash rate. Opportunities to make improvements at this location in conjunction with scheduled Capital Improvement Program work should be explored.

Roadway: TH 51/Snelling Avenue and County Road C

Lead Agency: MnDOT/Ramsey County

Type of Improvement: Traffic Operations Study

Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Create a Safe and Efficient Roadway Network.

Strategy: The 2011 – 2015 crash rate was 1.0 to 1.25 per million entering vehicles at TH 51/Snelling Avenue and County Road C, which exceeds the statewide average. City officials should coordinate with MnDOT and Ramsey County to conduct a detailed traffic operations study at this intersection to evaluate potential strategies to lower this crash rate. Opportunities to make improvements at this location in conjunction with scheduled Capital Improvement Program work should be explored.

Roadway: County Road 53/Dale Street and County Road B2

Lead Agency: Ramsey County

Type of Improvement: Traffic Operations Study

Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Create a Safe and Efficient Roadway Network.

Strategy: The 2011 – 2015 crash rate was 1.0 to 1.25 per million entering vehicles at County Road 53/Dale Street and County Road B2, which exceeds the statewide average. City officials should coordinate with Ramsey County to conduct a detailed traffic operations study at this intersection to evaluate potential strategies to lower this crash rate. Opportunities to make improvements at this location in conjunction with scheduled Capital Improvement Program work should be explored.

Roadway: County Road 46/Cleveland Avenue: County Road C to County Road B2

Lead Agency: Ramsey County

Type of Improvement: Traffic Operations Study

Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Create a Safe and Efficient Roadway Network.

Strategy: The 2011 – 2015 crash rate for this segment was greater than 12 per million vehicle miles, which exceeds the statewide average. City officials should coordinate with Ramsey County to conduct a detailed traffic operations study of this segment this intersection to evaluate potential strategies to lower this crash rate. Opportunities to make improvements at this location in conjunction with scheduled Capital Improvement Program work should be explored.

Roadway: County Road 48/Fairview Avenue: County Road B2 to County Road B

Lead Agency: Ramsey County

Type of Improvement: Traffic Operations Study

Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Create a Safe and Efficient Roadway Network.

Strategy: The 2011 – 2015 crash rate for this segment ranged from 9 to greater than 12 per million vehicle miles, which exceeds the statewide average. City officials should coordinate with Ramsey County to conduct a detailed traffic operations study of this segment this intersection to evaluate potential strategies to lower this crash rate. Opportunities to make improvements at this location in conjunction with scheduled Capital Improvement Program work should be explored.

Roadway: County Road B: County Road 48/Fairview Avenue to East of TH 51/Snelling Avenue

Lead Agency: Ramsey County

Type of Improvement: Traffic Operations Study

Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Create a Safe and Efficient Roadway Network.

Strategy: The 2011 – 2015 crash rate for this segment was greater than 12 per million vehicle

miles, which exceeds the statewide average. City officials should coordinate with Ramsey County to conduct a detailed traffic operations study of this segment this intersection to evaluate potential strategies to lower this crash rate. Opportunities to make improvements at this location in conjunction with scheduled Capital Improvement Program work should be explored.

Roadway: Roselawn Avenue West: County Road 50/Hamline Avenue to TH 51/Snelling Avenue

Lead Agency: City of Roseville

Type of Improvement: Traffic Operations Study

Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Create a Safe and Efficient Roadway Network.

Strategy: The 2011 – 2015 crash rate for this segment was greater than 12 per million vehicle miles, which exceeds the statewide average. City officials should coordinate with Ramsey County to conduct a detailed traffic operations study of this segment this intersection to evaluate potential strategies to lower this crash rate. Opportunities to make improvements at this location in conjunction with scheduled Capital Improvement Program work should be explored.

Roadway: County Road B2: County Road 48/Fairview Avenue to TH 51/Snelling Avenue

Lead Agency: Ramsey County

Type of Improvement: Traffic Operations Study

Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Create a Safe and Efficient Roadway Network.

Strategy: The 2011 – 2015 crash rate for this segment was between 9 and 12 per million vehicle miles, which exceeds the statewide average. City officials should coordinate with Ramsey County to conduct a detailed traffic operations study of this segment this intersection to evaluate potential strategies to lower this crash rate. Opportunities to make improvements at this location in conjunction with scheduled Capital Improvement Program work should be explored.

Roadway: County Road B2: County Road 50/Hamline Avenue to County Road 51/Lexington Avenue

Lead Agency: Ramsey County

Type of Improvement: Traffic Operations Study

Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Create a Safe and Efficient Roadway Network.

Strategy: The 2011 – 2015 crash rate for this segment was between 9 and 12 per million vehicle miles, which exceeds the statewide average. City officials should coordinate with Ramsey County to conduct a detailed traffic operations study of this segment this intersection to evaluate potential strategies to lower this crash rate. Opportunities to make improvements at

this location in conjunction with scheduled Capital Improvement Program work should be explored.

Freight

Location: County Road C (CSAH 23)

Lead Agency: Ramsey County

Type of Improvement: Truck Mobility

Goals Addressed: Coordinate Transportation Decisions; Create a Safe and Efficient Roadway Network.

Strategy: County Road C (CSAH 23) has been identified by Metropolitan Council in their May 17, 2017 Regional Truck Highway Study as the #13 truck delay hotspot in the Twin Cities Region, with a total of 17 hours of truck delay per day. Efforts should be made by Ramsey County and the City of Roseville to work with the trucking community to better understand problems related to truck mobility through the City of Roseville and the County Road C (CSAH 23) Corridor. Federal FAST-Act freight funding or other freight related funding sources available through MnDOT or Metropolitan Council should be pursued for truck mobility improvements along this corridor, as opportunities present themselves.

Location: County Road B2 (CSAH 78)

Lead Agency: Ramsey County

Type of Improvement: Truck Safety

Goals Addressed: Coordinate Transportation Decisions; Create a Safe and Efficient Roadway Network.

Strategy: County Road B2 (CSAH 78) has been identified by Metropolitan Council in their May 17, 2017 Regional Truck Highway Study as the #3 truck crash hotspot in the Twin Cities Region, with 14.3 truck crashes per million trucks. Efforts should be made by Ramsey County and the City of Roseville to work with the trucking community to better understand problems related to truck crashes along this corridor. Federal FAST-Act freight funding or other freight related funding sources available through MnDOT or Metropolitan Council should be pursued for safety improvements along this corridor, as opportunities present themselves.

Location: County Road C (CSAH 78)

Lead Agency: Ramsey County

Type of Improvement: Truck Safety

Goals Addressed: Coordinate Transportation Decisions; Create a Safe and Efficient Roadway Network.

Strategy: County Road C (CSAH 78) has been identified by Metropolitan Council in their May 17, 2017 Regional Truck Highway Study as the #18 truck crash hotspot in the Twin Cities Region, with 4.7 truck crashes per million trucks. Efforts should be made by Ramsey County and the City of Roseville to work with the trucking community to better understand problems related to truck crashes along this corridor. Federal FAST-Act freight funding or other freight related

funding sources available through MnDOT or Metropolitan Council should be pursued for safety improvements along this corridor, as opportunities present themselves.

Location: New Brighton Boulevard (County Road 88)

Lead Agency: Ramsey County

Type of Improvement: Truck Safety

Goals Addressed: Coordinate Transportation Decisions; Create a Safe and Efficient Roadway Network.

Strategy: New Brighton Boulevard (County Road 88) has been identified by Metropolitan Council in their May 17, 2017 Regional Truck Highway Study as the #19 truck crash hotspot in the Twin Cities Region, with 4.6 truck crashes per million trucks. Efforts should be made by Ramsey County and the City of Roseville to work with the trucking community to better understand problems related to truck crashes along this corridor. Federal FAST-Act freight funding or other freight related funding sources available through MnDOT or Metropolitan Council should be pursued for safety improvements along this corridor, as opportunities present themselves.

Location: Burlington Northern Santa Fe (BNSF) Railroad

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.

Strategy: City of Roseville, Ramsey County and MnDOT officials should coordinate closely with BNSF Railroad to monitor the ongoing safety and operations of at grade railroad crossings at the following locations in the City of Roseville: Walnut Street, Long Lake Road, Cleveland Avenue North, Fairview Avenue North, Snelling Avenue North, Hamline Avenue North, Lexington Avenue North, Victoria Street North, Dale Street North, 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.

Location: Minnesota Commercial (MC) Railroad

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.

Strategy: City of Roseville and Ramsey County officials should coordinate closely with MC Railroad to monitor the ongoing safety and operations of at grade railroad crossings at the following locations in the City of 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.

Interchanges

Roadway: TH 280: Intersection at Broadway Street Hennepin CR 116

Lead Agency: MnDOT

Type of Improvement: Interchange

Goals Addressed: Coordinate Transportation Decisions; Create a Safe and Efficient Roadway Network.

Strategy: This intersection has been identified by Metropolitan Council in their January, 2017 Principal Arterial Intersection Conversion Study as an existing at-grade intersection with a high priority for future grade separation. This intersection is located partially in the City of Roseville and partially in the City of Lauderdale, with the City of Minneapolis immediately to the west. The TH 280 corridor served an important regional function as a detour route when the Interstate 35W bridge collapsed in 2007. Roseville officials should coordinate with MnDOT, Metropolitan Council and the aforementioned local governments to discuss the overall priority of this identified interchange project with respect to other needed regional improvements and pursue necessary design, project development and funding as appropriate.

Functional Classification

Roadway: City of Roseville Municipal State Aid (MSA) System

Lead Agency: City of Roseville

Type of Improvement: All MSA Roads Classified as “Collector”

Goals Addressed: Coordinate Transportation Decisions; Create a Safe and Efficient Roadway Network.

Strategy: Classify all City of Roseville Municipal State Aid (MSA) Streets as “collector” roadways. This includes changing some MSA functionally unclassified roadways to “collector” and changing some MSA roadways currently classified as “major collector” to “collector”. Specific proposed changes are illustrated on the Existing and Proposed Functional Classification map depicted in Figure ____ on page ____.

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.

Strategy: Connections to bus stops and transit stations can be challenging by foot or bike due to lack of continuous sidewalk facilities and crossings. 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.

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.

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.

Location: System-Wide

Lead Agency: City of Roseville/Metro Transit

Type of Improvement: Enhanced East-West Fixed Route Service

Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Promote the Use of Transit.

Strategy: There are limited transit routes that connect the eastern and western parts of the city without requiring a trip outside of the city. The City should work with Metro Transit to explore the feasibility of providing an east-west local fixed route service within the city.

Location: System-Wide

Lead Agency: City of Roseville/Metro Transit

Type of Improvement: 7 Day and Evening Service

Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Promote the Use of Transit.

Strategy: The City should work with Metro Transit to explore the feasibility of expanding bus route evening and weekend service for fixed route service within the city.

Location: Larpenteur Avenue East of Victoria Street

Lead Agency: City of Roseville/Metro Transit

Type of Improvement: Add Service

Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Promote the Use of Transit.

Strategy: There is currently no bus service along Larpenteur Avenue east of Victoria Street and limited connections in this area. The City should work with Metro Transit to enhance bus service and access for residents along Larpenteur Avenue.

Location: System-Wide

Lead Agency: City of Roseville/Metro Transit

Type of Improvement: Express Bus to St. Paul

Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Promote the Use of Transit.

Strategy: Express service to downtown St. Paul is limited in comparison to express routes

serving downtown Minneapolis and the University of Minnesota. The City should work with Metro Transit to explore the feasibility of additional express bus service to downtown St. Paul.

Location: System-Wide

Lead Agency: City of Roseville/Metro Transit

Type of Improvement: Elderly Transit Service

Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Promote the Use of Transit.

Strategy: Metro Mobility currently provides transit service for disabled citizens that cannot use the normal fixed route transit system. Transit services for the elderly currently include the Roseville Area Senior Program and American Red Cross. City officials should coordinate with Metro Transit, the Roseville Area Senior Program and American Red Cross to evaluate current and future transit system needs for a growing elderly population in Roseville to ensure that adequate and affordable service is available.

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.

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 multimodal 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.

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.

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.

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.

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).

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. *This has been a prevalent comment during the 2040 Transportation Plan update process.*

Location: HarMar and Rosedale Shopping Malls

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 multimodal access to the HarMar and Rosedale Shopping Malls.

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.

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. *Per citizen comments.*

Citizen Based Concerns

Roadway: Terminal Road

Lead Agency: City of Roseville

Type of Improvement: Corridor Study

Goals Addressed: Coordinate Transportation Decisions; Create a Safe and Efficient Roadway Network.

Strategy: Conduct a corridor study to evaluate existing and forecasted traffic operations and safety related concerns and potential strategies for future improvements.

Roadway: Old Highway 8

Lead Agency: City of Roseville

Type of Improvement: Corridor Study

Goals Addressed: Coordinate Transportation Decisions; Create a Safe and Efficient Roadway Network.

Strategy: Conduct a corridor study to evaluate existing and forecasted traffic operations and safety related concerns and potential strategies for future improvements.

Roadway: Pascal Street and Burke Avenue

Lead Agency: City of Roseville

Type of Improvement: Neighborhood Study South of County Road B

Goals Addressed: Coordinate Transportation Decisions; Create a Safe and Efficient Roadway Network.

Strategy: Conduct a neighborhood study south of County Road B to evaluate safety concerns and potential solutions to address cut thru traffic along Pascal Street and Burke Avenue.

Roadway: Victoria Avenue and Orchard Lane

Lead Agency: City of Roseville

Type of Improvement: Traffic Study

Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Create a Safe and Efficient Roadway Network.

Strategy: Conduct a detailed traffic study to evaluate safety and traffic concerns at this location.

Roadway: 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.

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.

Roadway: County Road B2 at Lexington Avenue North (CSAH 51)

Lead Agency: Ramsey County

Type of Improvement: Left Turn Signal Phasing

Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Create a Safe and Efficient Roadway Network.

Strategy: The lack of left turn phasing at this intersection currently creates backups on eastbound County Road B2, and sometimes westbound as well. A review of the current signal system and geometric layout at this intersection should occur and necessary signal and intersection design upgrades should be considered.

Roadway: County Road B2 at Hamline Avenue North (CSAH 50)

Lead Agency: Ramsey County

Type of Improvement: Left Turn Signal Phasing

Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Create a Safe and Efficient Roadway Network.

Strategy: The lack of left turn phasing at this intersection currently creates backups eastbound and westbound along County Road B2. A review of the current signal system and geometric

layout at this intersection should occur and necessary signal and intersection design upgrades should be made considered.

Roadway: County Road D at Fairview Avenue North

Lead Agency: Ramsey County/City of Roseville

Type of Improvement: Intersection Control/Operations

Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Create a Safe and Efficient Roadway Network.

Strategy: The intersection is controlled by an all-way stop and significant backups currently occur, particularly northbound. Current intersection geometrics and intersection control should be evaluated at this location to assess if any design and/or intersection control upgrades should be made.

Roadway: Fairview Avenue: TH 36 south ramp through County Road B2

Lead Agency: City of Roseville/MnDOT

Type of Improvement: Signal Timing

Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Create a Safe and Efficient Roadway Network.

Strategy: Poor signal timing along Fairview Avenue currently creates multiple stops and backups through this signalized corridor. Review of signal timing should occur along Fairview Avenue from the TH 36 south ramp through County Road B 2 to better time and coordinate these signals.

Roadway: Lydia Avenue and County Road C2 at Snelling Avenue (TH 51)

Lead Agency: MnDOT/City of Roseville

Type of Improvement: Signal Timing

Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Create a Safe and Efficient Roadway Network.

Strategy: Extremely long green cycle lengths along Snelling Avenue and short cross street green times along Lydia Avenue and County Road C2 lead to long backups and frequent cycle failures at each intersection. A review of signal timing at these two intersections should take place to determine if any adjustments can be made to improve traffic flow through this area.

Roadway: 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.

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.

Roadway: Cleveland Avenue at County Road D

Lead Agency: Ramsey County

Type of Improvement: Signal Upgrade

Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Create a Safe and Efficient Roadway Network.

Strategy: The lack of left turn phasing and possibly poor signal timing currently lead to large queues in the northbound direction when Interstate 35W is congested, and some delay issues in the eastbound direction during the a.m. peak hour. A review of existing signal timing and consideration of adding left turn phasing at this intersection should occur to improve traffic flow.

DRAFT



Memorandum

To: City of Roseville Planning Commissioners

CC: Bryan Lloyd, Senior Planner

From: Erin Perdu, Planning Consultant

Date: October 13, 2017

Re: Comprehensive Plan Work Session –Housing Chapter
WSB Project No. 1797-100

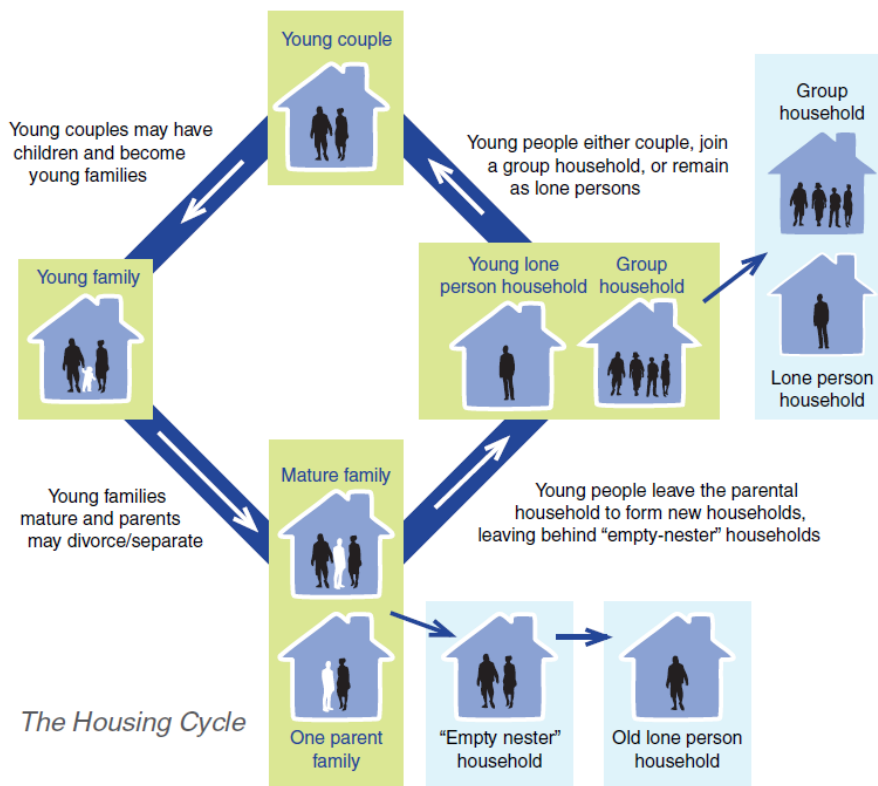
As a continuation from our October 4th meeting, we will be discussing the draft housing chapter of the comprehensive plan. Note that the chapter has been structured around the overall city goals that were developed in chapter 1, as well as specific “housing need goals” that arise from the data analysis. Concepts from the Planning Commission’s discussion in September were incorporated into the goals and tools of this chapter, but you will notice that we have *not* used the exact wording or structure of the 2030 goals and policies. The purpose was to avoid being repetitive, address the Met Council’s requirements, incorporate the priorities expressed by the Commission, and the needs that were clear from the data.

A sample table of tool descriptions is included at the end of the chapter (after the tool matrix) but will be refined depending on the specific tools that the Commission decides to include. For now, it is meant to give you some description of the most commonly used tools.

As discussed at the last meeting, the neighborhood concept not yet included here in this chapter, but will be in the final draft. It is our understanding that the Planning Commission’s intent is to put forth language to communicate that the City supports *resident-driven* efforts to organize neighborhoods and recognizes that neighborhoods mean different things to different people. We will explain that the term “neighborhood” in the plan is meant to refer to a general area with a cohesive identity where future development should match the character.

CHAPTER 5: HOUSING

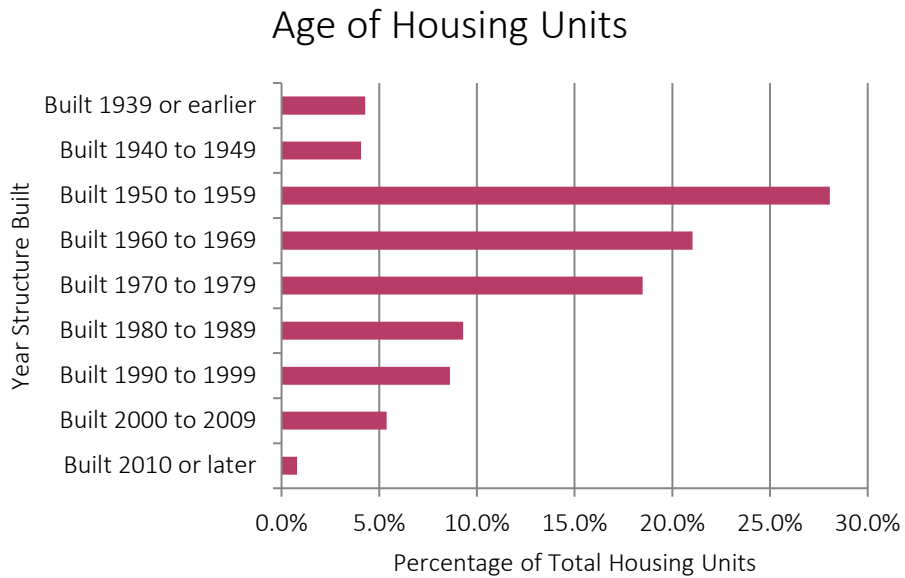
Housing and neighborhoods form the core of the identity of the City of Roseville. The City places a high priority on making sure that people can make Roseville their home at any stage of their life. That means that the City must plan for a diverse range of housing options for a diverse mix of family types, ages, and economic statuses. In this Chapter, we look at the existing housing stock and demographic trends to see where the future housing needs are for the City. We then conclude with goals and actions to help the City meet those needs.



BACKGROUND

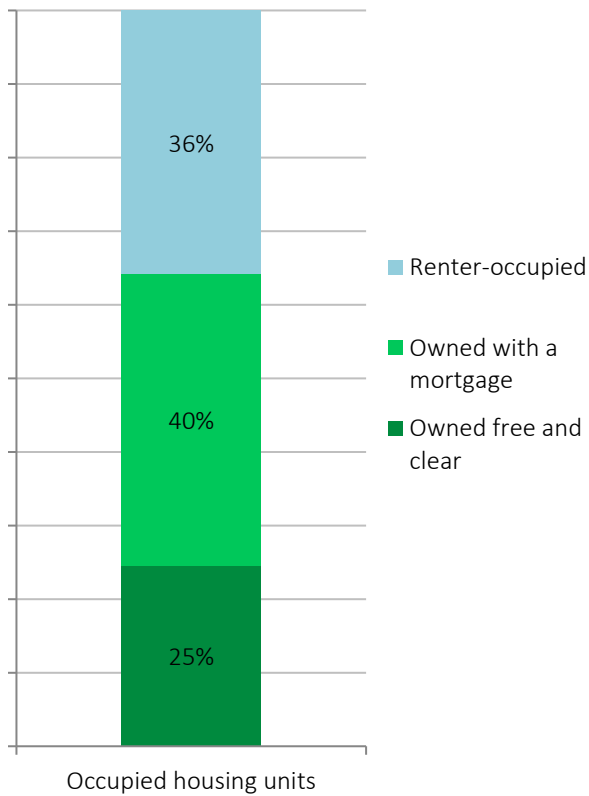
Roseville experienced a significant housing boom between the 1940s and 1970s with 83% of all owner-occupied units and 74% of all rental units being constructed during this period (Figure 5-1). This rapid development of housing over a relatively short time period has resulted in housing stock and neighborhoods that are reaching the age when they will concurrently

require significant investment. The ratio of owner-occupied housing to rental housing has remained consistent over the last two decades.



Data source: ACS 2011-2015 Estimates

Occupied Households
by tenure (Roseville)

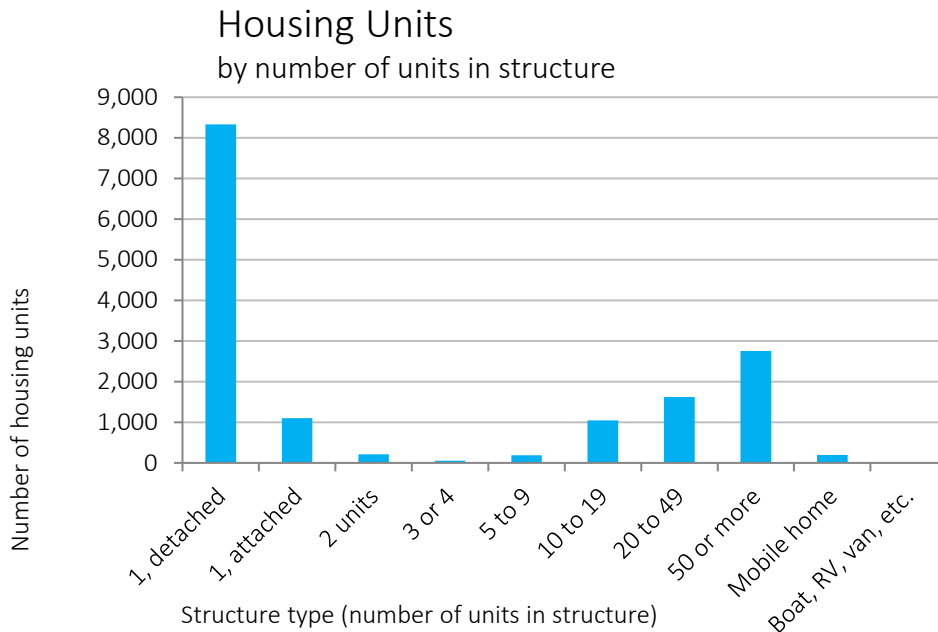


Data Source: ACS 2015 Estimates

According to U.S. Census data, approximately two-thirds of the city’s housing stock is owner-occupied and one-third are rental units (Figure 5-2). This pattern began with construction in the 1990s and continues to be reflected in the existing housing stock.

SINGLE FAMILY RENTAL DATA

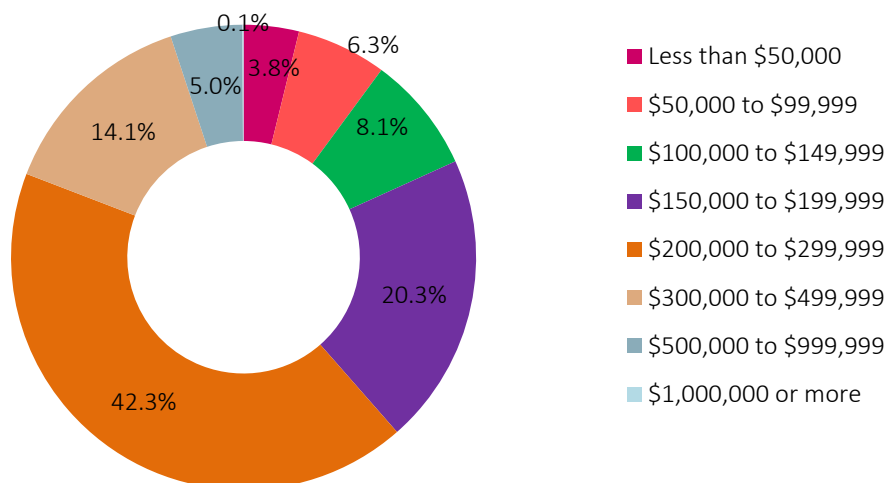
The data on number of units per structure illustrates an interesting pattern in the existing Roseville housing stock. Figure 5-3 shows that approximately 54% of residential structures are single-family detached (one unit per structure) and approximately 36% are 5 units or more per structure, with the large majority of those being in structures with 50 units or more per structure (large multi-family buildings). There is relatively little in between. Many cities have the same pattern, mirroring a nationwide phenomenon known as the “missing middle”. The missing middle refers to a range of multi-unit or clustered housing types compatible in scale with single-family homes that help meet the growing demand for walkable urban living. These may include duplexes, fourplexes, bungalows, townhouses and more.



Data source: ACS 2011-2015 Estimates

As shown in Figure 5-4, nearly 60% of the city’s owner-occupied housing (including single-family) is valued at over \$200,000, with the largest share (42 percent) falling in the value category between \$200,000 and \$300,000. Approximately 18% of the owner-occupied housing stock is valued below \$150,000.

Value of Housing Units for owner-occupied housing



Data source: ACS 2010-2014 Estimates

The images shown below represent the range of housing types that can be found in Roseville.



Larger Single Family Homes. Many of the city's larger homes, such as the home shown here, are located on the larger lots located in the southwest part of the city and also near some of the lakes.



Smaller Single Family Homes. This home is more typical of smaller, more affordable single family homes built in the 1950s.



Apartments Buildings. Apartment complexes such as this one are common throughout the city and are generally built in an older walk-up style.



Condominiums. Like the apartment buildings pictured above, Roseville condominiums are generally older, smaller, more affordable and part of larger multi-family buildings.



Senior Living. Roseville is host to several senior-oriented housing complexes that offer a spectrum of specialized programming or care.

WHAT WE HEARD

Kick-Off Meeting

At the public kick off meeting held on March 7th, 2017, several common themes emerged that helped inform the housing chapter:

- Ensure the availability of resources and facilities to serve Roseville's seniors
- Provide amenities and services to support individuals and families with **low incomes**
- Provide resources to attract and retain **millennials**
- Address conflict between renters and owners regarding **property upkeep**

Online Survey

When asked what are the most significant issues facing the community, many responses to the online survey conducted as part of the visioning process included: affordable housing; the need for more flexibility in new housing development (specifically single-family housing); mixing affordable housing with higher-end developments; residential development (particularly higher densities) near transit; problems with constructing large apartment buildings in established neighborhoods; the proliferation of rental properties; small, aging homes; and the need for more affordable housing specifically for seniors.

When asked more specifically about whether development on vacant or under-used land should be encouraged, approximately 60% of respondents agreed or strongly agreed. Also, nearly 51% of respondents disagreed or strongly disagreed with the statement that Roseville needs more commercial areas.

Focus Groups

Two focus groups specifically related to housing were held in April, 2017 to discuss trends, issues and needs in the city. Highlights of the specific needs and challenges that were raised during those meetings included:

- Density is needed to make for financially viable affordable housing projects
- The loss of naturally-occurring affordable housing is an issue – it is getting redeveloped
- Much of the subsidized housing being developed is not the right size for families
- Non-traditional housing types should be considered (like tiny houses, co-housing, cooperative housing, etc)
- Entry barriers for first time home buyers
- Rents are high, along with demand
- Concern over rentals in single family neighborhoods
- Look at the future of multi-generational neighborhoods

CITYWIDE GOALS

Several of the Citywide Goals established in Chapter 2 relate to the topic of housing, including:

Roseville housing meets community needs

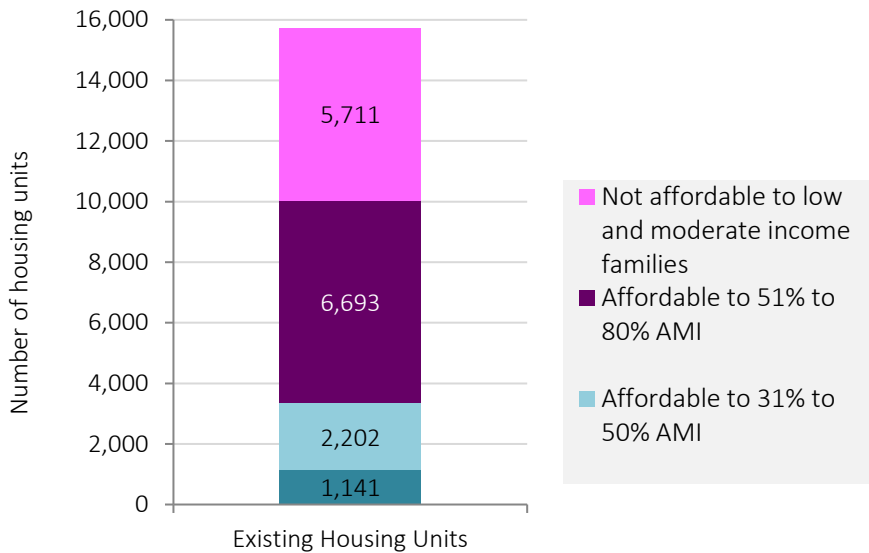
1. Develop a coordinated housing strategy for the City.
2. Provide mechanisms that encourage the development of a wide range of housing that meets regional, state and national standards for affordability.
3. Implement programs that result in safe and well-maintained properties.
4. Establish public-private partnerships to ensure life-cycle housing throughout that city to attract and retain a diverse mix of people, family types, economic statuses, ages, and so on.
5. Employ flexible zoning for property redevelopment to meet broader housing goals such as density, open space, and lot size.
6. Develop design guidelines to support new or renovated housing that contributes to the physical character of the neighborhood, healthy living, and environmental and economic sustainability.

EXISTING HOUSING AFFORDABILITY

The regional planning authority looks at housing affordability through lens of area median income, or AMI. For a family of four, regional AMI in the Twin Cities is \$85,800. Households that have an income at or below 80% of the regional AMI are the targeted population for affordable housing. Median household income in Roseville is \$62,464, which is 73% of the area median income for a household of four.

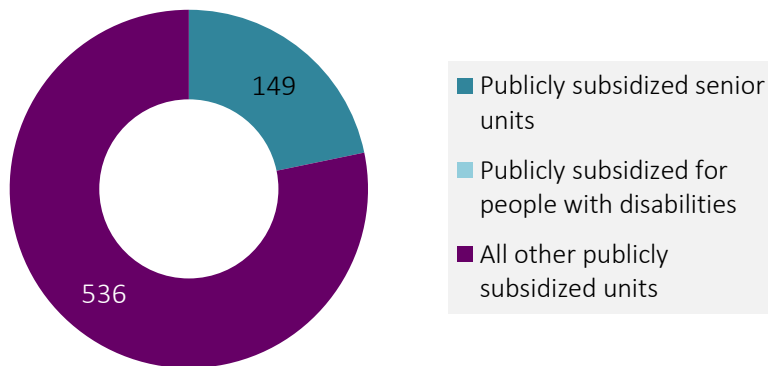
According to the Metropolitan Council's 2016 housing assessment, of the 9,174 total housing units in Roseville, around two-thirds are affordable to low or moderate-income households that are at or below 80% of AMI. As shown in [FIGURE 5-5](#), the affordability of existing housing in the city is spread across the affordability "bands" with approximately 43% affordable to those making between 51 and 80% of AMI, 14% making between 31 and 50% AMI. For those with yearly incomes of less than \$25,740, around 7 percent of Roseville's housing units are affordable. That leaves approximately one-third of the existing housing stock in the city that is not affordable to low and moderate income families.

Housing affordability by AMI level



Publicly subsidized units often comprise the most deeply affordable units in a community. There are 685 publicly subsidized housing units in Roseville, as shown in FIGURE 5-6.

Publicly subsidized housing units by target population



Compared to its neighboring cities and the Twin Cities region overall, Roseville offers a comparable share of affordable housing that is somewhat more heavily weighted towards affordability in the highest income band (50 to 80% of AMI).

Affordable housing in this upper income band is more likely to be owner-occupied and of a single-family style.

City	Existing Affordable Units			Total Affordable Units
	at <30% AMI	at 31-50% AMI	at 51-80% AMI	
Roseville	7%	16%	46%	69%
St. Anthony	9%	15%	33%	57%
Falcon Heights	1%	28%	33%	62%
Little Canada	20%	23%	37%	80%
New Brighton	7%	32%	36%	75%
<i>Twin Cities Region</i>	6%	22%	40%	68%

Source: Met Council Existing Housing Assessment 2016

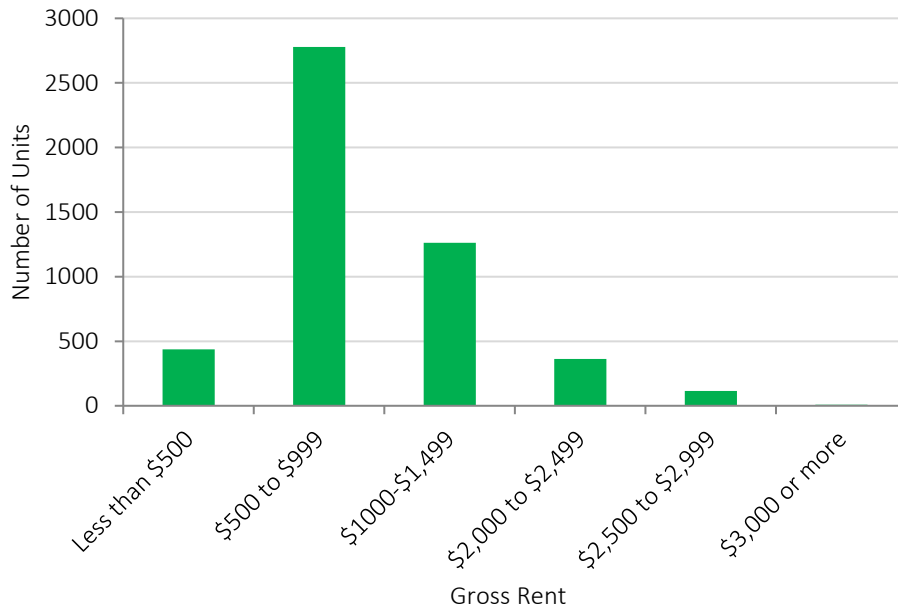
Rental Affordability

According to a 2013 Comprehensive Multifamily Housing Needs Assessment for Roseville, an estimated half of total market rate units in the City’s rental stock function as affordable housing, meaning that they meet the rent guidelines of affordability established by the U.S. Department of Housing and Urban Development. This means that older, market-rate properties in the City meet a need for housing that is affordable to moderate-income households.

This “naturally occurring” affordable rental housing is a significant feature of Roseville’s affordable housing landscape, but also present a significant challenge for Roseville when it comes to striking a balance between affordability and livability. Many of these naturally-occurring affordable units have deferred maintenance concerns, and may become targets for redevelopment and loss of affordability as they become outdated or obsolete. Strategies to manage naturally occurring affordable rental housing are an emerging topic inner-ring suburban communities across the metro, and Roseville will continue to monitor the policies and strategies being developed to counter the loss of naturally-occurring affordable housing across the Twin Cities region.

The chart below shows the distribution of gross rent costs for Roseville’s rental stock. Roseville’s median gross rent is \$900, which is only slightly higher than the Ramsey County median gross rent of \$865.

Gross Rent distribution
for occupied rental units

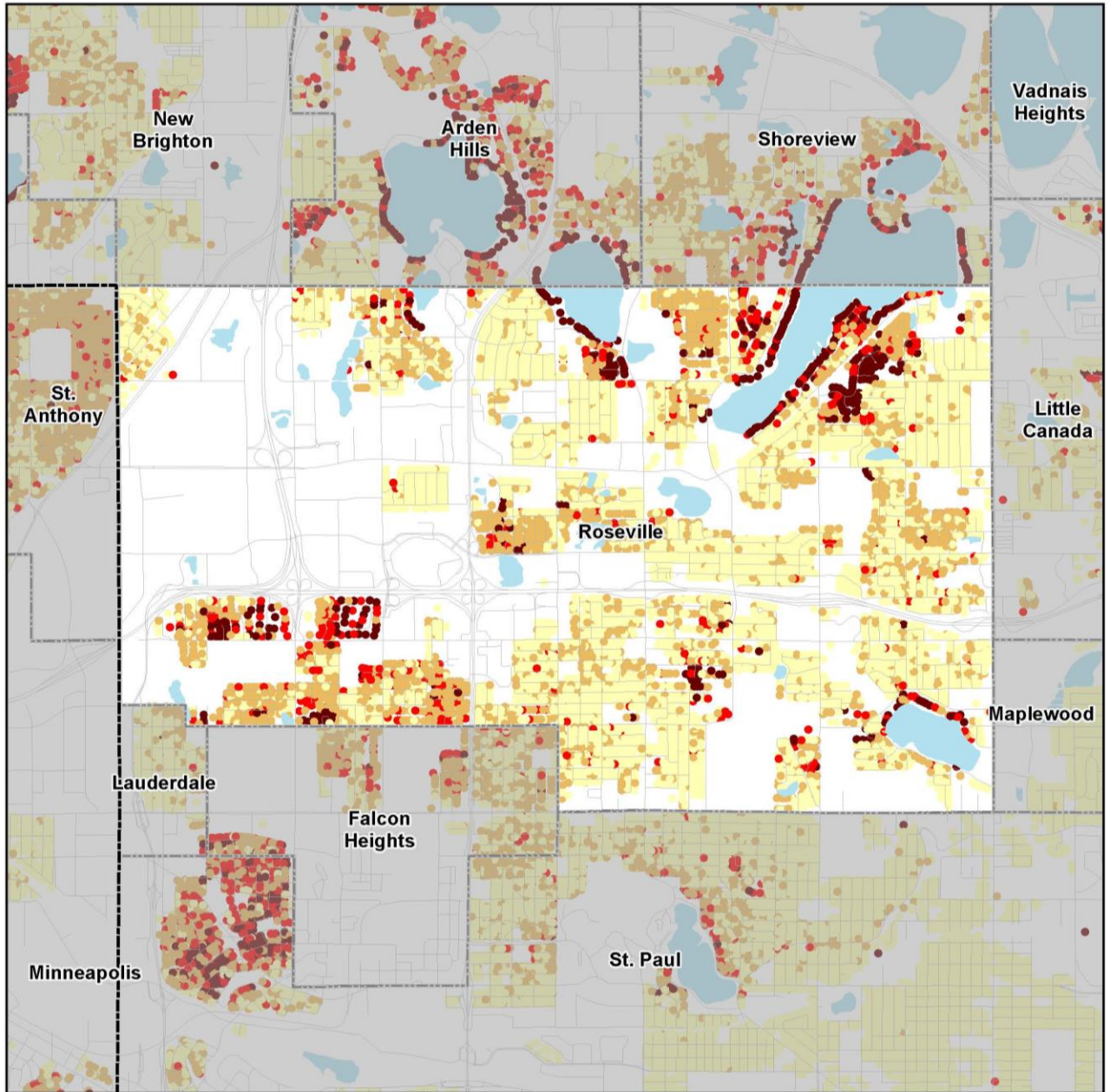


Data source: ACS 2011-2015 Estimates

Owner-Occupied Affordability

Approximately 80 percent of Roseville’s owner-occupied housing stock is affordable to households making at or below 80% of Area Median Income. The map in [MAP 5-2](#) illustrates this visually, with all of the yellow areas on the map corresponding to housing at affordable levels. A high rate of owner-occupied affordability is not uncommon in first-ring suburban communities with an older housing stock that includes older housing styles built on smaller lots. In Roseville, housing in the northern and southwestern portions of the city, and those areas close to lakes, are generally on larger lots and are higher in value.

Owner-Occupied Housing by Estimated Market Value Roseville



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

Owner-Occupied Housing Estimated Market Value, 2015

- \$238,500 or Less
- \$238,501 to \$350,000
- \$300,001 to \$450,000
- Over \$450,000

1 inch = 0.8015 miles

Source: MetroGIS Regional Parcel Dataset, 2015 estimated market values for taxes payable in 2016.

Note: Estimated Market Value includes only homesteaded units with a building on the parcel.

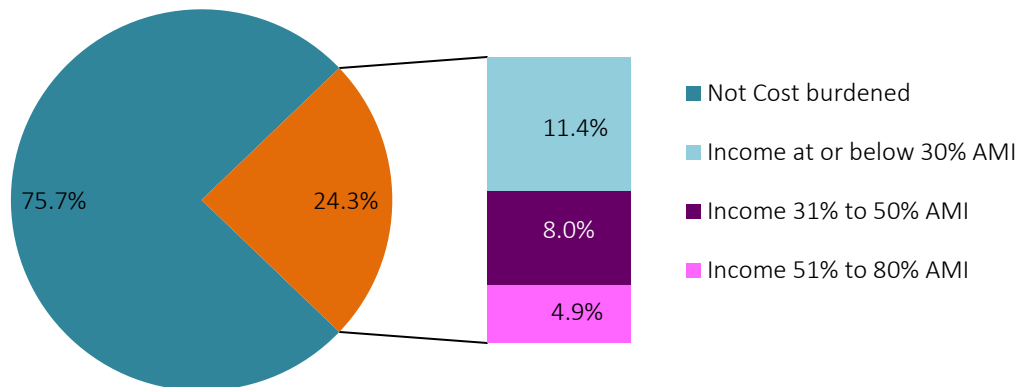
Existing Cost-Burdened Households

While the price of housing units relative to area median income is one measure of housing affordability in a community, another way to examine the impact of housing costs is by looking at **cost-burdened households**.

Households are “cost-burdened” if their housing costs are at or over 30 percent of their income. This is an indicator of households that are spending a disproportionate share of their income on housing. The implications of a housing cost burden are most severe for households in the lowest income tier.

FIGURE 5-7 illustrates the share of low-to-moderate income households that are cost-burdened in Roseville, by AMI income level. More than one-quarter of Roseville’s total households are cost-burdened. Among those cost-burdened households, the income ranges are spread fairly evenly through the AMI income level bands.

Cost-burdened households



With almost one in four households experiencing the phenomenon of cost burdened housing in Roseville, the city’s cost-burdened rate is nearly identical to that of the overall region. In comparison to neighboring and comparable inner-ring suburb cities, Roseville’s cost-burdened share is about equal to that of surrounding communities. Similar to many other communities in the Twin Cities metro area, Roseville’s greatest share of cost-burdened households is in the lowest (<30% AMI) income tier. In this very low income category, the share of Roseville’s cost-burdened households exceeds its existing supply of affordable housing.

City	Cost-burdened households			
	at <30% AMI	at 31-50% AMI	at 51-80% AMI	Total percent cost-burdened
Roseville	11%	8%	5%	24%
St. Anthony	12%	8%	4%	24%
Falcon Heights	12%	9%	2%	23%
Little Canada	9%	12%	3%	24%
New Brighton	14%	8%	3%	25%
<i>Twin Cities Region</i>	<i>10%</i>	<i>8%</i>	<i>6%</i>	<i>24%</i>

Source: Met Council Existing Housing Assessment 2016

Meeting the Regional Affordable Housing Allocation Share

Roseville, along with every community in the metro area, is responsible for retaining an adequate regional share of affordable housing. The Housing Element of Metropolitan Council’s *Thrive 2040* plan has determined the affordable housing requirement for every community by affordability level, as determined by a household’s relationship to the Area Median Income (AMI). West St. Paul’s affordable housing requirement is shown in the table below.

Affordable Housing Need Allocation, 2021-2030	
At Or Below 30% AMI	72
From 31 to 50% AMI	50
From 51 to 80% AMI	20
Total Units	142
<i>AMI = Area Median Income</i>	

Housing calculations from FIGURE 5-8 indicate that Roseville has guided sufficient high density land at a minimum of 12 units per acre to produce 1,221 units of housing at affordable densities in the 2021-2030 decade, which well exceeds the Metropolitan Council’s affordable housing allocation of 120 units.

Land Use Category	Land Uses	Total 2040 Guided Residential Acres
Low Density Residential (1.5-8 units/acre)	<ul style="list-style-type: none"> • Detached housing units • Two-Family • Duplexes • Churches, schools and institutional uses • Small-lot detached single-family homes 	8,887
Medium-Density Residential (5-12 units/acre)	<ul style="list-style-type: none"> • Townhomes • Condominiums • Duplexes • Row houses • Churches, schools and institutional uses 	666
High-Density Residential	<ul style="list-style-type: none"> • Apartments • Lofts • Stacked Townhomes 	498
Community Mixed Use	<ul style="list-style-type: none"> • Attached housing similar to medium and high density categories above • Residential uses mixed with commercial uses at about 25% of site area. 	62

FIGURE 5-8 TOTAL GUIDED RESIDENTIAL ACREAGE IN WEST ST. PAUL 2040 FUTURE LAND USE PLAN.

Of the 10,113 acres guided residential (including 62 acres available for residential within the Community Mixed Use district) in Roseville, only 82 of these acres are expected to be redevelopable within the 2040 planning horizon. Affordable densities as defined by the Metropolitan Council are those at with a minimum range of 12 units per acre and above, which means that all high density residential and community mixed use redevelopment areas expected to develop within the 2021-2030 decade qualify as affordable housing – using the minimum density to calculate unit potential as directed by the Metropolitan Council. FIGURE 5-9 below summarizes the residential redevelopment potential from the land use chapter, and highlights with a red outline the units that would be considered affordable to meet Roseville’s regional affordable allocation

Land Use Type	TOTAL Dev. Acres	Acres now- 2030	Acres 2031- 2040	Density Range			Yield %	Minimum Units 2030	Minimum Units 2040	TOTAL Minimum Units	Midpoint Units 2030	Midpoint Units 2030	TOTAL Midpoint Units	
				Min	Mid	Max								
				2040 Future Land Use	Medium Density Res	14.92								7.46
	High Density Res	26.16	13.08	13.08	13	24.5	36	100%	170	170	340	320	320	641
	Community Mixed Use	164.91	82.45	82.45	10	23	36	25%	206	206	412	474	474	948
Guided Total		82.30							413	413	827	858	858	1716

Total expected housing units	1,716
Units considered affordable (>- 12 du/ac in 2021-2030 decade)	376

Using minimum density to calculate unit potential, Roseville could potentially net 376 units of affordable housing in the decade from 2021-2030. This number is based purely on available land programmed for density at above 12 units per acre, which includes land in the high-density category and 25% of the land in the community mixed use category.

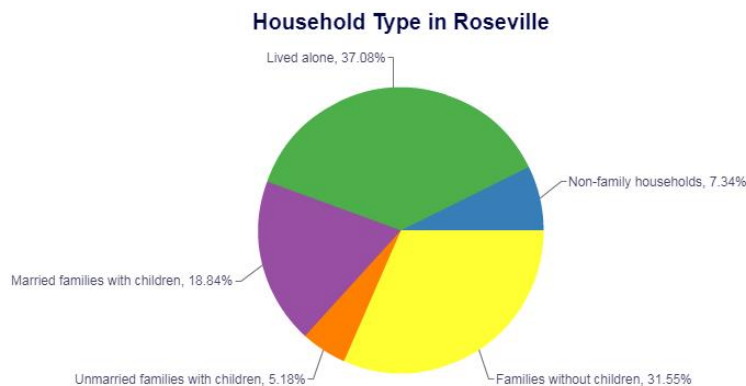
In practical terms, housing development above a particular density threshold does not guarantee housing affordability. The next section of this chapter will discuss the tools and strategies that Roseville can employ to help ensure that housing affordability goals are achieved.

EXISTING HOUSING NEEDS

From this assessment of the physical and cost characteristics of the housing stock in Roseville, combined with the demographic analysis of the community, there are some features and trends of the housing landscape that are especially notable and will shape the actions Roseville will take to address housing in the coming decades. The following section summarizes the community's most critical housing needs as they relate to affordability and future demands on the city's housing supply. Each section contains a housing trend observation, a supplemental narrative and a subsequent "housing need goal" that arises out of this observation. Connecting each housing need goal to applicable tools and policies will occur in a later section entitled "Planning for Affordable Housing."

The most critical housing trends and needs in Roseville are as follows:

- Household size is declining, and only one quarter of Roseville's occupied housing units contain families.



This demographic shift toward smaller household sizes will be accompanied by a need for housing that accommodates smaller households. While the housing typical suburban housing norm has long been the image of a single-family house with a yard, over the coming decades the City can expect households to continue to become more “non-traditional” and increasingly composed of single adults, empty-nesters and unrelated adults living together. Currently the City’s housing stock is more than half composed of single-family detached homes, a share which may become decline in the coming decades due to demand for smaller and non-traditional housing options.

As an inner-ring suburban community located close to jobs and transit, Roseville should expect the overall demand for housing to be strong and the demand for smaller units to be maintained or increase in the coming decades. The regional forecasted trend predicts population movement back to the urban core and increasing preferences for rental housing due to cost considerations and lifestyle choices.

Housing need goal: *Explore opportunities to encourage smaller and more “non-traditional” housing development, including opportunities to address the lack of housing in the “missing middle” styles.*

- **A quarter of Roseville’s households are cost-burdened, spread evenly through the AMI bands.** One in four households in Roseville meet the definition of cost-burdened meaning they are paying more than 30% of their income on housing. A disproportionate share of these cost burdened households are lower-income households. As market challenges to the production of affordable housing persist, Roseville must prioritize support for affordable housing development by using the tools available at the City’s discretion and strengthening partnerships with other agencies to promote affordable housing production (more on this in the “Planning for Affordable Housing” section below). Proactive partnerships and City support will be required to develop housing that is affordable at or below the 30% AMI affordability band, as this degree of affordability is typically only available through deep subsidies offered at higher levels of government.

Roseville should also consider how actions taken at the City level will impact housing costs and availability for existing residents, and will need to balance economic development interests with concerns over affordability and gentrification.

Housing need goal: *Reduce overall community housing cost burden, particularly by supporting those projects that provide affordability for households in the lowest income categories.*

- **The housing stock in Roseville is aging, and residents will have increasing maintenance and upkeep requirements in the coming decades.** Roseville's affordable housing stock is largely located in smaller-lot single family areas developed in the 1950s, 60s and 70s that are beginning to age and may not be as attractive or suitable for modern households as they once were. The same is true for Roseville's aging multi-family rental complexes. Developing strategies to maintain and support Roseville's existing housing stock, particularly for those households with lower incomes and fewer resources, will remain a significant challenge in the decades to come, and will be important to continue to attract newcomers to the city.

Housing need goal: *Support housing maintenance assistance programs, particularly for lower-income households.*

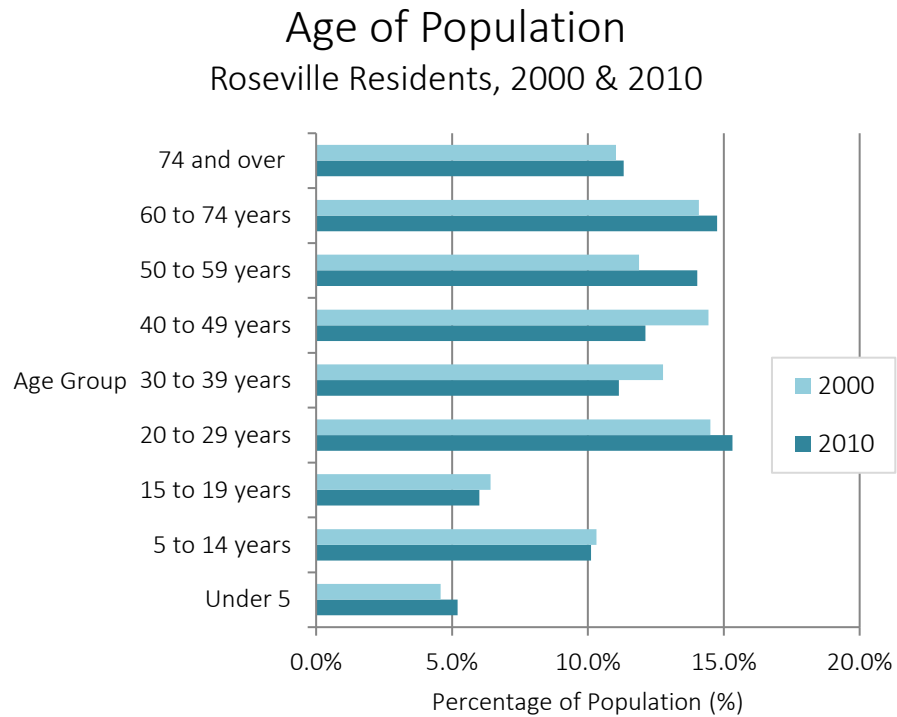
- **Roseville, along with many urban communities, is at risk of losing its naturally occurring affordable housing to redevelopment.**

Roseville has large share of housing that is considered affordable by way of "naturally occurring" means. Typically, naturally occurring affordable housing comprises older attached and multifamily housing that may have deferred maintenance needs or is of an older or obsolete style. Naturally occurring affordable housing is an important source of housing affordability in many Twin Cities urban communities but requires a careful, balanced approach. All residents have a right to live in safe and well-maintained housing, but maintenance and other upgrades (including redevelopment) can contribute to the loss of housing affordability in a community.

There are proactive steps that Roseville can take to recognize the important role that naturally occurring affordable housing plays in the community, typically supporting households between 30-80% AMI, and to pursue opportunities to preserve this housing and improve its safety and livability while maintaining its affordability.

Housing need goal: *Anticipate the need for creative strategies to manage naturally-occurring affordable housing within all affordability bands.*

- The City supports actions that make it possible for Roseville residents to age in place.



New senior housing units developed in the past 15 years have increased the number of housing options available to aging residents in Roseville. However, residents identified lack of available affordable options for aging or elderly residents as a significant challenge facing the community. Many lifelong residents want to remain in the community that they are familiar with or have grown up in. The City may consider exploring allowances for more diverse housing styles while supporting opportunities for senior and supported housing development to meet the demonstrated need in the community.

Along with the provision of adequate housing options for seniors, community members have identified a need for better access to senior supportive services including medical care and provision of basic needs for those living with limited incomes. Senior housing should be coupled with consideration of adequate access to, or co-location with, these critical services that support older residents.

Housing need goal: *Meet increased demand for senior housing and opportunities for residents to age in place.*

- Strategic development of housing can offer access to services and amenities to provide populations without a personal vehicle a method of transportation.

Roseville's proximity to two major urban centers and the presence of major roadway arteries like 35W, Hwy 36, Snelling and others, present opportunities for transit-oriented development, which can support populations who cannot or prefer not to own a personal vehicle. Prioritizing transit-oriented development projects will support seniors and lower-income households who traditionally have a higher demand for transit services.

Housing need goal: *Explore opportunities to increase transit-oriented development in strategic areas connected to major transit routes.*

- Monitoring and updating City ordinances can help to produce flexibility and diversity in housing opportunities.

Zoning codes provide dimensional and locational standards that dictate the built form of housing. A city that actively monitors and updates its zoning code may find opportunities to lessen regulatory barriers to producing the types of housing that meet the demands of residents or prospective residents, as well as the conditions of the market.

Housing need goal: *Update ordinances as necessary to maintain optimal housing functionality and livability and to address new technologies, market trends, and resident needs*

Planning for Affordable Housing

Affordable housing implementation toolbox

Simply guiding land at higher densities is not a guarantee that affordable housing will be produced. To increase the likelihood of affordable housing development, Roseville has identified implementation tools that the City is willing and able to use to advance its housing goals.

However, there are areas in which cities have flexibility to enact financial and regulatory discretion. The provision of Tax Increment Financing (or TIF) is one of the most effective tools that cities have at their discretion to aid the production of affordable housing projects, and Roseville is open to financially assisting future affordable rental projects through TIF and other available means if and when they come forward.

Cities also have discretion over their zoning, regulatory, and land use policies. Roseville must systematically review its zoning and city code to ensure that the regulatory environment is favorable to affordable housing development, and consider amending policies that present barriers to affordable housing development. One of the strategies identified in the Land Use and Housing Action Items (Chapter 4) is to revise the commercial zoning districts to reflect the mixed-use development priorities expressed in this Plan. Another is to promote and support transit-oriented development and redevelopment near existing and future transit corridors. These and other policy strategies may be considered and provided directly by the city to help encourage affordable housing production.

Many other affordable housing tools and strategies require partnerships with outside entities, counties, HRAs, funding and granting agencies, and non-profits that offer programs, funding, and policies on a wider scale that support affordable housing. Tools that can be used to generate or maintain housing affordability can generally be grouped into the following categories:

- Local funding (city or county)
- Local policy or strategy
- Regional or Federal funding source
- Affordable housing preservation

An overview of citywide housing goals, identified housing needs and the tools that may be used to address them are shown in the matrix below (Table XX). The section that follows explains each of the affordability tools in greater detail, and gives more details about when these strategies might be used.

Roseville Housing Goals	Affordable Housing Tools																								
	Local Funding Options				State and Federal Programs				Local Policies and Programs											Preserve Long-term Affordability					
	Development Authorities	Housing Bonds	Tax Abatement	Tax Increment Finance	MN Housing Consolidated RFP	Community Development Block Grants	HOME funds	Neighborhood Stabilization Program Funds	Support homebuyer assistance programs	Encourage Repair & Rehab programs including Housing Replacement program	Support Foreclosure prevention programs	Support Energy Assistance programs	Support Rental Assistance programs	Livable Communities grant (Metropolitan Council)	Site assembly and/or land banking	Local Fair Housing Policy	Fee waivers or adjustments	Financial or procedural incentives to private developers	Zoning and subdivision policies	Effective referrals to available programs	4(d) tax program	Community land trusts	Support developer use of LIHTC	Public/private task force	Support public housing & project-based assistance
Citywide Housing Goals																									
Provide mechanisms that encourage the development of a wide range of housing that meets regional, state and national standards for affordability.	X	X	X	X				X						X		X	X	X	X		X	X	X		X
Implement programs that result in safe and well-maintained properties.							X	X	X	X	X									X					
Establish public-private partnerships to ensure life-cycle housing throughout that city to attract and retain a diverse mix of people, family types, economic statuses, ages, etc.					X										X		X								
Employ flexible zoning for property redevelopment to meet broader housing goals such as density, open space, and lot size.																		X	X						
Develop design guidelines to support new or renovated housing that contributes to the physical character of the neighborhood, healthy living, and environmental and economic sustainability.																			X						

Roseville Housing Goals	Affordable Housing Tools																							
	Local Funding Options				State and Federal Programs			Local Policies and Programs												Preserve Long-term Affordability				
	Development Authorities	Housing Bonds	Tax Abatement	Tax Increment Finance	MN Housing Consolidated RFP	Community Development Block Grants	HOME funds	Neighborhood Stabilization Program Funds	Support homebuyer assistance programs	Encourage Repair & Rehab programs including Housing Replacement program	Support Foreclosure prevention programs	Support Energy Assistance programs	Support Rental Assistance programs	Livable Communities grant (Metropolitan Council)	Site assembly and/or land banking	Local Fair Housing Policy	Fee waivers or adjustments	Financial or procedural incentives to private developers	Zoning and subdivision policies	Effective referrals to available programs	4(d) tax program	Community land trusts	Support developer use of LIHTC	Public/private task force
Identified Housing Needs																								
Explore opportunities to encourage smaller and more “non-traditional” housing development, including opportunities to address the lack of housing in the “missing middle” styles.	X	X	X	X	X									X	X		X	X	X		X		X	
Reduce overall community housing cost burden, particularly by supporting those projects that provide affordability for households in the lowest income categories.	X	X	X	X					X	X		X	X	X				X		X		X	X	X
Support housing maintenance assistance programs, particularly for lower-income households.					X	X	X	X		X	X	X	X											
Anticipate the need for creative strategies to manage naturally-occurring affordable housing within all affordability bands.																		X			X	X	X	X
Meet increased demand for senior housing and opportunities for residents to age in place.	X	X	X	X	X		X		X	X	X	X	X	X				X	X	X				X
Explore opportunities to increase transit-oriented development in strategic areas connected to major transit routes.	X	X	X	X										X	X			X						
Update ordinances as necessary to maintain optimal housing functionality and livability and to address new technologies, market trends, and resident needs																	X	X	X					

Affordability Category	Affordability Tool
Local funding for Affordable Housing	<p>Development Authorities (local HRA, CDA, or EDA) The City has its own HRA and can levy for \$; can even consider creating a savings for AH Trust Fund.</p>
	<p>Housing Bonds HRAs have the ability to issue housing bonds to provide affordable housing.</p>
	<p>Tax Abatement Cities may issue bonds to support affordable housing, using a portion of the property tax received (tax abatement) from the development to finance these bonds. This removes this property from paying taxes for the services needed for this property, its residents and the community in general.</p>
	<p>Tax Increment Financing Cities may create a tax increment financing (TIF) district. The TIF bonds issued on this district are to be used to support the construction of affordable housing and entire property taxes received above the original tax value from the development to finance these bonds.</p>
Local policies and strategies to promote access to affordable housing	<p>Effective referrals The City can support a goal of providing appropriate resources and education about existing housing support programs</p>
	<p>Fair Housing Policy Both Hennepin & Ramsey County HRA support Fair Housing Policies, and the City can support implementation of that policy.</p>
	<p>First time homebuyer, down payment assistance, and foreclosure prevention programs The City encourages residents to access existing programs available through Hennepin & Ramsey counties, as well as the Minnesota Homeownership Center.</p>
	<p>Participation in housing-related organizations, partnerships, and initiatives City staff or elected officials have a goal of getting involved in events on the topic of maintaining or furthering affordable housing, and encourage collaboration.</p>
	<p>Site assembly The City can state an intention of supporting policies that encourage land banking, reserving publicly owned properties, and other site assembly techniques for affordable housing.</p>
	<p>Zoning and subdivision ordinances City codes should encourage and streamline development of affordable housing. The City may consider proactive zoning policies that incentivize higher density or greater affordability.</p>
	<p>Rental license and inspections programs Not only to ensure tenants treated fairly, but also a data collection opportunity to keep tabs on rental properties.</p>

Regional & Federal funding for Affordable Housing	MHFA Consolidated Request for Proposals This is the big annual funding request from Minnesota Housing Finance Agency that supports AH developments
	Livable Communities Demonstration Account (LCDA) Met Council funding that supports innovative projects often involving affordable and connected housing
	Community Development Block Grant Funds (CDBG) Hennepin & Ramsey counties manage these funds, which can be used on a number of housing and revitalization projects. Apply through coordinated RFP.
	HOME Investment Partnerships Program (HOME) Offered through Hennepin & Ramsey County (construction or rehab). Apply through coordinated RFP.
	Hennepin communities: Affordable Housing Incentive Fund (AHIF) Financing supports acquisition, rehabilitation or new construction activities. Apply through coordinated RFP.
Affordable Housing preservation Strategies	Project Based Rental Assistance Affordability stays with the development. Typically HUD-funded. City may state the intent of support.
	Low Income Housing Tax Credit Properties Developers apply for tax credits to offset costs at the time of development. City may state the intent of support.
	4d tax program Non-subsidized properties may be eligible for a tax break if the owner of the property agrees to rent and income restrictions (serving households at 60% AMI or below) and receives “financial assistance” from federal, state or local government. City may state the intent of support.
	Private unsubsidized affordable housing May be naturally occurring, or supported through 4d tax program. City may state the intent of support.
	Community Land trusts Permanent affordability for income eligible, where homeowner owns the building and the CLT leases the land to the homeowner. Currently there is not an active CLT serving the City, but the City could pursue future partnerships or support CLT activities as they arise.
	Low-interest rehab programs
	Housing Improvement Areas (HIAs) A housing improvement area (HIA) is a defined area in a city in which housing improvements in condominium or townhome complexes may be financed with the assistance of the city (EDA, HRA)
	Manufactured Home Parks
	Public Housing Typically supported through Federal funding, but the City may state the intent of support.