

Commissioners:

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



**Planning Commission
Agenda**
Wednesday, April 4, 2018
6:30pm

Address:
2660 Civic Center Dr.
Roseville, MN 55113

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651-792-7080

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1. Call To Order
2. Roll Call
3. Approval Of Agenda
4. Organizational Business
 - 4.A. Swear-In New Commissioner, Wayne Groff
 - 4.B. Elect Planning Commission Chair And Vice-Chair
 - 4.C. Appoint Variance Board Members
 - 4.D. Appoint Ethics Commission Representative

5. Review Of Minutes

- 5.A. February 28, 2018 Minutes

Documents:

[2018-02-28 PLANNING COMMISSION MINUTES.PDF](#)

- 5.B. March 7, 2018 Minutes

Documents:

[2018-03-07 PLANNING COMMISSION MINUTES.PDF](#)

6. Communications And Recognitions

- 6.A. From The Public:

Public comment pertaining to general land use issues not on this agenda, including the 2040 Comprehensive Plan Update

- 6.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

7. Public Hearing: Request By The City Of Roseville To Approve The 2040 Comprehensive Plan Update (PROJ-0037)

Documents:

[REQUEST TO APPROVE THE 2040 COMPREHENSIVE PLAN UPDATE \(PROJ0037_RPCA_20180404\).PDF](#)

7.A. Chapter 1: Introduction And Planning History

Documents:

[1 - INTRO AND PLANNING HISTORY FOR PH.PDF](#)

7.B. Chapter 2: Vision And Goals

Documents:

[2 - VISION AND GOALS FOR PH.PDF](#)

7.C. Chapter 3: Community Profile

Documents:

[3 - COMMUNITY PROFILE FOR PH.PDF](#)

7.D. Chapter 4: Land Use

Documents:

[4 - LAND USE FOR PH.PDF](#)

7.E. Chapter 5: Housing

Documents:

[5 - HOUSING FOR PH.PDF](#)

7.F. Chapter 6: Economic Development

Documents:

[6 - ECONOMIC DEVELOPMENT FOR PH.PDF](#)

7.G. Chapter 7: Transportation

Documents:

[7 - TRANSPORTATION FOR PH.PDF](#)

7.H. Chapter 8: Parks, Recreation, Trails And Open Space

Documents:

[8 - PARKS RECREATION TRAILS OPEN SPACE FOR PH - LLOYD REVIEW.PDF](#)

7.I. Chapter 9: Resilience

Documents:

[9 - RESILIENCE FOR PH.PDF](#)

7.J. Chapter 10: Surface Water

Documents:

[10-SURFACE WATER FOR PH.PDF](#)

7.K. Chapter 11: Water Supply

Documents:

[11-WATER SUPPLY FOR PH.PDF](#)

7.L. Chapter 12: Sanitary Sewer

Documents:

[12-SANITARY SEWER FOR PH.PDF](#)

7.M. Chapter 13: Implementation

Documents:

[13 - IMPLEMENTATION FOR PH.PDF](#)

8. Adjourn



**Planning Commission – Comprehensive Plan Update Meeting
City Council Chambers, 2660 Civic Center Drive
Minutes – Wednesday, February 28, 2018– 6:30 p.m.**

1. Call to Order

Chair Murphy called to order the Comprehensive Plan Update meeting of the Planning Commission at approximately 6:30 p.m. and reviewed the role and purpose of the Planning Commission.

2. Roll Call

At the request of Chair Murphy, City Planner Thomas Paschke called the Roll.

Members Present: Chair Robert Murphy; and Commissioners Sharon Brown, James Bull, James Daire, Chuck Gitzen, Julie Kimble and Peter Sparby

Staff/Consultants Present: Senior Planner Bryan Lloyd, City Planner Thomas Paschke, and Community Development Director Kari Collins; Erin Perdu, WSB Consultant and Lydia Major, LHB Consultant

3. Approval of Agenda

Chair Murphy noted before they adjourn the meeting, they need to determine if another meeting is needed before March 19, 2018.

MOTION

Member Bull moved, seconded by Member Gitzen to adopt the agenda as presented.

Ayes: 7

Nays: 0

Motion carried.

4. Review of Minutes

a. February 7, 2018 Comprehensive Plan Update meeting minutes

MOTION

Member Kimble moved, seconded by Member Sparby to adopt the February 7, 2018 Comprehensive Plan Update meeting minutes.

Ayes: 7

Nays: 0

Motion carried.

5. Communications and Recognitions:

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

Chair Murphy reminded the public that comments will be limited to three minutes.

Tom Kuhfeld, 1021 Larpenteur Avenue West, thanked the Commission for getting through the Comprehensive Plan. He referred to the Lexington/Larpenteur Roseville Center graphic located in Chapter 4 and Chapter 6, and commented he expected to see a minimum requirement of 10 percent high-density.

Chair Murphy responded the Commission will be reviewing the draft Comprehensive Plan document and he believes the requirement is still included in it.

Mr. Kuhfeld referred to the Lexington/Larpenteur Opportunity Area graphic in Chapter 6. He stated it appears the area has changed, and the description does not say anything about the high-density, which was their main concern. They still prefer the area to have an optional density requirement.

Chair Murphy commented the next public comment time will be at the public hearing on April 4.

Member Sparby stated the 10 percent high-density requirement pertains to all corridor mixed-use throughout the City. At the February 15 meeting, they had a follow-up question for staff regarding mixed-use in that corridor and how it affects Green House Village. This has not been adequately addressed and Mr. Kuhfeld deserves an answer before the meeting on April 4.

- 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*

Chair Murphy noted Member Brown will be done serving on the Commission in March. There are 10 applications for the Planning Commission and he will provide recommendations to the Council.

Senior Planner Bryan Lloyd commented the opportunity areas on the graphic in Chapter 6 are separate from the broader corridor mixed-use area. This area recognizes that the City is putting a focus on revitalization and continued investment in that area. The corridor mixed-use applies to several properties around the City. The 10 percent high-density requirement remains in the draft Land Use Plan in Chapter 4 and they may consider including it in Chapter 6 as well.

City Planner Thomas Paschke stated the 10 percent designation is a very broad statement and they will not determine which sites are most appropriate for this designation until they address the zoning update in mid-2019.

Mr. Lloyd explained the 10 percent high-density requirement was added into corridor mixed-use, community mixed-use, and core mixed-use districts in order to make the math work in the Comprehensive Plan process. This requirement will be 10 percent of all of that land area, not on specific parcels. The Comprehensive Plan document contains a table that shows how much land is in those areas, pro-rates it by 10 percent, and calculates the number of residential dwellings they can count for the Metropolitan Council requirement.

Member Kimble commented the market will drive where housing makes sense. She inquired what opportunity there is for the market to influence it.

Erin Perdu, WSB Consultant, noted the idea was to purposely leave it very broad in order to accommodate the market. That is why it is a 10 percent requirement across the district as a whole and not specifically designated on the map. It will not be 10 percent per parcel. It will be market-based and based on the zoning analysis. When they get into the next step of writing the zoning districts, they can get more specific.

Member Daire referred to the graphic in Chapter 6 that contains the Lexington and Larpenteur Opportunity Area and inquired how the 10 percent determination will be made.

Ms. Perdu responded the Opportunity Areas in Chapter 6 are smaller and narrower than the overall corridor mixed-use district that is in the Future Land Use Map. She referred to the map on page 23 of Chapter 4 and explained that the 10 percent requirement would apply to anywhere that is shaded for corridor mixed-use.

Community Development Director Kari Collins stated this requirement is included in the current Comprehensive Plan for the community mixed-use districts. The City Council suggested it be spread it out so that one area is not burdened by it. The districts are spread throughout the City, but the same concept applies.

Ms. Perdu explained there might be one area of the corridor mixed-use that is all residential and another area that is all commercial, and some that are half of each. The market will determine what goes where, as well as what the zoning revisions dictate.

Member Daire inquired if they would take all the land area in core mixed-use and corridor mixed-use, multiply it by .1, and allocate the results within those districts.

Ms. Perdu agreed.

Mr. Paschke stated there are some parcels that are more favorably configured to support high-density residential, but not all properties are going to see redevelopment over the next 10+ years. That is why it has been left open for staff to work with developers on projects to see what fits best in these areas.

Member Kimble inquired if the goal was to encourage mixed-use developments for vibrant communities.

Ms. Perdu agreed.

Member Sparby stated his concern was if the corridor mixed-use currently has residential in it. If it does not, it places a bigger burden on that district to include it. He requested a rundown on what is included in the corridor mixed-use and what it would take to meet the 10 percent threshold, so that Mr. Kuhfeld can communicate it to his neighbors.

Mr. Paschke noted the 10 percent threshold is there because it still needs to be met.

Mr. Lloyd stated there are no multifamily dwellings currently in the mixed-use districts.

Member Sparby stated Mr. Kuhfeld does have something to be concerned about.

Ms. Perdu explained a high-density development will need to happen somewhere in the corridor mixed-use district citywide.

Member Kimble commented each project that comes in will be reviewed by staff and there is still work to be done on the zoning. There is not an open gate for anything to happen.

Mr. Lloyd stated Greenhouse Village is categorized as a medium-density development, which goes up to 18 units per acre. However, it contains 23 units per acre, which puts it in the high end of the City's standard high-density range. They are not talking about the possibility of something dramatically different than what is already there.

Member Sparby inquired if Greenhouse Village would meet the criteria for the 10 percent.

Mr. Lloyd stated the high-density range goes from 12 to 24 units per acre and Greenhouse Village is at 23.4 units per acre.

Mr. Paschke explained Greenhouse Village is not counted toward the 10 percent because it already exists. Multifamily residential is currently allowed through the zoning code in commercial districts. Depending on what type of project would come forward in the future on one of the properties at Larpenteur and Lexington, as long as it achieves compliance with the zoning, it could go in. Most of the City's residential multifamily buildings are under four stories, and he does not anticipate that to change in these areas.

6. Project File 0037: 2040 Comprehensive Plan Update

a. Follow-Up on Items from Previous Meetings

None.

b. Review Community Engagement Summary

Lydia Major, LHB consultant, reported they had a second round of meetings in November, open houses to review Future Land Use changes in December, and outreach targeted to stakeholders. They are planning a few final events to review the draft Comprehensive Plan and will collect final comments.

Ms. Major reported comments from the public have been about resilience, housing, economic development, environmental issues, density, high-paying jobs, and commercial development. They have 403 subscribers to the email list and have 2,366 unique page views of the Comprehensive Plan Update webpage. They continue to communicate with the public on Nextdoor, Facebook, and Twitter.

Ms. Major reported they have reached out to underserved communities in the City. They met with Mr. Lee from the Hmong Community Center and discussed how his community uses the parks in Roseville and are looking for more indoor gathering spaces. They also met with Mr. Jimenez from the Minnesota Council on Latino Affairs, and Ms. Fuentes on how best to reach out to their community.

She reported they held community meetings and received good feedback. A lot of people indicated they support the City's investment in resilience and economic development. They also held a series of five open houses to discuss future land use and two themes emerged: 1) try to spread multifamily and residential uses throughout the community to avoid concentrating density on certain areas; and 2) be mindful of impacts from density, such as height and traffic.

Member Bull inquired how Ms. Major thinks they did, considering the population base and diversity in Roseville.

Ms. Major agreed it has been a struggle. She stated Ms. Fuentes' comments were brief, but she did suggest a number of non-meeting tools, most of which were used throughout the engagement process. These include pop-up events, meetings in locations where people lived, meetings in a box, and others. Unfortunately, it does take a lot of relationship building time, not just consultants holding more meetings. It is an effort that should continue over many years, and over time, hopefully the conversations can take place. She would like to see more and better, but it is a complicated conversation that needs to keep happening.

Member Bull agreed with Ms. Major. He stated it is tough and it needs to be an effort that the City takes on forever because the community and population are changing.

Member Daire commented when people are concerned about something happening near them, they show up. When they feel it does not affect them, they choose to not

participate. They may be concerned about the Comprehensive Plan, but other people may not be. The community engagement effort has been extremely thorough and deep. He inquired how much further they should take it, or if they say enough is enough. For the update effort, he is grateful for the creativity they have exercised in reaching out to people and they should not beat themselves up for a small turnout.

Chair Murphy stated they included information in the City's newsletter, and every home and business has received it.

Ms. Major noted they also sent a direct postcard to everyone in the City. Comprehensive Planning is very academic and is a tough business to sell to the public. When they do engage with the public and build capacity with them, she hopes over time they will be interested in engaging in the future.

Member Sparby inquired if there were any meeting minutes from the meetings with Mr. Lee and Mr. Jimenez. He noted he had requested detailed minutes of these types of meetings. The information included in the summary is brief and they may want to have more transparency of the stakeholder interview process. He suggested they include what was discussed and who was present.

Ms. Major responded she has notes from those conversations that she can provide and is unsure if they are on the website. The people they contacted made it very clear they did not want to be seen as the voice for their community. Member Daire suggested this be included in her notes.

Member Bull inquired if it should be distributed to Commissioners instead of posted on the website.

Member Kimble inquired if those interviewed were advised that the one-on-one conversation was going to be a public document.

Mr. Major stated they were advised she was a consultant working for the City of Roseville and that her questions were related to gathering feedback for the Comprehensive Plan process. She did not state that the information would be public, but no one said anything that would be controversial.

Chair Murphy suggested she provide the feedback from the conversations to Commission members.

Ms. Major agreed.

c. Review Complete Draft of Comprehensive Plan

Chair Murphy suggested they begin with the Economic Development chapter since they had not seen it yet.

Ms. Perdu requested they keep the discussion of the Comprehensive Plan focused on the big stuff. The small stuff can be sent the Mr. Lloyd. She noted they have started a comprehensive database to collect comments so that they can continually edit the Comprehensive Plan. She thanked the Commission for their feedback during this process.

Member Gitzen inquired about the process.

Mr. Lloyd responded the Commission has a clean draft. As corrections are made, they will show up as redlines. They will provide a final version of the plan with all of the redlines to show the changes made between the draft and final review.

Ms. Perdu noted there is a PDF that is a clean version that can be printed and copied as preferred.

Mr. Lloyd noted the PDF is also posted on the website and the public hearing will be on April 4.

Chapter 6: Economic Development.

Ms. Perdu stated this is the only chapter the Commission has not seen before. The overall business profile is built around the Grow Roseville website. This chapter includes a section that recaps the public engagement as it relates to economic development. There is a section on redevelopment that discusses the redevelopment opportunities and challenges of Roseville. It includes financial tools available for redevelopment and highlights the priority and opportunity areas in the City.

Ms. Perdu reported on the five goals and strategies for economic development:

- 1) Create a development process and/or possible acquisition plan for identified redevelopment areas that is in conformance with the Comprehensive Plan.
- 2) Develop a comprehensive marketing and messaging strategy that promotes the business-friendly nature of the City.
- 3) Utilize land use planning to enhance job growth and continued economic health throughout all areas of the City.
- 4) Identify workforce needs of City businesses and facilitate partnerships between the Chamber of Commerce, educational institutions, housing developers, and the business community to satisfy market demands.
- 5) Create infrastructure necessary to retain and attract desirable businesses and promote an innovative business environment.

Member Gitzen noted he already sent a lot of comments to City staff. He inquired if they are using the proper way to site the figures in this chapter. If it is, an explanation should be included on what it means.

Ms. Perdu responded she understands it is a compilation of data from other sources and she will look further into it to make sure it is correct. She agreed they could include a footnote explaining where the data comes from.

Member Gitzen referred to the chart on page 5, and stated it seems like they are jumping around and using different figures. The number in this graphic are different than the numbers used in Chapter 3. It may be information from a different year, but they may want to be more consistent. He also referred to Figure 6-5 on page 11. He noted they ask for the top five businesses in the question, but then only include the top three. He also questioned if Eminent Domain should be included as a financial assistance program, as shown in the chart on page 14.

Regarding the chart on page 14, Ms. Perdu suggested they either change the description of the table or remove Eminent Domain from the chart.

Member Gitzen referred to page 18, and suggested they include a few introductory sentences before the Goals and Strategies section. He also suggested this for the Priority and Opportunity areas or include a reference when they are talked about in the chapter. These should all also have page numbers on them.

Member Kimble commented this chapter was very well written. She referred to page 18, Goal 1, and stated it seems that Strategy 2 should be qualified that it is for projects with extraordinary or qualified costs. She explained the City does not just fund development projects unless there is a reason for it. She referred to page 13, and suggested the same comment be included.

Member Sparby referred to page 18, Goal 1, and inquired what was meant by "...and/or possible acquisition plan..."

Ms. Perdu stated the idea is that the City could acquire property to enable development or redevelopment of high priority areas.

Member Sparby stated it seemed odd to call it out. He suggested they leave it at development process with the understanding that it is incorporated in the assistance tools that are laid out. This makes it sound like the City is going to acquire it and figure it all out instead of incorporating the tools and private development.

Member Kimble inquired about the land bank and if it is part of the concept.

Ms. Collins responded the EDA did adopt an acquisition framework; however, it does not get to some of the strategies identified under this goal. This could compliment what the EDA already adopted and that is why she likes the acquisition language.

Member Gitzen referred to page 19, Goal 3, Strategy 5. He stated they refer to the place-making principles here and in other areas of the plan, but he is unsure what it means.

Ms. Perdu stated they will include an explanation.

Chapter 1: Introduction.

Ms. Perdu reported changes to this chapter includes additional language in the Comprehensive Planning Lenses section. They have added the Public Safety Lens, an explanation of the Thrive MSP 2040 Outcomes, and a definition of Equity.

Member Kimble referred to page 1, third paragraph. She stated a couple of sentences about market should be included. Also, under How to Use the Plan, she referred to the second sentence, “It is meant to be revisited often and revised as conditions change.” She inquired what the intent was and knows it is a big deal the change the Comprehensive Plan.

Mr. Lloyd stated it most commonly refers to land use applications that require a rezoning. A rezoning frequently comes with a change to the land use map, which is tied to the Comprehensive Plan. He also noted recently they have worked to amend the regional business district to allow for residential uses.

Ms. Perdu commented the intent of including that sentence was to try and get the City to not be afraid to revisit it if there is something that needs to be changed.

Member Daire referred to page 4, the first and second paragraph. He read, “treating people equally has not eliminated the disparities created by the actions of government at the local, regional, state and federal level.” He inquired if they had any examples of this at the local level and noted these are things the City Council should address immediately.

Mr. Lloyd responded he did not have any examples of actions of ordinances that Roseville has implemented over the years that have caused injustice. Other communities have, such as zoning laws that are biased against nonwhite racial groups. This has been outlawed, but their impacts still remain. He does not know of anything specific to Roseville. He did find a restrictive covenant from the 1940s in Roseville that applied to most of a particular plat, but it was outlawed by the State in the 1960s.

Member Daire inquired if it applies to this or if it is just a matter of historical interest.

Mr. Lloyd responded if people of color were not allowed to own property in whole neighborhoods of the City, it would have slowed down any potential integration of those neighborhoods and limit choices for people of color in those neighborhoods. A lot of people have owned their homes since the 1960s.

Member Daire inquired if they know how common restrictive neighborhoods were.

Mr. Lloyd stated he does not know specifically in Roseville, but it was not uncommon.

Member Daire stated the implication in this statement indicates it is a widespread practice.

Mr. Lloyd stated he believes it is, but he does not have the numbers on how common it is. He knows they exist, but they are no longer enforceable.

Ms. Collins commented the use of restrictive covenants for housing and land use patterns is something that has been woven into American history. It is not unique to Minnesota and would not be unique to Roseville.

Member Daire further explained that the assertion is made that government at the local, regional, state, and federal level have done things that have created disparities. In order to validate this statement and take action on it, they need to have examples and indicate how frequently it was done. He wants to know where it exists in Roseville and where they need to take action, and not just state they know it happens. He commented he felt insulted by this statement because he is part of a Commission that is part of a governmental structure, and he has not seen any evidence of this type of discrimination.

Mr. Lloyd stated he previously sent an excerpt that forbade people who were not of the Caucasian race from owning property in Roseville.

Member Daire inquired if it was still in effect.

Mr. Lloyd confirmed it was not.

Member Kimble suggested they revise the statement to say that equity is important because in the past there has been history of this type of disparity in Roseville.

Ms. Perdu commented the statement is just saying that disparities have been created in the past over time by government at all levels and treating people equally has not fixed the problem. That is why they are trying to look at this differently through the equity lens.

Ms. Collins commented the emphasis on disparities refers to outcomes of past actions. They cannot eliminate the disparities because of the history.

Member Brown pointed out it references Chapter 3, page 7, which provides the whole historical context of what came before.

Chair Murphy referred to page 3 and commented he is not comfortable with the definition of equity. He would like it to include the distinction between equity and equality. He suggested it be changed to, “a term referring to the qualities of justice, fairness, impartiality and evenhandedness. Distinct from equality, which is a term denoting equal sharing and exact division.”

Member Kimble inquired if the definition comes from the Metropolitan Council because this section references the Thrive MSP 2040 Outcomes.

Mr. Lloyd stated they are using the outcomes generally and describing them.

Member Kimble suggested they use a diagram to visually give people a better understanding of equity.

Member Sparby inquired if they are required to have the paragraph on the Thrive MSP 2040 Outcomes on page 3.

Mr. Lloyd stated it is not required.

Member Sparby explained it is not the Planning Commission's role to define these broad terms. They speak for themselves and the community has ideas on what those terms mean to them. It is a disservice for them to try and tell the citizens what those terms mean. He suggested they remove it because it is contentious and takes away creativity from the citizens.

Mr. Lloyd commented these are terms that can be broadly define. People may look at the stewardship section of the Comprehensive Plan and see that they do not at all match their definition of stewardship. The purpose of the descriptions is not to define them in an absolute way. It is to give context on how the Comprehensive Plan addresses these topics.

Member Bull stated there are foundational concepts that are carried throughout the Comprehensive Plan. People need to understand what the foundation is to understand the Comprehensive Plan. They do not need to agree with it, but they need to understand the context by which the Comprehensive Plan was developed.

Member Kimble agreed with Member Bull.

Member Sparby stated he trusts the citizens to read the plan and understand it. They do not need to lay out every single detail, especially when they are talking about broad terms.

Member Gitzen agreed with Member Bull and sees the importance of including the descriptions. He is fine with either changing the equity wording or keeping it as is. He referred to page 2, and noted the titles are out of order and not the same as the chapters.

Chair Murphy suggested they include a Table of Contents.

Ms. Perdu noted there will be a Table of Contents included.

Member Daire inquired if the word marginalized is roughly equivalent to discriminated against.

Mr. Lloyd agreed, and commented it can also refer to people who are left out.

Member Kimble stated the definition is treating people as insignificant or peripheral.

Chair Murphy referred to page 4, second paragraph. This paragraph indicates that the focus is going to be advancing racial equity. He supports this for a Comprehensive Plan but is not sure if it is enough. He suggested they add gender equity in addition to racial equity.

Member Daire noted he support Member Sparby's suggestion to delete the entire section titled, Thrive MSP 2040 Outcomes.

Member Sparby moved, seconded by Member Daire, to delete the section titled, Thrive MSP 2040 Outcomes.

Member Kimble commented she supports it staying in the Comprehensive Plan. She heard Member Sparby state that people are smart enough to know what it means, but comments were also made that people can have different viewpoints of the words. It is important to have everyone understand what these terms mean in the context of the Comprehensive Plan.

Member Sparby responded the residents are smart enough to know what the definition means to them.

Member Bull stated based on the amount of discussion they have had about equity as seven members of the Planning Commission, it is not fair to assume that residents are going to assume what equity means. They need guidelines on these principles and he supports leaving it in the Comprehensive Plan.

Chair Murphy agreed with Members Bull and Kimble. There needs to be a common set of definitions for both those reading and composing the Comprehensive Plan.

Member Sparby stated the issue is that they do not really understand what these terms mean, and they take away creativity from the residents by including definitions. They are imposing their views of what they mean onto the residents.

Ms. Collins commented these are not definitions, but they are merely providing context for the purposes of the Comprehensive Plan. The City Council has invested a lot into Government Alliance on Race and Equity (GARE) and it is a priority to them. Including these terms is staff's attempt to address the priorities and tone the City Council would like in the Comprehensive Plan.

Ayes: 2

Nays: 5

Motion fails.

Chair Murphy referred to his previous statement about a wider focus on gender equity and inquired of staff how the City Council sees this.

Ms. Collins noted GARE is not racially focused.

Mr. Lloyd commented the ultimate goal is to reduce disparities and inequities. If they change the scope to include gender equity as well, other items in the paragraph would have to be adjusted.

Member Sparby inquired if there will be any citations in the paragraph.

Mr. Lloyd stated he does not believe citations are necessary with the amount of information available. Finding the research to include citations would be time consuming and not a priority.

Members Gitzen and Kimble noted they support the paragraph as it is written.

Member Sparby stated he sees a lot of broad statements without any backing. These concepts should have references to articles if this is going to serve as the basis for the Comprehensive Plan.

Member Bull noted Thrive MSP 2040 is the reference.

Member Kimble referred to a document Mr. Lloyd had at a previous meeting regarding racial disparity.

Mr. Lloyd noted it was the executive summary from the Metropolitan Council on a larger document called Choice, Place, and Opportunity. That document also cites a lot of research and it would be difficult to include specific citations.

Member Gitzen suggested they cite the Choice, Place and Opportunity document as a reference. It would give people something to refer to for additional research.

Member Daire stated they want what they do to be actionable. In order for this to happen, it has to have an example and be remedied. This is a topic he is passionately involved in. He wants the spotlight shown on things such as institutionalized discrimination and he wants action taken immediately to address it. If it means redistributive justice, he has difficulty with it. Opportunities should be made available to everyone and this deserves a spotlight with examples.

Mr. Lloyd noted this chapter is the introduction to the entire Comprehensive Plan. More specific and actionable information is included in the Community Profile and Economic Development Chapters.

Member Daire commented income disparity has to do with people's ability to earn and this has to do with their qualifications for a specific job that would provide living wages. If they are not prepared to take on a job that pays higher, they must work two or three jobs that do not pay as much. He wants them to be able to identify the problem and provide a solution. They are dealing with substantive questions, things that are missing and disagreements on the way it is presented.

Ms. Collins commented both she and the City Council feel Member Daire's passion and that is why \$50,000 went towards GARE to do an organizational audit on equity to address and fix things right now. The community is getting more diverse and the demographics are changing. They want to identify and address any inequities and figure out how they can be fixed.

Member Gitzen stated this is an introductory chapter and the rest of the plan is actionable. This serves as a reminder that they need to constantly be aware of equity within the community.

Member Sparby moved, seconded by Member Daire, to add citations to the Thrive MSP 2040 Outcomes paragraph in Chapter 1 of the Comprehensive Plan.

Member Gitzen agreed and stated they should be added where appropriate.

Mr. Lloyd inquired if referencing the Choice, Place, and Opportunity research done by the Metropolitan Council would be sufficient.

Member Sparby stated it is sufficient if there is underlying data to support their statements.

Chair Murphy commented referencing the said document would be necessary. He inquired if they have a Thrive MSP 2040 Outcome reference or link.

Mr. Lloyd stated there are links included in a table on the Comprehensive Plan webpage where.

Ms. Perdu commented they could also include a reference to that document within this chapter.

Chair Murphy commented he is satisfied with the chapter as is. It is an introductory chapter and the reference to the Thrive MSP 2040 Outcomes is sufficient.

Member Bull agreed with Chair Murphy and stated they are getting to deep into the introductory chapter.

Member Sparby stated it is not verbatim from the Thrive MSP 2040 Outcomes plan.

Ayes: 3
Nays: 4
Motion fails.

Chapter 2: Vision, Goals and Decisions.

Mr. Lloyd noted there is nothing new in this chapter.

Member Gitzen stated he would like the chapter to be titled, Vision, Goals, and Objective Decision Making. He also referred to page 3 and inquired if all the information on the graph could be shown. On page 4, second paragraph, he suggested they remove the negative reference to Cedarholm Golf Course. The City is spending a lot of money there, and it does not make sense to do so if people do not like going there.

Member Sparby referred to page 8, and suggested they removed the term “world-renowned parks.”

Ms. Perdu noted it was updated in the Parks Chapter but was missed here.

Member Gitzen commented the last three goals were not included in the rubric.

The Commission recessed at 8:37 p.m. and reconvened at 8:45 p.m.

Chapter 3: Community Profile.

Ms. Perdu reported some new narrative was added to the development history and history of the population, along with several maps consistent with the equity lens. The tables and charts were also cleaned up.

Member Gitzen suggested the first section of the chapter include information about the history of the community. He referred to page 2, and suggested they remove the entire paragraph above Existing Land Use. It does not add anything and is too generalized and inaccurate.

Member Daire referred to page 1 and noted the section on Geographic and Development History does not rise to its full promise. It stops with the occupation of Minnesota and does not include any history about who migrated in, which might provide objectivity to the paragraph Member Gitzen was referring to. If they are going to leave it in, they should talk about who settled in the area and how it has changed over the years in order to live up to the promise of the section heading.

Mr. Lloyd stated the first paragraph references the 2002 comprehensive plan as a way show a more complete version of Roseville’s history.

Member Gitzen noted Figure 3-1 does not match Figures 4-1 and 4-4. They also say ACS on some of their Figures and it should be referenced somewhere as the American Community Survey. He also provided staff with other comments and clarifications.

Member Bull inquired if they will remove the paragraph on page 2.

Member Daire referred to page 2, second paragraph. He noted the referenced 1969 Comprehensive Municipal Development Plan does not talk about ethnicity, but it should if they are bringing ethnicity up in this context.

Mr. Lloyd stated the referenced 2002 Comprehensive Plan does have that information in it, but it is not replicated here.

Member Daire suggested they include a sentence stating, “if you are interested in other ethnicities in the area, please see...”

Member Kimble noted the first paragraph points to the 2002 Comprehensive Plan as a full document for history.

The Commission agreed to remove the first full paragraph on page 2.

Member Daire stated he is looking for parallelism and the whole paragraph screams injustice.

Chapter 4: Land Use.

Ms. Perdu noted there were no changes made to this chapter.

Member Gitzen referred to page 3 and stated they are quoting objectives to a goal. They need to clarify these are objectives under the goals.

Chapter 5: Housing.

Member Gitzen noted he submitted his comments to staff.

Chapter 7: Transportation.

Ms. Perdu noted this chapter has been reformatted since last seen by the Commission.

Chair Murphy inquired if the final plan will have the pull-out documents included and if there was a way to number them.

Ms. Perdu stated a lot of the transportation maps will include pull-outs because they are difficult to read on a regular sized sheet of paper. Page numbers will be included in the final version.

Member Daire referred to Chapter 3, page 3, and Figure 4-1 on Chapter 4, and commented the total land areas in acres do not match.

Ms. Perdu stated this was also brought up by Member Gitzen. She believes the difference is either the year or a category has been left out, but it will be updated.

Mr. Lloyd inquired if the total difference equals 1,759. Figure 3-1 includes land in Roseville which is right of way, but right of way is not a land use category for land use planning purposes.

Chapter 8: Parks and Recreation.

Member Gitzen referred to page 2 and noted the objectives are listed, but they are referred to as goals.

Chapter 9: Resilience.

Ms. Perdu noted addition sourcing has been added as well as more narrative on solar, wind and solid waste.

Member Daire inquired if street runoff into ponds and lakes is addressed in this chapter.

Mr. Lloyd commented Chapter 10 is the Surface Water Management Plan, and it may be addressed there.

Ms. Perdu stated she will ask the Public Works Department if this issue is addressed in the Surface Water Management Plan.

Member Kimble, referred to page 8, first paragraph. She inquired if they should include the link to the Regional Indicators Initiative website.

Mr. Lloyd stated he did not include the link in the document because links can go bad over time. However, a link is included on the City's website. He inquired if they should include an actual link reference on this page or refer to the City's website for directions to get there.

Ms. Perdu stated they could include a citation to the organization in the footnotes.

Chair Murphy suggested they include an online page with helpful links related to things in the Comprehensive Plan.

Member Daire referred to page 8, first paragraph. He inquired if they are going to require residents to upgrade their furnaces to reduce total emissions.

Mr. Lloyd stated the City does assist with participation with home energy audits and helping people make the best with what they currently have for heating and cooling. Other County or State grants or low-interest loans may be available for home modifications.

Member Bull commented almost every energy company offers significant rebates on efficiency appliances.

Member Daire inquired if the City should volunteer for this, or if enough is made available in the private sector.

Member Bull stated there may be other opportunities that the City can do to make it available. Solar roof and shingles may be options.

Chapter 10: Surface Water Management.

Ms. Perdu reported Chapters 10, 11 and 12 were all written by the Public Works staff. They are highly technical and are generally executive summaries of larger documents that will be attached to the Comprehensive Plan.

Chair Murphy referred to bullet points pages 1 and 2 and noted these may address Member Daire's previous comment regarding street runoff into lakes and ponds.

Ms. Perdu stated she will follow up to see if there are specific strategies included in the Surface Water Management Plan.

Member Daire referred to page 1, bullet point 2: "Minimize public capital expenditure needed to correct flooding and water quality problems." He noted it is not an insignificant figure if they are going to be separating street runoff. The stated objective is that they do not want to spend a lot of money on water quality.

Mr. Lloyd stated it also gets to exploring water quality independently of capital improvements.

Member Gitzen referred to Table 10-1 and noted it should be titled "Impaired Lakes in Roseville." He also inquired about a reference to an appendix on page 1.

Ms. Perdu responded there will be several appendices included.

Mr. Lloyd stated they are also linked on the website.

Chapter 11: Water Supply System.

There were no comments.

Chapter 12: Sanitary Sewer.

Member Gitzen inquired if they could title this chapter Sanitary Sewer System for consistency with the previous chapter. He also noted the numbers of the figures in the chapter are incorrect.

Chapter 13: Implementation.

Ms. Perdu reported on the changes made to this chapter: the matrix has been filled in, each topic has been separated into tables, edits have been made to the implementation table, and a table has been added to link the City Council to departments and Commissions.

There were no comments from the Commission.

Chair Murphy urged the Commission to email their comments to staff by March 9. He also inquired if they needed to schedule another meeting to review the Comprehensive Plan.

Mr. Lloyd stated the public review period will be open until Friday, March 16.

The Commission agreed they did not need to schedule another meeting.

Member Gitzen commented he would like to see how these changes are incorporated.

Mr. Lloyd stated if people are looking at the plan at home, he does not want to change what they are looking at until they have something comprehensive to replace it with. He will distribute updated chapters to the Commission Members for further review.

Ms. Perdu suggested they distribute a new draft to the Commission when they send out the work session draft to the City Council.

The Commission agreed.

Member Sparby inquired if they can get more information on the Greenhouse Village issue that was previously discussed. He would like a summary that highlights the concern, the zoning, and the 10 percent requirement that applies to the Citywide sites.

Mr. Paschke stated the key question is whether they feel the requirement needs to be changed. The residents are concerned about high-density at that corner and they do not want a 10 percent requirement in that area.

Member Sparby stated this would show the Commission has considered that area and presented them with a rundown on what it means.

Chair Murphy commented it does not appear that Commissioners see that this area should be changed.

Member Kimble stated they have heard the same facts, but the conclusion is missing. It is a difficult conversation to argue against something they already are. That area is already zoned high-density and she is comfortable leaving the 10 percent requirement in.

Member Gitzen stated he is comfortable with it as is.

Member Sparby noted Mr. Kuhfeld stated he was still confused and that is why he thought a summary would be helpful.

Mr. Paschke stated they can look into how to provide something in writing as it relates to Mr. Kuhfeld's concerns.

Mr. Lloyd suggested they include a map that only shows corridor mixed-use properties and the statement that 10 percent of that entire area would be required for high-density residential development.

Member Gitzen thanked Mr. Lloyd for all his work on the Comprehensive Plan.

Ms. Collins suggested they express their gratitude in an email to the City Council or City Manager. These emails go into personnel files and are critical.

Chair Murphy noted the next Planning Commission meeting will take place on Wednesday, March 7 at 6:30 p.m.

7. Adjourn

MOTION

Member Sparby moved, seconded by Member Gitzen adjournment of the meeting at approximately 9:35 p.m.

Ayes: 7

Nays: 0

Motion carried.



**Planning Commission Regular Meeting
City Council Chambers, 2660 Civic Center Drive
Draft Minutes – Wednesday, March 7, 2018 – 6:30 p.m.**

1. Call to Order

Chair Murphy called to order the regular meeting of the Planning Commission meeting at approximately 6:30 p.m. and reviewed the role and purpose of the Planning Commission.

2. Roll Call

At the request of Chair Murphy, City Planner Thomas Paschke called the Roll.

Members Present: Chair Robert Murphy; and Commissioners James Daire, Chuck Gitzen, Julie Kimble, Sharon Brown, and Peter Sparby

Members Absent: Member James Bull

Staff Present: City Planner Thomas Paschke and Senior Planner Bryan Lloyd

3. Approve Agenda

MOTION

Member Kimble moved, seconded by Member Daire to approve the agenda as presented.

Ayes: 6

Nays: 0

Motion carried.

4. Review of Minutes

a. February 15, 2018 Comprehensive Plan Update Meeting Minutes

MOTION

Member Sparby moved, seconded by Member Gitzen to approve the February 15, 2018 Comprehensive Plan Update meeting minutes.

Ayes: 6

Nays: 0

Motion carried.

5. Communications and Recognitions:

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

Tom Kuhfeld, 1021 Larpenteur Avenue West, representing Greenhouse Village, commented the characterization that they are selfish because they do not want high-density near them is inaccurate. Their current land use is zoned multifamily, and the area to the west is zoned community commercial. He referred to the draft 2040 Comprehensive Plan, Chapter 4 Land Use Map and noted proposed 2040 Land Use Map has this area classified as high-density residential, with the area to the west classified as corridor mixed-use, which adds a 10 percent high-density component. He believes the area to the west should remain commercial. He has heard staff say that the 10 percent high-density residential requirement for corridor mixed-use would be applied to the aggregate of that district, and not specifically to each of the parcels. However, the information provided for the December 19, 2017 open house information states that 10 percent of future development must be residential. Also, the summary in Chapter 4 of the draft 2040 Comprehensive Plan calls for a 10 percent requirement of medium to high scale and intensity, while the description uses the term “may” for residential uses. It would be helpful if staff would clarify in writing the specifics for this area. This would also provide clarity to future implementers of the 2040 plan.

Chair Murphy recalled the discussion at the last meeting, and stated staff clarified the 10 percent residential requirement was applied to the entire zoned area, not just each parcel.

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.*

Senior Planner Lloyd noted an additional Planning Commission meeting will not be required in March. The public hearing on the final 2040 Comprehensive Plan will take place on April 4, 2018.

Member Kimble inquired if the additional fourth Wednesday meeting would still be required after the public hearing.

Mr. Lloyd stated he did not think it would be necessary, but suggested they wait to see what happens at the public hearing before removing it from the calendar. He also referred to Chapter 4 of the draft 2040 Comprehensive Plan, page 18, and pointed out the various districts that allow for residential density other than single-family. He highlighted corridor mixed-use, which is the district that has been applied to the Lexington/Larpenteur area. There is approximately 44.4 acres that has this designation across Roseville, and 10 percent of that amount is intended to be high-density residential, which is 58 dwelling units.

Chair Murphy inquired about a symbol in the box at the base of the chart.

Mr. Lloyd stated the intent is for it to be greater than (>) 12, and there appears to be a typo.

Chair Murphy thanked Member Brown for her service on the Planning Commission, as this is her last meeting.

6. Public Hearing

a. Consider A Conditional Use Pursuant to Table 1006-1 and Section 1009 of the City Code to Allow a Contractor Yard – Limited and Outdoor Storage at 1900 County Road C (PF18-001)

Chair Murphy continued the public hearing for PF18-001 at approximately 6:45 p.m. and reported on the purpose and process of a public hearing. He advised this item will be before the City Council on March 26, 2018.

City Planner Paschke summarized the request as detailed in the staff report dated March 7, 2018. He reported the owner, Montgomery-Brinkman is seeking to relocate their business to 1900 County Road C. They are seeking a Conditional Use (CU) permit for the following: 1) a contractor yard limited; 2) outdoor storage of equipment and goods; and, 3) fleet vehicles, all along the side/rear of the site.

Mr. Paschke reported while most of the business will utilize the interior of the building, they do require some outdoor storage of goods and equipment. He highlighted the following standards and criteria used when approving a CU:

- *The proposed use will not be injurious to the surrounding neighborhood, will not negatively impact traffic or property values, and will not otherwise harm the public health, safety and general welfare.*

Mr. Paschke reported this is a quiet use with some limited storage and it is surrounded by light industrial type properties that have a similar use.

- *Outdoor Storage: All outdoor storage shall occur on paved surfaces consistent with the parking area requirements of Section 1019.11 of this Title and shall adhere to the parking area setback requirements in the applicable zoning district except that no outdoor storage shall be allowed between a principal building and the front property line. Areas of outdoor storage shall not obstruct required drive aisles or parking stalls. Due consideration shall be given to the aesthetic impacts of the nature of outdoor storage and necessary screening on the surrounding properties.*

Mr. Paschke explained the east side of the site is gravel, and the south and west sides are paved. The applicant will be required to identify where they plan to store equipment. They are also proposing to build a fence on select areas of the site since some areas are already screened with landscaping. Staff will determine if a fence all around the property is required.

He reported staff recommends approval of the CU request, subject to the following conditions:

1. No parking or storage shall occur on the east side of the property or on any gravel areas until such time as they are paved in accordance with City Code.
2. Applicant shall work with staff on final equipment and goods storage area and screen in 91 accordance with the City Code.
3. Applicant shall work with staff on an approved type/style of screen fence.

Member Kimble inquired about the rail crossing on the north side.

Mr. Paschke responded there is access to it from separate properties down the street. There is an intersection that gets to a street that was constructed by the City and it crosses the railroad tracks.

Member Kimble inquired if parking and storage could occur on the east side of the building if it were to be paved. She also inquired what would be stored there.

Mr. Paschke confirmed that area could be used for storage if it were paved and there would be trucks and seasonal equipment stored there. They could not store loose materials and the CU permit stays with the property.

Member Sparby inquired about the screening requirements.

Mr. Paschke responded it must be 90 percent opacity.

Member Daire inquired what an example of such a fence would be.

Mr. Paschke responded a fully opaque fence would be a board on board wood fence. It could be a vinyl or metal fence with a design incorporated into it, but it cannot be a chain link fence with slats or mesh.

Member Gitzen inquired if screening is required before the site is used as a contractor yard or if they need to include it as a condition. He also inquired what would happen if the natural screening on the site were to die.

Mr. Paschke responded once the CU permit is approved, the fence would have to be in place before they could store anything outdoors. The applicant is currently making improvements to the contractor yard and building. The resolution will include the contractor yard, outdoor storage of equipment and goods, and fleet vehicles. If the natural screening on the site died, they would be required to screen the area in another way.

Member Brown inquired if all the equipment was solely for the applicant's use or if it was available for rent.

Mr. Paschke responded he is not aware of the applicant renting out any equipment. The reference to renting equipment in the staff report is in relation to the code requirements, and it is not part of this application.

Member Kimble inquired if there have been any comments from the neighboring properties.

Mr. Paschke stated he has not received any comments.

Public Comment

Chair Murphy closed the public hearing at 6:56 p.m.; none spoke for or against.

Commission Deliberation

None.

MOTION

Member Brown moved, seconded by Member Gitzen to recommend approval to the City Council approval of the Conditional Use requests pertaining to a contractor yard-limited, fleet vehicles, and outdoor storage of equipment and goods at 1900 County Road C pursuant to §1009 and Table 1006-1 of the City Code, subject to the following conditions:

- 1. No parking for storage shall occur on the east side of the property or on any gravel areas until such time as they are paved in accordance with City Code.**
- 2. Applicant shall work with staff on final equipment and goods storage area and screen in accordance with the City Code.**
- 3. Applicant shall work with staff on an approved type/style of screen fence.**

Member Kimble noted she likes it when the applicant is present.

Ayes: 6

Nays: 0

Motion carried.

- b. Consider a Request by Chick-fil-A for Approval of a Conditional Use for a Drive-through at HarMar Mall (PF18-003)**

Chair Murphy opened the public hearing for PF18-003 at approximately 6:58 p.m.

City Planner Paschke summarized the request as detailed in the staff report dated March 7, 2018. He noted the Variance Board met prior to the Planning Commission meeting and approved the variance associated with this request. He reported Chick-fil-A is requesting a Conditional Use (CU) permit for a drive-through on a lease pad adjacent to Snelling Avenue. A fast food restaurant is a permitted use, but a drive-through lane requires a CU approval.

Mr. Paschke directed the Commission to page 23 of the staff report and highlighted the following general conditional use criteria:

General Conditional Use Criteria:

- *The proposed use is not in conflict with the Comprehensive Plan.*

Mr. Paschke stated drive-throughs are not specifically identified in the Comprehensive Plan. However, they believe the goals and policies of the existing plan that discusses improvements to facilitate continued investment in the property is consistent with the Comprehensive Plan.

- *The proposed use is not in conflict with a Regulating Map or other adopted plan.*

He stated there is no regulating plan or other adopted small area plan for HarMar Mall.

- *The proposed use is not in conflict with any City Code requirements.*

Mr. Paschke noted a variance was granted by the Variance Board, and this project will achieve compliance with all other City Code requirements.

- *The proposed use will not create an excessive burden in parks, streets, and other public facilities.*

Mr. Paschke reported staff anticipates a slight increase in traffic and are suggesting a study be done on the intersection of Snelling Avenue and the mall entrance to better document the impact.

- *The proposed use will not be injurious to the surrounding neighborhood, will not negatively impact traffic or property values, and will not otherwise harm the public health, safety and general welfare.*

He stated staff believes that although vehicle trips will be increased, it will not provide negative impacts to this site or the surrounding area.

Mr. Paschke directed the Commission to page 24 of the staff report and highlighted the following specific conditional use criteria:

Specific Conditional Use Criteria:

- *Drive-through lanes and service window shall be located to the side or rear of buildings and shall not be located between the principal structure and a public street except when the parcel and/or structure lies adjacent to more than one public street and the placement is approved by the Community Development Department.*

Mr. Paschke pointed out the drive-through has been oriented toward the interior (east) of the site and wraps the restaurant from south the north.

- *Points of vehicle ingress and egress shall be located at least 60 feet from the street right-of-way lines of the nearest intersection.*

He noted this is an internal site and does not apply. It has been reviewed by the engineering department and they support the proposed flow of traffic on the site and in and out of the drive-through.

- *The applicant shall submit a circulation plan that demonstrates that the use will not interfere with or reduce the safety of pedestrian and bicyclist movements.*

Mr. Paschke stated the circulation plan has been reviewed and staff has worked on a design that achieves this requirement.

- *Speaker box sounds from the drive-through land shall not be loud enough to constitute a nuisance on an abutting residentially zoned property or property in residential use.*

Mr. Paschke noted the speaker boxes are located more internal to the site and not adjacent to a residential property.

Chair Murphy inquired how far the speaker box was from Chianti Grill's property.

Mr. Paschke responded he would guess it is a few hundred feet, if not more.

- *Drive-through canopies and other structures, where present, shall be constructed from the same materials as the primary building and with a similar level of architectural quality and detailing.*

Mr. Paschke pointed out the location of the canopies and explained staff is working with the applicant on the roof designs and it will include brick on the posts.

- *A 10-foot buffer area with screen planting and/or an opaque wall or fence between 6 and 8 feet in height shall be required between the drive-through lane and any property line adjoining a public street or residentially zoned property or property in residential use and approved by the Community Development Department.*

He noted this does not apply due the placement of the drive-through lane.

Mr. Paschke stated staff recommends approval of the CUP for Chick-fil-A, based on the submitted site and development plans, subject to the following conditions:

- a. Review and support for the project from the Minnesota Department of Transportation.

- b. Completion of a traffic study to better document the impact, or lack of significant impact, to the operation of the signal at Snelling and the mall entrance.
- c. Revised stand-alone canopy plans that include similar building materials or improved design.

Chair Murphy inquired about concerns with parking.

Mr. Paschke responded HarMar Mall has enough parking overall. The parking requirements changed in 2010 and are different than what they were when Cub Foods went in. Parking has been reviewed and it was concluded that there is enough. As other uses come in, it may have to be reviewed independently to ensure the requirements continue to be met.

Member Kimble inquired if the parking lot will be restriped and if parking lot improvements will be included as a condition.

Mr. Paschke responded the proposal advocates for the whole parking lot to be redone and it will include a mill and overlay. It is not included as a condition, it would have to meet certain requirements, and it is being proposed by the applicant.

Member Kimble noted it is an important improvement because the parking circulation being proposed is completely different than it currently is.

Mr. Paschke stated the applicant could choose to do a parking lot improvement and make slight modifications to the parking lot that still allows traffic circulation to work down the proper corridors.

Chair Murphy inquired if the proposed access drive is currently there.

Mr. Paschke responded the current access drive is right next to the building.

Member Kimble inquired if all the parking for Chick-fil-A is outside the developed property. She commented it seems tight to have people backing up into a two-way drive lane. She also inquired about a retaining wall on the east side of the building.

Mr. Paschke referred to a map and pointed out the parking on the property. He stated Chick-fil-A will have a leased area that will have a certain number of parking spaces and will also share parking with the mall.

Member Sparby inquired if the parking lot will be regraded. He stated the existing lot has a bit of a slant and variation to it and this could become more unsettling with more traffic in the lot. He also inquired if the overlay was the responsibility of Chick-fil-A or the property owner.

Mr. Paschke stated it will be reconfigured but is unsure if it will be reconstructed. He is unsure of the agreements between Chick-fil-A and the property owner, but he believes the property owner will be doing the redesign of the parking field

Member Sparby expressed concern with the traffic coming right into the lot off the access drive and noted it could become an issue.

Member Gitzen expressed concern with the walkway from the restaurant to Snelling Avenue and inquired if the City has any recourse regarding the speedbump if problems do arise. He recommended they add a condition that indicates if conflicts do arise, something must be added. He is unsure if a speed bump is the right solution.

Mr. Paschke responded the City does have recourse if there are conflicts between pedestrians and vehicles as it relates to the CU permit. It is always good to include a condition so that it is in place. Portillo's has the same issue, and a raised crosswalk was not proposed. He supports a condition that either requires it or may require it upon further review by the Public Works department.

Member Daire inquired about the pedestrian access to Chick-fil-A and if there will be a connection to the transit shelter near where Chick-fil-A is located.

Mr. Paschke responded pedestrians will walk along Snelling on the sidewalk and use the crosswalk to get to the sidewalks around Chick-fil-A. He referred to the elevations and noted the front of the building faces Snelling Avenue. He is unsure if there will be a connection to the transit shelter, but there will be a connection to the sidewalk.

Member Kimble referred to the Portillo's site, and noted the scale of the parking lot at Rosedale is larger and this Chick-fil-A site presents a tighter scenario. She commented employees and patrons from HarMar Mall will have to come across the parking lot to get to Chick-fil-A. She does not see a lot of people walking along Snelling Avenue.

- **Jennifer Santelli representing Chick-fil-A, Inc., 5200 Buffington Road, Atlanta, GA**

Ms. Santelli noted Mr. Paschke reported the drive-through was a perfect design. In the overall HarMar Mall, they are only losing 34 parking spaces. The property owner will be redoing the parking layout and Chick-fil-A's lease area excludes parking. They were required to get third-party approvals from other vendors in the mall in order to do this site and it has been concluded there will be enough parking on this side of the wall. She noted there is a retaining wall in one area of the parking, and they will be re-grading their pad to make it flat. The speed hump is a great idea and it will help to mitigate traffic driving through too quickly.

Member Sparby inquired if there was any additional detail available on the plans for the parking.

- **Emilee DeCoteau, General Manager with Van Barton Group and HarMar Mall**

Ms. DeCoteau commented they are committed to making this work and will work with the City on the parking lot to make sure everyone is safe.

Chair Murphy inquired if they would redo the parking lot if the lease with Chick-fil-A did not occur.

Ms. DeCoteau responded she is unsure, but there is room for improvement in some areas of the parking lot.

Member Sparby inquired if they had considered regrading the parking lot as part of this project.

Ms. DeCoteau stated they will consider it moving forward.

Chair Murphy stated there is concern with traffic flow and the parking stalls adjacent to Barnes and Noble. It can be a challenge to turn out of the lot and putting parked cars there could make it even more challenging.

Ms. DeCoteau inquired if a one-way ring row would work better.

Chair Murphy stated they will leave it up to the engineering department, but they want it to be safe.

Ms. Santelli commented people will begin to understand the traffic flows and not use those parking spaces, unless it is necessary.

Public Comment

Lyssa Grams, 1440 Burke Avenue West

Ms. Grams commented she is a daily pedestrian in this area. She and her husband purchased this home because of the walkable distance to amenities. She has attended a lot of the Comprehensive Plan meetings and was happy to see what is being zoned in this area, which is why she is frustrated to see this proposal. It conflicts with the current and proposed vision and intent of the zoning code and Comprehensive Plan. She stated CU permit is for what is essential and desirable, but not allowed by the zoning code. She pointed out where the A-Line was and stated it creates a safety hazard because people will step off the bus and walk directly into the drive-through lane. Also, the repaving of the parking lot only takes into account people driving and not people walking. This proposal is in direct conflict with the Comprehensive Plan because it ignores additional density and pedestrian amenities. It also eliminates the potential to achieve the vision that has been discussed by the Planning Commission for the future Comprehensive Plan. If this is approved, they should consider major changes for the pedestrian component.

Member Daire inquired how Ms. Grams sees people moving in this area, both with and without the proposed project.

Ms. Grams stated she lives on the east side of HarMar Mall and gains access on the sidewalk next to the apartment buildings. It is dangerous, she would never walk it with a child, and if it is dark out, she is certain to wear reflective gear. Once she enters the parking lot, there is no sidewalk segment. When she gets off the A-Line, she cuts through the parking lot to get to the mall. She will be required to walk directly in front of the access lanes for the drive-through and there are not pedestrian components to get her through the lot and to the mall. On a nice day, she will walk on the sidewalks down Snelling Avenue to County Road B.

Chair Daire inquired if her movement patterns are unique or if others do the same.

Ms. Grams commented the people who do walk through the site use the same patterns that she does. However, a lot of people do not walk to the site because it is extremely dangerous.

Member Sparby inquired if a dedicated pedestrian area similar to the Cub Foods on Larpenteur and Lexington would eliminate her concern.

Ms. Grams stated similar infrastructure would make it a lot safer.

Member Brown noted Target has a large dedicated walking space.

A member of the audience inquired about the width between the parking lanes compared to what is there now.

Mr. Paschke responded the proposed drive lanes are 24 feet wide. The parking spaces are 18 feet deep and nine feet wide. He is unsure of the measurements there now but would assume there are varying degrees of drive lane widths. The proposed design promotes what the code would support.

Member Daire noted angled parking generally requires a narrower lane and 24 feet is four to six feet wider than what an angled drive lane would require.

Cyndy Ridge, 1454 Eldridge Avenue West

Ms. Ridge commented she lives just east of the mall and frequently walks to it. It is difficult to walk through the parking lot and there is not dedicated walkway. She expressed concern with the restaurants hours and trash storage. Trash frequently blows around HarMar Mall and mall management has been unresponsive to night time deliveries and early morning dumpster emptying.

Chair Murphy commented this proposal would not meet any lesser City standards than what is currently in place.

Ms. Paschke stated there are no limitations in the code that would prevent Chick-fil-A from being open 24 hours. He pointed out where garbage collection takes place and stated there are standards in the code that requires screening. He was not aware of the current loose trash concerns, but they are generally addressed on a case by case basis.

Ms. DeCoteau stated the HarMar parking lot is swept three times a week and she drives around every day to make sure there is no trash. They also have two employees that are out picking up trash everyday at 8:00 a.m.

Chair Murphy inquired how a member of the public could make their concerns known.

Ms. DeCoteau responded she can leave her card, and the management's number is posted with HarMar Mall. She is onsite five days a week in the lower level in the management office.

Member Daire inquired what Chick-fil-A's hours of operation were.

Ms. Santelli stated they are typically 6:30 a.m. to 10:00 p.m. Monday through Saturday, and they are closed on Sundays. They may stay open longer during the State Fair.

Member Kimble inquired if the owner would be to open including a walkway through the parking lot as part of the redesign.

Ms. DeCoteau responded it is a great idea but is unsure how Van Barton would feel about it. If it is included, it will result in less parking spaces. They are willing to work with the City to come up with a plan.

Chair Murphy closed the public hearing at 7:52 p.m.; as no one else appeared to speak for or against.

Commission Deliberation

Chair Murphy suggested they add a condition that the applicant will work with staff to address any pedestrian traffic issues and implement solutions proposed by the staff.

Mr. Paschke commented they need to look at relocating the pedestrian access from Snelling Avenue to the proposed site as well as an overall plan to introduce better pedestrian connections to the parking lot. However, that is tied to the parking lot upgrade and not the drive-through, which is the sole purpose of the CU permit. He also suggested they add a second pedestrian walk with a speed bump for people getting off the A-Line.

MOTION

Chair Murphy moved, seconded by Member Daire to recommend to the City Council approval of the Conditional Use for Chick-fil-A, based on comments and findings in the staff report, subject to the following conditions:

- a. Review and support for the project from the Minnesota Department of Transportation.**
- b. Completion of a traffic study to better document the impact, or lack of significant impact, to the operation of the signal at Snelling and the mall entrance.**
- c. Revised stand-alone canopy plans that include similar building materials or improved design.**
- d. Applicant and owner shall work with City staff to resolve any pedestrian traffic issues and implement solutions proposed by City staff.**

Member Kimble noted this is the time to make sure this all works and makes sense. She referred to an email they received and noted the comments were similar to what Ms. Grams stated. She stated she is not convinced that the development of an outlot precludes the vision from happening. The vision has to do with mixed-uses and connections and they can still reach it with the development of an outlot. Things can change over time to make it richer and more connected and allow for a lot of different developments. They absolutely must make suggestions regarding pedestrian connections.

Member Gitzen agreed with Member Kimble. He noted that the Planning Commission (not Planning Division) is recommending a conditional use for a drive-through, and not a conditional use for Chick-fil-A.

Member Sparby suggested they amend the language of condition (d) that requires the owner to submit a parking plan that includes a pedestrian bypass running east/west in the parking lot.

Chair Murphy requested Member Sparby include his suggested change to condition (d) as an amendment. The intent is different that what he proposed with his suggested condition.

Member Sparby stated with condition (d), it appears that if the owner and applicant determine there is no need to pedestrian upgrades, they can move forward without implementing the pedestrian bypass that was discussed. After further discussion he agreed to include his amendment at condition (e).

MOTION

Member Sparby moved, seconded by Member Kimble to amend the motion to include condition (e), “Applicant and owner shall submit a revised parking lot plan with inclusion of pedestrian connection running east/west across the parking lot.”

Member Sparby agreed his intent is to have this pedestrian connection included as part of the CU approval. They need to make this area walkable and he wants to be as specific as possible to make sure this is achieved.

The Council voted on the amendment to the motion.

Ayes: 6
Nays: 0
Motion carried.

The Council voted on the main motion.

Ayes: 6
Nays: 0
Motion carried.

Mr. Paschke noted this will go before the City Council sometime in April.

Chair Murphy noted the Public Hearing on the 2040 Comprehensive Plan will take place in April, followed by a preliminary Council vote. It will then be sent to neighboring communities and the final approval will take place in December 2018.

The Commission recessed at 7:40 p.m. and reconvened at 7:46 p.m.

c. Consider an Amendment to Section 1001.10 Definitions and Amendment to the Centre Pointe Planned Unit Development No. 1177 Related to Allowable Uses (PROJ43)

Chair Murphy opened the public hearing for PROJ43 at approximately 7:46 p.m.

City Planner Paschke summarized the request as detailed in the staff report dated March 7, 2018. He reported this amendment includes modifications to the existing allowable uses for the PUD area. The City Council met in November to discuss whether to retain the existing PUD, modify it, or begin the cancellation process. They decided to delete a section of the PUD and modify the Centre Point Planned Unit Development Permitted Uses Table as follows:

Centre Pointe Planned Unit Development Permitted Uses
Office and Health Care Uses
Office
Clinic, medical, dental, or optical
Office showroom
Manufacturing, Research, and Wholesale Uses
Laboratory for research, development and/or testing
Limited production and processing
Limited warehousing and distribution
Commercial Uses

Animal hospital, veterinary clinic
Band and orchestra instrument sales, repair, lessons
Bank, financial institution
Day care center
Health Club, fitness center (conditional)
Learning studio (martial arts, visual/performing arts)
Lodging: hotel, motel
Restaurant, fast food; drive-through prohibited
Restaurant, traditional
Utilities and Transportation
Essential services
Accessory Uses, Buildings, and Structures
Accessory buildings for storage of business supplies and equipment
Accessibility ramp and other accommodations
Off-street parking spaces
Telecommunication tower (conditional use)
Renewable energy system

Mr. Paschke reported the following definitions also need to be changed or added to §1001.10 Definitions. The proposed new definitions are as follows:

- Clinical, medical, orthopedic, chiropractic, dental, or optical: A building in which a group of physicians, dentists, or other health care professionals are associated for the purpose of carrying on their professions. The clinic may include laboratories, diagnostic imaging, outpatient/inpatient procedures and facilities, or training facilities.
- Hospital: An institution, licensed by the state department of health, providing primary health services and medical or surgical care to persons, primarily in-patients, suffering from illness, disease, injury, deformity and other abnormal physical or mental conditions, and including as an integral part of the institution, related facilities such as laboratories, outpatient facilities, or training facilities.
- Laboratory for research, development, and/or testing: A room, building, or facility equipped for medical, scientific, or technological research, experiments, and/or testing, which may include limited accommodations for researchers or research subjects.
- College or post-secondary school, campus: An institution for postsecondary education, public or private, offering courses in general, technical, or religious education, which incorporates administrative and faculty offices, classrooms, laboratories, chapels, auditoriums, lecture halls, libraries, student and faculty centers, athletic facilities, student housing, fraternities, sororities, and/or other related facilities in a campus environment.
- College or post-secondary school, office-based: An institution for post-secondary education, public or private, offering courses in general, technical, or religious education, which operates in commercial-type buildings, wholly or partially owned or leased by the institution for administrative and faculty offices, classrooms, laboratories, and/or other related facilities.

- **Office:** The general use of a building for administrative, executive, professional, research, or similar organizations having only limited contact with the public. Office is characterized by a low proportion of vehicle trips attributable to visitors or clients in relationship to employees. Examples include, but are not limited to, firms providing architectural, computer software consulting, data management, engineering, interior design, graphic design, or legal services.

Mr. Paschke reported the Planning Commission recommends the amendments to §1001.10 Definitions and approval of a new table of uses for Centre Pointe Planned Unit Development.

Member Daire inquired about the current status of the office park and what governs the current uses.

Mr. Paschke responded PUD No. 1177 is a document that has been recorded against and guides all the properties except two in the Centre Pointe Business Park. He also noted there are a number of emails related to the University of Northwestern being allowed to utilize the use of 2955 Centre Pointe Drive for a post-secondary school office space. Many people are in support of the University being able to utilize this building for offices and its Engineering and Sciences Center. However, that use is not proposed as a part of this new uses and is not allowed under the PUD.

Member Daire inquired if this list needs to be approved by both the Planning Commission and the City Council, and if the University of Northwestern's proposal is an example of what people want to be added to the list of permitted uses.

Mr. Paschke confirmed both of Member Daire's questions.

Member Gitzen referred to the proposed table of permitted uses. He inquired if the titles would be changed to match the definitions.

Mr. Paschke confirmed they would match.

Member Gitzen noted health club/fitness center is shown as a conditional use in the minutes from the City Council meeting.

Mr. Paschke noted he will make the change to the table.

Member Kimble clarified they are amending the PUD, but not adopting other zoning. She inquired why college and post-secondary are describe in the packet if they are not included in the uses as proposed.

Mr. Paschke explained the information provided explains where these types of uses are allowed by definition. It attempts to clean up the definitions and support the uses as they are. The definitions included do not include a college use.

Member Kimble inquired how this is guided in the 2040 Comprehensive Plan.

Mr. Paschke stated the Comprehensive Plan will be very broad and not advocate specific uses, and the PUD supersedes how it is zoned. It is guided as employment center and calls out office, business, research development and business parks.

Member Daire referred to the November 3, 2017 City Council meeting minutes. He referred to discussion about the permitted uses and noted the Council did not want to see *college or post-secondary school, office-based* as a use.

Mr. Paschke stated staff did not modify or add to it and only modified certain definitions.

Member Daire commented the Planning Commission suggested they add back in *college or post-secondary school*, but it was voted down by the City Council.

Mr. Paschke stated it was an amendment to the PUD that came before the Planning Commission from the University of Northwestern.

Chair Murphy noted the amendment was before the Planning Commission on September 3, 2017, and it passed 6 ayes/0 nays/1 abstain.

Member Daire stated it appears the City Council is sending a signal to the Planning Commission that it does not want to see *college or post-secondary school, office-based* permitted. He inquired if there was any discussion around the City Council's decision.

Mr. Paschke responded there was discussion and the City Council does not believe the business park is an appropriate location for a college. The PUD was designed for a more job-based business park and they are giving broad discretion on what they feel is best for the City.

Member Sparby inquired if the definition of *college or post-secondary school, office-based* fully encapsulated the University of Northwestern's request.

Mr. Paschke confirmed if that use was included in the table, they would be allowed to pursue their request in that area.

Member Daire stated office/business park zoning has a permitted use of college or post-secondary school, office-based. According to State statute, this PUD needs to be outlined and noted on an official map.

Mr. Paschke commented he was unaware that State statute required them to highlight it on an official map.

Member Daire stated the building that the University of Northwestern is interested in has been vacant for two years. In an office/business park zone, the college use was

permitted, and it is a reasonable expectation that it could be done. They are now revising the PUD to say that it is not allowed. He respectfully disagrees with the City Council and finds this use to be compatible with the office/business park district.

Public Comment

Jim Johnson, 3003 Snelling Avenue

Representing the University of Northwestern, Mr. Johnson thanked the Planning Commission, Mr. Paschke and City staff for what they do. They listen well to business ventures as well as the residents. He noted the Commission was correct in their comments that the Council does not want a college use in the Centre Pointe Business Park; however, they are not unified in their support as the vote was 3 ayes/2 nays against it. He explained that in 2015, the University of Minnesota decided to cut its engineering partnership with 40 schools. This is what prompted them to pursue this space and develop this program. They purchased the building at 2955 Centre Pointe Drive and it is perfect for what they need. It was disappointing that it did not move forward but there has been some great benefit in the delay. They 21 businesses in the Centre Pointe district have expressed support for them in this location. These businesses need the future interns and employees. He presented a packet of letters of support from businesses and residents in support of this proposal and requested the Planning Commission consider adding a college use to the new PUD.

Ken Ehling, Montage Marketing Services, 3050 Centre Pointe Drive

Mr. Ehling commented his business has been in Roseville for 25 years. Their clients include major businesses and universities, and learning is an integral part of their day. They educate, train, and mentor employees, which is not much different than what happens every day at the University of Northwestern, and they would make a great business neighbor.

Pat Heavirland, Charles Cabinet Company, 3090 Cleveland Avenue North

Mr. Heavirland reported Charles Cabinet Company has been in this location for 65 years. He fully supports the college use in the Centre Pointe Business Park and encouraged the Planning Commission to add it as a permitted use.

Chair Murphy inquired how the restriping of Cleveland Avenue has affected his customers and business trucks.

Mr. Heavirland responded going south on Cleveland, the lane narrows right where the trucks turn into the parking lot.

Judy Palke, 1775 Shorewood Curve

Ms. Palke stated she has lived at this address for 37 years. She enjoys the University of Northwestern and all that it provides for the community. She requested the Planning Commission accept the college use as part of the Centre Pointe Business Park development. She is a teacher and education is very important.

Chair Murphy requested Ms. Palke's opinion regarding traffic on Lydia and parking on the south side.

Ms. Palke commented students park along Lydia, but it is not an issue.

Oscar Knutson, on Woodbridge Street

Mr. Knutson noted he has lived in Roseville for 35 years and encouraged the Commission to include the college use as part of the Centre Pointe Business Park development.

Margaret Olson, 1811 Victoria Street North

Ms. Olson stated her family has lived in Roseville since the early 1960s and she supports adding a college use to the PUD to allow the University of Northwestern to be in the Centre Pointe Business Park development.

Ethine Shimasaki, 841 County Road B2 West

Ms. Shimasaki expressed support for the University of Northwestern. It is an employment district and the University is a major employer in Roseville. There is a need for more professionals and she fully endorses the use of career training for people who will affect Roseville and the surrounding area.

Sam Lepold

As an alumnus of the University of Northwestern, he supports adding a college use to the Centre Pointe Business Park. In this area, there are many high schools adding a Science, Technology, Engineering and Math (STEM) programs to their education and there is not enough space in these programs at local universities. According to the Martin Prosperity Institute, Minnesota will retain 60 percent of its graduates within 10 miles of where they graduate. With the average nursing salary being \$64,000, and nursing being a major expansion as part of this plan, this could be a potential major benefit to Roseville.

Jenny

She and her family enjoy living in Roseville and some of her friends have taken music classes at the University of Northwestern. They enjoy the school and teachers and it has a high reputation among the Chinese community. She supports adding the college use and looks forward to having an engineering component in the City.

Grover Sayer, University of Northwestern Board of Trustees member

Mr. Sayer commented when the University of Northwestern purchased the building and read the PUD, it appeared they would be able to use it and the zoning allowed for it. Tomorrow there is a mediation session planned between the University and the City. Acting tonight to not allow the college use may be premature and it may be better to table it to see how the mediation session resolves.

Chair Murphy recalled the City Council met as the Board of Equalization and rendered an opinion to deny the request and uphold its original decision.

Ms. Sayer explained the request was to review the application for a permit, which was denied by City staff. The City Council, as the Board of Equalization, denied the University's appeal.

Chair Murphy closed the public hearing at 8:58 p.m.; no one else appeared to speak for or against.

Commission Deliberation

Member Kimble inquired if the University of Northwestern is planning to acquire additional buildings and expand in the Centre Pointe development to create a campus environment.

Mr. Johnson responded they have not made plans beyond the building they have purchased. That is why they requested an amendment to the PUD for that specific building and not the entire Centre Pointe development. This building and the space they have on their existing campus meets their current and future needs.

MOTION

Member Daire moved, seconded by Member Sparby to recommend to the City Council approval of the Amendments to §1001.10 (Definitions) and approval of new table of uses for the Centre Point Planned Unit Development, with the following changes: 1) addition of *college or post-secondary, office-based* as a permitted use under Office or Health Care Uses; 2) modifying *fitness center* as a conditional use; and, 3) addition of *chiropractic and orthopedic* as uses under Office and Health Care Uses.

Member Daire commented while the City Council does not see this as an appropriate use for this district, they have a stack of letters from people in the same district that support it. The neighbors want the University of Northwestern in this area and this is what changed his mind to support it.

Member Sparby stated this has been at the City Council and at the Planning Commission level on multiple occasions. As Commissioners, they have a responsibility to say why they are doing what they are doing. He worries they if they shut themselves off to any educational or vocational occupancy in this PUD, it may limit the overall ability for this area to diversify, grow, and adapt. Having a diverse mix of uses that can complement and support each other is critical. Also, having a large institution such as the University of Northwestern serves to have a significant economic impact on the area itself, bringing in students, faculty, and businesses. They have heard support from Roseville residents and neighboring businesses and it will drive positive economic development, which is critical. While they may not be directly impacting the tax rolls, the positive economic impact is significant.

Member Gitzen noted he too supports this motion but would not support turning it into an educational campus if that were requested in the future.

Member Kimble noted the motion is opening to door for the entire area.

Chair Murphy also expressed support for the motion and noted he agreed with Member Daire and Member Sparby's comments. He drove by and looked at the facility and parking seemed adequate with over 100 empty spots. The neighbors have commented on the traffic on Lydia and a shuttle service would significantly ease traffic concerns here as well as on Cleveland Avenue and Twin Lakes Parkway. The graduates of the University of Northwestern will fill a need in the City and will result in active citizens.

Ayes: 6
Nays: 0
Motion carried.

7. Other Business

a. Review the Proposed Acquisition of 2719-2737 Lexington Avenue by City of Roseville

Senior Planner Lloyd reported State statute requires the Planning Commission to discuss and make a recommendation to the City Council about whether the acquisition or disposal of land is consistent with the Comprehensive Plan. The City is considering the proposed acquisition 2719 -2737 Lexington Avenue, which is where the current License Center is located. The short-term plan would be to retain the area that is currently designated for the License Center as well as two vacant bays to provide storage for Public Works and Parks and Recreation. The City Manager has found a couple of places in the 2030 Comprehensive Plan that would be affected by this acquisition, and these are outlined on page 60 of the meeting packet. Staff believes that the proposed acquisition is consistent with the Comprehensive Plan and recommends supporting its purchase for the expansion of municipal-campus services in the southeast corner of Planning District 3 as being in compliance with the Comprehensive Plan.

Member Daire noted he received an email from Roger Hess, Jr. saying he did not feel enough thought had gone into the purchase and remodel.

Mr. Lloyd explained much of the discussion of the City Council's consideration has been in closed sessions with no minutes or staff reports available. The only information he has is in the staff report.

Chair Murphy summarized the Planning Commission's role is to determine if acquisition of this parcel is in the interest of the City and supported by the 2030 Comprehensive Plan.

Mr. Lloyd confirmed Chair Murphy's summarization. He stated it is not the Planning Commission's responsibility to know the highest and best use for the property or what the right price is.

Member Daire inquired if the City has an expansion plan for its campus that would suggest acquiring property across the street to expand its functions.

Mr. Lloyd responded there are no broader plans that he is aware of, but there has been an ongoing search for additional storage space for the Public Works and Parks and Recreation departments.

Member Sparby inquired if they are supposed to determine whether this acquisition promotes a balanced tax base and anticipates the long-term economic social changes.

Mr. Lloyd responded the review from the Planning Commission is to determine whether the acquisition is in conformance with the Comprehensive Plan. The excerpts included in the staff report from the 2030 Comprehensive Plan speak most directly to this acquisition. It should maintain civic land uses and fit in the planning district, which maintains the City Hall campus in the southeastern quadrant.

Member Sparby stated the metrics he is seeing in the staff report is whether it promotes a balanced tax base and anticipates long-term economic and social changes. They cannot make an accurate determination without any specifics about the potential acquisition.

Member Gitzen commented he supports the recommendation. Their purpose with this as a Commission is very narrow and they just need to make sure nothing conflicts with it in the 2030 Comprehensive Plan.

Chair Murphy noted he also supports the recommendation. The City is challenged for additional space and this is a great opportunity to acquire land that is physically adjacent to the current campus and expand it to the north. It is good government to be able to serve the citizens and he is not focusing on the long-term economic changes.

Member Sparby stated when they talk about a balanced tax base, they need to be cognizant of the economics behind it. He has not seen any economic analysis presented to the Commission on this issue. He is unsure how they can recommend that this is promoting a balanced tax base and they do not have enough information to act on it.

Member Daire inquired if this was an ongoing investigation. He agreed with Member Sparby that they do not have enough information or analysis and suggested they table this item until they have such information.

Mr. Lloyd stated the due diligence period for the City's purchase agreement is due at the end of the month. The State statute mandates this discussion but does not indicate that it contributes to the success or failure of future action by the City Council.

Chair Murphy stated he views it as a reasonable check and balance on things, so items are discussed and there is a chance for opinions to be aired.

Member Kimble commented this is uncomfortable for them because they do not have a lot of information that they are not going to get anyway. She hopes and trusts that the City Council and staff are paying the right price for the property. It has a gas station on it and that presents some environmental concerns that need to be considered. This would be a civic use and would support a mix of uses that the City needs to continue in its operations. It is a class C retail strip center and is a logical extension for the City.

MOTION

Chair Murphy moved, seconded by Member Gitzen to recommend to the City Council to accept that the proposed acquisition of 2719-2737 Lexington Avenue is in compliance with the 2030 Comprehensive Plan, based on the comments, findings and recommendation in the staff report dated March 7, 2018.

Member Daire moved to table this item to the next Planning Commission meeting. The motion failed for lack of a second.

Chair Murphy commented he did not recall reading anything in the 2040 Comprehensive Plan that would be against this acquisition.

Member Sparby commented it is imprudent to act on something they do not have information on and they have not done a full review of the 2030 Comprehensive Plan to understand if it is in compliance.

Member Kimble stated it is not the Planning Commission's role to review the price. It is their role to look at the land use and the staff report includes a paragraph from the 2030 Comprehensive Plan pertaining to that.

Member Gitzen agreed with Member Kimble. He noted they depend on staff to review any proposal that comes before them and staff has not found anything in conflict with this request.

Ayes: 4
Nays: 2 (Sparby and Daire)
Motion carried.

8. Adjourn

MOTION

Member Brown moved, seconded by Member Daire to adjourn the meeting at 9:33 p.m.

Ayes: 6
Nays: 0
Motion carried.

Item Description: Request by the City of Roseville to approve the 2040 Comprehensive Plan update (**PROJ-0037**)

1 **INTRODUCTION**

2 For the past year, the Planning Commission has been working with Erin Perdu and her team of
3 consultants from WSB, Lydia Major and her team of consultants from LHB, and staff from
4 various City departments, to update Roseville’s comprehensive plan. In addition to the many
5 community engagement efforts during that time, the Planning Commission held one or two
6 dedicated Comprehensive Plan Update meetings each month, beyond the Commission’s
7 regular monthly meetings, to discuss, review, and provide guidance for the development of
8 individual chapters of the comprehensive plan update. Also during this time, similar efforts
9 were made by the Parks and Recreation Commission and Department staff, and by the Public
10 Works, Environment, and Transportation Commission and Department staff to update content
11 of the comprehensive plan pertaining to their respective responsibilities.

12 The Planning Commission reviewed the full draft of the update at its last Comprehensive Plan
13 Update meeting on February 28, 2018; draft minutes of that meeting are included as Item 5.A
14 on this April 4, 2018, Planning Commission meeting agenda. And the City Council reviewed
15 the full draft of the comprehensive plan update at its March 19, 2018, work session meeting;
16 draft minutes of that meeting are included with this RPCA as Attachment A.

17 **PLANNING DIVISION COMMENTS**

18 The updated 2040 Comprehensive Plan has 13 chapters. The draft of the comprehensive plan
19 being discussed at this meeting is largely the same as the draft reviewed on February 28 by the
20 Planning Commission and the draft reviewed on March 19 by the City Council. Minor edits to
21 the previous draft for correcting punctuation, formatting, and readability are not called out in
22 any way in the current draft. Significant changes in wording or content, however, are briefly
23 identified in the list of chapters that follows:

24 **Chapter 1: Introduction** Substantial changes:

- 25
- 26 • Addition of an illustration differentiating the ideas of “equality” and “equity”
 - 27 • Introduction of an icon that could be used in later chapters to denote content that
28 pertains to equity
 - 29 • Removal of the “Imagine Roseville Discussions” from the section identifying recent
30 research and community engagement

31 **Chapter 2: Vision, Goals, and Decisions** Substantial changes:

- 32
- 33 • Expansion of the discussion about the community engagement efforts in this chapter to
34 allow for the descriptions of community engagement outcomes in other chapters to be
shorter
 - Change title of decision making “rubric” to “framework”

35 **Chapter 3: Community Profile** Substantial changes:

- 36 • Reintroduction of a short section acknowledging the displacement of local Dakota
37 communities which combines with the topic of restrictive covenants to better inform
38 Roseville’s demographic changes between 1960 and 2010.
- 39 • Addition of historic census data on populations of color

40 **Chapter 4: Land Use** No substantial changes, but pagination will be improved for the large
41 format, pull-out maps

42 **Chapter 5: Housing** Substantial changes:

- 43 • Addition of language describing the contributions of the City’s existing single-family
44 housing stock to naturally occurring housing affordability

45 **Chapter 6: Economic Development** Substantial changes:

- 46 • Expansion of the discussion of workforce development

47 **Chapter 7: Transportation** Substantial changes:

- 48 • Addition of East-West transit improvements to transit strategies
- 49 • Addition of language regarding railroad quiet zones to freight section
- 50 • Pagination will be improved for the large format, pull-out maps

51 **Chapter 8: Parks, Recreation, Trails, and Open Space** No substantial changes, but this
52 chapter includes “redline” edits to the previous draft that were suggested by the Parks and
53 Recreation Department Director, but which could not be incorporated in time for review by the
54 Planning Commission or City Council

55 **Chapter 9: Resilience and Environmental Protection** No substantial changes

56 **Chapter 10: Surface Water Management** No substantial changes

57 **Chapter 11: Water Supply System** No substantial changes

58 **Chapter 12: Sanitary Sewer System** No substantial changes

59 **Chapter 13: Implementation** No substantial changes

60 **PUBLIC COMMENT**

61 Outside of the Planning Commission and City Council meetings at which the draft plan was
62 reviewed, the public had additional opportunities to review the draft update online and at City
63 Hall, and to discuss their questions and suggestions with Community Development staff, in
64 person, over email, or on the phone. The draft plan review emails received by staff are
65 included with this RPCA as Attachment B. The only community members who took advantage
66 of the opportunities to visit with staff about the draft comprehensive plan were homeowners
67 near the intersection of Lexington and Larpenteur Avenues; these individuals reiterated their
68 continuing concern about the potential impact of high-density residential development that
69 would be a required component of the proposed Corridor Mixed Use designation in the future
70 land use plan. No additional communications from the public have been received at the time
71 this report was prepared.

72 **RECOMMENDED ACTION**

73 **By motion, recommend approval of the proposed 2040 Comprehensive Plan update,**
74 based on the information in this report, the input offered at the public hearing, and the Planning
75 Commission’s review of the updated comprehensive plan. By statutory requirement, a motion
76 to recommend approval of a comprehensive plan update must have the affirmative votes of 5/7
77 of the membership of the Planning Commission to pass.

78 **ALTERNATIVE ACTIONS**

79 **Pass a motion to table the item for action.** While tabling will not directly cause Roseville to
80 run afoul of statutory timelines, tabling could make it much more difficult to meet the final
81 submission deadline later this year.

82 **By motion, recommend denial of the draft 2040 Comprehensive Plan update.**

83 **NEXT STEPS**

84 May 7: City Council action to authorize distribution of 2040 Comprehensive Plan
85 update to Metropolitan Council and neighboring jurisdictions for review and
86 comment.

87 Nov./Dec.: Address reviewers’ comments and adopt final 2040 Comprehensive Plan for
88 submission to Metropolitan Council by the December 31, 2018, deadline.

89

90 Prepared by: Senior Planner Bryan Lloyd
91 651-792-7073
92 bryan.lloyd@cityofroseville.com



Attachments: A: Draft 3/19/2018 City Council meeting minutes

B: Public feedback on the draft comprehensive plan update

1 **City Council Work Session Draft Meeting Minutes**
2 **City Hall Council Chambers, 2660 Civic Center Drive**
3 **Monday, March 19, 2018**

4 **1. Roll Call**

5 Mayor Roe called the meeting to order at approximately 6:00 p.m. Voting and Seating
6 Order: McGehee, Willmus, Laliberte, Etten, and Roe. Assistant City Manager Rebecca
7 Olson, City Planner Bryan Lloyd, Public Works Director Mark Culver, Community De-
8 velopment Director Kari Collins, and City Attorney Mark Gaughan were also present.

10 **2. Pledge of Allegiance**

12 **3. Approve Agenda**

13 Assistant City Manager Olson requested removal of Item 7A, as it will be deferred to a
14 later date.

16 McGehee moved, Willmus seconded, approval of the agenda as amended.

18 **Roll Call**

19 **Ayes:** McGehee, Willmus, Laliberte, Etten, and Roe.

20 **Nays:** None.

22 **4. Public Comment**

23 Mayor Roe called for public comment by members of the audience on any non-agenda
24 items. No one appeared to speak.

26 **5. Recognitions, Donations, and Communications**

28 **6. Items Removed from Consent Agenda**

30 **7. Business Items**

31 ~~a. Adopt an Ordinance Amending Section § 1001.10 Definitions and replace the~~
32 ~~allowable use table within the Centre Pointe Planned Unit Development No.~~
33 ~~1177 (PROJ43)~~

35 **b. Receive Draft 2040 Comprehensive Plan Update – Goals, Objectives, and**
36 **Public Input**

37 City Planner Lloyd indicated the goal tonight is to apprise the Council on the
38 2040 Comprehensive Plan Update. He first provided an updated schedule: public
39 hearing at Planning Commission meeting on April 4, 2018; on May 7, 2018, City
40 Council action to authorize that draft of the plan to be distributed to the Met
41 Council and surrounding communities for preliminary review; submit a final ap-
42 proved Comp Plan sometime in November/December 2018.

44 WSB Consultant Erin Perdu noted the goal is not to review the Comp Plan page-
45 by-page tonight, as the Council has had the draft and has had a chance to review
46 it. First, she would like to review changes made to the document in the last
47 month, based upon Planning Commission feedback and initial Council feedback.
48 Next will be a brief chapter-by-chapter overview, pausing to hear comments and
49 feedback. Finally, there will be a brief discussion on suggested formatting chang-
50 es, and an overview of the updated schedule.

51
52 Ms. Perdu began highlighting changes to the document since it was last reviewed,
53 beginning with readability.

54
55 Councilmember McGehee noted many of the pages still have dark print on gray
56 background.

57
58 Ms. Perdu noted the comment. She also highlighted the changed color palette and
59 pointed out the color blocks at the top of each chapter to notify the reader. A lot
60 of unnecessary shading was removed from tables, and the housing matrix was al-
61 so reformatted. Additional changes include a scrubbing of repetitive language,
62 incorporating feedback from the Planning Commission (PC) at its February 28th
63 meeting; and additional proofreading for grammar.

64
65 Councilmember Etten expressed appreciation for color changes throughout most
66 of the document. In the transportation chapter, he liked the table of contents and
67 suggested that would be helpful for other chapters as well.

68
69 Mayor Roe concurred with Councilmember Etten's comments.

70
71 Councilmember McGehee expressed agreement with the comments thus far. Al-
72 so, she noted that a couple of the chapters have goals sections. Every chapter
73 should include that and should also have a specific location within the chapter.
74 Readers should be looking for that, along with a table of contents. She noted
75 some chapters do begin with a goals section, but in other places they are called
76 strategies or policies. Whatever the term is, just stay consistent. She appreciated
77 the color changes. However, chapter 7 and chapter 5 are very similar in color and
78 she cannot see the difference. Perhaps if it was larger or changed the type, it
79 would be easier to read. She also pointed out the importance of white let-
80 ters/numbers on a dark background. In some places, a white box was used that
81 made the text blurry.

82
83 Councilmember Etten found Chapter 13 to be really great in terms of the goals
84 formatting.

85
86 Mayor Roe concurred that formatting should be consistent from chapter to chap-
87 ter, so people can locate goals in the same place in each chapter.

88

89 Councilmember McGehee also expressed that she is not sure she agrees with the
90 implementation strategy. She prefers the smaller version of that in the chapters.
91 She pointed out a document in Chapter 13, in the back, would be good for the
92 Council and for staff as an internal document, but it is not needed for the Met
93 Council or the community needs. She sees that as a starting point as a discussion
94 on strategic planning.

95
96 Councilmember Willmus expressed concern about the color yellow being used on
97 maps, as it might get difficult to see the yellow when the document is reproduced.
98

99 Councilmember Laliberte noted she would like consistency throughout the docu-
100 ment.

101
102 Mayor Roe noted one idea is to pull the number off the pie chart itself, to help
103 with readability. He also noted several places where, like the 5th page of the
104 transportation chapter, there is dark text on dark colors, and it became a meaning-
105 less piece of information as a result of the colors. He also pointed out that unusu-
106 al acronyms were used in the transportation chapter that would only be meaning-
107 ful to engineers, so clarification is needed. Also, he would like cross references
108 between County State Aid Highway numbers and County Road names that the
109 City uses.
110

111 Councilmember McGehee also commented that the use of blue for the standard on
112 the map, when it is in the body of text, barely stands out. Where it is not bolded,
113 it is very difficult to see.
114

115 **Chapter 1**

116 Ms. Perdu noted this chapter includes discussion of Comprehensive Planning
117 lenses, specifically public safety and Thrive MSP 2040 Outcomes. Also dis-
118 cussed is equity, which was reviewed extensively by the Planning Commission.
119 She pointed to an image to help describe equity.
120

121 City Planner Lloyd noted that if it the graphic is helpful, it can be tweaked to be-
122 come more visually appealing.
123

124 Councilmember Willmus asked about the importance of equity within the Comp
125 Plan.
126

127 Mr. Lloyd recalled equity was part of the RFP as a lens of this Comp Plan update.
128 As it has been in the plan so far, the description of what is meant by equity is in
129 the first chapter. The main goal for the equity lens was to create a wide arrange of
130 choices for individuals and groups who had few, if any, choice and engaging a
131 full cross-section of the community in decision-making. That was the operational
132 definition of equity used in the Comp Plan. It showed up in a few different ways.
133 One primary way is bringing in information that prior Comp Plans did not previ-

134 ously have. For example, in the Community Context chapter, there are maps that
135 show where household income is distributed across the community instead of an
136 average household income across the community. In the Economic Development
137 chapter, instead of an average unemployment rate, the reader learns how it breaks
138 down among white residents and non-white residents. Race is the primary focus
139 of equity in those data points.
140

141 Councilmember McGehee expressed concern that the equity discussion was quite
142 extensive, and yet quite narrow. She believes there is a lot of inequity across
143 many, many areas of society and this community in particular. She suggested that
144 to take a narrow focus that has been addressed in this document is a little bit in-
145 sulting to other areas of the community and also some of the large areas of inequi-
146 ty. She also stated there is absolute confusion between *Roseville 2025* and *Imag-*
147 *ine Roseville*. *Roseville 2025* should not be included, as the materials are more
148 than ten years old. If *Imagine Roseville* is used, that is fine, but it needs to be
149 clear and consistent. Also, under community survey, the City conducted a large
150 “leisure vision” survey which is not listed.
151

152 Councilmember Willmus commented on the opening chapter. He agreed the City
153 is quite removed from the visioning document entitled *Imagine Roseville*. There
154 is certainly still some correlation or some desire to have some of that background
155 material. He also agrees there could be some confusion between *Roseville 2025*
156 and the *Imagine Roseville* discussions that have occurred. He expressed concern
157 with the *Imagine Roseville* discussions being included in the Comp Plan, as they
158 may not have had a broad community outreach or vetting. He recalled there was a
159 lot of discussion around the (Philando) Castile shooting. He does not know how
160 broadly, however, that was conveyed throughout the City of Roseville within the
161 context of the *Imagine Roseville* discussion series. Furthermore, the Council has
162 talked about updating multifamily housing study, and it is concerning that this
163 Comp Plan update is referencing the old study.
164

165 Councilmember Laliberte noted she watched the Planning Commission discussion
166 around equity. She expressed agreement with Councilmember McGhee that there
167 are many other avenues of equity to explore. She asked staff whether race was
168 the focus of equity because of the Government Alliance on Race and Equity
169 (GARE) program. That is a one-year program and something the City wants to
170 aspire to and address going forward, but this is a document that will live for a
171 long time. The whole idea of the broader scope of equity does not seem to be ad-
172 equately addressed. She concurred there is confusion over *Imagine Roseville*
173 *2025* and *Imagine Roseville* in the document. In the section on research and
174 community engagement, each of those items was officially tasked or ordered or
175 paid for and requested by the Council. *Imagine Roseville* conducted discussions
176 over time, but it was never an action or group appointed by the Council. In the
177 Comp Plan document, it is referred to as if it has the same formal action behind it.
178

179 Councilmember Etten indicated staff has acknowledged that the focus on race is
180 narrow and it acknowledges why. He does not believe the Comp Plan is the place
181 to take big, bold steps. In the section on page 4 and 5 of this chapter, it talks about
182 some of the aspects of equity. It lists off some other marginalized areas or groups
183 with spots where equity should be the goal. It even lists “and more,” as a means
184 of communicating that a comprehensive list cannot be provided. There is no way
185 an introductory chapter can properly fully address that. It may be that the GARE
186 process is focused on race and equity, but the tools coming out of that are things
187 that will then help the City address other inequities throughout the system. He
188 feels that is not as big of a deal, because this is not the place to fully address equi-
189 ty in the community. Regarding community surveys, he wondered whether not-
190 ing that the City will have a 2018 survey that will be happening shortly. He ex-
191 pressed agreement about the multifamily housing study, but it is later noted in the
192 Housing Chapter that the study is out of date. He suggested noting that in both
193 spots. Finally, he concurred that *Imagine Roseville* and *Imagine Roseville 2025*
194 can be confusing. He suggested GARE might be referenced in the document.

195
196 Councilmember Laliberte asked whether it is a disservice to define equity the way
197 it is now.

198
199 Councilmember McGehee expressed there is inequity, and everyone knows it, and
200 the City should be trying to correct it in as many ways as possible. She opined
201 that someplace in the document it should state that the City has adopted a policy
202 of a community survey every couple of years.

203
204 Mayor Roe commented on the confusion regarding *Imagine Roseville 2025* and
205 *Imagine Roseville*. In terms of the Comp Plan, if folks are confused about the
206 names, one solution is just to not make a reference to the *Imagine Roseville* con-
207 versations. For a broader planning document, it is very specific on a couple of is-
208 sues, and it is not the same as some of these other things in terms of how it in-
209 forms planning. The goal of this chapter is to give someone a basic understanding
210 of what the Comp Plan document is. He does not have a problem with the discus-
211 sion of equity on here. He is fine with adding context in some other areas. He re-
212 called that on page 7, there is a paragraph that seems to be floating, unattached to
213 anything else.

214
215 Ms. Perdu noted that was supposed to be a closing paragraph and a transition to
216 the next section.

217
218 Councilmember Willmus questioned whether the *Imagine Roseville* discussions
219 belong where they currently are.

220
221 Mayor Roe noted that the chapter indicates there are other areas of equity that can
222 be looked at, and the chapter explains why race has been noted in this context.

223

224 Community Development Director Collins commented that the EDA will be re-
225 viewing a proposal for an updated multifamily housing study next month, so that
226 can be reflected in the Comp Plan. Regarding equity, this is a municipal growth
227 document, so much of what is discussed hinges on demographic change and
228 population change, and so much of the data sets available are race-based. Alt-
229 though it might not be called out, there is a lot of other language in the document
230 with regard to other populations, such as seniors, different types of housing, and
231 disabilities.

232
233 Ms. Perdu commented there might be an opportunity to include equity language
234 as its own highlight throughout the document. The data points and census data
235 are race-based, but strategies are all over in addressing a lot of equity concerns.
236

Chapter 2

237
238 Ms. Perdu noted the PC suggested this chapter be retitled Vision, Goals, and De-
239 cisions. The goals and objectives have not changed since May 2017, which the
240 Council approved at that time. But a decision-making rubric has been developed,
241 which takes each goal and breaks it down into a series of questions and measura-
242 bles. The PC gave a lot of input on the measurables. The idea is to take the goals
243 and actually use this information in the decision-making process, whether that is
244 the Council, the PC, other Commissions, or staff members as well.
245

246 Councilmember McGehee asked about the number of participants in outreach.
247

248 Mayor Roe suggested including a table to illustrate participation, as it is presented
249 inconsistently throughout the document.
250

251 Councilmember McGehee indicated she does not like the word “rubric.”
252

253 Mayor Roe suggested the word “framework” instead of “rubric.”
254

255 Councilmember McGehee suggested moving Roseville 2040 to the left side of the
256 line to improve readability.
257

258 Councilmember Laliberte noted she does not mind the reference to engagement
259 and the tools in certain park or transportation discussions. But an overall picture
260 of engagement would fit perfectly right up in the front of this chapter.
261

262 Mayor Roe noted the references to the engagement can be brief. That will help
263 remove repetitiveness from the document.
264

265 Councilmember Etten noted the online survey is not a statistically valid survey,
266 and that should be noted. He also asked about the purple dots on page 5.
267

268 Ms. Perdu explained the blue dots show where people live. The purple dots indi-
269 cate non-Roseville residents.

270
271 LHB Consultant Lydia Major noted that 40 to 50 unique responses were counted.
272 There is a complete survey in a community engagement process, and it includes
273 all of the detail needed. That information can be worked into this document to
274 whatever extent the Council wants.

275
276 Mayor Roe commented that some of the maps should be reformatted for readabil-
277 ity.

278
279 Councilmember McGehee commented this is limited engagement compared to the
280 visioning process. She suggested that doing the bar charts in full color gives an
281 impression of a much more substantial piece of data. She would like to include
282 the middle-schoolers and survey respondents in the Resilience chapter as well.
283 She also would like it summarized up front to reduce repetitiveness.

284
285 Mayor Roe noted it is important to highlight key input just for that chapter.

286
287 Councilmember Etten suggested including something like “in this section, we had
288 this special type of outreach” that helped draw input. For the Economic Devel-
289 opment chapter, for example, business group meetings were held.

290
291 Ms. Perdu commented that the memo outlining all of the outreach efforts and par-
292 ticipation will be included in the appendix.

293
294 Mayor Roe suggested adding something about why there is less community input
295 in this process, because it is an update. He also suggested noting that these are
296 not statistically valid surveys, etc.

297
298 Councilmember McGehee questioned why there is so much emphasis if the sur-
299 vey is not statistically valid, and if this was a formal visioning process.

300
301 Councilmember Etten commented it is important to include public input in the
302 appropriate chapters.

303
304 Councilmember Laliberte commented that if the memo will be in the appendix
305 with every single data point, it should not be included in chapter 2. But chapter 2
306 also needs the context provided. Having a unique outreach that helped inform a
307 particular chapter would be helpful.

308
309 Ms. Perdu gave context to the “What We Heard” capsule included in each chap-
310 ter, noting its purpose is to emphasize the input that informs what is in the chap-
311 ter. The process can be de-emphasized if it is more fully articulated in chapter 2.
312

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Chapter 3

Ms. Perdu introduced the Community Profile chapter. She pointed out the new elements of the chapter, which are additional pieces on the development history of Roseville. She pointed out the Planning Commission recommended deletion of a paragraph on page 2.

Mr. Lloyd noted the beginning of this chapter starts by discussing the historical and development context of the community and the intent of the chapter here is to recognize that in previous Comp Plan efforts, attention was paid to the mid-1850s forward. But not much detail has been given to who was here earlier, which does inform the “How We Got Here” topic that this chapter is addressing. That was the purpose of having this paragraph, but the PC suggested its deletion. Recently, City Manager Trudgeon presented staff with demographic information of Roseville over time, showing the 1960-1970 breakdown of “white or not white” as a demographic piece of information in the census. In the earliest example, .4 percent were “not white,” and then 1 percent were “not white” in 1970, followed by a slow gradual build to close to 20 percent of “not white” today. That seemed to correspond interestingly with the notion of native communities being removed during the white settlement of this area. Later in the chapter is a discussion of racially restricted covenants in Roseville and other areas. Since that is an artificial, man-made condition, that is why it was mentioned here.

Councilmember McGehee commented she is indifferent to whether the paragraph is included or not. The history of Roseville is similar to the history of the United States, with the white people coming in, removing the native people from their land, and taking the land. She noted this is a reference document for planning, and she is having a hard time understanding why the glacial terrain is included. This should be a clean, crisp document with ideas and strategies.

Councilmember Willmus stated the PC was correct to remove the paragraph. This is a forward-looking guide and vision of where Roseville can be.

Councilmember Etten commented that this type of information, at the very least, was included in the wrong spot. It seems odd to be talking about glacial history 500 million years ago. If he were to reference Native Americans, he would include that on page 7 under Population History, with maybe a 2-sentence paragraph about the Native Americans specifically in this area of Minnesota.

Councilmember Laliberte mentioned the 2002 Comp Plan update was very historical and that would have been a great document for this information. This Comp Plan update is different, so she agreed with the PC’s decision to remove the paragraph.

Mayor Roe commented that the place for that type of language would be on page 7 in the category of Population History, though not a full paragraph. He stated it

358 is always good to have context in any version of the Comp Plan, but brevity is
359 helpful and it is unnecessary to cite treaties and legal documents.

360
361 Councilmember Etten noted the document from 1849 would show someone who
362 may not understand that there once was a time when covenants disallowed non-
363 Caucasians the ability to buy land. A shortened version of the paragraph on page
364 7 might provide framework around equity.

365
366 Councilmember Willmus suggested that as the Comp Plan is a forward-looking
367 document, brevity would be a benefit.

368
369 Councilmember McGehee pointed out a few typos and graphics/color errors. She
370 brought up the “lens of race” on chapter 3, page 13, which was supposed to be re-
371 ferred to as the “lens of equity.” She suggested using the word “lens” consistently.
372 She also pointed out some inconsistency in the future on the forecast charts.

373
374 Mayor Roe suggested any typographical and formatting errors be sent to the con-
375 sulting staff via email, to expedite the meeting.

376
377 Councilmember Willmus noted the Met Council has demonstrated in the past that
378 their projections fall short. The historical population of Roseville has been in-
379 credibly consistent over the years and he does not see that changing significantly,
380 especially to the level that the Met Council is predicting.

381
382 **Chapter 4**
383 Ms. Perdu noted changes have been made to the land use map, as directed by the
384 Council.

385
386 Councilmember Willmus asked for a review of the identified parcels to be sure
387 they are properly identified.

388
389 Mayor Roe noted that is a constant challenge because there are so many parcels.

390
391 The Council asked for an explanation of CPTED.

392
393 Mr. Lloyd noted that this was an attempt to address the concept of CPTED, Crime
394 Prevention Through Environmental Design. Specifically, that approach pays at-
395 tention to landscape design, urban design, enhancing traffic safety and pedestrian
396 safety, and preserving property without opportunities of graffiti.

397
398 Councilmember Laliberte stated Crime Prevention does not exactly equate to en-
399 hancing safety because some crimes are not as much as a safety issue as they are
400 an infringement on someone else.

401

402 Councilmember Etten stated he would be okay with spelling out the acronym and
403 its meaning.
404
405 Councilmember McGehee noted the plans 25, 26, and 27 are nicely presented.
406 However, the forecast chart appears on page 8, and then part of it appears in the
407 discussion of it on page 20; it needs some more coherence.
408
409 Councilmember Willmus asked for some background on the protection of historic
410 sites listed on page 22.
411
412 Ms. Perdu noted that paragraph was purposely written to be vague. The protec-
413 tion of historic sites is a generic requirement of the Met Council. There are no
414 implementation strategies tied to historic preservation.
415
416 Councilmember Willmus asked to specify what the City actually does, rather than
417 what the City does not do, such as preserve historic buildings.
418
419 Councilmember Etten noted that on page 24, map 4-5, dots are placed on the en-
420 tire SE area of Roseville.
421
422 Mayor Roe noted these designations are inconsistent with the ones in the Eco-
423 nomic Development chapter.
424
425 Ms. Perdu stated the Rice/Larpenteur area should be the same as in the Economic
426 Development section; likewise, with the Har-Mar area.
427
428 Councilmember Etten noted the mention of a community center on page 26. He
429 suggested that the heading should be retooled like “community gathering spaces,”
430 so as not to create the wrong impression in the reader.
431
432 Councilmember McGehee noted that under on page 25, under implementation
433 strategies for Housing and Commercial, there is nothing about sense of scale or
434 pedestrian. She suggested keeping in mind pedestrian access, green space, and
435 sense of scale.
436
437 Mr. Lloyd noted a bullet point that mentions sense of scale.
438
439 Councilmember McGehee emphasized the importance of pedestrian access and
440 green space as the City proposes to develop areas around Roseville.
441
442 Mayor Roe pointed out a bullet point including those areas.
443
444 Councilmember McGehee opined that the City has languished significantly as a
445 Green Step City.
446

447 Mayor Roe noted that the percentages listed in the paragraphs do not correspond
448 to the percentages in the charts. He suggested staff review of those percentages.
449

450 Mayor Roe also noted on the Mixed Use designations, under Community Mixed
451 Use, the residential requirement is listed as 10 percent. But the paragraph to the
452 right mentions 25 percent. He also suggested alternative language be used regard-
453 ing institutional uses in the low-density residential area.
454

Chapter 5

455 Ms. Perdu noted that the Council saw this Housing chapter fairly recently with
456 minimal changes.
457

458
459 Mayor Roe asked for a review of the charts on page 6, as charts #1 and #3 are the
460 same, as are #2 and #4. He suggested one should be non-owner occupied and one
461 is owner-occupied for each pair.
462

463 Ms. Perdu suggested that one should be over the affordability threshold and one
464 should be underneath the affordability threshold. She will look into it to be sure.
465

466 Councilmember Etten pointed out page 15 of chapter 5 shows owner-occupied
467 housing by estimated housing value. He noted a complete lack of the yellow dot
468 and asked whether that did not populate correctly, i.e., the “missing middle.” This
469 is something for the Council to consider as a policy related to housing.
470

471 Councilmember Willmus suggested an improvement in image qualities in the
472 Comp Plan, particularly those images taken from the Met Council.
473

474 Ms. Perdu responded she will check with the Met Council on improved image
475 quality.
476

477 Councilmember Laliberte recalled that during the previous discussion of chapter
478 5, she brought up the fact that in Roseville, single-family housing becomes starter
479 housing for other people moving in. She suggested the Comp Plan should
480 acknowledge that.
481

482 Ms. Perdu noted she added some language in the housing needs goals about the
483 fact that the turnover provides housing on page 24. It is hard to quantify that, but
484 she can add more to that section.
485

486 Councilmember Laliberte suggested that the City’s single-family housing stock is
487 new family housing stock that turns over and should be counted.
488

489 Councilmember Etten noted that both page 6 and 17 mention different sources of
490 identified additional need for affordable housing.
491

492 Mayor Roe clarified the Met Council has identified the need of 142 additional
493 units, but the Council is suggesting that need can be partially met through the
494 turnover of existing single-family housing.
495

496 **Chapter 6**

497 Councilmember Etten asked for clarification on the graphic on page 3 that num-
498 bers employees in Roseville.
499

500 Councilmember Etten asked about the graph for workers and business mixed.
501

502 Mr. Lloyd stated that the information on the graph might have gotten lost in the
503 transition between the two pages.
504

505 Mayor Roe recalled it had been decided to have the graphic show all of these cat-
506 egories or focus more on the big/important ones. The *Grow Roseville* website
507 should say the same thing.
508

509 Ms. Perdu stated what is more appropriate is to remove some of the smaller list-
510 ings, as it would be impossible to create an infographic that included all of the
511 sectors.
512

513 Councilmember Laliberte pointed out the woeful inadequacies in the paragraph on
514 page 2, noting she has been thinking of the workforce development opportunity
515 presented to the Council. Ramsey County Workforce Solutions and the school
516 districts are mentioned. There is one college within the borders and 10 colleges
517 nearby, and the City of Roseville should be identifying ways to do more in the
518 way of workforce development.
519

520 Mayor Roe noted the public safety folks are making connections with junior col-
521 leges.
522

523 Councilmember McGehee commented on the trend that the over-50 age group is
524 being laid off and not getting interviews. Ageism is becoming more of a focus in
525 Roseville.
526

527 Mayor Roe noted there is always a transition where someone has been in a partic-
528 ular point in their career and they need to transition. Career transition assistance
529 might be an appropriate focus.
530

531 Councilmember Willmus agreed with Councilmember Laliberte's comments
532 about looking at the assets currently in Roseville. Additionally, the document
533 should include what has been done through the EDA with the demolition and sal-
534 vage of the home on South McCarron's, and the effort in place to help folks with
535 trouble in young adult life get back on track.
536

537 Mayor Roe summarized there are several things to include to make the chapter
538 more robust.

539 **Recess**

540 Mayor Roe recessed the meeting at approximately 8:12 p.m., and reconvened at approximately
541 8:17 p.m.

542
543 **Councilmember Willmus departed the meeting at approximately 8:12 p.m. due to illness.**
544

545 **Chapter 7**

546 Ms. Perdu noted the Transportation chapter was written collaboratively between
547 WSB Consultants, the Public Works department, and the PWET Commission. It
548 is formatted and arranged differently since it includes highly technical infor-
549 mation. The data and strategies revolve around a few general themes:

- 550 • Roadways
- 551 • Multi-modal transportation
- 552 • Transit
- 553 • Freight

554
555 Councilmember McGehee expressed support for this chapter. She noted this is
556 the chapter Councilmember Etten had commented on, with the helpful table of
557 contents at the beginning. She also pointed out the language on page 3, “similar
558 to this Plan,” and expressed confusion about whether that is the Comp Plan or the
559 TTP plan, or does Roseville have its own TTP plan. Additionally, she has already
560 discussed with Mr. Culver the importance of putting County Road C first, rather
561 than CSAH 23, and then put the other designations in the parenthesis afterwards
562 for clarity and readability. She also suggested some bolding of key words for
563 readability. She asked that some explanation be included as to some of the
564 changes included in the document, such as on page 11, “a B Minor Arterial” to an
565 “A Minor Reliever.”

566
567 Public Works Director Culver confirmed he had a conversation earlier today
568 about some of these items, and that the Public Works staff can improve on the
569 “why” behind the proposed changes in the functional classification system. He
570 stated that staff will add a little bit of a narrative to the document. The biggest is-
571 sue was getting Fairview classified as an “A Minor Reliever” because it then be-
572 comes eligible for federal funding. It is also a better indication of the role it is
573 serving right now, given the amount of traffic that diverts from 35W to Fairview.
574 Additionally, the collector streets are already identified as Municipal State Aid
575 streets, which implies a higher volume than local streets. It is recognizing the role
576 they are already playing.

577
578 Councilmember McGehee continued that on page 36, she liked chapter 4.2,
579 thought it was important, and she would like it emphasized more: how all the
580 roadways tie into land-use planning. It is languishing in its current spot in the
581 document, and it is an important paragraph. It is part of what she calls the hori-

582 zontal design that needs to happen in the community. Also, she has previously
583 talked to Mr. Culver about railroads and freight. There is a railroad map on page
584 45, and the City has sidestepped quiet crossing issues, and that should be brought
585 forward. There has been complaint about it before and Shoreview did a lot to
586 make quiet crossings, but Roseville did not.

587
588 Mayor Roe recalled there is some reference to that issue in this section; there is a
589 reference at the end of the section on page 44 regarding strategies.

590
591 Mr. Culver added that he had suggested adding to the goals and policies an addi-
592 tional policy on geometrically upgrading the crossings as they are redone, to pre-
593 pare them for quiet zone classification in the future. An example of that is the
594 County Road C2 rail crossing that is being redone this year. Public Works can
595 add medians as a part of that work that would be required for quiet zones and is
596 easy to add in, and staff can work with the railroad to upgrade the signals and
597 arms at a later time to make it a quiet zone.

598
599 The Council concurred.

600
601 Mayor Roe suggested including on pages 43-44 something about the noise quieter
602 as the trains passing through time, and perhaps partnering with adjacent cities
603 when appropriate when trains are passing through multiple jurisdictions.

604
605 Councilmember McGehee commented on the strategies and suggested going to
606 more of a bulleted format to improve readability. Additionally, the crash data is
607 interesting, and staff has indicated it may be slightly skewed, since some of the
608 roads do not have as much traffic. That is something to look at going forward,
609 where the City does have intersections that are excessively prone to accidents.
610 She pointed out the map on page 73, and it is far removed from the explanation on
611 it.

612
613 Mayor Roe noted that the map does talk about vehicle trips per million uses of the
614 intersection, so it does relate it to busy intersections or not.

615
616 Mr. Culver noted the one that jumps out is Roselawn between Snelling and Ham-
617 lin. There is nothing to indicate it should be a high crash rate there, except for its
618 proximity to Snelling and perhaps some crashes that are getting categorized onto
619 Roselawn. Staff will review whether it should be included.

620
621 Councilmember McGehee continued that there is a Public Comments section,
622 which would go into the abbreviated What We Heard section. She asked about
623 the chart on page 77, so perhaps it was a scanned document.

624
625 Ms. Perdu noted staff will correct that.

626

627 Mr. Lloyd noted there were other figures that were imported into the document
628 that will be improved in readability.

629
630 Councilmember Etten noted that many of the maps have “unnamed lake” and it
631 should be Willow Pond. Additionally, several of the maps showed roadways
632 abutting other cities, and sometimes they are left off other maps. Looking to
633 make sure all of the roadways are included in the maps is important, particularly
634 those abutting the City’s neighbors. He pointed out the map on page 16, figure 4,
635 which seems to miss Highcrest in the NW corner and excludes Roselawn on the
636 south, and cuts off Hamline Ave south on Roselawn. The goal is to be as com-
637 plete as possible in these maps.

638
639 Councilmember Etten also commented on advocating for more bus service, espe-
640 cially east-west bus lines in the City. Page 53, section 4, should include advocacy
641 of additional service and frequency of service, particularly east-west. He disa-
642 greed with the notion that this chapter all feels different, so he appreciated reading
643 the strategies as presented.

644
645 Councilmember Laliberte expressed appreciation for the strategies grid. It is clear
646 who the lead agency is; she asked whether there is a way to acknowledge MN-
647 DOT plans to do something in 2020, when appropriate.

648
649 **Chapter 8**

650 Ms. Perdu introduced the chapter on Parks, Recreation Trails, and Open Spaces.
651 Noting this was an update to the chapter that was completed by LHB.

652
653 Lydia Major, LHB, commented that she has noted the necessity of improving the
654 quality of maps and pulling them forward so they match what is being presented
655 in the text. There is still strong support for the master plan, and updates have
656 been done as needed. The goals and policies were reinforced with additional lan-
657 guage on equity, environmental protection, and funding.

658
659 Councilmember McGehee noted in the current projects section, she did not see
660 the Marion Street Park project, which is a rather significant project in terms of
661 park acquisition and in terms of equity. Also, the sentence “investing in these as-
662 sets is an investment” in the first paragraph can be tweaked. She also suggested
663 adding something about tree diversity and water quality to point out the horizontal
664 linkage between these amenities. She also inquired about the asterisk.

665
666 Ms. Major pointed out that the asterisk simply points out revisions. She indicated
667 an explanation will be added as a note to the end of the chapter.

668
669 Councilmember McGehee inquired whether assigning names or changing names
670 of City-owned parks should have a role for the City Council.

671

672 Mayor Roe clarified that all Park and Rec recommendations come before the City
673 Council for approval.

674
675 Councilmember Etten commented that these are the maps used in the 2010 master
676 plan. He asked for an increased size in font and a reference that it was a concept
677 plan as part of the 2010 master plan.

678
679 Councilmember Etten added that the Pathways Constellation Concept Map is out-
680 dated. On the southern border it notes “trail to be built in 2010.” He suggested
681 that all trails and connections should be updated on these maps since the docu-
682 ment was first prepared.

683
684 Councilmember Laliberte concluded that the fixes will be a nice improvement.

685
686 Mayor Roe noted that on page 7, the word “oval” is repeated.

687
688 **Chapter 9**

689 Ms. Perdu noted that the Resilience and Environmental Protection chapter was a
690 collaborative effort between LHB and the Public Works staff. The Resilience in-
691 formation was new, and the Environmental Protection was updated from the pre-
692 vious Environmental Protection chapter in the 2030 plan.

693
694 Ms. Major stated there is strong support in the community around issues of resili-
695 ency, especially around open space and the protection of natural resources. This
696 chapter reflects those goals and ideas. There is a section on trees and land. Water
697 is covered in a separate chapter. Most discussion with the Council and Planning
698 Commission has occurred around greenhouse gas emissions and resiliency goals.
699 Also discussed are renewable energy and other geothermal, wind, and solar strat-
700 egies as well as environmental education outreach. It is important to note that the
701 sector with the most opportunity is the commercial and business sector, since it is
702 the largest contributor to these goals.

703
704 Councilmember McGehee commented that this is a very good chapter. She asked
705 about radon in terms of education and noted she is very interested in tree diversi-
706 ty, especially partnering with business to make different trees available. Another
707 area of importance is community gardens, whether that is on abandoned sites or
708 right-of-ways not heavily used. Perhaps those could be included in the Parks sec-
709 tion. As far as GreenStep Cities, there is also a Bird City that Roseville could be-
710 come as part of GreenSteps. That might be a nice goal. She also asked about
711 population vulnerability, whether that is tornadoes or compromised water system.
712 She noted a smaller city in Minnesota bought a drone, flew it around the commu-
713 nity and sent people pictures of their homes to show where heat was escaping. It
714 seemed like an interesting and low-cost effort. Regarding solar, she asked whether
715 staff can look into incorporating it in parking lots, as it could potentially provide

716 some shade. She emphasized that solar is horizontal, as it cuts through every-
717 thing.

718
719 Councilmember Etten commented that what is missing is a formal recommenda-
720 tion of the Park and Recreation Renewal Program in the efforts to improve and
721 increase the number and quality of natural spaces and water and trees. There is a
722 brief mention on page 5 in chapter 9. He appreciated the acknowledgement of the
723 importance of community volunteers. He would also like mention of strategies
724 regarding ongoing funding to ensure spaces do not become invaded again.

725
726 Mayor Roe noted there is now a specific line item in the CIP for natural resources
727 in the Parks department.

728
729 Mr. Lloyd noted that on page 5, one strategy is to modify procurement policies
730 regarding trees. That started out specifically addressing partnerships with other
731 cities, which would allow for larger purchasing power.

732
733 Councilmember McGehee noted there are other benefits than just the larger pur-
734 chasing power, particularly related to the way trees grown in gravel have roots
735 that spread out.

736

Chapter 10 - 12

737 Ms. Perdu noted she is lumping all the Water Resources chapters together for dis-
738 cussion and feedback (Surface Water Management, Water Supply System, and
739 Sanitary Sewer). She pointed out that they are highly technical documents and
740 are generally executive summaries of larger documents that will be attached to the
741 Comprehensive Plan. She noted the Surface Water Management Plan and the
742 Water Supply Plan are appendices in the Comp Plan. All of these chapters have
743 been prepared by the Public Works department staff.

744
745
746 Councilmember McGehee noted that Surface Water Management cuts across all
747 areas. She pointed out on page 5 of chapter 11, under Asset Management, it
748 should be “vary” rather than “very.”

749
750 Mayor Roe acknowledged the hard work of the staff and PWET Commission that
751 helped create these chapters.

752

Chapter 13

753 Ms. Perdu introduced the Implementation Chapter, where actual strategies are
754 presented to accomplish the things already discussed in the plan. At the PC level,
755 several options were discussed as to how to format the chapter. The PC decided
756 to include as much specificity as possible as to who is responsible for the action
757 items in the plan, how they will happen, and how they will be paid for. All of
758 those details are included in the matrix.

759
760

761 Councilmember McGehee complimented staff and consultants for this excellent
762 chapter. She suggested including implementation strategies in every single chap-
763 ter in their briefer form, with Chapter 13 creating the full summary. She com-
764 mended the PC for helping to create this, because it would not get done any other
765 time in this detail and in this way. She suggested this chapter is a good internal,
766 high-level document for the City, but not something the general public would
767 read, nor something that should be distributed to neighboring communities. This
768 would be a working document that evolves over the next few years.

769
770 Councilmember Etten questioned how this information could be consolidated to
771 be included in each chapter.

772
773 Councilmember McGehee clarified the lengthy document should be an important
774 internal document, but not distributed to neighboring communities.

775
776 Mayor Roe summarized that Councilmember McGehee is okay with the goal and
777 action strategies being included in this summary chapter, but not the who, when,
778 and how categories being in this chapter.

779
780 Councilmember Etten noted he appreciated the clarity of this chapter, and he is
781 not as inclined to pull it out. The color-coding is very helpful. He suggested giv-
782 ing page references to the original chapter wherein the goal is discussed. Addi-
783 tionally, he noted that the last three goal and action strategy areas around Surface
784 Water, Water Supply and Sanitary Sewer are in a different order than they are in
785 the chapters.

786
787 Councilmember McGehee suggested the matrix should be presented vertically on
788 the page, which would make it easier to view, as opposed to requiring the reader
789 to turn the paper. There does not seem to be any question that this is a nice piece
790 of work, and an important one. Instead of carrying around the whole document,
791 this is the part of the Comp Plan that the Council should keep at hand, perhaps
792 even in the back of the Council binders. She does not think in this full-blown
793 format it belongs in the Comp Plan.

794
795 Councilmember Laliberte does not feel strongly either way, i.e., vertically or hor-
796 izontally or including the entire chapter in its current form or moving the details
797 to the index. She echoed Councilmember Etten's comments on including refer-
798 ences back to the original chapter. She also asked the Finance Commission to re-
799 view the dollars column in the matrix.

800
801 Mayor Roe suggested this is a good chapter to keep in the Comp Plan. It does not
802 really matter what other entities think about including it or not. Keeping it in this
803 spot makes sense. The who, when, and how are, somewhat speculative at the be-
804 ginning of the 10-year period. Formatting wise, a horizontal band across the top
805 of the page will help distinguish sections from each other, along with larger text

806 that says what the section is. Additionally, on page 1, it says 5-year CIP, and he
807 suggested removing the words “5-year.”

808
809 Councilmember Etten clarified that all of the Commissions will have a chance to
810 review the Comp Plan.

811
812 Mr. Lloyd responded that in a recent conversation with the City Manager, the idea
813 was to make sure the various Commissioners are aware of the new draft, but staff
814 has not asked for Commission action in a formal way for their view.

815
816 Ms. Olson added that several of the staff Commission liaisons have sent it out to
817 their Commissions and asked for feedback, similar to feedback from other resi-
818 dents, through the website.

819
820 Mayor Roe noted there has been specific feedback from one member of the Fi-
821 nance Commission.

822
823 Councilmember Etten asked if it is possible to have the FC look at the “how” por-
824 tion. It is hard to know what will happen in 5 or 10 years, so this is pretty general.

825
826 Councilmember Laliberte concurred this is general, and she does not know
827 whether FC members will dispute anything that is in the column, but it would be
828 good for them to remember in their future work what is referenced in the Comp
829 Plan. The bigger question is whether there should be a more formal process to
830 obtain Commission feedback.

831
832 Mayor Roe commented one challenge may be that a lot of the Commissions al-
833 ready have things on their agendas, and it might be a lot to ask them to consider
834 this full Comp Plan with already full meeting agendas.

835
836 Councilmember McGehee commented there are a lot of things the City is working
837 on related to infrastructure. Something else that jumped to mind were increased
838 multicultural events in the City. But the most important thing is with the devel-
839 opment of TCAP, and specifically what is the identity of Roseville as it becomes
840 a pass-through to TCAP, as it develops. She wonders whether any resilience
841 planning has been done for preparing if there are enormous changes in the retail
842 market, or whether considerations have been made for additional electric charging
843 stations for cars. These are things that people are talking about, different forms of
844 distribution. Those are forward-thinking things that are different from everything
845 included in the Comp Plan. She questioned where these discussions happen with
846 the Met Council people. These are issues that the City may have to deal with as
847 trends change.

848
849 Mayor Roe suggested staff and consultants think about ways to think about those
850 things. The reality is the Comp Plan can always be amended. Also, since the

851 City cannot know about some of these things, it is difficult to say anything other
852 than “let’s be prepared.”

853
854 Councilmember McGehee noted she has talked to MN-DOT twice about linkage
855 for pedestrian and non-motorized between Har-Mar and Rosedale. The City is
856 traditionally not out in front and has often been running behind MN-DOT. It
857 would be nice to work with them ahead of time.

858
859 Mayor Roe noted that is in the Transportation chapter. The Comp Plan does not
860 always mention things to be done in very specific areas.

861
862 Councilmember Laliberte stated she does not feel strongly that there is an edict
863 that all the Commissions review this. This is an important document. To have
864 the Commissions not review them, however, does not seem right.

865
866 Councilmember McGehee concurred there has not been any real mention of the
867 financial implications in this, and they are a reality.

868
869 Councilmember Etten asked what kind of outcome is reasonable for the Commis-
870 sions over the next month.

871
872 Mayor Roe noted that in the future, there should be greater inclusion with the
873 Commissions earlier in the process. He added it would be good to go back to the
874 HRIEC, discuss the engagement process with them, and have them thinking about
875 it for next time.

876
877 Councilmember Laliberte commented it would have been great to have them
878 looking at this and ready and waiting to make comments, but that is hindsight.
879 Some staff liaisons have sent the Comp Plan out and asked Commissioners to
880 comment as residents, but staff should ensure all liaisons do this.

881
882 Councilmember McGehee suggested asking the HRIEC look at those few pages
883 referencing equity and see what suggestions they have.

884
885 Councilmember Etten stated that would be a major process for the HRIEC to look
886 at equity and could possibly get into a longer process that the City is not prepared
887 to do. The alternative is to pause the Comp Plan process for two or three months,
888 and that is not possible.

889
890 Councilmember Laliberte suggested that if someone has thoughts on those issues,
891 he or she can weigh in as an individual without the HRIEC taking that on. The
892 Commission is trying to get a good handle on the work plan.

893
894 Ms. Perdu added that there is nothing that would prevent the FC from pulling out
895 the implementation matrix and taking an in-depth look at it after it is sent out for

896 adjacent community review. That section can be used as a work plan that can be
897 revisited often.

898
899 Councilmember Laliberte asked about holding a joint meeting with the PC to dis-
900 cuss any issues they feel did not make it into the Comp Plan.

901
902 Councilmember Etten responded that he believes those pieces have been fleshed
903 out, as the PC has been digging through this very extensively.

904
905 Mayor Roe noted there will be the annual joint meeting this summer, and this top-
906 ic can be discussed at that point.

907
908 Ms. Perdu summarized the “What We Heard” section will be expanded, the mar-
909 gins will be evaluated, along with the map sizes and presentations.

910
911 Mayor Roe noted the size of the map depends upon the type of detail that is in the
912 maps. With the transportation and land use maps, anything where it has to show
913 fine detail should be 11” x 17”. Broader city-wide trends do not have to be that
914 size, as long as the text and the key are big enough to read.

915
916 Councilmember McGehee stated she does use this document regularly, and if she
917 needs the maps bigger, she can go online.

918
919 The Council discussed the various formatting preferences, including colors of
920 lines, margins, and sizes of maps for printing and viewing online, text size.

921

922 **8. Council & City Manager Communications, Reports, and Announcements**

923 Councilmember Laliberte reported on the recent Metro Cities board meeting. She
924 noted that Metro Cities put together a work group to look at livable communities
925 for the purpose of helping communities obtain Met Council funding, and a report
926 will be issued. Additionally, she reported that the Met Council has placed a six-
927 month freeze on Comp Plan amendments with this year’s schedule. There was a
928 lot of concern by cities about projects in the pipeline and sitting on those for six
929 months. There does not appear to be a desire by Met Council to change the new
930 six-month parameter.

931

932 Councilmember Etten asked about the hotel/motel analysis that has been removed
933 from the future agenda item list.

934

935 Assistant City Manager Olson reported that item will be part of an EDA agenda in
936 April.

937

938 **9. Adjourn**

939 Etten moved, Laliberte seconded, adjournment of the meeting at approximately 9:40 p.m.

940

941
942
943
944
945
946
947
948
949
950
951

Roll Call

Ayes: McGehee, Laliberte, Etten, and Roe.

Nays: None.

Daniel J. Roe, Mayor

ATTEST:

Patrick J. Trudgeon, City Manager

From: Rao Konidena [REDACTED]
Sent: Sunday, February 25, 2018 5:58 AM
To: RV Planning
Subject: Feedback on Chapter 13

Dear staff –

I like this chapter because it clearly identifies the next steps, and as rightly pointed about in the beginning of the chapter – execution is the key. My only comment is: how are you keeping track of everything that’s in this chapter? Is there a project manager or a project plan that keeps track of all these activities and prompts you all to take action when needed? How do you address dependencies of one project on the other for example? You get my drift, if not feel free to contact me.

I am not clamoring that you should hire a project manager, I am only asking questions that you might have already thought about.

Thanks
Rao

Sent from [Mail](#) for Windows 10

Bryan Lloyd

From: Rao Konidena [REDACTED]
Sent: Sunday, February 25, 2018 6:03 AM
To: RV Planning
Subject: Feedback on Chapter 12

Dear Staff –

My only comment on the sanitary sewer section is, have you thought about or talked to individuals in other cities hit by natural disasters like hurricanes etc? I am thinking Houston, TX or north-east or places on the west coast like California. The reason I bring that up is, my reading of the news articles and I am not a climatologist or a meteorologist: these extreme weather events if they continue to occur then, tis going to put a pressure on our sewer system and sewer could back up or even worse get into river/lakes etc. Due to loss of electric power. So, my thinking is: these sewer systems should have backup power. And those backup power systems should undergo regular checking to ensure they are working etc.

Hope this helps, and please feel free to neglect my comment if you have addressed this in the report and I did not read it.

Take care
Rao

Sent from [Mail](#) for Windows 10

From: Rao Konidena [REDACTED]
Sent: Sunday, February 25, 2018 6:08 AM
To: RV Planning
Subject: Feedback on Chapter 11

Dear Staff –

What happened at Flint, Michigan was horrible and I hope it never happens to us. Hope you are keeping those kind of man-made events in mind when planning for our city's water in future.

One question I have that bothering me, once I found out grass clippings can get into the water systems: how can I as a resident be mindful? I should use a bag behind my lawn mover, I agree. But I usually use that bag when its Fall season and I can pick up the leaves as well. So, my question is: how can you make my life easier either thru ideas or some thing easy that prompts me to either put a bag behind my lawn mover or something else?

Do you see my point on this chapter? Thanks
Rao

Sent from [Mail](#) for Windows 10

Bryan Lloyd

From: Rao Konidena [REDACTED]
Sent: Sunday, February 25, 2018 6:43 AM
To: RV Planning
Subject: Feedback on Chapter 9

Dear Staff –

I have by far most comments on this chapter because this is what I do in my professional life.

First of all, I want to appreciate you for thinking thru lot of different things in this chapter. Solar potential map, mention of electric vehicles for charging at malls like HarMar mall, and having goals to reduce energy consumption and become more efficient are all good things.

Couple of comments as you are thinking this thru –

- 1) You mention our commercial & industrial base in Roseville, in terms of reducing their energy costs they have to reduce their peak demand charge as I understand it. One way to reduce their peak is having an energy storage system like battery to save energy during offpeak hours and using that energy during peak hours. Which saves them some money to reduce that peak demand charge. As a city you may want to find out if you can help these customers save energy that way.
- 2) On the residential front, couple of points: my understanding is Xcel Energy is looking for PUC to approve a pilot program for time of use pricing in couple of neighborhoods like Eden Prairie, Minneapolis (atleast some parts of) starting this June for 2 years. After that pilot period is done, it is expected Xcel might roll out time of use pricing for all customers. I am still checking on how this impact my monthly billing. One disadvantage is, when I asked for my 2017 data , Xcel does not collect hourly data right now. All Xcel had for me was daily electric and gas data. That's one complication, another is gas versus electric. In my case, gas is offsetting my electric consumption because my dryer runs on gas and natural gas prices have been low currently. So, my peak consumption for gas is in the winter and for electric it's the Air conditioner load in the summer.
- 3) My point is, not all residents might be aware of all these aspects because they don't follow this like I do. May be there should be some education on these.
- 4) Additional point for 2040 planning purposes would be – time of use rates could become mandatory atleast for some residential and C&I customer segments in 20 years. So, have you factored that into the energy forecasts for that timeframe?
- 5) Regarding electric vehicle charging, have you talked to Eden Prairie like cities to understand how quickly EVs came into their energy planning and if they ran into any problems associated with metering, transformers, feeder loading etc. We could be there in 20 years if these electric cars become the norm.
- 6) Additional point on solar, City buildings, hospitals, police stations and fire stations are very good places for solar. They will most likely not be sold (or change hands). Hence placing solar on them ensures there is no land costs because they can use the roof top.

Hope this helps. Kudos for thinking these through.

Rao

Sent from [Mail](#) for Windows 10

Bryan Lloyd

From: Julie Wearn [REDACTED]
Sent: Wednesday, February 28, 2018 3:23 PM
To: RV Planning
Subject: Roseville's draft 2040 Comprehensive Plan Update Feedback on Chapter 8

Good Afternoon,

I was very encouraged to see in Roseville's draft 2040 Comprehensive Plan Update; Section 4 Trails, Pathways and Community Connections that 4.8 Acknowledges to the need to: Develop clear and communicative signage and kiosks for wayfinding – *Thank you for that!*

And in Section 6 6.4 Define a strategy, identify a site, and confirm a program for implementing a community center – which my sales staff will be very happy to hear about.

I also applaud the idea of adding Public Art in the Parks.

What I do notice though, is the lack of acknowledgement for visitors and guests that stay in Roseville. With an average occupancy in 2017 of 70.20% and an average daily rate of \$87.24 we seem to be ignoring the economic impact of park and city improvements to an audience that spent \$31 million in hotel room revenue, at 7.125% state and county tax equals \$2.2 million in taxes in 2017.

In Chapter 3 – Community Profile of the 37,000 jobs in Roseville 9,866 or 26.5% are in Retail Trade and Accommodation Foodservice - industries which are all hospitality related.

It is a well-known fact that anything a city does to improve the area for its residents, it also improves the area for visitors. AND bringing new residents and businesses into the area *all start with a single visit!*

We have an amazing network of parks and the connectivity and wayfinding signage you talk about would be awesome for guests use - if they knew how to find our parks from their hotels. Langton Lake is an excellent example of a beautiful park that is close to 7 hotels but virtually hidden from sight.

Studies have shown Business Travelers who exercise while they travel:

- improve reaction and alertness by up to 61%
- Boost immune system
- reduce stress levels by triggering the release of brain endorphins, burn calories and even sleep better.

All of that means we could have healthier guests who could get more work done while in town with energy left over for shopping and dining! Which helps employ people of all ages.

I know you all are aware of the value of visitors to Roseville but I wish that visitors and tourism verbiage would be reflected in the COMP PLAN.

DESTINATION TRANSFORMATION 2030
AIMING FOR A BOLD FUTURE

Meet Minneapolis is seizing the opportunities ahead of us, leveraging the events coming our way in the next few years to launch us toward longer-term gains in tourism. That's why we teamed up with the City of Minneapolis and many others in 2016 to create Destination Transformation 2030, the city's first tourism master plan. Throughout the 12-month planning process, more than 3,000 people weighed in, including tourists, travel writers, meeting planners, local stakeholders and industry experts. Six subcommittees worked to develop the plan, which will guide us toward a bold future for tourism in Minneapolis.

As is Saint Paul and their Great River Master Plan:

Changing Recreation needs: The Cultural Audit and Gap Analysis, along with substantial community participation in public meetings and design forums, clearly indicated that the recreation needs of Saint Paul's residents and visitors are changing. Existing recreation facilities along the river need to be adapted to changes brought about by a new focus on healthy living, active lifestyles and new types of recreational pursuits. People are increasing willing to travel for high quality recreational experiences vs. using lesser facilities close to home.

I thank you for all the hard work, time and community involvement that went into this draft. And I also thank you, in advance, for reading this and look forward to your response.

Thank you!

Julie Wearn, CDME | CEO

T [REDACTED] | F [REDACTED] | C [REDACTED]

[Roseville Visitors Association](#)

1700 Highway 36 W, Suite 600 | Roseville, MN 55113

[Facebook](#) | [Twitter](#) | [Instagram](#) | [YouTube](#)

Bryan Lloyd

From: Robert Osburn [REDACTED]
Sent: Thursday, March 8, 2018 1:12 PM
To: RV Planning
Subject: Feedback on Roseville 2040 Comprehensive Plan

Dear Roseville City Planners:

I commend you for a well-drafted comprehensive plan, but I must say that I am very disappointed by several glaring deficiencies.

First, the plan completely ignores the presence of non-profit organizations, in particular religious organizations, that are a vital part of Roseville's life. Some of the largest buildings in our city are owned, managed, and used by religious organizations and their thousands of constituents. One can imagine that a decent percentage of our residents are members. Furthermore, I know for a fact that some of our religious organizations partner with the City of Roseville and our local school districts in order to help advance generally-accepted community goals. Why are such organizations completely overlooked? Have we not considered them valuable to our community's future? Do they not enrich our community in substantial ways? One study recently published in the *Interdisciplinary Journal of Research on Religion* concluded that religious organizations add a net \$1.2 trillion to the US economy. I am baffled that you would overlook entities that make a powerfully positive contribution.

Second, as you pursue goals related to equity, I strongly encourage you to take account of the best research on equity (related to educational attainment and wealth generation, for example). That research shows that the single most salient variable that effects the development of children and predicts their adult outcomes is not the absence of perceived racism, but the presence of two-parent families. Our community has long had such families in abundance, but I suggest that we should at least acknowledge that there is a positive research-based quantitative and qualitative difference as a result of children being raised by both parents in the same home. Would not we want to include in our plan an inspirational objective to foster healthy marriages and two-parent families? It is not a slight against single parents to assert the desirability of two parents in the same home. It is simply affirming an empirical fact that we should care about as policymakers.

Thirdly, though I may have missed it, I wonder why there is no reference to adding a third lane in both directions on Hwy 36, when, by contrast, you recommend a third lane for Snelling Ave. Widening and rebuilding Hwy 36 has been put off by MNDOT for many decades. Why don't we encourage them to start taking action to dedicate resources to that objective? And while they are doing so, please consider adding a request for improving the care of our roadsides, which are now often overgrown, poorly maintained, and filled with garbage that cannot be picked up by trash collectors who can't wade through chest-high prices and brush.

I look forward to constructive interaction over these issues.

Sincerely,

Robert Osburn
1473 Clarmar Ave

From: Rachel Satrom [REDACTED]
Sent: Tuesday, March 13, 2018 3:44 PM
To: RV Planning
Subject: Feedback on Chapter 6

Hello,

Thank you so much for all the work you have done!! I am amazed by the comprehensive plan and can see you have put a lot of work into it. I also am very thankful that you are using feedback from the community, I live right next to Har Mar so I am mainly concerned with what will happen to that area. I am wondering if there is still the possibility it may be used for apartments. I would prefer that it would not be used for apartments as I do not feel that renters invest in our community and want to keep more of a neighborhood feel around Har Mar. Let me know if there is someone else I should voice my concern to about this matter. Thanks for listening!

Rachel Satrom

CHAPTER 1: INTRODUCTION

This introduction includes the following information:

1. Purpose of the Plan
2. How to Use the Plan
3. Comprehensive Planning Lenses
4. Recent Research and Community Engagement

1. PURPOSE OF THE PLAN

The 2040 Comprehensive Plan (Plan) provides an opportunity to establish a vision for how the community will grow and develop over the coming decades and is intended to be reflective of the desires of the entire community. It analyzes various topics related to development including land use, housing and neighborhoods, economic development, transportation, utilities, and parks and trails, among others. This Plan aims to build off the goals and policies identified in *Imagine Roseville 2025* and the 2030 Comprehensive Plan. As part of the 2040 Comprehensive Plan update, many of the goals and strategies from the 2030 Comprehensive Plan were analyzed and incorporated, or amended as applicable, so that momentum may be continued.

Minnesota Statute requires that cities within the seven-county metropolitan area update their comprehensive plans every ten years. Comprehensive plans are reviewed by the Metropolitan Council, which is responsible for managing and planning for the growth of the Twin Cities region. The purpose of the update is to ensure that local plans are consistent with forecasts and policy plans prepared by the Metropolitan Council. In addition, regularly updating the comprehensive plan allows for communities to adjust their goals based on emerging trends and changing demographic needs.

A comprehensive plan does not ensure any change by itself. It must be implemented on a daily basis by elected officials, commission members, City staff, and other stakeholders; all the while being influenced by larger market forces. The Plan is intended to inform decision making related to official controls, such as the zoning and subdivision ordinances, as well as guide future investment through the Capital Improvement Plan (CIP). As such, it is an important document in shaping the City's future, and it should be referenced regularly.

The purpose of this chapter is to frame the context for Roseville’s 2040 Comprehensive Plan update and to describe the recent efforts that support and inform this Plan. The next chapter will outline the City’s overall vision, goals, and decision-making framework.

2. HOW TO USE THE PLAN

The Plan is meant to be a living document, grounded in real challenges and opportunities. It is meant to be revisited often and revised as conditions change. The City will use the continuous input of the public, whether through formal or informal means, to evaluate whether the vision, goals, and policies are still relevant.

Based on the priorities voiced through public input, the demographic, physical, social, and economic changes affecting the City, and the requirements of the Metropolitan Council, the Plan is divided into the following chapters:

- 2 – Vision, Goals, and Decisions
- 3 – Community Profile
- 4 – Land Use
- 5 – Housing
- 6 – Economic Development
- 7 – Transportation
- 8 – Parks, Recreation, Trails, and Open Space
- 9 – Resilience and Environmental Protection
- 10 – Surface Water Management
- 11 – Water Supply System
- 12 – Sanitary Sewer System
- 13 – Implementation

Each chapter includes an overview of the existing conditions related to the topic, the related goals, a summary of “what we heard” from the public, and “for the future” action items.

The Community Profile chapter provides detailed background information regarding demographics, housing, economy, environment, transportation, and

land use for the City of Roseville, Ramsey County, and in some cases comparable cities. This information can be used in the context of land use and development decisions, as well as a stand-alone document.

Appointed and elected officials use the City’s Comprehensive Plan as a guide when making decisions with limited resources about land use, housing, transportation, equity, quality of life, and sustainability. Decision makers commonly reference the Comprehensive Plan when deciding what uses should be allowed on a parcel of land; allocating resources for infrastructure investments; preserving and improving parks, open spaces, and trail connections; and enhancing the quality of life for all residents. Overall, the Plan is meant to provide specific guidance for local officials to realize the vision set forth through the planning process.

3. COMPREHENSIVE PLANNING LENSES

In addition to the traditional planning topics identified in the preceding list of chapters, other topic areas and ways of thinking about planning for Roseville’s future have been considered and incorporated into the 2040 Comprehensive Plan, either as new categories of goals and policies within traditional chapters, or simply as ideals that guide the act of reviewing and revising the Plan’s goals and policies. Such topic areas include the following.

Public Safety

Public safety is a foundational responsibility of the City. More than being central to the shared vision of Roseville as a safe community, public safety has become one of the lenses bringing focus to the Comprehensive Plan update. Roseville’s location between the region’s two central cities, varied suburban communities and the nearly 50/50 blend of housing to commercial properties with its daily influx of workers and shoppers, present a unique context for public safety. In light of this complexity, the City understands the importance of providing appropriate responses and emergency medical care to diverse community members and visitors, in addition to engaging in prudent and effective planning, preparation, and operational readiness for large-scale emergencies and serious community threats.

Thrive MSP 2040 Outcomes

The Metropolitan Council’s *Thrive MSP 2040* Outcomes – stewardship, prosperity, equity, livability, and sustainability - have also been used in this Plan as “lenses” through which Roseville envisions its future. These lenses will add context to analysis and action steps throughout the Plan. Each chapter of the Plan works to achieve a balance between the *Thrive MSP 2040* Outcomes; for the purposes of this Comprehensive Plan, Roseville describes these lenses as follows:

1. **Stewardship:** responsibly managing natural and financial resources and making strategic investments in the future.
2. **Prosperity:** investing in infrastructure and amenities that attract and retain successful businesses, a talented workforce and, consequently, wealth.
3. **Equity:** creating a wider range of choices for those individuals and groups who have few, if any choices, and engaging a full cross-section of the community in decision making.
4. **Livability:** creating and renewing vibrant places and underlying infrastructure that build community identity, investing in parks and affordable housing, and collaborating with neighbors.
5. **Sustainability:** protecting regional vitality for generations to come, including through promoting wise use of water, and advancing climate change mitigation, adaptation, and resilience efforts.

Ideas of stewardship, prosperity, livability, and sustainability have been fundamental to Roseville’s comprehensive planning efforts for decades. By contrast, equity has not traditionally been an explicit part of those previous comprehensive plans. While Roseville has been conscientious about planning for everyone in the community *equally*, without regard to race, gender, or other differences, treating people equally has not eliminated the disparities created by the past actions of government at the local, regional, state, and federal level. But the goal of using equity as a lens is not to just improve the outcomes for marginalized individuals and communities. The goal is to increase the success for all groups. An equity lens will help Roseville develop goals and strategies that may be targeted based on the needs of particular groups, but the outcomes will result in improvements for all groups.

One way to understand the difference between equity and equality is to visualize three people trying to view a soccer game ([FIGURE 1-1](#)).

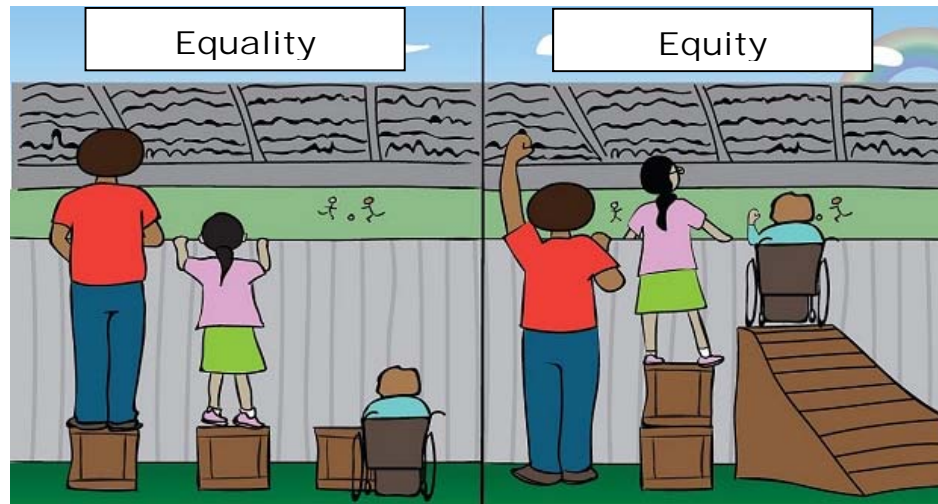


FIGURE 1-1 SOURCE: THE SECOND LINE EDUCATION BLOG

In [FIGURE 1-1](#), all three have the same access to the game, with the same resources (the blocks to stand on). This is the “equality” approach: it is assumed that everyone will benefit from having the same supports. But it is clear that even with the same access and the same resources, not everyone can view the game. In the image on the right, individuals are given different supports to make it possible for each of them to have equal access to the game. This image represents the “equity” approach. The image on the left recognizes that what works for one does not necessarily work for all.

Race continues to be a particularly strong predictor of outcomes across multiple indicators for success – including education, health, jobs, incarceration, and housing. As such, the vast majority of available data that can shed light on equity issues such as income, education and employment, is cross-referenced by race. . One example is the comprehensive equity assessment of the Twin Cities region, called *Choice, Place and Opportunity*, which documents the persistence and impacts of such racial disparities throughout the region published by the Metropolitan Council published in 2014.

However, the City of Roseville recognizes that many other groups of people are also marginalized, including based on gender, sexual orientation, ability, age, and more. The City is committed to adapting the framework, tools, and resources that are developed to advance racial equity so that they can also be applied to these other areas of marginalization. This Plan includes goals and strategies geared toward creating an equitable community for all residents, current and future; these can be found in the land use, housing, economic development, parks,

transportation and resilience chapters. Goals and strategies focused on equity will

be highlighted with this symbol throughout the Plan:



4. RECENT RESEARCH AND COMMUNITY ENGAGEMENT

Imagine Roseville 2025

The *Imagine Roseville 2025* process was initiated in May of 2006 and provided an opportunity for residents and stakeholders to develop a vision for the future of the community. A priority was to ensure that the process was inclusive and authentic and that the results would be used in a meaningful way to guide future decisions for Roseville. An extensive public participation process was carried out that included several large group meetings, steering committee meetings, subcommittee meetings, and workshops. Information was gathered and used to develop a vision statement, as well as goals and strategies for different topic areas. An implementation matrix was developed that identified a timeline, responsible party, and cost for each strategy. *Imagine Roseville 2025* was adopted by the City Council on March 29, 2007, and became the foundation for the 2030 Comprehensive Plan.

Community Surveys

The City of Roseville has conducted three community-wide surveys in recent years; in 2011 (survey performed by Cobalt Community Research), 2014 (survey performed by The Morris Leatherman Company), and 2016 (survey performed by The Morris Leatherman Company). In each case, the results showed that Roseville residents generally feel very positive about their quality of life, are pleased with the direction of the City, and believe the City services they receive are a good value. A new community survey is anticipated for completion in 2018.

Intergenerational Community Study

In 2011, a study completed for the City of Roseville Housing and Redevelopment Authority (RHRA) examined the needs of families with children and of seniors in the suburbs north of St. Paul. It analyzes some of the issues affecting families and seniors that influence housing decisions. It also analyzes the effectiveness of an intergenerational programming housing model to meet the housing needs for seniors and families with children. In the report, “intergenerational communities” are described as those geared towards providing housing and services that address the specific needs of residents and encourage interactions between generations

as a way to address those needs. The report concludes with recommendations to address the housing needs of seniors and families with children.

Multifamily Housing Study

The (RHRA) hired Maxfield Research, Inc. to update its Comprehensive Multi-Family Housing Needs Analysis, which was completed in April 2013. The study is intended to provide a realistic expectation of housing demand in the City of Roseville through the year 2025. The study finds that since Roseville is a first-ring suburb that is mostly built out, most new housing will come from redevelopment at increased housing densities. The report provides an analysis of demographics, employment trends, housing characteristics, the rental market, senior housing, for sale housing, and housing demand. An update to the 2013 housing study is anticipated in 2018.

CHAPTER 2: VISION, GOALS AND DECISIONS

This vision, goals and decisions chapter includes the following information:

1. Guiding Decision Making
2. What we Heard
3. Vision
4. Goals and Objectives
5. Decision Making Framework

1. GUIDING DECISION MAKING

The City of Roseville’s elected and appointed officials use this Plan as a guide when making decisions about not only land use, but housing, transportation, infrastructure, and overall quality of life. More than just a Comprehensive Plan, the vision, goals, and decision-making framework presented here lead the policymaking for the City for the next 20 years.

The vision, goals, and objectives described in this chapter are based on input from the public, as well as City officials. All were asked to identify things that should be preserved, changed, and/or created in the City, through a wide variety of in-person meetings, online forums, and outreach events throughout the community. These are described in more detail in the next section.

2. WHAT WE HEARD

For this Comprehensive Plan Update, Roseville committed to ensuring that residents and other stakeholders had many opportunities to contribute to the dialogue. The process was developed to build on and complement past community visioning processes, especially Imagine Roseville 2025, and therefore was more focused on the specific input needs of this type of input.

Community Engagement Tools

A wide variety of tools were used to fit the various needs of Roseville’s diverse population and make providing meaningful input as easy as possible. Below is a brief description of the types of tools that were used and an overview of the input that was received, but a more thorough summary is included in the appendix and all meeting notes and other summaries of the tools are available online.

Tools used during this process included:

- Kick-off Meeting: an evening event where residents gathered to provide their thoughts on Roseville's strengths and opportunities for improvement
- Intercept Boards: boards were set out at eight public locations to raise awareness and collect information on how respondents view Roseville
- Meetings in a Box: materials were provided for residents and other stakeholders to conduct their own small group meetings and then provide feedback to this process
- Online Survey: a non-statistically-valid survey collected over 500 responses to a wide variety of questions about Roseville
- Future Cities Team Brainstorming Meeting: Middle School students met with the Comprehensive Plan project team to discuss their thoughts on how Roseville could evolve in the next decades
- Focus Group Meetings: Seven focus group meetings were held on a variety of topics to provide deeper input on Economic Development, Land Use, Housing (two meetings on this topic), Education, Opportunity, and Diversity
- Walkabouts: Five meetings were held in neighborhoods where residents could show the planning team on-site examples of things they like or want changed
- Stakeholder Interviews: specific interviews were attempted with five local community groups to ensure that diverse perspectives were being heard

- Community Meeting Two: a series of two public meetings were held on the same content but at different dates and times to gather input on the proposed direction for the document

What are the top three reasons you love living here?

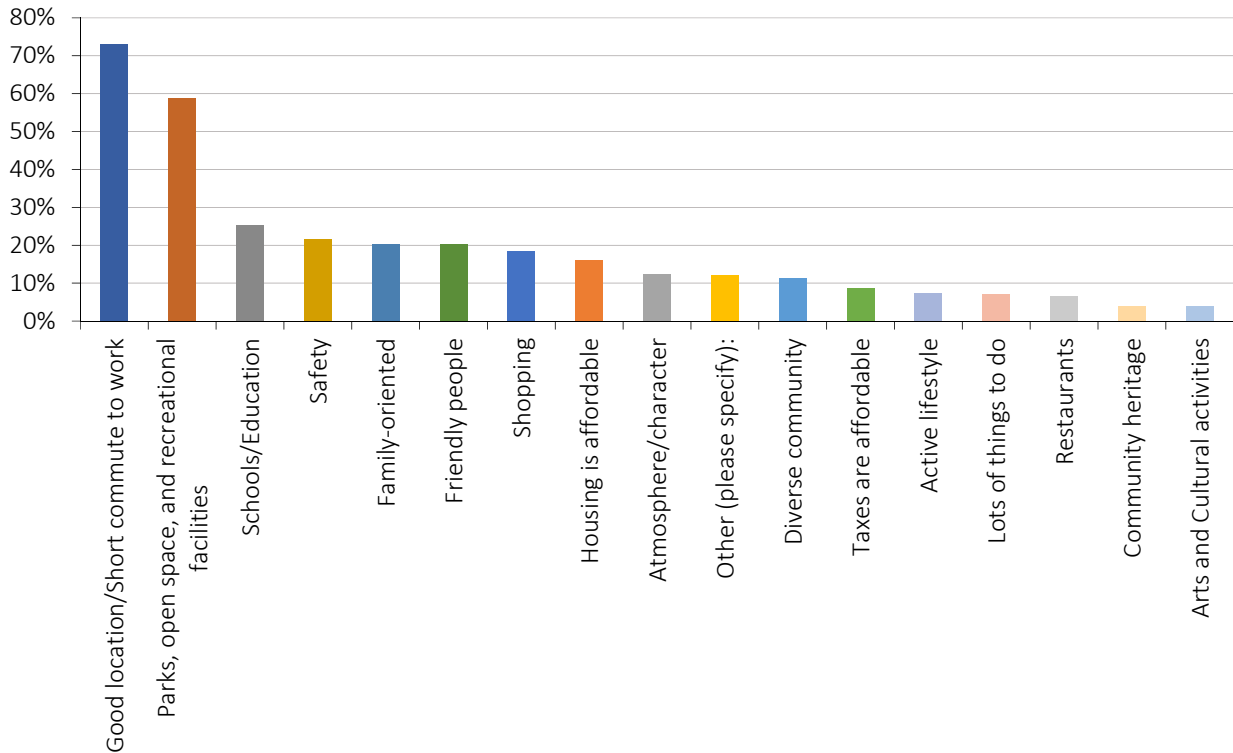


FIGURE 2-1 RESULTS OF ONLINE SURVEY QUESTION, ARRANGED BY POPULARITY OF RESPONSE

- Future Land Use Open Houses: five public open houses were held in neighborhoods where land use designation changes were being proposed
- Other input: at all times during the process, content was available online and input was received by phone, email, and social media

Complete results of the public engagement process are provided in Appendix XX

Summary of Input

Participants in our various engagement activities told us a variety of important and impactful things about how they perceive Roseville today, and how they see it changing in the future. During the initial phases of engagement, when residents were being asked general questions about issues and opportunities in Roseville, the most common themes across participants in all the engagement tools were:

- Roseville offers a **wonderful combination of high-quality neighborhoods, parks, shopping, and schools** that keep people here for decades.
- Roseville’s geographic location and access to highways has made it a **convenient place to live for commuters**.
- There is a **need to consider new housing options** that will reflect the needs of the changing population, including affordable and workforce housing, senior housing, and similar resources.
- Many residents hope to see **more varied and local restaurant and shopping options** that will revitalize local retail areas.
- **Sustainable approaches** to energy and natural resources are very desirable.
- **New residents should be welcomed and connected** to high-quality public and private resources as quickly as possible.

During later phases of engagement, when residents were being asked to respond to proposed directions for this plan, responses have tended to be more focused on impacts to specific neighborhoods, but several themes have come up repeatedly:

What should Roseville’s priorities be for the next five years? Please select your top 5 priorities for Roseville

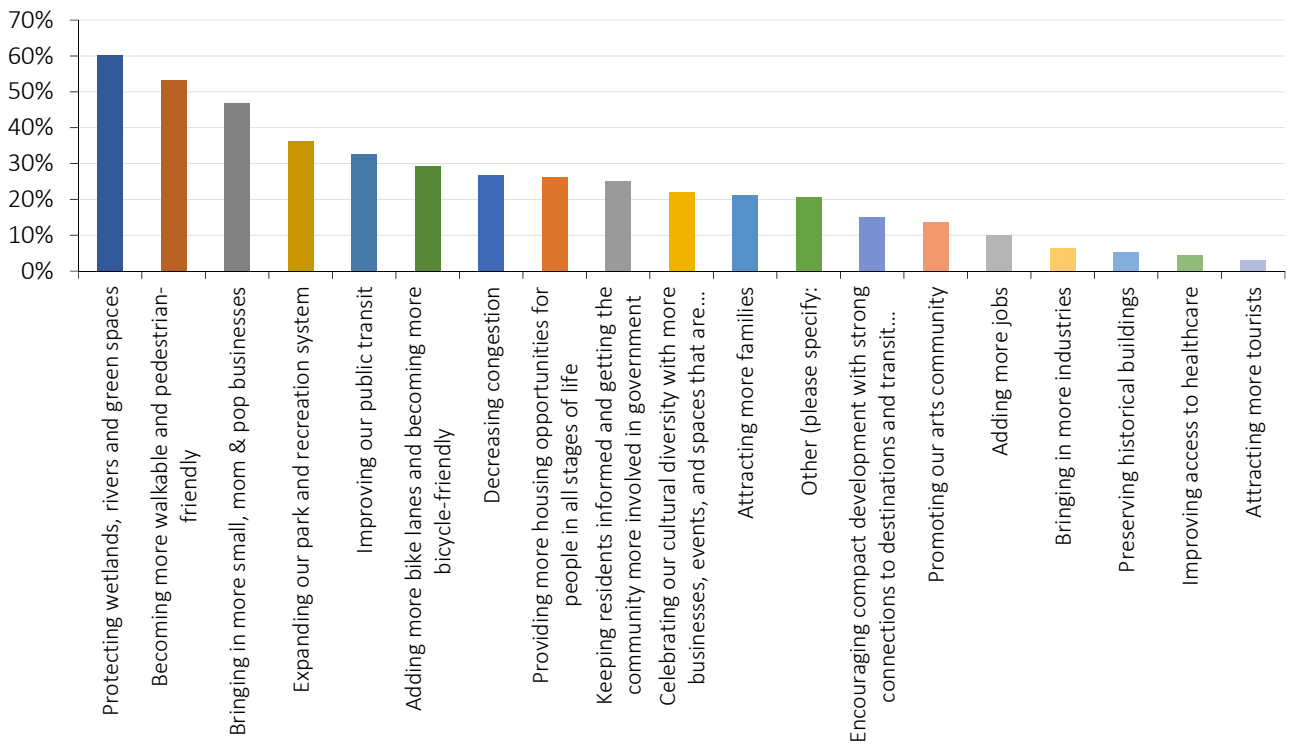


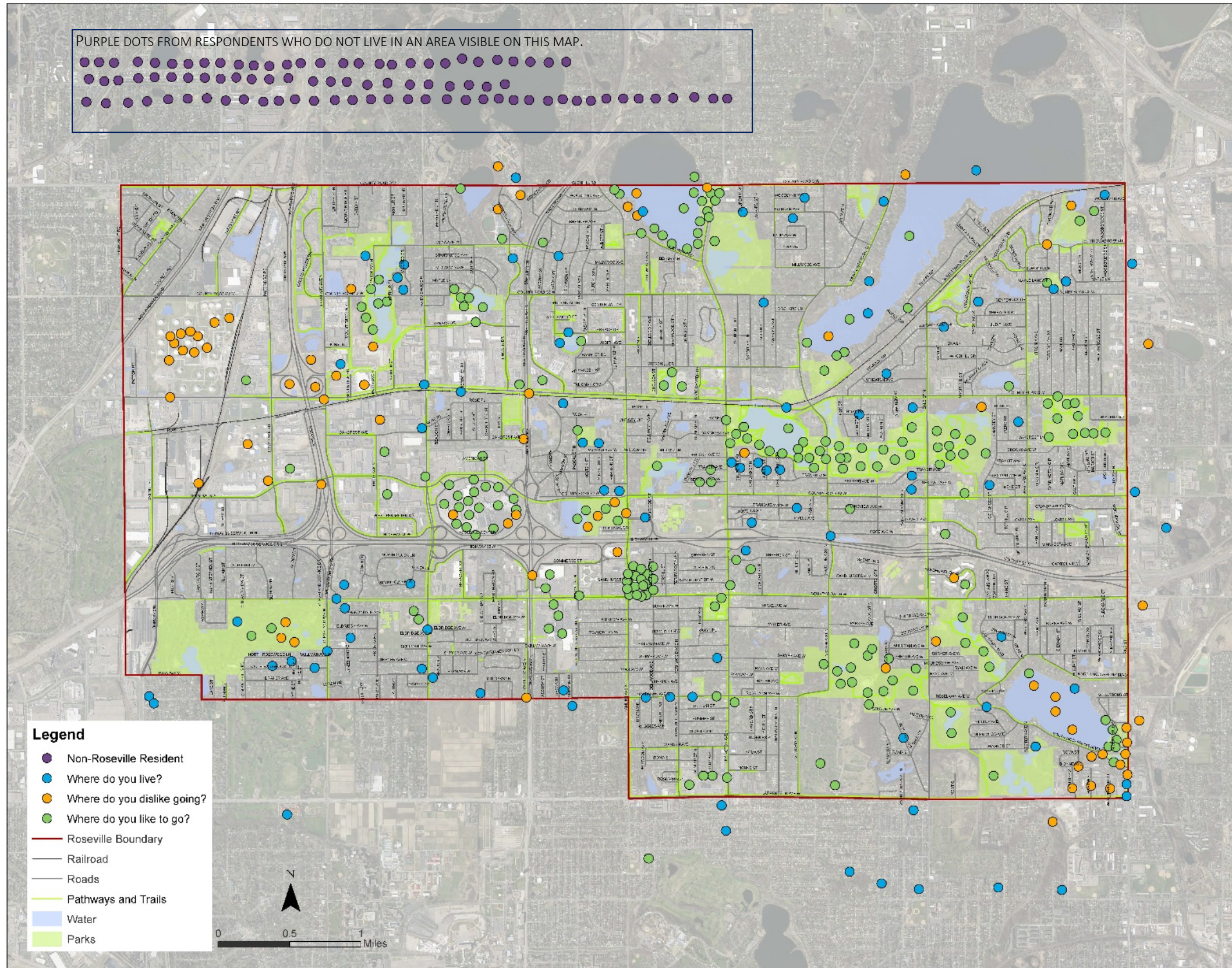
FIGURE 2-2 RESULTS OF ONLINE SURVEY QUESTION, ARRANGED BY POPULARITY OF RESPONSE

- Dedicate resources to **Resilience, Housing, and Economic Development**.
- Focus on **preserving water quality and open space**.
- **Incorporate solar energy and other renewable energy sources** into City facilities and policies.
- **Provide diverse housing options** to serve the needs of all Roseville citizens.
- **Invest in transit, trails, and other alternatives to cars** to reduce congestion and improve community access and health.
- Proactively seek companies that **provide higher paying jobs** inside Roseville.
- Try to spread multifamily and residential uses throughout the community to **avoid concentrating density in certain areas**.
- **Be mindful of impacts from density**, such as height and traffic.

In addition to the general themes described above, there was a lot of additional meaningful input. In each chapter, public input specific to that topic is provided in a “What We Heard” section.

The compiled results of the intercept board mapping exercise reflecting where people do and do not like to go in Roseville are shown in [MAP 2-1](#).

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MAP 2-1 MAPPING EXERCISE, COMPOSITE RESULTS FROM INTERCEPTS

3. VISION (FROM IMAGINE ROSEVILLE 2025)

Imagine Roseville 2025 was the result of a community visioning process in 2006, spearheaded by the City Council. In addition to the vision, the Roseville Community Forum was created to expand participation and share information. The vision from that process is shared here, and helps form the basis for the new goals in this Comprehensive Plan.

In 2025, our diverse and dynamic community welcomes new neighbors and businesses, and respectfully and effectively generates high-quality solutions to evolving community needs. We work hard, volunteer actively, care about our community, and contribute to the common good. And we continually reach out to include everyone in community decision making, and support civil discourse that respects and considers all perspectives and ideas.

Our rich history provides a foundation for us to be optimistic about our future and the opportunities it brings. All families are strong, healthy, and embraced, and we serve people throughout their lives with places to live, work, learn, worship, and play. We are a great place to raise a family, run a business, age in place, and recreate, and we protect these opportunities by thoughtfully investing in infrastructure, facilities, services, and open spaces.

We take pride in our safe and well-maintained neighborhoods, housing, and businesses, and we benefit from connected neighborhoods and compact development. Our strong design standards and proactive planning create a community that is attractive, appealing, and desirable, with a healthy mix of land uses and the flexibility to respond to change.

We recognize our responsibility to act as environmental stewards and provide a regulatory framework that fosters a sustainable community. Our renowned parks and our recreational and public facilities are community centerpieces that attract people of all ages and abilities, and help us support and promote individual wellness and fitness.

We celebrate our unique position in the heart of the metropolitan area, recognize our role within the region, and actively participate in regional collaboratives. We model fiscal responsibility with a clear eye toward proactively investing in Roseville's future. Our strong and diversified tax base is kept healthy by a vibrant local business climate, and high-quality jobs provide families with economic security.

We value and invest in lifelong learning opportunities and life-cycle housing that attract a diverse mix of residents and businesses and keep our community strong. Leading-edge technology and a comprehensive and reliable transportation system

support residents and businesses, and a variety of convenient, flexible, and safe transit alternatives serve all community members.

And we strive to be even more inclusive, proactive, responsible, and efficient so that Roseville remains a wonderful and welcoming community for generations to come.

4. GOALS AND OBJECTIVES

The following goals and objectives follow from the vision statement above. Goals and objectives form the basis for the policies and actions found throughout the rest of this Plan. Goals are listed in bold, with objectives for each goal listed in bulleted form underneath.

Roseville is a welcoming community that appreciates differences and fosters diversity.

- Make Roseville a livable community for all by providing high-quality communications, opportunities for youth, and outreach to City newcomers.
- Respect and encourage diversity.
- Encourage diversity in City staff and appointed officials that reflects the diversity of the City population.

Roseville is a desirable place to live, work, and play.

- Create an attractive, vibrant, and effective City with a high-quality of life by implementing placemaking principles, to the design and management of the public realm.

Placemaking is built around the principle of strengthening the connection between people and the places they share. It is a multi-faceted approach to the planning, design, and management of public spaces. Placemaking capitalizes on a local community's assets, inspiration, and potential, with the intention of creating public spaces that promote people's health, happiness, and well-being. In Roseville, this means that the creation of our public spaces will include urban design, creative patterns of use, and paying particular attention to the physical, cultural, and social identities that define a place.

- Provide excellent, effective, and efficient City services.
- Be an early adopter of creative and sustainable redevelopment policies.
- Increase the diversity of the size, type, and scale of businesses in the City.

Roseville has a strong and inclusive sense of community.

- Foster and support community gathering places both large and small, indoor and outdoor.
- Promote and support City-sponsored and community-based events.
- Encourage development of neighborhood identities to build a sense of community and foster neighborhood communications, planning, and decision making.
- Create gathering places in a diverse range of sizes, types, and spaces throughout the City to promote community and create spaces for arts and culture.

Roseville residents are invested in their community.

- Provide meaningful opportunities for community engagement.
- Ensure that City government is civil, informative, and responsive.

Roseville is a safe community.

- Continue to provide efficient and effective police, fire, and emergency medical services so residents, workers, and visitors feel safe and are safe.
- Provide appropriate policies and funding to meet or exceed national standards for response times and services for fire, police, and emergency medical services.
- Promote high-quality urban design of development and redevelopment that enhances safety.

Roseville housing meets community needs.

- Develop a coordinated housing strategy for the City.
- Provide mechanisms that encourage the development of a wide range of housing that meets regional, state, and national standards for affordability.
- Implement programs that result in safe and well-maintained properties.
- Establish public-private partnerships to ensure life-cycle housing throughout the City to attract and retain a diverse mix of people, family types, economic statuses, ages, and so on.
- Employ flexible zoning for property redevelopment to meet broader housing goals such as density, open space, and lot size.
- 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.

Roseville is an environmentally healthy community.

- Preserve and enhance soil, water, and urban forest resources.

- Conserve energy and reduce pollution.

Roseville has celebrated parks, open spaces, and multigenerational recreation programs and facilities.

- Expand and maintain year-round, creative programs and facilities for all ages, abilities, and interests.
- Provide high-quality and well-maintained facilities, parks, and trails.

Roseville supports the health and wellness of community members.

- Enable active and healthy lifestyles for all.
- Support initiatives (including land use and zoning tools) and partnerships to improve health care quality, affordability, and access.

Roseville supports high-quality, lifelong learning.

- Promote the benefits of lifelong learning and intergenerational education through partnerships with local school districts, libraries, and other educational institutions.
- Collaborate with local school systems in a fashion that results in high expectations and active involvement in public education.

Roseville has a comprehensive, safe, efficient, and reliable transportation system.

- Plan for and support a multi-modal transportation system that moves people and goods safely and efficiently.
- Support and allow access to a robust public transit system that is integral to the metropolitan system and meets long-term needs.
- Properly fund public transportation and transit systems.
- Expand, maintain, and promote a system of continuous and connected pathways that encourage walking and biking.
- Proactively communicate about and promote transit and pathway options.

Roseville has technology that gives us a competitive advantage.

- Explore public-private partnerships to ensure that the technology infrastructure is in place to optimize public and private sector performance.
- Develop a long-term technology infrastructure plan which includes wireless/cellular, high-speed internet, and emerging technologies.
- Establish secure funding sources to operate, maintain, and upgrade technology infrastructure and services that Roseville provides to its residents and other Ramsey County communities.

Roseville has a growing, diverse, and stable revenue base.

- Establish sustainable funding sources and mechanisms to pay for community needs.
- Encourage renovation and redevelopment to increase tax base.
- Develop alternative mechanisms to fund City services.

Roseville responsibly funds programs, services, and infrastructure to meet long-term needs.

- Maintain the highest financing and budgeting standards.
- Align budgets and expenditures to support programs and services for all City functions.
- Actively manage funds to provide long-term fiscal stability.
- Incorporate community priorities in funding decision-making processes.
- Collaborate with other governmental units to leverage and manage costs for operations, services, and capital improvements.

Roseville has high quality employment opportunities that meet the needs of current and future residents.

- Retain, recruit, and expand a diverse range of local businesses and industries.
- Work with business and industry groups to provide adequate jobs that meet the needs of residents and visitors.
- Require, encourage, or incentivize the creation of jobs that provide a livable wage.
- Create regulations that allow renovation and redevelopment of spaces that could be used to support a variety of small businesses.

5. DECISION MAKING FRAMEWORK

When making decisions, including those suggested by the implementation section of this Plan, City of Roseville officials, staff, and citizens will ask if the option chosen furthers at least one, if not several of the values below, while not damaging the others. The metrics listed in the “measurables” column suggest means of quantifying the outcome of actions and determining whether progress toward each goal is being made.

Goal	Does this action...	Measurables
<p>Roseville is a welcoming community that appreciates differences and fosters diversity.</p>	<p>...reach residents whose first language is not English?</p> <p>...create a program geared toward a currently underserved population?</p> <p>...bring groups of people together?</p> <p>...create an opportunity for currently underrepresented populations to participate in City government?</p> <p>...flexible enough to allow and encourage diversity?</p>	<ul style="list-style-type: none"> • Budget devoted to communication, including printing, mailing, social media participation, and website update. • Participation in City-sponsored youth activities. • Outreach programs for new residents. • Statistics regarding race, age, gender, income, and other applicable characteristics of the population and in City staff and appointed officials.
<p>Roseville is a desirable place to live, work, and play.</p>	<p>...create a distinct “place” that is unique to Roseville?</p> <p>...allow for creative redevelopment of a site?</p> <p>...foster locally grown enterprises?</p> <p>...improve the diversity of the business mix?</p> <p>...improve or add a new City service?</p>	<ul style="list-style-type: none"> • Trends in business types (number and percentage of tax base). • Parks usage statistics. • Number of new residents. • Number of permits issued for small, locally-owned businesses. • New City services offered.
<p>Roseville has a strong and inclusive sense of community.</p>	<p>...create a community gathering space?</p> <p>...create a new event?</p> <p>...enable neighborhoods to build a sense of identity and participate in decision making?</p>	<ul style="list-style-type: none"> • Participation in neighborhood organizations, neighborhood-based events, and meetings.

Goal	Does this action...	Measurables
<p>Roseville residents are invested in their community.</p>	<p>...allow a wide variety of community members to provide meaningful input?</p> <p>...help communicate with everyone in the community?</p> <p>...maintain relationships to communicate to groups throughout the City?</p>	<ul style="list-style-type: none"> • Numbers of residents participating in community events. • Numbers of residents providing feedback on City initiatives. • Voter participation in local elections. • Number of residents volunteering for community activities.
<p>Roseville is a safe community.</p>	<p>...protect and enhance safety?</p> <p>...contribute to natural surveillance, where people can see what is going on in public places from private ones?</p> <p>...help us meet or exceed national standards for public safety?</p>	<ul style="list-style-type: none"> • Enforcement/removal of dangerous buildings. • Trend in number of vacant structures. • Number of site plans reviewed/modified to increase safety on private and public property. • Trends in response times.
<p>Roseville housing meets community needs.</p>	<p>...create housing that contributes to our existing neighborhoods?</p> <p>...preserve/create variety in housing products in terms of size (square footage and/or number of bedrooms) and ownership/rental type?</p> <p>...result in the continued maintenance and care of existing residences?</p> <p>...preserve or create housing that is needed?</p>	<ul style="list-style-type: none"> • Trends in seniors aging in their homes or moving to other appropriate housing within the City. • Decrease in property maintenance code enforcement actions. • Trends in the diversity of housing type/size as compared to the existing housing stock.

Goal	Does this action...	Measurables
<p>Roseville is an environmentally healthy community.</p>	<p>...mitigate the impacts of climate change? ...improve air and water quality? ...enhance biodiversity and ecosystem services? ...preserve or replenish natural resources?</p>	<ul style="list-style-type: none"> ● Community-wide greenhouse gas emissions (tonnes CO₂e/person-year). ● Potable water consumption (gallons/person-day). ● Installed renewable energy generation capacity (kW). ● Stormwater assessment number from the Minnesota Blue Star City program. ● Vehicle miles traveled (VMT/person-day). ● Percent of solid waste that is recycled or composted.
<p>Roseville has celebrated parks, open space, and multigenerational recreation programs and facilities.</p>	<p>...expand or maintain programs or facilities for all ages and abilities? ...create or maintain high-quality parks or trails?</p>	<ul style="list-style-type: none"> ● Level of service statistics for parks in relation to City population. ● Parks attendance and use statistics. ● Attendance and enrollment for City-sponsored activities.
<p>Roseville supports the health and wellness of community members.</p>	<p>...encourage active and healthy lifestyles? ...improve residents' access to quality, affordable healthcare services?</p>	<ul style="list-style-type: none"> ● Trends in the walkability score of the City. ● Equitable access to healthcare facilities via transit stops, sidewalks, and bike facilities. ● Equitable access to places to obtain healthy food.
<p>Roseville supports high-quality, lifelong learning.</p>	<p>...create a partnership with an educational institution? ...collaborate with, and actively involve, local school systems?</p>	<ul style="list-style-type: none"> ● Number of collaborative efforts with Roseville Schools.

Goal	Does this action...	Measurables
<p>Roseville has a comprehensive, safe, efficient, and reliable transportation system.</p>	<p>...fill a gap in the transportation network? ...increase access to public transit? ...allow for the movement of people and goods using a variety of transportation modes? ...increase the safety of our transportation system?</p>	<ul style="list-style-type: none"> • Trends in the walkability score of the City. • Vehicle-pedestrian/bike crash rates. • Number of transit stops and frequency of routes. • Road and intersection ratings (for congestion). • Connected bike routes to key destinations in the City. • Number of kids walking or biking to school within defined “walk zones”. • Number of schools reached by a safe walking and biking route.
<p>Roseville has technology that gives us a competitive advantage.</p>	<p>...help create a sustainable, long-term technology infrastructure plan? ...create a public/private partnership for technology infrastructure?</p>	<ul style="list-style-type: none"> • Creation of a Technology Infrastructure Plan. • Number of public/private partnerships related to technology.
<p>Roseville has a growing, diverse, and stable revenue base.</p>	<p>...create new businesses? ...enable an existing, valuable enterprise to remain in Roseville?</p>	<ul style="list-style-type: none"> • Tax base breakdown. • Revenue trends. • Trends in new businesses.
<p>Roseville responsibly funds programs, services, and infrastructure to meet long-term needs.</p>	<p>...implement a program or project in the CIP? ...increase efficiencies?</p>	<ul style="list-style-type: none"> • CIP Projects implemented within budget. • Number of collaborations with other governmental units.
<p>Roseville has high-quality employment opportunities that meet the needs of current and future residents.</p>	<p>...create “good jobs” within the City? ...create jobs that meet the needs of our residents?</p>	<ul style="list-style-type: none"> • Number of “living wage” jobs • Number of buildings or spaces redeveloped. • Trends in the number of jobs.

In addition to using a decision-making framework that is related directly to the community goals expressed in this chapter, Roseville employees and community members integrate explicit consideration of racial equity in decisions. A racial equity tool is both a product and a process. Use of a racial equity tool can help to develop strategies and actions that reduce racial inequities and improve success for all groups. Beginning in 2018, members of the City of Roseville staff have participated in the Government Alliance on Race and Equity (GARE), a network of government agencies working to achieve racial equity and advance opportunities for all. One particular racial equity tool developed by GARE involves another simple set of questions:

1. Proposal: What is the proposed policy, program, practice, or budget decision under consideration? What are the desired results and outcomes?
2. Data: What is the data? What does the data mean?
3. Community engagement: How have communities been engaged? Are there opportunities to expand engagement and supplement the data with nuance from the affected communities?
4. Analysis and strategies: Who will benefit from or be burdened by the proposal? What are the strategies for advancing racial equity or mitigating unintended consequences?
5. Implementation: What is the plan for implementation?
6. Accountability and communication: How will accountability be ensured? How will results be communicated and evaluated?

CHAPTER 3: COMMUNITY PROFILE

This community profile includes the following information:

1. Community Context
2. The Land
3. The People Who Live Here
4. The Housing Landscape
5. The Economy
6. Past and Future Growth

1. COMMUNITY CONTEXT

This section of the Comprehensive Plan sets the scene for how the community came to be what it is today. Looking at the current demographic, social, physical, and economic characteristics is an important step in planning for the future. Achieving the desired community vision starts with an understanding of the existing conditions and emerging trends. This section can also be used to help inform daily decision making and policy by staff and public officials by providing a clear understanding of the community.

2. THE LAND

Geographic and Development History

Roseville's 2002 Comprehensive Plan update has, by far, the most complete history section of any of Roseville's comprehensive plans. It is in that Plan's demographic summary chapter, called *The Land and Its People*. From a natural history perspective, it begins 500 million years ago, and covers the creation of this region's glacial terrain. It discusses the basics of the "continental and sub-humid" climate, and identifies typical topography, soils, and native prairie and hardwood vegetation.

The traditional profile of Western European development within this natural context is summarized well by the "Historical" section of the Village of Roseville's 1969 Comprehensive Municipal Development Plan:

Historically, the growth and development of Roseville has been directly related to the growth of St. Paul. Earliest development was for rural and agricultural purposes, but with the housing boom created shortly after

World War II, the demand for living space, especially single-family homes, generated a rush for land beyond the limits of the central...cities. Roseville lay directly in the path of expansion and so the nucleus of urbanization occurred primarily around the extensions of major St. Paul streets such as Snelling, Lexington, and Rice. While the major urban development took place between Snelling and Rice Streets south of T. H. 36, residential growth in the early post-war period is best described as scattered, with developers seeking out large tracts of land with soil and topographic characteristics suitable to large-scale subdivision.

By 1956, the population in Roseville had increased...and the former rural truck-farm community was faced with a host of problems resulting from rapid and unplanned urbanization. A comprehensive community-wide planning program was undertaken that year (one of the earliest planning efforts by any suburban community in the metropolitan area) and by 1959 the village was better equipped to deal with urbanization because it had adopted a comprehensive plan, subdivision regulations, and a zoning ordinance.

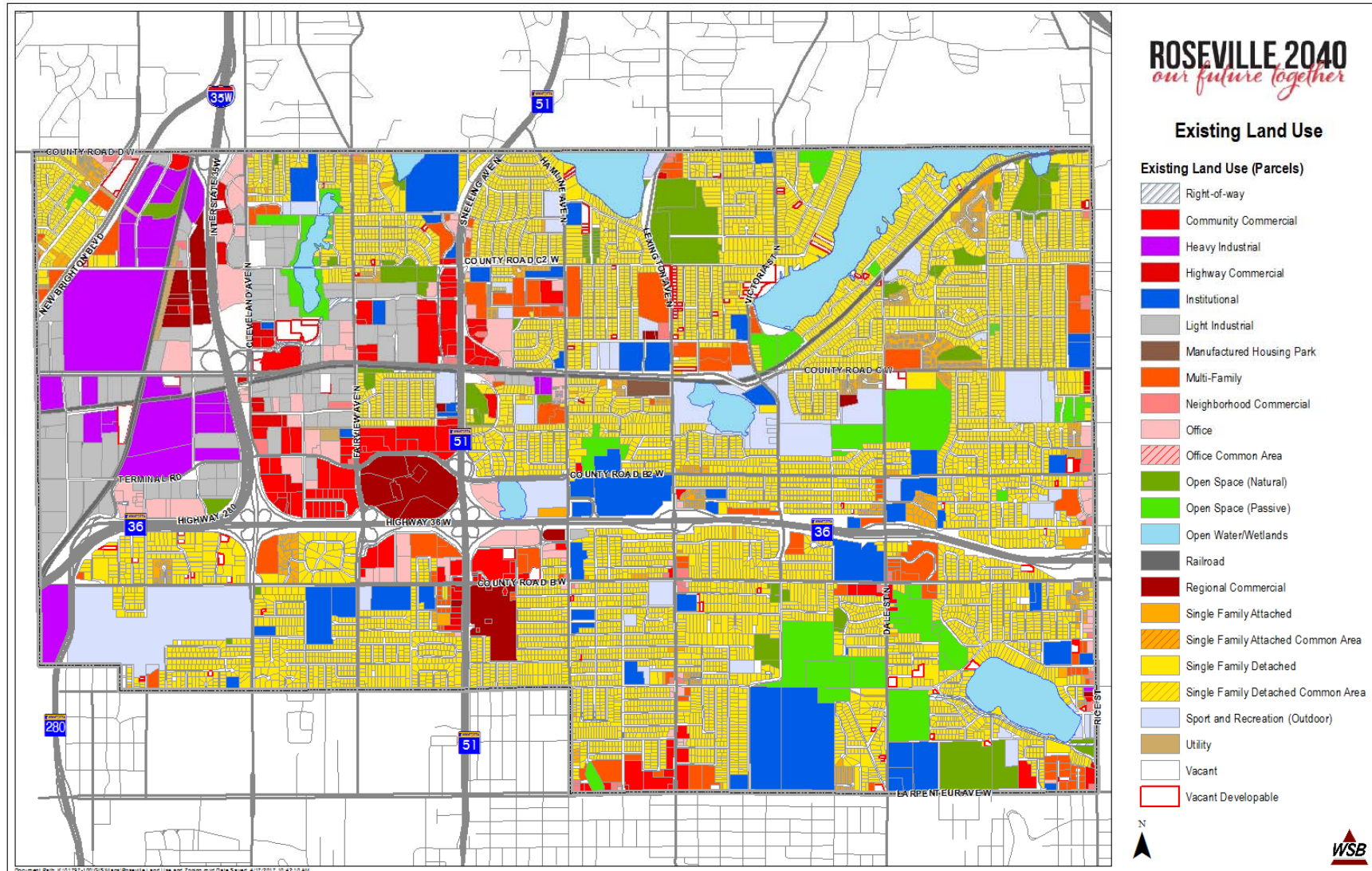
Existing Land Use

Existing land use can be thought of as what exists on the ground now, regardless of what has been planned or what zoning regulations exist. The most accurate depiction of what land uses currently exist in Roseville comes from the City's own geographic data to provide current land use types by acreage. [MAP 3-1](#) shows the existing land use in Roseville.

Existing land use types, total acreage, and percent of total acreage are shown in the table below. As a fully-developed inner-ring suburb, very little land in the community remains undeveloped.

Existing Land Use in Roseville by total acreage and percent of total			
Land Use Type		Acres	Percent
Single Family Detached	SFD	2944.38	32.8%
Right-of-Way	ROW	1759.00	19.6%
Multi-Family	MF	639.21	7.1%
Institutional	IN	517.72	5.8%
Outdoor Sport and Recreation	SRO	460.95	5.1%
Light Industrial	LI	416.81	4.6%
Heavy Industrial	HI	368.43	4.1%
Open Space (passive)	OSP	344.74	3.8%
Open Space (natural)	OSN	290.44	3.2%
Community Commercial	CC	289.60	3.2%
Office	OFC	279.92	3.1%
Single Family Attached	SFA	181.54	2.0%
Regional Commercial	RC	163.49	1.8%
Railroad	RR	95.60	1.1%
Vacant Developable	VDL	94.67	1.1%
Neighborhood Commercial	NC	37.18	0.4%
Highway Commercial	HC	36.21	0.4%
Vacant	VAC	33.90	0.4%
Utility	UTL	20.36	0.2%
Manufactured Housing Park	MHP	9.16	0.1%
Single Family Attached Common Areas	SFAC	0.82	0.0%
Total		8,984	

TABLE 3-1 SOURCE: CITY OF ROSEVILLE



MAP 3-1 2016 EXISTING LAND USE (11 x 17 VERSION FOUND IN MAP 4-1, CHAPTER 4)

Existing Residential Land Use

Residential land uses make up 42 percent of Roseville’s total land area. Of the residential land, single family detached homes are the predominant residential type at 78 percent of the total area devoted to residential uses.

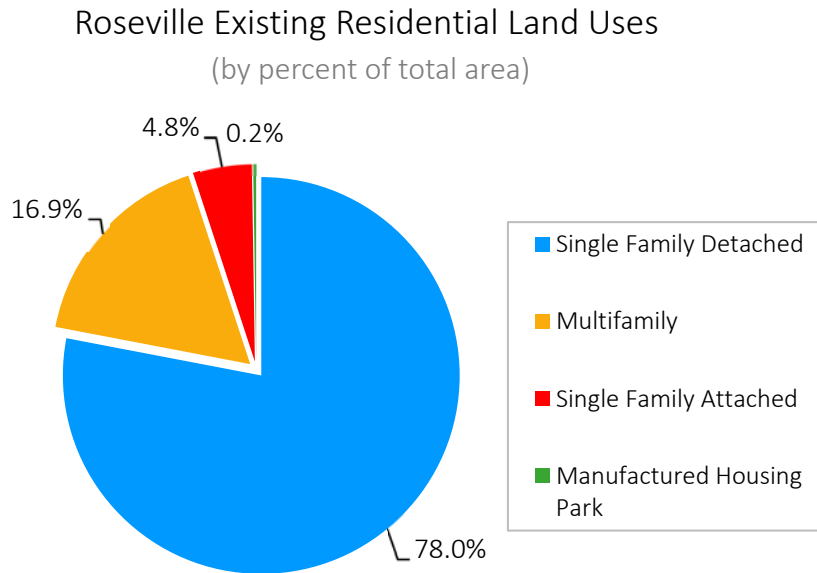


FIGURE 3-1 SOURCE: ROSEVILLE CITY DATA

Existing Commercial and Industrial Land Use

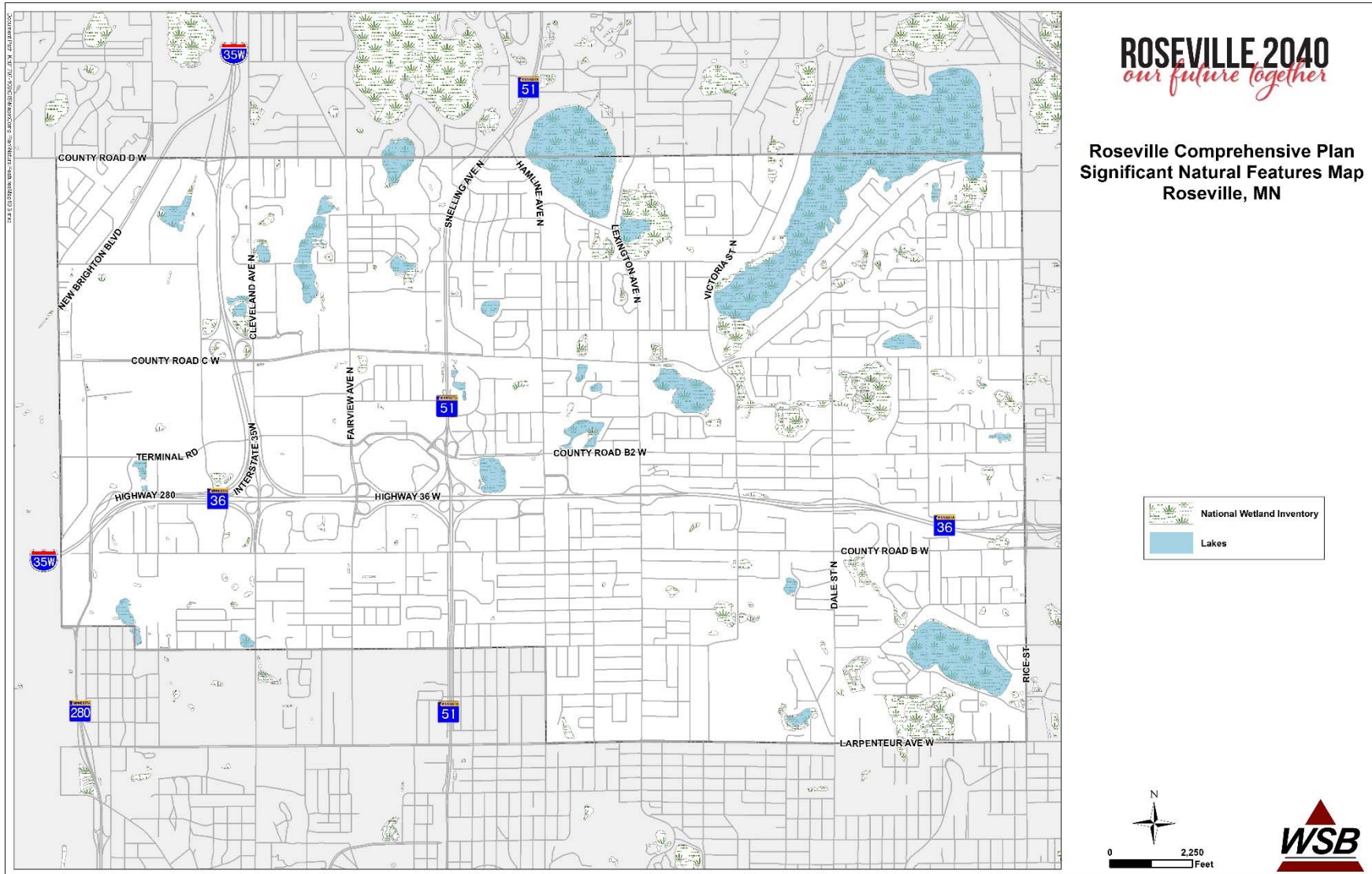
Roseville has many commercial and industrial districts, and together they make up 18 percent of Roseville’s land area. The majority of Roseville’s industrial land is in the northwestern portion of the city. Major commercial centers include Rosedale Center, HarMar Mall, and the area along Snelling Avenue north of County Road C.

Existing Public Land Uses

Six percent of Roseville’s land area is made up of institutional and utility land uses. These include civic buildings and City-owned land. An additional 12 percent of Roseville is devoted to outdoor recreation or sport areas and open spaces that include parks.

Natural Features

As shown in [MAP 3-2](#), although Roseville has largely been urbanized, the city’s landscape does include some open water and wetland areas.



MAP 3-2 EXISTING NATURAL FEATURES (11 X 17 VERSION CAN BE FOUND IN MAP 4-2, CHAPTER 4)

3. THE PEOPLE WHO LIVE HERE

Population History

The conventional account of Roseville’s early settlement and population growth was captured in the earlier Geographic and Development History section. But such conventional accounts of the local history miss other significant facts that the Plan’s equity lens brings into focus.

The area of present day Roseville, on the far western edge of the Northwest Territory, was home to local bands of the Dakota Nation. As the land of the Northwest Territory was progressively divided into incorporated US states and smaller territories, Native American communities were removed to clear the way for white settlers to homestead and farm the land. The passage of the bill creating the Minnesota Territory in the spring of 1849 dramatically accelerated the arrival of the new settlers. More newcomers moved north from St. Paul, and the heirs of the original settlers were able to develop and sell the land for new residential neighborhoods.

As land was subdivided, restrictive covenants were used to prohibit non-whites, non-Christians, and maybe other minority groups, from owning property in Roseville. One such restrictive covenant covering most of the lots of one particular residential subdivision included the following provision:

[These lots] shall not be sold, mortgaged, leased or occupied by any person or persons who are not a member or members of the Caucasian race, but this shall not prevent the keeping of domestic servants who are not members of the Caucasian race.

The extent of this practice in Roseville remains unclear, but racial covenants were commonly used across the country. Although enforcement of such provisions have been banned in Minnesota since 1953, they—along with widespread discriminatory practices in mortgage lending and insurance—necessarily contributed to racial segregation in Roseville by explicitly limiting the housing choices available to people of color during the time they were enforced. [FIGURE 3-__](#) shows Roseville’s non-white population from 1960 – 2010 compared to St. Paul, Minneapolis, the suburbs in the metropolitan region, and Minnesota as a whole.

Population of Color	1960	1970	1980	1990	2000	2010
Minnesota	1.2%	1.8%	3.8%	6.3%	11.8%	16.8
MSP Suburbs	0.4%	2.7%	2.4%	4.6%	10.0%	18.1
Roseville	0.4%	1.0%	1.5%	4.9%	10.5%	20.7
St. Paul	3.0%	4.6%	11.4%	19.7%	36.0%	44.1
Minneapolis	3.2%	6.4%	13.3%	22.5%	37.5%	39.7

TABLE 3-2. SOURCE: MINNESOTA COMPASS AND US CENSUS BUREAU

Current Population

In 2016, Roseville’s population was estimated at 35,254 people. The chart below shows U.S. Census population data for Roseville, indicating that Roseville has historically had a larger population in comparison to most of its surrounding communities (FIGURE 3-2). After experiencing a slight decline in the 1980s, Roseville’s population has remained relatively steady in the decades since 1990.

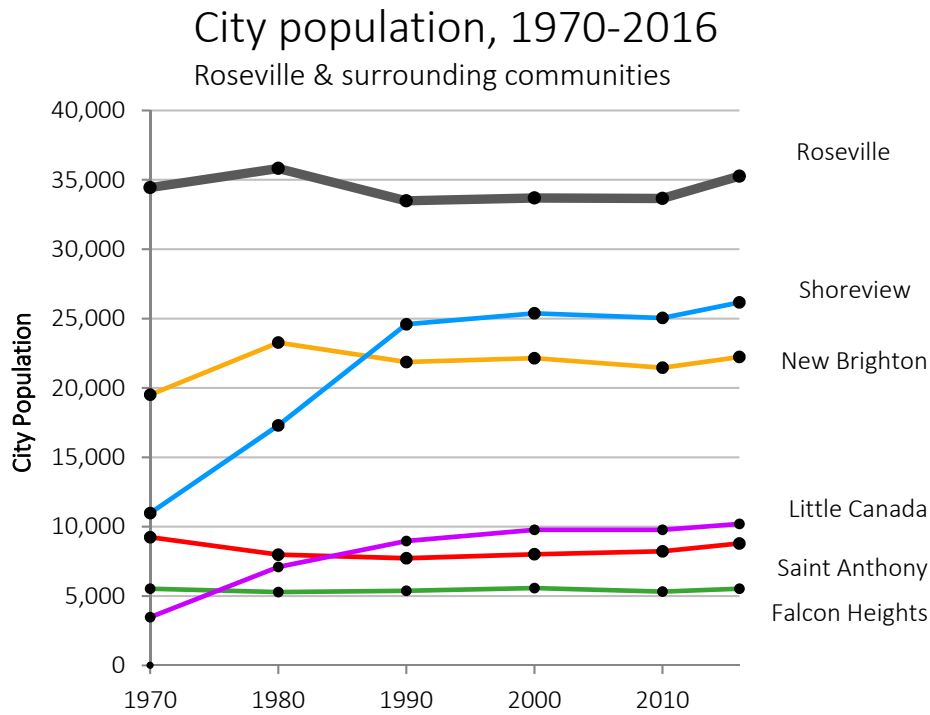
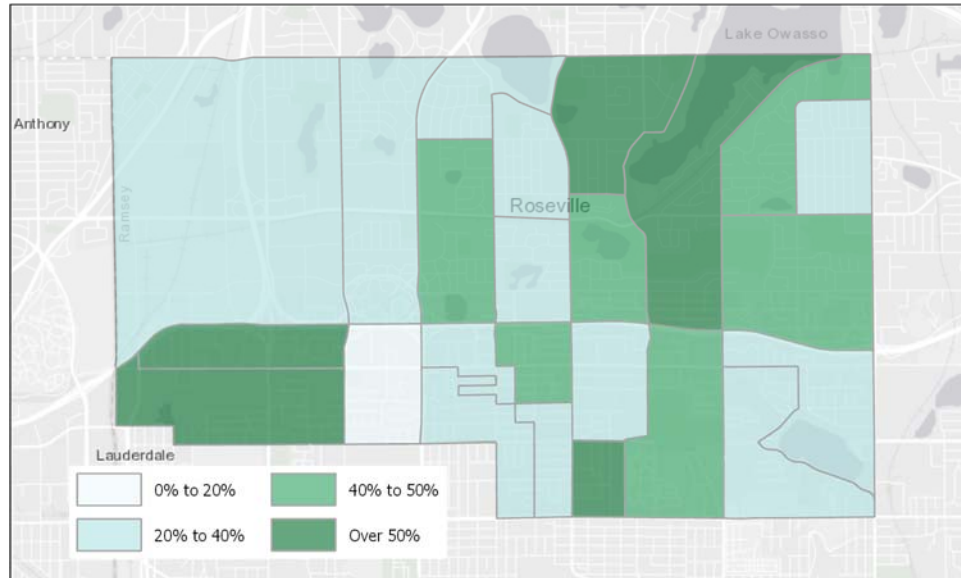


FIGURE 3-2. SOURCE: U.S. CENSUS 2010 AND AMERICAN COMMUNITY SURVEY (2015 ESTIMATES)

Age demographics

The geographic distribution of Roseville’s population aged 50 years and older is shown in [MAP 3-3](#) below, with darker shades of green indicating a higher percentage of older residents.



Map 3-3 PERCENTAGE OF THE POPULATION AGED 50 AND OLDER, BY CENSUS BLOCK GROUP
SOURCE: 2016 AMERICAN COMMUNITY SURVEY (5-YEAR ESTIMATES)

Like many other communities around the state and the country, Roseville is experiencing a demographic shift toward an aging population. In the decade between 2000 and 2010, the percent of the population falling within the 50 – 59, 60 – 74, and 74-and-over age groups have all increased. Providing adequate housing and services for residents of all ages has been, and will continue to be, a priority for the City of Roseville. As older residents leave their current homes and seek new living arrangements, Roseville is seeing an increase in younger residents and families. [FIGURE 3-3](#) shows an increase in the percentage of residents in the 20 to 29 age group from 2000 to 2010.

The median age in the City of Roseville in 2016 was 40, while the median age at the 2000 census was 41. This mirrors the trend shown in [FIGURE 3-3](#) that younger residents are moving into the city. However, Roseville still trends older overall than the 2016 Ramsey County median age of 35.

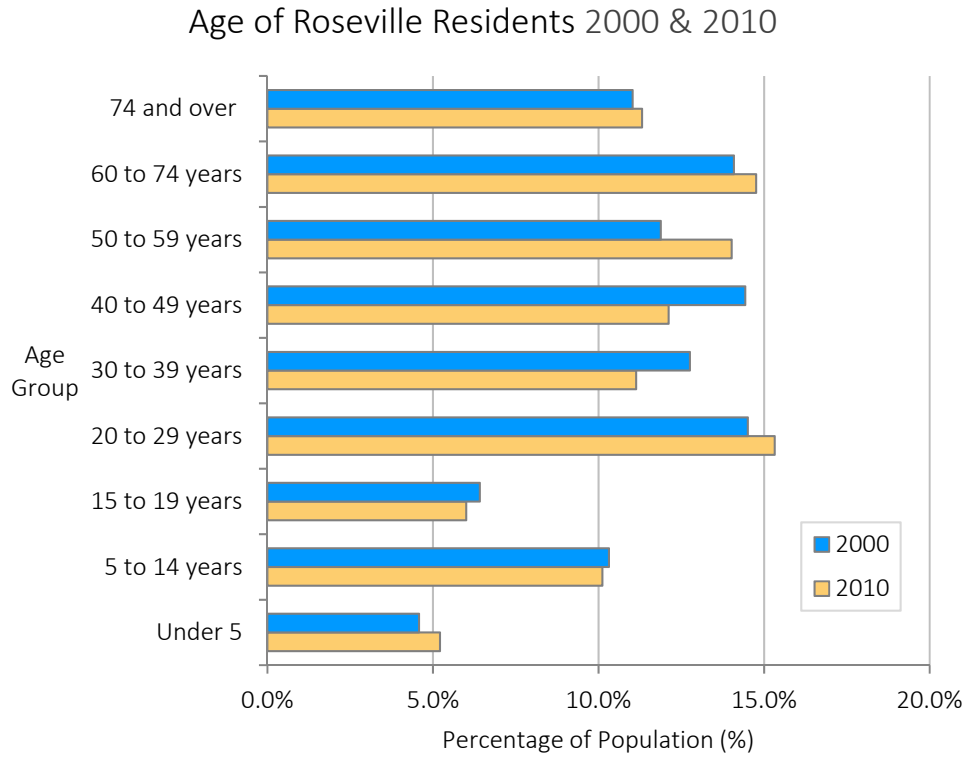
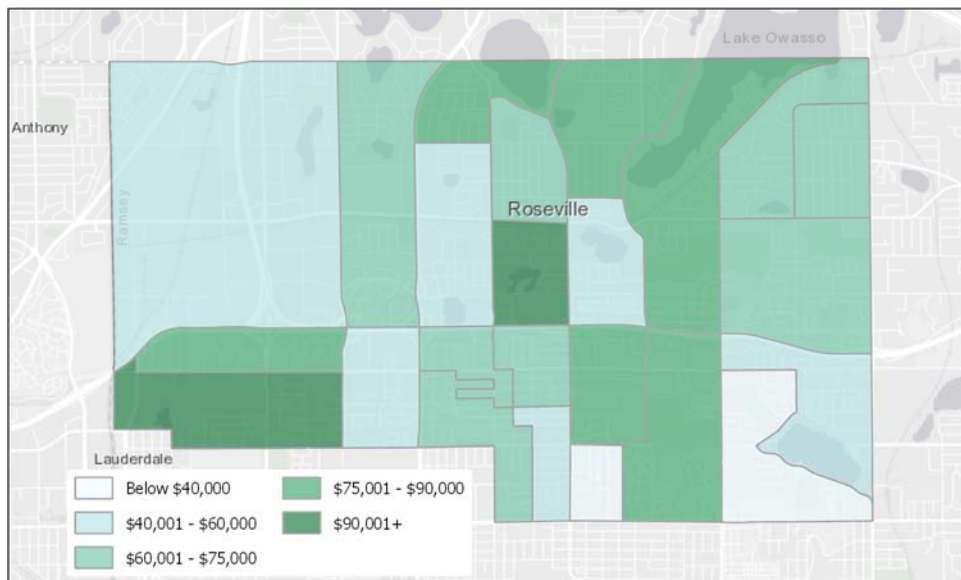


FIGURE 3-3. SOURCE: 2010 US CENSUS

Household Income

The geographic distribution of household median income in Roseville is shown in [MAP 3-4](#) below.



Map 3-4 MEDIAN HOUSEHOLD INCOME, BY CENSUS BLOCK GROUP
SOURCE: 2016 AMERICAN COMMUNITY SURVEY (5-YEAR ESTIMATES)

	Median household income (\$)	Average household income (\$)
Arden Hills	80,208	109,182
Shoreview	79,252	102,286
Falcon Heights	71,765	91,075
Hennepin County	65,834	92,879
Roseville	63,678	79,880
Maplewood	62,527	76,674
New Brighton	60,964	77,575
St. Anthony	60,742	82,997
Ramsey County	56,104	75,483
Minneapolis	51,480	75,185
Little Canada	50,156	64,834
St. Paul	48,757	67,612
Lauderdale	41,792	57,294

TABLE 3-3. SOURCE: 2015 AMERICAN COMMUNITY SURVEY (5-YEAR ESTIMATES)

The median and average household income in Roseville is generally consistent with other nearby communities as shown in TABLE 3-3 above. The median and average household income is slightly higher when compared to Ramsey County as a whole, but lower when compared with Hennepin County.

The range of Roseville household incomes is wide. Approximately 50 percent of households make between \$50,000 and \$150,000. About 39 percent of households make less than \$50,000 while 11 percent of households make more than \$150,000 (see FIGURE 3-4).

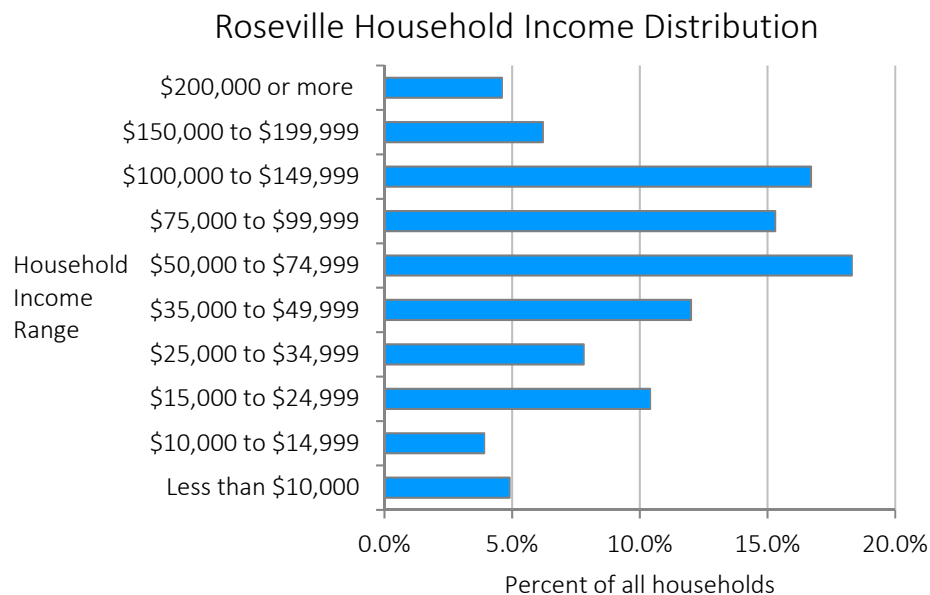


FIGURE 3-4 SOURCE: 2015 AMERICAN COMMUNITY SURVEY (5-YEAR ESTIMATES)

Income disparities exist along racial lines in Roseville. The median household income for households with a white member is above \$60,000, while the same value for households with Hispanic/Latino or Black membership is below \$40,000 annually. Similar disparities exist when the metric is per capita income.

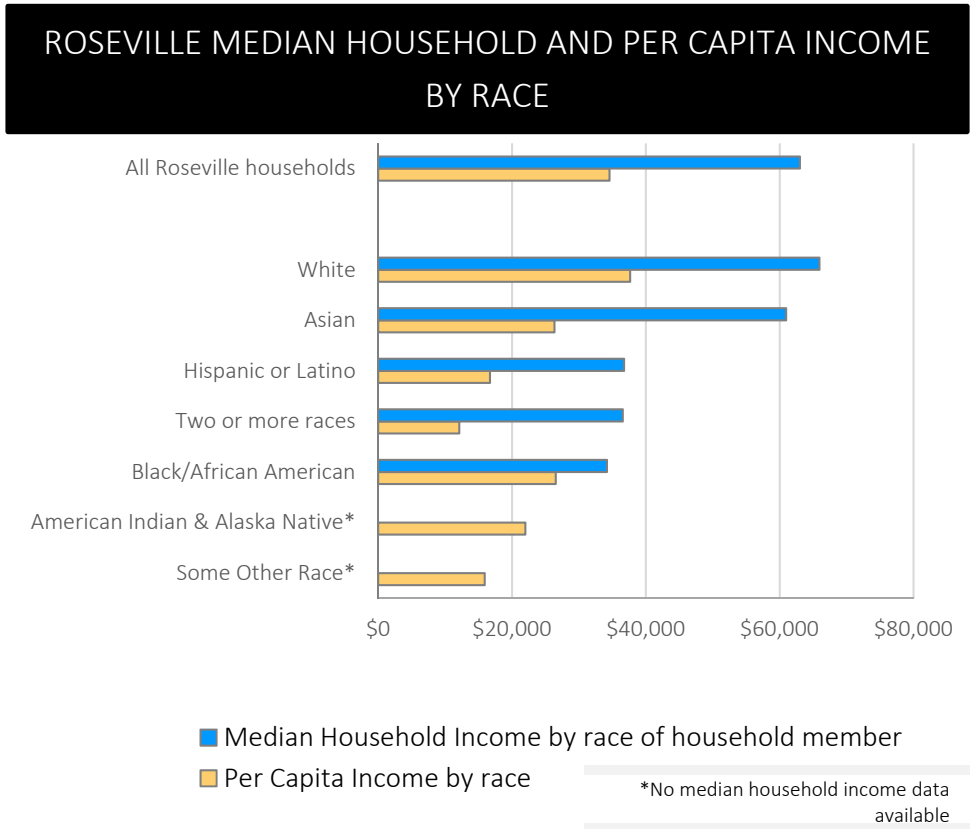


FIGURE 3-5. SOURCE: 2016 AMERICAN COMMUNITY SURVEY (5-YEAR ESTIMATES)

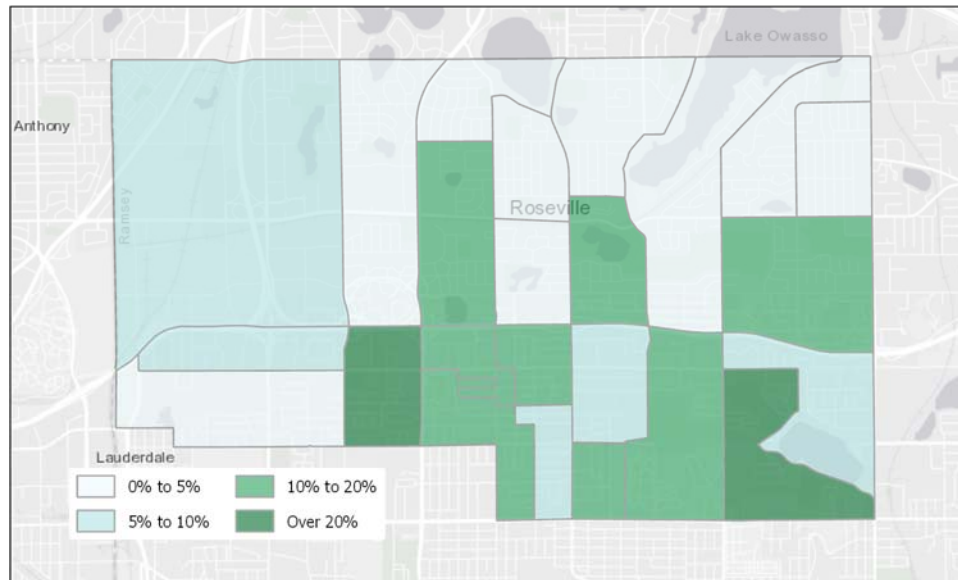
Poverty Rate

As shown in **TABLE 3-4**, the percentage of Roseville residents living below the poverty level is 11.5 percent, which is slightly lower than average compared to other surrounding communities. The percentage of Roseville residents living below the poverty level has increased significantly from a rate of 4.2 percent in 1999.

Community	Below poverty (%)
St. Paul	22.3%
Minneapolis	21.9%
Lauderdale	17.9%
Ramsey County	16.5%
Hennepin County	12.5%
Little Canada	12.1%
Roseville	11.5%
New Brighton	11.4%
Falcon Heights	11.1%
Maplewood	9.6%
St. Anthony	6.1%
Shoreview	5.3%
Arden Hills	5.1%

TABLE 3-4. SOURCE: 2015 AMERICAN COMMUNITY SURVEY (5-YEAR ESTIMATES)

The geographic distribution of poverty in Roseville is shown in [MAP 3-5](#) below, expressed as the percentage of households living at or below the poverty level. This map is, as would be expected, a virtual opposite of [MAP 3-4](#).



MAP 3-5 PERCENTAGE OF POPULATION LIVING AT OR BELOW POVERTY LEVEL, BY CENSUS BLOCK GROUP. SOURCE: 2016 AMERICAN COMMUNITY SURVEY (5-YEAR ESTIMATES)

As with household income ([FIGURE 3-4](#)), looking at poverty in Roseville through the racial equity lens tells a more nuanced story. Whereas six percent of the white population in Roseville lives in poverty, poverty is the reality for nearly 20 percent of both the black and Hispanic/Latino populations, 35 percent of the Asian population, and more than half of the American Indian population.

Percent of population living below poverty, by race

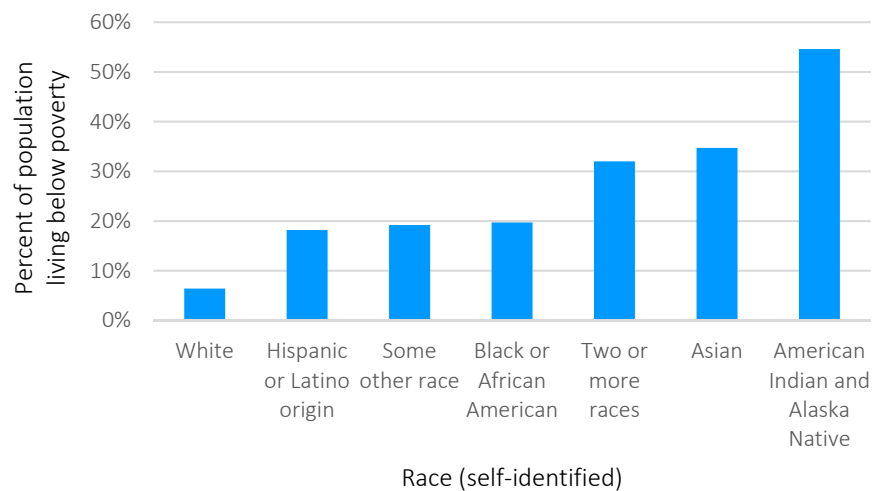
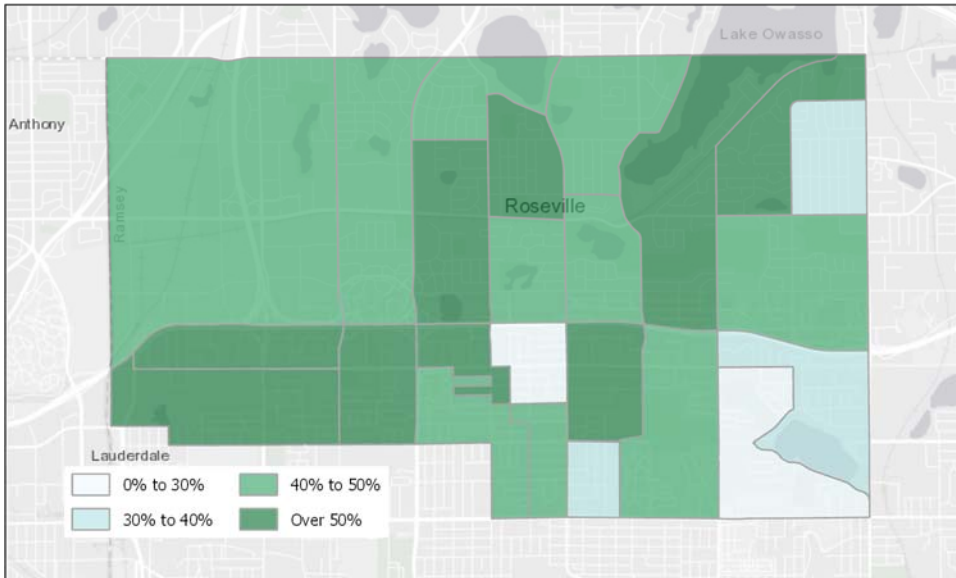


Figure 3-6 SOURCE: 2016 AMERICAN COMMUNITY SURVEY (5-YEAR ESTIMATES)

Education

The geographic distribution of the educational attainment level of Roseville’s population is shown in [MAP 3-6](#) below, expressed as percentage of the population with a bachelor’s degree or higher.



MAP 3-6 PERCENTAGE OF THE POPULATION WITH A BACHELOR’S DEGREE OR HIGHER, BY CENSUS BLOCK GROUP. SOURCE: 2016 AMERICAN COMMUNITY SURVEY (5-YEAR ESTIMATES)

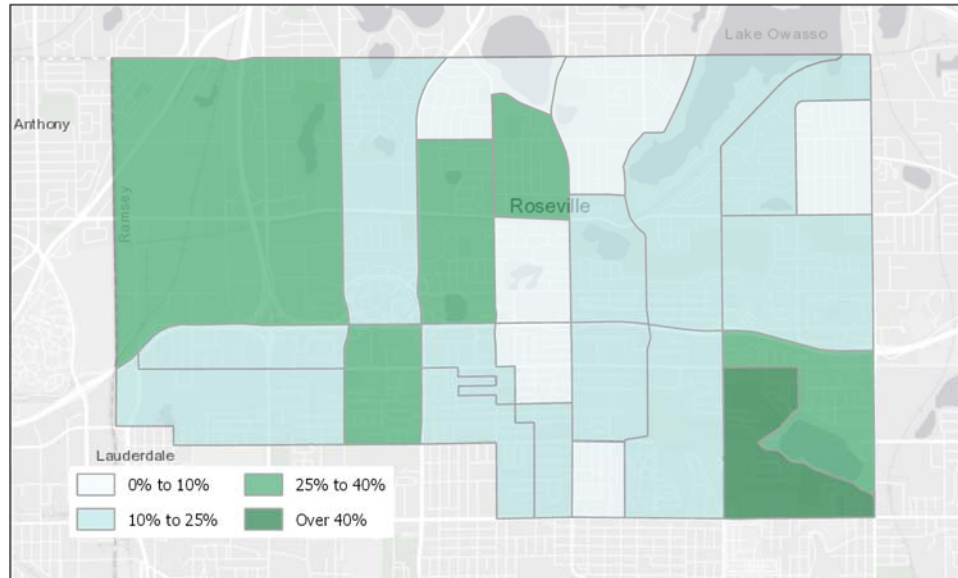
Roseville’s population is becoming increasingly more educated. In 2000, the percentage of Roseville residents with a bachelor’s degree or higher was 42.3 percent. In 2015, that number had increased to 46.5 percent ([TABLE 3-5](#)). Maintaining a highly-educated workforce is just one key component to attracting new employers to Roseville.

Educational Attainment of Population 25 Years & Older	Percentage
Total:	24,573
Less than high school graduate	6.6%
High school graduate (includes equivalency)	19.6%
Some college, no degree	18.7%
Associate's degree	8.5%
Bachelor's degree	25.9%
Graduate or professional degree	20.6%

TABLE 3-5 SOURCE: 2015 AMERICAN COMMUNITY SURVEY (5-YEAR ESTIMATES)

Race

The geographic distribution of Roseville’s racial diversity is shown in [MAP 3-7](#) below, expressed as the percentage of the population that identifies as a member of a minority race (race other than White).



MAP 3-7 PERCENTAGE OF THE POPULATION THAT IDENTIFIES AS NON-WHITE, BY CENSUS BLOCK GROUP. SOURCE: 2016 AMERICAN COMMUNITY SURVEY (5-YEAR ESTIMATES)

Similar to other nearby communities, Roseville is seeing an increase in racial diversity among its residents. From 2000 to 2010, the rate of non-white individuals in Roseville increased from 10.5 percent to 20.7 percent ([TABLE 3-6](#)). If regional trends for urban communities continue, it is anticipated that the number of non-white individuals in Roseville will continue to grow as a percentage of the overall population. After White-not-Hispanic, Asian-not-Hispanic is the second largest racial ethnicity in Roseville at 7.2 percent.

Racial Demographics		
	Population	Percent
White	26,700	79.3%
Black or African American	2,038	6.1%
American-Indian	132	0.4%
Asian	2,436	7.2%
Native Hawaiian/Pacific Islander	11	0.0%
Hispanic or Latino	1,551	4.6%
Other	32	0.1%
Two or More	760	2.3%
	33,660	100%

TABLE 3-6. SOURCE: 2010 US CENSUS

The proportion of the population who speaks a language other than English at home in Roseville is growing. In the year 2000, 91 percent of residents spoke English at home. Today that rate is closer to 83 percent (FIGURE 3-7), reflecting a growing diversity of residents representing cultures and ethnicities from around the world.

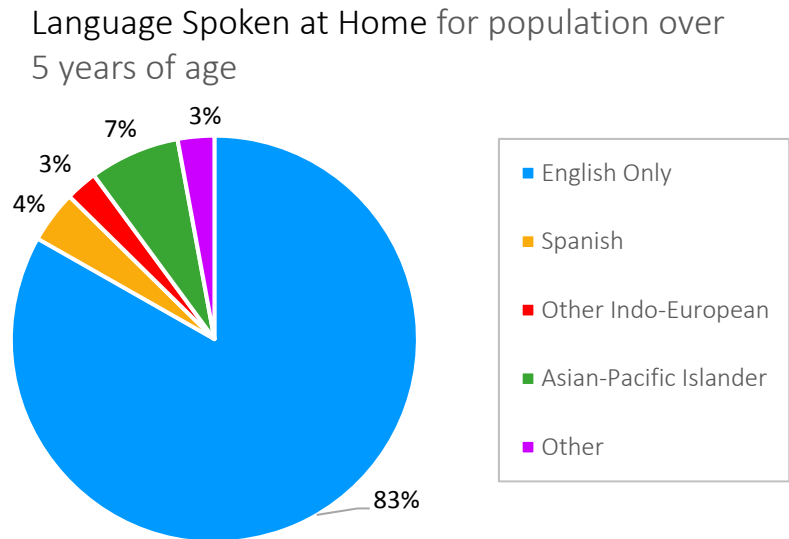


FIGURE 3-7 SOURCE: AMERICAN COMMUNITY SURVEY (2011-2015 ESTIMATES)

4. THE HOUSING LANDSCAPE

In 2016, there were approximately 15,776 housing units within the City of Roseville, made up of a mixture of housing types. Housing is the dominant land use in Roseville, making up 48 percent of the area of the city.

Roseville Housing Units by Housing Type

<i>Single-family units</i>		
Single Family Detached	8,549	54.2%
Townhomes (single family attached)	1,016	6.4%
Manufactured Home & Other (boat, RV)	124	0.8%
<i>Multifamily units</i>		
Duplex, Triplex, and Quad	246	1.6%
Multi-family (5 units or more)	5,841	37.0%
2016 Total	15,776	

TABLE 3-7. SOURCE: 2016 METROPOLITAN COUNCIL HOUSING STOCK ESTIMATES

Single family detached is by far the most dominant type of housing unit within Roseville (FIGURE 3-8), and it requires the most land per household. With Roseville mostly fully developed, it is likely that most new housing units will come through redevelopment at increased housing densities.

Maintaining a quality housing stock is essential to a healthy Roseville. Similar to many inner-ring suburban communities, Roseville is seeing its housing stock age. Approximately 76 percent of housing units in Roseville were built prior to 1980.

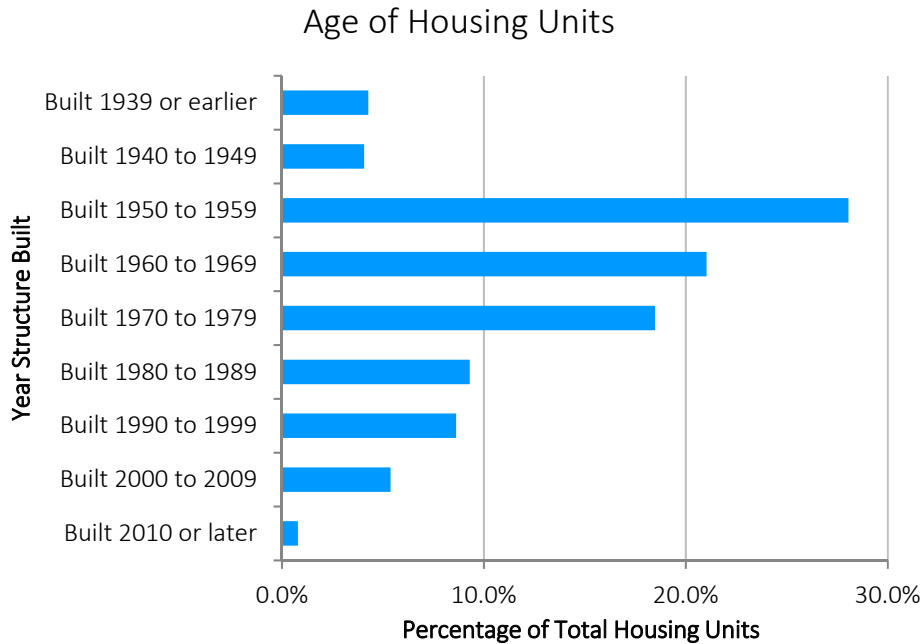


FIGURE 3-8 SOURCE: 2015 AMERICAN COMMUNITY SURVEY (5-YEAR ESTIMATES)

While the majority of Roseville’s housing is owner-occupied, an estimated 36 percent of Roseville’s housing units are occupied by renters (FIGURE 3-9).

Occupied Housing by Tenure

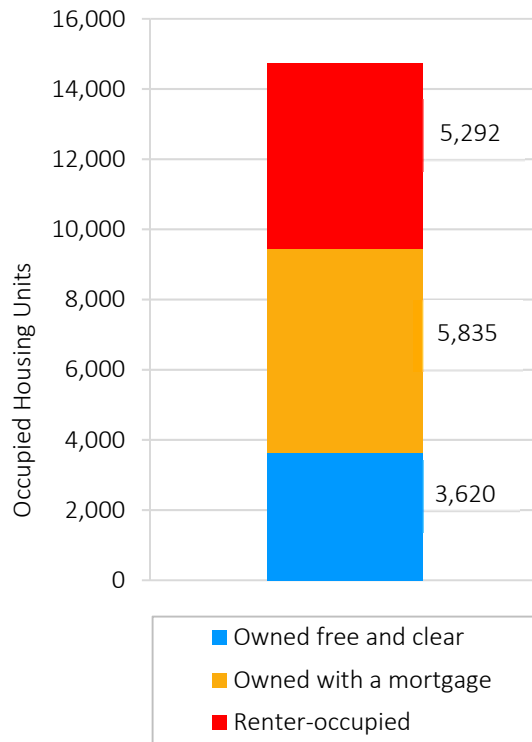


FIGURE 3-9 DATA SOURCE: AMERICAN COMMUNITY SURVEY (2015 ESTIMATES)

5. THE ECONOMY

The Metropolitan Council estimates there were nearly 37,000 jobs in Roseville in 2015 (TABLE 3-8). Average annual wages were \$46,047, which falls short of the Ramsey County average annual wage by about \$10,000. This may be because the retail, health, and food services industries which are dominant in Roseville’s job landscape, tend to generate lower-wage positions. The Metropolitan Council’s employment forecast predicts that Roseville will gain around 4,000 jobs by 2040.

Industry	Employment Total
Retail Trade	5,802
Health Care and Social Assistance	5,735
Accommodation and Food Services	4,064
Administrative and Waste Services	2,588
Transportation and Warehousing	2,490
Professional and Technical Services	2,330
Construction	2,259
Manufacturing	2,152
Educational Services	2,068
All Other Industries	1,789
Finance and Insurance	1,259
Information	1,024
Public Administration	971
Other Services, Ex. Public Admin	957
Real Estate and Rental and Leasing	741
Management of Companies and Enterprises	366
Arts, Entertainment, and Recreation	343
Total:	36,930

TABLE 3-8. SOURCE: QUARTERLY CENSUS OF EMPLOYMENT AND WAGES, MN DEPARTMENT OF EMPLOYMENT AND ECONOMIC DEVELOPMENT.

6. PAST AND FUTURE GROWTH

Forecasts for Roseville

The Metropolitan Council has developed growth forecasts for Roseville by decade, addressing the projected population, number of households, and number of jobs ([TABLE 3-9](#)).

From its 2010 size of 33,660 people, the total population of the City of Roseville is expected to grow by 840 people by the year 2040, a very modest increase for a city of its size. The population growth is projected to be overtaken by the growth in new households, which may speak to a shift away from an aging demographic in Roseville. The City can expect a growth of around 1,500 households and over 4,000 new jobs over the next 25 years. As an inner-ring, developed suburb, Roseville will accommodate population growth and economic development largely

through strategic redevelopment opportunities that allow for new or denser configurations of housing within the community.

Roseville Forecast, 2010-2040

Forecast Year	Population	Persons per Household	Households	Employment
2010 (US Census)	33,660	2.30	14,623	35,104
2016 (estimate)	35,836	2.35	15,245	37,452
2020	33,800	2.21	15,300	37,300
2030	34,000	2.16	15,700	38,300
2040	34,500	2.14	16,100	39,300
Overall Change from 2016	-1,336	-0.21	+855	1,848

TABLE 3-9. SOURCE: 2010 US CENSUS AND METROPOLITAN COUNCIL FORECASTS

Comprehensive planning involves planning for people and jobs that are not yet here. The Metropolitan Council develops population, housing, and employment forecasts as a component of a Community System Statement to help communities set realistic goals and policies to plan for the future needs and trajectories of the community over the decades to come. The Council's forecasts have been incorporated into this Plan update to plan pragmatically for all City systems and services in the future.

Roseville's 2040 Comprehensive Plan will incorporate regional policy and metro-wide goals while also integrating important local goals, objectives, and preferred outcomes. Both regional *Thrive MSP 2040* outcomes, as well as the local goals and priorities identified in Chapter 2, will form the foundational lens of this Plan, guiding decision making and informing the content of each subsection. The chapters that follow will build on this community profile and an understanding of who and what is here now to create a vision for who and what this community will be by the year 2040.

CHAPTER 4: LAND USE

This land use plan includes the following information:

1. What we Heard
2. Existing Land Use
3. Land Use: What will be here in the future?
4. Goals and Strategies

A key purpose of a comprehensive plan is to incorporate forecasted population growth, housing needs, and development opportunities into future land use decisions. The Future Land Use Map is the primary way to do that. Updating the City's Land Use Plan offers Roseville the opportunity to anticipate the physical landscape and development patterns that will best meet the needs of the community. City officials can then make forward-thinking decisions that direct land use in a way that moves the community closer to the goals in Chapter 2.

As an inner-ring suburban community adjacent to both Minneapolis and St. Paul, the land in Roseville is largely built out. Approximately 1 percent of Roseville's land remains undeveloped. However, when opportunities for redevelopment and change arise, the future Land Use Plan offers targeted guidance on the specific redevelopment locations and land uses that will fit with the community's vision.

1. WHAT WE HEARD

A summary of the public engagement related to land use at the events described in Chapter 2 is as follows:

- Ensure the availability of resources and facilities to serve Roseville's **seniors**.
- Provide amenities and services to support individuals and families with **low incomes**.
- **Redevelop existing malls**/retail areas, especially **HarMar**.
- Have a new, updated **community center** somewhere centrally located.
- Provide resources to attract and retain **millennials**.
- Create **destination places** that are not focused on shopping, including entertainment, cultural activities, and gathering spaces.
- Protect small pockets of **green space**.
- Break up large commercial areas and provide opportunities for **small businesses**.

- Create **sense of place** via streetscape improvements.
- Make the City more **walkable**.
- Build diverse types of **gathering spaces**.
- Create places for the **arts and culture**.
- When asked what is most important in managing growth while preserving a high quality of life, over 25 percent of online survey respondents stated, “revitalize areas with vacant or under-utilized land”; the next highest response (at nearly 22 percent) was “protect existing neighborhoods”.
- When asked more specifically about whether development on vacant or under-used land should be encouraged, approximately 60 percent of online survey respondents agreed or strongly agreed. Also, nearly 51 percent of respondents disagreed or strongly disagreed with the statement that Roseville needs more commercial areas.
- Downtown-like retail (that is organized around a “center” or node) is preferable to strip malls.
- Places that are crowded and/or do not feel safe to pedestrians and bicyclists include Rosedale, HarMar, and the areas around Snelling Avenue/County Road B2 and Snelling/Larpenteur in general, tend to drive people away.
- Spaces for smaller, locally-owned businesses are needed.

In addition to these general public engagement efforts, several open houses were held in December, 2017 specifically related to future land use issues in areas where the future land use map was changing from the previous (2030) comprehensive plan. Attendees at these open houses were able to ask specific questions about their property, or properties in their neighborhood, that were proposed to have their future land use designation change in some way. Many parcel-specific comments were noted and a complete documentation is contained with the public engagement results in Appendix XX. A summary of the input from the land use open houses is as follows:

- Concerns raised about the ten percent high density residential minimum requirement in the Corridor Mixed Use district at the Lexington-Larpenteur area open house
- Encouragement for mixed use plans for commercial properties along Rice Street
- Deep concern for how additional development at (or redevelopment of) HarMar might affect the residential neighborhoods to the east and south
- Support for high-density residential development served by the A-line BRT stops along Snelling Avenue
- Residents would desire a better multi-modal transportation network in the area northwest of County Road C and I-35W

- Questions about the potential development of low density residential parcels along Snelling Curve and access to them; but general consensus on their designation
- Questions about the Employment designation of parcels along County Road C (which is an existing light-industrial area) and protection of adjacent single-family neighborhoods.

2. EXISTING LAND USE

Existing land use information from the City's Geographic Information System is shown in [TABLE 4-1](#) and [MAP 4-1](#). Roseville's largest land use category is its single family detached neighborhoods which encompass over 32 percent of the land area of the City. A more detailed discussion of the various use categories follows.

Existing Land Use in Roseville by total acreage and percent of total			
Land Use Type		Acres	Percent
Single Family Detached	SFD	2944.38	32.8%
Right-of-Way	ROW	1759.00	19.6%
Multi-family	MF	639.21	7.1%
Institutional	IN	517.72	5.8%
Outdoor Sport and Recreation	SRO	460.95	5.1%
Light Industrial	LI	416.81	4.6%
Heavy Industrial	HI	368.43	4.1%
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Railroad	RR	95.60	1.1%
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Highway Commercial	HC	36.21	0.4%
Vacant	VAC	33.90	0.4%
Utility	UTL	20.36	0.2%
Manufactured Housing Park	MHP	9.16	0.1%
Single Family Attached Common Areas	SFAC	0.82	0.0%
Total		8,984	

TABLE 4-1 EXISTING LAND USE. SOURCE: CITY OF ROSEVILLE, 2016

Existing Residential Land Use

The primary land use type in Roseville is residential of a variety of types. Nearly 42 percent of the City's land is devoted to the combined residential uses of single family detached, single family attached housing, and multi-family housing. Areas with attached or multi-family residences tend to be located along or near major roadways throughout the City.

Existing Commercial Land Use

While only encompassing 5.8 percent of its area, Roseville is well known for some of its large commercial areas, including Rosedale Center, at the northwest corner of Highway 36 and Snelling Avenue. The City is also home to HarMar Mall, the location of the original Target store, the Wal-Mart development at Twin Lakes, and other strip-centers along major transportation corridors. In addition, many

neighborhood-scale commercial nodes are distributed throughout the City, which provide shopping and services for residents of the area, as well as pass-through traffic.

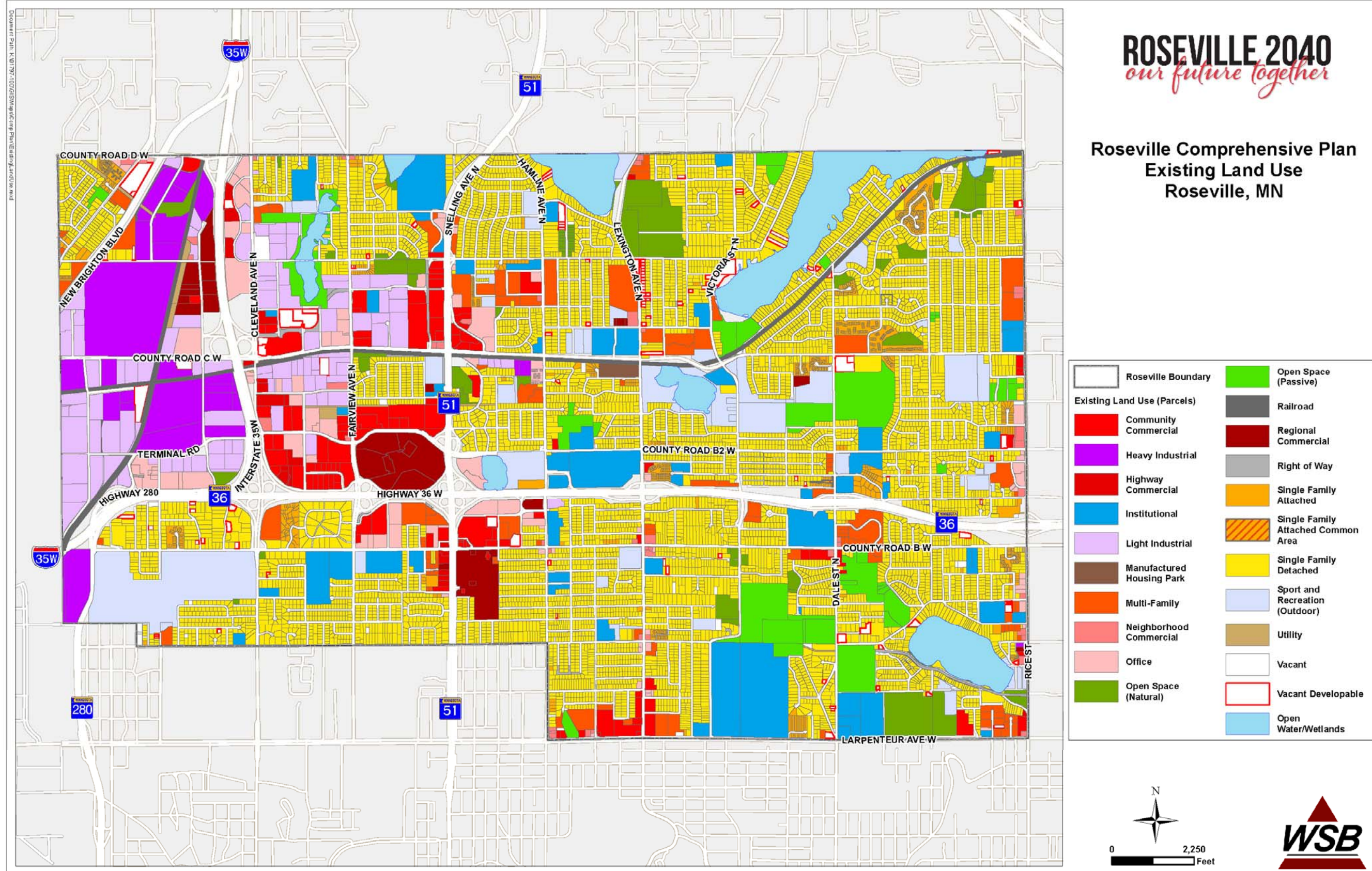
Existing Industrial and Office Use

Industrial and office uses make up approximately 12 percent of Roseville, with industrial areas predominantly clustered north and west of the I-35W/Hwy. 280 corridor. Office complexes are also found within the industrial areas, as well as along Hwy. 36 and within the Twin Lakes redevelopment area.

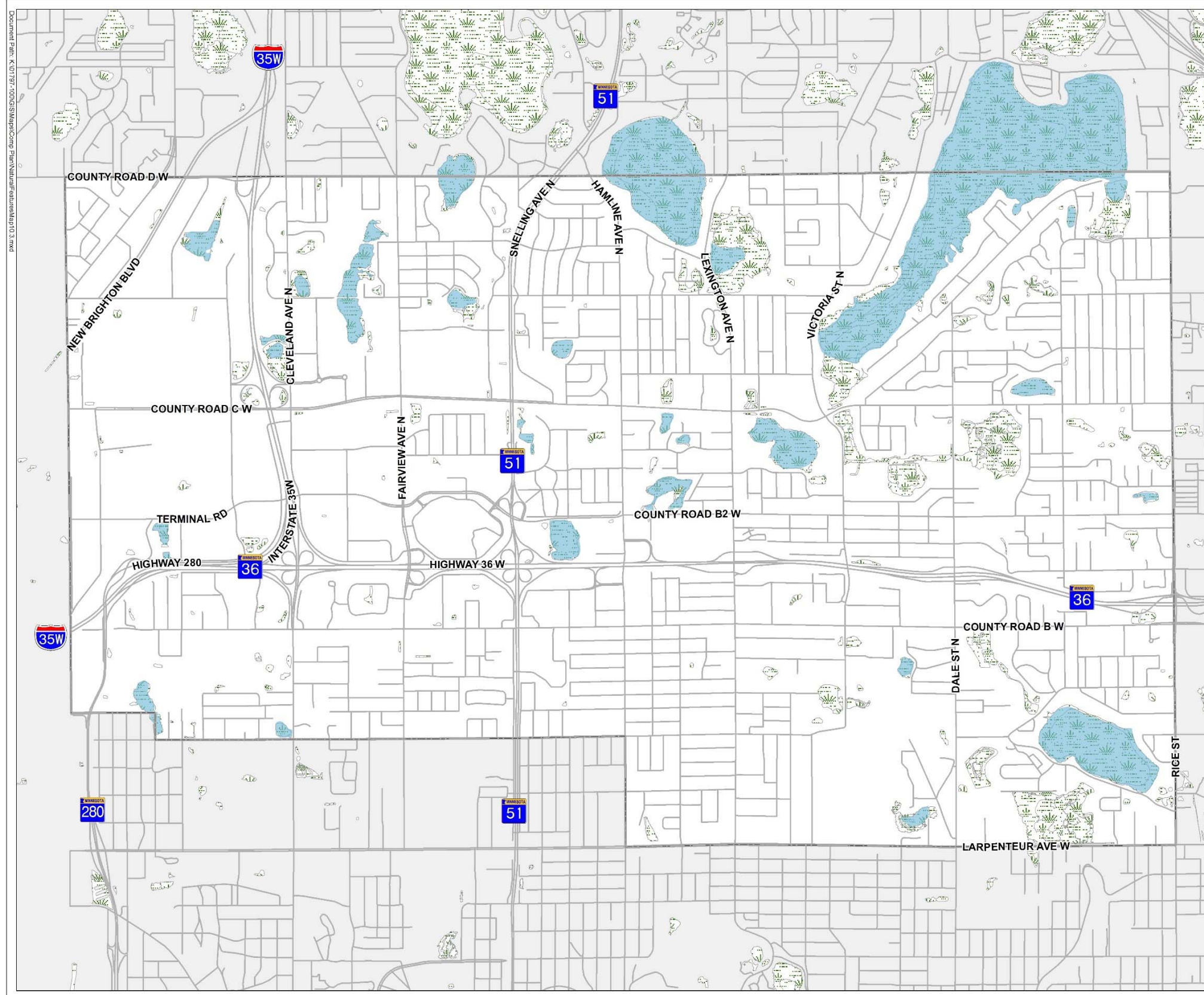
Parks, Open Space, and Natural Features

Roseville is a built out and largely urbanized community, but retains parks and open spaces that define the community and shape land development. Around 12 percent of its land area is devoted to parks and recreational or open space. Some of the largest include Central Park, Tamarack Park (which includes a large wetland area), and Reservoir Woods Park.

[MAP 4-2](#) shows Roseville's wetlands as included in the National Wetland Inventory. These natural features are an important part of the character of Roseville and are largely preserved in parks and public land areas.



MAP 4-1 EXISTING LAND USE. SOURCE, CITY OF ROSEVILLE GIS, 2016.

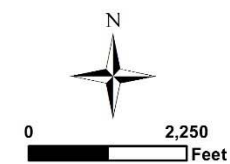


ROSEVILLE 2040

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Roseville Comprehensive Plan Significant Natural Features Map Roseville, MN

	National Wetland Inventory
	Lakes



MAP 4-2 LAKES AND WETLANDS

3. LAND USE: WHAT WILL BE HERE IN THE FUTURE?

Expected Growth and Change

Future land use planning begins with incorporating forecasts of community growth and anticipating the needs that will arise as a result of this growth and change. The Metropolitan Council has developed growth forecasts for Roseville by decade, addressing the projected population, number of households, and number of jobs. Meeting expected growth projections requires intentional land use planning.

Forecast Year	Population	Persons per Household	Households	Employment
2010 (US Census)	33,660	2.30	14,623	35,104
2016 (estimate)	35,836	2.35	15,245	37,452
2020	33,800	2.21	15,300	37,300
2030	34,000	2.16	15,700	38,300
2040	34,500	2.14	16,100	39,300
<i>Overall Change from 2016</i>	-1,336	-0.21	+855	1,848

TABLE 4-2 ROSEVILLE FORECAST, 2010-2040. SOURCE: 2010 U.S. CENSUS & METROPOLITAN COUNCIL ESTIMATES AND FORECASTS.

These forecasts show that the population is projected to decrease in Roseville by the year 2040, while the number of households is expected to increase modestly. This is consistent with the trend in decreasing household size; in Roseville this means average household sizes going from 2.35 in 2016 to 2.14 in 2040.

Planning for Growth in a Developed Community

Planning for new housing in Roseville necessitates looking for redevelopment opportunity areas because very little undeveloped land remains in the community. Redevelopment areas in Roseville were identified by several means:

- Vacant, undeveloped parcels from the City's GIS system.
- Feedback from the public kick-off meeting, online survey, and in-person focus groups on areas that should be revitalized.
- Discussions with City staff and Planning Commission to identify under-utilized parcels.

MAP 4-4 shows the Future Land Use Plan for Roseville, including lands that the City feels are likely to develop or redevelop before 2040. Those consensus areas include properties in the Twin Lakes redevelopment area, properties along the Rice Street corridor, the HarMar Mall, the commercial area at Lexington and Larpenteur, and some of the properties to the west of Rosedale Center.

It is important to note that the City of Roseville considers “redevelopment” as an opportunity not just to reconstruct a site, but also to improve what is already there. The City intends to increase the vibrancy and attractiveness of the identified redevelopment areas by allowing and encouraging re-use of existing structures, infill development, redesign of parking areas and transportation facilities, and more. Redevelopment sites include areas that are underutilized, or that have the potential for adding to or revitalizing the buildings, businesses, and infrastructure.

Land Use Categories

The development of Roseville’s 2040 Land Use Plan involves updating the land use descriptions and density ranges of each land use category. Some significant changes to those categories have been made, including:

- **Mixed-Use Districts.** The Plan now includes a range of Mixed-Use districts in place of what had been called business districts. These districts recognize that varying levels and scales of residential development are appropriate and should be permitted to mix with commercial uses throughout the City, including at major regional destinations like Rosedale. Promoting the flexibility for residential uses to be located near, or even in the same building as commercial development, can help developers and property owners revitalize commercial areas and evolve sites as the retail landscapes continues to change over the coming decades.
- **Employment Districts.** Districts for offices, research facilities, and business parks were renamed and re-described to focus more on the scale and intensity of the employment uses.
- **Scale, Intensity, and Transportation Considerations.** Added to each district is a summary indicating what type of scale and intensity is intended for the uses and structures there. Transportation considerations include things like what sorts of connections are needed between buildings, uses, and major transportation routes. Multi-modal connections are often mentioned, which refers to pedestrian, bike, transit, and vehicular “modes” of transportation.

The complete description of future land use categories is included in [TABLE 4-3](#)

TABLE 4-3 FUTURE LAND USE FRAMEWORK

	Full Name	Summary	Description
LR	Low-Density Residential	<p><u>Density:</u> 1.5–8 units/acre</p> <p><u>Uses:</u> Single and two family residential</p> <p><u>Scale:</u> small</p> <p><u>Intensity:</u> low</p> <p><u>Transportation considerations:</u> sidewalks, trails</p>	Low-density residential land uses include single family detached houses generally with a density between 1.5 and four units per acre, and two family attached or small lot single family detached houses generally with a density of no more than eight units per acre.
MR	Medium-Density Residential	<p><u>Density:</u> 5–12 units/acre</p> <p><u>Uses:</u> Condominiums, townhomes, duplexes, row houses, small lot detached homes</p> <p><u>Scale/Intensity:</u> medium</p> <p><u>Transportation considerations:</u> sidewalks, trails</p>	Medium-density residential land uses include single family attached housing types such as triplex, quadruplex, row houses, side-by-side townhouses, back-to-back townhouses, mansion townhouses, and small lot detached houses, generally with a density greater than five units per acre up to 12 units per acre.
HR	High-Density Residential	<p><u>Density:</u> 13-36 units/acre</p> <p><u>Uses:</u> Apartments, lofts, stacked townhomes</p> <p><u>Scale/intensity:</u> medium to large scale and medium to high intensity</p> <p><u>Transportation considerations:</u> sidewalks, trails, connections to multi-modal (bike, pedestrian, transit and vehicle) facilities</p>	High-density residential land uses include multi-family housing types like apartments, lofts, flats, and stacked townhouses, generally with a density greater than 12 units per acre.

	Full Name	Summary	Description
MU-1	Neighborhood Mixed-Use	<p><u>Density:</u> 5–12 dwelling units/acre</p> <p><u>Uses:</u> Medium-density residential, commercial, office, civic, parks and open space</p> <p><u>Residential requirement:</u> none</p> <p><u>Scale:</u> small to medium</p> <p><u>Intensity:</u> low</p> <p><u>Transportation considerations:</u> sidewalks, trails connections between neighborhoods and businesses, and connections to transit stops</p>	<p>Neighborhood Mixed-Use areas are located at important neighborhood crossroads where uses will be organized into cohesive neighborhood “nodes”. These areas may incorporate a mixture of commercial and residential uses, with commercial uses preferable at block corners. Residential uses should generally have a density between five and 12 units per acre.</p> <p>Buildings shall be scaled appropriately to the surrounding neighborhood, reflecting a low- to mid-rise profile. Commercial uses should be oriented toward pedestrians and the sidewalk. Commercial uses should be designed to minimize negative impacts adjacent residential neighborhoods while maintaining connections with sidewalks or trails. This is the most restrictive mixed use area in terms of intensity, and it is intended for application in areas adjacent to low-density residential neighborhoods. Development will be limited in height to correspond to the surrounding neighborhood character.</p>
MU-2	Community Mixed-Use	<p><u>Density:</u> 10–36 dwelling units/acre</p> <p><u>Uses:</u> Medium- to high-density residential, commercial, office, civic, parks and open space</p> <p><u>Residential requirement:</u> 10%</p> <p><u>Scale/Intensity:</u> medium</p> <p><u>Transportation considerations:</u> sidewalks, trails, multi-modal (bike, pedestrian, transit, and vehicle) facilities, connections between uses, and connections to transit stops</p>	<p>Community Mixed-Use areas are intended to contain a mix of complementary uses that may include housing, office, civic, commercial, park, and open space uses. Community Mixed-Use areas organize uses into a cohesive district, neighborhood, or corridor, connecting uses in common structures and with sidewalks and trails, and using density, structured parking, shared parking, and other approaches to create green space and public places within the areas. The mix of land uses may include medium- and high-density residential, office, community business, institutional, and parks and open space uses. Residential land uses will account for at least 10% of the overall mixed-use area.</p> <p>The mix of uses may be in a common site, development area, or building. Individual developments may consist of a mix of two or more complementary uses that are compatible and connected to surrounding land-use patterns. To ensure that the desired mix of uses and connections are achieved, a more detailed small-area plan, master plan, and/or area-specific design principles is required to guide individual developments within the overall mixed-use area.</p>

	Full Name	Summary	Description
<p>MU-3</p>	<p>Corridor Mixed-Use</p>	<p><u>Density:</u> 13–36 dwelling units/acre <u>Uses:</u> High-density residential, commercial, office, civic, parks and open space <u>Residential requirement:</u> 10% <u>Scale/Intensity:</u> medium to high <u>Transportation considerations:</u> strong emphasis on pedestrian, transit, and bicycle access, and connections between uses</p>	<p>Corridor Mixed-Use areas are located along major transportation corridors in the City. Corridor Mixed-Use areas may include a wide range of uses from shopping centers, to freestanding businesses and institutions, to high-density residential developments. High-density residential uses are encouraged in these areas.</p> <p>Corridor Mixed-Use areas promote the redevelopment of aging strip centers and under-utilized commercial sites in a manner that integrates shopping, employment, services, places to live, and/or public gathering spaces.</p> <p>Corridor Mixed-Use areas should have a strong orientation to pedestrian, transit, and bicycle access to the area, and movement within the area. Residential uses, generally with a density greater than 13 units per acre, may be located in Corridor Mixed-Use areas as part of mixed-use buildings with allowable business uses on the ground floor, or as standalone buildings with well-designed infrastructure connecting them to the surrounding area.</p>
<p>MU-4</p>	<p>Core Mixed-Use</p>	<p><u>Density:</u> 20–36 dwelling units/acre <u>Uses:</u> High-density residential, commercial, office, shopping centers <u>Residential requirement:</u> 10% <u>Scale/Intensity:</u> high <u>Transportation considerations:</u> access to multi-modal (bike, pedestrian, transit, and vehicle) facilities and connections, preserved pedestrian and bicycle access in high vehicular traffic areas, access to commercial areas from residential uses and transit hubs</p>	<p>Core Mixed-Use areas are located in places with visibility and access from the regional highway system (Interstate 35W and State Highway 36). Core Mixed-Use areas include large-footprint commercial development, shopping centers, large-scale institutions, office buildings, high-density residential uses, and other uses that generate more traffic, noise, and intensity than other mixed use districts. Public plazas and green infrastructure connections should be designed into the Core Mixed-Use District. High-density residential land uses of at least 20 units per acre are highly encouraged in these areas. Residential development should be well-connected to and accessible from the surrounding commercial uses by those traveling without a car.</p> <p>Structures found in Core Mixed-Use areas are higher in bulk than other mixed-use districts, and are at a scale appropriate to their proximity to highways and major thoroughfares. Core Mixed-Use areas should be well-served by existing or planned transit, and pedestrian and bicycle access both to and between areas in this district is strongly encouraged. The scale of this district requires intra-district connectivity and multi-modal access. Limits to surface parking are encouraged.</p>

	Full Name	Summary	Description
E-1	Employment	<p><u>Uses:</u> Office, business, research</p> <p><u>Scale:</u> small to medium</p> <p><u>Intensity:</u> low to medium</p> <p><u>Transportation considerations:</u> multi-modal (bike, pedestrian, transit, and vehicle) facilities, and connections to transit stops</p>	Employment areas include a variety of smaller-scale office uses such as business, professional, administrative, scientific, technical, research, and development services.
E-2	Employment Center	<p><u>Uses:</u> Office, business, R&D, business parks</p> <p><u>Scale:</u> medium to large</p> <p><u>Intensity:</u> medium to high</p> <p><u>Transportation considerations:</u> multi-modal (bike, pedestrian, transit and vehicle) facilities and connections to transit stops</p>	Employment centers are largely single-use areas that have a consistent architectural style with a mix of employment-oriented use types. These uses may include office, office-showroom-warehousing, research and development services, high-tech electronic manufacturing, medical, and lodging with business-park-supporting retail and services such as healthcare, fitness, child daycare, dry cleaning, bank, coffee shop, restaurant, and convenience store. The scale of development in these areas is commensurate with their proximity to highways and major transportation corridors. Appropriate connections to transit should be included in employment center developments.
I	Industrial	<p><u>Uses:</u> manufacturing, light industrial, warehousing, distribution</p> <p><u>Scale:</u> medium to large</p> <p><u>Intensity:</u> medium to high</p> <p><u>Transportation considerations:</u> connections to transit, freight connections to rail, highways and major corridors</p>	Industrial uses include manufacturing, assembly, processing, warehousing, distribution, related office uses, and truck/transportation terminals.
IN	Institutional	<p><u>Uses:</u> civic, school, places of worship</p> <p><u>Scale:</u> medium to large</p> <p><u>Intensity:</u> medium to high</p> <p><u>Transportation considerations:</u> sidewalks, connections to transit, multi-modal facilities</p>	Institutional land uses include civic, school, library, church, cemetery, and correctional facilities on a larger scale than those surrounded by low-density residential areas.

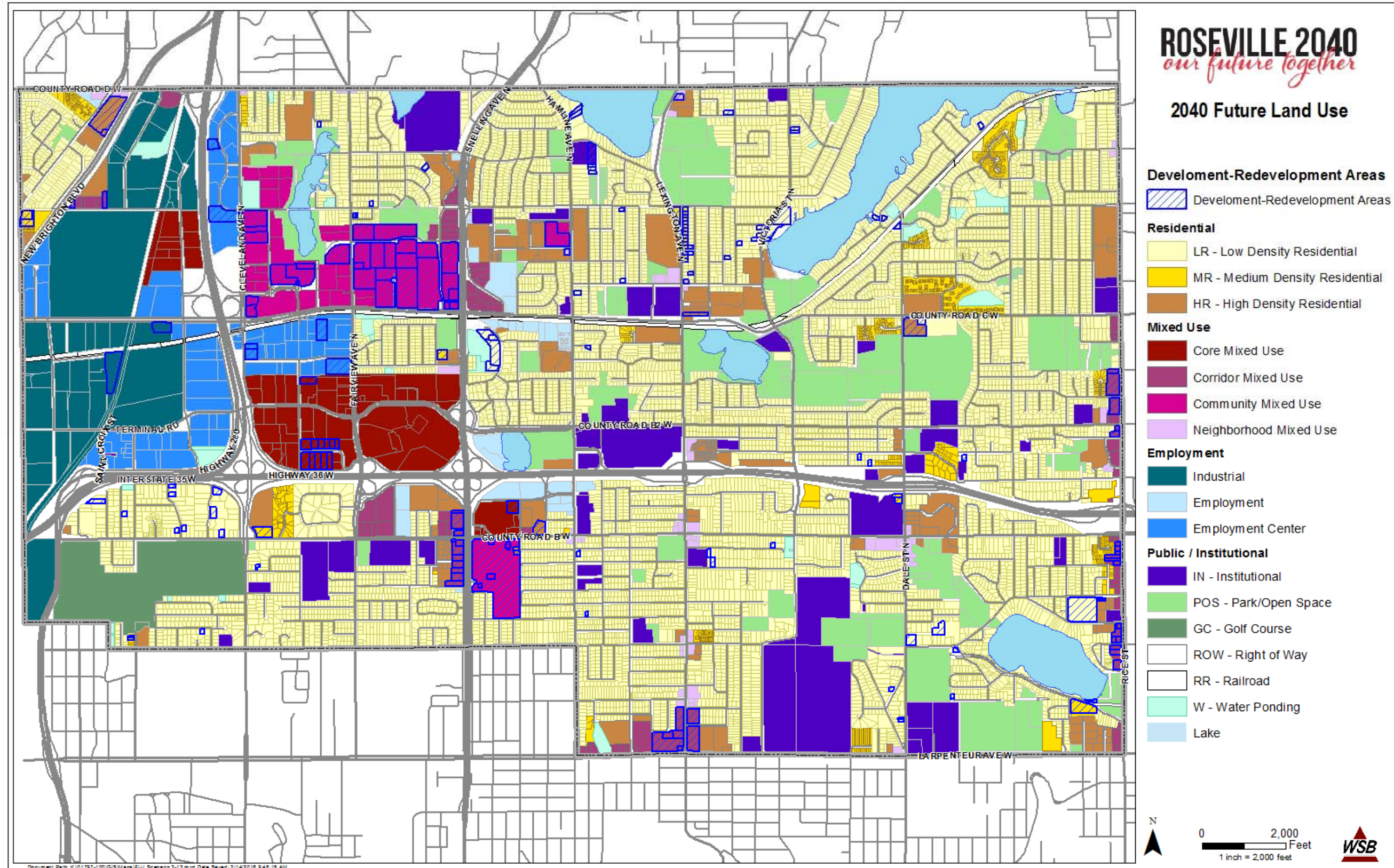
Future Land Use Plan

The future Land Use Plan presented in [MAP 4-3](#) includes the future land use districts and areas likely to develop or redevelop as discussed in previous sections of this chapter.

2040 Land Use Category	Total Acres	Percent of Total Land Area (%)
Low-Density Residential	3,092	42%
Medium-Density Residential	171	2%
High-Density Residential	718	10%
Neighborhood Mixed-Use	44	0.6%
Community Mixed-Use	264	4%
Corridor Mixed-Use	136	2%
Core Mixed-Use	280	4%
Employment	88	1%
Employment Center	349	5%
Industrial	508	7%
Institutional	528	7%
Parks and Open Space	773	11%
Right-of-Way	31	0.4% ¹
Railroad	61	0.8%
Water	74	1%
Total	7,296	100%

TABLE 4-4 FUTURE LAND USE CATEGORY BY LAND AREA

¹ There are some discrepancies in the Plan in the amount of right-of-way area depicted in land use table. On the future Land Use Plan, there is very little land area planned for right-of-way, despite the fact that there is obviously more right-of-way in the City than what is shown in this table. This figure merely represents right-of-way areas that are not used for transportation purposes; all road rights-of-way were removed from the future Land Use Plan. Also, in Roseville many roadways exist on tax parcels rather than in formally dedicated right-of-way, which accounts for some discrepancies.



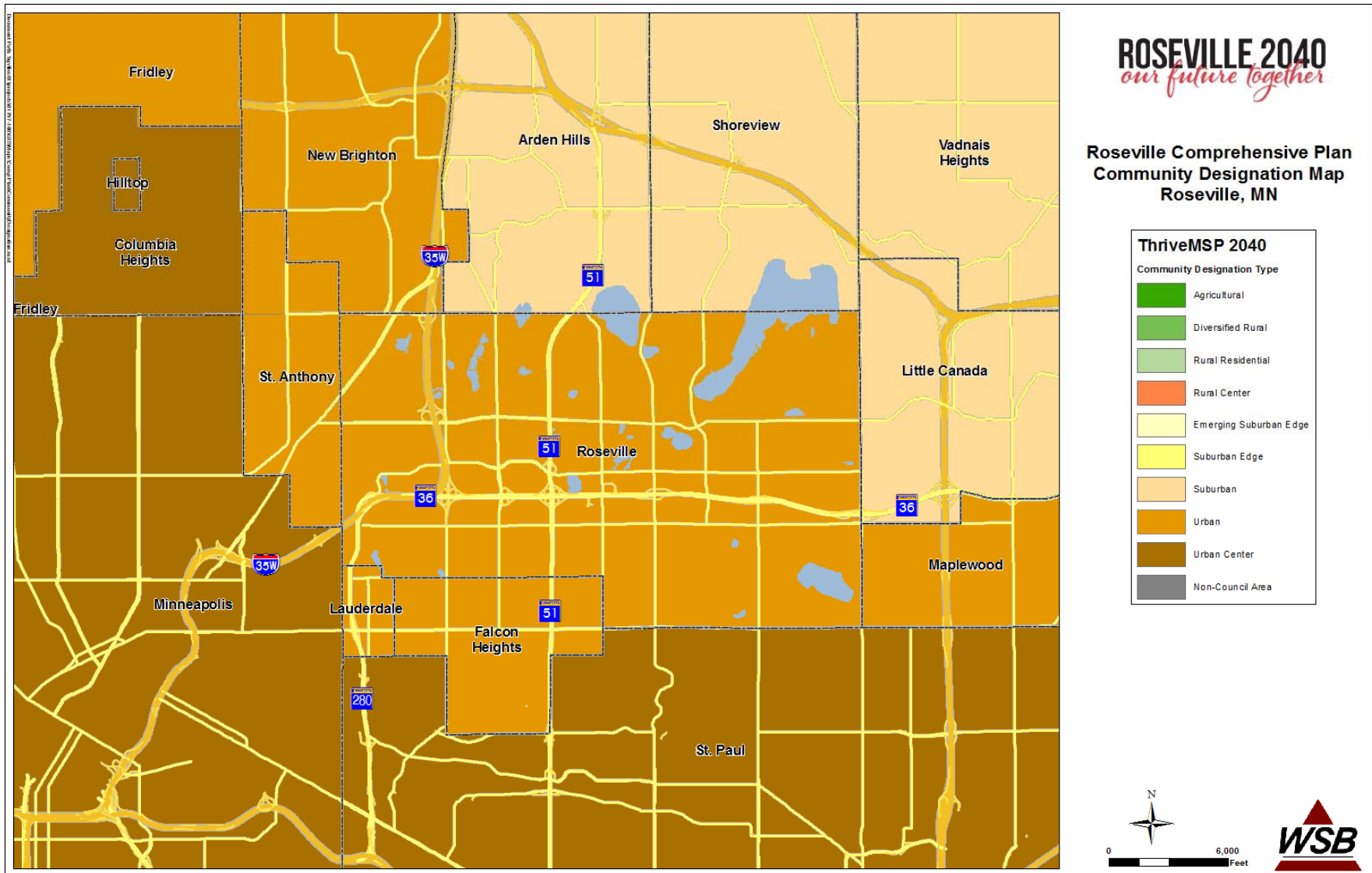
MAP 4-3 2040 FUTURE LAND USE PLAN WITH LIKELY REDEVELOPMENT AREAS

Regional Context: Community Designation

In *Thrive MSP 2040*, the Metropolitan Council groups similar jurisdictions within the metropolitan region based on urban or rural character for the application of identified regional policies and goals. The entirety of Roseville is designated as Urban under this classification. As described in [MAP 4-4](#), the Urban designation translates to specific expectations in terms of development density and incorporation of transit services as a transition city between the urban core and more auto-dependent suburban communities.

Community Designation: The Metropolitan Council identifies Roseville as an **Urban** community. Urban communities experienced rapid development during the post-World War II era and exhibit the transition toward the development stage dominated by the influence of the automobile.

Urban communities are expected to plan for forecasted population and household growth at average densities of **at least 10 units per acre** for new development and redevelopment. In addition, Urban communities are expected to target opportunities for more intensive development near regional transit investments at densities and in a manner articulated in the *2040 Transportation Policy Plan*.



MAP 4-4 COMMUNITY DESIGNATION FOR ROSEVILLE AND SURROUNDING COMMUNITIES

Meeting Growth Expectations

As stated earlier, Roseville’s “likely development-redevelopment areas,” are identified as opportunity areas for development, redevelopment, re-use, intensification, infill, or improvement by 2040. Those areas are shown outlined in blue cross-hatch on [MAP 4-4](#) and are critical to understanding how the City meets its growth expectations for the coming decades. These areas were identified because they fall into one of three categories:

- **Vacant land:** A very small amount of land in Roseville remains undeveloped. All parcels that were vacant when this Plan was written are included in the development-redevelopment areas.
- **Under-utilized sites:** Some sites were identified as “under-utilized”, meaning that there might be an excessive amount of parking that could be used for other uses, there could be vacant *portions* of a site that could be built out, or there might be significant vacancies within shopping centers that indicate the area is ripe for redevelopment.
- **Areas with redevelopment potential:** These areas were highlighted in public engagement efforts as needing attention, revitalization, change, or intensification of uses.

Overall, the growth expectations for Roseville through the year 2040 can be met through the identified redevelopment areas in [MAP 4-4](#). [TABLE 4-5](#) below shows the residential acreage associated with the parcels included in the redevelopment areas, as well as the land use density ranges associated with each of these residential categories. Applying the expected density ranges to the land use areas, this table demonstrates the two ways in which the likely redevelopment areas will meet Roseville’s forecasted and expected 2040 growth:

- **Overall Average Density:** Applying the *minimum* end of the density range to each residential land use category, the overall density is the total number of expected minimum units divided by the total number of acres in the likely redevelopment areas. Roseville’s overall average density is just over 10 units per acre, which achieves the expected average for an Urban community.
- **Overall Forecasted Growth:** Applying the *midpoint* of the density range to each residential land use category, the total number of expected units from this calculation is 1,116, which exceeds the 855 units forecasted growth from 2016 to 2040 as shown in [TABLE 4-5](#).

Note that a “10 percent” residential assumption is applied to three of the mixed-use districts in the future Land Use Plan, as that is the amount of residential

development *required* in those districts, reducing both the guided land area and the potential residential units by 90 percent in those categories.

Land Use Type		TOTAL Dev. Acres	Density Range			Yield %	TOTAL Minimum Units	TOTAL Midpoint Units
			Min	Mid	Max			
2040 Future Land Use	Medium-Density Res	16.12	5	8.5	12	100%	81	137
	High-Density Res	17.69	13	24.5	36	100%	230	433
	Community Mixed-Use	170.91	10	23	36	10%	171	393
	Corridor Mixed-Use	44.43	13	24.5	36	10%	58	109
	Core Mixed-Use	15.73	20	28	36	10%	31	44
Guided Total		50.90					571	1,116
	Community Designation Density	11.21						

TABLE 4-5 RESIDENTIAL GROWTH POTENTIAL BASED ON FUTURE LAND USE DESIGNATIONS AND REDEVELOPMENT AREAS.

Looking once again at the likely redevelopment areas identified in the 2040 guide plan, the following table, **TABLE 4-6**, summarizes the commercial and industrial redevelopment acreage in the City and translates this acreage into employment potential. In total, redevelopment of the identified commercial, industrial, and mixed-use opportunity areas could yield up to 5,099 new jobs in Roseville by the year 2040; exceeding the Metropolitan Council forecast of approximately 4,000 new jobs in Roseville by 2040 (**TABLE 4-2**). That is a maximum number, however, which would assume complete redevelopment of all areas shown on the future Land Use Map and does not account for the number of jobs located on the sites (such as HarMar Mall) as they existed at the time this Plan was written.

Future Land Use	Acres	Yield	F.A.R.	New Sq. Footage	Area Per Employee	Employee Yield
Neighborhood Mixed-Use	1.3	100%	20%	11,648	400	29
Community Mixed-Use	170.9	90%	20%	1,340,089	400	3,350
Corridor Mixed-Use	44.4	90%	20%	348,330	400	871
Core Mixed-Use	15.7	90%	20%	123,345	400	308
Employment	0.0	100%	20%	-	400	-
Employment Center	17.7	100%	20%	153,949	400	385
Industrial	8.9	100%	20%	77,815	500	156
Total						5,099

TABLE 4-6 POTENTIAL EMPLOYEE YIELD IN NON-RESIDENTIAL FUTURE LAND USE CATEGORIES

Staging of Redevelopment out to 2040

As shown in [TABLE 4-2](#), Roseville has already achieved its 2040 forecasted population growth, according to 2016 Metropolitan Council estimates, but still has 855 units of forecasted household growth between now and 2040. These additional households can be accounted for in the redevelopment areas shown on the future Land Use Plan. The City has identified specific areas for revitalization and redevelopment based on community input that are shown on this map and discussed in more detail in the Economic Development chapter of this Plan. These areas might not redevelop by completely removing everything that is currently on the sites, but these are sites where the City believes additional development – or reuse of existing structures – is appropriate.

The staging of that development is difficult to predict in Roseville, given the changing nature of the retail environment, where many of the redevelopment sites are located, and the special studies (such as the Rice-Larpenteur Gateway Area Vision Plan) underway. Assuming steady growth over the next two decades, the City can expect redevelopment overall to be spread fairly even between the 2020 – 2030 and 2030 – 2040 decades. This pattern is reflected in [TABLE 4-7](#).

	Land Use Type	TOTAL Dev. Acres	Acres now-2030	Acres 2031-2040	Density Range			Yield %	TOTAL			TOTAL		TOTAL Midpoint Units
					Minimum 2030	Minimum 2040	Minimum Units		Midpoint 2030	Midpoint 2030				
											Min	Mid	Max	
2040 Future Land Use	Medium Density Res	16.12	8.06	8.06	5	8.5	12	100%	40	40	81	69	69	137
	High Density Res	17.69	8.85	8.85	13	24.5	36	100%	115	115	230	217	217	433
	Community Mixed Use	170.91	85.46	85.46	10	23	36	10%	85	85	171	197	197	393
	Corridor Mixed Use	44.43	22.21	22.21	13	24.5	36	10%	29	29	58	54	54	109
	Core Mixed Use	15.73	7.87	7.87	20	28	36	10%	16	16	31	22	22	44
Guided Total		50.90							285	285	571	558	558	1116

Community Designation Density	11.21
Total expected housing units	1,116
Units considered affordable (> 12 du/ac in 2021-2030 decade)	245

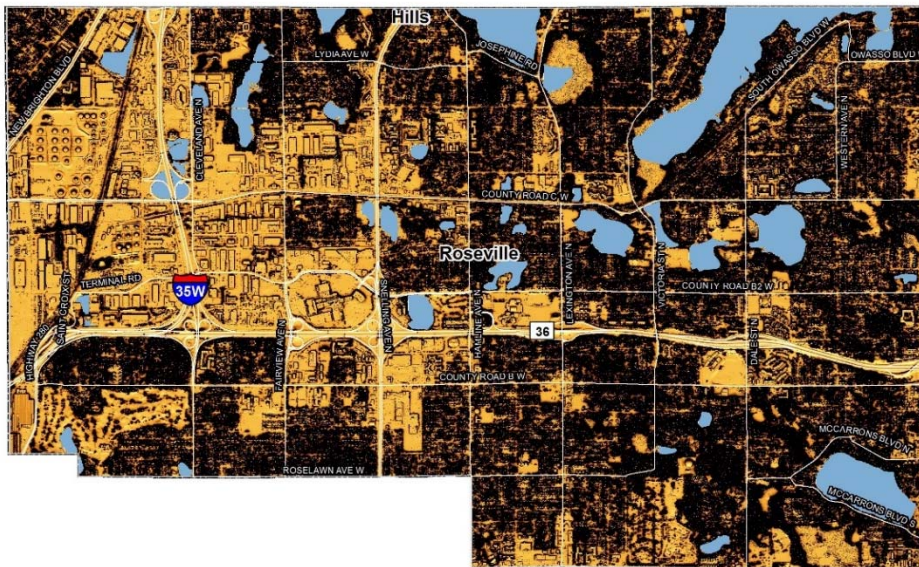
TABLE 4-7 REDEVELOPMENT STAGING TABLE

Protection of Historic Sites

Roseville values the historical and cultural resources of the City's natural and structural heritage. Many of these resources have been identified by the Roseville Historical Society, whose mission is, in part, to commemorate these sites and promote historical research of this area. The City will continue to support efforts to preserve historical sites and buildings, and utilize state, county, and private historic preservation resources to preserve or restore historic building sites where appropriate.

Solar Access Protection

Solar energy resource protection is an increasingly important aspect of long-range planning, as communities prepare for incorporation of alternative and efficient energy technologies. The map below is a preview of the larger map discussed in Chapter 10: Resilience. It shows Roseville's gross solar energy potential, with high-potential areas shown in brighter yellow.



MAP 4-5 SOLAR ENERGY POTENTIAL MAP. SOURCE: METROPOLITAN COUNCIL. FULL SIZE MAP LOCATED IN CHAPTER 9.

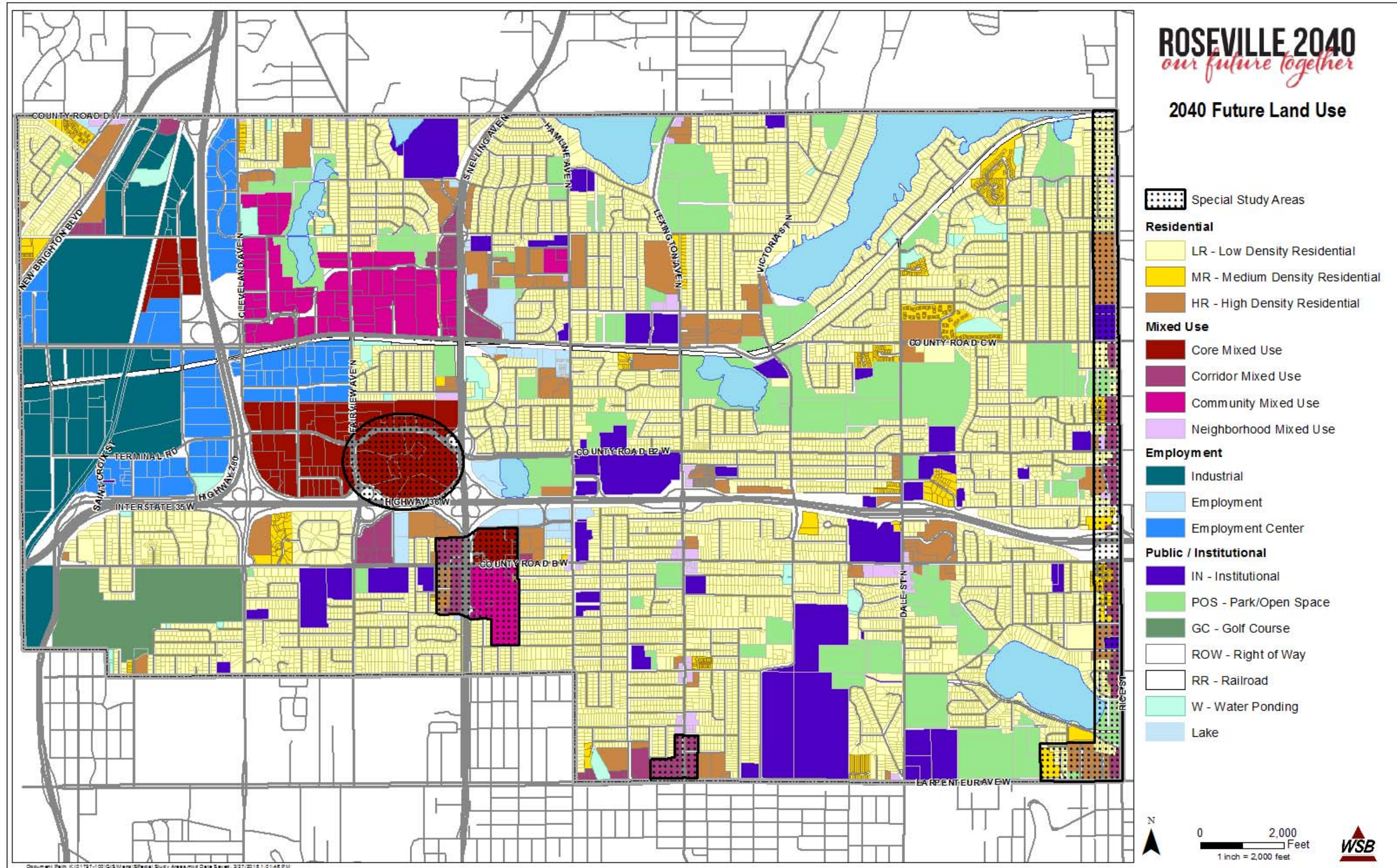
The western area of the City, with its largely developed industrial, commercial, and business parks, have the best solar potential, as it contains fewer trees and larger areas of uninterrupted solar access. According to data from the Metropolitan Council, the current gross solar energy generation potential can be measured at 1,706,136 megawatt hours per year. Rooftop solar potential generation alone is 252,346 megawatt hours per year. Rooftop solar systems are the most likely and

practical source of solar energy production in Roseville. Solar energy goals and strategies will be discussed in more detail in the Resilience chapter of this Plan.

Special Study Areas

There are several areas of Roseville that were identified early in the community engagement process as worthy of more detailed study, as shown on [MAP 4-6](#). One of these areas, the Rice/Larpenteur area, is being studied as part of a separate process. Ideas and possibilities for others, including Rosedale, HarMar, and the commercial area at Lexington and Larpenteur, are presented here.

This Plan stops short of providing small area plans for each of these areas. However, these areas are important to Roseville for a variety of reasons and should be examined further as part of the implementation of this Plan. The concepts presented in exhibits at the end of this chapter are only ideas (and not formal recommendations) for how each area could be re-energized, building upon the assets already there.



MAP 4-6 SPECIAL STUDY AREAS

4. GOALS AND STRATEGIES

Several of the Citywide objectives established in Chapter 2 relate to the topic of land use, and are restated here as the overall land use goals. The main implementation strategy for future land use planning is to update the City's official controls to reflect the uses and density ranges in the Plan. In addition to these updates, the City commits to the following strategies to implement the goals of this chapter as well as facilitate development and redevelopment that corresponds to the future Land Use Plan

Goal - Create an attractive, vibrant, and effective City with a high-quality of life by implementing placemaking principles in the design and management of the public realm.

Strategies:

- Create design standards for both vertical and horizontal mixed-use developments, so that not only the uses are compatible, but so that the scale, mass, and feel of new development enhances the desired community character.
- Continue to provide the resources and programming to maintain the City's park and green space areas in recognition of their value as cherished community amenities.

Goal - Be an early adopter of creative and sustainable redevelopment policies.

Strategies:

- Continue to use economic development incentives to achieve redevelopment goals (refer to the Economic Development Chapter for more information).
- Promote and support transit-oriented development and redevelopment near existing and future transit corridors.
- Promote the use of energy-saving and sustainable design practices during all phases of development, including land uses, site design, technologies, buildings, and construction techniques.
- Ensure that existing and future development of business and industry, shopping, transportation, housing, entertainment, leisure, and recreation opportunities are in harmony with the commitment Roseville has made to its environment and quality of life, without compromising the ability of future generations to meet their own needs.
- Use environmental best practices to protect, maintain, and enhance natural ecological systems, including lakes, lakeshores, wetlands, natural

and manufactured storm water ponding areas, aquifers, and drainage areas.

Goal - Foster and support community gathering places, both large and small, indoor and outdoor.

Strategies:

- Use official controls to ensure the provision of a robust system of public spaces within mixed-use areas, such as parks, plazas, pathways, streets, and civic uses, to encourage community gathering and connections
- Continue to develop and update park and recreation system master plans and allocate resources to implement those plans.
- Consider opportunities for acquisition of property that fills a need for parks, open space, or trail corridors.

Goal - Encourage development of neighborhood identities to build a sense of community and foster neighborhood communications, planning, and decision making.

Strategies:

- Create flexible development standards for new residential developments that allow innovative development patterns and more efficient densities that protect and enhance the character, stability, and vitality of residential neighborhoods.
- Develop zoning regulations and policies to provide for a variety of housing types and densities to support a wide range of housing alternatives for current and future residents. This includes housing types that are sensitive to the cultural diversity of the City.
- Recognize that the most likely opportunity sites for creating additional housing choices are near existing commercial areas; ensure that zoning is in place to allow such development.
- Develop programs and policies to encourage the redevelopment of housing stock in a way that maintains or enhances the integrity of existing neighborhoods.
- Apply strategies to effectively enforce City codes related to the maintenance of buildings and property.

Goal - Create a diverse array of sizes and types of gathering places throughout the City to promote community, art, and culture.

Strategies:

- Prioritize the incorporation of gathering spaces into new development opportunities as they arise, to create public spaces for community-building.
- Plan, design, and develop inter- and intra-generational, multipurpose neighborhood gathering places in master plans and during small area studies for redevelopment areas. Create spaces that will serve a variety of cultural needs that reflect the demographics of the City.
- Create a space that functions as the “center” for the community; a place for gathering, family and cultural activities, entertainment, and small local businesses.

Goal - Enhance public safety through high-quality urban design including Crime Prevention through Environmental Design (CPTED) principles.

Strategies:

- Support the use of master plans for small redevelopment areas.
- Reduce land consumption for surface parking by encouraging construction of multi-level and underground parking facilities, shared parking facilities, and other strategies that minimize surface parking areas while providing adequate off-street parking.
- Restrict and control open storage uses in commercial and industrial areas.

Goal - Support initiatives (including land use and zoning tools) and partnerships to improve health care quality, affordability, and access.

Strategies:

- Encourage improvements to the connectivity and walkability between and within the community’s neighborhoods, gathering places, and commercial areas through new development, redevelopment, and infrastructure projects.
- Prioritize the incorporation of linkages and connections for all modes of transportation into employment area projects, to more seamlessly connect residents with jobs.

Goal - Create regulations that allow renovation and redevelopment of spaces that could be used to support a variety of small businesses.

- Promote and support the redevelopment of physically and economically obsolete or underutilized property.
- Revise the commercial zoning districts to reflect the mixed-use development priorities expressed in this Plan

ROSEVILLE 2040

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HARMAR MALL

1 CONNECTION FROM STREET TO MALL

Connection from the Snelling Avenue bus stop to the Mall entrance could be enhanced from a visual, safety and amenity perspective by incorporating a covered walkway. This could be in the form of a planted arbor, weather protection and/or solar panels. The walkway serves a visual element that defines an entry from Snelling Avenue, provides shade in summer, and protection from rain, wind, and snow for pedestrians.



2 POP-UP PARKING LOT CINEMA

HarMar serves as an alternative destination to its surrounding competition and establish its very unique character. A use such as a drive in located in either the southern or even western parking lots would offer an opportunity for evening activation that does not conflict with residents. A drive-in provides active use to an underutilized space as well as additional opportunities for retail and restaurant activity, does not require a great deal of infrastructure.



3 ACTIVE-USE SPACE

Local community markets, be they flea markets, farmers markets or community events could assist in activating the street frontages of the HarMar Mall. For example, County Road B has large expanses of parking on both sides in front of Target and HarMar, these areas could facilitate pop up events, providing interest, activity and introducing new visitors to HarMar. There is also an opportunity to engage with the many diverse ethnic groups in the area to embellish the mall with art, activity and culturally relevant retail opportunities. This type of unique destination has the potential to draw people from other parts of the region.



4 TREES IN PARKING AREAS

Strategic tree planting wherever possible can provide both shade for parked cars and to minimize the urban heat island effect of the large expanses of paved surfaces. This will provide a range of benefits to users and enhancing the visual appeal of HarMar Mall.

7 PLAZA SPACE

A plaza or public space could provide opportunities for public art, activities, and outdoor dining. This could be an additional branding opportunity and work in conjunction with other suggestions such as the drive in or active use space to define HarMar mall as a unique destination.



6 MIXED-USE BUILDINGS

As HarMar faces growing competition, it becomes important to create new opportunities for housing and a variety of complimentary uses to those typically found in the mall. Areas of peripheral parking on County Road B or the parking lot to the south of Cub Foods could be transformed into mixed-use or residential developments providing both additional occupants and customers to the center as well as capitalizing on the walkability and access to nearby public transit connections.



5 SOLAR PANELS/RENEWABLE ENERGY

HarMar Mall can improve its carbon footprint by installing solar panels. Opportunities to provide elevated solar arrays over the large expanses of at-grade parking would benefit to visitors by providing shade in summer and weather protection in winter. Minnesota is a national leader in this renewable energy and installing rooftop solar could bring cost savings to the mall and the city. This would also provide an opportunity for electric vehicle charging.



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LEXINGTON-LARPENTEUR ROSEVILLE CENTER

1 PLAZA SPACE

While there are various open space options, a plaza or public space possibly at or near the Cub Foods pavilion could provide opportunities for public art, activation, seasonal events and signage to denote this as a destination. This could be an additional branding opportunity for the tenants and build on existing elements.



2 ACTIVE PLAYGROUND

The Cub Foods Pavilion also provides a great location for a playground, which would be a great amenity for the residents surrounding this commercial area. A playground could be safely separated from traffic and allow for greater use of the pavilion for shade, picnics and markets. This Pavilion is a great asset to the neighborhood and a play space in this area would make the most of this existing infrastructure.



4 TREES IN PARKING AREAS

Strategic tree planting wherever possible can provide both shade for parked cars and to minimize the urban heat island effect of the large expanses of paved surfaces. This will provide a range of benefits to users and enhancing the visual appeal of Roseville Center. This will provide a range of benefits to users as well as enhancing the visual amenity. As there are existing tree plantings in the parking lot near Cub Foods, it is easy to see the difference between areas with and without trees. Car parking on the east side of Lexington Ave is particularly open.



3 OVERHEAD LIGHTING

To create a unique identity for this area in the context of its surroundings, including the nearby retail node at Larpenteur Ave. and Rice Street, an overhead lighting system could be used. Such a system could also be used for branding events and programmed activities with banners, flags, sculptures and lighting installations.



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① ELEVATED PARK

County Road B2 is a significant physical barrier to pedestrians crossing from the North to the South. In order to turn this significant constraint into an opportunity, an elevated park could provide a safe and equitable crossing point as well as much needed open space in this area as it becomes more developed over time.



② MIXED-USE BUILDINGS

As the Rosedale Center has positioned itself as the Downtown for Roseville, it becomes important to consider new opportunities, for housing and a variety of complimentary uses to support those typically found inside the mall. Areas of peripheral parking could be transformed into mixed-use developments providing both additional residents and customers to the center as well as capitalizing on the walkability and access to all of the Rosedale's amenities including the transit center.



③ SOLAR PANELS/RENEWABLE ENERGY

HarMar Mall can improve its carbon footprint by installing solar panels. Opportunities to provide elevated solar arrays over the large expanses of at-grade parking would benefit to visitors by providing shade in summer and weather protection in winter. Minnesota is a national leader in this renewable energy and installing rooftop solar could bring cost savings to the mall and the city. This would also provide an opportunity for electric vehicle charging.



ROSEDALE MALL



⑥ BUILDING CROSSING THE ROADWAY

County Road B2 is a significant physical barrier to pedestrians crossing from the North to the South. One means to provide a safe and equitable crossing point could be to leverage the 'air-rights' to the roadway to build a new building here. Such a building would incorporate a 24/7 access from the North to the South. As the Rosedale Center serves as the largest designation for Roseville, this could be a valuable opportunity to provide public facilities or amenities that may be lacking in the area. Those uses may include: healthcare, gym, fitness center, pool, daycare, kindergarten or office space. The building could also provide parking if it was deemed necessary.



⑤ ROOFTOP PARK/PARKING

The consolidation of parking into multi-level ramps offers opportunities to mitigate the impact of inclement weather on parking areas it is worth considering how these new structures could also provide open space and green roofs or rooftop parks. These structures could potentially support rooftop restaurants, playgrounds, day care facilities or a range of mixed uses as well as public open space or lawn areas.



④ TREES IN CAR PARKING AREAS

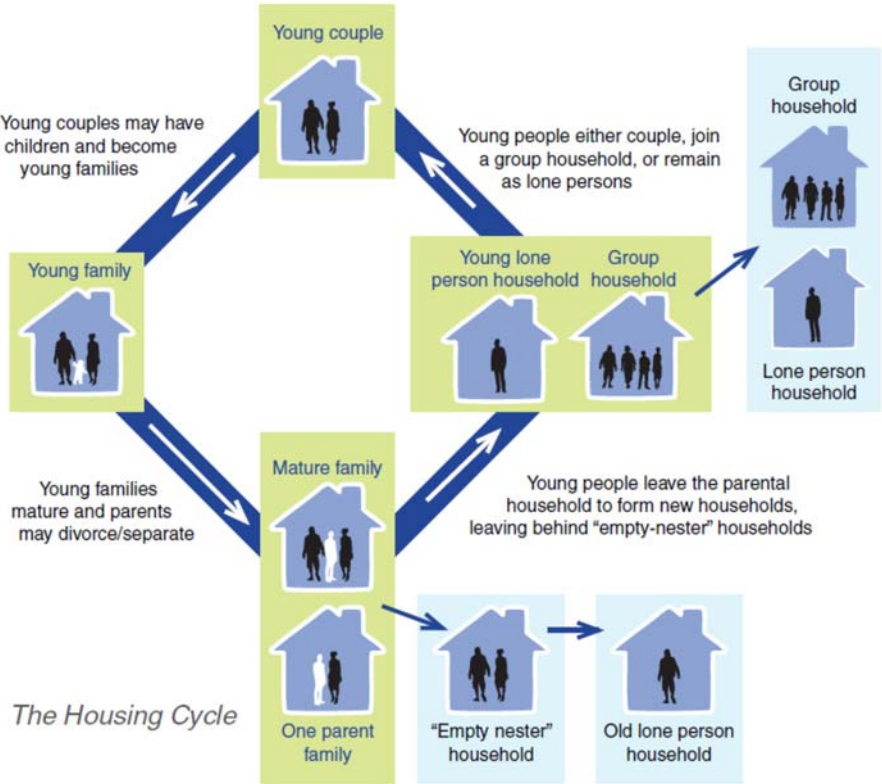
Strategic tree planting wherever possible can provide both shade for parked cars and to minimize the urban heat island effect of the large expanses of paved surfaces. This will provide a range of benefits to users and enhancing the visual appeal of HarMar Mall.



CHAPTER 5: HOUSING

- This housing plan includes the following information:
- 1. Background
 - 2. What we Heard
 - 3. Existing Housing Affordability
 - 4. Existing Housing Needs
 - 5. Goals and Strategies

Housing and neighborhoods form the core of Roseville’s identity. The City places a high priority on ensuring that people can make Roseville their home at any stage of their life. Therefore, 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 identify future housing needs for the City. We then conclude with goals and actions to help the City meet those housing needs.



1. BACKGROUND

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

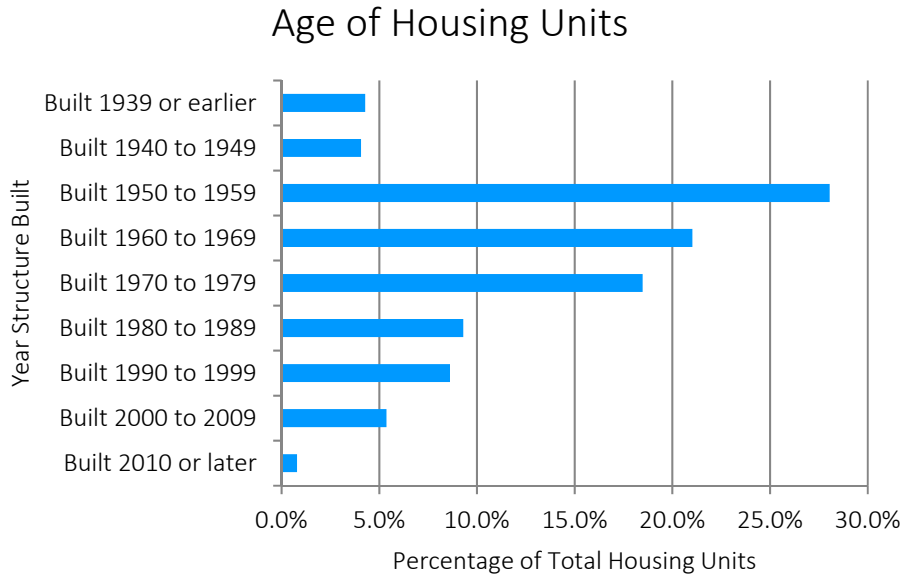


FIGURE 5-1 SOURCE: AMERICAN COMMUNITY SURVEY 2011-2015 ESTIMATES

According to U.S. Census data, approximately two-thirds of the City’s housing stock is owner-occupied and one-third are rental units (FIGURES 5-2 and 5-3). The share of renter-occupied units has been increasing since the 2000 census, from 32.5 percent to 36 percent in 2016.

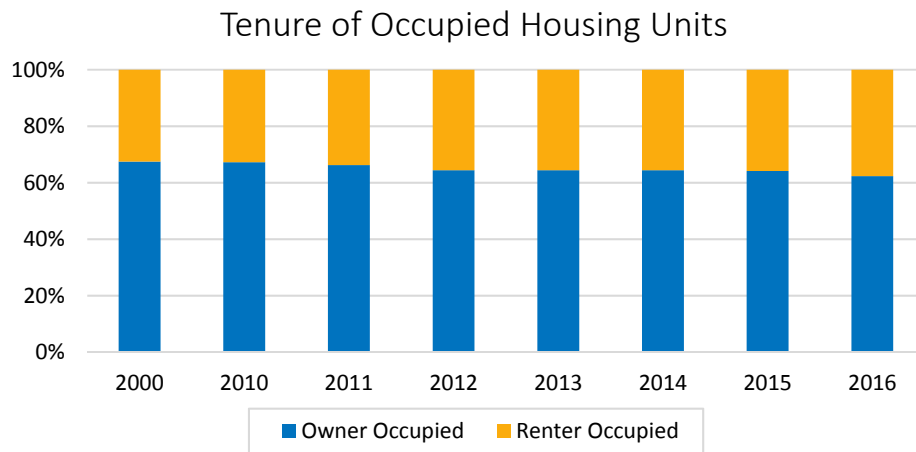


FIGURE 5-2 SOURCE: ACS 2011-2015 ESTIMATES AND 2000 CENSUS

Occupied Housing Units by tenure

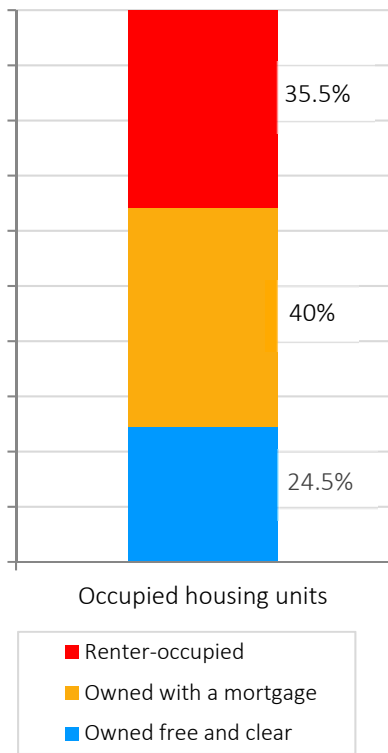


FIGURE 5-3 SOURCE: AMERICAN COMMUNITY SURVEY 2015 ESTIMATES

New housing construction since the year 2000 demonstrates why this ratio has changed. Several large multi-family projects (including senior housing and assisted living projects) were constructed in several years spanning that period as shown in [FIGURE 5-4](#).

The data on number of units per structure also illustrates an interesting pattern in the existing Roseville housing stock. [FIGURE 5-5](#) shows that approximately 54 percent of residential structures are single family detached (one unit per structure) and approximately 36 percent 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”—a lack 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, quadruplexes, bungalows, townhouses, and more.

New Housing Units Permitted by Type (2000-2016)

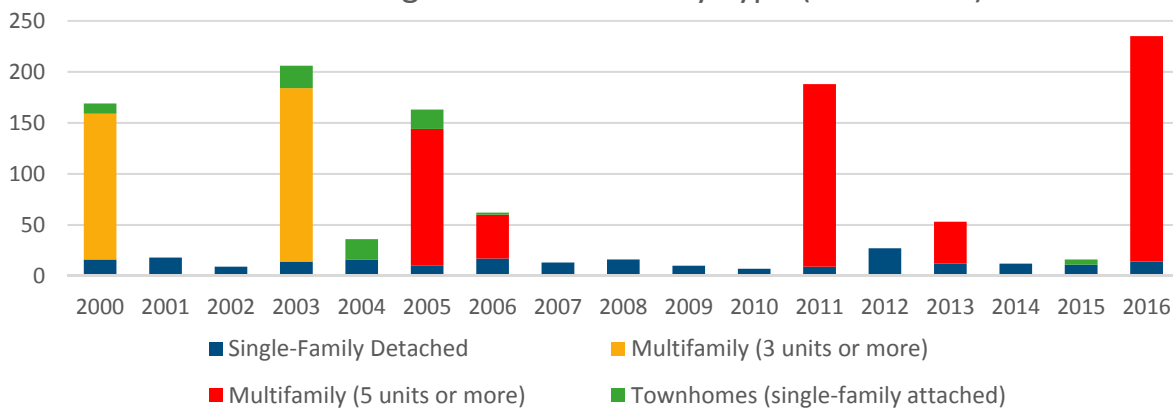


FIGURE 5-4 SOURCE: AMERICAN COMMUNITY SURVEY 2015 ESTIMATES

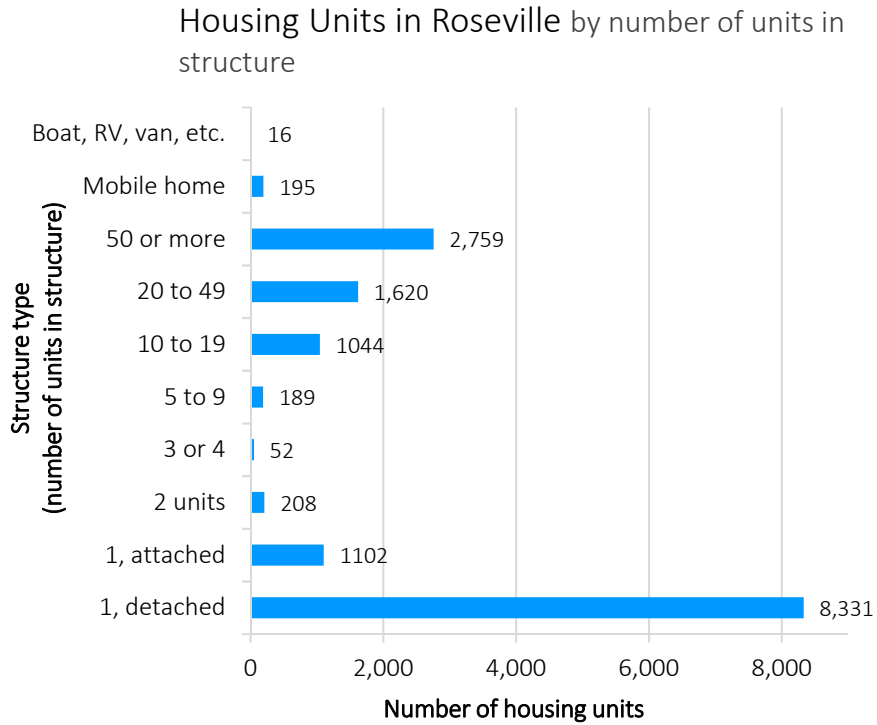
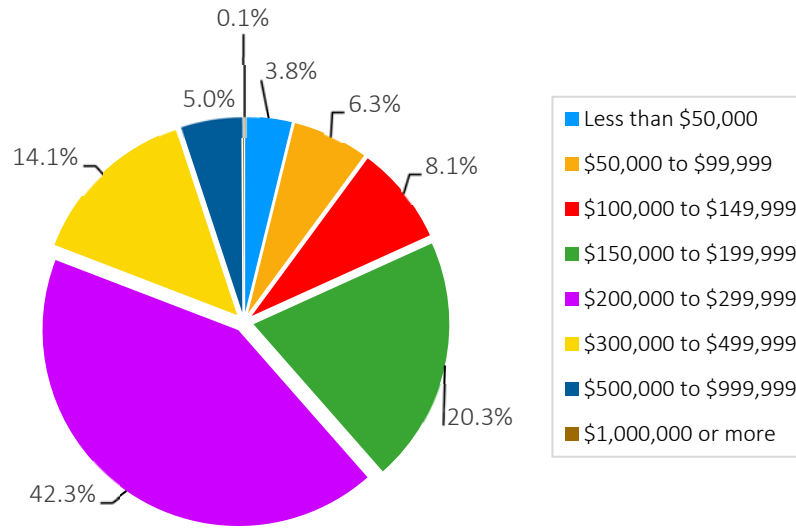


FIGURE 5-5 SOURCE: ACS 2011-2015 ESTIMATES

As shown in **FIGURE 5-6**, nearly 60 percent 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 percent 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

FIGURE 5-6 SOURCE: ACS 2011-2015 ESTIMATES

2013 Housing Study and Recent Construction

In 2013, a Comprehensive Multi-Family Housing Needs Analysis was prepared by Maxfield Research, Inc. for the City of Roseville. While the data from this study is 5 years old at the time of this Plan, it does provide some insight into housing demand in Roseville. The City recognizes the benefits of updating this study and has included that in the implementation section of this Plan.

The Maxfield study included an examination of both rental and owner-occupied housing, as well as market rate and subsidized housing units in the City. Some of the study’s key findings which are relevant to this Comprehensive Plan include:

- Due to the age and positioning of Roseville’s rental housing stock, an estimated half of the total number of market rate units met HUD’s definition of affordable housing¹; therefore, they are naturally occurring affordable housing. Hence, older market rate properties in the City indirectly meet some of the need for moderate income or “workforce” housing.
- Between 2013 and 2025, demand exists for:
 - 187 units of affordable rental units
 - 126 units of subsidized rental

¹ The Department of Housing and Urban Development defines affordable housing as housing where total housing costs at or below 30 percent of gross annual income.

- 271 market rate rental
- 217 units of for-sale multi-family
- 491 units of housing specifically for seniors (by 2018)
- In 2013, Maxfield documented no vacant units at three existing affordable housing developments in Roseville, indicating pent up demand for additional affordable units.

Data from the Metropolitan Council indicates there were a total 140 affordable owner-occupied units and 76 affordable renter-occupied units constructed between 2003 and 2009; 140 affordable renter-occupied units constructed in 2010 and 2011; but none since.

Affordability of New Units Added (2003-2016)

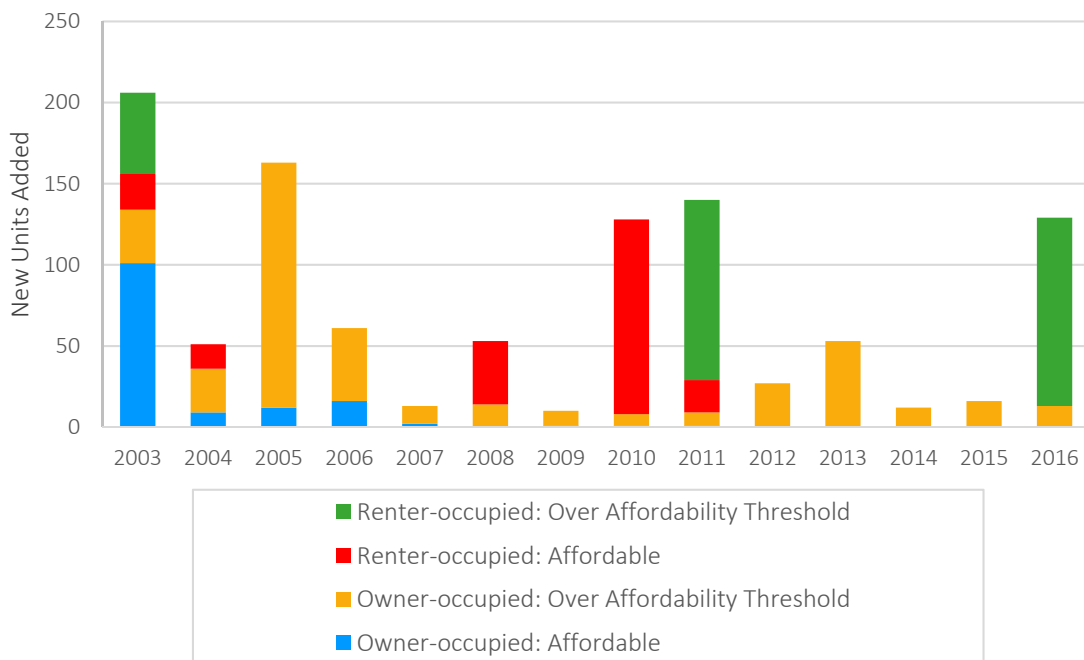


FIGURE 5-7 SOURCE: METROPOLITAN COUNCIL

Existing Housing Types

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



Larger Single-Family Homes. Many of the City's larger homes have been built since 1996. These homes are located mostly on the eastern side of Roseville and have been built after 1996.



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



Apartment 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.



Age-Restricted Condos and Co-Ops. Newer condominium development in the City has been age-restricted (over 55), such as the Applewood Pointe Coop pictured here. These offer homeownership, maintenance-free living, and some amenities for seniors.



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

2. WHAT WE HEARD

A summary of the public engagement related to land use at the events described in Chapter 2 is as follows:

- 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**.
- Most significant issues are facing the community, many responses to the online survey conducted as part of the visioning process included:
 - the need for more affordable housing,
 - the need for more flexibility in new housing development (specifically single family housing),
 - consideration for mixing affordable housing with higher-end developments,
 - the need for residential development (particularly higher densities) near transit,
 - problems with constructing large apartment buildings in established neighborhoods,
 - concern over the proliferation of rental properties,
 - small, aging homes, and
 - the need for more affordable housing specifically for seniors.
- Approximately 60 percent of respondents agreed or strongly agreed with the specific statement, **“Development on vacant or under-utilized land should be encouraged.”** Also, nearly 51 percent 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 City². 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.

² A total of six people attended the housing focus group; attendees included five residents and one representative from Local Initiatives Support Corporation (LISC).

- 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.

3. EXISTING HOUSING AFFORDABILITY

The Metropolitan Council looks at housing affordability through the 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 percent of the regional AMI are the targeted population for affordable housing.

	Twin Cities Region*	Roseville**
Area Median Income (AMI)	\$85,500	\$63,022
80% of AMI	\$65,700	\$50,418
50% of AMI	\$42,900	\$21,450
30% of AMI	\$25,750	\$18,907

* = The definition of 2016 regional AMI for the Twin Cities region comes from the Department of Housing and Urban Development, and is used by the Metropolitan Council for determining and discussing housing affordability.

** = Roseville median household income data is from the American Community Survey (ACS) 2012-2016 5-year estimates. Median household income in Roseville is 74% of the regional AMI (for a household of four). It is important to recall that the average household size in Roseville in 2016 was 2.24 persons, and also important to note that the data source for the city-level median household income estimate considers households of all sizes, rather than assuming a household size of four. Nonetheless, Roseville households may experience housing affordability differently (and in some cases more acutely) than the regional affordability assumptions would indicate.

According to the Metropolitan Council’s 2016 housing assessment, of the 15,747 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 5-8](#), the affordability of existing housing in the City is spread across the affordability “bands”.

- Approximately 43 percent of housing units are affordable to those making between 51 percent and 80 percent of AMI (\$65,700).
- Fourteen percent of units are affordable to those making between 31 percent and 50 percent of AMI (\$42,900).
- Around 7 percent are affordable to those with yearly incomes equal to 30 percent of AMI or less (\$25,750).

That leaves approximately one-third of the existing housing stock in the City that is not affordable to low and moderate-income families.

The breakdown assessment of housing affordability shown in **FIGURE 5-8** does include all housing units in Roseville, and therefore includes the estimated 5 percent of Roseville housing units that are currently vacant (unoccupied).

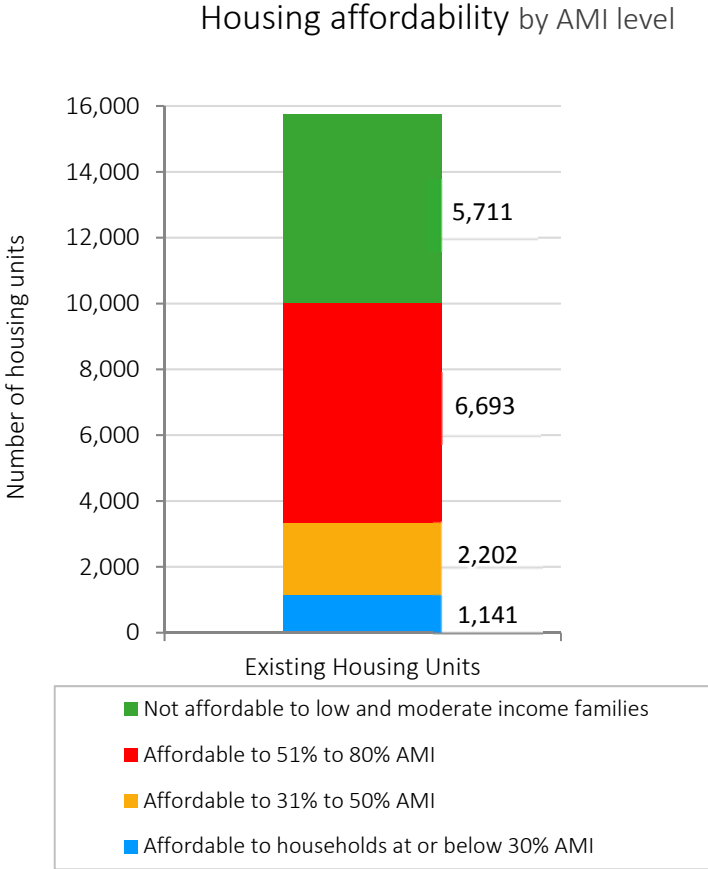


FIGURE 5-8 SOURCE: METROPOLITAN COUNCIL 2016 HOUSING ASSESSMENT FOR ROSEVILLE, WHICH IS BASED ON A COMBINATION OF REGIONAL HOUSING STOCK ESTIMATES AND ADJUSTED ACS 2011-2015 ESTIMATES.

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 5-9**.

Publicly subsidized housing units
by target population

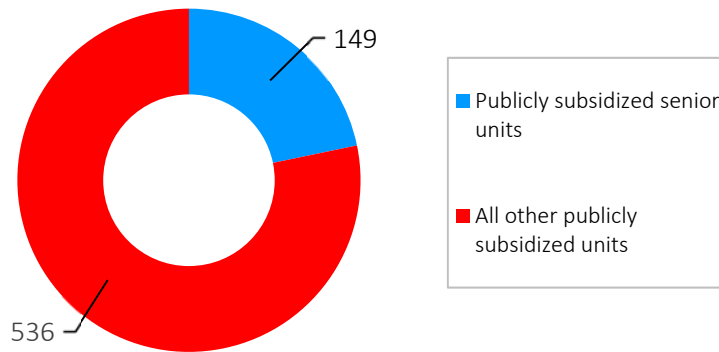


FIGURE 5-9 SOURCE: METROPOLITAN COUNCIL 2016 HOUSING ASSESSMENT FOR ROSEVILLE

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 percent to 80 percent of AMI). Affordable housing in this upper income band is more likely to be owner-occupied and of a single-family style.

	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%
Shoreview	6%	15%	38%	59%
<i>Twin Cities Region</i>	6%	22%	40%	68%

TABLE 5-1 SOURCE: METROPOLITAN COUNCIL EXISTING HOUSING ASSESSMENT 2016

Rental Affordability

According to the 2013 Maxfield Study cited earlier, an estimated half of total market rate units in Roseville’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 presents 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 as they become outdated or obsolete, may become targets for redevelopment and loss of affordability. Strategies to manage naturally occurring affordable rental housing are an emerging topic in 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.

FIGURE 5-10 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

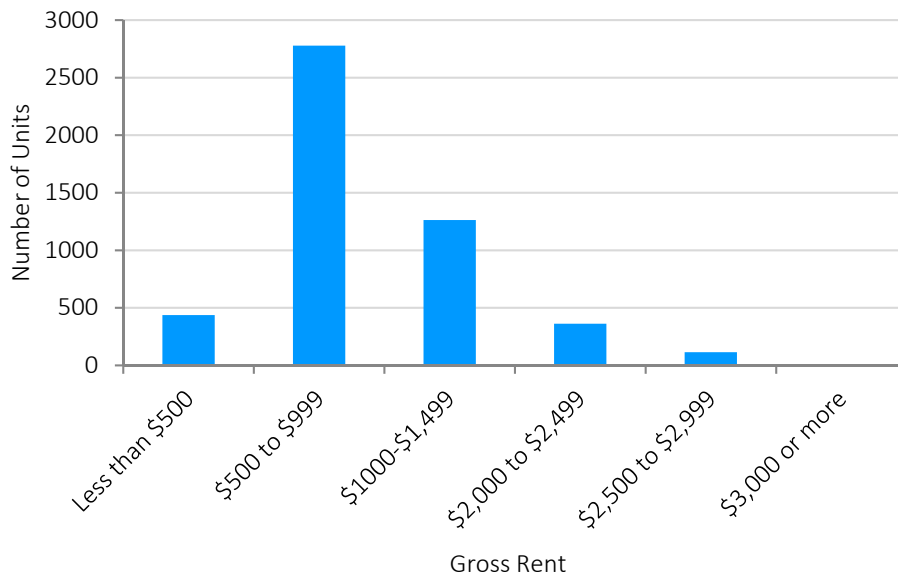


FIGURE 5-10 SOURCE: AMERICAN COMMUNITY SURVEY 2011-2015 ESTIMATES

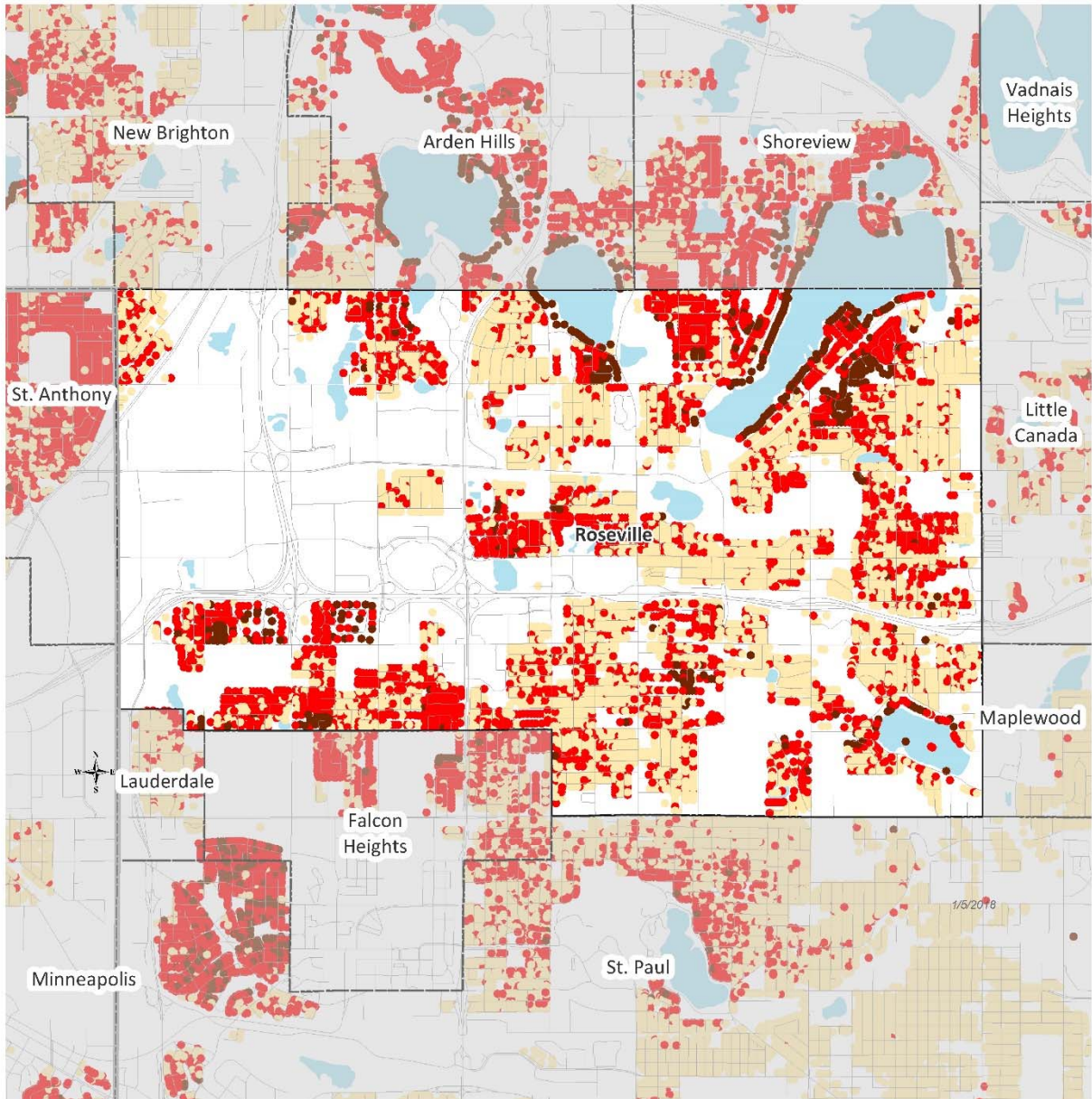
Owner-Occupied Affordability

Approximately 80 percent of Roseville’s owner-occupied housing stock is affordable to households making at or below 80 percent 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. 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.

A high rate of owner-occupied affordability is not uncommon in first-ring suburban communities. As a City incorporated in the pre-1950s era, many of Roseville’s homes are older housing styles built on smaller lots. The City’s affordable single-family home stock is an asset and an important component of its affordable housing landscape. As older residents begin to age out of these homes in the coming decades, these units will become available to young families and households hoping to transition into affordable homeownership. Retaining and maintaining this “naturally-occurring” owner-occupied housing stock is a priority for Roseville.

Owner-Occupied Housing by Estimated Market Value

Roseville



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

**Owner-Occupied Housing
Estimated Market Value, 2016**

- \$243,500 or Less
- \$243,501 to \$350,000
- \$350,001 to \$450,000
- Over \$450,000

1 in = 0.8 miles



Source: MetroGIS Regional Parcel Dataset, 2016 estimated market values for taxes payable in 2017.

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

MAP 5-2

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 5-11 illustrates the share of low-to-moderate income households that are cost-burdened in Roseville, by regional 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 even through the AMI income level bands.

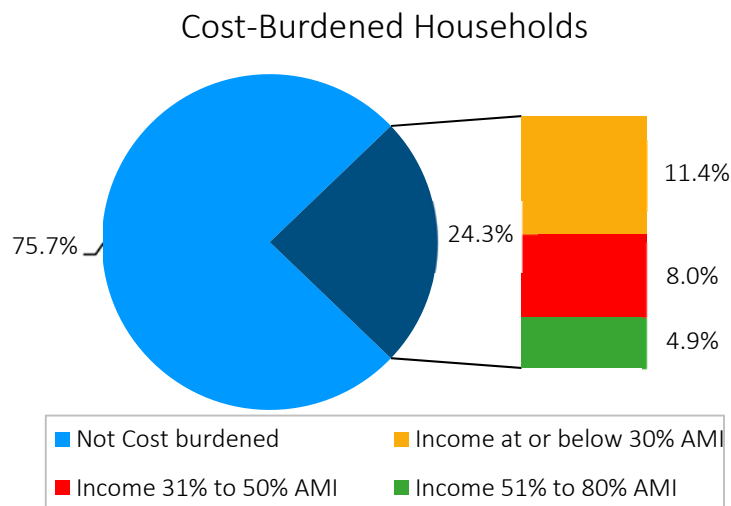


FIGURE 5-11 SOURCE: METROPOLITAN COUNCIL 2016 HOUSING ASSESSMENT FOR ROSEVILLE, WHICH INCLUDES ADJUSTED COST-BURDEN DATA BY INCOME RANGE FROM HUD’S COMPREHENSIVE HOUSING AFFORDABILITY STRATEGY.

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. Like many other communities in the Twin Cities metro area, Roseville’s greatest share of cost-burdened households is in the lowest (<30 percent AMI) income tier. The fact that the larger share of housing cost burden falls upon the lowest-income residents of Roseville is evidence that the City should

focus some of its tools on providing affordable units at the lower end of the income spectrum.

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%
Shoreview	7%	6%	5%	17%
<i>Twin Cities Region</i>	<i>10%</i>	<i>8%</i>	<i>6%</i>	<i>24%</i>

TABLE 5-1 SOURCE: METROPOLITAN 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 MSP 2040* plan has determined the affordable housing requirement for every community by affordability level, based on a household's relationship to the area median income (AMI).

While Roseville's existing affordable housing is considered when determining its share of 2021-2030 regional affordable housing, the City's allocation is also driven by other factors, namely *forecasted growth* and the City's *low-wage jobs-to-workers* ratio. Based on Roseville's forecasted total growth of 400 households from 2020 to 2030, a regional factor first estimates that about one-third of those new households should be affordable. Next, an existing affordable housing factor is applied; in Roseville, the higher rate of existing housing affordability than the regional average actually reduces the initial affordable housing share estimate. Finally, with the goal of expanding household choice for low-income households and aligning low-income housing with low-wage jobs, the final adjustment is based on whether a city has more low-wage jobs than low-wage workers. Because Roseville's low-wage job to worker ratio is significantly higher than the regional average, the affordable housing allocation is adjusted upward. The final result is a total affordable housing allocation of 142 households between 2021-2030, or 36 percent of forecasted new households in that decade.

The affordable housing need allocation is then further broken out by affordability in terms of regional area median income levels. Roseville's affordable housing allocation is shown by affordability level 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>	

TABLE 5-2 SOURCE: METROPOLITAN COUNCIL EXISTING HOUSING ASSESSMENT 2016

Housing calculations from [TABLE 5-3](#) AND [TABLE 5-4](#) 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.

It is important to note that Roseville’s current housing stock of single family homes provides a source of affordable housing to new home-buyers moving into the city beyond the new development counted toward the Metropolitan Council’s allocation. The smaller single-family homes constructed in the 1950s, 60s, and 70s (making up the vast majority of the single-family homes in the city), will be available to new home-buyers as older residents age out of those homes and seek other housing options in the coming decades.

Of the 4,661 acres guided residential in Roseville, only 50.9 of these acres are expected to be re-developable within the 2040 planning horizon. Affordable densities, as defined by the Metropolitan Council, are those with a minimum range of 12 units per acre and above, which means that all high-density residential and 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. [TABLE 5-4](#) 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 Category	Residential Land Uses	Total Guided Residential Acres
Low Density Residential (1.5-8 units/acre)	<ul style="list-style-type: none"> • Detached housing units • Two family • Duplexes 	3,092
Medium-Density Residential (5-12 units/acre)	<ul style="list-style-type: none"> • Small lot detached single-family homes • Townhomes • Condominiums • Duplexes • Row houses 	171
High-Density Residential	<ul style="list-style-type: none"> • Apartments • Lofts • Stacked townhomes 	718
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 a minimum of 10% total area. 	264
Corridor 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 a minimum of 10% total area. 	136
Core 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 a minimum of 10% total area. 	280

TABLE 5-3 TOTAL GUIDED RESIDENTIAL ACREAGE IN ROSEVILLE 2040 FUTURE LAND USE

	Land Use Type	TOTAL Dev. Acres	Acres now-2030	Acres 2031-2040	Density Range			Yield %	TOTAL			TOTAL		
					Min	Mid	Max		Minimum 2030	Minimum 2040	Minimum Units	Midpoint 2030	Midpoint 2030	Midpoint Units
2040 Future Land Use	Medium Density Res	16.12	8.06	8.06	5	8.5	12	100%	40	40	81	69	69	137
	High Density Res	17.69	8.85	8.85	13	24.5	36	100%	115	115	230	217	217	433
	Community Mixed Use	170.91	85.46	85.46	10	23	36	10%	85	85	171	197	197	393
	Corridor Mixed Use	44.43	22.21	22.21	13	24.5	36	10%	29	29	58	54	54	109
	Core Mixed Use	15.73	7.87	7.87	20	28	36	10%	16	16	31	22	22	44
Guided Total		50.90							285	285	571	558	558	1116

Total expected housing units	1,116
Units considered affordable (≥ 12 du/ac in 2021-2030 decade)	245

TABLE 5-4

Using minimum-density to calculate unit potential, Roseville could potentially net 245 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 10 percent of the land in the Core Mixed-Use, Corridor Mixed-Use, and Community Mixed-Use categories.

In practical terms, housing developments 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.

4. 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:

1. Household size is declining (in Roseville, the region, and across the country), and only one quarter of Roseville’s occupied housing units contain families³.

Household Composition	2000	%	2015	%	Change (units)	Change (%)
One-Person Households	4,912	34%	5,468	37%	556	3%
Non-Family Households	1,086	7%	1,083	7%	-3	0%
Families Without Children	5,235	36%	4,653	32%	-582	-4%
Unmarried Families with Children	772	5%	764	5%	-8	0%
Married Families with Children	2,593	18%	2,779	19%	186	1%
Total	14,598		14,747			0%

TABLE 5-5 SOURCE: ACS ESTIMATES.⁴

³ The U.S. Census Bureau defines a family as “a group of two people or more (one of whom is the householder) related by birth, marriage or adoption and residing together; all such people (including related subfamily members) are considered as members of one family.”

⁴ Note that this data includes only occupied housing units because it is focused on the characteristics of household members. This produces values for total households that are lower than the total housing unit estimates for the City referenced earlier in this chapter (which include vacant homes).

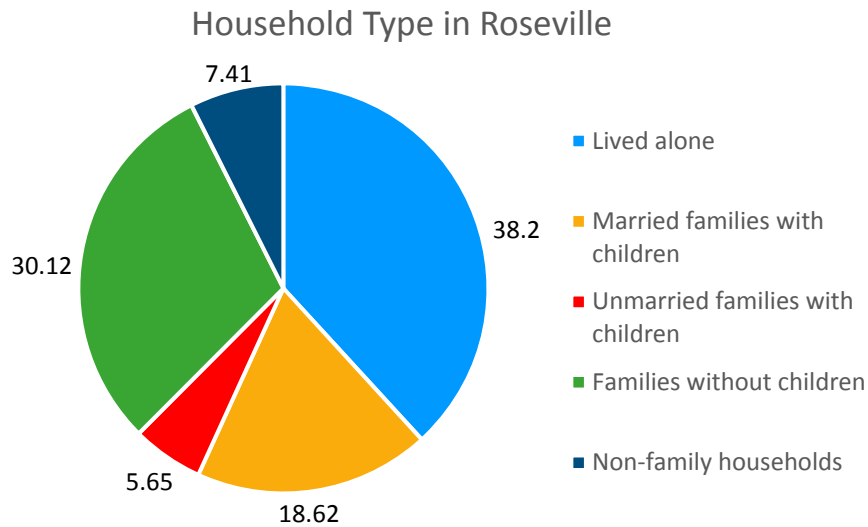


FIGURE 5-12 SOURCE: METROPOLITAN COUNCIL FROM 2016 AMERICAN COMMUNITY SURVEY ESTIMATES

This demographic shift toward smaller household sizes will be accompanied by a need for housing that accommodates smaller households. While the 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 Roseville’s housing stock is more than half composed of single family detached homes, a share which may 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 toward the urban core and increasing preferences for rental housing due to cost considerations and lifestyle choices.

2. A quarter of Roseville’s households are cost-burdened, spread evenly through the AMI bands.

One in four households in Roseville meets the definition of cost-burdened, meaning they are paying more than 30 percent 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 percent 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.

3. 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 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.

4. 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 multi-family 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 investments in 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 percent of AMI, and to pursue opportunities to preserve this housing and improve its safety and livability while maintaining its affordability.

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

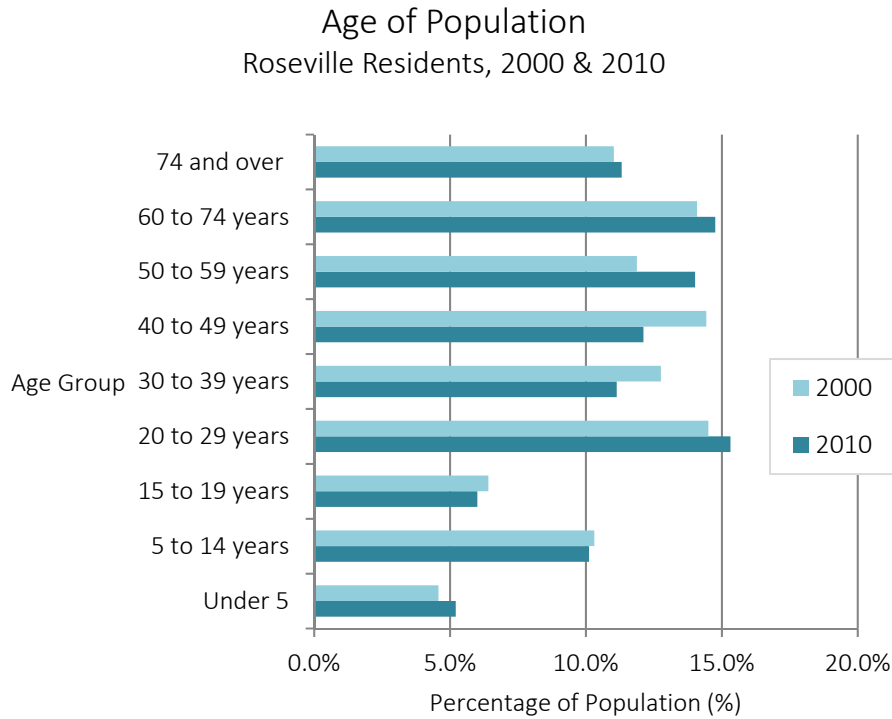


FIGURE 5-13 SOURCE: U.S. CENSUS BUREAU 2000 AND 2010

“Aging in place” is the notion that an individual may find, within a single city, appropriate housing for all stages of his or her life, allowing them to stay in the community as he or she ages. Oftentimes the focus of an “aging in place” goal is on providing adequate housing options within the community for seniors and older adults. These options could range from appropriately sized and equipped single family homes, to independent living facilities to advanced care facilities with medical staff. Demographic data from 2000 and 2010 indicate a slight trend toward decreases in middle-aged residents and increases in residents aged 50 and older. The most likely factor contributing to these age cohort changes is simply the shifting demographics of an aging population with a significant share of Baby Boomers. Such a shift underscores the importance of addressing senior housing needs over the next 10-20 years.

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 the 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 efforts should be coupled with consideration of adequate access to, or co-location with, these critical services that support older residents.

6. Strategic development of housing can offer access to services, amenities, and employment opportunities for individuals without a personal vehicle.

Roseville’s proximity to two major urban centers and the presence of major roadway arteries like I-35W, Highway 36, Snelling Avenue, and others, present opportunities for transit-oriented development, which can support populations who cannot – or prefer not to – own a personal vehicle. Providing housing in convenient proximity to transit with connectivity to jobs and employment centers should be an important consideration in the siting of new housing. Prioritizing transit-oriented development projects will support seniors and lower-income households who traditionally have a higher demand for transit services.

7. 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 reduce 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.

5. GOALS AND STRATEGIES

Goals

Several of the Citywide objectives established in Chapter 2 relate to the topic of housing, and are restated here as the overall housing goals:

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 attracts and retains 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.

There are also several goals relating directly to the housing needs developed in the previous section:

7. Explore opportunities to encourage smaller housing units, “non-traditional” housing development (which could include culturally-appropriate housing to reflect the population demographics of the City), and opportunities to address the lack of housing in the “missing middle” styles. Reduce overall community housing cost burden, particularly by supporting those projects that provide affordability for households in the lowest income categories.
8. Reduce overall community housing cost burden, particularly by supporting those projects that provide affordability for households in the lowest income categories.
9. Support housing maintenance assistance programs, particularly for lower-income households.
10. Anticipate the need for creative strategies to manage naturally-occurring affordable housing within all affordability bands.
11. Meet increased demand for senior housing and opportunities for residents to age in place.
12. Explore opportunities to increase transit-oriented development in strategic areas connected to major transit routes to improve access to services, amenities, and employment opportunities.
13. Update ordinances as necessary to maintain optimal housing functionality and livability, and to address new technologies, market trends, and resident needs.

Strategies 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 other City codes 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 strategies may be considered and implemented directly by the City to help encourage affordable housing production.

Many other affordable housing tools and strategies require partnerships with outside entities, Ramsey County, 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 City-wide housing goals, identified housing needs, and the tools that may be used to address them are shown in the matrix on pages 28 and 29. The section that follows explains each of the affordability tools in greater detail and gives more details about when these strategies might be used.

The development of the Housing Tool matrix is the first step in identifying actionable strategies to meet Roseville's identified housing needs. A future implementation step for the City will be to develop an action plan for the use of this housing matrix. This action plan should identify the priorities that will direct the pursuit of specific housing strategies outlined in the matrix. City budget and staff capacity, current market conditions, and demographic and economic trends should all be factors in the development of priorities guiding the action plan. This Housing Tool matrix can serve as a reference point in an iterative and continuous process of meeting the City's housing needs.

2040 Citywide Affordable Housing Goals

Affordable Housing Tools		Provide mechanisms that encourage the development of a wide range of housing that meets regional, state, and national standards for affordability. <i>(intended target: all affordability bands)</i>	Implement programs that result in safe and well-maintained properties. <i>(intended target: 50% AMI and above)</i>	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. <i>(intended target: 30-80% AMI)</i>	Employ flexible zoning for property redevelopment to meet broader housing goals such as density, open space, and lot size. <i>(intended target: all affordability bands)</i>	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. <i>(intended target: ≥50% AMI)</i>
Local Funding Options	Development Authorities	X	X	X		
	Housing Bonds	X		X		
	Tax Abatement	X				
	Tax Increment Finance (TIF)	X		X		
County, Regional, State, and Federal Programs	Project-based Rental Assistance					
	MN Housing Consolidated RFP	X	X	X		
	Community Development Block Grants	X	X	X		
	HOME Funds	X	X	X		
	Livable Communities Grant (Metropolitan Council)	X		X		
Local Policies and Programs	Support homebuyer assistance programs and foreclosure prevention programs	X	X			
	Encourage Repair & Rehab programs including Housing Replacement program	X	X	X		
	Support Energy Assistance programs	X	X			
	Support Rental Assistance programs	X				
	Participation in housing-related organizations, partnerships, and initiatives	X				
	Site assembly and/or land banking	X		X	X	X
	Local Fair Housing Policy	X		X		
	Fee waivers or adjustments	X				
	Financial or procedural incentives to private developers	X		X	X	
	Zoning and subdivision policies	X			X	X
Preserve Long-term Affordability	Effective referrals to available programs		X	X		
	4(d) tax program	X				
	Community land trusts	X		X		
	Support developer use of LIHTC	X		X		
	Public/private task force					
	Support public housing & project-based assistance	X				

Identified Housing Needs

Affordable Housing Tools		Explore opportunities to encourage smaller and more “non-traditional” housing development, including opportunities to address the lack of housing in the “missing middle” styles. <i>(intended target: 30-80% AMI)</i>	Reduce overall community housing cost burden, particularly by supporting those projects that provide affordability for households in the lowest income categories. <i>(intended target: ≤50%)</i>	Support housing maintenance assistance programs, particularly for lower-income households. <i>(intended target: 30-80% AMI)</i>	Anticipate the need for creative strategies to manage naturally-occurring affordable housing within all affordability bands. <i>(intended target: all affordability bands)</i>	Meet increased demand for senior housing and opportunities for residents to age in place. <i>(intended target: 30-80% AMI)</i>	Explore opportunities to increase transit-oriented development in strategic areas connected to major transit routes. <i>(intended target: all affordability bands)</i>	Update ordinances as necessary to maintain optimal housing functionality and livability and to address new technologies, market trends, and resident needs. <i>(intended target: all affordability bands)</i>
Local Funding Options	Development Authorities	X	X			X	X	
	Housing Bonds	X	X			X	X	
	Tax Abatement	X	X			X	X	
	Tax Increment Finance (TIF)	X	X			X	X	
County, Regional, State, and Federal Programs	Project-based Rental Assistance	X	X		X	X	X	
	MN Housing Consolidated RFP	X	X	X		X		
	Community Development Block Grants	X	X	X				
	HOME Funds	X	X	X		X		
	Livable Communities grant (Metropolitan Council)	X	X			X	X	
Local Policies and Programs	Support homebuyer assistance programs and foreclosure prevention programs		X	X		X		
	Encourage Repair & Rehab programs including Housing Replacement program	X	X	X		X		
	Support Energy Assistance programs		X	X		X		
	Support Rental Assistance programs		X	X		X		
	Participation in housing-related organizations, partnerships, and initiatives	X			X			X
	Site assembly and/or land banking	X					X	
	Local Fair Housing Policy							
	Fee waivers or adjustments	X						X
	Financial or procedural incentives to private developers	X			X		X	X
	Zoning and subdivision policies	X						X
Preserve Long-term Affordability	Effective referrals to available programs		X					
	4(d) tax program	X			X			
	Community land trusts	X			X			
	Support developer use of LIHTC	X			X			
	Public/private task force	X			X			
	Support public housing & project-based assistance				X			

Category	Tool
Local Funding for Affordable Housing	<p>Development Authorities (local HRA, CDA, or EDA) Ramsey County Housing and Redevelopment Authority administers housing programming in suburban Ramsey County, including the City of Roseville. Additionally, the City has an active Economic Development Authority (EDA) that has all of the powers of a Housing Redevelopment Authority (HRA). These entities have taxing authority. Funds levied through these authorities can be used to accomplish housing and community redevelopment projects or programs. These might include specific development projects, rehabilitation and maintenance programs, and other housing opportunities as dictated by City goals and priorities.</p>
	<p>Housing Bonds EDAs and HRAs can issue bonds that help to develop and administer affordable housing developments or programs. Cities and counties may make or purchase loans using the proceeds of the bond sales for activities such as new construction, acquisition and rehabilitation, or refinancing bond debt. Bond-supported projects would typically support affordable housing for the 50 percent and 80 percent AMI bands. The City will consider issuing bonds at the request of housing developers.</p>
	<p>Tax Abatement Tax abatement is a financing tool that reduces taxes or tax increases for owners of specific properties. Local governments offer the tax reduction to provide a financial incentive for a public benefit, such as creation of housing affordable to low and moderate-income households. The City may consider tax abatement if the public benefit from a proposed project is substantial and the project could not occur but for the aid of this tool.</p>
	<p>Tax Increment Financing Cities may elect to create a tax increment financing (TIF) district as a means of subsidizing and supporting housing redevelopment projects. Under TIF, the City is able to allocate future property tax gains to fund current development. By legislative definition, TIF used for affordable rental housing projects must provide affordability to those at 60 percent of AMI or less. The affordability threshold is 115 percent of AMI for owner-occupied housing projects. TIF is a tool that may be considered for large-scale redevelopment projects that would not occur “but for” this type of assistance.</p>

<p>County, Regional, State, & Federal Funding for Affordable Housing</p>	<p>MHFA Consolidated Request for Proposals This annual funding request from Minnesota Housing Finance Agency (MHFA) supports affordable housing developments across the metro area, and is very competitive. The City will continue to work with developers in coordination with MHFA in supporting RFP submissions for projects that will bring a significant number of new affordable units, and will consider support for projects that meet affordability thresholds of 50 percent AMI or below as a reflection of the income tiers comprising the majority of Roseville’s housing allocation.</p>
	<p>Livable Communities Demonstration Account (LCDA) Roseville is eligible for Metropolitan Council funding for innovative projects, with preference for those projects that incorporate affordable housing and transit accessibility. The City will continue to work with developers in coordination with the Metropolitan Council in supporting RFP submissions for projects that will bring a significant number of new affordable units, and will consider support for projects that meet affordability thresholds of 50 percent AMI or below as a reflection of the income tiers comprising the majority of Roseville’s housing allocation.</p>
	<p>Community Development Block Grant Funds (CDBG) Ramsey County manages disbursement of CDBG funds, which can be used on a number of housing and revitalization projects. Applicants may apply annually for these funds. The City can apply for these funds, or may assist or support specific agencies or organizations in their pursuit of these funds.</p>
	<p>HOME Investment Partnerships Program Ramsey County manages disbursement of HOME funds, which can be used on a number of housing and revitalization projects. Applicants may apply annually for these funds. The City can apply for these funds, or assist or support specific agencies or organizations in their pursuit of these funds.</p>
	<p>Project-Based Rental Assistance Typically HUD-funded, this type of assistance is a deep subsidy that remains with the units of a project or development. Although the City does not fund this type of assistance, Roseville may consider stating its intent to support project-based assistance, as such projects are one of the only opportunities to support and retain housing affordable to households at or below 30 percent AMI.</p>
<p>Local policies and strategies to promote access to affordable housing</p>	<p>Effective Referrals The City supports providing appropriate resources and education about existing housing support programs offered by other agencies and organizations. The City seeks to effectively communicate to current and prospective residents about existing programs offered through non-profits and agencies serving the area. Priority will be given to making referrals that support Roseville’s housing goals and meeting identified housing needs, such as home buyer assistance, home maintenance programs, and programs that help seniors age in place.</p>

<p>Local policies and strategies to promote access to affordable housing</p>	<p>Fair Housing Policy The City may explore the development of a local Fair Housing policy. Such a policy would allow Roseville to declare its commitment to fair housing and to plan proactively to avoid fair housing issues, manage fair housing complaints, and to take advantage of opportunities to increase housing choice. The Metropolitan Council will soon be requiring LCDA funding recipients to have a Fair Housing policy in place.</p>
	<p>First time homebuyer, down payment assistance, and foreclosure prevention programs The City encourages residents to access existing programs available through Ramsey County (FirstHOME Buyer Assistance Program), the Minnesota Homeownership Center, Minnesota Housing, and other nonprofits. Roseville will pursue active partnerships with organizations and agencies that provide these services, particularly those that serve or prioritize those populations at or below 80 percent AMI who would otherwise face very high barriers to home ownership and retention.</p>
	<p>Rental Assistance Ramsey County and local nonprofits do offer, when funds are available, emergency aid to income-qualifying households and individuals in crisis that can be used to make rental payments. Metro HRA offers portable Section 8 vouchers on a limited basis that can be used on rental properties throughout the metro. In addition, the Metro HRA offers properties/projects applying through the Super RFP process project based rental assistance. Roseville supports connecting income-qualifying residents to these resources when they are available if it helps them stay in their homes and in the community while managing a crisis. Assistance is primarily available for those at or below 50 percent AMI.</p>
	<p>Participation in housing-related organizations, partnerships, and initiatives City staff or elected officials will consider increased involvement in events, collaborations or programs that support furthering fair and affordable housing. Staying proactively involved in affordable housing discussions with other jurisdictions and agencies will allow Roseville to stay apprised of current programs, opportunities, and best practices.</p>
	<p>Site Assembly The City will monitor and consider acquisition of properties that can be assembled and developed into a public good project, including the production of affordable housing or maintenance of existing affordable housing. Such a strategy could be used to allow the City to put out specific RFP requirements to developers in order to achieve a project that includes housing affordability, specifically that meet thresholds for 50 percent AMI and below for rental housing and 115 percent AMI and below for ownership.</p>

<p>Local policies and strategies to promote access to 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. These updates, described in more detail in the Land Use chapter, include revisions to the Mixed-Use zoning districts to require minimum percentages of residential development that will enable development at affordable densities near services, commercial amenities, jobs and transit.</p>
	<p>Financial or procedural incentives to private developers Roseville may consider the use of fee waivers or other procedural incentives in the development approval process when the development concerns affordable housing or other amenities considered a public good. However, this strategy should only be considered where these fee waivers will not result in a significant loss of funding for needed services that would be required to support the new development. This may support affordable housing at all income levels.</p>
	<p>Support Energy Assistance Programming Home energy improvements can be a means of making housing more affordable by reducing energy bills and maintenance, and improving the longevity of a home. Roseville partners with Xcel Energy to offer free home energy audits, and supports other specific programming that address home energy improvements. Priority may be given to programming that specifically targets seniors and low-income households.</p>
	<p>Encourage Repair & Rehab programs including Housing Replacement program Maintenance of existing housing stock is an identified housing goal. The City will continue to look for opportunities to partner with established programs that offer home rehabilitation assistance through low-interest loans or small grants. Currently Roseville does not offer these funds to property owners directly. The City does operate a Housing Replacement Program which seeks to acquire older homes for demolition and then sell the lots to a qualified builder to produce a new home. The intent of this program is to improve quality and safety of housing in the City that would not likely be achieved through typical home repair or rehabilitation.</p>
	<p>Rental Licensing programs Roseville adopted a rental licensing program in the fall of 2013 that required inspections of properties with 5 or more rental units. The program had inspection requirements based upon the number of code violations upon inspection the property had. These inspections were done by the Building Inspection Department. In 2018, the program is transferring to an annual inspection to be done by the Fire Department.</p> <p>Rental Registration program Roseville adopted in 2008 a rental registration program for rental properties of 1 to 4 units. This is not an inspection</p>

	<p>program. The program was reviewed and updated in 2015 to require that the property owners must post their registration certificate that includes information on code requirements and tenant’s rights and responsibilities, as well as information related to resources available when issues arise.</p>
<p>Affordable Housing Preservation Strategies</p>	<p>Low Income Housing Tax Credit (LIHTC) Projects With LIHTC, developers apply for tax credits to offset costs at the time of development. Although the City does not fund this type of assistance, Roseville may consider stating its intent to support for developers who pursue LIHTC and especially those who intend to seek ways to retain the affordability of the LIHTC property after the terms of LIHTC are up. LIHTC is a tool used to support projects that support residents in the 30-80 percent AMI range.</p>
	<p>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 percent AMI or below) and receives “financial assistance” from federal, state, or local government. Roseville may consider stating its intent to support for the 4d Tax Program as part of a broader strategy for preserving affordable multi-family housing.</p>
	<p>Private unsubsidized affordable housing May be naturally occurring, or supported through 4d Tax Program. Roseville may consider stating its intent to support for private, unsubsidized affordable housing, and explore opportunities to work with property owners to retain the affordability of these properties over the long term.</p>
	<p>Community Land Trusts (CLT) CLT provide permanent affordability for income-eligible households. Typically, a CLT is structured where a homeowner owns the building and the land trust leases the land to the homeowner. Households that make at or below 80 percent of AMI typically qualify for these homes. Currently there is not an active CLT serving the City, but the City could pursue future partnerships or support CLT activities as they arise.</p>
	<p>Public/Private Task Force The City will establish a task force with private developers to work on breaking down barriers to constructing affordable housing. The task force will work not only on public subsidies, but bringing appropriate private resources to the table to bring projects to fruition.</p>

CHAPTER 6: ECONOMIC DEVELOPMENT

This economic development plan includes the following information:

1. Background
2. Business Profile
3. What we Heard
4. Redevelopment
5. Priority and Opportunity Areas
6. Goals and Strategies

1. BACKGROUND

Roseville's business community is critical to community health in terms of job opportunities, shifting the overall tax burden from residents, and in quality of life. On November 30, 2015, Roseville enabled the creation of an Economic Development Authority (EDA) and transferred all of the Roseville Housing & Redevelopment Authority programs and account balances to the EDA. After an initial priority-setting session with the EDA, several proactive economic development themes emerged: Business Retention & Expansion, Business Recruitment, Workforce Development, and Partnership or Collaboration Opportunities. The City of Roseville has since taken an aggressive role in establishing an economic development presence that will help communicate what the City can offer to its businesses, and what resources or properties are available in the community.

Current efforts target the following themes:

Business Retention & Expansion

The City adopted a Business Visitation program on August 29, 2016. The program identifies two types of visits: a Retention visit and an Ambassador visit. The Retention visit is a "first touch" where City staff visit with business representatives and conduct a survey to determine if the business has any immediate concerns or needs. The survey used in these visits is from the Grow Minnesota program offered through the Minnesota Chamber of Commerce. The information gathered from the Retention visit is entered into a database that is shared with the Minnesota Chamber of Commerce.

An Ambassador visit is done to thank an existing Roseville business for locating or remaining in Roseville, or to walk through a business that has recently invested in

their business or expanded. Ambassador visits usually include the Mayor, City Manager, Community Development Director, and Economic Development staff. These visits allow staff to provide support for businesses expansion needs, create awareness of available programs, and ensure businesses are aware of newsletters and details of regular events.

The Economic Gardening Program offered by Ramsey County is another Business Retention & Expansion effort. The City refers Roseville businesses to the program. Selected businesses are provided free research information that growing companies might not be aware of or cannot afford. The research specialists assist in four key areas: strategic market research, geographic information systems, search engine optimization, and social media marketing.

Business Recruitment

The Economic Development staff often provides information to prospective businesses that are considering relocating to Roseville. To help support the goals of the EDA, the City Council and EDA adopted a Public Financing and Business Subsidy Policy on October 17, 2016, that identifies when and how the City will subsidize a project. This policy is a critical tool for retaining and attracting livable-wage jobs. Financial tools identified within the policy include tax increment financing (TIF), tax abatement, bonds, sewer access charge (SAC) credits, or other public financing options, assuming a project is aligned with EDA goals and objectives.

Workforce Development

The City supports the Roseville and Mounds View school districts by connecting businesses to resources offered by the school districts that help recruit and train prospective workers. For example, the City has collaborated with Roseville Area High School's Career Pathways program to help businesses identify eligible students for internship opportunities, and to promote the Roseville Area Career and Resource Fair.

The City also supports workforce development opportunities with area post-secondary schools. Roseville businesses are well positioned to attract talent from more than 20 universities, colleges, and technical schools located within—or within ten miles of—the community. The City has benefited from strong partnerships with University of Minnesota, University of Northwestern – St. Paul, and Century College, and will continue to explore more opportunities with these schools, and others, to help future graduates navigate the paths toward internships and on-the-job training.

A key strategy to keeping Roseville businesses strong is to link them to workforce resources, such as Ramsey County's Workforce Solutions program, which supports area businesses through workforce development services. Workforce Solutions helps businesses find skilled staff and assists with training to increase the skill level of a business's current workforce. Other non-educational entities, such as Better Futures Minnesota or MINNCOR, provide training to individuals who have been incarcerated and, consequently, find it extraordinarily difficult to rejoin the workforce upon their release.

Partnership or Collaboration Opportunities

The City of Roseville has collaborated with community organizations and economic development agencies to advance the goals of the EDA. Three chambers of commerce currently serving Roseville are the Saint Paul Area Chamber of Commerce, the Twin Cities North Chamber of Commerce, and the Minnesota Chamber of Commerce. These Chambers, in addition to Greater MSP, the Urban Land Institute, the Roseville Visitors Association (RVA), and other business-forward groups have helped Roseville retain and expand businesses, as well as identify resources for businesses seeking to locate in Roseville.

The City collaborates with the St. Paul Area Chamber of Commerce, the Twin Cities North Chamber of Commerce to provide monthly Roseville Business Council meetings that have presentations on a variety of regional topics. On a quarterly basis, the EDA pays for up to 40 Roseville businesses to attend the Small Business Series, which is programmed in partnership with the St. Paul Area Chamber of Commerce. These quarterly educational workshops promote best practices for managing and owning a business.

Tourism is also critical to the vibrancy of the community. Rosedale Center is a major attraction, but so are the other shopping centers, hotels, entertainment uses, and restaurants, as well as the City's systems of parks, trails, and open spaces. As evidence of the importance of visitors to the local economy, more than a quarter of Roseville businesses fall into either the Retail Trade or the Accommodations and Food Service sectors.

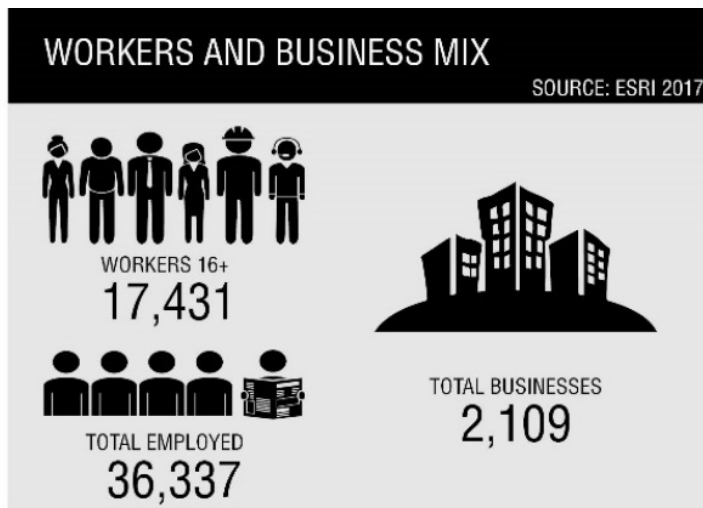
Economic Development Marketing

In 2016, the Roseville EDA identified economic development marketing as a way to create a stronger business presence, regionally and nationally. Staff worked with Golden Shovel Agency to help develop an identity, gather information, and begin marketing Roseville to better communicate the wide range of program offerings available to local businesses, as well as City amenities and available sites for redevelopment or business expansion. The City developed a marketing strategy that includes a new website presence (www.growroseville.com), social

media platforms, newsletters, and spotlighting businesses and available properties.

2. BUSINESS PROFILE

Roseville is known for its regional shopping destination, Rosedale Center, but the City's business mix is much more complex. There are more than 2,100 unique businesses in Roseville, employing approximately 36,000 people from around the region. There are 17,431 people in the workforce living in the City of Roseville.¹



Rosedale Center is a key economic engine for the City, and one of its most important destinations for both residents and visitors. The 1.2-million square foot regional shopping mall attracts more than 14 million visitors a year. Despite the challenging environment for retail, Rosedale is continuing to evolve. In addition to accommodating a 120,000-square foot expansion for another anchor tenant scheduled to open in 2018, Rosedale Center is currently spending \$76 million on renovations throughout the mall.

¹ Data in infographics in this chapter is taken from ESRI Business Analyst, 2017 data which draws from sources including the U.S. Census Bureau.

Many people in Roseville’s economy are employed either in retail trade, or in accommodations and food services, which together account for nearly 31 percent of the positions. The City also has a strong healthcare and social assistance workforce (12.5 percent), and professional, scientific, and technical services accounts for an additional 6.4 percent of the existing positions. The mix of the remaining business sectors and jobs, as shown below, ranges from utilities and agri-business to traditional manufacturing.

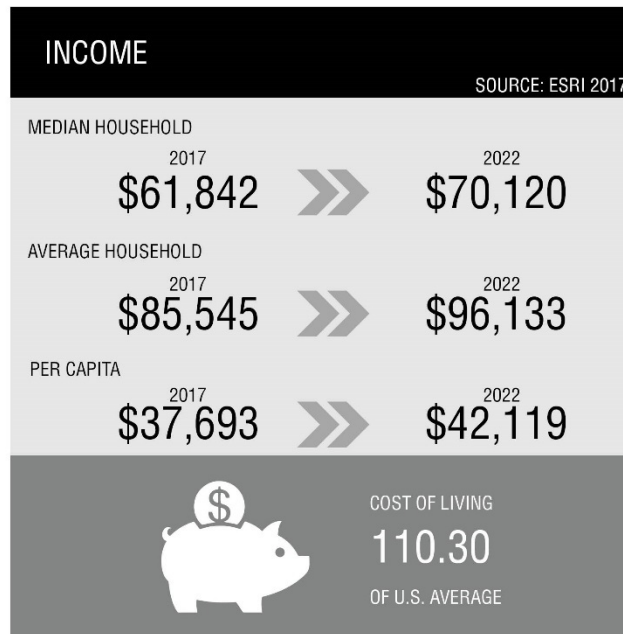


The average unemployment rate among Roseville residents is significantly lower than Minnesota’s (3.2 percent vs. 4.3 percent), reflecting Roseville’s strong economy. As shown in [TABLE 6-1](#), communities of color in Roseville experience unemployment at a rate of 4.38 percent, however, compared to 2.35 percent unemployment among whites; this local disparity (2.03 points) is smaller than the statewide gap of 3.94 points.

Race	MN	Roseville
White	2.86%	2.35%
Black	8.85%	4.57%
American Indian/Alaska Native	8.68%	0.00%
Asian	3.96%	3.32%
Hawaiian Pacific Islander	3.58%	0.00%
Other	6.49%	9.94%
Two or More Races	7.19%	6.05%
TOTAL MINORITY UNEMPLOYMENT	6.80%	4.38%

[TABLE 6-1.](#) Source: 2016 American Community Survey 5-year estimates

In addition to the low unemployment rate, the City also has an average household income of over \$85,000, which is expected to rise significantly by 2022. However, the City also has a cost of living that is about 10 percent higher than the national average. Therefore, the City will focus on attracting and retaining jobs with wages that allow employees to afford housing in the community.



While the overall income outlook for households in Roseville is positive, it is important to recognize disparities in household income within Roseville. Specifically, individual and household income disparities persist along racial lines. **FIGURE 6-1** below illustrates that in Roseville, overall median incomes are higher for white households than households composed of any other racial category. The per capita income of Roseville’s white population is 30 percent higher than the same measure for its black population, and more than twice the per capita income of its Hispanic population. The City of Roseville acknowledges the persistence of racialized income inequality, and strives to better understand the ways in which policy decisions made at the local level can reduce racial income gaps and improve economic opportunities for all.

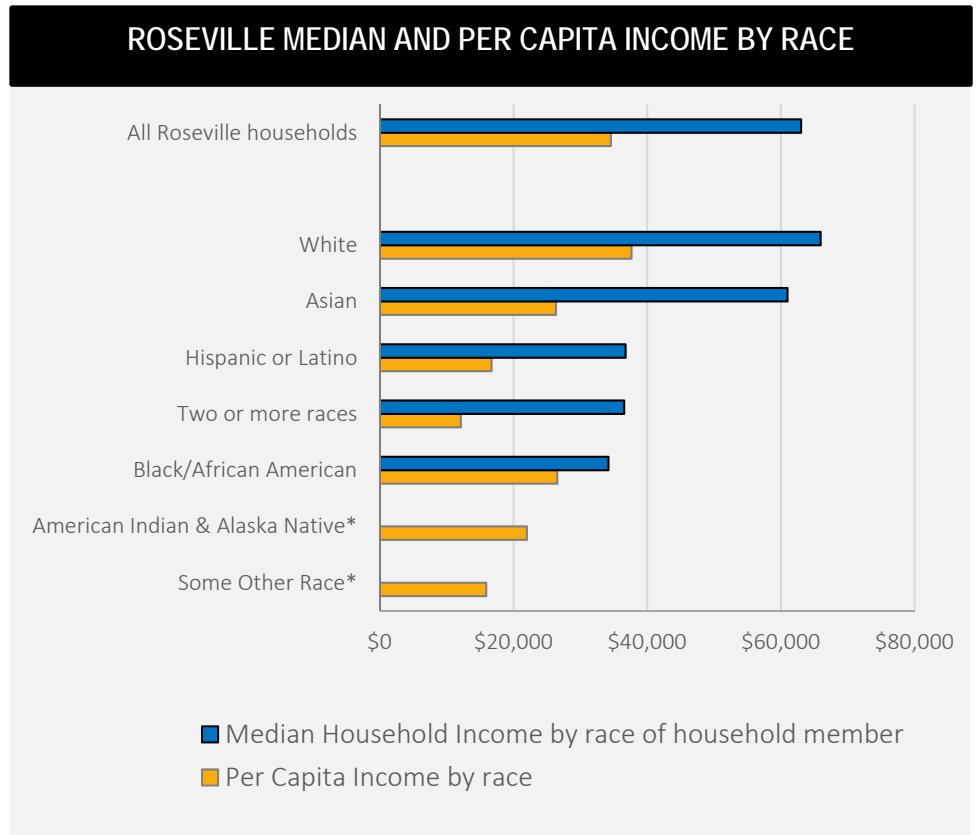


FIGURE 6-1 SOURCE: AMERICAN COMMUNITY SURVEY 2016 ESTIMATES

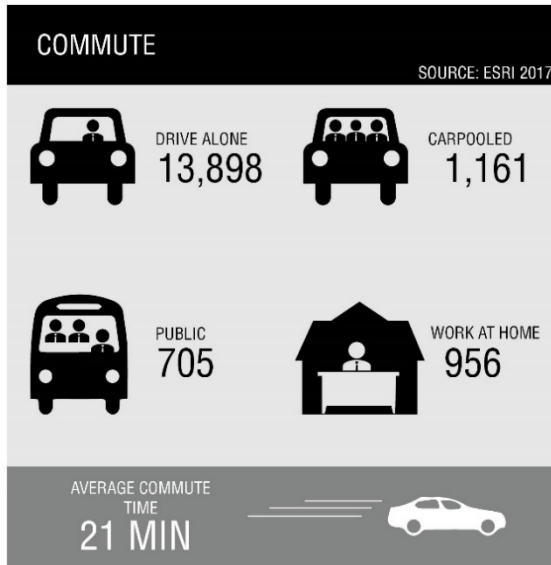
It is part of the City’s vision that workers are able to both live and work in Roseville. Attracting businesses from a diverse mix of industries will only be achieved if Roseville prioritizes offering a wide range of housing. The City currently has a median home value of \$245,095.

HOUSING
SOURCE: ESRI 2017

	TOTAL HOUSING UNITS 16,103	
	OWNER OCCUPIED 10,142	 MEDIAN HOME VALUE \$236,900
	RENTER OCCUPIED 5,340	
	VACANT 621	AVERAGE HOME VALUE \$279,651

Using traditional financing requirements (20 percent down payment and not spending more than 30 percent of income on housing), a household would need an annual income of approximately \$70,000 to own a home in Roseville. A family with two wage earners would need to average about \$16.83 per hour to reach this income level, which fits in the general range of the per

capita income for the community. Nevertheless, the City recognizes that it is important to provide housing opportunities for the entire spectrum of jobs and salary levels that are currently available so that all workers have the opportunity to live in Roseville. As noted previously, per capita incomes for people of color lag behind those of the white population in Roseville, creating higher barriers to homeownership.

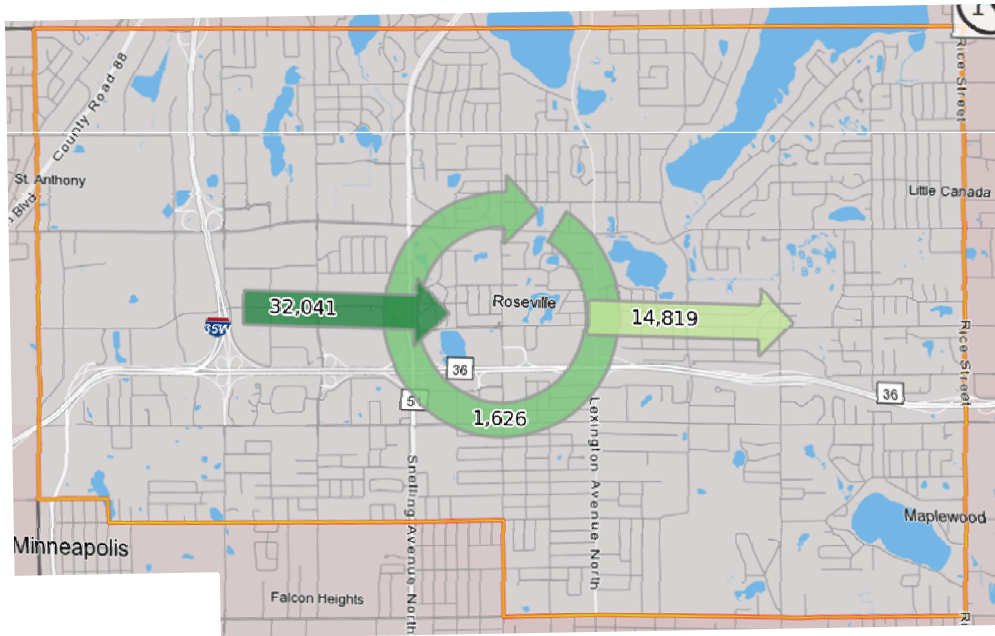


Right now, most of the City's residents do not work in Roseville. They commute to jobs elsewhere, and most of the people who work in Roseville commute in from other cities. As shown in [MAP 6-1](#), below, approximately twice as many people commute to Roseville for work as leave Roseville for jobs in other places. Only 1,626 Roseville residents live and work in the City.

The City's strategic location nestled adjacent to Minneapolis and St. Paul means somewhat shorter commuting times to work. The average travel time to work is 22 minutes for Roseville residents, compared to the metro-wide average of 25 minutes. Also, a large number of residents carpool or use transit.

MAP 6-1 COMMUTER INFLOW-OUTFLOW PRIMARY JOBS FOR ALL WORKERS.

SOURCE: U.S. CENSUS 2015



3. WHAT WE HEARD

A summary of the public engagement related to land use at the events described in Chapter 2 is as follows:

- Attract more locally-owned restaurants and businesses instead of chains, including craft breweries and a food co-op/grocery store.
- Redevelop existing malls/retail areas, especially HarMar.
- A desire for a downtown-like retail environment, which is preferable to strip malls.
- Create more spaces for small, locally-owned businesses.
- Revitalize HarMar mall.
- Have smaller commercial areas that are more spread out (and thus more user-friendly), rather than large and all clustered together.
- Provide more opportunities for arts and culture.

In the online survey, many of the responses emphasized improving social, community, and retail amenities (e.g., schools, churches, organizations, stores, libraries, etc.). When asked what the City’s top priorities should be for the next five years, bringing in more small “mom & pop” businesses ranked third.

One question asked what strategy is most important to managing growth while preserving quality of life; the top answer was “Revitalize areas with vacant or under-utilized land”.

Other relevant results are shown in the FIGURES 6-2 through 6-6 below:

Q11 Which type of buildings or businesses do we need more of in Roseville?

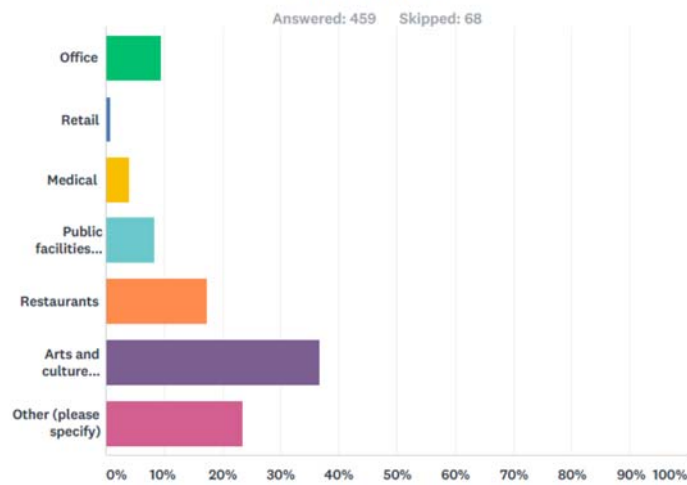


FIGURE 6-2 ARTS AND CULTURE BUILDINGS RANK #1 AMONG THE TYPES OF BUILDINGS OR BUSINESSES RESPONDENTS WOULD LIKE TO SEE

Q13 Roseville needs more commercial areas to provide retail shopping, services, and job opportunities.

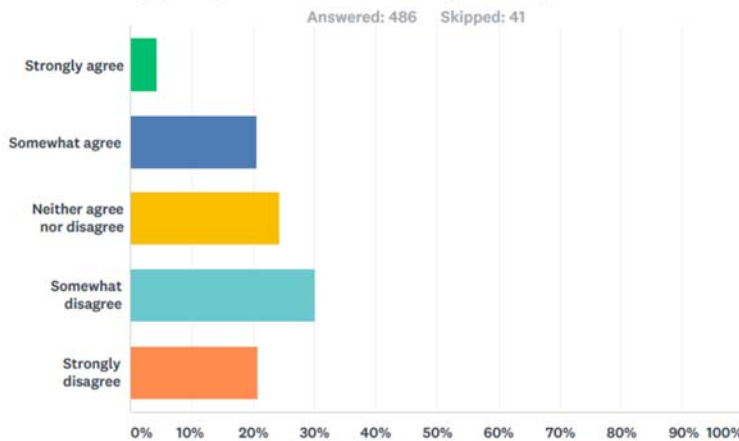


FIGURE 6-3 RESPONDENTS GENERALLY DISAGREE THAT THE CITY NEEDS MORE AREAS FOR RETAIL SHOPPING, SERVICES, AND JOB OPPORTUNITIES

Q14 Roseville needs more areas for industrial and office parks.

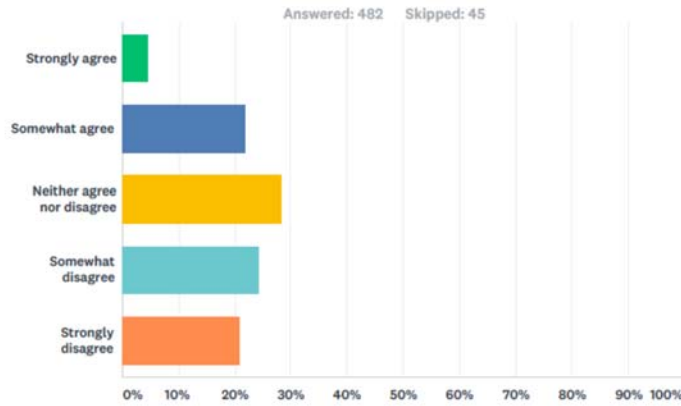


FIGURE 6-4 THERE IS SOMEWHAT MORE SUPPORT FOR AREAS FOR INDUSTRIAL OR OFFICE PARKS

Q15 What are the top five industries or businesses you would like to see more of in Roseville?

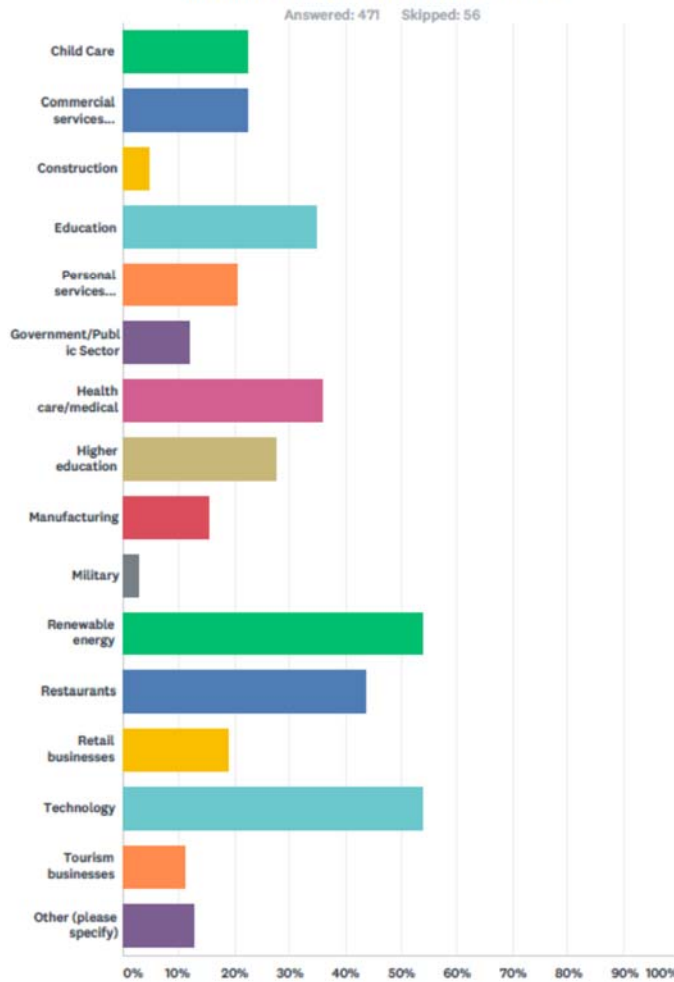


FIGURE 6-5 TECHNOLOGY, RENEWABLE ENERGY, RESTAURANTS, HEALTH CARE, AND EDUCATION ARE THE TOP FIVE TYPES OF BUSINESSES THAT RESPONDENTS WOULD LIKE TO SEE MORE OF IN THE CITY

Q12 Development on vacant or under-used land should be encouraged.

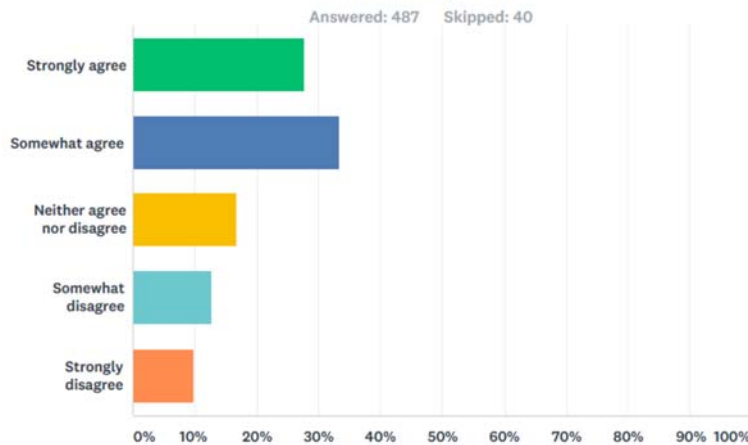


FIGURE 6-6 RESPONDENTS SHOWED STRONG SUPPORT FOR DEVELOPING VACANT OR UNDER-USED LAND IN THE CITY

In a 2016 City survey conducted by The Morris Leatherman Company, the top two responses for the City to “fix or improve” were roads and job creation.

Focus Group

At a focus group meeting held in April 2017, around the topic of economic development, participants² discussed why they do business in Roseville and what challenges they see in the coming decades. Many positive aspects of the City were discussed, including:

- Strategic location in the region
- History of long-standing businesses that have made significant infrastructure and capital investments
- Friendly attitude towards businesses that is better than most cities

Among the challenges were:

- Some businesses (particularly industrial operations) need more space than can be found in Roseville.
- East-west transit connections are missing.
- Bike and pedestrian network is disconnected from key destinations in the City.

² A total of six participants (outside of staff, consultants and City officials) attended the focus group meeting, representing the St. Paul Chamber of Commerce, the Roseville Visitors Association, Ramsey County, and other businesses.

- More housing is needed that is affordable to workers of major employers in Roseville.

The Focus Group then discussed things that should change to bring about successful economic development in the City. Highlights of that discussion included:

- Creating “trendy” places and good walking and biking connections that are attractive to employees hired from elsewhere who are choosing a place to live
- Developing and marketing pedestrian and bikeways that connect to key destinations in the City, as well as trails in surrounding communities
- Thinking about future residents based on demographic trends
- Creating more employment centers in the City as a balance for the amount of retail here
- Ensuring that new development/redevelopment creates walkable/bikeable places

4. REDEVELOPMENT

As described earlier in this Plan, the City faces unique challenges and opportunities because it is fully developed. While there is very little vacant land for new development, there are sites that have great potential for redevelopment, intensification, and revitalization that can serve as catalysts for economic development for decades.

As stated in Chapter 4 of this Plan, it is important to note that the City of Roseville considers “redevelopment” as an opportunity not just to reconstruct a site, but also to improve what is already there. The City intends to increase the vibrancy and attractiveness of the identified redevelopment areas by allowing and encouraging re-use of existing structures, infill development, redesign of parking areas and transportation facilities, and more. Redevelopment sites include areas that are under-utilized, or that have the potential for adding to or revitalizing the buildings, businesses, and infrastructure.

The lack of “greenfield” (never-developed) land for development does present challenges that the City must face when creating an economic development strategy, namely:

- Extra costs of environmental clean-up (brownfield sites).
- Space constraints for existing businesses that want to expand.
- Costs of re-using existing structures on a site.
- Multiple properties and multiple property owners.

Unique opportunities for financial assistance do exist for redevelopment sites. A summary of these tools can be found in the next section. Many other financial incentives are available through the Minnesota Department of Employment and Economic Development (DEED) related to business development, community development, and infrastructure.

Tool	Description	Funding Source
Tax Increment Financing (TIF)	The most commonly used tool to enable redevelopment and already used by the City. Some special districts can be enabled by special legislation in addition to just redevelopment TIFs.	City of Roseville
Tax Abatement	Tax abatement may be considered to help pay for public improvements, redevelop blighted areas, provide employment opportunities, or help provide access to services.	City of Roseville and State of Minnesota
Special Taxing Districts	Enabled by state statute, can be set up by an EDA to fund redevelopment.	City of Roseville
Livable Communities Grants	These grants fall into several categories focused on housing (LHIA), transit-oriented development (TOD), tax-base revitalization (TBRA) and linking housing, jobs, and services (LCDA).	Metropolitan Council
Special Assessments	Special assessment districts can be created to pay for infrastructure projects that will kick-start economic development.	City of Roseville
Federal Grants	Community Economic Development Strategy Program and Low Income Housing Tax Credits.	U.S. Economic Development Administration, U.S. Housing and Urban Development
Infrastructure Requirements	Adjustment of the requirements for infrastructure to help the area redevelop in a pattern that supports current usage trends.	City of Roseville

Tool	Description	Funding Source
Ramsey County Economic Gardening Program	Geared toward cultivating home-grown businesses looking to grow and expand; provides technical assistance and focused research	Ramsey County
DEED Redevelopment Grant Program	Helps communities with the costs of redeveloping blighted industrial, residential, or commercial sites and putting land back into productive use	State of Minnesota
Clean Up Revolving Loan Program	Provides low-interest loans to clean up contaminated sites that can be returned to marketable use.	U.S. EPA
Contamination Clean Up and Investigation Grant	Helps pay for assessing and cleaning contaminated sites for private or public redevelopment.	State of Minnesota
Demolition Loan Program	Helps with the costs of demolishing blighted buildings on sites that have future development potential but no current plans	State of Minnesota
Ramsey County Environmental Response Fund	Focuses on brownfield sites, this program helps project partners clean up contaminated properties.	Ramsey County
Eminent Domain	Only for “Public Use” or “Public Purpose” (MN Statute 117.025 Subd. 11).	City of Roseville

5. PRIORITY AND OPPORTUNITY AREAS

The City has identified priority sites for redevelopment, as well as opportunity sites which will be the focus economic development efforts through 2040. Redevelopment Priority Areas and Opportunity Areas have been identified, and ranked, through a community input process involving residents and elected officials.

The identified locations are broken down into two categories: Priority Areas and Opportunity Areas. The distinction between the two categories is the level of assistance and focus that the City will use to encourage redevelopment. The Priority Areas and Opportunity Areas are discussed in greater detail in the sections below, and their locations are shown in [MAP 6-2](#), on Page 19. Details on these

priority and opportunity areas are included in the exhibits at the end of this chapter.

Priority Areas

The City will use a higher level of assistance to encourage the redevelopment of Priority Areas. Some of the possible assistance for these areas could include:

- Tax Increment Financing
- Special taxing districts
- Tax abatement
- Special assessments
- General property taxes
- Metropolitan Council Livable Communities Grant program
- Assistance with the application to county, state, and federal grant programs that may fit the type of projects that are proposed for the area
- Assembly of properties
- Adjustment of the requirements for infrastructure to help the area redevelop in a pattern that supports current usage trends

Area 1 – Twin Lakes: Twin Lakes is a Priority Area for the City. Redevelopment of this area has been progressing for a number of years and has seen recent momentum in the redevelopment and repositioning of several properties.

The City's collaboration with the State on brownfield clean-up efforts has incentivized developers to consider the area and has expedited development by shedding light on soil conditions.

Many of the existing original buildings, however, remain underutilized and underperforming. As developers have reviewed remaining parcels for redevelopment, there seems to be a large interest in the market for a residential project. Although the area is equipped with zoning that allows and encourages residential development, the development that has taken place so far has not included any residential uses.

Area 2 – Southeast Roseville: The southeast corner of the community, and the corridor identified by Larpenteur Avenue and Rice Street, is a Priority Area for Roseville and has been the subject of an extensive visioning effort with the adjacent communities of Maplewood and St. Paul. The visioning plan identifies short-, mid-, and long-term recommendations for this gateway into these three communities. Recommendations stretch wide from infrastructure improvements that would better accommodate multi-modal traffic, to enhanced land use recommendations and design standards. The City initially identified this area as a priority redevelopment area because of its location, cultural diversity, and

economic anxiety. As properties along the corridor redevelop, it will be critical that each community look to the recommendations of the visioning plan to ensure that efforts are consistent and aligned with the goals and objectives identified for the area. A copy of the Plan can be found as Appendix ___ to the Comprehensive Plan.

Opportunity Areas

Other areas have also been identified by the City as being important and providing a significant opportunity for redevelopment. However, redevelopment of these Opportunity Areas is not as urgent, which is reflected by a lower level of possible participation by the City. The City may use the same financial assistance tools for these sites as listed for the Priority Areas. The City acknowledges that market forces will be far more of a driver to affect change at the locations below, versus the aggressive involvement of City effort channeled to Priority Area sites.

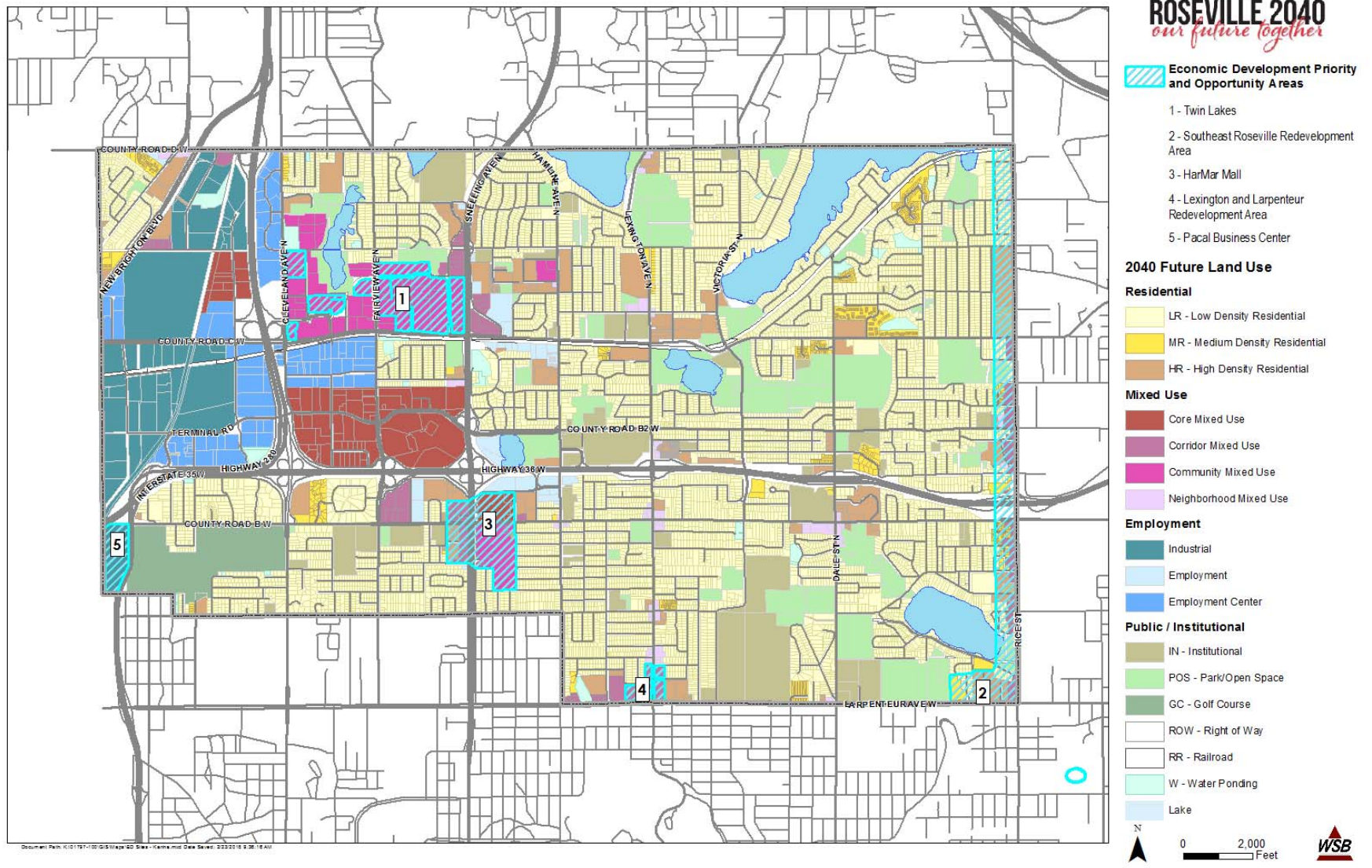
Area 3 – HarMar: The HarMar Opportunity Area currently consists of an enclosed mall and other freestanding structures that were constructed in the early 60s with traditionally associated parking areas for retail interactions. The area is ideally situated to allow for easy access for pedestrians and cyclists to both mass transit and the surrounding neighborhoods. In the near-term, there are opportunities to adjust the uses; create better connections between neighborhoods, transit, and the mall; and increase activity on the site. The long-term plan for the area will be its revitalization to fully exploit the infrastructure that is readily available to the area. Roseville also recognizes that careful attention to transitions and buffers between redevelopment of the HarMar area and the adjacent low-density residential neighborhoods is critical to the success of the redevelopment and the long-term health of the neighborhoods. This redevelopment will occur as the retail market continues to mature and consumer behaviors adjust and change.

Area 4 – Lexington and Larpenteur: The Lexington and Larpenteur Opportunity Area is located along the southern boundary of the City at the intersection of two main transportation routes. The area was developed with small-scale strip retail centers and may not be serving its full potential in use and taxable value. This redevelopment area will be focused on the creation of community amenities to help meet the needs of the surrounding residential neighborhoods.

Area 5 – Pacal Business Center: The Pacal Business Center Opportunity Area is located to the west of Highway 280 and consists of an older manufacturing facility that has been divided into different business operations. This area does have limited access, making the redevelopment more difficult than the other areas identified in the City. The City will work with the parties involved with any redevelopment if the goals for both the City and developer are in alignment for the area.

The City will continue to develop relationships with all partners involved with the redevelopment areas described in this chapter. The City understands that those relationships will allow for projects, and ultimately the successful redevelopment of the areas, to be completed efficiently and in a way that incrementally realizes the City's vision. The City will also continue to pursue economic development opportunities for the entire community as they arise.

MAP 6-2 ECONOMIC DEVELOPMENT PRIORITY AND OPPORTUNITY AREAS IN ROSEVILLE



6. GOALS AND STRATEGIES

Goal – Create a development process and/or possible acquisition plan for identified redevelopment areas that is in conformance with the Comprehensive Plan.

Strategies:

- Specify the appropriate level of City involvement for each redevelopment area.
- Develop and implement a program for financial assistance for projects.
- Engage property owners in the process for the redevelopment of their sites.
- Assist with the completion and creation of the following types of information: market analysis, clarifying stakeholder goals, and creating a revitalization vision.

Goal - Develop a comprehensive marketing and messaging strategy that promotes the business-friendly nature of the City.

Strategies:

- Create a marketing plan to target specific industries and businesses to the City, including the sites desired for redevelopment.
- Implement a streamlined development process, including an online permitting application process.
- Complete a development-friendly code audit to identify and adjust regulations and policies with the goal of creating a more streamlined development process that would encourage redevelopment in targeted areas.
- Benchmark the City's development fees against other comparable communities to ensure that they are appropriate and yet business-friendly.
- Develop site profiles along with Roseville's Community Profile to include in a multi-media marketing strategy.
- Facilitate Shovel-Ready Site Certification for high priority redevelopment sites and include them in the marketing strategy.
- Continue to implement the Business Retention and Expansion Program.

Goal – Utilize land use planning to enhance job growth and continued economic health throughout all areas of the City.

Strategies:

- Engage the business owners, commercial property owners, and residents to understand stakeholder goals and concerns.
- Develop programs and assist with the acquisition of funding and technical assistance for the completion of the projects.
- Identify the types of land uses and related building types that promote job generation and job retention to encourage economic growth in the City.
- Encourage transit-oriented development (TOD) to support new and existing employment centers.
- Utilize place-making principles when working with developers and property owners to ensure that redevelopment creates jobs and enhances Roseville's unique identity.
- Promote art and cultural opportunities to attract, retain, and expand businesses that contribute to the City's creative economy.

Goal - Identify workforce needs of City businesses and facilitate partnerships between the Chamber of Commerce, educational institutions, housing developers, and the business community to satisfy market demands.

Strategies:

- Facilitate collaborations among local higher education institutions and business leaders to link educational programs with the workforce development needs of area businesses.
- Create a roundtable discussion with specific business clusters to understand and address workforce issues affecting business operations.
- Create a local developers' roundtable to facilitate regular discussion of redevelopment opportunities in the City.
- Continue and strengthen the City's partnership with Greater MSP, whose mission is to accelerate job growth and capital investment in the region.
- Encourage and facilitate the development of a broad range of workforce housing choices including both multifamily and single-family formats.

Goal - Create infrastructure necessary to retain and attract desirable businesses, and promote an innovative business environment.

Strategies:

- Work with regional groups on the needs for specific types of businesses and industries to allow for the development of infrastructure.
- Encourage the expansion Metro Transit to employment centers and businesses and promote multi-modal transportation opportunities.

- Review the development standards to allow for more flexibility for development based on changing market conditions.
- Consider the adoption of a rehabilitation, façade, and/or sign incentive program for existing small businesses in the City.
- Consider the creation of a small business incubation space within the City.

ROSEVILLE 2040

our future together

PRIORITY AREA: TWIN LAKES

OVERALL ACERAGE

128 Acres

CURRENT LAND USE

Commercial

FUTURE LAND USE

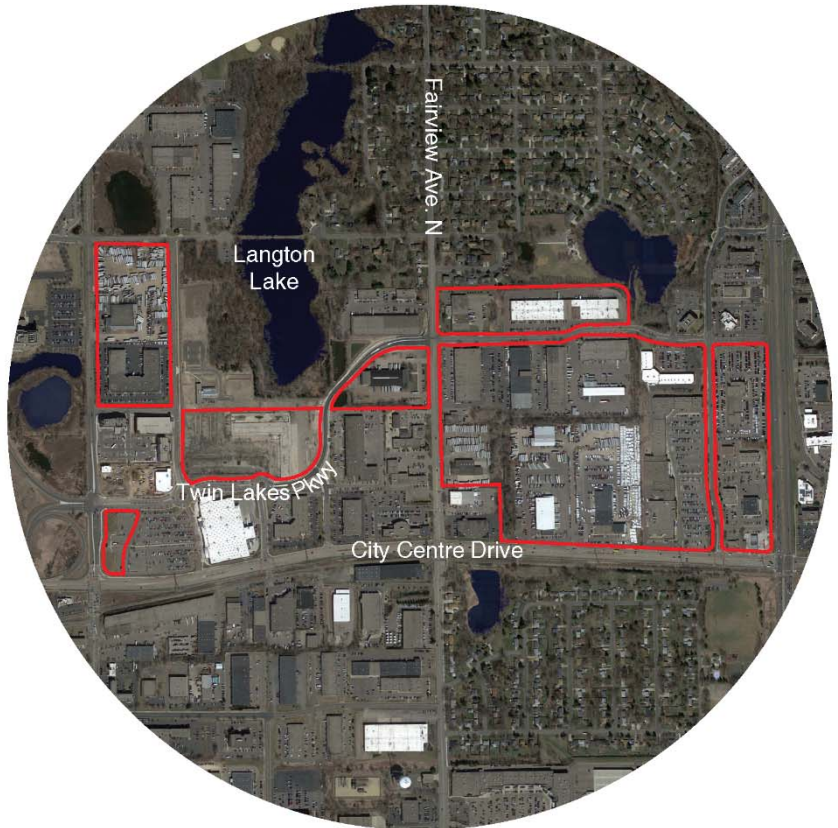
Community Mixed Use

REDEVELOPMENT

The redevelopment of this site has been in progress for a number of years. There has been significant success as properties are redeveloped and repositioned.

ISSUES

Many of the existing buildings are underutilized and underperforming when viewed based on tax generation.



ROSEVILLE 2040

our future together

PRIORITY AREA: SOUTHEAST ROSEVILLE

OVERALL ACERAGE

33 Acres

CURRENT LAND USE

Commercial and High Residential

FUTURE LAND USE

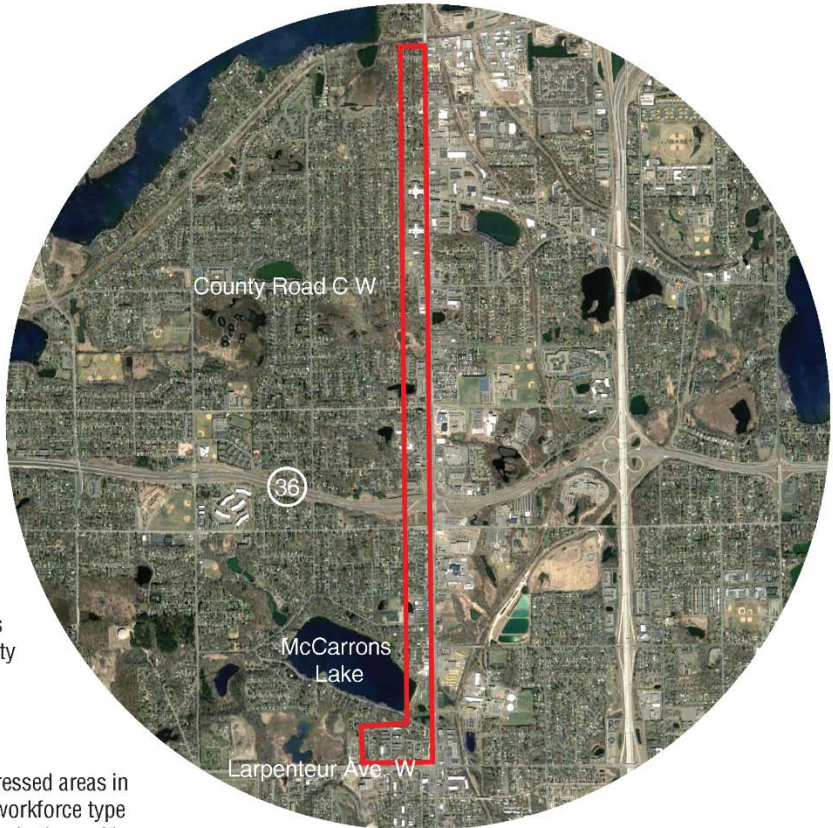
Corridor Mixed Use
Medium Density Residential
High Density Residential

REDEVELOPMENT

The redevelopment of this site is currently being studied to determine how the area can best be redeveloped in conjunction with Maplewood, St. Paul and Ramsey County which are all present at the intersection. Roseville has identified this area as a priority redevelopment area because of its location, cultural diversity and economic anxiety that is encompassed in the area.

ISSUES

This area is one of the most economically distressed areas in the community and has a significant need for workforce type housing and development that better fits the aspirations of its residents.



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OPPORTUNITY AREA: HARMAR

OVERALL ACERAGE

82 Acres

CURRENT LAND USE

Commercial and
High Density Residential

FUTURE LAND USE

Core Mixed Use
Community Mixed Use
High Density Residential

REDEVELOPMENT

This site includes an enclosed mall that was constructed in the early 60's with traditionally associated parking area for retail interactions. The site is ideally situated to allow for significant access to both mass transit and the residential areas of the community. In the near-term, there are opportunities to adjust the uses; create better connections between neighborhoods, transit and the mall; and increase activity on the site. The long-term plan for the area will be its revitalization to fully exploit the infrastructure that is readily available to the area. This redevelopment will occur as the retail market continues to mature and consumer behaviors adjust and change.



ISSUES

The aging HarMar Mall will need to overcome poor walkability and connectivity to Snelling Avenue and the transit amenities it provides. Parking areas both west and east of Snelling Avenue will need to be assessed to understand actual parking needs.



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OPPORTUNITY AREA: LEXINGTON AND LARPENTEUR

OVERALL ACERAGE

17 Acres

CURRENT LAND USE

Commercial

FUTURE LAND USE

Community Mixed Use

REDEVELOPMENT

The area was developed as a small-scale strip retail area and is currently not seeing its full potential in use and tax revenue generation. This redevelopment area will be focused on the creation of community amenities to help meet the needs of the surrounding single family housing. It currently has strong tenant anchors in the very popular Key's Cafe, nearby Cub Foods grocery, and the redevelopment on the south side of Larpenteur Avenue with the CVS Pharmacy.

ISSUES

This area has a number of aging multi tenant buildings that will require reinvestment to capitalize on the investments in local road infrastructure to improve walkability.



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OPPORTUNITY AREA: PACAL BUSINESS CENTER

OVERALL ACERAGE

27 Acres

CURRENT LAND USE

Industrial

FUTURE LAND USE

Industrial

REDEVELOPMENT

This area is located to the west of Highway 280 and consists of an older manufacturing facility that has been divided into different business operations.

ISSUES

This area does have limited access, making the redevelopment more difficult than the other areas identified in Roseville. The City will work with the parties involved with any redevelopment if the goals for both the City and developer are in alignment for the area.



CHAPTER 7: TRANSPORTATION

This transportation plan includes the following information:

1. Introduction
2. Transportation Glossary
3. Summary of Regional Strategies
4. Existing Roadway System
5. Future Roadway System
6. Existing and Planned Non-Motorized Transportation Network
7. Freight
8. Transit
9. Aviation
10. Goals and Strategies
11. Proposed Short- and Long-Range Roadway Projects
12. Public Comments
13. Conclusion and Next Steps

1. INTRODUCTION

The City of Roseville boasts a robust, complex, multi-modal transportation system that includes facilities for vehicles, freight, walking, bicycling, and transit. These facilities are operated by a number of agencies including the City of Roseville, Ramsey County, the Minnesota Department of Transportation (MnDOT) and the Minnesota Commercial Railway (MNCR). Metro Transit also provides local and regional transit service in and around the City of Roseville.

This transportation chapter has been prepared in compliance with State of Minnesota Statutes and applicable Metropolitan Council guidelines. As part of this Plan, the City has reviewed existing and future conditions for each mode and identified safety, operations, and network improvements that will be important to address over the 2040 planning horizon. The City has also developed goals and strategies to preserve and improve the transportation system.

2. TRANSPORTATION GLOSSARY

CIP: Capital Improvement Plan – five-year plan for capital investments in the transportation system and in other capital assets owned by the City (equipment, buildings, etc.).

CR: County Road – county-owned roadway that does not receive State funding.

Critical Crash Rate: Statistical indicator of a safety problem at a location. If crash rates at a location are above the critical crash rate, it indicates that the location has a crash rate that is statistically significant compared to similar roadways.

CSAH: County State Aid Highway – county-owned roadway that receives State Aid funding.

MnDOT: Minnesota Department of Transportation.

RBTN: Regional Bicycle Transportation Network – existing and planned regional bicycle network established by the Metropolitan Council.

TH: Trunk Highway – State highway owned and operated by MnDOT.

TPP: Transportation Policy Plan – Regional transportation plan for the Twin Cities metropolitan region, developed by the Metropolitan Council.

3. SUMMARY OF REGIONAL STRATEGIES

This chapter has been prepared to be consistent with the regional transportation strategies outlined in the Metropolitan Council 2040 Transportation Policy Plan (TPP). The TPP evaluates the existing transportation system, identifies transportation challenges to the region, and sets regional goals, objectives, and priorities to meet the transportation needs of current residents while accommodating the region's anticipated growth. The TPP also guides local agencies in coordinating land use and transportation and establishes regional performance measures and targets.

The TPP is guided by the following goals:

- **Transportation System Stewardship:** Sustainable investments in the transportation system are protected by strategically preserving, maintaining, and operating system assets.
- **Safety and Security:** The regional transportation system is safe and secure for all users.
- **Access to Destinations:** People and businesses prosper by using a reliable, affordable, and efficient multi-modal transportation system that connects them to destinations throughout the region and beyond.
- **Competitive Economy:** The regional transportation system supports the economic competitiveness, vitality, and prosperity of the region and State.
- **Healthy Environment:** The regional transportation system advances equity and contributes to communities' livability and sustainability while protecting the natural, cultural, and developed environments.
- **Leveraging Transportation Investment to Guide Land Use:** The region leverages transportation investments to guide land use and development patterns that advance the regional vision of stewardship, prosperity, livability, equity, and sustainability.

Funding is a key constraint that is acknowledged in the TPP. Current transportation revenue will not meet the region's transportation needs through 2040. As a result, the TPP includes two long-term investment scenarios: a fiscally-constrained scenario that identifies projects anticipated to be funded based on current revenue projections, and an increased revenue scenario that identifies project priorities should additional transportation funding become available.

Under the current revenue scenario, the TPP is focused on operations and maintenance of the existing transportation system. Investments in highway mobility and access are limited to those projects that address multiple TPP goals and objectives. The increased revenue scenario would allow additional investments in operations and maintenance, as well as regional mobility, access, safety, and bicycle/pedestrian improvements. However, congestion cannot be greatly reduced under even the increased revenue scenario. Under both scenarios, proposed investments are focused on areas of the metro with the greatest existing and future challenges and anticipated growth.

The Metropolitan Council classifies Roseville under the Urban Community Designation. Based on *ThriveMSP 2040*, Urban areas are expected to plan for forecasted population and household growth at average densities of at least ten units per acre for new development and redevelopment. These communities are also expected to target opportunities for more intensive development near regional transit investments.

4. EXISTING ROADWAY SYSTEM

The sections below provide information about the existing roadway system in Roseville, including existing number of lanes, existing roadway jurisdiction, existing functional classification, existing traffic, existing safety, and access management. This chapter also includes summary recommendations from recent plans and corridor studies.

Functional Classification

The functional classification system groups roadways into classes based on roadway function and purpose. Functional classification is based on both transportation and land use characteristics, including roadway speeds, access to adjacent land, connection to important land uses, and the length of trips taken on the roadway.

The **functional classification system** organizes a roadway and street network that distributes traffic from local neighborhood streets to collector roadways, then to minor arterials and ultimately the principal arterial system. Roads are placed into categories based on the degree to which they provide access to adjacent land and mobility for through traffic. Functional classification gives an indication of the relative hierarchy of roadways in the transportation network.

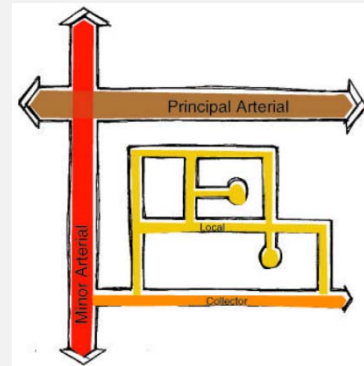
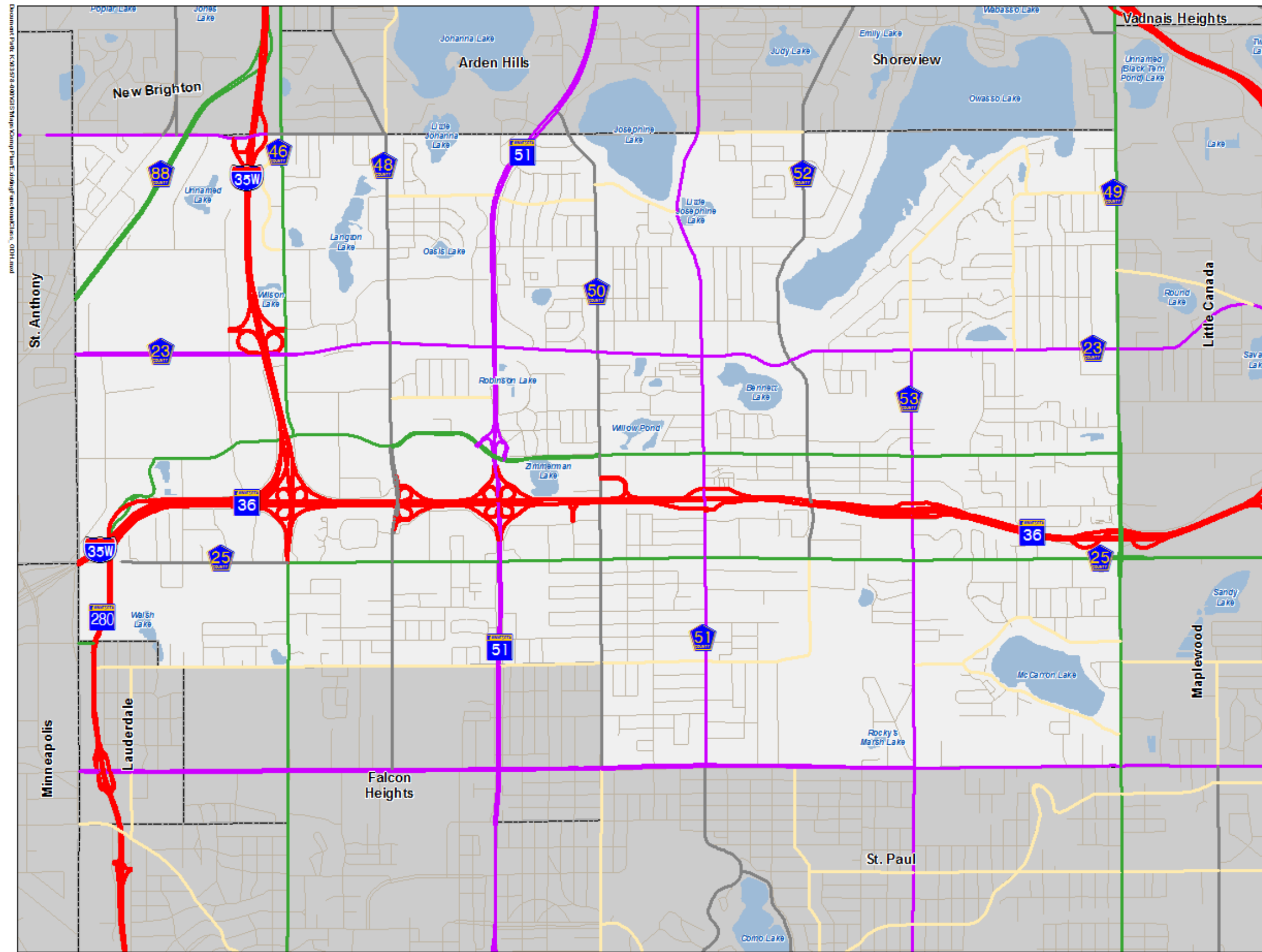


Image: MnDOT

Four classes of roadways are included in the seven-county metropolitan area functional classification system: principal arterials, minor arterials, collector streets, and local streets. [MAP 7-1](#) shows the existing functional classification of each road in the City of Roseville and [MAP 7-2](#) shows the existing roadway jurisdiction. The following sections describe each functional class in greater detail and indicate which roadways fall into each classification.

A note on transportation plan strategies:

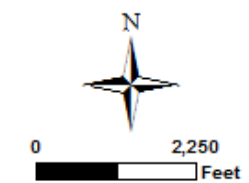
To assist in implementing this Plan, mode-specific strategies have been prepared and are described in detail in Section 8. Key strategies are also mapped on [MAPS 7-17](#) and [7-18](#).

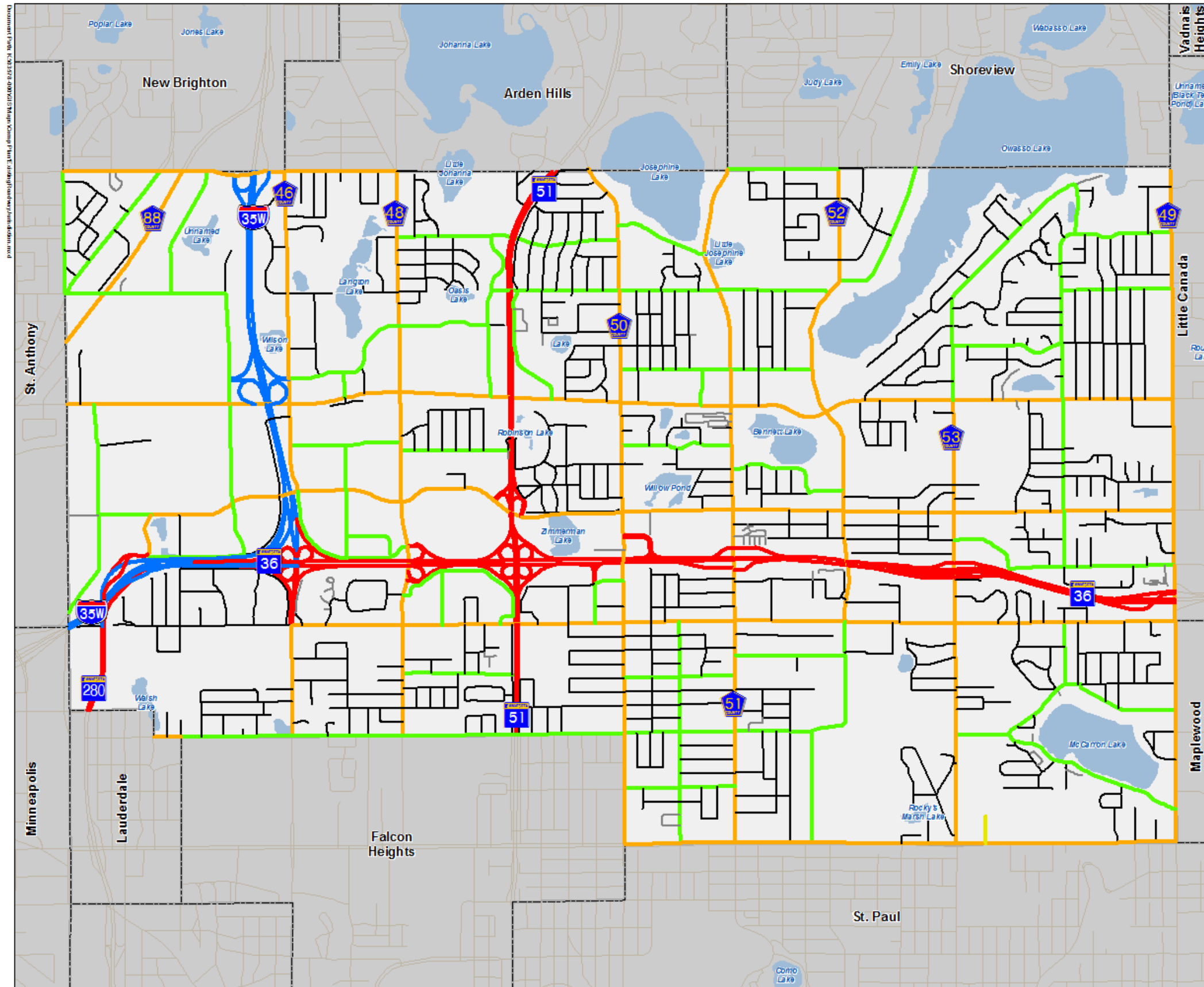


MAP 7-1 EXISTING FUNCTIONAL CLASSIFICATION

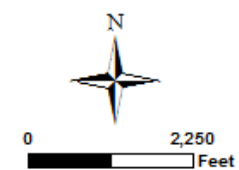
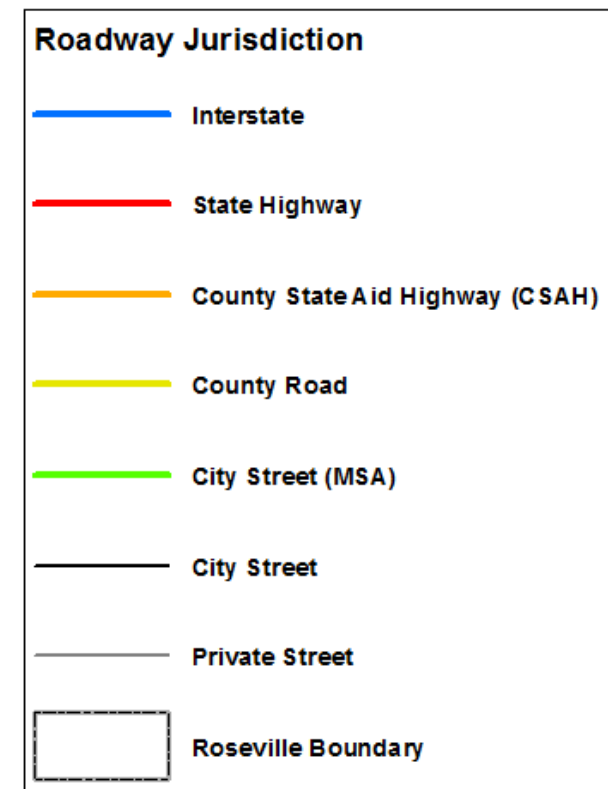
Existing Functional Class Roads

- Principal Arterial
- A Minor Augmentor
- A Minor Reliever
- A Minor Expander
- A Minor Connector
- Other Arterial
- Major Collector
- Roseville Boundary





MAP 7-2 EXISTING ROADWAY JURISDICTION



Principal Arterials

Principal arterials are roadways that provide the greatest level of mobility and access control. Within the metropolitan area, the great majority of principal arterials are under MnDOT jurisdiction. Principal arterials are typically Interstate highways or other state or US freeways or expressways. These facilities are intended to serve trips greater than eight miles and express transit trips. Spacing of principal arterials varies within developing areas of the metropolitan area. Typically, these facilities are spaced between two and six miles apart. These facilities connect regional business and commercial concentrations, transportation terminals, and large institutions within the metropolitan area. Principal arterials also connect to other cities, regions, and states outside of the metropolitan area.

Principal arterials are intended to maintain average speeds of 40 mph during peak traffic periods. To maintain mobility and speeds on principal arterials, land access and transportation system connections are limited. There is little to no direct land access from principal arterials. Intersections are limited to interstate freeways, other principal arterials, and “A” Minor arterials. Access points are typically grade-separated or controlled with a signal and are spaced one to two miles apart.

Three existing principal arterials are located within the City of Roseville. MnDOT Interstate (I-) 35W crosses through the western portion of the City. I-35W connects Minneapolis with Roseville, New Brighton, Arden Hills, and Blaine. Trunk Highway (TH) 36 runs east-west through the City connecting from (and joining with) I-35W in the west to the Cities of Little Canada, Maplewood, North St. Paul, and Stillwater to the east. TH 280 connects I-35W in the southwestern portion of the City to I-94 to the south. The 2040 Transportation Policy Plan does not propose any additional principal arterials within the City.

Minor Arterials

Minor arterials maintain a focus on mobility, but provide more land access than principal arterials. Within Roseville, all minor arterials are under the jurisdiction of MnDOT or Ramsey County with the exception of a short segment of Broadway Street along the southwestern border, which is under the City’s jurisdiction. Minor arterials are intended to serve trips of four to eight miles in length. Within developing areas of the metro, these facilities are spaced between one and two miles apart. Minor arterials connect cities and towns within the region and link to regional business and commercial concentrations. Access points along minor arterials are generally at-grade and typically controlled with signals or stop signs.

During peak traffic, minor arterials in developing areas are intended to maintain 30 mph average speeds. As a result, transportation system connections are limited to interstate freeways, other principal arterials, other minor arterials, collectors, and some local streets. Land access is limited to concentrations of commercial and

industrial land uses. The Metropolitan Council has established a system of “A” Minor and “B” Minor arterials. “A” Minor arterials are eligible for federal funding administered by the Metropolitan Council.

The Metropolitan Council has further split “A” Minor arterials into four types, described below:

- **Relievers:** Arterials located parallel to congested principal arterials. The purpose of “A” Minor Relievers is to provide additional capacity in congested corridors.
- **Augmenters:** Arterials that supplement the principal arterials system within urban centers and urban communities.
- **Expanders:** Arterials that supplement principal arterials in less-densely developed areas of the metro area.
- **Connectors:** Arterials that provide connections between rural towns and connect rural areas with the principal arterial system.

There are six “A” Minor Augmenters and eight “A” Minor Relievers within Roseville:

“A” Minor Augmenters:

- Snelling Avenue (TH 51)
- County Road D (County State Aid Highway (CSAH) 19)
- County Road C (CSAH 23)
- Larpenteur Avenue (CSAH 30)
- Lexington Avenue (CSAH 51)
- Dale Street (CSAH 53)

“A” Minor Relievers:

- New Brighton Boulevard (CSAH 88)
- Cleveland Avenue (CSAH 46)
- Rice Street (CSAH 49)
- St. Croix Street/Terminal Road (CSAH 24)
- County Road B2 (CSAH 78)
- County Road B2 (County Road (CR) 111)
- County Road B (CSAH 25) east of CSAH 46
- Broadway Street

“B” Minor arterials have a similar focus on mobility above land access. These roadways connect major traffic generators in the region. “B” Minor arterials are not eligible for federal funding. “B” Minor arterials within the City include the following:

- County Road B west of CSAH 46
- County Road D between I-35W and Fairview Ave.
- Fairview Avenue (CSAH 48)

- Hamline Avenue (CSAH 50)
- Victoria Street (CSAH 52)

No additional minor arterials are proposed within Roseville at this time.

Collectors

Collector roadways provide linkages to larger developments and community amenities. They generally do not link communities to one another. Collector roadways generally favor access to the system over mobility, but try to balance the two competing needs. Collector roadways are generally lower speed than the principal or minor arterial routes. Collector roadways are often owned and operated by cities, although counties operate some of these facilities. Within Roseville, most collector roadways are owned and maintained by the City. Collectors are intended to serve trips of one to four miles in length. Collectors link minor arterials, other collectors, and local streets.

Local Roadways

The primary function of local roadways is land access. Local roadways connect individual land parcels with other local roadways and collectors. Trips on local roadways are typically under two miles. Speeds on local roadways are typically low. Longer trips are facilitated by local roadway connections to the collector and arterial systems. Local roadways are under the jurisdiction of the City of Roseville. Local roadways are all roadways that are not arterials or collectors.

Planned Functional Classification

Several functional classification changes are recommended in response to changes in traffic patterns, development patterns, and increased population and employment in the City. Planned functional classification changes are listed below.

Recognizing the actual role that the roadway serves and in order for this segment to be eligible for federal transportation grants, the City proposes to change the following segment **from a B-Minor Arterial to an A-Minor Reliever**:

- Fairview Avenue (CSAH 48) north of County Road B

Recognizing a change in role since the termination of this roadway segment prior to Trunk Highway 280 the City proposes to change the following **segment from a B-Minor Arterial to a collector**:

- County Road B west of CSAH 46

Collectors were previously divided into “major” and “minor” collectors within the City; however, the City of Roseville proposes defining all major and minor collectors as “collectors.” Collectors within Roseville include the following:

- Lydia Avenue

- Josephine Road
- County Road D (between Lexington Ave. and Victoria Street)
- Dale Street and South Owasso Boulevard (north of County Road C)
- Western Avenue (north of County Road C)
- Roselawn Avenue
- Victoria Street between Roselawn Avenue and County Road B
- McCarrons Boulevard North
- McCarrons Boulevard South

The City proposes identifying all streets on the Municipal State Aid System as collector roadways.

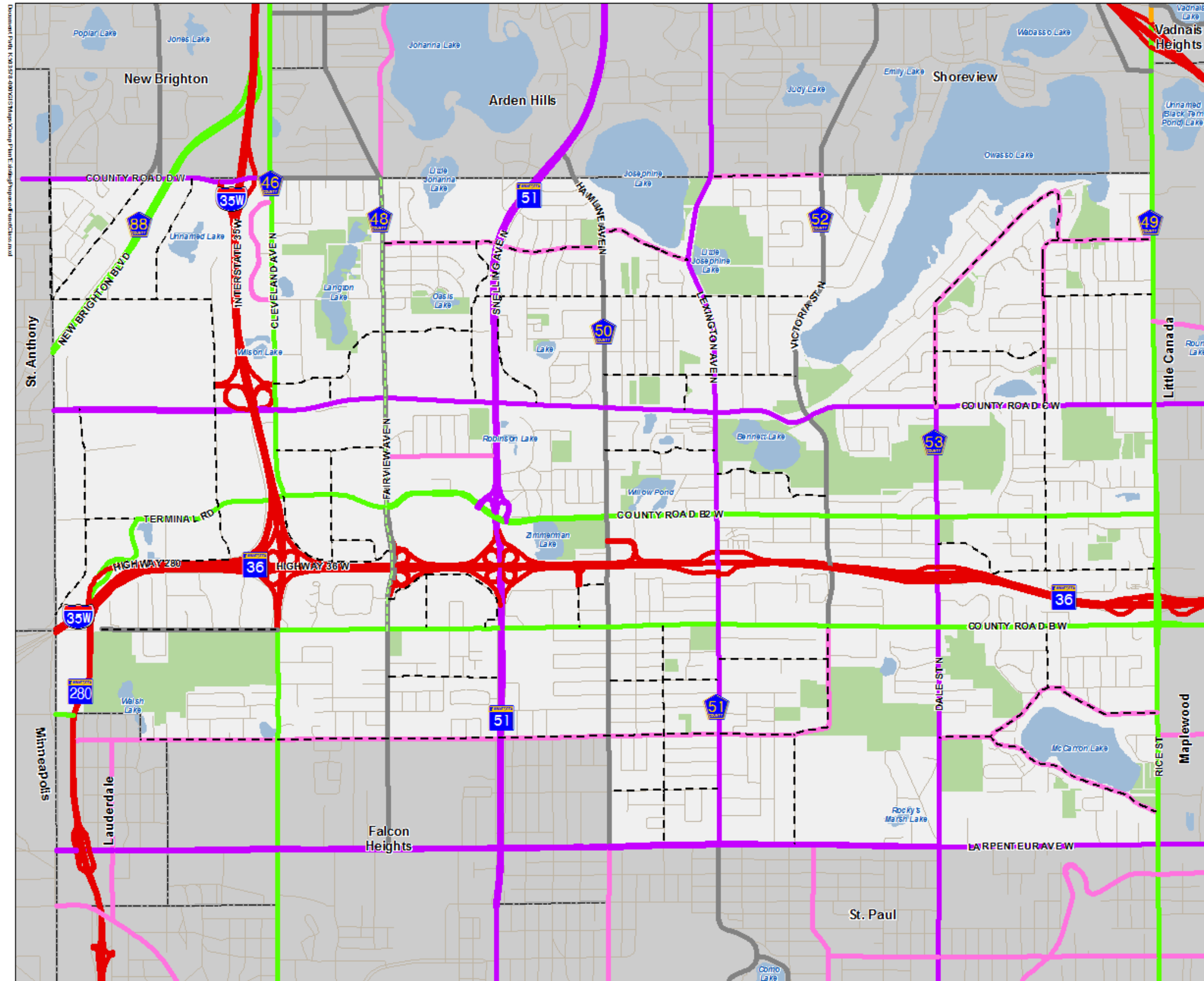
Therefore, change the following roadways **from a local street to a collector**:

- Old Highway 8
- Long Lake Road
- County Road C2 from St. Anthony border to Long Lake Road, Lincoln Drive to Victoria Street, and Western Avenue to Rice Street
- Walnut Street
- Terminal Road west of St. Croix Street
- Rosegate west of Long Lake Road
- Cleveland Avenue between Terminal Road and Fairview Avenue
- Prior Avenue north of TH 36
- Perimeter Drive
- Oakcrest Avenue from Cleveland Avenue to Fairview Avenue and from Hamline Avenue to Lexington Avenue
- Twin Lakes Parkway
- Terrace Drive
- Lincoln Drive
- East Snelling Service Drive
- Woodhill Drive
- Civic Center Drive
- Iona Lane between Dale Street and Western Avenue
- South TH 36 Frontage Road/West Snelling Drive
- Herschel Avenue
- Skillman Avenue from Fairview Avenue to Snelling Avenue and from Hamline Avenue to Lexington Avenue
- Albert Street between County Road B and Commerce Street
- Commerce Street east of Albert Street
- Fernwood Street south of County Road B
- Garden Avenue
- Brooks Avenue east of Lexington Avenue
- Transit Avenue east of Brooks Avenue
- Parker Avenue west of Victoria Street
- Victoria Street south of Roselawn Avenue

- Western Avenue from North McCarrons Boulevard to County Road B and from Minnesota Avenue to County Road C
- Lovell Avenue from Dale Street to Minnesota Avenue
- Minnesota Avenue east of Lovell Street

See Section 8.2.6 for functional classification transportation strategies.

[MAP 7-3](#) on the following page provides a map illustrating the existing and planned functional classification system for Roseville.



Map 7-3 EXISTING AND PLANNED FUNCTIONAL CLASSIFICATION

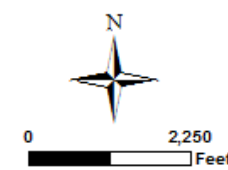
Existing Functional Class Roads

- Principal Arterial
- A Minor Augmentor
- A Minor Reliever
- A Minor Expander
- A Minor Connector
- Other Arterial
- Major Collector*

Proposed Functional Class Roads

- - - Proposed A Minor Reliever
- - - Proposed Collector
- Roseville Boundary

* It is recommended to define all major & minor collectors as "Collector".



Existing Roadway Capacity and Safety

Roadway capacity and roadway safety are two key indicators of how well the roadway system is meeting the City's transportation needs. The sections below provide information to better understand capacity and safety issues within Roseville.

Existing Roadway Capacity

A roadway's capacity indicates how many vehicles may use a roadway before it experiences congestion. Capacity is largely dependent upon the number of lanes and whether or not a roadway is divided. [TABLE 7-1](#) below lists planning level thresholds that indicate a roadway's capacity. Additional variation (more or less capacity) on an individual segment is influenced by a number of factors including: amount of access, type of access, peak hour percent of traffic, directional split of traffic, truck percent, opportunities to pass, amount of turning traffic, availability of dedicated turn lanes, parking availability, intersection spacing, signal timing and a variety of other factors.

Facility Type		Daily Two-way Volume	
		Lower Threshold	Higher Threshold
Arterials	Two-lane Undivided	10,000	12,000
	Two-lane Divided or Three-lane Undivided	15,000	17,000
	Four-lane Undivided	18,000	22,000
	Four-lane Divided or Five-lane Undivided	28,000	32,000
Freeways	Four-lane Freeway	60,000	80,000
	Six-lane Freeway	90,000	120,000
	Eight-lane Freeway or Higher	Calculated on a segment-by-segment basis	

TABLE 7-1 PLANNING LEVEL URBAN ROADWAY CAPACITIES

Existing Capacity Problems on Arterial Roads

At the planning level, capacity problems are identified by comparing the existing number of lanes with current traffic volumes. [TABLE 7-2](#) and [MAP 7-4](#)¹ illustrate the existing number of lanes on arterial roadways within the City. [MAP 7-5](#) illustrates existing traffic volumes on Principal Arterial, A-Minor Arterials and other

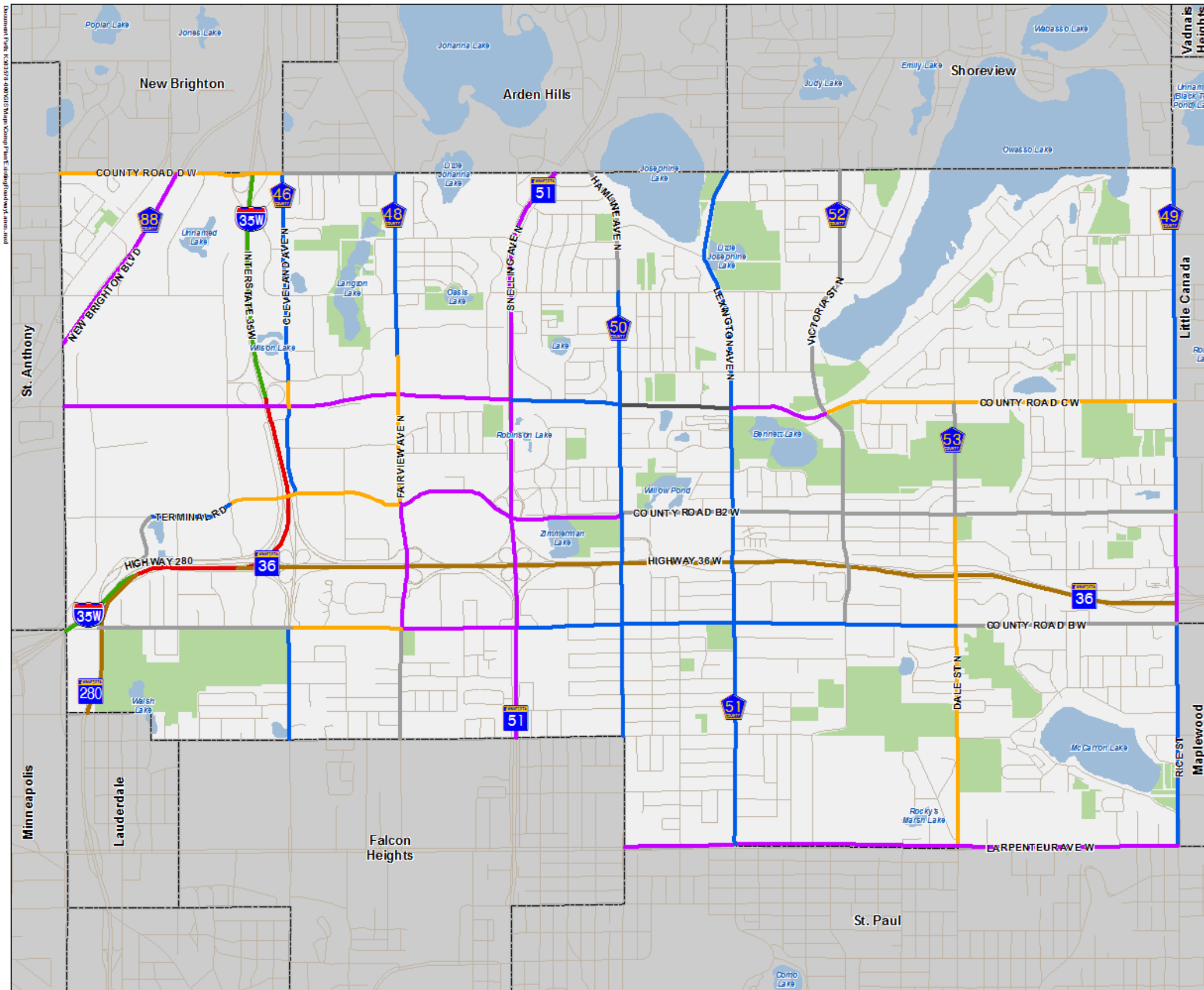
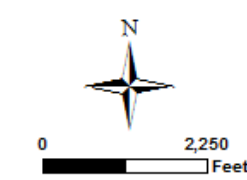
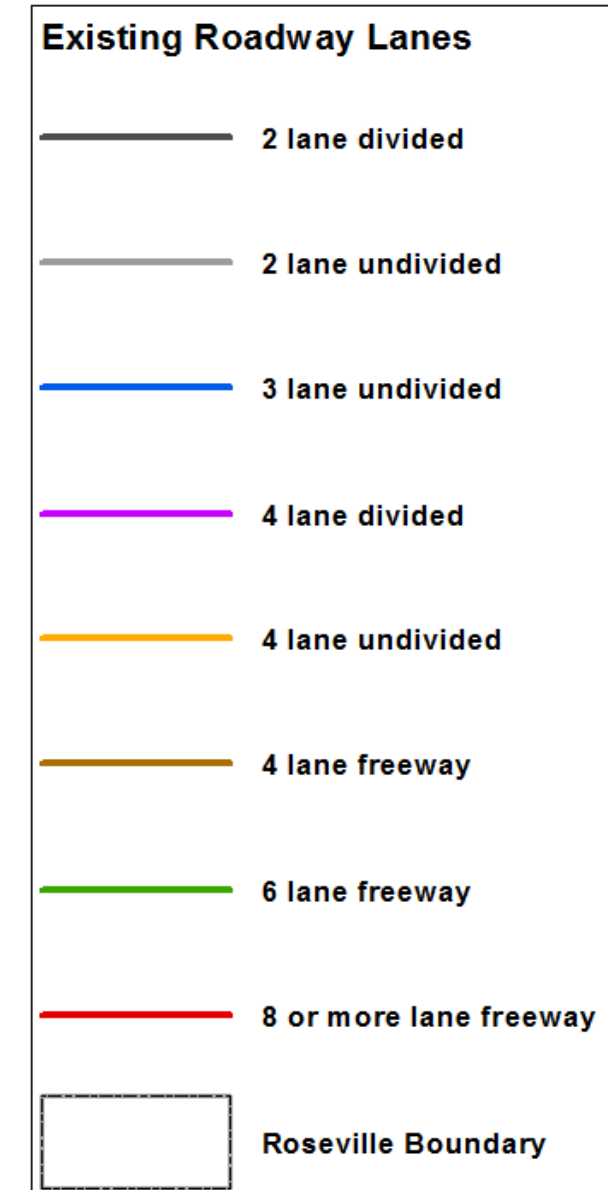
¹ NOTE: Figures 4 through 10 depict arterial roadway classifications and higher only.

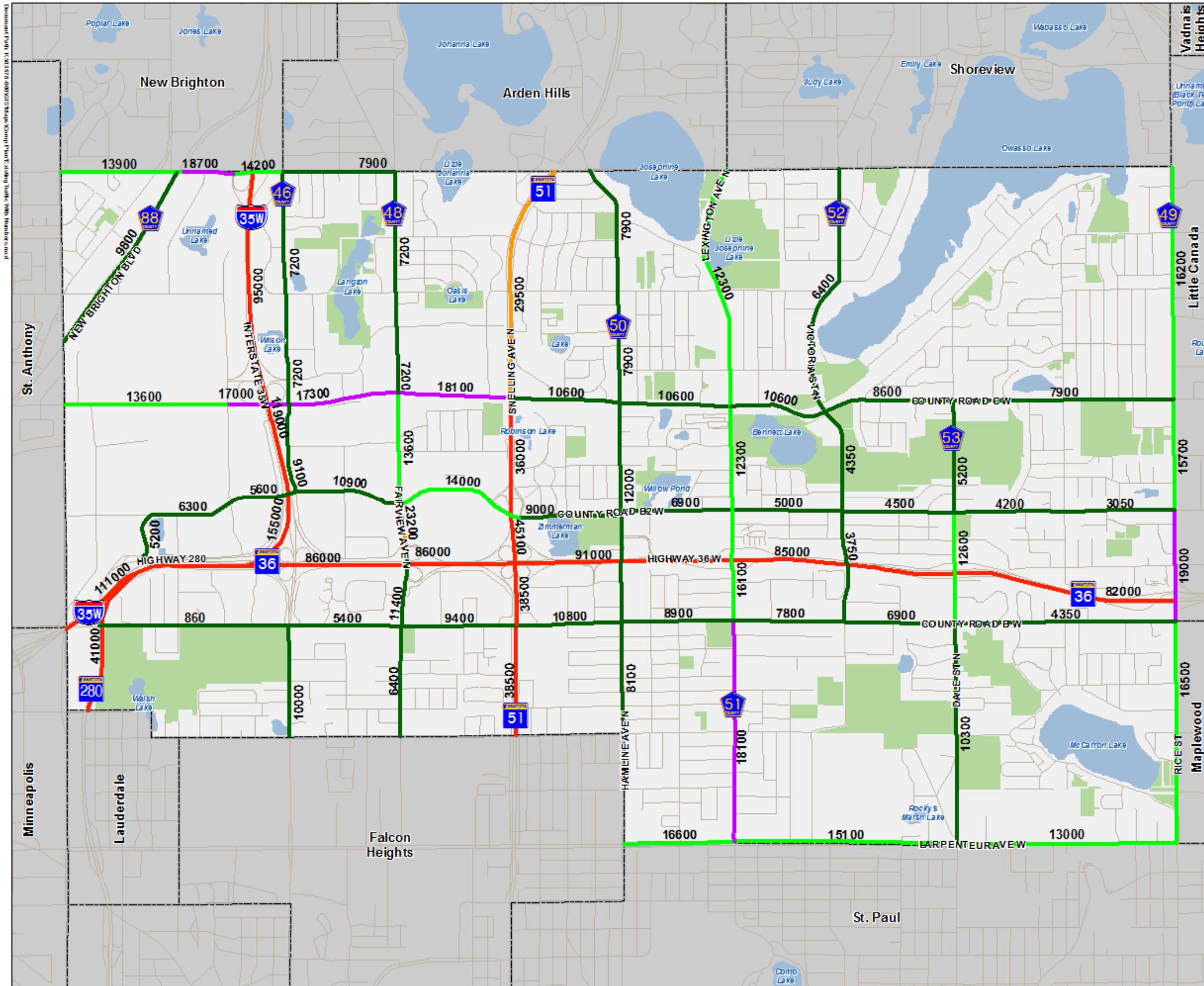
significant roadways within Roseville. [MAP 7-6](#) illustrates existing levels of service on these roadways, based on volume-to-capacity ratios.

As shown in the table, I-35W/TH 36 are the only arterial roadways located within Roseville that have segments with more than four lanes. All other arterial roadways have four or fewer lanes. Several arterial roadways transition between the number of lanes. In some locations, these roadways have two lanes, four lanes, or three lanes (one travel lane in each direction with a center two-way left-turn lane). Several arterial roadways in Roseville are approaching or exceed the thresholds provided in [TABLE 7-1](#), indicating existing periods of congestion on roadways including I-35W, TH 36, Snelling Avenue (TH 51), Lexington Avenue (CSAH 51), and Rice Street (CSAH 49).

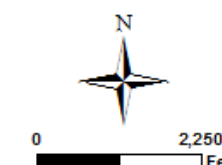
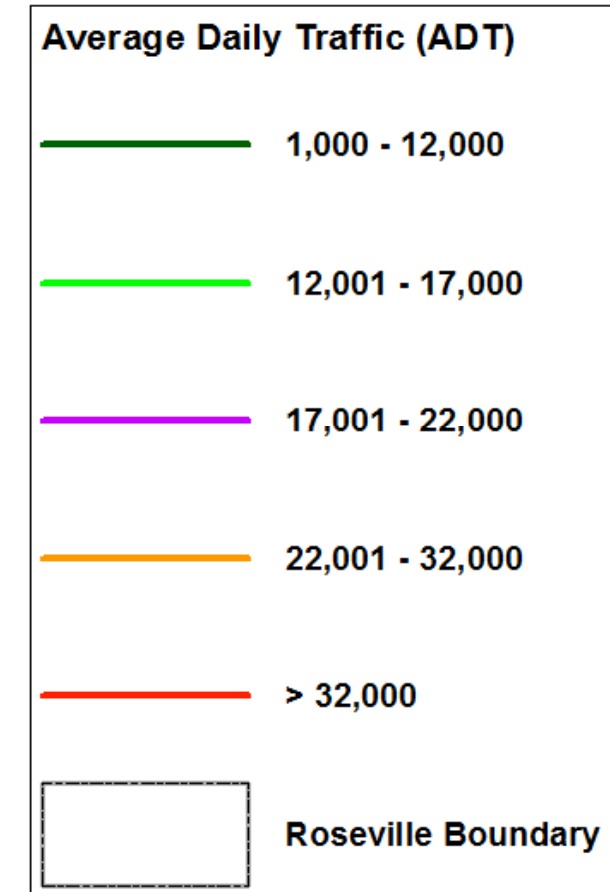
Transportation strategies related to congested roadway corridors are provided in Section 8.2.2.

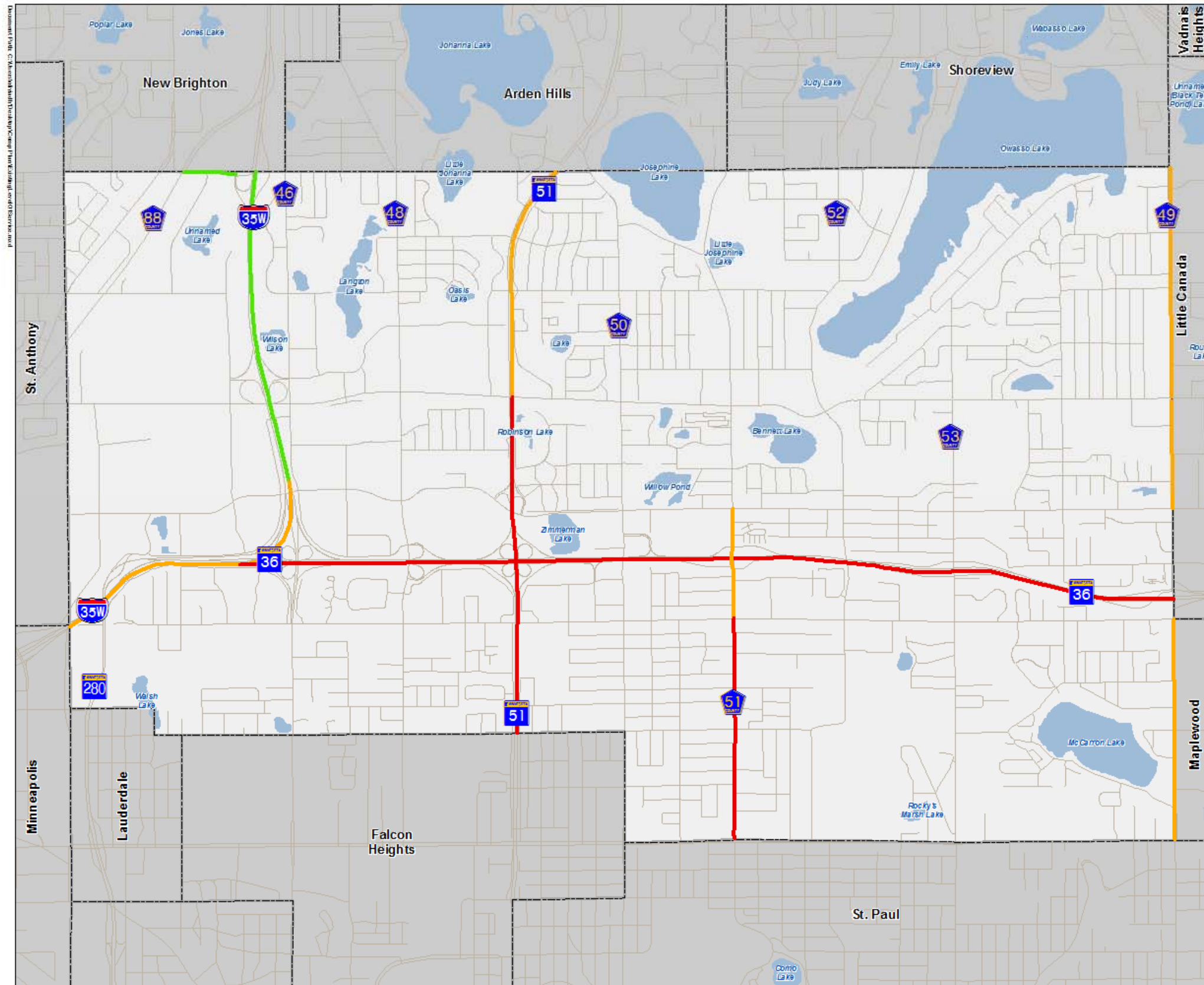
MAP 7-4 EXISTING NUMBER OF LANES





MAP 7-5 EXISTING TRAFFIC VOLUMES





MAP 7-6 EXISTING LEVELS OF SERVICE

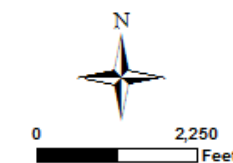
Existing Level of Service

- **D** Higher density traffic restricts maneuverability (.76 to .90 v/c)
- **E** Low speeds, considerable delays (.91 to .99 v/c)
- **F** Very low speeds and long delays with stop-and-go traffic (≥ 1.0 v/c)
- Roseville Boundary

Planning Level Urban Roadway Capacities

	Facility Type	Daily Two-way Volume	
		Lower Threshold	Higher Threshold*
Arterials	Two lane undivided	10,000	12,000
	Two lane divided or Three lane undivided	15,000	17,000
	Four lane undivided	18,000	22,000
	Four lane divided or five lane undivided	28,000	32,000
Freeways	Four lane freeway	60,000	80,000
	Six lane freeway	90,000	120,000
	Eight lane freeway or higher	Calculated on a segment by segment basis	

*Higher Threshold is used in this analysis for calculating LOS



Functional Classification	Roadway Name	Location	Number of Lanes
Principal Arterial	I-35W	Roseville-St. Anthony Village border to Roseville-New Brighton border	6-8
	TH 36	I-35W to Roseville-Little Canada border	4-8
	TH 280	Roseville-Lauderdale border to I-35W	4
"A" Minor Augmenter	TH 51 (Snelling Avenue)	Roseville-Falcon Heights border to Roseville-Arden Hills border	4
	CSAH 19 (County Road D)	Roseville-St. Anthony Village border to I-35W	4
	CSAH 23 (County Road C)	Roseville-St. Anthony Village border to Roseville-Little Canada border	2-4
	CSAH 30 (Larpenteur Avenue)	Roseville-Falcon Heights border to Roseville-Maplewood border	4
	CSAH 51 (Lexington Avenue)	Roseville-St. Paul border to Roseville-Arden Hills border	3
	CSAH 53 (Dale Street)	Roseville-St. Paul border to CSAH 23 (County Road C)	2-4
"A" Minor Reliever	CSAH 88 (New Brighton Boulevard)	Roseville-St. Anthony Village border to Roseville-New Brighton border	4
	CSAH 46 (Cleveland Avenue)	Roseville-Falcon Heights border to CSAH 25; CSAH 78 to Roseville-Arden Hills border	3-4
	CSAH 49 (Rice Street)	Roseville-St. Paul border to Roseville-Shoreview border	3-4
	CSAH 24 (St. Croix Street/Terminal Road)	TH 280 to CSAH 46 (Cleveland Avenue)	2-4
	CSAH 78 (County Road B2)	CSAH 46 (Cleveland Avenue) to CSAH 53 (Dale Street)	2-4
	CR 111 (County Road B2)	CSAH 53 (Dale Street) to CSAH 49 (Rice Street)	2
	CSAH 25 (County Road B)	CSAH 46 (Cleveland Avenue) to Roseville-Maplewood border	2-4
	Broadway Street	Roseville-Minneapolis border to TH 280	3
"B" Minor Arterial	County Road B	North Eustis Street to CSAH 46 (Cleveland Avenue)	2
	County Road D	I-35W to CSAH 48 (Fairview Avenue)	2-4
	CSAH 48 (Fairview Avenue)	Roseville-Falcon Heights border to Roseville-Arden Hills border	2-4
	CSAH 50 (Hamline Avenue)	Roseville-Falcon Heights border to Roseville-Arden Hills border	2-3

TABLE 7-2 EXISTING NUMBER OF LANES ON ARTERIAL ROADS

Existing Safety and Operational Issues

There are a number of locations within Roseville where safety and operational issues have been identified for motorists and pedestrians. These locations fall into one of two categories: corridors where congestion has been identified as an issue based on existing and future volumes and intersections and roadway segments that experience higher crash rates.

Corridors within Roseville that experience some level of congestion based on existing and forecasted volumes include the following:

- I-35W
- Snelling Avenue
- Lexington Avenue
- Rice Street
- TH 36

Based on a review of crash rates along key minor arterial roadway segments and intersections within Roseville, a number of locations have been identified as exhibiting higher levels of crashes based on 2011-2015 data. As shown in [MAP 7-7](#), these locations include:

- Cleveland Avenue and County Road C
- Snelling Avenue and County Road B
- Snelling Avenue and County Road C
- Dale Street and County Road B2
- Cleveland Avenue from County Road C to County Road B2
- Fairview Avenue from County Road B2 to County Road B
- County Road B from Fairview Avenue to east of Snelling Avenue
- County Road B2 from Fairview Avenue to Snelling Avenue
- County Road B2 from Hamline Avenue to Lexington Avenue

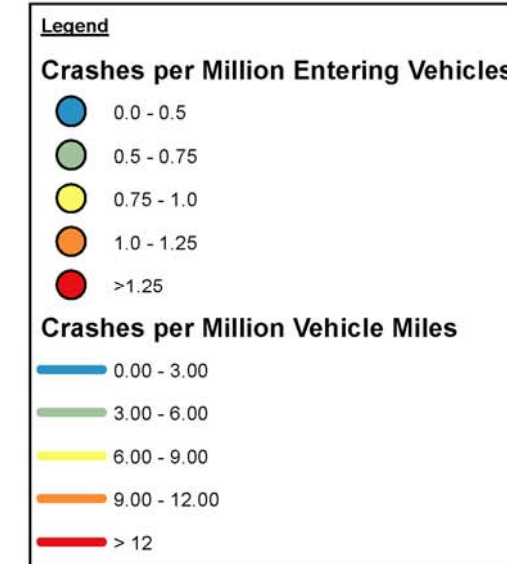
Transportation strategies related to high crash locations are provided in Section 7.2.3.

ROSEVILLE 2040

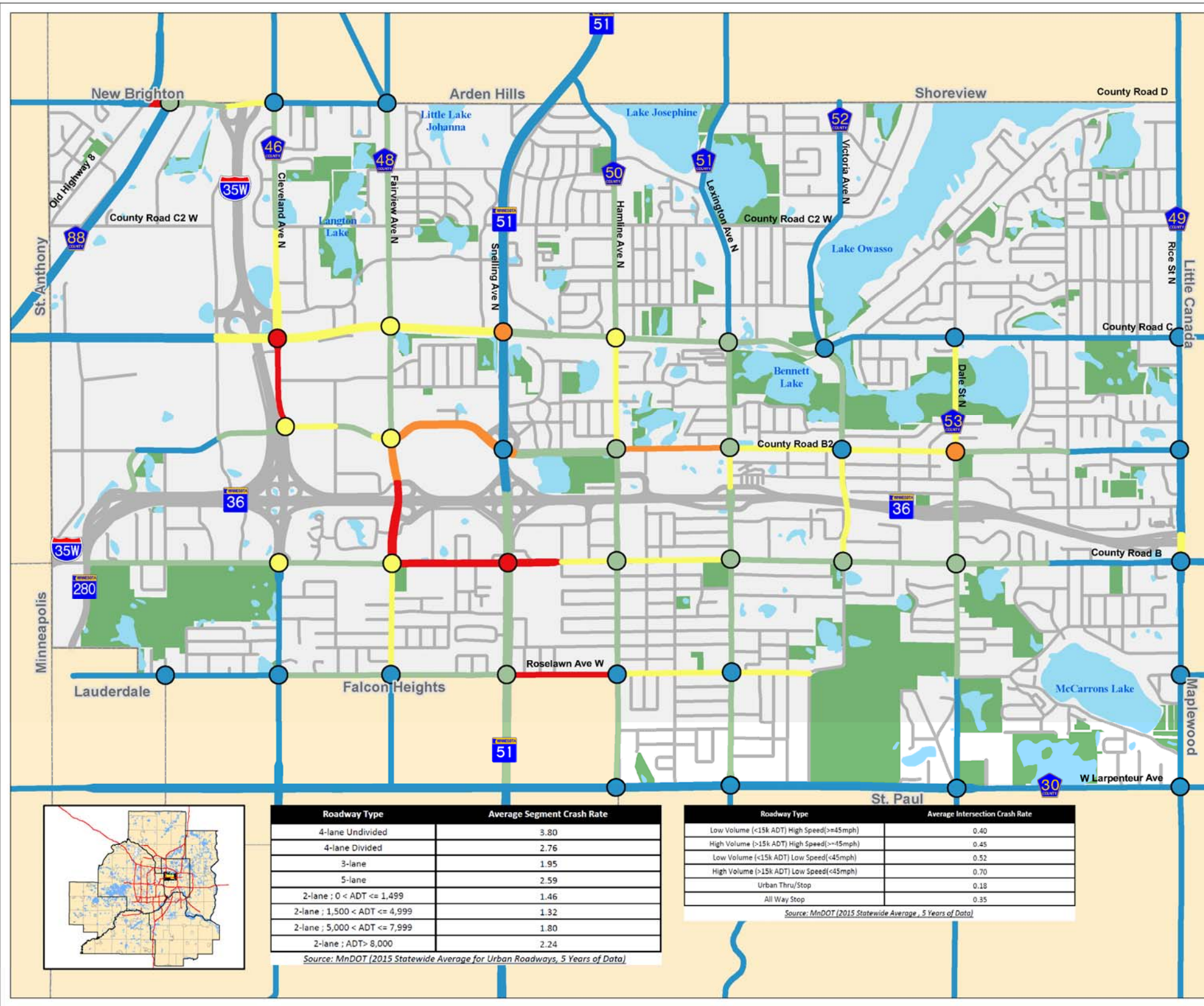
our future together

Roseville Comprehensive Plan
Figure 7: Crash Rates 2011-2015
Roseville, MN

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



Data Source : MnDOT Crash Data

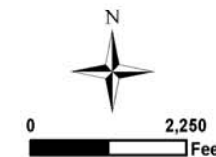


Roadway Type	Average Segment Crash Rate
4-lane Undivided	3.80
4-lane Divided	2.76
3-lane	1.95
5-lane	2.59
2-lane : 0 < ADT <= 1,499	1.46
2-lane : 1,500 < ADT <= 4,999	1.32
2-lane : 5,000 < ADT <= 7,999	1.80
2-lane : ADT > 8,000	2.24

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 Statewide Average, 5 Years of Data)



MAP 7-7 CRASH RATES ALONG MINOR ARTERIALS AND KEY INTERSECTIONS

Access Management

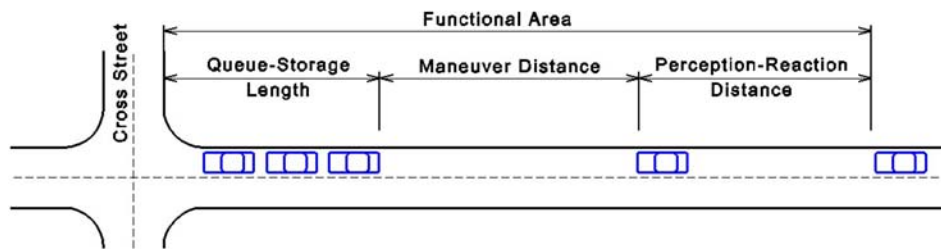
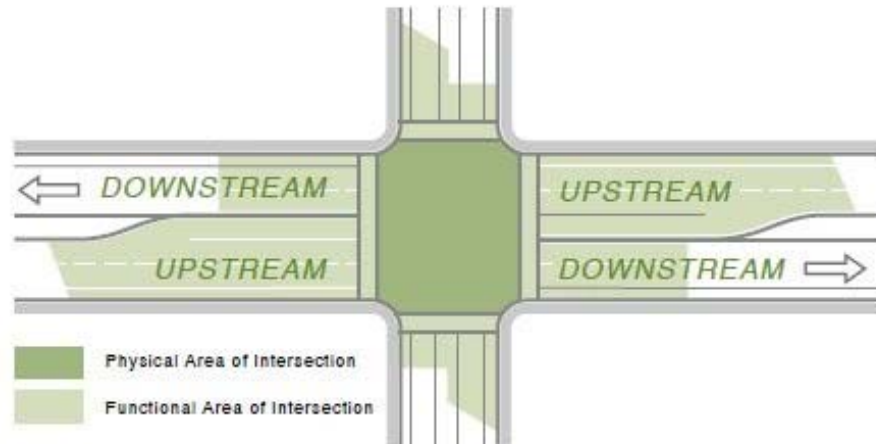
The purpose of access management is to provide adequate access to adjacent land development while maintaining acceptable and safe traffic flow on higher level roadways. Access management consists of carefully controlling the spacing and design of public street intersections and private access points to the public roadway system. Because they are designed for higher speed, longer distance trips, arterials generally have restricted access, while local streets can accommodate much greater access. Collector roadways fall in between arterials and local roadways regarding the amount of access that is permitted.

The agency with jurisdiction over a roadway sets access management guidelines. Access to I-35W, TH 36, TH 51, and TH 280 must meet MnDOT access management guidelines. See [TABLES 7-3](#) and [7-4](#) for MnDOT Access Management Guidelines.

Ramsey County has developed a draft set of access management policies. Rather than a set of specific standards, Ramsey County's draft policies "are intended to apply accepted access management principles in a context-sensitive manner to maximize the possible benefits as development occurs or as existing properties are modified." The draft policies are as follows.

- A parcel has the legal right to one access from a public street. If access can be obtained from an adjacent street, access from a County Road or County State Aid Highway should be directed to the minor street.
- Opportunities to combine or eliminate accesses shall be considered when new accesses are proposed.
- Where feasible, the access spacing standards of the MnDOT Access Management Manual shall be met.
- Where possible, new driveways shall be aligned with existing driveways or streets.
- Any proposed new access or modification of an existing access to a Ramsey County Road or County State Aid Highway requires a County access permit, with approval subject to review by the County Engineer.
- Any change in land use of a property with access to any County Road or County State Aid Highway, requires review of the access, in accordance with Minnesota Rules 8810.5200. Existing access is not automatically perpetuated.
- Unless no other option for access to a property exists, access will not be allowed within the functional area of a street intersection, or within the functional area of another existing access. As defined by MnDOT, the functional areas of intersections are defined as follows:
 - On roadways with posted speed limits less than 45 MPH, 435 feet.
 - On roadways with posted speed limits of 45 MPH or greater, 650 feet.

The interpretation of the functional area of an intersection shall be made by the County Engineer and adjustments to these distances shall be made, as appropriate, to the particular situation. Diagrams of intersection functional areas are shown below:



- If no access to a parcel can be obtained, except from a County Road or County State Aid Highway, Ramsey County acknowledges that a parcel has the right to one access, subject to approval by the County Engineer. More than one access may be approved, but should not be assumed.
- The need for turn lanes, bypass lanes, medians or median improvements, signage, or any other accommodations necessary for safe operation of an access shall be determined by the County Engineer and incorporated into access permit provisions. All construction costs shall be paid for by the permit applicant. Ramsey County will not contribute to the costs of necessary improvements.
- The need for a Traffic Impact Study for any proposed access shall be determined by the County Engineer. The County Engineer may require installation of any mitigation measures recommended by a Traffic Impact Study.
- The County Engineer may require dedication of access control over the remainder of a parcel as a condition of granting access in a particular location.

It should be noted that there are existing access points within the City that are inconsistent with Ramsey County's draft access management policies. In many

cases these access points were established prior to agency access spacing guidelines/policies. In other cases the agency has granted an exception to the existing guidelines. As roadways are reconstructed and as development or redevelopment occurs, each of these agencies generally works to modify and/or relocate access points that do not meet current access spacing guidelines, recognizing that this may not be feasible in all instances.

Category	Area or Facility Type	Typical Functional Class	Public Street Spacing		Signal Spacing
			Primary Full-Movement Intersection	Secondary Intersection	
1 High Priority Interregional Corridors & Interstate System (IRCs)					
1F	Interstate Freeway	Principal Arterials	Interchange Access Only		⊘
1AF	Non-Interstate Freeway		Interchange Access Only (see Section 3.2.7 for interim spacing)		See Section 3.2.5 for Signalization on Interregional Corridors
1A	Rural		1 mile	1/2 mile	
1B	Urban/Urbanizing		1/2 mile	1/4 mile	
1C	Urban Core		300-660 feet dependent upon block length		
2 Medium Priority Interregional Corridors					
2AF	Non-Interstate Freeway	Principal Arterials	Interchange Access Only (See Section 3.2.7 for interim spacing)		See Section 3.2.5 for Signalization on Interregional Corridors
2A	Rural		1 mile	1/2 mile	
2B	Urban/Urbanizing		1/2 mile	1/4 mile	
2C	Urban Core		300-660 feet, dependent upon block length		
3 Regional Corridors					
3AF	Non-Interstate Freeway	Principal and Minor Arterials	Interchange Access Only (see Section 3.2.7 for interim spacing)		Interim
3A	Rural		1 mile	1/2 mile	See Section 3.2.5
3B	Urban/Urbanizing		1/2 mile	1/4 mile	1/2 mile
3C	Urban Core		300-660 feet, dependent upon block length		1/4 mile

MnDOT Access Management Manual

TABLE 7-3 SUMMARY OF RECOMMENDED STREET SPACING FOR IRCs

Category	Area or Facility Type	Typical Functional Class	Public Street Spacing		Signal Spacing
			Primary Full-Movement Intersection	Secondary Intersection	
4 Principal Arterials in the Twin Cities Metropolitan Area and Primary Regional Trade Centers (Non-IRCs)					
4AF	Non-Interstate Freeway	Principal Arterials	Interchange Access Only (see Section 3.2.7 for interim spacing)		Interim
4A	Rural		1 mile	1/2 mile	See Section 3.2.5
4B	Urban/Urbanizing		1/2 mile	1/4 mile	1/2 mile
4C	Urban Core		300-660 feet dependent upon block length		1/4 mile
5 Minor Arterials					
5A	Rural	Minor Arterials	1/2 mile	1/4 mile	See Section 3.2.5
5B	Urban/Urbanizing		1/4 mile	1/8 mile	1/4 mile
5C	Urban Core		300-660 feet, dependent upon block length		1/4 mile
6 Collectors					
6A	Rural	Collectors	1/2 mile	1/4 mile	See Section 3.2.5
6B	Urban/Urbanizing		1/8 mile	Not Applicable	1/4 mile
6C	Urban Core		300-660 feet, dependent upon block length		1/8 mile
7 Specific Area Access Management Plans					
7	All	All	By adopted plan		

[MnDOT Access Management Manual](#)

TABLE 7-4 SUMMARY OF RECOMMENDED STREET SPACING FOR NON-IRCS

Recommendations from Recent Plans and Studies

Several recent planning efforts have been completed that identify potential improvements to Roseville's transportation system. This section describes these studies and summarizes their recommendations.

MnPASS System Study Phases 2 and 3

In 2010, MnDOT completed Phase 2 of its MnPASS system study and is currently updating its list of MnPASS expansion corridors as part of Phase 3. MnPASS-managed lane improvements are intended to help manage congestion by providing new capacity parallel to general purpose traffic lanes, in which all vehicles (except transit) are required to pay a toll. The MnPASS lanes would be priced so that free-flow operation is always maintained by increasing the price as volume in the managed lane increases. During Phase 2, TH 36 and I-35W in Roseville were identified as "Tier 2" corridors to be carried forward for further study and built as financing and approvals are obtained and engineering challenges resolved. The TPP identifies the I-35W MnPASS lane as a funded project and the TH 36 MnPASS lane as an unfunded project in the current revenue scenario.

Roseville Pathway Master Plan

Concurrent to this Comprehensive Plan update, the City of Roseville is updating its Pathway Master Plan, which was first prepared in 2008. The Pathway Master Plan identifies, evaluates, and prioritizes locations for bicycle and pedestrian facilities. Recommendations from the pathway plan update have been incorporated into this Plan where applicable.

A Line Extension Evaluation

In 2016 Metro Transit studied the feasibility of extending the A Line north from its current terminus at the Rosedale Center Mall in Roseville to the City of Arden Hills, connecting with the planned Rice Creek Commons project on the site of the former Twin Cities Army Ammunition Plant (TCAAP). This extension could provide new high-frequency transit service to areas of Roseville not currently served. The study identified a preferred alignment in Roseville along Snelling Avenue with preliminary station locations at County Road C and Lydia Avenue. The study recommended a phased implementation of this extension and identified roles for local communities in the near-term, mid-term, and long-term. Near-term strategies for



communities include implementing pedestrian-friendly development and accounting for BRT when completing local roadway projects. Mid-term strategies include focusing growth and development along the extension corridor and scoping road projects to include civil infrastructure for the A Line extension. Long-term strategies include maximizing development potential along the corridor and partnering in construction of the A Line extension.

5. FUTURE ROADWAY SYSTEM

This section addresses future roadway improvement needs and roadway design guidelines.

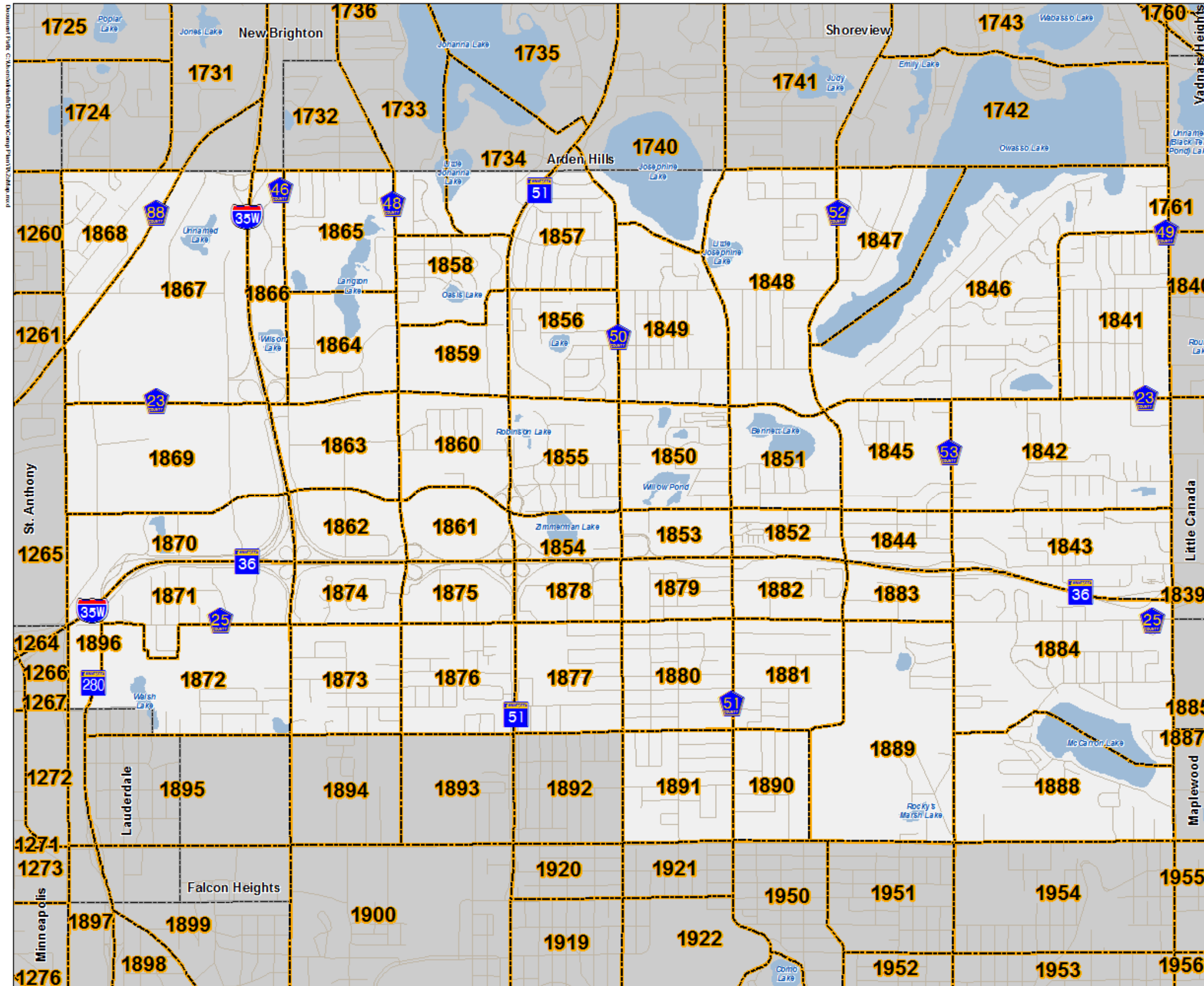
Roadway Capacity – Traffic Forecasting

To determine future roadway capacity needs, year 2040 traffic forecasts were prepared using the Metropolitan Council travel demand model. The 2040 projections were compared against the assumed 2040 roadway network to see where roadway segment capacity deficiencies may result. The 2040 roadway network assumed for this analysis is the same as the current roadway network; however, the Current Revenue Scenario includes the installation of MnPASS lanes on I-35W north of TH 36. The City and County Capital Improvement Plans (CIPs) do not include any projects that add significant capacity to the roadway network.



A central concept of travel demand forecasting is the use of Transportation Analysis Zones (TAZs). Each forecast study area, the City of Roseville in this case, is divided into a series of TAZs. Each TAZ has socio-economic population, employment, and household data that is used by the model to assign trips to the various network roadways. [MAP 7-8](#) displays Metropolitan Council TAZs within Roseville. The results of the Metropolitan Council travel demand model process are summarized in [MAP 7-9](#) and [7-10](#), which displays Metropolitan Council 2040 projected average daily traffic volumes compared to the existing traffic volumes.

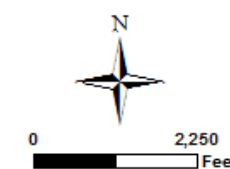
[TABLE 7-5](#) provides population, household, and employment allocations by TAZ based on an analysis of the Roseville 2040 Land Use Plan. The values provided in [TABLE 7-5](#) can be used by the Metropolitan Council to assist in allocating socio-economic data in Roseville for future updates to the regional travel demand model.

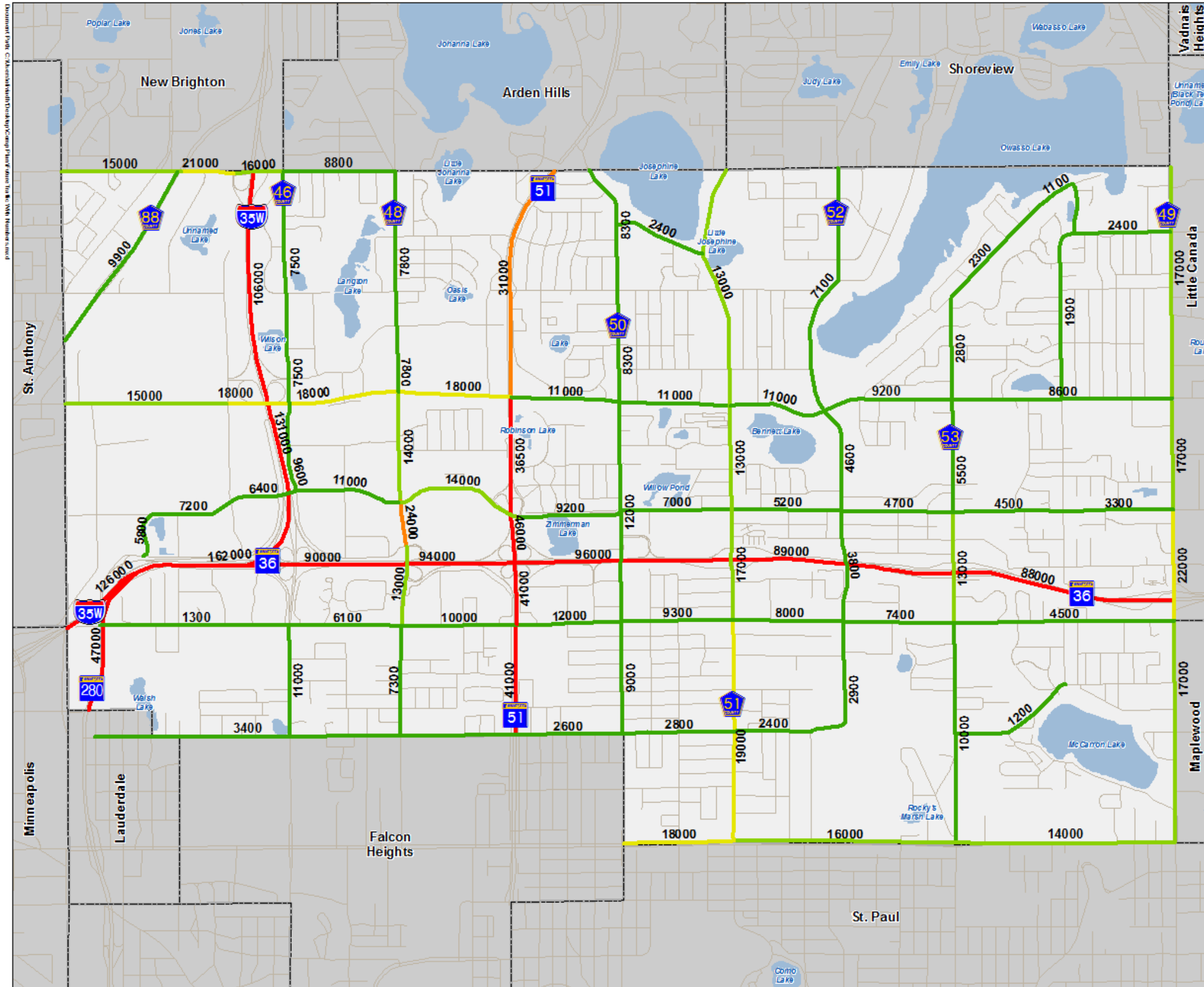
While the travel demand model is a valuable tool for identifying future traffic based on the proposed land use impacts, it is not meant for use in detailed traffic operations studies. For a more accurate representation of the transportation impacts from specific developments, detailed traffic studies should be conducted to determine the operational impacts on adjacent roadways and intersections.



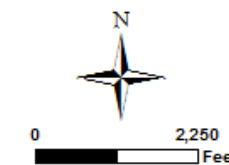
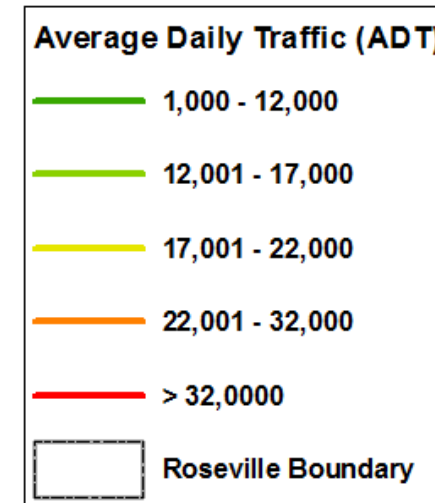
MAP 7-8 ROSEVILLE TAZS – METROPOLITAN COUNCIL

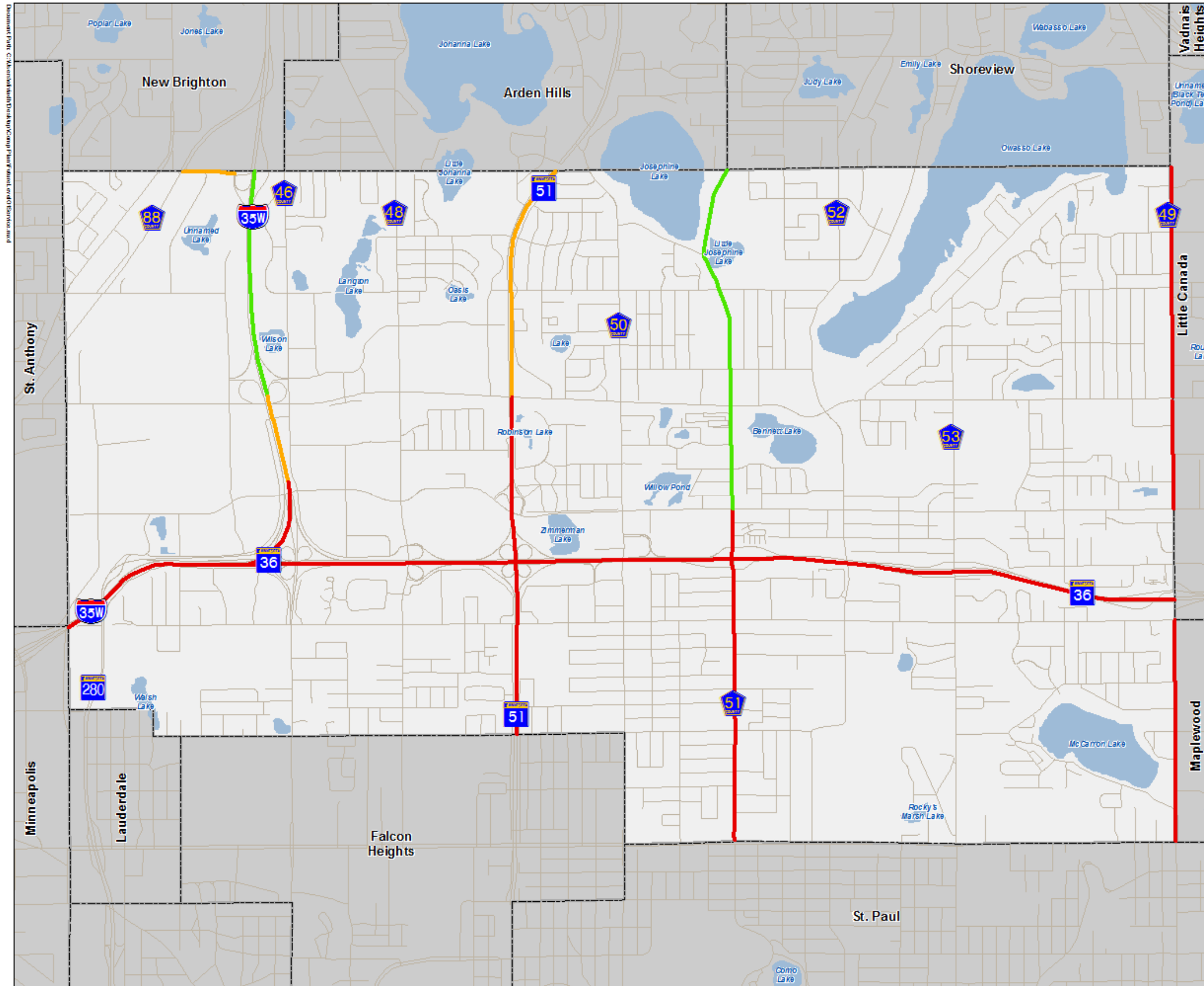
 Traffic Analysis Zone (TAZ)
 Roseville Boundary





MAP 7-9 EXISTING AND FORECASTED TRAFFIC VOLUMES





MAP 7-10 FUTURE LEVEL OF SERVICE

Future Level of Service

- D Higher density traffic restricts maneuverability (.76 to .90 v/c)
- E Low speeds, considerable delays (.91 to .99 v/c)
- F Very low speeds and long delays with stop-and-go traffic (≥ 1.0 v/c)

Roseville Boundary

Planning Level Urban Roadway Capacities

	Facility Type	Daily Two-way Volume	
		Lower Threshold	Higher Threshold*
Arterials	Two lane undivided	10,000	12,000
	Two lane divided or Three lane undivided	15,000	17,000
	Four lane undivided	18,000	22,000
	Four lane divided or five lane undivided	28,000	32,000
Freeways	Four lane freeway	60,000	80,000
	Six lane freeway	90,000	120,000
	Eight lane freeway or higher	Calculated on a segment by segment basis	

*Higher Threshold is used in this analysis for calculating LOS

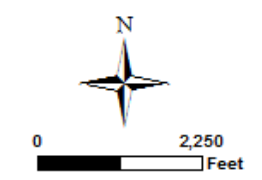


TABLE 7-5: CITY OF ROSEVILLE LAND USE PLAN ALLOCATION OF FORECASTS BY TAZ

TAZ	2010 Census			2020 Forecast			2030 Forecast			2040 Forecast		
	Population	Households	Employment	Population	Households	Employment	Population	Households	Employment	Population	Households	Employment
1733*	138	52	31	138	52	31	138	52	31	138	52	31
1734*	780	28	617	821	28	672	886	28	673	930	28	675
1740*	73	25	22	73	25	22	73	25	22	73	25	22
1841	1902	822	95	1881	842	95	1830	859	95	1859	875	95
1842	1034	397	1215	1068	416	1215	1089	424	1277	1152	451	1320
1843	1440	597	620	1428	597	620	1430	598	631	1418	599	642
1844	496	231	1	492	231	1	492	231	1	492	231	1
1845	528	229	15	528	229	15	528	229	15	528	229	15
1846	2548	1140	96	2543	1190	96	2543	1211	96	2543	1211	96
1847	329	121	4	329	121	4	329	121	4	300	121	4
1848	1558	658	384	1645	675	384	1730	693	393	1735	728	402
1849	1312	613	378	1309	613	378	1309	613	378	1278	613	378
1850	814	342	140	814	356	140	759	361	140	777	373	140
1851	374	153	5	369	153	5	369	153	5	343	153	5
1852	601	255	155	589	255	155	559	255	155	539	255	155
1853	4	2	204	4	2	204	4	2	204	4	2	185
1854	67	48	678	82	48	678	77	48	678	74	48	678
1855	724	373	386	750	407	386	719	423	386	719	452	386
1856	1468	735	2126	1486	737	2126	1482	742	2189	1496	749	2200
1857*	921	332	19	904	338	19	894	341	19	894	347	19
1858	799	411	336	830	426	336	785	432	456	782	439	551
1859	0	0	2038	0	0	2350	195	100	2700	390	147	3050
1860	518	243	1372	518	243	1253	530	248	1071	542	253	1083
1861	0	0	2651	0	0	2972	0	0	2976	0	0	2988

TAZ	2010 Census			2020 Forecast			2030 Forecast			2040 Forecast		
	Population	Households	Employment	Population	Households	Employment	Population	Households	Employment	Population	Households	Employment
1862	5	5	1287	5	5	1400	41	22	1408	77	39	1460
1863	0	0	2874	0	0	2874	4	2	2997	8	4	3023
1864	293	83	2031	315	143	2150	306	143	2324	357	148	2475
1865	299	111	35	480	246	575	497	255	575	453	255	580
1866	0	0	1199	0	0	1342	0	0	1350	0	0	1329
1867*	155	98	2988	155	98	3200	159	100	3205	163	102	3225
1868	948	460	161	978	598	161	988	635	161	1105	702	161
1869	0	0	1826	0	0	1880	0	0	1914	0	0	2002
1870	0	0	1425	0	0	1425	0	0	1425	0	0	1425
1871	454	172	100	441	172	100	405	172	100	364	172	79
1872	439	186	86	439	186	86	396	191	86	375	193	86
1873	697	267	48	693	272	205	643	275	210	597	277	225
1874	400	238	19	400	242	19	422	247	19	444	256	19
1875	454	256	2579	454	256	2600	464	261	2500	474	266	2494
1876	913	402	350	913	408	350	934	412	400	955	422	400
1877	762	297	798	810	368	998	880	389	1150	958	409	1250
1878	338	184	1188	338	195	1188	395	211	1207	452	238	1226
1879	397	166	48	397	166	48	397	170	48	397	174	48
1880	961	385	35	884	385	35	890	392	35	902	392	35
1881	601	235	57	498	239	57	496	243	57	499	243	57
1882	429	172	17	429	175	17	358	175	17	357	175	17
1883	230	112	91	230	112	91	240	116	91	250	120	91
1884	2431	1211	419	2475	1235	462	2512	1262	470	2476	1270	495
1888	1216	432	100	1092	458	100	1005	461	100	1015	466	100
1889	800	346	136	768	346	136	768	352	136	745	352	136
1890	802	452	381	802	459	406	819	466	444	826	472	460
1891	1208	546	832	1203	552	832	1231	559	870	1245	572	875

	2010 Census			2020 Forecast			2030 Forecast			2040 Forecast		
TAZ	Population	Households	Employment	Population	Households	Employment	Population	Households	Employment	Population	Households	Employment
1896*	0	0	406	0	0	406	0	0	406	0	0	406
2040 Land Use Plan Totals	33,660	14,623	35,104	33,800	15,300	37,300	34,000	15,700	38,300	34,500	16,100	39,300
Metropolitan Council Forecasts	33,660	14,623	35,104	33,800	15,300	37,300	34,000	15,700	38,300	34,500	16,100	39,300

*TAZ boundary lies partially outside of Roseville. Values only reflect allocations for portions of TAZ within Roseville.

2040 Future Roadway Capacity Improvement Needs

To identify the need for potential future capacity improvements, Metropolitan Council 2040 forecasts were compared to planning level roadway capacities as listed in [TABLE 7-1](#) for Principal and A-Minor Arterial Roadways. Based on this comparison, five roadways will meet or exceed capacity by 2040: Lexington Avenue, Snelling Avenue, Rice Street, TH 36, and I-35W. Each of these roadways currently exhibits a Level of Service (LOS) of E or F during at least one peak period, as shown in [MAP 7-6](#) and [TABLE 7-6](#). This indicates that motorists experience some level of congestion. These conditions are anticipated to worsen under 2040 conditions.

Roadway	Segment	Roadway Capacity ADT	Current ADT (LOS)	2040 ADT (LOS)
Lexington Avenue	County Road B2 to County Road B	17,000	16,100 (E)	17,000 (F)
	County Road B to Larpenteur Avenue	17,000	18,100 (F)	19,000 (F)
Snelling Avenue	North City Limits to County Road C	32,000	29,500 (E)	31,000 (E)
	County Road C to County Road B2	32,000	36,000 (F)	48,000 (F)
	County Road B2 to Highway 36	32,000	45,100 (F)	46,000 (F)
	Highway 36 to Roselawn Avenue	32,000	38,500 (F)	41,000 (F)
Rice Street	North City Limits to County Road C	17,000	16,200 (E)	17,000 (F)
	County Road C to County Road B2	17,000	15,700 (E)	17,000 (F)
	County Road B to Larpenteur Avenue	17,000	16,500 (E)	17,000 (F)
Highway 36	Cleveland Avenue to Fairview Avenue	80,000	86,000 (F)	90,000 (F)
	Fairview Avenue to Snelling Avenue	80,000	86,000 (F)	94,000 (F)
	Snelling Avenue to Lexington Avenue	80,000	91,000 (F)	96,000 (F)
	Lexington Avenue to Dale Street	80,000	85,000 (F)	89,000 (F)
	Dale Street to Rice Street	80,000	82,000 (F)	88,000 (F)
I-35W	West City Boundary to Highway 280	120,000	111,000 (E)	126,000 (F)
	Highway 280 to County Road B2	157,500	155,000 (E)	162,000 (F)
	County Road B2 to County Road C	140,000	119,000 (D)	131,000 (E)

TABLE 7-6 HEAVILY CONGESTED SEGMENTS BY AVERAGE DAILY TRAFFIC (ADT) & LEVEL OF SERVICE (LOS)

Transportation strategies related to congested roadway corridors are provided in Section 8.2.2.

6. EXISTING AND PLANNED NON-MOTORIZED TRANSPORTATION NETWORK

This section addresses network needs for walking and bicycling within Roseville. This section also addresses the needs of people using wheelchairs and assistive mobility devices such as mobility scooters, as they are considered pedestrians.

Enhancing the non-motorized elements of the Roseville transportation system is a key goal in terms of improving transportation sustainability in the City and in the region. This approach gives residents an alternative to driving, supports transportation options for people who do not have consistent access to a personal vehicle, and encourages healthy activities and lifestyles.

This section includes information on the existing non-motorized transportation network within Roseville, connections to land use planning, the planned local non-motorized transportation network, and the planned regional non-motorized transportation network. This section also includes recommendations for intersection improvements and design best practices.

Existing Non-Motorized Transportation Network

The non-motorized transportation network in Roseville is comprised of sidewalks, trails, striped roadway shoulders, and other facilities such as footpaths and boardwalks. As shown in [MAP 7-11](#), the City contains nearly 44 miles of sidewalk and more than 36 miles of off-street trail. There are also more than 28 miles of striped roadway shoulder within the City, which provide additional space for bicyclists and pedestrians where a dedicated facility does not exist.

Roadways with substantial segments of continuous sidewalk and trail include Cleveland Avenue, Fairview Avenue, Hamline Avenue, Lexington Avenue, Victoria Street, Western Avenue, Rice Street, Larpenteur Avenue, County Road B, County Road B2, and County Road C.

Connections to Land Use Planning

Roseville has development patterns largely consistent with its designation as an Urban community. Existing residential development is higher in density compared with more suburban areas, but reflects the transition toward development patterns influenced by the rise of the automobile, with longer block lengths and commercial land uses typically separated from largely single family residential land uses. This means that people walking and bicycling must cover greater distances to reach commercial areas from their homes. While Roseville contains a largely regular arterial street grid, not all of these roadways provide dedicated, comfortable facilities for bicyclists and pedestrians, which limits the ability for non-motorized users to conveniently access parks, trails, and schools, even if they are located within a relatively short distance. There are also commercial destinations throughout Roseville that lie within walking or biking distance of many City residents, including HarMar Mall, Rosedale Center, and Roseville Center.

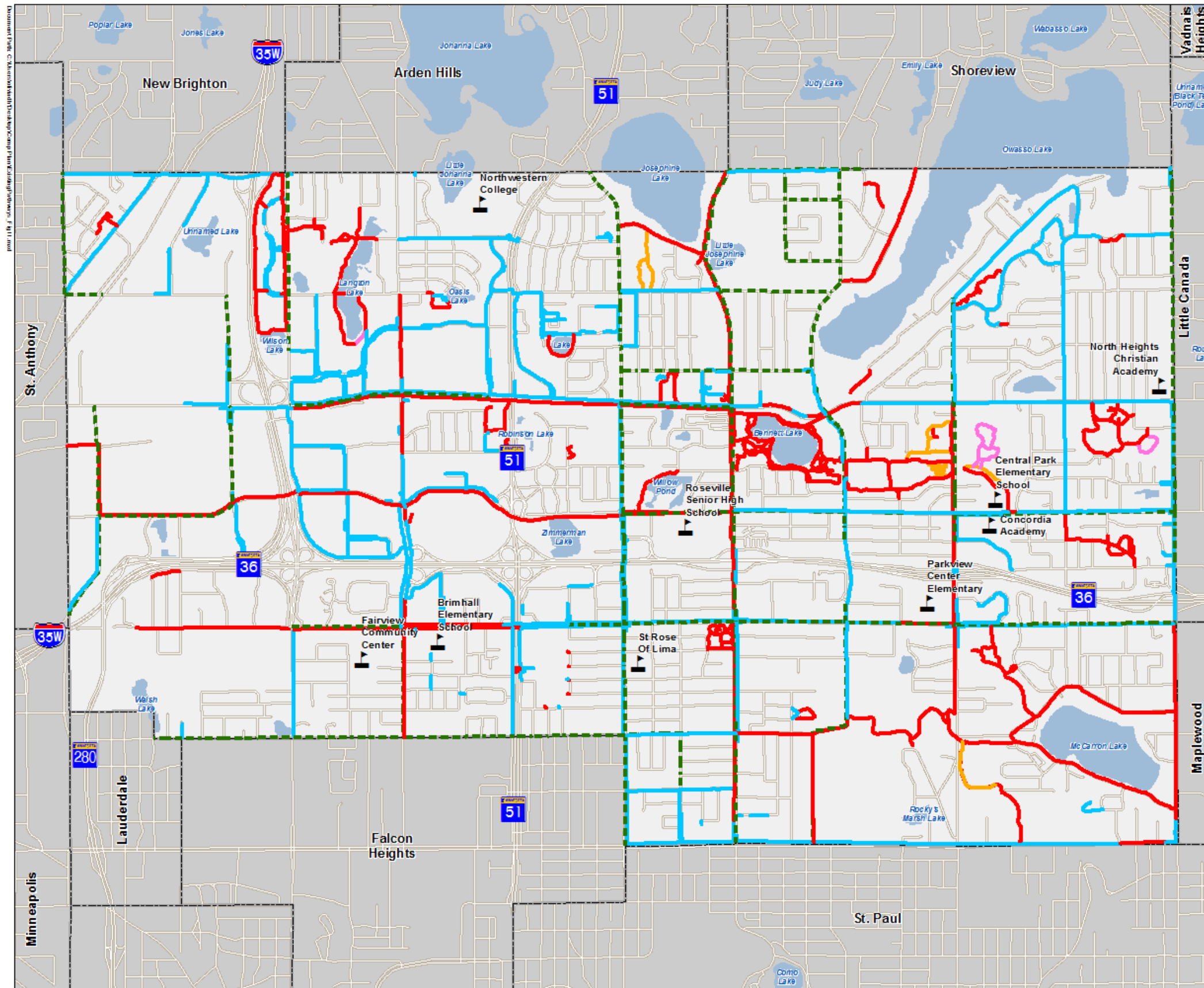
The City's land use planning and coordination with developers can help improve opportunities for walking and bicycling for transportation. The City can encourage

mixed-use development that situates residents within a short walk of commercial destinations. The City can also work with developers to construct sidewalks and trails within developments. Additionally, the City can require pedestrian and bicycle connections in areas where the roadway network does not connect, such as cul-de-sac connector trails that provide shortcuts for people walking and bicycling.

Planned Local Non-Motorized Transportation Network

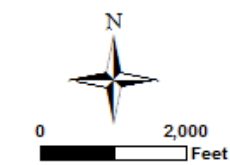
Because Roseville's existing non-motorized transportation network is well-established, the planned network focuses on filling gaps that exist and improving safety conditions and the comfort or convenience of non-motorized facilities through intersection design, streetscape improvements, and other design considerations. When the network is complete, it will provide safe, convenient linkages between residential areas and commercial, institutional, and recreational areas within the City. The network will improve options for people to walk and bicycle for transportation within the City and facilitate regional connections (described in greater detail in the following section). The existing and proposed local bicycle and pedestrian network is based on the Pathway Master Plan and is shown in [MAP 7-12](#). These figures also identify existing gaps in the non-motorized network. The existing and proposed regional bicycle transportation network is shown in [MAP 7-13](#).

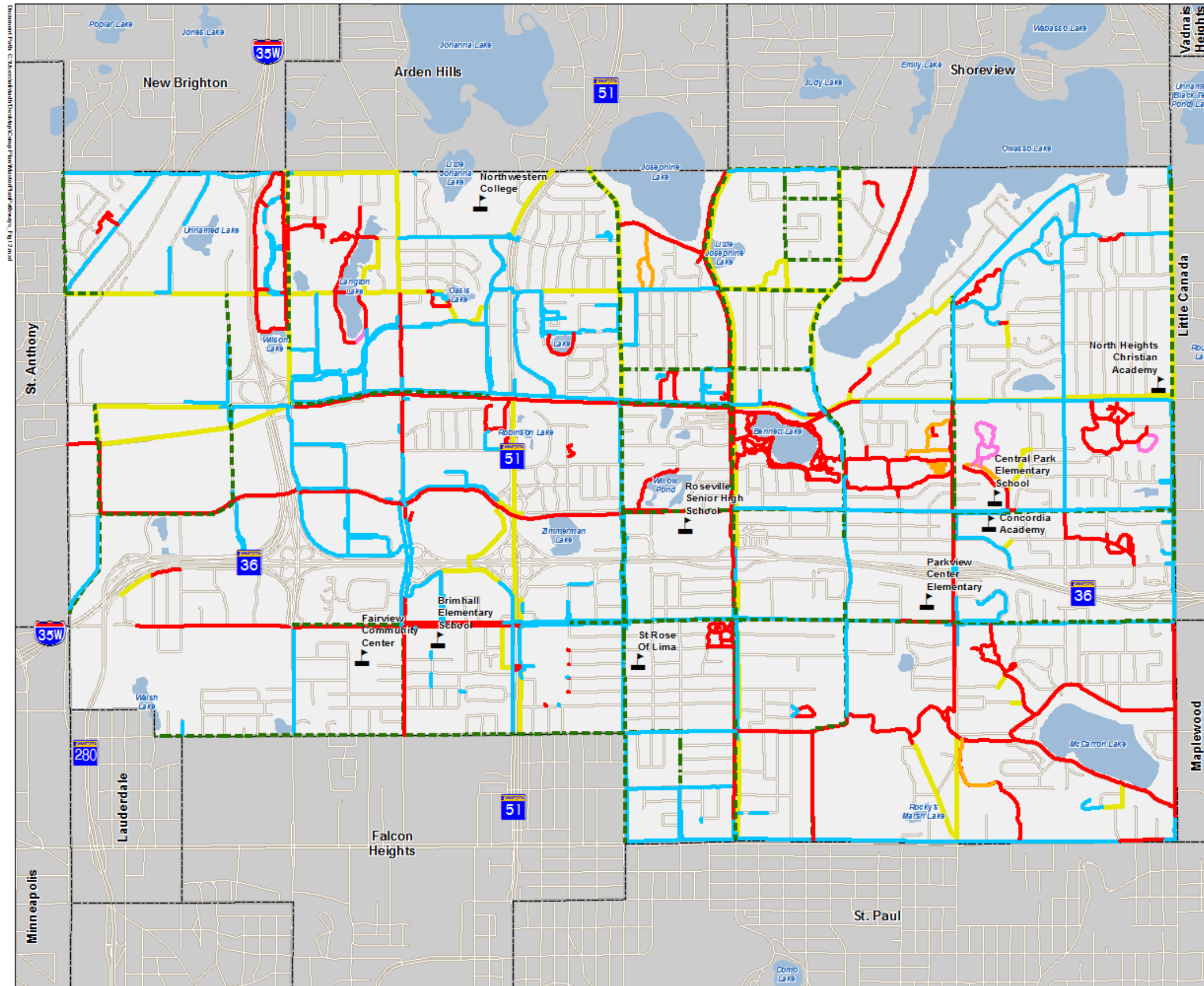
Transportation strategies related to the non-motorized transportation network are provided in Section 8.2.8.



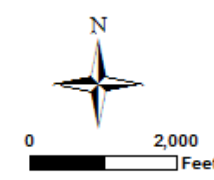
MAP 7-11 EXISTING LOCAL BICYCLE AND PEDESTRIAN NETWORK

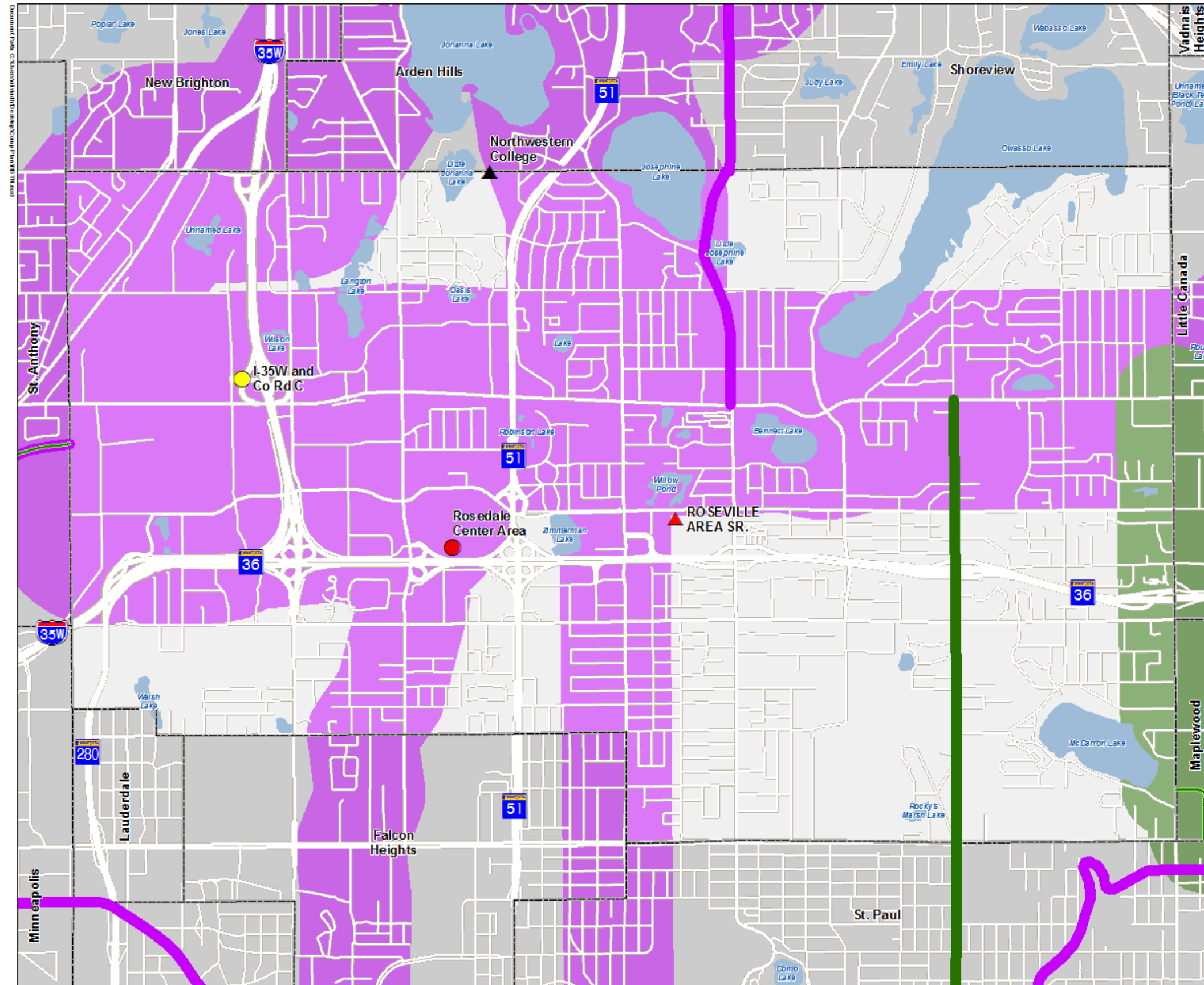
- Existing Trail (36.43 miles)
 - Existing Sidewalk (45.28 miles)
 - Footpath (1.93 miles)
 - Existing Striped Shoulder (29.14 miles)
 - Other (Boardwalk 0.94 miles)
- TOTAL 113.72 miles





MAP 7-12 PROPOSED LOCAL BICYCLE AND PEDESTRIAN NETWORK





RBTN Alignments

- Tier 1 Alignment
- Tier 2 Alignment

Regional Trails

- Existing
- Planned

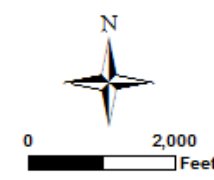
RBTN Destinations

- Colleges & Universities
- Regional Job Centers
- Subregional Job Centers
- Large High Schools

RBTN Corridors

- Tier 1 Priority Corridor
- Tier 2 Corridor

Roseville Boundary



Planned Regional Non-Motorized Transportation Network

The Metropolitan Council 2040 TPP encourages the use of bicycles as a mode of transportation and establishes a Regional Bicycle Transportation Network (RBTN) to establish an integrated network of on-street bikeways and off-road trails that complement each other to improve conditions for bicycle transportation at the regional level. The RBTN identifies Tier 1 and Tier 2 alignments where existing regional or other trails exist or where a specific alignment has been identified. The RBTN also identifies Tier 1 and Tier 2 corridors where specific alignments have not yet been defined.

Within the City of Roseville, the RBTN identifies one Tier 1 RBTN alignment, four Tier 1 RBTN corridors, one Tier 2 RBTN alignment, and one Tier 2 RBTN corridor. The Tier 1 alignment is located along Lexington Avenue north of County Road C. There is an existing trail along the west side of the roadway in this location. Approximate locations for the Tier 1 RBTN corridors include County Road C east of I-35W; Fairview Avenue south of County Road C; Hamline Avenue; Old US 8 and County Road D; and Walnut Street, Terminal Road, Long Lake Road, and County Road B2. Several of these corridors currently include segments of trail and/or striped shoulder. The Tier 2 RBTN alignment within Roseville is located along Dale Street south of County Road C. The Tier 2 RBTN corridor is located along Rice Street south of County Road C. As with the Tier 1 locations, portions of this alignment and corridor include existing segments of trail. The RBTN map also identifies four regional destinations within the City: the I-35W and County Road C Area (a regional job center), the Rosedale Center Area (a sub-regional job center), University of Northwestern-St. Paul, and Roseville Area Senior High School.

The Ramsey County-Wide Pedestrian & Bicycle Plan identifies a Connected Ramsey Communities Network, with a series of corridors that represent long-distance bikeways crossing the County. Within Roseville, major countywide corridors (with status) are identified along County Road C (existing and planned); Walnut Street, Terminal Road, Long Lake Road, and County Road B2 (existing); Old US 8 and County Road D (identified need); Fairview Avenue (existing, planned, and identified need); Hamline Avenue (existing and planned upgrade); and Lexington Avenue (planned upgrade).

The City proposes the following alignments for the RBTN corridors identified within Roseville:

- Along County Road C connecting to the Northeast Diagonal Trail in St. Anthony Village
- Along Fairview Avenue between the City boundary with Falcon Heights and County Road C
- Along Hamline Avenue through the length of the City

- Along Old Highway 8 through the length of the City
- Along Rice Street between the City boundary with St. Paul and County Road C

The City also recommends that the Metropolitan Council and Ramsey County explore adding Roselawn Avenue to the RBTN in future plan updates to provide an east-west bicycle route south of TH 36.

The existing and proposed regional network is shown in [MAP 7-13](#).

Non-Motorized Transportation Design Considerations

The City's Pathway Master Plan identifies different types of pedestrian and bicycle facilities and defines minimum standards for the design of these facilities. Facilities are divided into on-street and off-street pathway types. On-street pathways include bike routes, bike lanes, striped shoulders, and shared lanes. Off-road pathways include trails, sidewalks, and footpaths. Design standards and dimensions are based on the type of facility along with characteristics of the adjacent roadway such as speed limit and average annual daily traffic (AADT).

As non-motorized facilities are planned and designed, the City should consult additional planning and design resources, including:

- County-Wide Pedestrian & Bicycle Plan, Ramsey County
- Minnesota's Best Practices for Pedestrian/Bicycle Safety, MnDOT
- Bikeway Facility Design Manual, MnDOT
- Minnesota Manual on Uniform Traffic Control Devices, MnDOT
- National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, Second Edition, National Association of City Transportation Officials
- Guide for the Development of Bicycle Facilities, American Association of State Highway and Transportation Officials
- Guide for the Planning, Design, and Operation of Pedestrian Facilities, American Association of State Highway and Transportation Officials
- Complete Streets Implementation Resource Guide for Minnesota Local Agencies, MnDOT
- Public Right-of-Way Accessibility Guidelines (PROWAG), US Access Board

Accessibility is a very important consideration for non-motorized design. All new pedestrian and bicycle facilities must meet the ADA accessibility guidelines established in PROWAG. The guidelines in PROWAG address the design needs of people with physical and/or visual impairments. Accessibility will become increasingly important over the next 20 years due to demographic changes. Baby Boomers are aging and the population over age 65 is increasing. People over 65 are more likely to have physical and/or visual impairments that affect their ability to get around.

7. FREIGHT

Freight transportation in Roseville is primarily served by two rail lines and arterial roadways. [MAP 7-14](#) shows the freight system and potential freight generators. Two Minnesota Commercial (MNNR) rail lines pass through the City—one crossing north to south in the western portion of the City and one crossing from the northeast to the west. The latter rail line terminates in the western portion of the City and has been abandoned to the west; this rail line was purchased by the Hennepin County Railroad Authority and developed into the Northeast Diagonal Trail.

There are several large freight traffic generators within the City and the Triple Crown Bi-modal Terminal, a regional freight terminal, is located southwest of the City in adjacent to TH 280 and the MNNR railroad in Minneapolis. Freight traffic generators within Roseville are located along portions of the I-35W and along TH 36. Freight generators include concentrations of industrial land uses east and west of I-35W, including the Magellan and Nustar petroleum terminals, and industrial and large-scale commercial land uses (such as Rosedale Center and HarMar Mall) north and south of TH 36.

[MAP 7-14](#) also shows Heavy Commercial Average Annual Daily Traffic (HCAADT) Roseville. There are several roadways with high heavy commercial volumes within the City, including I-35W, which has an HCAADT ranging from 3,800 to 8,500, and TH 36, which has an HCAADT ranging from 2,750 to 5,400 within the City. The 2017 Regional Truck Highway Corridor study identifies ten key roadways in Roseville as part of the regional freight network: I-35W, TH 36, TH 280, TH 51 south of TH 36, CSAH 88, County Road C west of TH 51, Terminal Road, and Broadway Street are all identified as Tier 1 corridors. County Road D and Fairview Avenue north of TH 36 are identified as Tier 2 corridors. TH 51 north of TH 36 is a Tier 3 corridor.

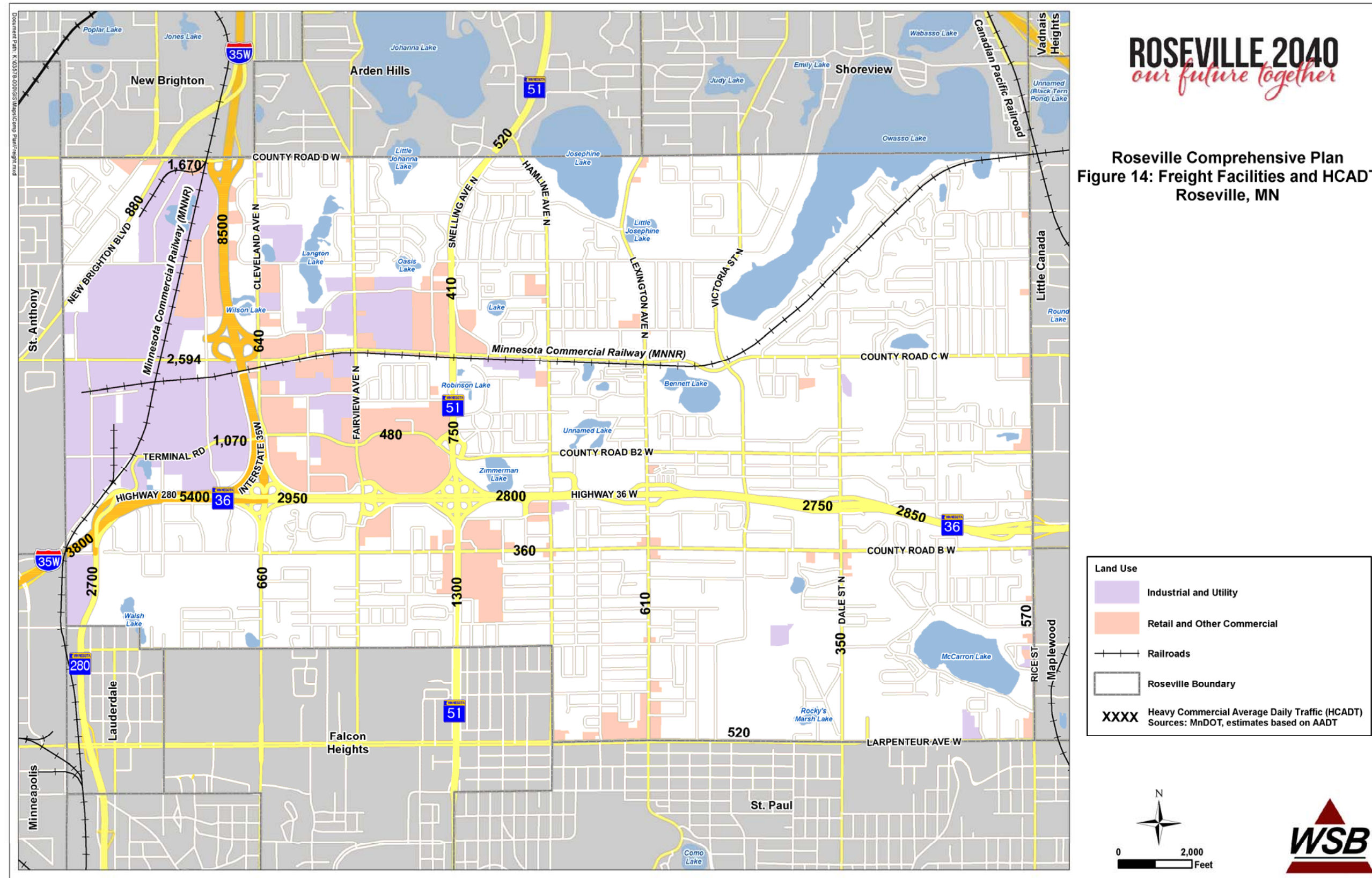
The Metropolitan Council 2040 TPP notes that freight rail traffic has increased substantially since 2010. Throughout the region, freight rail traffic is expected to increase, especially as the regional population continues to grow. There are 17 locations in the City where the rail lines cross public roadways at-grade: Terminal Road, County Road C, County Road C2, County Road D, Long Lake Road (two locations), Walnut Street, Cleveland Avenue, Prior Avenue, Fairview Avenue, Snelling Avenue, Hamline Avenue, Lexington Avenue, Victoria Street, Dale Street, and South Owasso Boulevard. Each of the public street crossings is controlled by a combination of cross-buck signs, flashing lights, and/or gates. There are also several locations where the railroad crosses private driveways or trails.

The Metropolitan Council 2040 TPP acknowledges several freight challenges that impact the City and the region. As mentioned above, freight traffic is expected to increase and place pressure on the region's highway and rail systems. Safety is also

an increasing concern, particularly rail safety as related to Bakken crude oil being transported through the region on rail lines. The volume of rail traffic has therefore raised concerns about compatibility between freight traffic and adjacent land uses. While land use adjacent to the City's primary freight routes is generally compatible with these uses (industrial, commercial, etc.), there are several areas of single family and multi-family residential housing that lie adjacent to the rail lines.

The City, through identified strategies later in this document, will endeavor to prepare all railroad crossings in the City for certification as Quiet Zone crossings. As crossings are enhanced or rebuilt, the City will work with the rail line operator to include the necessary geometric improvements to support the Quiet Zone designation at some point in the future when the crossing arms and signal equipment are also enhanced. The Quiet Zone designation will allow trains to travel through the area without having to sound their horns.

Freight transportation strategies are provided in Section 8.2.4.



MAP 7-14 EXISTING FREIGHT SYSTEM

8. TRANSIT

Roseville is located within the Transit Capital Levy District as shown in the Metropolitan Council 2040 TPP. The TPP further classifies the metropolitan area into transit markets based on demographic and urban design factors. Much of Roseville is located in Market Area III, but there are some pockets of the City located within Market Area II. Transit service in Market Area III is primarily commuter express bus service with some fixed-route local service providing basic coverage. General public dial-a-ride services are available where fixed-route service is not viable. Market Area II generally supports fixed-route transit, but at lower frequencies or shorter service spans than provided in Market Area I.

The A Line rapid bus line, which opened in 2016, provides a frequent transit connection between the Rosedale Transit Center in Roseville and the 46th Street Blue Line Light Rail station in Minneapolis, traveling along Snelling Avenue, Ford Parkway, and 46th Street. In addition to Rosedale Center, another station is located at the intersection of Snelling Avenue and County Road B. In addition to the A Line, there are 21 bus routes that operate within Roseville, including 8 that provide urban local service, 5 that provide suburban local service, and 8 that provide express service. The bus routes that serve Roseville have a mix of frequencies and types of service that they provide. Some routes operate every 30 minutes or every hour during the day and evening (i.e. urban local buses) while others provide limited-stop service and operate only during peak commuting times (i.e. express buses). Fixed-route bus service in Roseville is summarized in [TABLE 7-7](#) and shown on [MAP 7-15](#). Note that there are several bus routes that pass through Roseville on TH 36 or I-35W and do not include any stops within the City.

In addition to the fixed-route transit options, Roseville is also served by Anoka County Transit Link, a dial-a-ride service for the general public (Ramsey County is served by Anoka County Transit Link). Transit Link provides connections to destinations within Ramsey County. Transit Link also connects to regular route transit for trips within the metro area, including outside of Ramsey County. Roseville residents also have opportunities to participate in the Metro Vanpool program. This program provides financial assistance for vanpools to serve areas with limited regular-route transit service.

There are three park-and-ride lots located Roseville: Grace Church, I-35W and County Road C, and Skating Center. Of these facilities, only the Skating Center location has been above capacity in recent years. Metro Transit's 2016 Annual Regional Park-and-Ride System Report indicated that the Skating Center Park-and-Ride was at 102 percent of its capacity (50 parking stalls). Depending on future

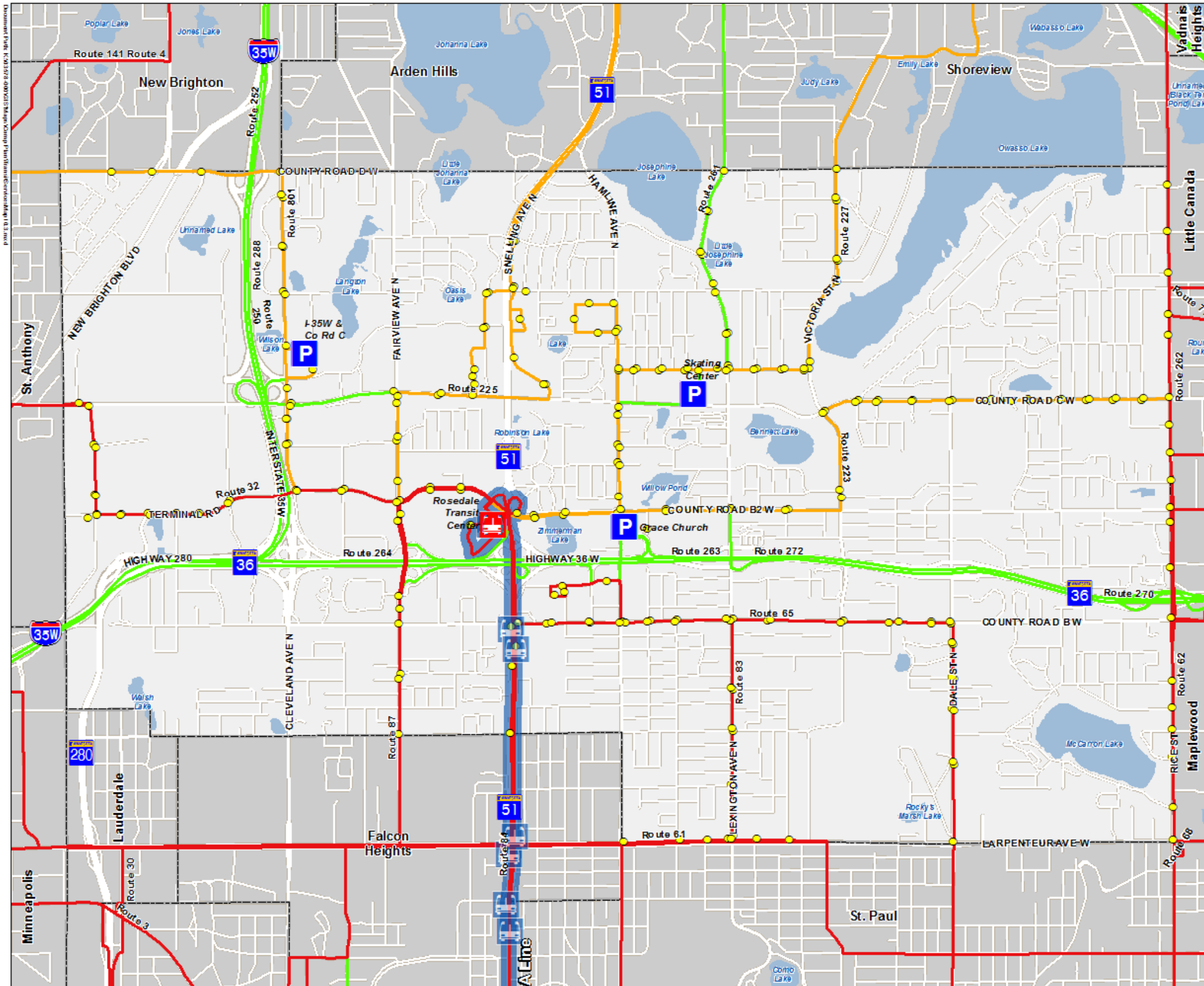
changes in park-and-ride demand, the City and Metro Transit may explore expansion or additional locations along the associated transit corridors.

Transit transportation strategies are provided in Section 8.2.7.

Route	Route Description	Service Type
32	Robbinsdale - Lowry Avenue - Rosedale	Urban Local
61	E Hennepin Avenue - Larpenteur Avenue - Arcade Street	Urban Local
62	Rice Street - Little Canada - Shoreview - Signal Hills	Urban Local
65	Dale Street - County Road B - Rosedale	Urban Local
71	Little Canada - Edgerton - Concord - Inver Hills	Urban Local
83	HarMar Target - Lexington Avenue	Urban Local
84	Rosedale - Snelling - 46th Street LRT - Sibley Plaza	Urban Local
87	Rosedale - U of MN St. Paul - Cleveland Avenue	Urban Local
223	Rosedale - Little Canada - Maplewood	Suburban Local
225	Deluxe - Roseville - Covenry - Rosedale	Suburban Local
227	Target Shoreview - Victoria - Rosedale	Suburban Local
262	Limited Stop - 95th Avenue Park and Ride - Rice Street - St. Paul	Suburban Local
801	Brooklyn Center - Columbia Heights - Rosedale	Suburban Local
250	Express - St. Josephs Park and Ride - 95th Avenue Park and Ride - Minneapolis	Express
252	95th Avenue Park and Ride - U of MN	Express
261	Express - Shoreview - Roseville - Minneapolis	Express
263	Express - Rice Street Park and Ride - Roseville	Express
264	Express - County Road C Park and Ride - Roseville	Express
270	Express - Mahtomedi - Maplewood - Minneapolis	Express
272	Express - Maplewood - Roseville - U of MN	Express
288	Express - Forest Lake - Minneapolis	Express

TABLE 7-7 ROSEVILLE BUS ROUTES

Source: Metro Transit

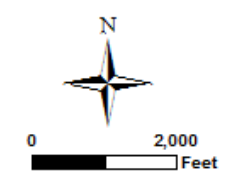


MAP 7-15 TRANSIT FACILITIES

- Rosedale Transit Center
- Park and Ride
- A-Line BRT Transitway
- A-Line BRT Stations
- Bus Stop

Bus Route Type

- Urban Local Route
- Suburban Local Route
- Express Route



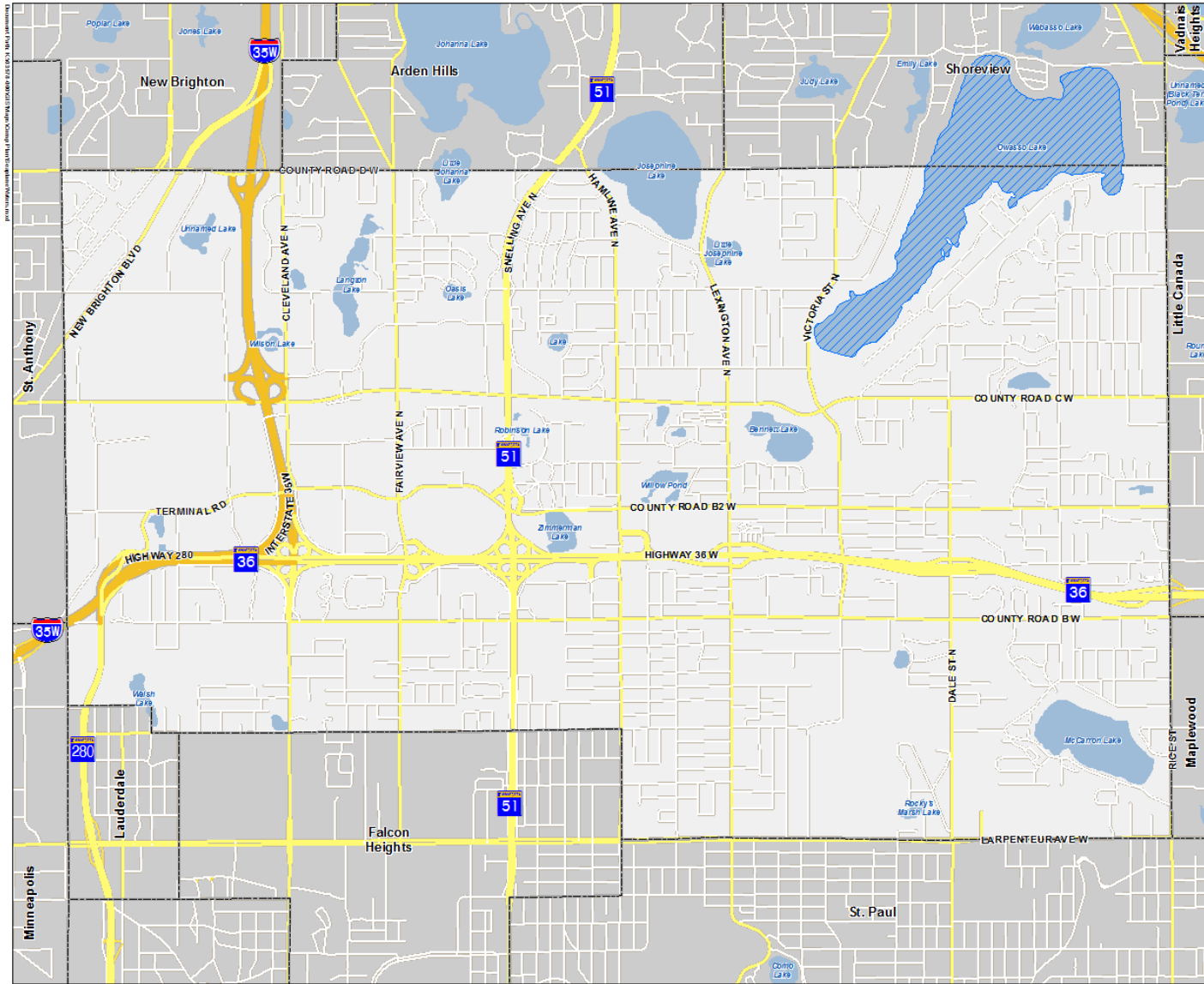
9. AVIATION

There are currently no existing or planned aviation facilities within the City of Roseville. However, the City is responsible for airspace protection in order to reduce hazards to air travel within the region. The closest public use airport to Roseville is the St. Paul Downtown Airport (Holman Field), approximately 4 miles southeast of Roseville.



Based on the distance to the nearest airports, there are no radio beacons or other air navigation aids located in off-airport locations in Roseville. The City is not within the area of influence of any airports and is therefore not subject to associated land use restrictions. Seaplane use is designated and allowed by MnDOT on Lake Owasso, as shown on [MAP 7-16](#).

Any person or organization who intends to sponsor the construction or alteration of a structure affecting navigable airspace as defined in Federal Regulation Title 14; Part 77 needs to inform the Federal Aviation Agency (FAA) of the project. This notification is accomplished through the completion and submittal to FAA of Form 7460-1, Notice of Proposed Construction or Alteration. In Roseville, this requirement applies to any construction or alteration exceeding 200 feet above ground level.



There are currently no heliports in Roseville or any known plans to construct one.



MAP 7-16 DESIGNATED WATERS FOR SEAPLANE USE

	Seaplane Use Allowed
	Roseville Boundary

0 2,000 Feet



10. GOALS AND STRATEGIES

A multi-modal transportation system incorporates several modes of transportation, including walking, bicycling, automobiles, public transportation, trucking/freight, and trains. This Plan, and the City’s actions over the next 20 years, will be guided by the following multi-modal transportation goals, policies, and strategies.

Vision Statement, Goals, and Policies

Vision Statement: The City of Roseville will have a comprehensive, safe, efficient and reliable transportation system. The table below shows the City of Roseville’s transportation goals and policies.

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 Communicate with the Metropolitan Council and the Minnesota Department of Transportation to encourage them to increase traffic capacity on major highways in order to reduce traffic on local roadways.</p>
	<p>1.4 Cooperate with State and federal agencies and railroad companies to enhance safety at all highway, railroad, and pedestrian crossings.</p>
	<p>1.5 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 Proactively communicate and explore opportunities to expand transit, pathways, intermodal connectivity and Travel Demand Management (TDM) strategies as reasonable alternatives to driving, where appropriate.</p> <p>2.2 Ensure that the transportation network is prepared for changing or emerging transportation technologies, modes and demographics.</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, as an alternate to increasing the capacity of individual thoroughfares, where appropriate.</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 and pathways.</p>
	<p>3.8 Advocate for appropriate roadway authorities to construct roadway capacity, safety and other improvements that meet existing and forecasted travel and demographic demands.</p>
	<p>3.9 Plan for and support a multimodal transportation system that moves people and goods safely and efficiently.</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 Advocate planning and development of the Northeast Diagonal Transit Corridor.</p>
	<p>4.3 Support and allow access to a robust public transit system that is integral to the metropolitan system and meets long-term needs by supporting transit hubs, Bus Rapid Transit (BRT), fixed route and dial-a-ride service options.</p>
	<p>4.4 Encourage the development of park-and-rides to reduce congestion on arterials throughout Roseville.</p>
	<p>4.5 Clearly mark bus stops and provide adequate space for buses to pull out of the moving traffic lane for loading and unloading.</p>

	<p>4.6 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>4.7 Encourage transit-supportive development along existing and future transit corridors.</p>
	<p>4.8 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>4.9 Play an active role in planning for potential transitways and preserving potential rights-of-way and station locations.</p>
	<p>4.10 Encourage the develop of additional east-west transit services, including additional routes and frequency of existing routes.</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 Update the Pathways Master Plan as needed.</p>
	<p>5.4 Expand, maintain and promote a system of continuous and connected pathways that encourage walking and biking.</p>

Strategies

The multi-modal strategies listed in this section are specific, actionable steps that the City can take in support of the goals of this Plan. These strategies are based upon existing and future transportation needs as described in detail in the previous sections of this Plan.

The multi-modal strategies are broken into several categories:

1. Programmed Improvements & Studies
2. Congested Roadway Corridors
3. High Crash Locations
4. Freight
5. Interchanges
6. Functional Classification
7. Transit
8. Bicycle and Pedestrian
9. Citizen-Based Concerns

Each strategy is tied to one or multiple goals; however, not all goals are associated with a specific strategy. In these cases, the City's goals apply across individual projects, and the City will identify opportunities to achieve them throughout its existing project and policy development processes. The following pages describe each strategy, notes which goal(s) is/are related to each strategy, and identifies the lead agency for the strategy. [MAP 7-17](#) and [7-18](#) following the strategies highlight selected strategies geographically.

Strategies: Programmed Improvements & Studies

<p>Location: 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.</p>
<p>Location: 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.</p>

<p>Location: 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.</p>
<p>Location: 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.</p>
<p>Location: County Road C Railroad Bridge West of Victoria Street Lead Agency: Ramsey County Type of Improvement: Bridge Replacement Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation System. Strategy: Submit bridge replacement for State Bridge Bond funding during the 2018 Legislative Session with a potential construction year of 2020 or 2021, if successful. Due to the deficient bridge at this location, County Road C is currently load restricted west of Victoria Street.</p>
<p>Location: 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.</p>
<p>Location: 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.</p>

<p>Location: Rice Street/County Road 49 from County Road B2 to County Road C2</p> <p>Lead Agency: Ramsey County</p> <p>Type of Improvement: Full Reconstruction or Pavement Preservation</p> <p>Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation System.</p> <p>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.</p>
<p>Location: County Road B: Snelling Avenue/TH 51 to State Farm Road</p> <p>Lead Agency: Ramsey County</p> <p>Type of Improvement: Pavement Replacement</p> <p>Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation System.</p> <p>Strategy: FY 2019 programmed pavement replacement project.</p>
<p>Location: Snelling Avenue/TH 51: County Road B2 to 1,180 feet north of Lydia Avenue</p> <p>Lead Agency: City of Roseville/MnDOT</p> <p>Type of Improvement: Northbound Third Lane Expansion</p> <p>Goals Addressed: Coordinate Transportation Decisions; Create a Safe and Efficient Roadway Network.</p> <p>Strategy: FY 2021 programmed third lane northbound expansion pending results of travel demand modeling and traffic operations analysis.</p>
<p>Location: County Road C East of Victoria Street</p> <p>Lead Agency: Ramsey County</p> <p>Type of Improvement: Study 4-Lane Undivided to 3-Lane Reconfiguration</p> <p>Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation System; Create a Safe and Efficient Roadway Network.</p> <p>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.</p>

Strategies: Congested Roadway Corridors

<p>Location: Interstate 35W</p> <p>Lead Agency: MnDOT</p> <p>Type of Improvement: Monitor & Pursue Strategic Improvements</p> <p>Goals Addressed: Coordinate Transportation Decisions; Create a Safe and Efficient Roadway Network.</p> <p>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</p>
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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.

Location: 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.

Location: 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.

Location: 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

<p>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.</p>
<p>Location: 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.</p>

Strategies: High Crash Locations

<p>Location: 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.</p>
<p>Location: 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.</p>

Location: 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.

Location: 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.

Location: 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.

Location: 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.

Location: 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.

Location: 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.

Location: 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.

Location: 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.

Strategies: 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.

<p>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.</p>
<p>Location: Minnesota Commercial (MNNR) 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 MNNR 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.</p>
<p>Location: At-Grade Railroad Crossings throughout Roseville Lead Agency: City of Roseville/BNSF Railroad/Minnesota Commercial Railroad Type of Improvement: Prepare Crossings for Quiet Zone Certification as crossings and/or roadway is reconstructed Goals Addressed: Coordinate Transportation Decisions; Create a Safe and Efficient Roadway Network. Strategy: The City of Roseville will work with the operating railroad operators in the City to upgrade the at-grade railroad crossings to support future certification as Quiet Zone crossings by adding the required geometric features necessary for the certification.</p>

Strategies: Interchanges

Location: 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.

8.2.6. Strategies: Functional Classification

Location: 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 [MAP 7-3](#).

8.2.7. Strategies: Transit

Location: System-Wide
Lead Agency: City of Roseville/Metro Transit
Type of Improvement: Last Mile Access
Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Promote the Use of Transit.
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.

<p>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.</p>
<p>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.</p>
<p>Location: System-Wide Lead Agency: City of Roseville/Metro Transit Type of Improvement: Seven 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.</p>
<p>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.</p>
<p>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.</p>

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 multi-modal connections and parking should be explored in a collaborative manner with all public and private stakeholders. Improvements should be integrated and scheduled as part of Capital Improvement Programs as funding is available.

8.2.8. Strategies: Bicycle and Pedestrian

Location: System-Wide
Lead Agency: City of Roseville
Type of Improvement: Wayfinding and Signage
Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Encourage the Use of Non-Motorized Transportation.
Strategy: Improve signage and wayfinding from bicycle and pedestrian facilities to transit stations and other key community destinations.

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.

<p>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.</p>
<p>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).</p>
<p>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.</p>
<p>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 multi-modal access to the HarMar and Rosedale Shopping Malls.</p>
<p>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.</p>

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.

Location: System-Wide
Lead Agency: City of Roseville
Type of Improvement: Complete Streets Policy
Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Promote the Use of Transit; Encourage the Use of Non-Motorized Transportation.
Strategy: A Complete Streets approach to planning and implementing non-motorized facilities, as described in the MnDOT Complete Streets Implementation Resource Guide, can provide a helpful framework for creating a community-supported, safe, comfortable, and convenient transportation network that serves all modes. City of Roseville officials should evaluate implementing a Complete Streets policy or process intended to provide design guidance and implementation clarity, allowing the community and project designers to advance individual projects in a collaborative and cost-efficient manner.

8.2.9. Strategies: Citizen-Based Concerns

Location: Terminal Road
Lead Agency: City of Roseville
Type of Improvement: Corridor Study
Goals Addressed: Coordinate Transportation Decisions; Create a Safe and Efficient Roadway Network.
Strategy: Conduct a corridor study to evaluate existing and forecasted traffic operations and safety related concerns and potential strategies for future improvements.

Location: 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.

<p>Location: 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.</p>
<p>Location: 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.</p>
<p>Location: Various Lead Agency: City of Roseville Type of Improvement: Speed Study Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Create a Safe and Efficient Roadway Network. 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.</p>
<p>Location: 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.</p>

Location: 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.

Location: 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.

Location: 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.

Location: 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.

Location: County Road C: Victoria Street through Western Avenue

Lead Agency: Ramsey County/City of Roseville

Type of Improvement: Intersection Control

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

Strategy: All-way stops at Victoria Street, Dale Street and Western Avenue create large queues at times along County Road C. Review of these intersections should occur to determine if all-way stops should remain in-place or if roundabouts or signals would work better. This should be incorporated into other analysis, studies or proposed improvements to County Road C where feasible.

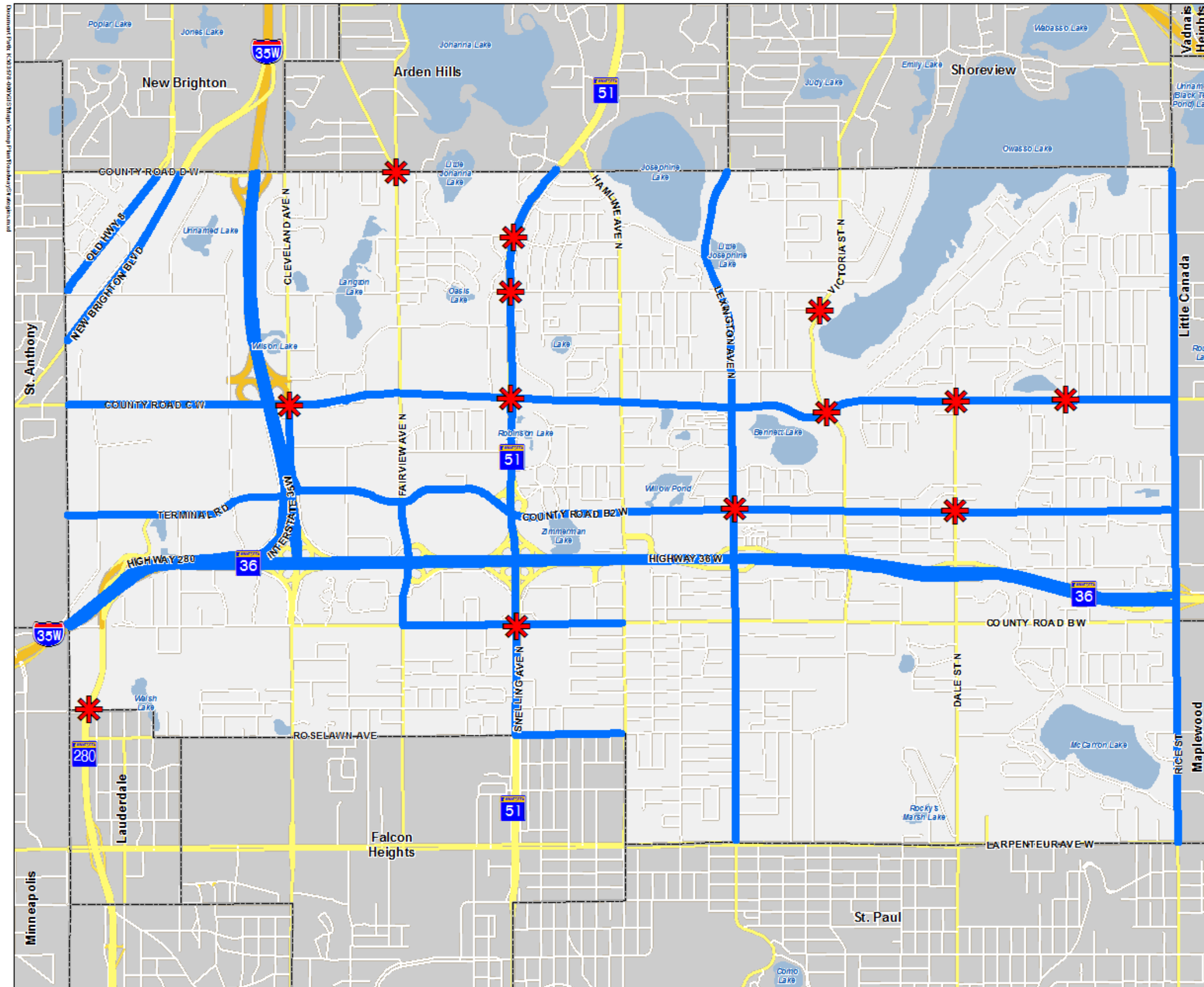
Location: Cleveland Avenue at County Road D

Lead Agency: Ramsey County




Type of Improvement: Signal Upgrade

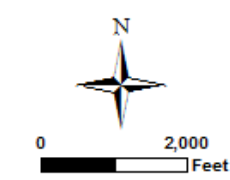
Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Create a Safe and Efficient Roadway Network.

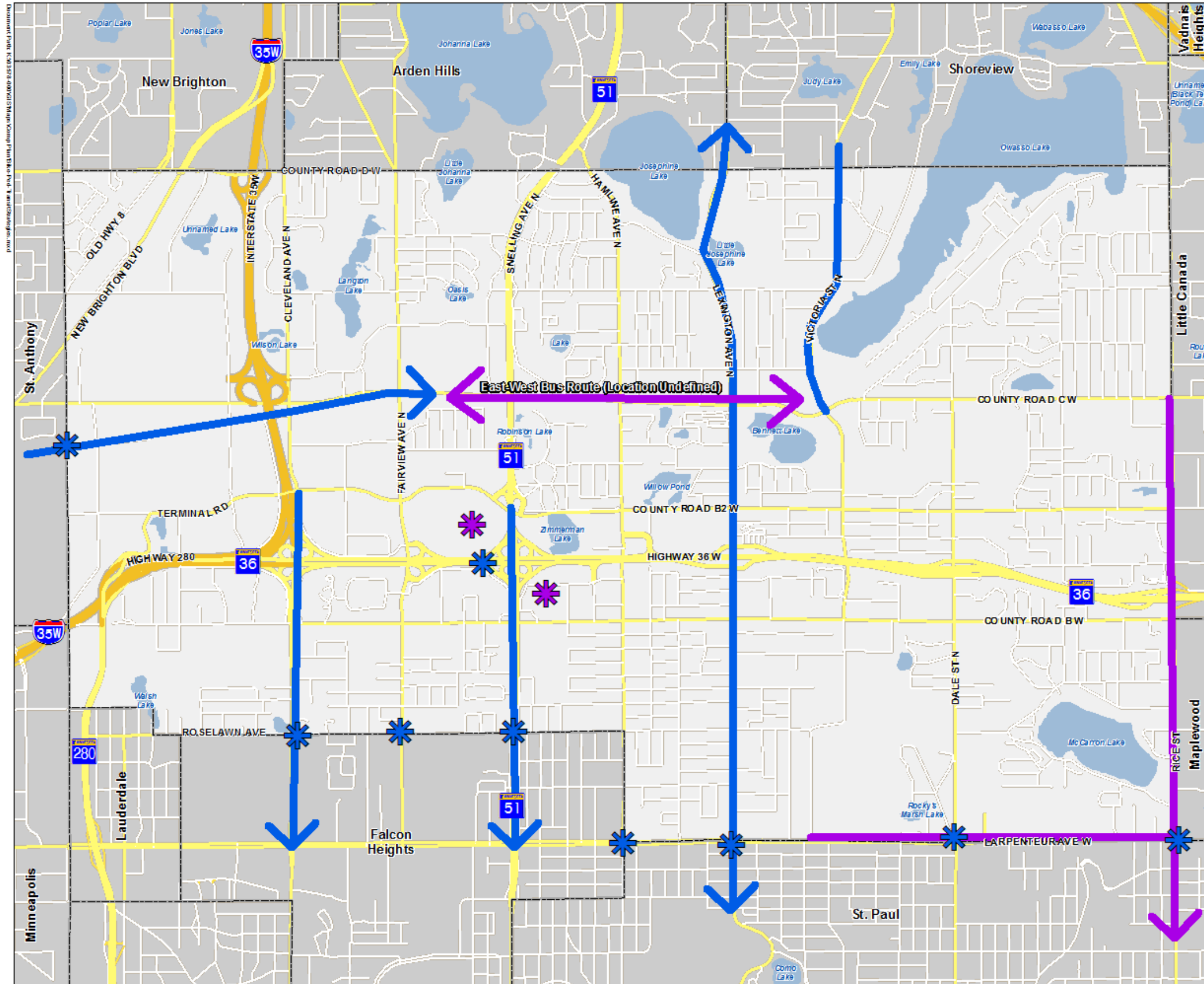
Strategy: The lack of left turn phasing and possibly poor signal timing currently lead to large queues in the northbound direction when Interstate 35W is congested, and some delay issues in the eastbound direction during the a.m. peak hour. A review of existing signal timing and consideration of adding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








MAP 7-17 ROADWAY STRATEGIES

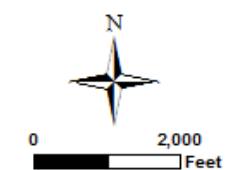
-  Potential Intersection Improvements
-  Potential Capacity and Safety Improvements
-  Roseville Boundary





MAP 7-18 BICYCLE/PEDESTRIAN AND TRANSIT STRATEGIES

-  Key Bicycle/Pedestrian Connections
-  Key Transit Destination
-  Bicycle/Pedestrian Strategy Corridor
-  Transit Strategy Corridor
-  Roseville Boundary



11. PROPOSED SHORT AND LONG RANGE ROADWAY PROJECTS

The sections below identify proposed short- and long-range roadway projects identified in the City and Ramsey County CIPs, the Metropolitan Council 2040 TPP/2018 Draft Transportation Improvement Plan (TIP), and based on the proposed land use and redevelopment activities described in previous sections of this Plan.

9.1. Proposed Projects from Capital Improvement Plans

The City's CIP identifies a number of roadway and pathway projects. These projects are primarily mill and overlay or pathway maintenance projects intended to improve and maintain the roadway or pathway surface. There are also several new pathway construction projects identified, including segments along Larpenteur Avenue, County Road B, and Victoria Street.

The TPP identifies a number of highway projects in the City of Roseville, including a pavement rehabilitation project and bridge project along I-35W, construction of an I-35W MnPASS lane north of TH 36, and two additional bridge projects on TH 36. The City also received federal funding to construct an additional northbound lane along Snelling Avenue (TH 51) between County Road B2 to north of Lydia Avenue, along with associated intersection and ADA improvements.

12. PUBLIC COMMENTS

The City has gathered public input through public open house meetings, focus groups, and a walkabout in addition to web-based communications. Through these interactions, members of the public identified issues and opportunities related to transportation, with a strong focus on improving non-motorized transportation options within Roseville. Many comments were received relating to making Roseville more walkable and bikeable by filling gaps in the sidewalk and trail network, adding infrastructure such as bike lanes, and making associated safety and streetscaping improvements along roadways and at intersections. Other comments received related to improving transit connections and facilities, reducing traffic congestion, and improving overall connectivity. Feedback from public engagement has been incorporated into the transportation strategies included in this Plan.

13. CONCLUSION AND NEXT STEPS

The purpose of this Transportation Plan is to set a multimodal transportation vision for the City of Roseville through the year 2040. Goals and specific strategies have

been identified collaboratively by the City, Ramsey County, MnDOT, and members of the public within the framework of Metropolitan Council requirements. The vision and associated strategies outlined in this Plan were established by considering existing and forecasted conditions, Roseville priorities, regional travel patterns and a variety of other factors.

As the owners of the transportation network in Roseville (i.e. City of Roseville, Ramsey County, MnDOT, and the MNNR) advance their respective Capital Improvement Programs (CIPs), this Plan is intended to serve as an important resource and reference in establishing priorities and advancing transportation projects for implementation. Advancing these projects from a planning to implementation phase will require collaborative discussions among facility owners, adjacent communities, the Metropolitan Council, residents and others to conduct traffic studies, finalize designs, preserve rights-of-way, obtain environmental clearances and leverage necessary financial resources. [FIGURE 7-1](#) on the following page outlines the entire planning and project development process required for transportation projects from concept plans to construction implementation.



Transportation Planning Process

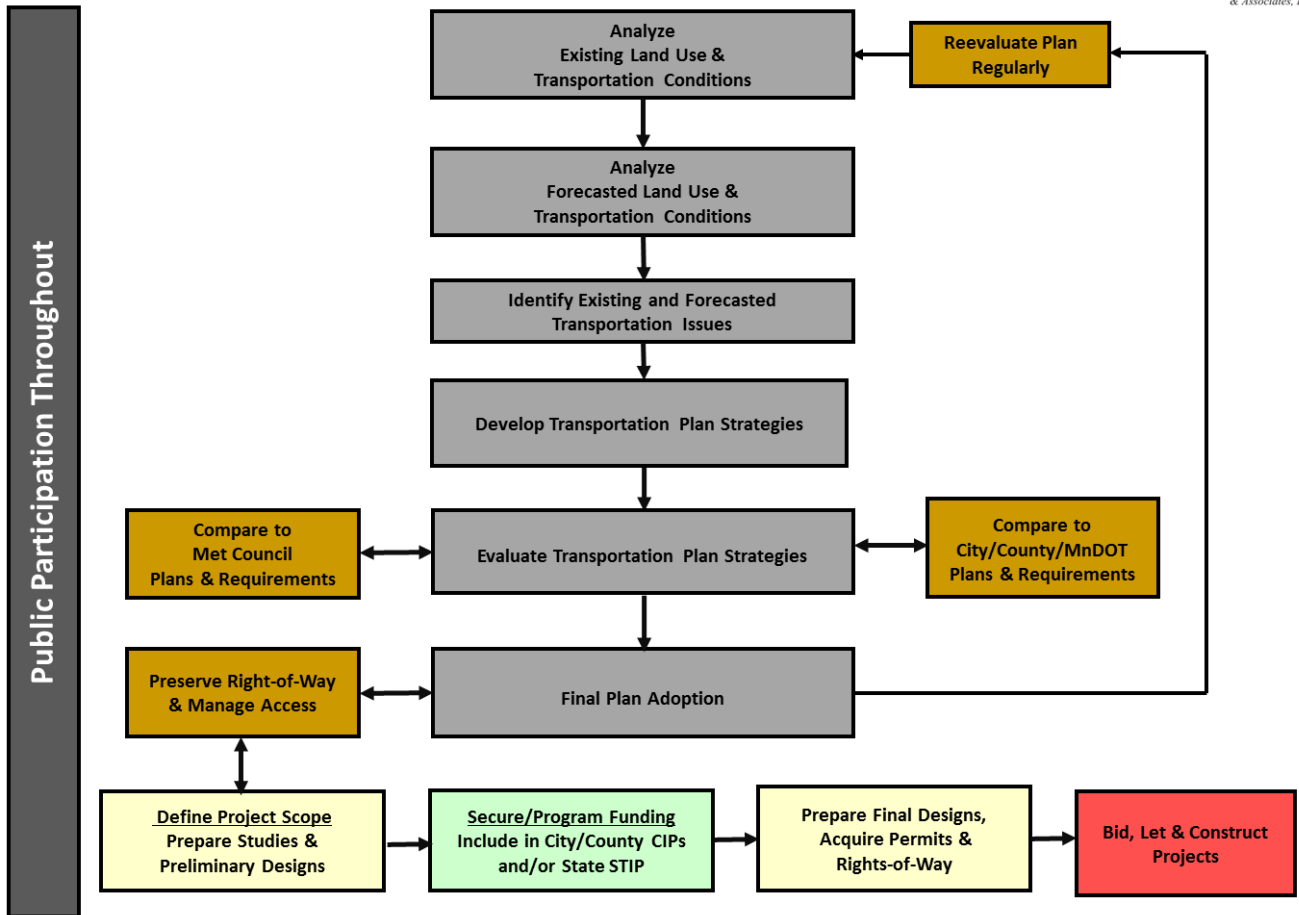


FIGURE 7-1 TRANSPORTATION PLANNING PROCESS

CHAPTER 8: PARKS, RECREATION, TRAILS, AND OPEN SPACE

This parks, recreation, trails, and open space plan includes the following information:

1. What we Heard
2. 2010 Master Plan Updates
3. Goals and Strategies

The City of Roseville has a long commitment to providing the best park and recreation experiences possible to its residents. For generations, the City's residents and leaders have recognized the value of parks and recreation in improving their quality of life and generating a true sense of community. They have consistently demonstrated their belief that enhancing these assets is an investment in their future, leaving a legacy for the next generation.

In late 2010, Roseville adopted a Park and Recreation System Master Plan (Master Plan) following a comprehensive community engagement effort over several years. That Master Plan embodies this generation's vision of the legacy they want to leave, and it has been influential in the built park and recreation projects that have taken place since it was created.

Since Beginning in 2010, Roseville has made ~~a~~ major investments in the parks and recreation system, called the Roseville Park and Recreation Renewal Program (PRRP). This \$19 million program added improved and/or replaced amenities, including selective land acquisitions, new park buildings, playgrounds, natural resource restoration, trails and pathways, and other facilities. It touched every park in the system and post-project surveys clearly reflect how these improvements have been positively received by the public.

Beyond the PRRP, the Parks and Recreation System Master Plan continues to guide investments, such as current projects like the reconfiguration of Evergreen Park, the Cedarholm Community Building, and new playlots in southwest Roseville and on Marion Street in eastern Roseville. As part of this public comprehensive planning process, it is evident that residents and leaders still strongly support the Plan and see value in continuing on the path it laid out. Therefore, this chapter of the Plan is primarily focused on updating any elements that have changed since 2010 and tying this vision strongly to the overall planning for Roseville as a whole.

1. WHAT WE HEARD

Public Engagement

Parks, recreation, trails, and open spaces have been incorporated in every engagement tool used, including public meetings, intercepts, online surveys, walkabouts, meetings-in-a-box, focus groups, and stakeholder interviews. The message from the public has been very positive and consistent:

- People love Roseville’s parks and recreation; they are one of the main reasons that ~~they~~ residents appreciate Roseville.
- We are committed to following the master plan vision for parks, set in 2010.

Parks and Recreation Commission

In addition to the public engagement process, the Parks and Recreation Commission has been reviewing and updating the goals and policies from the 2010 Master Plan through a series of meetings and exercises. They have verified their validity and are very supportive of continuing those elements with minor revisions. The “Goals and Policy” section below reflects those modestly revised statements.

2. 2010 MASTER PLAN UPDATES

Since the adoption of the 2010 Parks and Recreation System Master Plan, Roseville has undertaken a number of projects within the parks as part of the PRRP and other efforts. ~~In addition, they have and has~~ acquired several new park spaces. [MAP 8-1](#) shows additions to the parks and recreation system.

Current Projects

Current projects include:

- Constructing Cedarholm Community Building.
- Community process and design for ~~2132-2134~~ Cleveland Avenue site.
- Community process and design for 1716 Marion Street site.
- Parks and Recreation Renewal Program, with numerous projects City-wide.
- Parks and Recreation System Natural Resources Restoration.

Ongoing Priorities

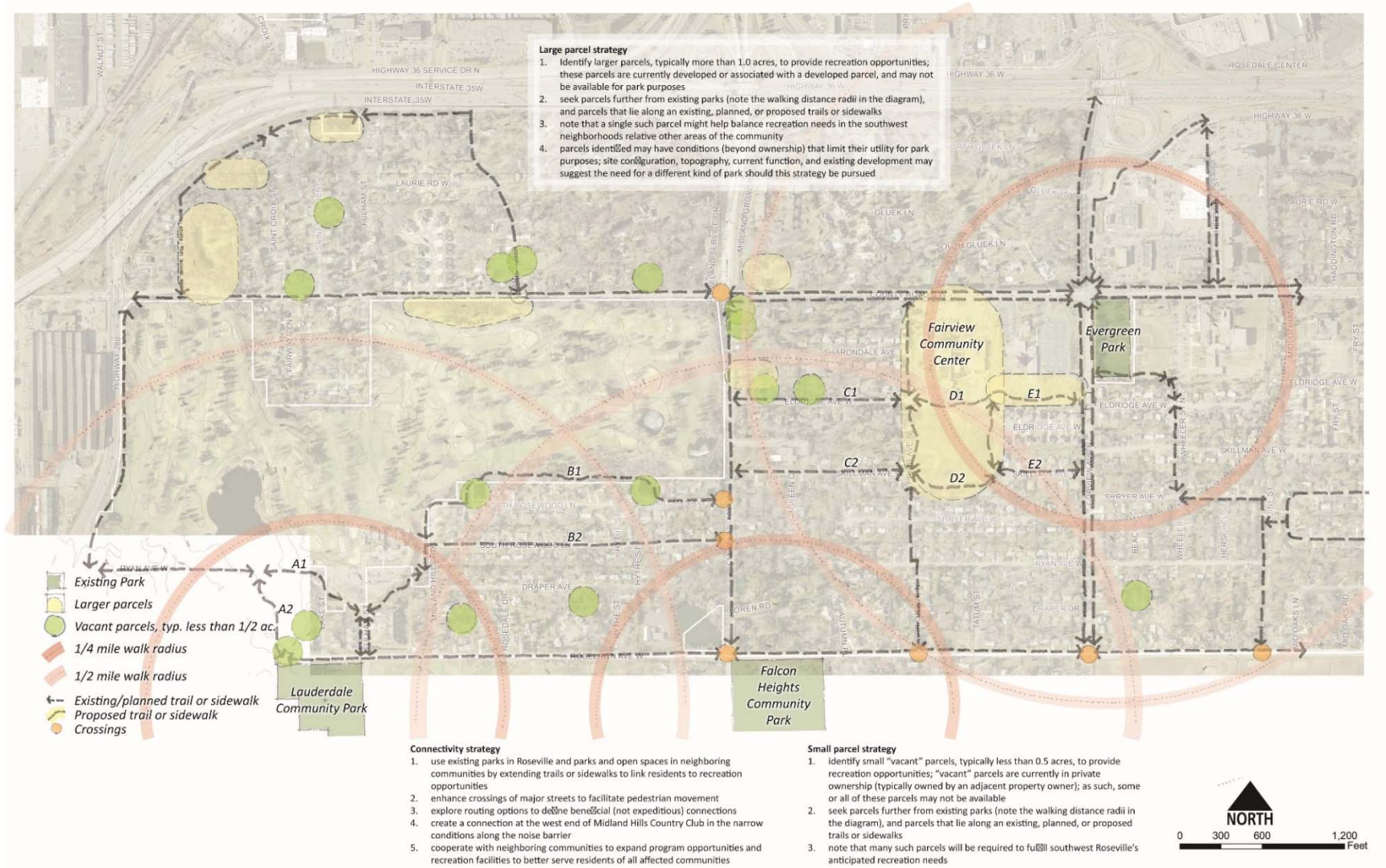
Improving the distribution of park and recreation services in southwest Roseville remains an area of focus. Various strategies have been identified for southwest Roseville in the Master Plan, and undertaking those strategies is an ongoing priority that is ~~continuing to be~~ pursued as it makes sense (refer to [MAP 8-2](#)). Several approaches are described in the Parks and Recreation System Master Plan to create a network of parks and recreation opportunities, building towards a system that looks more like the amount of parks and recreation opportunities provided in other sectors of Roseville.

Beyond southwest Roseville, it is a medium priority to acquire lots at Langton Lake, Acorn, or other ~~instances areas~~ where acquisition of a lot could complete a logical park outline. ~~For instances like completing a loop around Langton Lake, securing trail easements would also be a potential method for achieving the goal. Securing trail easements is another possible strategy for completing a trail loop in locations such as Langton Lake.~~ If housing density increases (for instance, if residential housing is added around Rosedale), a similar approach would be ~~taken-used~~ to that seen in southwest Roseville, but likely focusing on Park Dedication as the primary tool. Roseville Parks and Recreation will always consider other opportunities on a case-by-case basis, but adding new parks in well-served areas is a low priority.

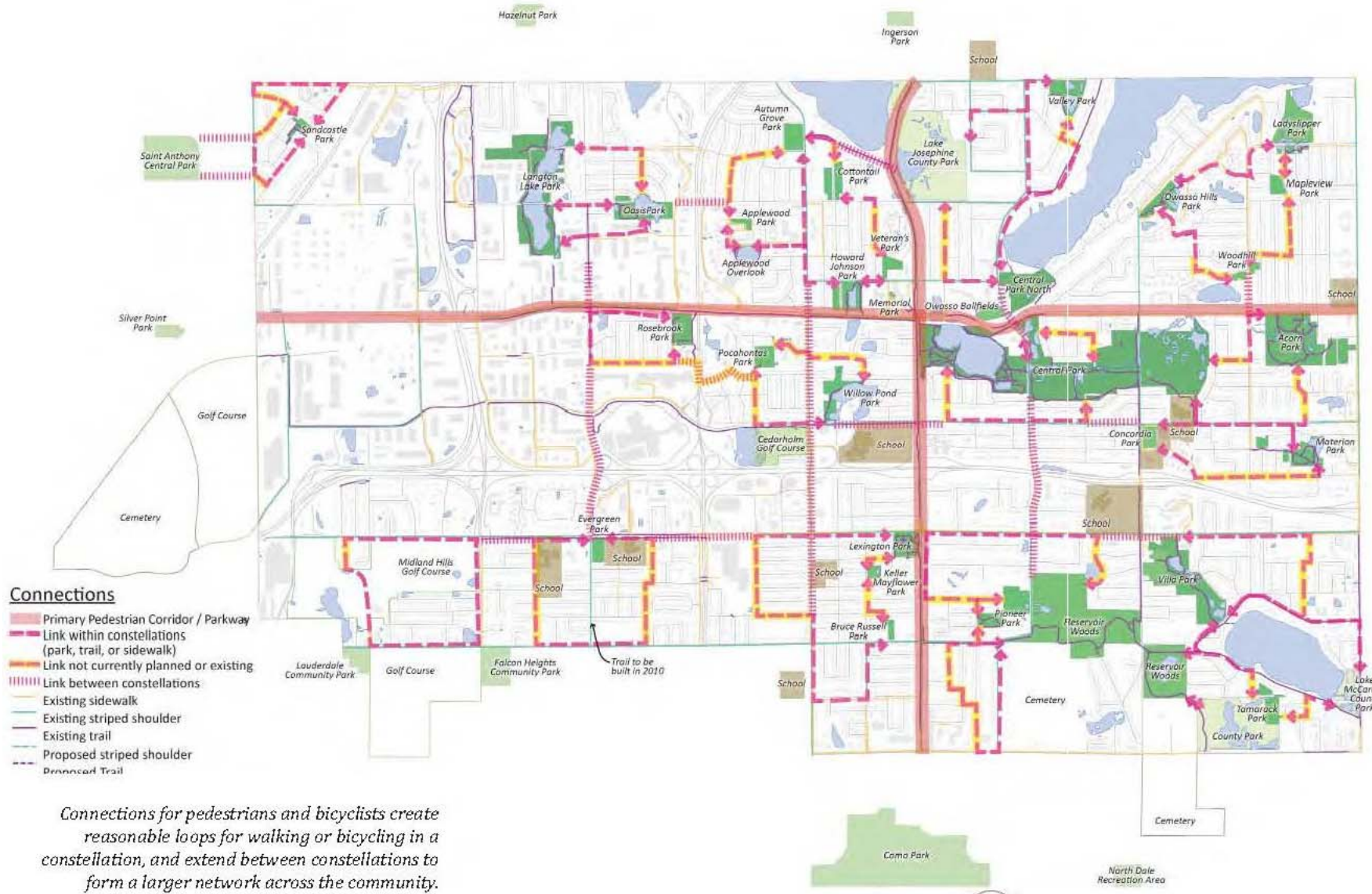
For all potential future ~~projects and purchases~~, Roseville Parks and Recreation seeks ~~willing buyer/willing seller situations at and~~ reasonable prices, ~~and once a project is undertaken. When a purchase is made,~~ Roseville Parks and Recreation is always committed to going through their full community process for planning and design. The Roseville Parks and Recreation ADA Transition Plan is to assess current conditions and to achieve ADA compliance with every new and renovated project ~~as part of the Parks and Recreation ADA Transition Plan.~~

Coordination with Pathways Planning

The 2010 Master Plan provided a vision for connectivity between parks, housing, businesses, and schools. This was based on the “constellation” concept which generated more value within the system by connecting parks in logical ways (refer to [MAP 8-3](#)). With good connectivity, not every park has to provide duplicative services, and the park experiences can extend into the surrounding neighborhoods. That approach remains the focus of Roseville Parks and Recreation, in coordination with the Pathways Master Plan.



MAP 8-2: SOUTHWEST ROSEVILLE APPROACH. THIS MAP REPRESENTS A STRATEGY DEVELOPED IN THE PARKS AND RECREATION MASTER PLAN FOR PROVIDING A SERIES OF SMALLER, CONNECTED GREEN SPACES TO SERVE THE NEEDS OF THIS PORTION OF THE COMMUNITY AND REMAINS AN ONGOING PRIORITY FOR THE PARKS AND RECREATION DEPARTMENT. THE PARCEL AT THE CORNER OF CLEVELAND AVE. AND COUNTY ROAD B HAS BEEN ACQUIRED AND WILL BE DEVELOPED IN 2018.



MAP 8-3: PATHWAYS CONSTELLATION CONCEPT. FROM PARKS AND RECREATION SYSTEM MASTER PLAN

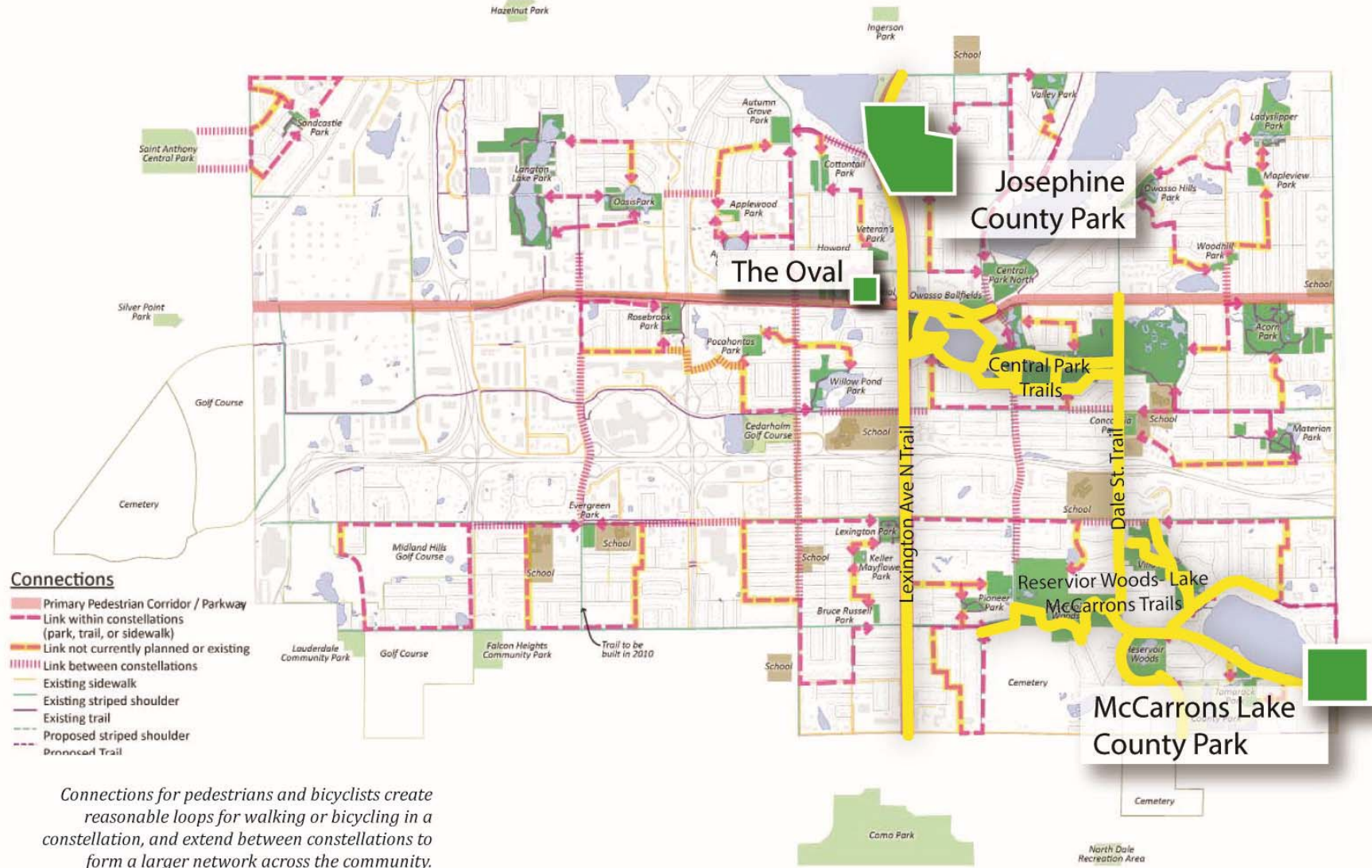
THIS PLAN REPRESENTS THE TRAIL SYSTEM ENVISIONED TO SUPPORT A CONNECTED PARK SYSTEM, AND IT IS BEING DEVELOPED IN COORDINATION WITH THE TRAIL SYSTEM SHOWN IN THE PATHWAY MASTER PLAN.

Coordination with Regional Facilities/Entities

Regional facilities are a valued asset to the park and recreation system and were recognized as part of the 2010 Master Plan. Regional facilities include (refer to [MAP 8-4](#)):

- McCarrons Lake County Park
- Josephine County Park
- County trails
- The ~~Oval~~ Guidant John Rose Minnesota OVAL

Continued and expanded coordination has occurred since 2010, including the recent joint meeting between the Roseville and Ramsey County Parks and Recreation Commissions ~~of Ramsey County~~, aimed at creating more synergy between the facilities and programs provided by both entities.



MAP 8-4: REGIONAL FACILITIES

3. GOALS AND STRATEGIES

The following goals and policies originated from the 2010 Master Plan and were reviewed and confirmed by the Parks and Recreation Commission over the past several months. In most cases, the goals and policies are unchanged, but minor revisions were made.

In addition, several of the goals and policies described in other chapters are closely related to the policies in this chapter. In particular, policies related to the protection of trees and pollinators in Chapter 9, Resilience and Environmental Protection, and policies related to protecting surface water quality in Chapter 10, Surface Water Management, closely related to this chapter's Natural Resource Policies.

* Items affected by revisions are identified by an asterisk in the list below.

Goal - Parks and Recreation Systems Management

Maintain ongoing parks and recreation planning, maintenance, and asset management process that involves citizen engagement, adheres to professional standards, and utilizes prudent professional practices. Ensure timely guidance for protecting the community's investment in parks, open space, and recreation programs and facilities to enhance their long-term and sustained viability.

Strategies:

- Re-evaluate, update, and adopt a Park and Recreation System Master Plan at least every five years to reflect new and current trends, changing demographics, new development criteria, unanticipated population densities, and any other factors that affect park and recreation goals, policies, and future direction of the system.
- *Monitor progress on the Parks and Recreation System Master Plan annually to ensure that it provides actionable steps for maintaining improving, and expanding the system. Parks and Recreation Commission will review and track annually.
- Maintain and operate parks, open space, and recreation facilities in a safe, clean, and sustainable manner that protects natural resources and systems, preserves high-quality active and passive recreation opportunities and experiences, and is cost-effective.
- Consider staffing and resource needs in the evaluation of proposals for additions to parks, programs, and facilities.

- Use the Sector and Constellation organization structure as the basis for park, recreation program, and facility locations, development, and service delivery.
- Enhance neighborhood and community identity in the design of parks, programs, and facilities through public art, special events, and stewardship of natural features.
- Establish a service standard of having a neighborhood park or active play space in every park service constellation.
- Preserve parks and school open space areas as part of the City-wide systems plan for structured recreation space and unstructured preserved natural areas.
- Include Ramsey County park land and open space in planning and providing recreation services to Roseville residents.
- Seek partnership to provide the community with a greater diversity or number of parks and facilities, and to offer a more expansive catalog of programs and events.
- Seek sponsorships, scholarships, and other revenue streams to facilitate program fee reductions.
- Continue to coordinate, cooperate, and collaborate with adjacent communities, school districts, and governmental jurisdictions to leverage resources regarding the use of parks on common municipal boundaries and on joint programming where appropriate for mutual benefit to optimize open space, fitness, and recreation programming and facility options.
- Complete park concept plans for all parks.
- Evaluate the maintenance implications of potential park land acquisitions and capital improvements.
- Annually recommend the adoption of a 10-year Capital Improvement Plan (CIP) for Parks and Recreation.
- Use the procurement methods that deliver the best value for the community.
- Research, develop, and recommend to the City Council and citizens periodic bond referendums, park and trail dedication fees, urban forest management fees, special assessments, or other funding programs to reinvest in parks and recreation facilities needed within Roseville.
- Explore the potential for implementing a park service district as a means of creating a sustainable, independent source of local funding for the parks and recreation system.
- *Whenever possible, supplement the development and maintenance of parks and recreation lands and facilities with the use of non-property tax funds.

- *Pursue additional funding, such as local option sales tax or State bond funds to support Roseville facilities of regional or State-wide significance.
- Discourage commercial uses in parks, programs, or facilities and/or parks and recreation facilities. However, commercial uses could be permitted in situations in which the proposed use complements the park or recreation function, is benign, or where it does not conflict with the purpose of the park, recreation facility, or the overall intent of the Parks and Recreation System Master Plan. In no case should a commercial use be permitted in designated conservation or natural use areas.
- Involve the Parks and Recreation Commission in the parks and recreation planning process. Support the Commission in its role as liaison between citizens and Roseville’s elected officials and appointed staff to interpret citizen needs and interests and to recommend programs, facilities, and services that serve them. Stimulate additional volunteer involvement in the delivery and support of the parks and recreation system.
- Involve a diverse and representative group of participants in the parks and recreation planning process. Conduct active and continuous interaction within the community with neighborhoods, special interest groups, and individuals of all ages to achieve effective recreational programming and facility development.
- Parks and Recreation staff should play the key role in the delivery of parks, programs, and facility services. Community volunteers should be used whenever and wherever possible and appropriate to enrich the experience for the participant and volunteer.
- Develop and implement an ongoing public information and marketing program to inform the public of their investments, opportunities, and benefits of a quality parks and recreation system.
- Assign names, or change names, of City-owned parks or recreation facilities, in consultation with the Parks and Recreation Commission, based on natural habitat, geographic location, and appropriate non-descript terminology. Only under certain and exceptional circumstances will consideration be given to names of individuals and/or organized groups, associations, or businesses.

Goal - Parks Development, Redevelopment and Rehabilitation

Provide a high-quality, financially sound system of parks, open spaces, trails, and waterways that meets the recreation needs of all City residents, offers a visual/physical diversion from the hard surfacing of urban development, enhances our quality of life, and forms an essential part of our community's identity and character.

Strategies:

- Evaluate and refurbish parks, as needed, to reflect changes in population, age, and diversity of residents, recreational activities preferred, amount of leisure time available, and best practice designs and technologies, and asset management strategies.
- *Orient parks and programs equitably to youth activities that focus on community building activities teaching them life-long skills, and exposing them to a variety of recreation experiences, and to adult activities which accommodate adults' needs for wellness and provide a range of social interaction opportunities.
- Focus parks on passive and active recreational activities and activities that take advantage of the unique natural features. Pursue opportunities for incorporating art and cultural programs, which enrich citizens' mental and emotional well-being, as a complement to primary physical focus of parks and recreation programs.
- Organize all parks and facilities so that a component is provided for informal, non-programmed activities – those open to anyone in the community, at any time.
- Maintain parks and open space according to the standards outlined in the Park Maintenance Manual which recognizes that levels of service must be provided based on the intensity of use and purpose of the site.
- Use innovative methods for park and facility improvements that offer lower lifecycle costs, even if the initial cost is higher. Develop park and recreation facilities that minimize the maintenance demands on the City by emphasizing the development of well-planned parks, high-quality materials, and labor-saving maintenance devices and practices.
- Promote and support volunteerism to encourage people to actively support Roseville's parks and open spaces.
- Encourage the preservation of features in parks considered to be of historic or cultural value, especially those features that do not conflict with other park uses and activities. Consider the potential of historic landscapes in parks, including agricultural landscapes or features. Work to perpetuate those landscapes and other features of historic or cultural significance when they are identified through recognized investigations.

Goal - Parks and Open Space Acquisition

Add new parks and facilities to achieve equitable access in all neighborhoods, accommodate the needs of redeveloping areas, and meet residents' desires for a range of recreation opportunities serving all ages, abilities, and cultures.

Strategies:

- Ensure that no net loss of park land or open space occurs during alterations or displacement of existing park land and open space. If adverse impacts to park land or open space take place, ensure that mitigation measures include the acquisition of replacement park land of equal or greater size and value.
- As areas of Roseville evolve, and properties undergo a change of use and/or density, land should be dedicated to the community for park purposes to ensure adequate park facilities for those new uses.
- Determine potential locations and acquire additional park land in neighborhoods and constellations that are lacking adequate parks and recreation facilities.
- *Determine locations for new park and recreation facilities in redevelopment areas as part of the redevelopment process, and use the park dedication process to acquire appropriate land, prioritizing the purchase of properties adjacent to current park land.
- Make continued effective use of the Park Dedication Ordinance. Park land dedication will be required when land is developed or redeveloped for residential, commercial, or industrial purposes. Review annually park dedication requirements in order to ensure that dedication regulations meet statutory requirements and the needs of Roseville.
- Use park dedication funds to acquire and develop new land, in addition to other funding sources.
- Acquire properties necessary to implement adopted park concept plans and in Roseville's Comprehensive Land Use Plan, and consider other additions based on needs identified in the sector or constellation concept. Acquire land on a "willing seller" basis unless otherwise determined by the City Council.

Goal - Trails, Pathways and Community Connections

Create a well-connected and easily accessible system of parks, open spaces, trails, pathways, community connections, and facilities that links neighborhoods and provides opportunities for residents and others to gather and interact.

Strategies:

- *Develop, adopt, and implement a comprehensive and integrated trails, pathways, and community connections system plan for recreation and transportation uses, including separate facilities for pedestrians and bicyclists (including off-road unpaved trails for bikers and hikers that offer new challenges while protecting resources). Distinguish the specific role of the Parks and Recreation Department in maintaining those facilities, separate from the Public Works Department's role in constructing and repairing them.
- Develop, adopt, and implement a Trails Management Program (TMP).
- Advocate the implementation of community parkways on the County Road C and Lexington Avenue corridors to accommodate pedestrian and bicyclist movement and inclusion of community character and identity features.
- Maintain the trail and pathway system through all seasons.
- Make the park system accessible to people of all abilities.
- Align development and expansion of non-motorized trails, pathways, community parkways, and other routes with the need to provide connections to and within parks, to open spaces, recreation facilities, and key destinations, as well as between neighborhoods, constellations, and sectors.
- Educate the public on the advantages and safe use of non-motorized trails, pathways, and community parkway connections.
- Develop clear and communicative signage and kiosks for wayfinding.

Goal - Recreation Programs and Services

Provide Roseville residents with opportunities to participate in a variety of recreation, athletic, wellness, art, social, learning, and environmental education activities and programs through well-designed, cost-effective, and relevant services.

Strategies:

- *Provide recreation programs and services that address the recreational desires of people of all abilities and all segments of the community including children, teens, adults, older adults, and diverse ethnic groups.

- Organize a variety of community special events that stimulate interest in recreation participation, promote community identity and pride, encourage volunteerism, and bring together all segments of the community.
- *Celebrate Roseville’s heritage and cultural potential by acquiring and exhibiting quality works of art, and historic artifacts, by providing access to a variety of performance arts, and by offering a diverse mixture of community events.
- *Administer all programs and services equitably to ensure that all individuals and groups receive adequate representation, seeking out those with little or no voice.
- Monitor new trends, patterns, and activities in recreation and leisure service programs and incorporate revisions to Roseville’s programs to reflect these changes at a broader level.
- Establish ongoing communication, information, and marketing programs that broaden recreational interests and encourage participation in Roseville’s recreation programs.
- Coordinate and cooperate with school districts, community, county, and state agencies, private businesses, and surrounding municipalities to provide diverse and extensive programs and services that are affordable to all participants.
- Facilitate community recreation groups by providing technical support, equipment storage, promotional assistance, mail boxes, and meeting space.
- Act as liaison to recognized community groups providing recreation programs and services.
- Evaluate all programs and services quarterly and annually for quality, participant satisfaction, financial feasibility, and community desirability.
- Develop and maintain a system of program fees and charges that assess direct costs to the participants, while remaining affordable to the community.
- Provide residents with community activities and events using subsidies or fee waivers through scholarships, sponsorships, or other methods of fee assistance.

Goal - Community Facilities

Locate, design, construct, and manage community facilities to meet the needs of current and future residents.

Strategies:

- Provide community facilities that include desired community amenities for recreation and social interaction, at an appropriate level within sectors and constellations.
- Assess community needs and desires for the use of existing community facilities and the need for additional space, renovated space, and improved space.
- Facilitate a system of community and recreation spaces in conjunction with the school districts that provides for both structured and unstructured times as managed and scheduled by the City.
- Define a strategy, identify a site, and confirm a program for implementing a community center.
- Manage and maintain facilities using best practices and cost-effective methods to provide desired recreation services.
- Leverage private involvement in the form of sponsorships, joint ventures, and contract for services to support facilities.

Goal - Natural Resources Management

Preserve significant natural resources, lakes, ponds, wetlands, open spaces, wooded areas, wildlife habitats, and trees as integral aspects of the parks system.

Strategies:

- Encourage dedication of parks, open spaces, and trails in new development and redevelopment areas, especially those that preserve significant natural resources and/or adjacent to the subject site.
- Create, adopt, and use Natural Resources Management Plans to preserve, restore, and manage the significant natural resources in the park system.
- Preserve wooded areas and implement an aggressive reforestation and forestry management program to ensure that Roseville has a substantial aesthetically pleasing and environmentally critical tree population in its parks, open spaces, boulevards, and other City property.
- *Provide community environmental education programs to increase the community's awareness, understanding, and appreciation of natural areas, including the need for trees, proper tree care, plantings procedures, and critical habitat for pollinators.

- Cooperate with the three watershed districts with jurisdiction over parks in Roseville to effect water quality improvement projects within parks, and to create landscapes that are sensitive to stormwater management goals for park lands. Work with the watershed districts to add features to parks that help park users appreciate the water quality improvements, focusing on features such as overlooks or seating areas that take advantage of views to surface water features, with educational and interpretive signage aimed at creating a better understanding of the need for attending to water quality in our parks and in the community. Work with the watershed districts to create park-like environments surrounding water quality improvement projects and stormwater management basins in non-park areas that are accessible to Roseville residents and the community's working population.
- Create landscape improvements and design parks to enhance opportunities for wildlife, where those improvements and facilities are not in conflict with other park uses or activities. Direct particular attention to the creation of wildlife habitat in parks, where wildlife would not be compromised by the presence of park activities.
- Promote and support volunteerism to encourage people to actively support Roseville's parks and open space.

* Denotes items affected by revisions

CHAPTER 9: RESILIENCE AND ENVIRONMENTAL PROTECTION

This resilience and environmental protection plan includes the following information:

1. What we Heard
2. Current Practices
3. Environmental Protection
4. Greenhouse Gas Emissions Reduction
5. Resilience
6. Renewable Energy
7. Environmental Education and Outreach
8. Goals and Strategies

With a vision of being a dynamic and sustainable community that proactively addresses evolving community needs, the City of Roseville is committed to enhancing its existing natural resources and strengthening its resilience – the community’s ability to respond, adapt, and thrive under changing environmental conditions.

Roseville has a history of environmental stewardship, with wetlands, ponds, trees, and vegetative cover playing a key role in the physical, social, and economic development of the City. Building upon past efforts and current initiatives – ranging from benchmarking energy used within the City to leveraging university partnerships, to evaluate potential areas of improvement – this chapter identifies strategic areas of focus to protect natural resources and strengthen City-wide resilience.

While other chapters describe pathways to social and economic resilience, this chapter focuses on environmental resilience. Improving citywide resilience can help protect against anticipated climate-related risks, while also strengthening the local economy, improving public health, and enhancing livability for all Roseville residents.

1. WHAT WE HEARD

Public Engagement

Community members provided input on resilience and environmental protection during public meetings and community engagement events. Promotion of water quality and conservation, local solar energy installations, and public transit were common themes. A group of community members also submitted a written list of recommendations, with proposed goals related to greenhouse gas emissions reductions and a rapid citywide transition to renewable energy. Policy recommendations relevant to this chapter addressed: water stewardship, tree coverage and diversity, electric fleet vehicles, energy-efficient buildings, multi-modal transportation, and waste reduction.

2. CURRENT PRACTICES

Roseville's commitment to environmental protection and resilience is reflected in its participation in Minnesota's GreenStep Cities program, which is a voluntary challenge, assistance and recognition program to help cities achieve their sustainability and quality-of-life goals. This program is based upon 29 best practices, which can be implemented by completing one or more actions that are tailored to Minnesota cities, focusing on cost savings, energy use reduction, and civic innovation.

Roseville became a GreenStep City in July of 2014 by City Council Resolution, became a Step 2 City in June of 2015, has been working towards achieving Step 3, and will continue work towards becoming a Step 3, 4, and 5 City over the next Comprehensive Plan cycle.

The City has used this program to document action related to energy efficiency in City facilities and street lighting, land use policies that promote density, multi-modal transportation support, solid waste reduction, water management, and more.

Visit www.MnGreenStep.org to learn more about this program and to see what Roseville and other cities have accomplished. Additional detail about Roseville's current and past initiatives is provided in the Goals and Policies section below.

3. ENVIRONMENTAL PROTECTION

Water

Protection of Roseville's water resources is addressed in the Water Resources chapters of the Comprehensive Plan (Surface Water Management, Water Supply System, and Sanitary Sewer System).

Land

Background

The land underlying Roseville is itself an important resource. The soil contains the nutrients and micro-organisms that allow trees, gardens, and other vegetation to grow. Soil serves as natural filtration of precipitation as it seeps into surface waters and underground aquifers, and it slows runoff after rainstorms as it moves towards built storm water infrastructure. The land supports the foundations of the structures that make up the built elements of the community. The vast majority of Roseville's land has been put to use as residential neighborhoods, commercial and industrial districts, and parks and open spaces.

One of the current issues facing potential developers of property, is liability due to contaminated soils. Minnesota was one of the first states to address, through statutes, the liability issues associated with buying, selling, or developing property contaminated by hazardous substances. The Minnesota Land Recycling Act of 1992 provides statutory authority to quickly approve cleanup of contaminated properties and provide land owners and lenders assurances that minimize potential liability. The Minnesota Pollution Control Agency's (MPCA) Voluntary Investigation and Cleanup (VIC) program can streamline the time and expense of cleanup that may be required through a normal Super Fund process. The VIC program was established to provide standards for site investigation, MPCA review of the adequacy and completeness of investigation, and approve cleanup plans to address identified contamination. Depending on the type and degree of contamination, the MPCA will provide various levels of assurance to voluntary parties completing response actions, property owners, financial institutions, and future property owners.

The Minnesota Petroleum Release Compensation Fund program has been utilized at several gas stations in the community to clean up contamination from leaking underground fuel storage tanks (as mentioned in Chapter 6). This program provides 90% reimbursement of eligible cleanup costs, which include investigation, development of remediation plans, and cleanup of contaminated soils and ground water. It does not cover the costs of tank removal or replacement, or cleanup of non-petroleum tank leaks and spills.

Current and Past Initiatives

Tax increment financing (TIF) is a financial tool available in Roseville to assist with cleanup of contaminated soils. The City has used TIF for soil cleanup in the Twin Lakes area, as well as the Gateway Business Center. The City has also created a hazardous soil sub-district in the Twin Lakes area. Within this sub-district, the City can capture the frozen base taxes, which normally go to all the taxing districts, to fund a cleanup plan approved by the MPCA.

Trees

Background

Trees are a significant asset to the Roseville community. They provide color and interest to the urban landscape, filter air, manage stormwater, protect soil, conserve energy, reduce noise, provide wildlife habitat, and positively impact property values. Faced with increased threats from insects, diseases, and higher temperatures, establishing and maintaining tree diversity is critical to the resilience of the urban canopy.

Current and Past Initiatives

The City of Roseville has been a designated Tree City USA community for over 20 years. The Tree City USA program provides direction, technical assistance, public attention, and national recognition for urban and community forestry programs in thousands of towns and cities across the United States.

To protect and preserve the City's established trees as land is being developed or redeveloped, Roseville created a Tree Preservation and Restoration Ordinance (1011.04). The ordinance puts an emphasis on protecting trees, and if needed, replacing trees in a thoughtful manner to restore the canopy that has been disturbed. The Community Development Department and Planning Commission administers the Tree Preservation and Restoration Ordinance.

Roseville has also developed a Tree Master Plan to begin diversifying the City's urban canopy and is currently looking to add more diversity as emerging threats to trees move into the metro area. Since Emerald Ash Borer (EAB) was identified in Roseville in 2013, the City has managed this infestation using the Best Management Practices plan established and implemented in that same year. The Plan requires most of the infested trees on public property be removed. Since the initial EAB infestation, Roseville has planted 180 trees on City boulevards. The Tree Master Plan calls for planting a different tree species approximately every 500 feet and has been used to guide this reforestation. The City Tree Board and City Forester administer the implementation of the Tree Master Plan.

Roseville's Parks and Recreation Department has been aggressive in its efforts to remove invasive/nonnative plant species from City parks, and to restore and manage the native prairie/savannas, woodlands, wetlands, and shorelines. The Parks and Recreation Department has continued that commitment in its current Goals and Policies, described in Chapter 8. In particular, the Natural Resources Management policies 7.1 through 7.7 speak specifically to the role of the park system in preserving trees and other sensitive habitats. Much of the success of these efforts is due to the physical work of many community volunteers.

In 2017, the City partnered with a team of students in the Environmental Sciences, Policy, and Management Degree program at the University of Minnesota. The Capstone project's goal was to examine the current tree canopy composition within the City, identify potential threats to the current species (diseases, insects, warmer climate, etc.), and make recommendations to help increase tree diversity. A report was created that highlights specifics about the City's current tree diversity, and is available on the City website, or at City Hall. The report includes six recommendations that will foster programs and actions that will add to the number and diversity of trees in Roseville:

- Implement emerald ash borer removal and canopy replacement plans that address treatment and removal costs.
- Increase urban canopy and species diversity to ensure resilience against disease and climate change.
- Focus on expanding the tree canopy in the designated priority areas.
- Conduct a tree survey by volunteers to collect information on the City's urban forest.
- Organize an Arbor Day tree sale to engage citizens.
- Apply for grants from several sources to fund planting opportunities.

Pollinators

Background

The US Department of Agriculture (USDA) estimates that pollinators play an essential role in the life cycle of almost 90% of our earth's plant species. Whether it is a hovering hummingbird, lumbering beetle, or one of over 350 Minnesota bee species visiting a flower in our own backyard, these animals and many others contribute to a process called pollination. Examples of pollinators are bees, flies, beetles, butterflies, moths, birds, and bats. Bees have proven to be some of the most effective pollinators, and as a result are the focus of many pollination efforts.

Pollination occurs when the pollen from one plant reaches the stigma of another, usually when carried there by a pollinator. This process initiates the formation of seeds, fruits, and nuts that will later be consumed and disbursed. Without

pollinators, there is no seed formation, which means future generations of plants and the creatures that rely on them are at risk of decline. According to the USDA, 75% of the fruits, nuts, and vegetables grown in the United States are pollinated by native bees.

In recent years, there has been a dramatic decline in pollinator species. Pesticides, pests and pathogens, loss of habitat, and lack of available nutrition are part of an unfortunately long list of factors which have led to depressed immune systems, a decrease in genetic diversity, and ultimately the decline of pollinator populations.

Current and Past Initiatives

The City of Roseville has adopted practices to make our City a place where pollinators can thrive. In June 2017, City Council passed Resolution No. 11422, committing the City to developing even stronger policies and practices to help protect pollinators.

Roseville provides habitat for pollinators through preservation of acres of natural vegetation, through enhancement of natural habitats, creation of new habitat during City projects, and by altering existing turf grass right-of-way areas to pollinator-friendly plantings.

The Parks and Recreation Policies were updated to encourage developing habitat for pollinators, as described in Policy 7.4 of Chapter 8. Additional policies regarding natural resources management in Roseville’s parks system are described in the Parks, Trails, and Open Space chapter.

4. GREENHOUSE GAS EMISSIONS REDUCTION

Background

Since greenhouse gases (e.g. carbon dioxide) trap heat within the atmosphere, acting to reduce these emissions can help mitigate future climate risks.¹ Minnesota Statute 216H.02 establishes a goal “to reduce statewide greenhouse gas emissions across all sectors producing those emissions to a level at least 15 percent below 2005 levels by 2015, to a level at least 30 percent below 2005 levels by 2025, and to a level at least 80 percent below 2005 levels by 2050.” With many human activities contributing to the emission of these gases – from driving to work to burning natural gas to heat a home – local governments like the City of Roseville

¹ Wuebbles, D.J., D.W. Fahey, K.A. Hibbard, B. DeAngelo, S. Doherty, K. Hayhoe, R. Horton, J.P. Kossin, P.C. Taylor, A.M. Waple, and C.P. Weaver, 2017: Executive summary. In: *Climate Science Special Report: Fourth National Climate Assessment, Volume I*. U.S. Global Change Research Program, Washington, DC, USA, pp. 12-34, doi: 10.7930/J0DJ5CTG.

can have a strong influence on the emissions caused by activities within its boundaries. Roseville can lead by example to reduce emissions from City operations through strategies like improving building and fleet efficiency and replacing fossil fuel use with renewable energy. Additionally, the City can use education, incentives, and regulation to impact emissions from residents and businesses.

According to the Regional Indicators Initiative, in 2016 Roseville is attributed with an estimated 13.1 tonnes of carbon dioxide equivalents (CO₂e) per person for a total of 468,159 tonnes.² The greatest source of GHG emissions in the community comes from building energy consumption, making up 56% of total emissions (**FIGURE 9-1**). Broken down by sector, the commercial and industrial sector accounts for 39%, while residential energy use accounts for 17% of all emissions. Broken down another way, electricity emissions account for 33% and natural gas emissions account for 23% of the community's total. Emissions for vehicle travel make up 42%, and treatment of municipal solid waste is 2%. Additional sources of emissions not included in this analysis come from air travel and wastewater treatment.

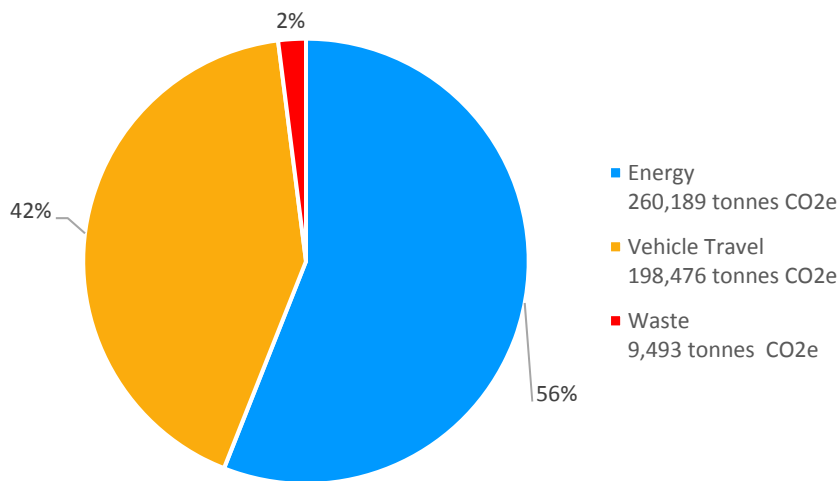


FIGURE 9-1 ROSEVILLE'S COMMUNITY-WIDE EMISSIONS (2016 ESTIMATE). SOURCE: REGIONAL INDICATORS INITIATIVE

² Metric tons (tonnes) of carbon dioxide equivalent (CO₂e) is the typical unit used for greenhouse gas inventories. Along with carbon dioxide, CO₂e includes other greenhouse gases (methane and nitrous oxide) that are weighted based on their global warming potential. A metric ton is equal to 1.102 short tons.

Current and Past Initiatives

As signatories of the U.S. Mayors Climate Protection Agreement in 2007, Roseville’s 2030 Comprehensive Plan committed to striving to meet the targets identified in the Kyoto Protocol. Since then, the City has:

- conducted an emissions inventory through the Clean Air Climate Protection software,
- developed and started implementing a campus-wide geothermal master plan,
- engaged with University of Minnesota students and Minnesota’s Clean Energy Resource Teams to identify and evaluate potential emissions reduction strategies,
- joined Minnesota’s GreenStep Cities program and become a Step 2 City,
- started tracking facility energy use through Minnesota’s B3 Benchmarking program, an online platform that facilitates building energy data tracking and analysis,
- started exploring opportunities for solar energy installations on City facilities, and
- started tracking community-wide energy, water, travel, waste, and emissions data through the Regional Indicators Initiative.

Bringing these efforts together into a Greenhouse Gas Action Plan will help identify, quantify, and prioritize emissions reductions strategies that support other community goals.

5. RESILIENCE

Background

According to the Minnesota Pollution Control Agency, increases in the global surface temperature and changes in precipitation levels and patterns are expected to continue and intensify for decades, regardless of mitigation strategies currently being implemented. In turn, these changes in climate have impacts on the economy and health of local communities.

Weather and climate shape our economy. The National Aeronautics and Space Administration (NASA) explains that weather represents the conditions of the atmosphere over a short period of time, and climate represents how the atmosphere “behaves” over relatively long periods of time. Temperature impacts everything from the amount of energy consumed to heat and cool homes and offices to the ability for some workers to work outside. Temperature and precipitation levels not only determine how much water we have to drink, but also the performance of entire economic sectors, from agriculture to recreation and

tourism. Extreme weather events, like tornadoes, hail storms, droughts, and inland flooding can be particularly damaging. In the decade from 2007 – 2016, extreme weather events have caused 51 deaths and more than \$624 million in property damage in Minnesota. This compares to nine deaths and \$263 million in property damage from 1980 – 1989 (NOAA National Centers for Environmental Information).

In addition, climate conditions affect the quality of life and life safety of communities – particularly those populations especially sensitive to climate impacts. Extreme weather events linked to climate change have the potential to harm community member health in numerous ways. Rising temperatures, for example, can result in a longer-than-average allergy season, erode air quality, and prolong the stay and increase the population of insects, increasing the risk of vector-borne diseases. Climate impacts also exacerbate economic challenges that can directly impact the ability of at-risk populations to cope, while creating more exposure to dangerous living/working conditions and poor nutrition.

Strengthening community resilience is rooted in an ongoing assessment of potential vulnerabilities, anticipation of potential climate impacts, development and implementation of strategies to address those vulnerabilities, and communication and outreach to the members of the community.

Current and Past Initiatives

The City completed a *Population Vulnerability Assessment and Climate Adaptation Framework* in February 2018. This report identifies habitats, infrastructure, and neighborhoods that are more vulnerable to the climate change risks described above and recommends adaptation strategies.

6. RENEWABLE ENERGY

Background

In addition to providing clean sources of energy that have much lower environmental impacts than fossil fuels, local renewable energy systems can provide local economic opportunities and can help increase energy security if there are disruptions to the global energy supply.

While Minnesota does not have an indigenous fossil fuel supply, the State does have many renewable energy resources available for development. The following list includes excerpts from the “Existing Energy Conditions” report developed through the Minnesota Local Government Project for Energy Planning.

Energy Efficiency Resource:

The most cost-effective clean energy resource is efficiency, which can be achieved through strategies like weatherization, efficient equipment, and efficient building operations. With Roseville residents and businesses spending \$55.8 million each year on electricity and natural gas, efficiency also represents an opportunity for cost savings.

As shown in the Regional Indicators Initiative graphic summary (**FIGURE 9-2**), 2/3 of energy consumed within the City's buildings is being used by commercial and industrial customers, despite making up only 13% of the total number of premises, making this sector a strong efficiency resource. These customers also use a greater percentage of electricity than residential customers, which is currently more carbon-intensive than natural gas. However, the residential sector also provides an efficiency resource; since residential efficiency improvements are typically more standardized than commercial strategies, they may be easier to apply broadly.

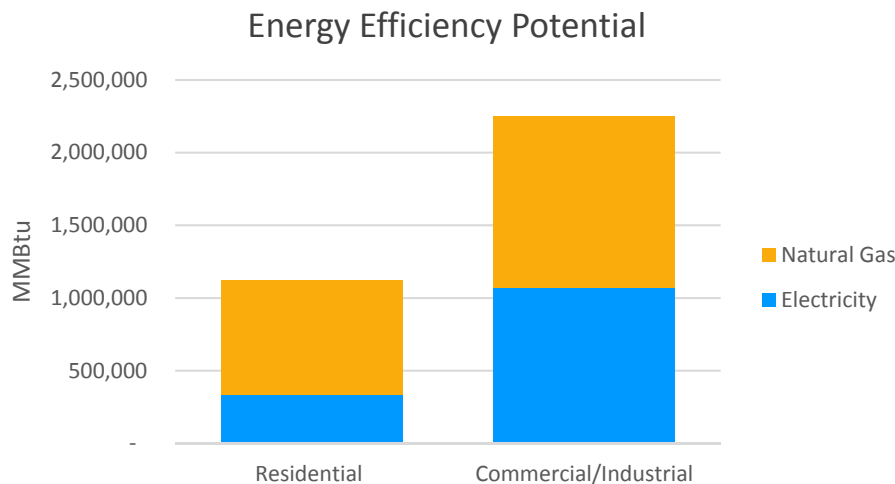


FIGURE 9-2 THE CURRENT ENERGY USE IN ROSEVILLE'S BUILDINGS INDICATES THE POTENTIAL EFFICIENCY RESOURCE (DATA FROM 2016). SOURCE: XCEL COMMUNITY ENERGY REPORT (ACCESSED JANUARY 22, 2018).

There is also potential for energy efficiency within City-owned facilities, which represent about 0.6% of the community's total energy use (**FIGURE 9-3**). Energy use in City buildings is tracked through Minnesota's online B3 Benchmarking platform. By comparing Roseville's buildings to code-based benchmarks, B3 Benchmarking has identified an energy savings potential of 25%, primarily in electricity.

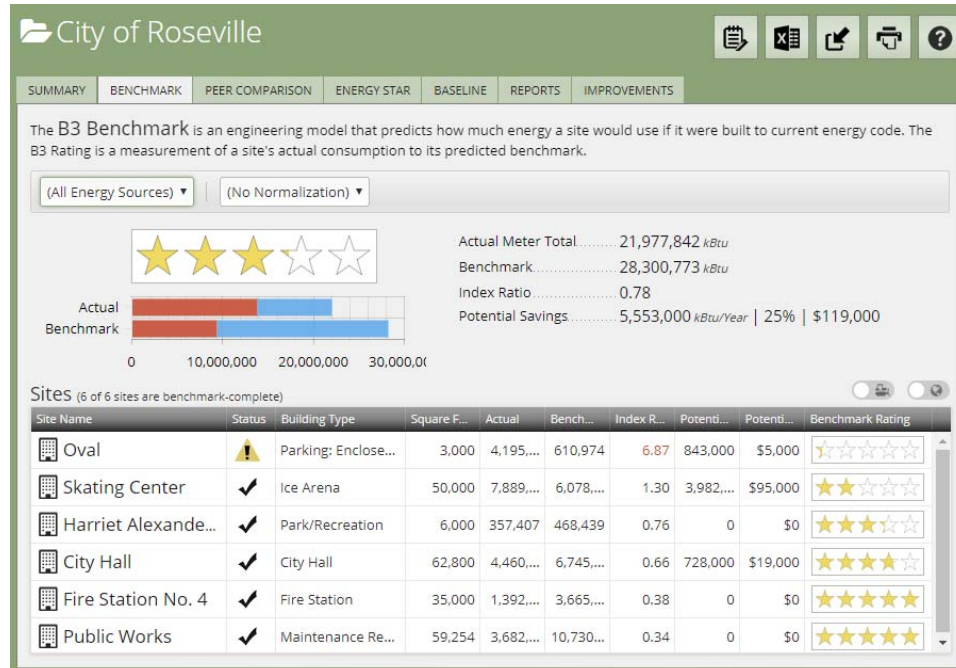


FIGURE 9-3 EFFICIENCY POTENTIAL IN CITY-OWNED BUILDINGS CAN BE EVALUATED BY COMPARING THE “ACTUAL” ENERGY USE TO THE CODE-BASED “BENCHMARK”. ELECTRICITY IS SHOWN IN RED, NATURAL GAS IN BLUE. SOURCE: B3 BENCHMARKING (2017 DATA).

Xcel Energy offers incentives to residential and business customers to help increase energy efficiency. Participation rates for these programs can be found in Xcel Energy’s Community Energy Reports. For Roseville, 2016 participation rates by businesses and residents are shown in the table below, with savings equivalent to 1.4% of community-wide electricity and 0.6% of natural gas.

Sector	Rebates Given	Electricity Savings (kWh)	Natural Gas Savings (Therms)
Business	160	5,372,024	32,328
Residents	1,082	520,801	90,186

TABLE 9-1 ROSEVILLE PARTICIPATION IN CONSERVATION IMPROVEMENT PROGRAMS IN 2016. SOURCE: XCEL COMMUNITY ENERGY REPORT (ACCESSED JANUARY 22, 2018).

Utility companies can manage the electric load through demand response programs. These programs incentivize consumers to allow the utility to ramp down appliances (e.g. Saver’s Switch® for central air conditioning) or other larger electric equipment to relieve congestion from the electric grid during times of high use. In 2016, more than 298 Roseville businesses participated in such programs, creating 5,630 kW of available capacity; 5,782 residential customers participated, creating a load management resource of 3,147 kW.

Transportation efficiency is another significant resource, comprising over 40% of the City’s GHG emissions and a significant portion of energy expenditures. Ramsey County is already active in working with its local governments and the Metropolitan Council to encourage transit use and expand the reach of multi-modal transportation infrastructure.

Solar Energy Resource:

The University of Minnesota developed a high-resolution statewide solar resource map that allows cities to calculate potential electricity generation from local solar energy systems. This data (see Roseville Solar Potential Map, [MAP 9-1](#)) was used to calculate Roseville’s solar resource or “solar reserves,” shown in the table below. The solar reserves represent how much solar energy is reasonably economically available for development – similar to how oil or gas reserves are measured – not considering individual site limitations due to roof structure, ownership, or local regulations that might limit solar installations. The gross potential includes the total available resource, regardless of location; rooftop capacity and generation include only the resource available on the rooftops of buildings located in the City.

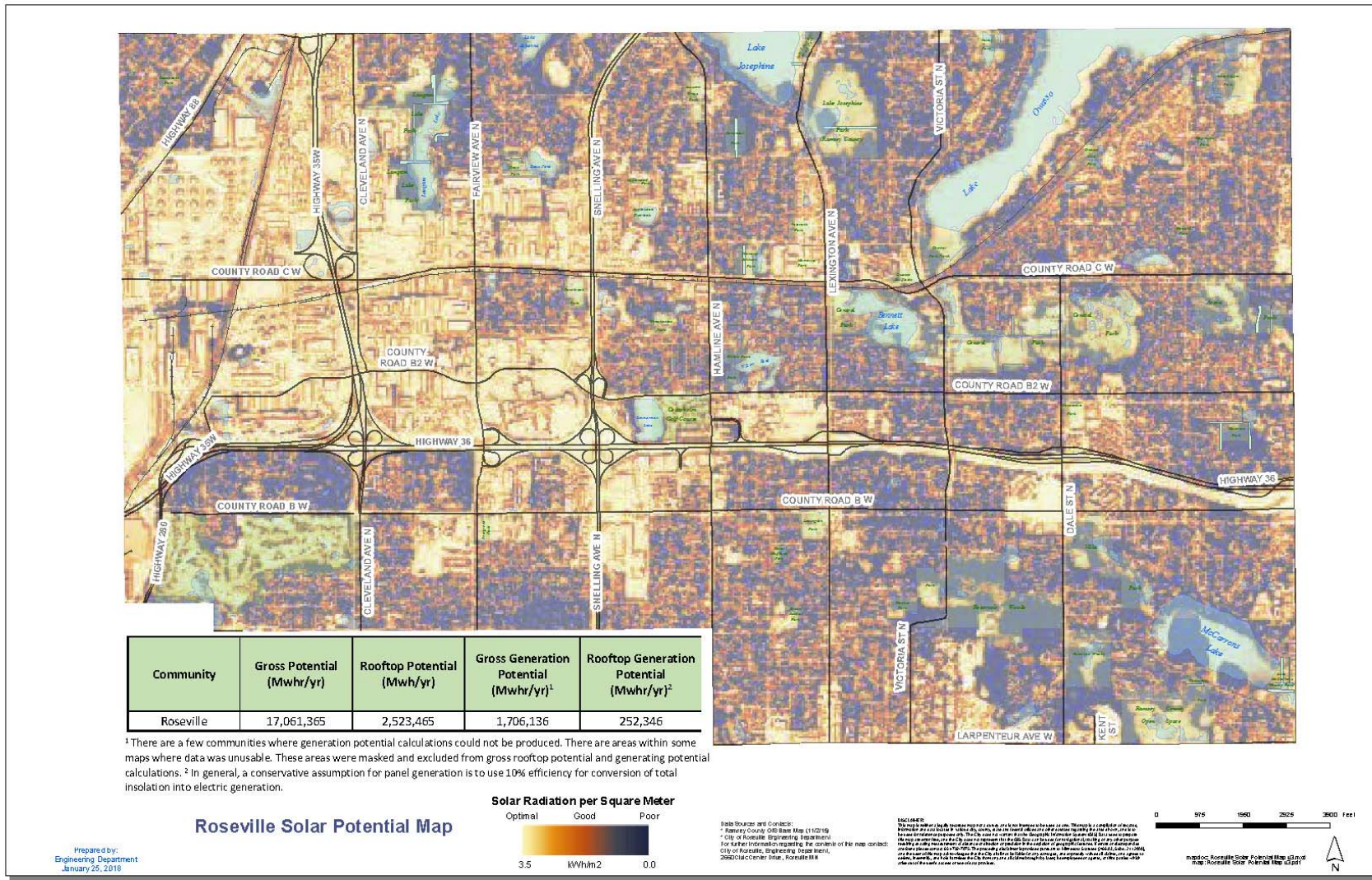
Gross Generation Potential (MWh/year)	Rooftop Generation Potential (MWh/year)	Rooftop Capacity (MW)	Top Ten Rooftop Generation Potential (MWh/year)
1,706,136	252,346	194	29,272

TABLE 9-2 ROSEVILLE SOLAR RESOURCE. SOURCE: METROPOLITAN COUNCIL AND GREAT PLAINS INSTITUTE.

This analysis estimates that the City of Roseville has enough solar reserves to generate 252,346 MWh/year through rooftop solar energy ([TABLE 9-2](#)), equal to approximately 61% of the electricity currently consumed within the City. The top ten rooftops alone have enough solar resource available to meet 7% of the electricity currently consumed within the City. This analysis does not include the impact of potential energy efficiency measures or the potential for ground-mount systems, which would increase the percentage of City-wide electricity that can be met through solar.

In its 2016 Community Energy Report, Xcel Energy reports that there are six on-site commercial solar installations within Roseville, with a total capacity of 167 kW. These installations produced 54,961 kWh in 2016. For residential, Xcel reports 39 on-site solar installations with a total generating capacity of 291 kW. These residential installations produced 81,976 kWh in 2016. These are reported through Xcel’s Solar*Rewards program. Many installations had been made through the

Made in Minnesota Program as well: 18 residential installations with a total capacity of 140 kW and one commercial installation with a capacity of 39.4 kW.



MAP 9-1 ROSEVILLE SOLAR POTENTIAL

Wind Energy Resource:

A good wind energy site needs to meet a number of characteristics, such as: a good wind resource; soils that can support the weight of the turbine; a site large enough to accommodate safety setbacks from neighboring properties, structures, or other uses; and surrounding land uses for which the visual impact and potential nuisances will not create a conflict.

The Minnesota Department of Commerce developed wind speed maps at a 500-meter resolution to give a general sense of the wind resource at various tower heights (**FIGURE 9-4**); these maps are not appropriate for a specific site assessment.

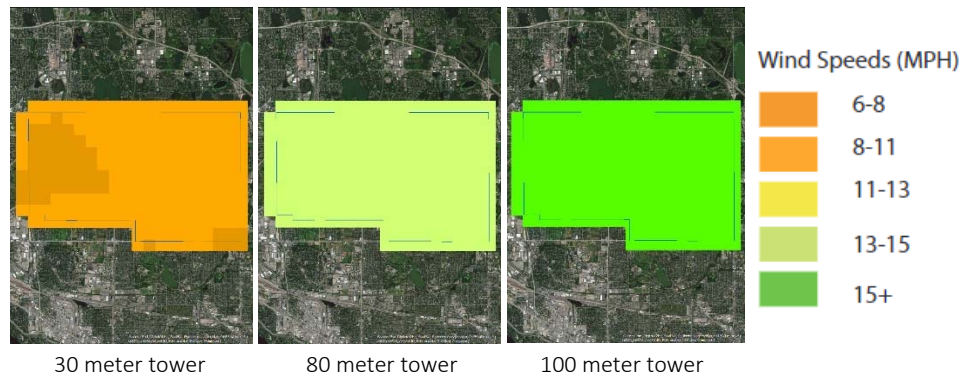


FIGURE 9-4 WIND SPEEDS AT DIFFERENT TOWER HEIGHTS IN ROSEVILLE. SOURCE: MN DEPARTMENT OF COMMERCE.

According to the Minnesota Department of Commerce, the minimum average annual wind speed required for a good wind resource is 12 miles per hour. At 30-meter heights (about 100 feet), Roseville has an average wind speed of less than 11 mph. At 80 meters (about 260 feet), wind speeds are more favorable – between 13 and 15 mph throughout the City. At 100 meters (about 330 feet), wind speeds are over 15 mph throughout the City. As a suburban community with some urban and rural characteristics, Roseville may or may not be suitable for the taller towers needed for productive wind energy systems.

Alternatively, residents and businesses can participate in Xcel Energy’s Windsource® or Renewable*Connect programs. These programs provide the clean energy benefit of having local wind (and solar) energy, although the economic benefits of clean energy development are realized elsewhere. According to Xcel Energy, seven businesses are subscribed to a total of 642,209 kWh, and 702 residences are subscribed to a total of 1,884,077 kWh in Roseville as of 2016. This amounts to 0.6% of the community’s total electricity use.

Biomass Resources:

Fuel derived from biomass can be used in several processes as a source of renewable energy, including electricity, waste heat, and renewable gas. Minnesota

has several facilities that use biomass to generate electricity and/or heat. Biomass resources include municipal solid waste, landfill gas, wood waste, agricultural byproducts, food processing residue, and other organic waste. Much of the biomass resource can come from the metropolitan area, particularly for solid waste and landfill gas, as well as yard waste.

Information about the type of biomass resources at the community level is difficult to acquire; there is little standardized assessment of potential biomass resources, and the types of resources vary widely across communities. At present, Ramsey County operates public compost sites for the disposal of leaves, grass clippings, brush, and other compost materials and the City collects and composts leaves. Additionally, residents can bring their food waste and non-recyclable paper to Ramsey County Yard Waste sites.

The draft Solid Waste Management Master Plan from Ramsey County focuses on reducing risk to environment and public health, increasing waste to energy, reducing waste through recycling and composting, and reducing greenhouse gas emissions. Among the emerging technologies being considered is the utilization of organic waste as a feedstock for anaerobic digestion. There will likely be opportunities for the City to collaborate with the County to increase composting and maximize the benefits of organic material.

Current and Past Initiatives

City of Roseville staff and Public Works Environment & Transportation Commission (PWETC) is currently studying the utilization of solar energy to help reduce demand for non-renewable energy sources. City staff has met with different solar representatives from installers, financiers, non-profit organizations, and the State to look at available options. Each option presents different payback periods, upfront costs, long-term maintenance, grant funding, etc. These considerations will help determine the best course of action to help reduce City energy costs over the next 20+ years.

Other ongoing ways that the City encourages residents and businesses to conserve energy or take advantage of renewable sources available on-site include:

- partnering with the Minnesota Center for Energy and Environment (CEE) to offer a variety of home improvement loan options,
- referring residents to Ramsey County's offers Home Improvement and Suburban Weatherization loan programs,
- teaming up with Xcel Energy up to give 200 Roseville residents a free \$60 energy audit each year, and

- connecting residents to the CEE Lending Center for 0% financing on a 10-year forgivable loan for up to \$6,500 for energy conservation improvements.

Currently the City is looking at the City Hall rooftop, where there is potential to have substantial energy savings over the course of the lifetime of a photo-voltaic (PV) system. Staff will be meeting with consultants in 2018, with the goal of installing a solar PV system on the City Hall Campus by the end of 2019.

The City is also studying Community Solar Programs. Through these programs, an entity can install larger solar arrays on rooftops or ground-mounted systems. Roseville residents, businesses, faith organizations, etc., could purchase a share of the solar garden to help offset their demand for non-renewable energy.

Another program that the City is working to participate in is SolSmart through the Metropolitan Council. SolSmart is a local government designation program designed to recognize communities that have taken steps to improve solar market conditions. Communities pursuing SolSmart designation, regardless of their level of solar energy experience, can receive no-cost technical assistance (similar to consulting services) from a team of national solar experts.

SolSmart designation at the Bronze, Silver, or Gold level will provide high-profile, national recognition for communities that have made it faster, easier, and more affordable for residents and businesses to invest in solar energy. Achieving designation will signal that a community is “open for solar business,” attracting new solar businesses and gaining the economic development benefits attached to solar market development.

7. ENVIRONMENTAL EDUCATION AND OUTREACH

Background

One of the most cost-effective and efficient ways to protect the environment is through education. By working with residents, businesses, and schools to identify ways to promote environmental awareness, the City can help create durable public will for resilience and environmental stewardship.

Current and Past Initiatives

The City sponsors many programs and events on a local and regional level that focus on preserving and enhancing the environment. In 2017, the City partnered with a team of students in the Environmental Sciences, Policy, and Management Degree program at the University of Minnesota to identify ways that the City could improve upon current education and outreach strategies. A goal of the project was

to help develop a strategy that would create social influence by providing a consistent and dependable message for the residents. While this Capstone project focused on education and outreach related to stormwater management and water quality, the three recommendations listed below can also be applied to other environmental protection issues.

- Partner with watershed districts and Blue Thumb (www.bluethumb.org) to provide educational materials on stormwater management for residents.
- Strengthen engagement of community members through residential certification programs.
- Utilize multi-faceted toolkit to reach multiple audiences through various outreach methods.

8. GOALS AND STRATEGIES

Resilience relies on a combination of social, environmental, and economic vitality. As such, nearly all the citywide objectives established in Chapter 2 support a resilient city, with topics ranging from safety and city services, to diversity and community-building. While most of these goals are addressed in other sections of the Comprehensive Plan, the two related directly to environmental protection are emphasized in this chapter:

- **Preserve and enhance soil, water, and urban forest resources.**
- **Conserve energy and reduce pollution.**

The following goals and strategies outline a path forward that supports Roseville’s vision as an environmentally healthy community, related to the themes presented earlier in this chapter are as follows:

Goal – Environmental Protection: Protect, preserve, and enhance Roseville’s water, land, trees, and pollinators for current and future generations.

Strategies:

Land:

- Continue to use TIF to assist with environmental cleanup on sites identified as economic development priority or opportunity areas.

Trees:

- Finalize and implement a management plan for ash trees on park land and streets.
- Conduct a City-wide survey, and inventory to the extent feasible, of the tree canopy. This would include all trees in both public and private areas
- Modify procurement policies, as necessary, to ensure diversity of tree species on City property.

- Promote tree diversity on public and private lands, including establishment of diversity requirements, as part of any development of commercial or multi-unit residential property.
- Expand tree canopy in priority areas.
- Create policies and procedures on proper tree planting for all City installations and promote this to residents.

Pollinators:

- The City shall review its practices for the use of insecticides and use best practices to limit systemic insecticide uses on City property, including insecticides from the neonicotinoid family where possible, and will encourage commercial applications to be free of systemic insecticides, including neonicotinoids where possible.
- The City shall undertake its best efforts to plant native plants and plants favorable to bees and other pollinators in the City's public spaces.
- The City shall undertake its best efforts to communicate to all Roseville property owners, residents, businesses, institutions and neighborhoods the importance of creating and maintaining pollinator-friendly habitat and will encourage residents and business to use the pollinator-friendly practices including:
 - Reducing the use of pesticides, including systemic insecticides, on their property;
 - Avoiding planting flowering plants that are treated with systemic insecticides; and
 - Planting more pollinator forage on their property and adopting organic or chemical-free lawn and landscaping practices.
- The City shall provide information and avenues to identify pollinator-friendly plants and other opportunities.

Goal – Greenhouse Gas Emissions: Support Minnesota's Next Generation Energy Act goal of an 80% reduction in community-wide greenhouse gas (GHG) emissions, from 2005 levels by 2050, through leading by example in addition to education, incentives, and regulation to encourage action by residents and businesses.

Strategies:

- With appropriate community engagement, develop a Greenhouse Gas Action Plan to establish City-specific energy and greenhouse gas reduction goals and select strategies to reduce emissions from building energy, travel, solid waste, and water use. The Greenhouse Gas Action Plan should include goals and strategies for both community-wide emissions and City operations, and should:
 - Identify current community-wide greenhouse gas emissions and, separately, emissions associated with City operations.

- Establish mid- and long-term emissions reduction goals that support Minnesota’s goal of an 80% reduction from 2005 levels by 2050 (M.S. 216H.02).
- Propose reduction strategies and identify associated:
 - savings potential,
 - economic and business development potential,
 - implementation methods through existing or new policies and programs, and
 - implementation costs, financing mechanisms, and funding sources.
- Develop an implementation plan with a schedule, responsible party, and measure of success for every strategy.
- Indicate the method that will be used to track progress.
- Continue to participate in Minnesota’s GreenStep Cities program, working towards becoming a Step 3, 4, and 5 City by implementing additional best practices, reporting on performance metrics, and demonstrating improvement across multiple metrics.

Goal – Resilience: Take action to equitably reduce climate-related risks to City residents.

Strategies:

- Using the *Population Vulnerability Assessment and Climate Adaptation Framework*, develop a Resilience Plan that establishes community resilience goals and strategies.

Goal – Renewable Energy: Support increased adoption of renewable energy by protecting access to direct sunlight and supporting the development of local renewable energy installations.

Strategies:

- Incorporate energy efficiency and renewable energy strategies into the City’s Greenhouse Gas Action Plan (described in Resilience and Environmental Protection Goal 2).
- Protect access to direct sunlight for solar energy systems through revisions to the City’s planning, zoning, and development regulations while minimizing potential adverse impacts to other natural resources.
- Strive to source 100% of the electricity used for City operations from renewable sources such as solar, wind, biomass, geothermal, and wind by 2040, with a minimum of 25% in on-site generation at City properties.

- Strive to produce enough solar electricity within City boundaries to meet 10% of City-wide electricity use by 2030, which aligns with Minnesota’s solar energy goal (M.S. 216B.1962).
- Facilitate and promote local solar installations by becoming a SolSmart Bronze Level community by the year 2020 and working towards the Silver and Gold level by 2040.
- Examine opportunities to allow and encourage solar installations within public and private parking lots.

Goal – Environmental Education and Outreach: Increase community awareness of resilience and environmental protection issues.

Strategies:

- Partner with other government entities to sponsor and/or host resilience education and environmental stewardship programs.
- Promote local resilience efforts and environmental stewardship through City-led communications, such as the City newsletter, City website, and the local cable-access channel.

CHAPTER 10: SURFACE WATER MANAGEMENT

This surface water management plan includes the following information:

1. Introduction
2. Purpose of the Plan
3. Plan Development
4. Sustainability
5. Stormwater Management System
6. Water Resources
7. Watershed Districts
8. Issues Assessment
9. Goals and Strategies
10. Implementation Program and Funding
11. Amendment Process

1. INTRODUCTION

This chapter presents an executive summary of the Comprehensive Surface Water Management Plan, which is attached in Appendix XX. This chapter refers to the Comprehensive Surface Water Management Plan “CSWMP”.

2. PURPOSE OF THE PLAN

This primary purpose of this CSWMP is twofold. First, it serves to further define the goals and policies that the City will follow as it continues to implement a comprehensive surface water management program. These goals and policies have been developed to support and facilitate the City in achieving the community vision, as described in the Imagine Roseville 2025 Final Report (January 2007), and to shape the character and enhance the quality of life, as described in the 2040 Comprehensive Plan, currently in development. Secondly, the CSWMP serves to meet state and local regulatory requirements.

There are two primary programs that establish the regulatory need to update the City's Comprehensive Surface Water Management Plan. First, Minnesota Statutes, Sections 103B.201 to 103B.255 and Minnesota Rule, Chapter 8410 comprise the State's Metropolitan Surface Water Management Program (MSWMP). These Statutes and Rules require the preparation of watershed plans by watershed

management organizations (WMOs) and the preparation of local (City) water management plans.

The purposes of the water management programs required by Minnesota Statutes §103B.205 to 103B.255 are to:

- Protect, preserve, and use natural surface and groundwater storage and retention systems;
- Minimize public capital expenditures needed to correct flooding and water quality problems;
- Identify and plan for means to effectively protect and improve surface and groundwater quality;
- Establish more uniform local policies and official controls for surface and groundwater management;
- Prevent erosion of soil into surface water systems;
- Promote groundwater recharge;
- Protect and enhance fish and wildlife habitat and water recreational facilities; and
- Secure the other benefits associated with the proper management of surface and groundwater.

A third regulatory program, very much related to the goals, policies, and standards of this Plan, is the National Pollutant Discharge Elimination System (NPDES) Phase II Stormwater Permit Program for Municipal Separate Storm Sewer Systems (MS4) that is administered in the State by the Minnesota Pollution Control Agency (MPCA) (<http://www.pca.state.mn.us>). The goals, policies, and standards of this Plan were developed to be consistent with the requirements of the City's NPDES MS4 permit and associated Stormwater Pollution Prevention Plan (SWPPP) as well as the respective WMO plans. The implementation program included in this Plan, and the SWPPP, are intended to be a coordinated effort to realize combined efficiencies.

3. PLAN DEVELOPMENT

This Plan builds on the previous plans adopted by the City in 1990, 2003, and 2013. Each of those previous plans established goals and policies, contained an assessment of issues and called for implementation actions to address those issues. This CSWMP was developed through a process of soliciting input from City Commissions, City Council, and the public on water resources issues, specific problem areas, and potential new topic areas and/or actions that the CSWMP should address. Input was obtained through a series of meetings and providing

information on the City's stormwater web page. A summary of those efforts follows:

- Public Works, Environmental, and Transportation Commission – 3 Meetings
- Electronic Public Survey
- Online Discussion Forum on speakuproseville.org
- Public Open House Meeting
- City Council Review and Adoption of the Plan

4. SUSTAINABILITY

Roseville is committed to the preservation and enhancement of its environment, and to the principle that each generation of residents must meet the needs of the present, without compromising the ability of future residents to meet their own needs. This approach to sustainability is a thread that is woven throughout the City's Comprehensive Plan. Upon adoption of this Comprehensive Surface Water Management Plan (CSWMP) by City Council, the CSWMP will become an integral component of the City's Comprehensive Plan. As in the Comprehensive Plan, this CSWMP will serve as a guide towards improving sustainability across all aspects of the City's surface water management program and activities.

5. STORMWATER MANAGEMENT SYSTEM

The City's storm sewer network and overall conveyance and treatment system is in place. Future changes to the system will primarily involve retrofitting to address flooding problems, to incorporate water quality treatment, or incorporate improvements at the time of redevelopment. This public storm sewer system consists of:

- 129 miles of pipe,
- 4,863 catch basins,
- 2,691 manholes,
- 129 public ponds,
- 165 special features (infiltration, biofiltration, water reuse, raingardens, etc.)
- 657 inlets and outlets, and
- 6 public storm-sewer lift stations.

6. WATER RESOURCES

Roseville has a significant number of lakes, ponds, and wetlands within its boundaries. As shown in the table below, five of the six lakes within the City are classified as impaired for one or more pollutant or stressor. These impairments

mean that the lake water is not meeting state water quality standards established by the Minnesota Pollution Control Agency (MPCA). The Federal Clean Water Act (CWA) requires that states establish total maximum daily loads (TMDLs) of pollutants to water bodies that do not meet water quality standards. Therefore, in the years ahead, each of these impaired waters will be subject to a TMDL Study that will result in an implementation plan that establishes a list of actions that will be needed to eliminate or manage the impairment. The City will need to work closely with the MPCA and local watershed organizations during the development of the TMDL Implementation Plans. For more information about impaired waters and TMDLs see www.pca.state.mn.us.

Lake Name	Surface Area (Acres)	Watershed Area (Acres)	Affected Designated Use	Pollutant or Stressor
Bennett	25.6	780	Aquatic Recreation	Nutrient/Eutrophication Biological Indicators
			Aquatic Consumption	Mercury in Fish Tissue
Little Johanna	17.0	1774	Aquatic recreation	Nutrient/Eutrophication Biological Indicators
			Aquatic Consumption	Perfluorooctane Sulfonate (PFOS) in Fish Tissue
			Aquatic Life	Chloride
Josephine	111.3	782	Aquatic Consumption	Mercury in Fish Tissue
Langton (N&S)	16.5	241	NA	NA
McCarron	73	1240	Aquatic Consumption	Mercury in Fish Tissue
Owasso	366.6	2951	Aquatic Consumption	Mercury in Fish Tissue

TABLE 10-1 LAKES IN ROSEVILLE. POLLUTANT DATA SOURCE: MINNESOTA POLLUTION CONTROL AGENCY

7. WATERSHED DISTRICTS

The City of Roseville falls under the jurisdiction of three watershed management agencies. They are the [Rice Creek Watershed District](#) (RCWD), the [Ramsey-Washington Metro Watershed District](#) (RWMWD), and the [Capitol Region Watershed District](#) (CRWD). All three of the Watershed Districts have jurisdictional authority within the City, and therefore each must review and approve the City's Plan to ensure consistency with the respective Watershed District Plan.

8. ISSUES ASSESSMENT

Over the years since the first plan was developed, the City has made significant improvements that reduce the extent of local flooding, provide water quality treatment benefits, and improve educational opportunities for its residents. A few of these example projects are highlighted in the Plan.

Many of the flooding issues of the past have been addressed, but some remain. New water quality issues and concerns are emerging each year, requiring varying levels of effort by the City to address. The ongoing maintenance and operation of the stormwater system has grown much more complex over the years due to new regulations and a better understanding of what is necessary to keep the stormwater management systems functioning properly. Specific issues addressed in this Plan include localized flooding issues, water quality impairments, operation and maintenance, education, outreach, and collaboration.

9. GOALS AND STRATEGIES

The following summarizes the goals related to surface water management in the City of Roseville. These goals are a reflection of the City Council's desire to reach and sustain a high quality of life for the City's residents.

Goal – Flood Protection and Runoff Management: Provide flood protection to the maximum extent practicable for all residents and structures, and to protect the integrity of our drainage and detention systems through stormwater management.

Strategies:

- The City shall require runoff rate control for land disturbing activities exceeding one-half acre or creating/reconstructing an impervious area of 5,000 square feet or more.
- The City shall require volume reduction for development and redevelopment projects in accordance with watershed district rules and City standards.
- The City shall require structure freeboard elevations in accordance with watershed district rules and City code (Section 1017.17).
- The City shall enforce its Floodplain regulations (City Code Chapter 1021) which are designed to minimize flood losses and requires no net loss of storage volume.
- The City shall cooperate and collaborate with adjacent municipalities and watershed districts to address intercommunity drainage issues.

- The City staff shall provide technical assistance as requested to aid in public understanding and interpretation of local flood protection and runoff management requirements

Goal – Surface Water Protection: Maintain or improve the water quality and ecological integrity of the City’s lakes, ponds, and wetlands.

Strategies:

- The City shall enforce the Erosion and Sediment Control ordinance (City Code Section 803.04) for all land disturbing activity greater than 5,000 square feet or adjacent to a water resource.
- The City shall require stormwater treatment through the Shoreland, Wetland, and Stormwater Management ordinance for land disturbing activities exceeding one-half acre or 5,000 square feet new impervious. The level of treatment provided shall comply with the infiltration/volume reduction standards of treating a runoff volume of 1.1 inches for new or reconstructed impervious by infiltration or if infiltration is not feasible remove 90% of total suspended solids and 60% of total phosphorus.
- The City delegates administration of the Wetland Conservation Act (WCA) to the Watershed Districts which will act as the Local Government Units (LGUs) for enforcing the regulations of WCA. The City shall be informed of and provide informal review of all wetland impacts within the City.
- The City shall cooperate and collaborate with the MPCA and local agencies in conducting and implementing TMDL projects for impaired waters within and downstream of the City.

Goal – Groundwater Protection: Protect the quality and quantity of groundwater through collaboration with local and state agencies managing groundwater resources.

Strategies:

- The City will follow the Minnesota Department of Health’s (MDOH) guidance on evaluation of stormwater infiltration projects in vulnerable wellhead protection areas (WHPAs) and drinking water source management areas (DWSMAs) to determine if infiltration practices are appropriate.

- The City acknowledges the potential for stormwater infiltration practices to mobilize soil contaminants and shall support alternate volume reduction practices in areas of known or suspected soil contamination.
- The City shall encourage Low Impact Development (LID) to minimize imperviousness and promote naturally occurring groundwater recharge.
- The City shall promote water conservation practices such as installing low-flow toilets, washing only full loads of laundry and dishes, and watering lawns and gardens only when needed and during the early morning or evening. A more comprehensive list of water conservation practices can be found on the City's website.

Goal – Public Education and Outreach: Promote stewardship and increase awareness of land and water resources through public education and outreach.

Strategies:

- The City will continue to implement an education and outreach program using a variety of media, including use of notices, mailings, local cable television, newsletters, articles in Roseville City News, web sites, workshops and/or presentations to inform the community about water resource issues.
- The City will use a public involvement process in water resource management decision-making (i.e., through appointed Commissions and public meetings).
- The City will make an ongoing effort on both a local and regional level by distributing information to residents on responsible practices to protect water resources such as alternative landscapes, phosphorus free fertilizer, aquatic plant management, proper use of a wide range of lawn chemicals and proper disposal of hazardous household materials etc.
- The City will work with existing public and private resources to increase public participation in water resources management and disseminate information regarding each of the local watershed management organizations having jurisdiction within the City.

Goal – Pollution Prevention and Maintenance: Protect the quality of the City's water resources through pollution prevention, good housekeeping practices, and routine maintenance.

Strategies:

- The City encourages residents to take advantage of the free Ramsey County yard waste collection and prevention sites, Roseville Leaf Recycling Center or backyard composting to prevent these potential sources of TSS and nutrients from reaching the storm sewer system and downstream receiving water bodies.
- The City encourages residents to properly dispose of household hazardous waste (cleaning products, automotive fluids, lawn and garden chemicals, etc.) at a Ramsey County collection site to prevent these potential sources of pollutants from reaching the storm sewer system and downstream receiving water bodies.
- The City prohibits non-stormwater discharges to the storm drainage system to the maximum extent practicable as described in the Section 803.03 (Stormwater Illicit Discharge and Connection) of the City Code. Illicit discharge of non-stormwater into the storm sewer system includes intentionally disposing of grass, leaves, dirt, or landscape material into a street/road/alley. Not cleaning up pet waste and disposing of it properly in the trash can also lead to illicit discharge.
- The City shall conduct street sweeping at least three times a year. The first sweep shall be as soon as practical in the spring. Stormwater sensitive areas (as displayed in Figure 20) are priority and swept first throughout the year.
- The City prohibits the use of coal tar-based sealer on asphalt driveways and parking lots within the City to prevent Polycyclic Aromatic Hydrocarbons (PAHs) present in coal tar from contaminated stormwater runoff and downstream receiving water bodies (City Code Chapter 410).

Goal – Coordination and Collaboration: To simplify and streamline processes and draw upon the expertise and resources of other local, state, and federal agencies in water resources management efforts.

Strategies:

- The City will endeavor to inform developers about Federal, State, and local stormwater management regulations including the NPDES requirements, watershed district rules, floodplain regulations, and WCA rules.
- The City shall utilize educational materials and activities from watershed districts and other entities to deliver a consistent message regarding water resources and stewardship.

- City staff will be encouraged to attend watershed district hosted education programs directed at municipal officials and staff.
- The City shall seek opportunities to leverage limited available funding through project partnerships.
- The City shall promote existing programs that support plan goals such as the leaf recycling center, which includes compost and woodchips for property owners to use for landscaping practices which promote infiltration.

Goal – Sustainability: Achieve the water quality and water resources needs of the City based on the foundation of efficient use of community resources. In this approach, both capital costs and long-term operational costs will be considered, as well as the overall costs of a given project towards protection and/or improvement of the City water resources.

Strategies:

- The City will use the Fall 2011 version of the Metropolitan Council Stormwater Reuse Guide as a guide in considering water reuse on City projects.
- The City will strive to incorporate construction, building, and landscape designs and practices that mimic natural systems, and infiltrate, retain, detain rainfall onsite, or can reduce excess flows into our sewers, streets, and waterways on City infrastructure projects.
- The City shall consider using trenchless technologies to reduce the impact on the ground surface and expose less disturbed area to erosion and runoff when appropriate.
- The City shall consider using innovative BMPs and green infrastructure for stormwater treatment.
- The City shall seek to collaborate efforts with the Parks Renewal Program and incorporate multi-use green space.
- The City shall endeavor to incorporate pretreatment, treatment trains, and maintenance access for new and retrofit public stormwater treatment facility projects.
- The City shall consider installing flow meters to monitor its water usage.

10. IMPLEMENTATION PROGRAM AND FUNDING

The Implementation Program is intended to provide guidance in carrying out the Plan goals and objectives. The Implementation Program and funding section summarizes capital improvement projects, studies and ongoing maintenance, inspection, monitoring, and other management activities. This Plan is intended to

serve the City for at least the next ten years and many of the program activities will continue out to the year 2030, or beyond.

Except for the activities that are taken from the City NPDES SWPPP, the Implementation Program is not a hard and fast commitment to complete each and every activity in the timeframe suggested. Rather, it is a suggested course of action that will help to achieve the major goals of this Plan.

11. AMENDMENT PROCESS

Amendment Process

The Comprehensive Surface Water Management Plan is intended to extend approximately through the year 2027. In conjunction with this Plan, the NPDES SWPPP activities will be reviewed and evaluated annually in a public meeting and the permit program itself will be updated as required by the MPCA NPDES permit program. For this Plan to remain dynamic, an avenue must be available to implement new information, ideas, methods, standards, management practices, and any other changes which may affect the intent and/or results of this Plan. Amendment proposals can be requested at any time by any person or persons either residing or having business within the City.

Request for Amendments

Any individual can complete a written request for a Plan amendment and submit the request to City staff. The request shall outline the specific items or sections of the Plan requested to be amended, describe the basis and need for the amendment, and explain the desired result of the amendment towards improving the management of surface water within the City. Following the initial request, staff may request that additional materials be submitted in order for staff to make a fully-informed decision on the request.

The City may also initiate an amendment to respond to amendment to a local watershed organization plan or following the completion and approval of a TMDL Implementation Plan.

Staff Review

Following a request for Plan amendments, staff will make a decision as to the completeness and validity of the request. If additional information is needed by staff to determine the validity of the request, staff will generally respond to the requestor within 30-60 days of receiving the request.

Following receipt of sufficient information such that validity of the request can be evaluated, there are three options which are described below:

- a. Reject the amendment. Staff will reject the amendment if the request reduces, or has the potential to reduce, the Plan's ability to achieve the goals and policies of the Plan, or will result in the Plan no longer being consistent with one or more of the watershed district's plans.
- b. Accept the amendment as a minor issue, with minor issues collectively added to the Plan at a later date. These changes will generally be clarifications of Plan provisions or to incorporate new information available after the adoption of the 2018 Plan. Minor changes will generally be evaluated on the potential of the request to help staff better implement and achieve the goals and policies of the Plan. Minor issues will not result in formal amendments, but will be tracked and incorporated formally into the Plan at the time any major changes are approved.
- c. Accept the amendment as a major issue, with major issues requiring an immediate amendment. In acting on an amendment request, staff should recommend to the City Council whether or not a public hearing is warranted. In general, any requests for changes to the goals and policies or the development standards established in the Plan will be considered major amendments.

Staff will make every attempt to respond to the request within 30-60 days of receiving sufficient information from the requestor. The timeframe will allow staff to evaluate the request internally and gather input from the WD/WMOs and other technical resources, as needed. The response will describe the staff recommendation and which of the three categories the request falls into. The response will also outline the schedule for actions, if actions are needed to complete the requested amendment.

Watershed District Approval

All proposed major amendments must be reviewed and approved by the appropriate Watershed Districts prior to final adoption of the amendments. Major amendments would include changes to the goals and policies of the Plan. Staff will review the proposed amendments with the WDs to determine if the change is a major amendment and if determined to be major amendment, then will assess the ability of the requested amendment to maintain consistency with WD plans.

City Council Consideration

Major amendments and the need for a public hearing will be determined by staff and if identified as a major amendment, the request will be considered at a regular or special City Council meeting. Staff recommendations will be considered before decisions on appropriate action(s) are made. The requestor will be given an opportunity to present the basis for, and intended outcomes of, the request at the

public hearing and will be notified of the dates of all official actions relating to the request.

Public Hearing and City Council Action

The initiation of a public hearing will allow for public input or input based on public interest in the requested amendment. City Council, with staff recommendations, will determine when the public hearing should occur in the process. Consistent with other formal City Council actions and based on the public hearing, City Council would adopt the amendment(s), deny the amendment(s), or take other action.

City Council Adoption

Final action on any major amendments, following approval by the watershed Districts, is Council adoption. Prior to the adoption, an additional public hearing may be held to review the Plan changes and notify the appropriate stakeholders.

CHAPTER 11: WATER SUPPLY SYSTEM

This water supply plan includes the following information:

1. Introduction
2. Water Supply Plan
3. Water System Overview
4. Utility Capital Improvement Plan
5. Asset Management
6. Water Utility
7. Goals and Strategies

1. INTRODUCTION

This chapter presents an executive summary of the Water Supply Plan, which is attached in Appendix XX. The Water Supply Plan is based on the required template provided by the Minnesota Department of Natural Resources.

2. WATER SUPPLY PLAN

Every ten years, all public water suppliers in Minnesota that operate a public water distribution system are required to have a water supply plan approved by the Department of Natural Resources (DNR). Roseville's Water Supply Plan provides the City and its residents with assurance of adequate, safe water to meet their needs and procedures for water system emergencies. It also discusses measures the City is implementing to conserve this precious resource.

The Water Supply Plan consists of four parts:

- Part I: Water supply system description and evaluation
- Part II: Emergency response procedures
- Part III: Water Conservation Plan
- Part IV: Items for metropolitan area communities

3. WATER SYSTEM OVERVIEW

The City of Roseville purchases treated, potable water from Saint Paul Regional Water Services (SPRWS). The current wholesale water contract is for a 20-year period and is in place until 2025. SPRWS provides the required treatment processes before the water is introduced into the water distribution system in

Roseville; no further treatment is required by the City. The City distributes the water to its retail customers. Roseville also provides wholesale water via its system to the City of Arden Hills. To accomplish this, there are three interconnection points with the City of Arden Hills:

1. Cleveland Avenue and County Road D
2. Fairview Avenue and County Road D
3. Glenhill Road and Hamline Avenue

Historically, the water utility has been managed to be self-supporting, with future replacement needs financed from revenue generated from the fees paid by customers. The City periodically reviews the contract with SPRWS to ensure that the City is obtaining the most cost-effective services.

The water system consists of 160 miles of mainline, one water tower, and one booster station (water pumping facility) and has seven emergency connections with adjacent communities (see [TABLE 11-1](#) and [MAP 11-1](#)).

Community Cross Connections		
City	Size	Location
Little Canada	8"	County Road C and Rice Street
Little Canada	12"	South of Woodlynn on Rice Street
Shoreview	8"	County Road D and Lexington
New Brighton	6"	Old Highway 8 and County Road D
St. Anthony	12"	West of Patton Road on County Road C
Lauderdale	6"	Roselawn and Lake Street
St. Paul	8"	Galtier Street and Larpenteur Avenue

TABLE 11-1 ADJACENT COMMUNITY CONNECTIONS

These interconnections are normally closed but can be opened to meet Roseville's emergency needs. Appropriate personnel are to be contacted before these connections are opened so operational changes can be implemented in the source city, if necessary.

The interconnections with the Cities of Little Canada, Lauderdale, and St. Paul are only of use in emergency situations related to the Roseville distribution system.

The source water for these connections is from the City of St. Paul system and would be of little value during an emergency within the SPRWS production and treatment systems.

The interconnections with Shoreview, St. Anthony, and New Brighton could be opened in a wider variety of emergencies, as they produce their own water from wells within their system.

4. UTILITY CAPITAL IMPROVEMENT PLAN

The Capital Improvement Plan (CIP) is one tool that is used to plan for rehabilitation and/or replacement of facilities as appropriate. The CIP has been developed to identify needs to ensure proper, continuous operation of the water and sanitary sewer utilities. Since the physical infrastructure of Roseville is aging, the City recognizes the need to track and evaluate the condition of the City's infrastructure.

The CIP was developed to support the intent of the Imagine Roseville 2025 goals to replace infrastructure, when appropriate, to minimize potential for failure of these systems.

5. ASSET MANAGEMENT

The City's Capital Improvement Plan is primarily determined by the City's Asset Management Program. This program is designed to provide a basis for creating and documenting the condition rating of all publicly owned assets within the City. Ratings for each asset vary based upon the type of asset, but the determination of each rating is obtained through the follow ways:

1. Visual inspections
2. Surveys
3. Full needs assessments and studies
4. History of issues or failures
5. Age of the asset
6. Type of material

This information is compiled and the Asset Management database is updated annually. This information is used while the Capital Improvement Plan is being developed, allows the City to be more strategic in its asset replacement, and also track the improvements over time.

6. WATER UTILITY

The City's Water Utility provides for the operation, maintenance, and replacement of water utility infrastructure. The division also ensures compliance with a host of regulatory requirements in the operation and maintenance of this system.

The Water Utility's long-range goals include:

- Provide for uninterrupted operation of the water system to ensure the health and welfare of Roseville residents and businesses.

- Meet the regulatory goals of Minnesota Department of Health and other regulatory agencies related to the provision of safe drinking water.
- Provide excellent customer service in the utility area.
- Plan and implement a long-term infrastructure replacement plan.

To support these goals, the existing complement of vehicles and equipment will need to be replaced when they reach the end of their useful life. Infrastructure will be evaluated for appropriate rehabilitation or replacement schedules.

Other regulatory agencies have an impact on operational needs due to required compliance at the local level. A long-term funding plan is necessary to meet infrastructure replacement needs. The City will see minimal growth that would affect this system. Capital needs are to support replacement of existing infrastructure and support existing operational equipment.

7. GOALS AND STRATEGIES

The City of Roseville provides a variety of public facilities and services. Utility services are essential to the health, safety, and welfare of its citizens. Clean and reliable drinking water is absolutely necessary for the efficient functioning of the City. The preservation and protection of the City's utilities is vital to the community's health and residents' quality of life. To accomplish this, the City of Roseville has identified the following goal and strategies:

Goal - Provide efficient and high-quality public facilities, services, and infrastructure.

Strategies:

- Provide reliable and high-quality water facilities.
- Work to provide efficient and cost-effective services through ongoing evaluation and intergovernmental coordination.
- Maintain an up-to-date emergency preparedness plan.
- Prepare long-term plans to identify, prioritize, and determine the costs to maintain and/or replace City's water facilities.
- Utilize the Capital Improvement Plan (CIP) and annual budgeting process for prioritizing major public expenditures.

CHAPTER 12: SANITARY SEWER SYSTEM

This sanitary sewer system plan includes the following information:

1. System Overview
2. On-Site Sewage Treatment
3. Inter-Community Services
4. Future Demand Forecast
5. Infiltration and Inflow (I/I)
6. Utility Capital Improvement Plan
7. Goals and Strategies

1. SYSTEM OVERVIEW

The entire City of Roseville is within the Metropolitan Urban Service Area (MUSA). Therefore, sanitary sewer interceptor and treatment is provided to the City via the Metropolitan Council Environmental Services (MCES) system. Within the City, the system is under the jurisdiction of the City's sanitary sewer utility. Historically, the sanitary sewer utility has been managed to be self-supporting, with future infrastructure replacement needs financed with revenues generated from the fees paid by users.

The Roseville sanitary sewer system consists of approximately 145 miles of sanitary sewer, 3,156 manholes, and 12 lift stations. The public sanitary sewer provides service to 14,623 households and businesses. The City-wide Sanitary Sewer map (Figure 10.3) shows the locations of these facilities and direction of flow. The City also has a number of residential connections with adjacent communities. The [TABLE 12-1](#) below summarizes these connections:

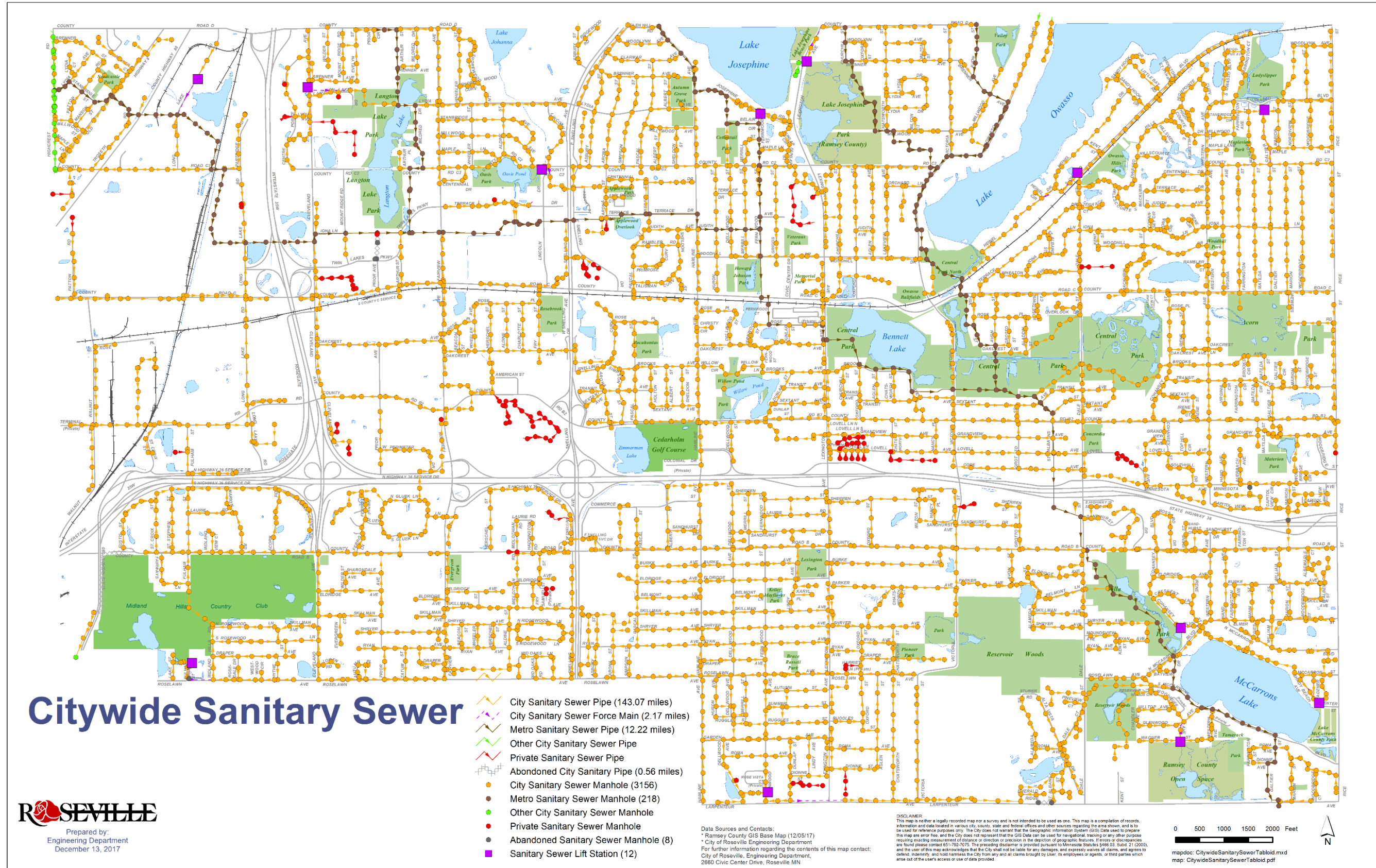
City	Sewer flow TO Roseville	Sewer flow FROM Roseville	Drinking water flow TO Roseville	Drinking water flow FROM Roseville
Arden Hills	None	48 residences (County Road D)	107 residences (County Road D)	None
Falcon Heights	None	None	None	16 residences
Maplewood	None	None	6 units	Schroeder Milk (Rice Street)
St. Anthony	2 residences	None	None	2 residences
St. Paul	9 residences, 17-unit apartment building	None	2 shopping centers, Taco Bell (Larpenteur Avenue)	None
Shoreview	None	11 units (County Road D/ Lake Owasso)	None	None
Totals	28 units	59 units	113 units	18 units 1 commercial

TABLE 12-1 RESIDENTIAL CONNECTIONS WITH ADJACENT COMMUNITIES

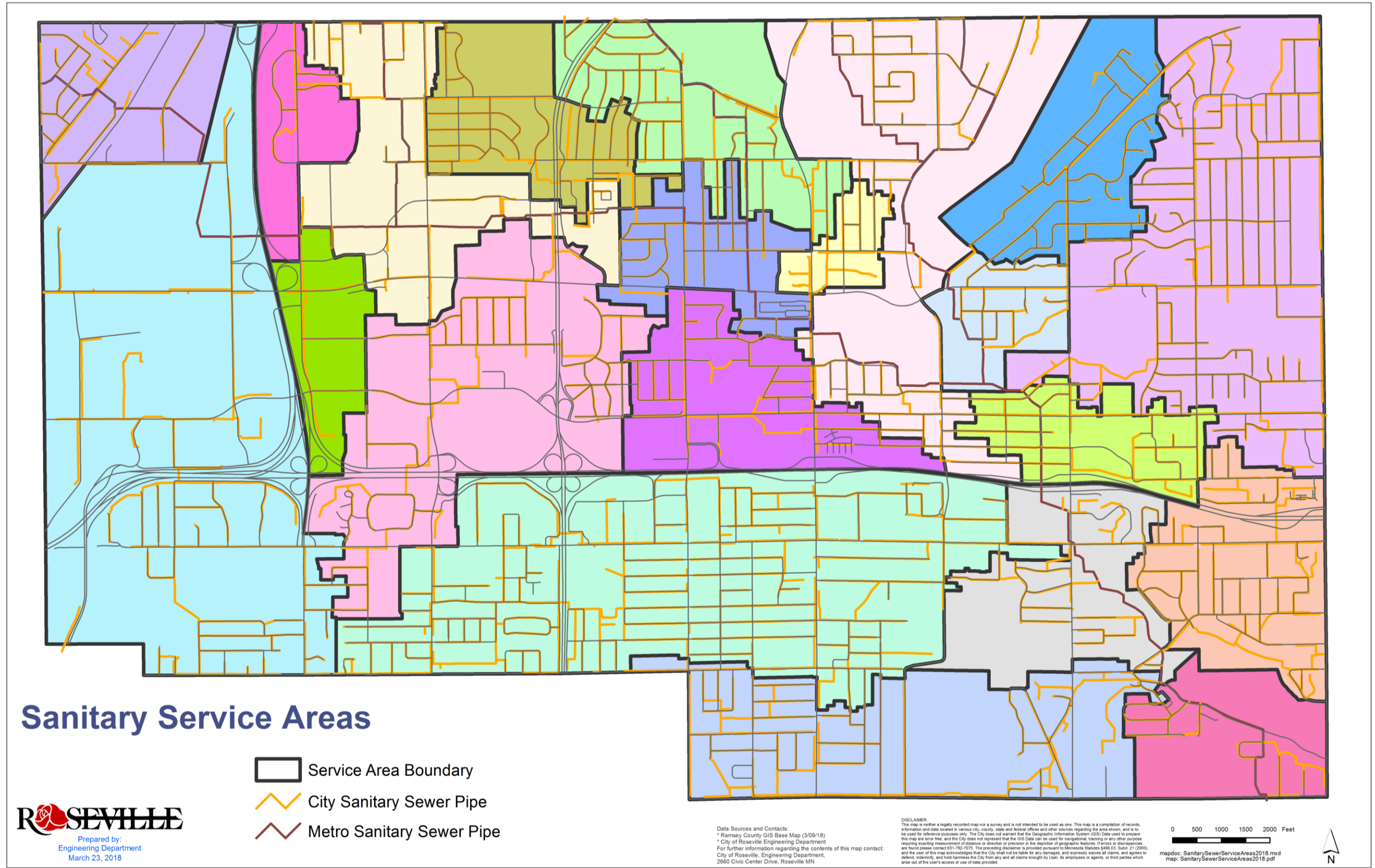
Trunk sewers and the 12 lift stations collect wastewater and deliver it to the MCES interceptor sewers. The MCES interceptors serving the City of Roseville include RV-430, RV-431, RV-432, and RV-433. For interceptor locations and service areas see Figure 12.3 – City-wide Sanitary Sewer map. All of the interceptors flow south and eastward where they connect to RV-430, which delivers the waste to the Pigs Eye Wastewater Treatment Plant in St. Paul. Operated by the MCES, this plant accepted an estimated 1.2 billion gallons of wastewater from Roseville in 2017. See Figure 12.4 for the Sanitary Sewer Service Areas map.

MCES owns and maintains the interceptor sewers. Public sanitary sewer trunk lines are in place and serve all 10,674 parcels in Roseville.

The City’s sanitary sewer lines and lift stations collect sewage from individual parcels or properties and route the sewage to the MCES sewer interceptors. The City’s system design and condition is reviewed and updated continuously to ensure adequacy. The 12 sanitary sewer lift stations are electronically monitored 24 hours a day.



MAP 12-1 CITY-WIDE SANITARY SEWER



MAP12-2 SANITARY SERVICE AREAS

2. ON-SITE SEWAGE TREATMENT

On-site septic systems are regulated by City code. The code requires that existing structures with on-site septic systems shall connect to the municipal sanitary sewer system within one year of sewer service being made available. Current records indicate all existing structures in the City of Roseville are connected to the sanitary sewer system.

3. INTER-COMMUNITY SERVICES

The City of Roseville provides utility service to properties in adjacent communities. In summary, sewage from 59 dwelling units flow from Roseville to an adjoining community, and 26 units send sewage into the Roseville system. Neighboring communities have not requested additional sanitary sewer extensions, and the City is not aware of any potential new requests

4. FUTURE DEMAND FORECAST

Municipal sewer service is available to all properties within the City. Redevelopment and/or reuse of existing sites is the largest challenge for the City in the future. Developers are responsible for extending trunk or lateral mains to provide for sewer connections in development or redevelopment projects.

Presently over 98% of the properties within the City has been developed. The City of Roseville's 2040 household employment forecasts and projected annual sewer flow are shown in [TABLE 12-2](#).

Projected Sewer Flow			
Year	2020	2030	2040
Sewered Population	33,800	34,000	34,500
Sewered Households	15,300	15,700	16,100
Sewered Employment	37,300	38,300	39,300
Average Annual Waste-water Flow (MGD)	4.87	4.9	4.97
Allowable Peak Hourly Flow (MGD)	13.6	13.74	13.87

TABLE 12-2 PROJECTED SEWER FLOW BY DECADE

Projected Sewer Flow						
	2020		2030		2040	
Interceptor	Avg. Annual Wastewater Flow (MGD)	Peak Hourly Flow (MGD) (1)	Avg. Annual Wastewater Flow (MGD)	Peak Hourly Flow (MGD) (1)	Avg. Annual Wastewater Flow (MGD)	Peak Hourly Flow (MGD) (1)
1-RV-430 (2)	5.61	12.9	6.15	14.15	6.24	14.35
1-RV-431	0.33	1.17	0.33	1.20	0.33	1.20
1-RV-432	0.22	0.84	0.22	0.84	0.22	0.84
1-RV-433A	0.10	0.41	0.10	0.41	0.10	0.41
1-RV-433	0.19	0.72	0.19	0.72	0.19	0.72

Notes:

(1) Calculated using MCES peak flow factors

(2) Projections for 1-RV-430 include flows from 1-RV-431, 432, 433A, and 433.

5. INFILTRATION AND INFLOW (I/I)

The MCES Water Resources Management Plan includes policies for reducing inflow and infiltration (I/I). The MCES has projected significant growth in the metropolitan area by 2030. This increase, along with current levels of I/I in the system, would require significant, costly increases to expand the existing MCES treatment facilities to meet the future wastewater flows. The City is working to identify areas of the sanitary sewer system that are contributing to the City’s I/I problem and to take the necessary measures to reduce and/or eliminate the surcharge. The following outlines the City’s objectives, policies, strategies, and implementation plan to achieve reduction in I/I.

Problem: The City of Roseville sees an increase in the sanitary sewer flow rate for the community during large or prolonged rain events. This increase in flow rate has been attributed to I/I.

Objective: The objective of the program is to identify and reduce the amount of I/I entering into the City’s sanitary sewer system.

Approach: Over the last 10 years, the City has completed localized flow investigations and lined over 44 miles of sanitary sewer mains. By the end of 2017, the City will have completed a City-wide detailed investigation study of I/I flow throughout the entire City. This study will be used to review the reduction in flow of the last 10 years, provide critical areas for short- and long-term capital investment, and give direction to the City’s I/I efforts on the private sanitary sewer system within the City.

In 2007, the City began to study its I/I problem in response to the MCES imposed surcharge. In 2017, the City completed a City-wide study and develop and implement an I/I Reduction Plan, along with an analysis of costs for remediation.

The following steps explain how the City identified the extent, source, and significance of I/I throughout the City's sanitary sewer system.

1. Initial review: This was completed through the compilation of MCES flow data, City maps, City investigation records, lift station data, connection data, City-wide flow studies, and building type information.
2. Analysis: The data was reviewed with respect to other system information to develop a plan for additional investigation efforts. The data allowed staff to eliminate areas where monitoring demonstrated there was not an I/I issue, and focus efforts on areas with I/I peaks.
3. Collection of additional flow data: The areas with I/I peaks were outfitted with temporary flow meters to allow us to review "flow response" and the correlation to rainfall events. Lift station pumping records were also analyzed.

Identification of potential source(s): Once the analysis was complete, various types of I/I within the system could be identified. The source of I/I affects which actions the City will implement to reduce the excessive I/I.

I/I Implementation Plan

Once the potential sources of I/I are identified, the City will take the following actions to eliminate and prevent excessive I/I.

1. Additional investigation: Conduct additional investigation to pinpoint I/I sources. Methods used:
 - a. Physical survey of manholes to identify deficient adjusting rings, manhole barrel joints, or wall leakage, and pipe penetration joint leakage.
 - b. Internal televising of sewer mains to view and videotape the condition of the existing underground pipe. This will identify structural pipe problems including open and leaking joints, collapsed pipes, poor-quality service connections, and broken pipes, in addition to I/I defects such as leaking joints and leaking or running service connections.
 - c. Sump pump inspections at individual properties for sump pumps that may be connected to the sanitary sewer. If the pump is illegally connected, the property owner must correct the situation and have the property re-inspected periodically to ensure that it remains disconnected.
 - d. Foundation drain (or leaking service line) inspection of individual properties to identify directly connected foundation drains and leaking service lines. Since this method is on private property and connections are typically underground, it is a difficult and potentially expensive task

that is left as a last choice in the investigation list.

2. Rehabilitation of defects: Serious defects that are identified during the course of the investigation will be rehabilitated to eliminate I/I sources. Since the majority of the defects that are identified will be smaller, they will be compiled and evaluated before developing a rehabilitation project. This list of defects will be regularly reviewed and prioritized to provide the most benefit. A database of defects and projected rehabilitation methods will be maintained to prepare a priority listing of rehabilitation required to correct the problems.

Rehabilitation methods include:

- a. Seal manholes: Raise cover to grade and seal cover or replace with non-vented cover, grout manhole barrel joints, install cast-in-place manhole liner, or replace deteriorated manhole as needed.
 - b. Fix pipe defects: Test and seal joints, install cured-in-place pipe liner (CIPP), slip lining with new carrier pipe, or perform pipe bursting to replace pipe “in place”.
 - c. Eliminate private property sources: Re-route sump pumps to discharge onto ground or street surfaces, provide alternative outlets for sump pump discharge water.
 - d. Foundation drain disconnection: Disconnect direct connections to the sanitary sewer and re-route the flow from the drain tile to a new sump pump installed to lift water from the foundation level and discharge it onto the ground surface away from the foundation.
 - e. Repair of leaking service lines: Either replace or install slip lining to correct the leakage.
3. Annual Report: An annual report will be prepared to summarize efforts and costs during the course of the preceding year. It will include a review of flow data, comparison of changes from previous years, MCES allowable flow rates, and recommend work for the following year.

6. UTILITY CAPITAL IMPROVEMENT PLAN

The Capital Improvement Plan (CIP) is one tool that is used to plan for rehabilitation and/or replacement of facilities as appropriate. The CIP has been developed to identify needs to ensure proper, continuous operation of the water and sanitary sewer utilities. Since the physical infrastructure of Roseville is aging, the City recognizes the need to track and evaluate the condition of the City's infrastructure.

The CIP was developed to support the intent of the Imagine Roseville 2025 goals to replace infrastructure, when appropriate, to minimize potential for failure of these systems.

Asset Management

The City's Capital Improvement Plan is primarily determined by the City's Asset Management Program. This program is designed to provide a basis for creating and documenting the condition rating of all publicly owned assets within the City. Ratings for each asset vary based upon the type of asset, but the determination of each rating is obtained through the following ways:

1. Visual inspections
2. Televised or camera inspections
3. Surveys
4. Full needs assessments and studies
5. History of issues or failures
6. Age of the asset
7. Type of material

This information is compiled and the Asset Management database is updated annually. This information is used while the Capital Improvement Plan is being developed, allows the City to be more strategic in its asset replacement, and also track the improvements over time.

Sanitary Sewer

The City's Sanitary Sewer Utility provides for the operation, maintenance, and replacement of sanitary sewer infrastructure. The division also ensures compliance with many regulatory requirements in the operation and maintenance of this system.

The Sanitary Sewer Utility's long-range goals include:

- Provide for uninterrupted operation of the sanitary sewer system to ensure the health and welfare of Roseville residents and businesses.
- Meet the regulatory goals of MCEs and other regulatory agencies related to I/I reduction and other regulation.
- Provide excellent customer service in the utility area.
- Plan and implement a long-term infrastructure replacement plan.

To support these goals, the existing complement of vehicles and equipment must be replaced when they reach the end of their useful life. Infrastructure will be evaluated for appropriate rehabilitation or replacement schedules.

Other regulatory agencies have an impact on operational needs due to required compliance at the local level. A long-term funding plan is necessary to meet the infrastructure replacement needs. The City will see minimal growth that would affect this system. Capital needs are to support replacement of existing infrastructure and support existing operational equipment.

7. GOALS AND STRATEGIES

The City of Roseville provides a variety of public facilities and services. Utility services are essential to the health, safety, and welfare of its citizens. Sanitary sewer is absolutely necessary for the efficient functioning of the City and the preservation and protection of the City's sanitary sewer system is vital to the community's health and residents' quality of life. To accomplish this, the City of Roseville has identified the following goal and strategies:

Goal - Provide efficient and high-quality public facilities, services, and infrastructure.

Strategies:

- Provide reliable and high-quality water and sanitary sewer facilities.
- Work to provide efficient and cost-effective services through ongoing evaluation and intergovernmental coordination.
- Maintain an up-to-date emergency preparedness plan.
- Work to reduce inflow and infiltration into the City's sanitary sewer system.
- Prepare long-term plans to identify, prioritize, and determine the costs to maintain and/or replace City water, sanitary sewer, and storm sewer facilities.
- Utilize the Capital Improvement Plan and annual budgeting process for prioritizing major public expenditures.

CHAPTER 13: IMPLEMENTATION

Without a specific course of action, it is difficult to achieve the goals and aspirations of any plan. Previous chapters of this document provide the baseline information for understanding the community and the determined goals for the City's future. The goals explain what the community wants to accomplish and the vision desired as an outcome. This chapter outlines the specific actions that will be taken to achieve those goals.

Often, the most challenging part of the Comprehensive Plan is implementation. It is easy to complete a document, and then watch it collect dust on a shelf. To increase the likelihood of its implementation, the following Implementation Matrix provides priorities and probable funding mechanisms. The implementation steps should be reviewed by the City periodically (annually or more often) to:

- Establish **priority work activities** for City staff and volunteers (and for City partner organizations) on an annual basis,
- Establish **priorities for annual City budget** (and for City partner organization budgets),
- Establish **priorities for Capital Improvement Plans**.

VISION AND GOALS

The implementation action items outlined in this chapter should ultimately reinforce Roseville's Vision and Goals, which were established in Chapter 2 of this comprehensive plan. The vision and goals are broad and touch nearly every aspect of City activity and City life. No aspect of this Plan and its ultimate implementation will be at odds with the City's vision and goals.

IMPLEMENTATION MATRIX

The implementation work plan outlined in the following table expands upon the strategies and action items presented in all preceding chapters of this Plan by assigning a responsible body or actor (**who**), a timeframe for action (**when**), and a suggestion of where the funding that will enable the action will come from (**how**).

While the following lays out a work plan covering the years 2018 – 2040, it is to be expected that the task list will change from year to year. As time goes on, some tasks will take longer than expected and will shift into the next year's list. Priorities will change and tasks will be moved up to be accomplished earlier. New ideas will be presented to accomplish the goals and vision cited here and will be added to

the task list and new funding tools may be developed. This is all part of the cyclical process of implementation.

Implementation actions and strategies are arranged in the Implementation Matrix by Plan chapter, which has the following color scheme:

	Land Use
	Housing
	Economic Development
	Transportation
	Parks
	Resilience
	Surface Water
	Water Supply
	Sanitary Sewer

An “X” in the “Ongoing” column indicates that the corresponding action or strategy item will not be completed as a discrete task, but will instead require periodic or continuous attention once the identified action or strategy has been initiated.

In the “When” column, timeframes are organized into four classifications:

- Ongoing (an action that is already happening and will occur as needed or on a continual basis)
- Short-term (starting now, completed within the next five years)
- Medium-term (5 – 10 year completion)
- Long-term (10+ year completion)

Note that in the “Who” column, it is assumed that the City Council bears the ultimate responsibility for all actions undertaken by City staff. It is also assumed that the appropriate advisory commission will be involved in approving or recommending actions undertaken by the associated City department as follows:

Council/Commission	City Department
City Council, Economic Development Authority	Administration
Planning	Community Development
Economic Development Authority	Community Development
Parks and Recreation	Parks and Recreation
Public Works, Environment, and Transportation	Public Works

Table 13-1 ROSEVILLE IMPLEMENTATION MATRIX: LAND USE

Goal	Action or Strategy	Who	When	Ongoing?	How (\$)
Land Use					
Create an attractive, vibrant, and effective city with a high quality of life by implementing placemaking principles in the design and management of the public realm.	Create design standards for both vertical and horizontal mixed-use developments, so that not only uses are compatible, but so that the scale, mass, and feel of new development enhances the desired community character.	Community Development staff	Short-term		City funds
	Continue to provide the resources and programming to maintain the City’s park and green space areas in recognition of their value as cherished community amenities.	Parks and Recreation staff	Ongoing	X	City funds
Be an early adopter of creative and sustainable redevelopment policies.	Continue to use economic development incentives to achieve redevelopment goals.	Community Development staff	Ongoing	X	MN DEED funds, LCDA grants, City funds, TIF, tax abatement
	Promote and support transit-oriented development and redevelopment near existing and future transit corridors.	Community Development staff	Long-term	X	Metropolitan Council TOD Grants
	Promote the use of energy-saving and sustainable design practices during all phases of development, including land uses, site design, technologies, buildings, and construction techniques.	Community Development and Public Works staff	Short-term	X	City funds
	Ensure that existing and future development of business and industry, shopping, transportation, housing, entertainment, leisure, and recreation opportunities are in harmony with the commitment Roseville has made to its environment and quality of life, without compromising the ability of future generations to meet their own needs.	Community Development, Parks and Recreation, and Public Works staff	Ongoing	X	City funds

Goal	Action or Strategy	Who	When	Ongoing?	How (\$)
	Use environmental best practices to protect, maintain, and enhance natural ecological systems, including lakes, lakeshores, wetlands, natural and manufactured storm water ponding areas, aquifers, and drainage areas.	Community Development, and Public Works staff	Ongoing	X	City funds
Foster and support community gathering places, both large and small, indoor and outdoor.	Use official controls to ensure the provision of a robust system of public spaces within mixed-use areas, such as parks, plazas, pathways, streets, and civic uses, to encourage community gathering and connections.	Community Development staff	Short-term		MN DEED grants, ULI advisory, LCDA grants, City funds
	Continue to develop and update park master plans and allocate resources to implement those plans.	Parks and Recreation staff	Long-term		City funds
	Consider opportunities for acquisition of property that fills a need for parks, open space, or trail corridors.	Parks and Recreation staff	Long-term	X	City funds
Encourage development of neighborhood identities to build a sense of community and foster neighborhood communications, planning, and decision making.	Create flexible development standards for new residential developments that allow innovative development patterns and more efficient densities that protect and enhance the character, stability, and vitality of residential neighborhoods.	Community Development staff	Short-term		City funds
	Develop zoning and policies to provide for a variety of housing types and densities to support a wide range of housing alternatives for current and future residents.	Community Development staff	Short-term	X	
	Recognize the most likely opportunity sites for creating additional housing choices near existing commercial areas, and ensure that zoning is in place to allow such development.	Community Development staff	Short-term		City funds

Goal	Action or Strategy	Who	When	Ongoing?	How (\$)
	Develop programs and policies to encourage the redevelopment of housing stock in a way that maintains or enhances the integrity of existing neighborhoods.	Community Development staff	Short-term	X	City funds
	Apply strategies to effectively enforce City codes related to the maintenance of buildings and property.	Community Development staff	Ongoing	X	City funds
Create a diverse array of sizes and types of gathering places throughout the City to promote community, art, and culture.	Prioritize the incorporation of gathering spaces into new development opportunities as they arise to create public spaces for building community.	Community Development staff	Medium-term		City funds, grants
	Plan, design, and develop inter- and intra-generational, multipurpose neighborhood gathering places in master plans and during small area studies for redevelopment areas.	Community Development, and Parks and Recreation staff	Short-term		City funds, grants
	Create a space that functions as the “center” for the community; a place for gathering, family and cultural activities, entertainment, and small local businesses.	Community Development staff	Long-term		City funds
Enhance safety through high quality urban design.	Support the use of small area plans for priority redevelopment areas.	Community Development staff	Short-term		City funds
	Reduce land consumption for surface parking by encouraging construction of multilevel and underground parking facilities, shared parking facilities, and other strategies that minimize surface parking areas while providing adequate off-street parking.	Community Development staff	Short-term	X	City funds
	Restrict and control open storage uses in commercial and industrial areas.	Community Development staff	Ongoing	X	City funds

Goal	Action or Strategy	Who	When	Ongoing?	How (\$)
Support initiatives (including land use and zoning tools) and partnerships to improve health care quality, affordability, and access.	Encourage improvements to the connectivity and walkability between and within the community’s neighborhoods, gathering places, and commercial areas through new development, redevelopment, and infrastructure projects.	Community Development, and Public Works staff	Short-term	X	City funds, LCDA grants, MN DEED funds, CDBG
	Prioritize the incorporation of linkages and connections for all modes of transportation into employment area projects, to more seamlessly connect residents with jobs.	Community Development staff	Short-term	X	LCDA grants
Create regulations that allow renovation and redevelopment of spaces that could be used to support a variety of small businesses.	Revise the commercial zoning districts to reflect the mixed-use development priorities expressed in this Plan.	Community Development staff	Short-term		City funds
	Promote and support the redevelopment of physically and economically obsolete or underutilized property.	Community Development staff	Short-term	X	LCDA grants, TIF, tax abatement City funds

TABLE 13-2 ROSEVILLE IMPLEMENTATION MATRIX: HOUSING

Goal	Action or Strategy	Who	When	Ongoing?	How (\$)
Housing					
Provide mechanisms that encourage the development of a wide range of housing that meets regional, state and national standards for affordability.	Support homebuyer assistance and foreclosure prevention programs.	Community Development staff	Short-term	X	TIF, tax abatement, housing bonds, development authorities, MHFA funding, LCDA grants, 4(d) tax program
	Explore local fair housing policy options.	Community Development staff	Long-term	X	
	Consider fee waivers or adjustments.	Community Development staff	Medium-term		
	Administer policies regarding financial or procedural incentives for developers.	Community Development staff	Medium-term	X	
	Review zoning and subdivision policies.	Community Development staff	Short-term		
	Establish a community land trust program.	Community Development staff	Long-term	X	
	Support developer use of LIHTC.	Community Development staff	Short-term	X	
	Support applications for public housing and project-based assistance.	Community Development staff	Medium-term	X	
	Participate in housing related organizations, partnerships, and initiatives.	Community Development staff	Short-term	X	
Implement programs that result in safe and well-maintained properties.	Encourage repair and rehab programs, including Housing Replacement program.	Community Development staff	Short-term	X	HOME funds, CDBG City funds
	Support homebuyer assistance and foreclosure prevention programs.	Community Development staff	Short-term	X	
	Support Energy Assistance programs.	Community Development staff	Short-term	X	
	Continue effective referrals to available programs.	Community Development staff	Short-term	X	

Goal	Action or Strategy	Who	When	Ongoing?	How (\$)
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.	Explore local fair housing policy options.	Community Development staff	Long-term	X	MN Housing Consolidated RFP, City funds
	Administer policies regarding financial or procedural incentives for developers.	Community Development staff	Medium-term	X	
Employ flexible zoning for property redevelopment to meet broader housing goals such as density, open space, and lot size.	Administer policies regarding financial or procedural incentives for developers.	Community Development staff	Medium-term	X	City funds
	Review zoning and subdivision policies.	Community Development staff	Short-term		City funds
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.	Review zoning and subdivision policies.	Community Development staff	Short-term		City funds
Explore opportunities to encourage smaller and more “non-traditional” housing development, including opportunities to address the lack of housing in the “missing middle” styles.	Look for opportunities for site assembly and/or land banking.	Community Development staff	Long-term	X	TIF, tax abatement, housing bonds, development authorities, MHFA funding, LCDA grants, MN Housing Consolidated RFP, 4(d) tax program
	Administer policies regarding financial or procedural incentives for developers.	Community Development staff	Medium-term	X	
	Review zoning and subdivision policies.	Community Development staff	Short-term		
	Support developer use of LIHTC.	Community Development staff	Short-term	X	

Goal	Action or Strategy	Who	When	Ongoing?	How (\$)
Reduce overall community housing cost burden, particularly by supporting those projects that provide affordability for households in the lowest income categories.	Support homebuyer assistance and foreclosure prevention programs.	Community Development staff	Short-term	X	Development authority, housing bonds, tax abatement, TIF, Livable Communities Grant
	Encourage Repair and Rehab programs, including Housing Replacement program.	Community Development staff	Short-term	X	
	Support Energy Assistance programs.	Community Development staff	Short-term	X	
	Support Rental Assistance programs.	Community Development staff	Short-term	X	
	Administer policies regarding financial or procedural incentives for developers.	Community Development staff	Medium-term	X	
	Continue effective referrals to available programs.	Community Development staff	Short-term	X	
	Support developer use of LIHTC.	Community Development staff	Short-term	X	
Support housing maintenance assistance programs, particularly for lower-income households.	Establish a community land trust program.	Community Development staff	Long-term	X	MN Consolidated RFP, CDBG Grants, HOME Funds
	Support homebuyer assistance and foreclosure prevention programs.	Community Development staff	Short-term	X	
	Support Energy Assistance programs.	Community Development staff	Short-term	X	
	Support Rental Assistance programs.	Community Development staff	Short-term	X	
	Administer policies regarding financial or procedural incentives for developers.	Community Development staff	Medium-term	X	4(d) tax program, City funds
	Establish a community land trust program.	Community Development staff	Long-term	X	

Goal	Action or Strategy	Who	When	Ongoing?	How (\$)
Anticipate the need for creative strategies to manage naturally-occurring affordable housing within all affordability bands.	Support developer use of LIHTC.	Community Development staff	Short-term	X	
	Support applications for public housing and project-based assistance.	Community Development staff	Short-term	X	
Meet increased demand for senior housing and opportunities for residents to age in place.	Look for opportunities for site assembly and/or land banking.	Community Development staff	Long-term	X	TIF, tax abatement, housing bonds, development authorities, MHFA funding, LCDA grants, MN Housing Consolidated RFP, City funds
	Administer policies regarding financial or procedural incentives for developers.	Community Development staff	Medium-term	X	
	Review zoning and subdivision policies.	Community Development staff	Short-term		
	Continue effective referrals to available programs.	Community Development staff	Short-term	X	
Explore opportunities to increase transit-oriented development in strategic areas connected to major transit routes.	Support applications for public housing and project-based assistance.	Community Development staff	Short-term	X	TIF, tax abatement, housing bonds, development authorities, MHFA funding, LCDA grants, City funds
	Look for opportunities for site assembly and/or land banking.	Community Development, and Public Works staff	Long-term	X	
Update ordinances as necessary to maintain optimal housing functionality and livability, and to address new technologies, market trends, and resident needs.	Administer policies regarding financial or procedural incentives for developers.	Community Development staff	Medium-term	X	City funds
	Review zoning and subdivision policies.	Community Development staff	Short-term		

TABLE 13-3 ROSEVILLE IMPLEMENTATION MATRIX: ECONOMIC DEVELOPMENT

Goal	Action or Strategy	Who	When	Ongoing?	How (\$)
Economic Development					
Create a development process and/or possible acquisition plan for identified redevelopment areas that is in conformance with the Comprehensive Plan.	Specify the appropriate level of City involvement for each redevelopment area.	Community Development staff	Short-term		City funds, DEED Redevelopment Program, Ramsey County Environmental Response Fund, Federal CEDS grants
	Develop and implement a program for financial assistance for projects.	Community Development staff	Medium-term	X	
	Engage property owners in the process for the redevelopment of their sites.	Community Development staff	Short-term	X	
	Assist with the completion and creation of the following types of information: market analysis, clarifying stakeholder goals, and creating a revitalization vision.	Community Development staff	Short-term	X	
Develop a comprehensive marketing and messaging strategy that promotes the business-friendly nature of the City.	Create a marketing plan to target specific industries and businesses to the City including the sites desired for redevelopment.	Community Development, and Administration staff	Short-term	X	City funds, DEED Redevelopment Program, Ramsey County Environmental Response Fund, Federal CEDS grants
	Implement a streamlined development process including an online permitting application process.	Community Development staff	Long-term	X	

Goal	Action or Strategy	Who	When	Ongoing?	How (\$)
	Complete a development-friendly code audit to identify and adjust regulations and policies with the goal of creating a more streamlined development process that would encourage redevelopment in targeted areas.	Community Development staff	Medium-term		
	Benchmark the City’s development fees against other comparable communities to ensure that they are appropriate and yet business-friendly.	Community Development staff	Short-term		
	Develop site profiles along with Roseville’s Community Profile to include in a multi-media marketing strategy.	Community Development, and Administration staff	Short-term	X	
	Facilitate development-ready status for high priority redevelopment sites and include them in the marketing strategy.	Community Development staff	Long-term	X	
	Continue to implement the Business Retention and Expansion Program.	Community Development staff	Short-term	X	
Utilize land use planning to enhance job growth and continued economic health throughout all areas of the City.	Engage the business/property owners and residents to understand stakeholder goals and concerns.	Community Development staff	Short-term	X	
	Develop programs and assist with the acquisition of funding and technical assistance for the completion of the projects.	Community Development staff	Long-term	X	
	Identify the types of land uses and related building types that promote job generation and job retention to encourage economic growth in the City.	Community Development staff	Short-term		City funds, Met Council TOD grants
	Encourage transit-oriented development (TOD) to support new and existing employment centers.	Community Development staff	Short-term	X	

Goal	Action or Strategy	Who	When	Ongoing?	How (\$)
	Utilize place-making principles when working with developers and property owners to ensure that redevelopment creates jobs and enhances Roseville’s unique identity.	Community Development staff	Medium-term	X	
	Promote art and cultural opportunities to attract, retain, and expand businesses that contribute to the City’s creative economy.	Community Development staff	Medium-term	X	
Identify workforce needs of City businesses and facilitate partnerships between the Chambers of Commerce, educational institutions, housing developers, and the business community to satisfy market demands.	Facilitate collaborations among local higher education institutions and business leaders to link educational programs with the workforce development needs of area businesses.	Community Development staff	Medium-term	X	City funds
	Create a roundtable discussion with specific business clusters to understand and address workforce issues affecting business operations.	Community Development staff	Medium-term	X	
	Create a local developers’ roundtable to facilitate regular discussion of redevelopment opportunities in the City.	Community Development staff	Medium-term	X	
	Continue and strengthen the City’s partnership with Greater MSP, whose mission is to accelerate job growth and capital investment in the region.	Community Development staff	Medium-term	X	
	Encourage and facilitate the development of a broad range of workforce housing choices including both multifamily and single family formats.	Community Development staff	Long-term	X	

Goal	Action or Strategy	Who	When	Ongoing?	How (\$)
Create infrastructure necessary to retain and attract desirable businesses, and promote an innovative business environment.	Work with regional groups on the needs for specific types of businesses and industries to allow for the development of infrastructure.	Community Development, and Public Works staff	Medium-term	X	City funds, DEED Redevelopment Program, Ramsey County Environmental Response Fund, Federal CEDS grants
	Encourage the expansion of Metro Transit to employment centers and businesses and promote multi-modal opportunities.	Community Development staff	Short-term	X	
	Review the development standards to allow for more flexibility for development based on changing market conditions.	Community Development and Public Works staff	Short-term		
	Consider the adoption of a rehabilitation, façade and/or sign incentive program for existing small businesses in the City.	Community Development staff	Medium-term	X	
	Consider the creation of a small business incubation space within the City.	Community Development staff	Long-term		

TABLE 13-4 ROSEVILLE IMPLEMENTATION MATRIX: TRANSPORTATION

Goal	Action or Strategy	Who	When	Ongoing?	How (\$)
Transportation					
Coordinate transportation decisions with other government entities and coordinate planning efforts to ensure connectivity of regional routes.	TH 36 MnPASS Study	MnDOT	Current		
	County Road C Railroad Bridge west of Victoria Street Bridge replacement	Ramsey County	Short-term		State Bridge Bond funding
	County Road C: CSAH 88 in Hennepin County to east of Long Lake Road full reconstruction. Also, potential addition of a separated bicycle trail and sidewalk improvements.	Ramsey County	Short-term		
	Cleveland Avenue/County Road 46 at County Road B signal replacement or roundabout	Ramsey County	Short-term		
	County Road C east of Victoria Street study 4-lane undivided to 3-lane reconfiguration and other intersection improvements along this segment.	Ramsey County	Short-term		
	Monitor existing and forecasted congestion along Interstate 35W	MnDOT, and Public Works staff	Ongoing	X	
	TH 51/Snelling Avenue 3-lane expansion northbound, or a suitable alternative.	MnDOT, and Public Works staff	Short-term		Federal STP Funding, MSAS Funds
	Monitor existing and forecasted congestion along County Road 51/Lexington Avenue	Ramsey County, and Public Works staff	Ongoing	X	
	Monitor existing and forecasted congestion along County Road 49/Rice Street	Ramsey County, and Public Works staff	Ongoing	X	
	Monitor existing and forecasted congestion along TH 36	MnDOT, and Public Works staff	Ongoing	X	
	County Road C (CSAH 23) truck mobility	Ramsey County, and Public Works staff	Medium-term		Federal FAST Act freight funding or other through MnDOT or Metropolitan Council

Goal	Action or Strategy	Who	When	Ongoing?	How (\$)
	TH 280: Intersection at Broadway Street Hennepin CR 116 – grade separation	MnDOT, and Public Works staff	Long-term		City funds
	Classify all City of Roseville Municipal State Aid (MSA) streets as “collector” roadways.	Public Works staff	Short-term		
Create a sustainable transportation network by encouraging more efficient use of existing roadways and limiting the need for future roadway expansion.	Interstate 35W—south of TH 36 pavement preservation project south of TH 36 through Roseville	MnDOT	Short-term		MnDOT
	Interstate 35W—County Road C to Lino Lakes pavement preservation and addition of MnPASS lanes north of TH 36	MnDOT	Short-term		MnDOT
	TH 36 pavement preservation project	MnDOT	Short-term		MnDOT
	Rice Street/County Road 49 from County Road B2 to County Road C2 full reconstruction or pavement preservation.	Ramsey County	Short-term		Ramsey County, State Aid Highway (CSAH) funds
	County Road B: Snelling Avenue/TH 51 to State Farm Road pavement replacement.	Ramsey County	Medium-term		Ramsey County
Create a safe and efficient roadway network, able to accommodate the existing and projected demand for automobile capacity and to reduce roadway congestion.	County Road 46/Cleveland Avenue and County Road C Traffic Operations Study	Ramsey County	Medium-Term		CSAH and MSAS funds
	TH 51/Snelling Avenue and County Road B Traffic Operations Study	MnDOT, and Ramsey County	Medium-Term		MnDOT, CSAH and MSAS funds
	TH 51/Snelling Avenue and County Road C Traffic Operations Study	MnDOT, and Ramsey County	Medium-Term		CSAH and MSAS funds
	County Road 53/Dale Street and County Road B2 Traffic Operations Study	Ramsey County	Medium-Term		CSAH and MSAS funds
	County Road 46/Cleveland Avenue: County Road C to County Road B2 Traffic Operations Study to evaluate potential strategies	Ramsey County	Medium-Term		CSAH and MSAS funds

Goal	Action or Strategy	Who	When	Ongoing?	How (\$)
	County Road 48/Fairview Avenue: County Road B2 to County Road B Traffic Operations Study	Ramsey County	Medium-Term		CSAH and MSAS funds
	County Road B: County Road 48/Fairview Avenue to East of TH 51/Snelling Avenue Traffic Operations Study	Ramsey County	Medium-Term		CSAH and MSAS funds
	County Road B2: County Road 48/Fairview Avenue to TH 51/Snelling Avenue Traffic Operations Study	Ramsey County	Medium-Term		CSAH and MSAS funds
	County Road B2: County Road 50/Hamline Avenue to County Road 51/Lexington Avenue Traffic Operations Study	Ramsey County	Medium-Term		CSAH and MSAS funds
	County Road B2 (CSAH 78) truck safety	Ramsey County, and Public Works staff	Medium-Term		Federal FAST Act freight funding or other through MnDOT or Metropolitan Council
	County Road C (CSAH 78) truck safety	Ramsey County, and Public Works staff	Medium-Term		Federal FAST Act freight funding or other through MnDOT or Metropolitan Council
	New Brighton Boulevard (County Road 88) truck safety	Ramsey County, and Public Works staff	Medium-Term		Federal FAST Act freight funding or other through MnDOT or Metropolitan Council
	Burlington Northern Santa Fe (BNSF) Railroad at-grade railroad crossing safety/operations	Public Works staff, Ramsey County, and MnDOT	Medium-Term		
	Minnesota Commercial (MNNR) Railroad at-grade railroad crossing safety/operations	Public Works staff, and Ramsey County	Medium-Term		

Goal	Action or Strategy	Who	When	Ongoing?	How (\$)
	Various speed and corridor studies as deemed necessary based on public input and crash data.	Public Works staff	Ongoing	X	City funds
	County Road B2 at Lexington Avenue North (CSAH 51) - left turn signal phasing.	Ramsey County	Short-Term		Ramsey County
	County Road D at Fairview Avenue North intersection control/operations.	Ramsey County, and Public Works staff	Short-Term		MnDOT and Ramsey County Funds
	Fairview Avenue: TH 36 south ramp through County Road B2 signal timing.	MnDOT, and Public Works staff	Short-Term		Ramsey County
	County Road C: Victoria Street through Western Avenue Intersection Control Evaluation.	Ramsey County, and Public Works staff	Medium-Term		
	Cleveland Avenue at County Road D signal upgrade.	Ramsey County	Short-term		MnDOT, CSAH, and MSAS funds
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.	Last Mile Access discussions with Metro Transit.	Public Works, and staff, Community Development staff	Short-term		
	More bus shelters - explore opportunities to enhance bus shelter facilities at key locations.	Metro Transit/, and Public Works staff	Medium-term		Metro Transit
	Enhanced east-west fixed route service.	Metro Transit/, and Public Works staff	Medium-term		Metro Transit
	Seven day and evening service.	Metro Transit/, and Public Works staff	Medium-term		Metro Transit
	Larpenteur Avenue east of Victoria Street – add service.	Metro Transit/, and Public Works staff	Medium-term		Metro Transit
	Express bus to St. Paul.	Metro Transit/, and Public Works staff	Long-term		Metro Transit
	Elderly transit service.	Metro Transit/, and Public Works staff	Short-term		Metro Transit and City funds
	A-Line commuter bus connections.	Metro Transit/, and Public Works staff	Medium-term		Metro Transit

Goal	Action or Strategy	Who	When	Ongoing?	How (\$)
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.	Wayfinding and signage - improve signage and wayfinding from bicycle and pedestrian facilities to transit stations and other key community destinations	Public Works staff	Medium-term		Capital Improvements budget
	Lexington Avenue Regional Bike Trail Study.	Ramsey County	Short-term		Ramsey County
	Fairview Avenue RBTN alignment shift study.	Public Works staff, Ramsey County, and Metropolitan Council	Medium-term		MnDOT funds, federal grants
	Snelling Avenue and TH 36 bicycle/pedestrian bridge between HarMar Mall and Rosedale Center (in the vicinity of TH 51/Snelling Avenue)	Public Works staff	Medium-long-term		Capital improvements budget
	Victoria Street north of County Road C bicycle/pedestrian improvements.	Public Works staff, and Ramsey County	Short-medium-term		Capital improvements budget
	HarMar and Rosedale Shopping Malls bicycle/pedestrian improvements and multi-modal access.	Public Works staff	Medium-term		Capital improvements budget
	St. Paul regional bicycle and pedestrian corridor connections.	Public Works staff, and City of St. Paul	Ongoing	X	MSAS funds, City funds, federal and local grants
	System-wide bicycle/pedestrian maintenance.	Public Works staff	Ongoing	X	Capital improvements budget
	Complete streets policy.	Public Works, and staff, Community Development staff	Short-term	X	City funds, Capital Improvements budget

TABLE 13-5 ROSEVILLE IMPLEMENTATION MATRIX: PARKS, RECREATION, TRAILS, AND OPEN SPACE

Goal	Action or Strategy	Who	When	Ongoing?	How (\$)
Parks, Recreation, Trails, and Open Space					
<p>Maintain ongoing parks and recreation planning, maintenance, and asset management process that involves citizen engagement, adheres to professional standards, and utilizes prudent professional practices. Ensure timely guidance for protecting the community’s investment in parks, open space, and recreation programs and facilities to enhance their long-term and sustained viability.</p>	<p>Re-evaluate, update, and adopt a Park and Recreation System Master Plan at least every five years to reflect new and current trends, changing demographics, new development criteria, unanticipated population densities, and any other factors that affect park and recreation goals, policies, and future direction of the system.</p>	<p>Parks and Recreation staff</p>	<p>Short-term</p>		<p>City funds</p>
	<p>Monitor progress on the Parks and Recreation System Master Plan annually to ensure that it provides actionable steps for maintaining, improving, and expanding the system. Parks and Recreation Commission will review and track annually.</p>	<p>Parks and Recreation staff</p>	<p>Ongoing</p>	<p>X</p>	<p>City funds</p>
	<p>Maintain and operate parks, open space, and recreation facilities in a safe, clean, and sustainable manner that protects natural resources and systems, preserves high quality active and passive recreation opportunities and experiences, and is cost-effective.</p>	<p>Parks and Recreation staff</p>	<p>Ongoing</p>	<p>X</p>	<p>City funds, grants, fees, contributions, use of volunteers</p>
	<p>Consider staffing and resource needs in the evaluation of proposals for additions to parks, programs, and facilities.</p>	<p>Parks and Recreation staff</p>	<p>Ongoing</p>	<p>X</p>	<p>City funds, fees and charges, contributions</p>
	<p>Use the Sector and Constellation organization structure as the basis for park, recreation program, and facility locations, development, and service delivery.</p>	<p>Parks and Recreation staff</p>	<p>Ongoing</p>	<p>X</p>	<p>City funds</p>

Goal	Action or Strategy	Who	When	Ongoing?	How (\$)
	Enhance neighborhood and community identity in the design of parks, programs, and facilities through public art, special events, and stewardship of natural features.	Parks and Recreation staff, Roseville Area Arts Council	Ongoing	X	City funds, grants, Roseville Visitors Association, Roseville Area Arts Council, and contributions
	Establish a service standard of having a neighborhood park or active play space in every park service constellation.	Parks and Recreation staff	Ongoing	X	City funds, park dedication, and contributions
	Preserve parks and school open space areas as part of the city-wide systems plan for structured recreation space and unstructured preserved natural areas.	Parks and Recreation staff, Roseville Area School District, and affiliated groups	Medium-term	X	City funds, Roseville Area School District, and contributions
	Include Ramsey County park land and open space in planning and providing recreation services to Roseville residents.	Parks and Recreation staff, Ramsey County	Ongoing	X	City funds, Ramsey County, and grants
	Seek partnership to provide the community with a greater diversity or number of parks and facilities, and to offer a more expansive catalog of programs and events.	Parks and Recreation staff	Ongoing	X	City funds, partners, contributions, and vendors
	Seek sponsorships and scholarships and other revenue streams to facilitate program fee reductions.	Parks and Recreation staff	Ongoing	X	City funds, partners, contributions, and grants
	Continue to coordinate, cooperate, and collaborate with adjacent communities, school districts, and governmental jurisdictions to leverage resources regarding the use of parks on common municipal boundaries and on joint programming where appropriate for mutual benefit to optimize open space, fitness, and recreation programming and facility options.	Parks and Recreation staff, other governmental jurisdictions as appropriate	Ongoing	X	City funds, other governmental agencies

Goal	Action or Strategy	Who	When	Ongoing?	How (\$)
	Complete park concept plans for all parks.	Parks and Recreation staff	Long-term		City funds, contributions, grants
	Evaluate the maintenance implications of potential park land acquisitions and capital improvements.	Parks and Recreation staff	Ongoing	X	City funds and grants
	Annually recommend the adoption of a twenty-year Capital Improvement Plan (CIP) for Parks and Recreation.	Parks and Recreation staff	Ongoing	X	City funds, grants, contributions, partners, State bonding
	Use the procurement methods that deliver the best value for the community.	Parks and Recreation and Administration staff	Ongoing	X	City funds
	Research, develop, and recommend to the City Council and citizens periodic bond referendums, park and trail dedication fees, urban forest management fees, special assessments, or other funding programs to reinvest in parks and recreation facilities needed within Roseville.	Parks and Recreation, Public Works, and Administration staff	Ongoing	X	City funds, partners, grants, bonding,
	Explore the potential for implementing a park service district as a means of creating a sustainable, independent source of local funding for the parks and recreation system.	Parks and Recreation staff, City Attorney, and Administration staff	Long-term		City funds, district wide/larger area
	Whenever possible, supplement the development and maintenance of parks and recreation lands and facilities with the use of non-property tax funds.	Parks and Recreation and Finance Department staff	Ongoing	X	Grants, contributions, partners, fees and charges
	Pursue additional funding, such as local option sales tax or state bond funds, to support Roseville facilities of regional or state-wide significance.	Parks and Recreation staff	Short-term		City funds, State of Minnesota, larger area

Goal	Action or Strategy	Who	When	Ongoing?	How (\$)
	Discourage commercial uses in parks, programs, or facilities and/or parks and recreation facilities.	Parks and Recreation staff	Ongoing	X	City funds
	Involve the Parks and Recreation Commission in the parks and recreation planning process. Stimulate additional volunteer involvement in the delivery and support of the parks and recreation system.	Parks and Recreation and Administration staff	Ongoing	X	City funds
	Involve a diverse and representative group of participants in the parks and recreation planning process. Conduct active and continuous interaction within the community with neighborhoods, special interest groups, and individuals of all ages to achieve effective recreational programming and facility development.	Parks and Recreation staff	Ongoing	X	City funds
	Parks and recreation staff should play the key role in the delivery of parks, programs, and facility services. Community volunteers should be used whenever and wherever possible and appropriate to enrich the experience for the participant and volunteer.	Parks and Recreation and Administration staff	Ongoing	X	City funds, fees and charges, contributions
	Develop and implement an ongoing public information and marketing program to inform the public of their investments, opportunities, and benefits of a quality parks and recreation system.	Parks and Recreation and Administration staff	Ongoing	X	City funds

Goal	Action or Strategy	Who	When	Ongoing?	How (\$)
	Assign names, or change names, of City-owned parks or recreation facilities, in consultation with the Parks and Recreation Commission, based on natural habitat, geographic location, and appropriate non-descript terminology.	Parks and Recreation staff	Ongoing	X	City funds
Provide a high-quality, financially sound system of parks, open spaces, trails, and waterways that meets the recreation needs of all City residents, offers a visual/physical diversion from the hard surfacing of urban development, enhances our quality of life, and forms an essential part of our community's identity and character.	Evaluate and refurbish parks, as needed, to reflect changes in population, age, and diversity of residents, recreational activities preferred, amount of leisure time available, and best practice designs and technologies, and asset management strategies.	Parks and Recreation staff	Ongoing	X	City funds
	Orient parks and programs equally to youth activities that focus on community building activities teaching them life-long skills, and exposing them to a variety of recreation experiences, and to adult activities which accommodate adults' needs for wellness and provide a range of social interaction opportunities.	Parks and Recreation staff	Ongoing	X	City funds
	Focus parks on passive and active recreational activities and activities that take advantage of the unique natural features. Pursue opportunities for incorporating art and cultural programs, which enrich citizens' mental and emotional well-being, as a complement to primary physical focus of parks and recreation programs.	Parks and Recreation staff, Roseville Area Arts Council	Ongoing	X	City funds, fees and charges, contributions, grants

Goal	Action or Strategy	Who	When	Ongoing?	How (\$)
	Organize all parks and facilities so that a component is provided for informal, non-programmed activities – those open to anyone in the community, at any time.	Parks and Recreation staff	Ongoing	X	City funds, fees and charges, contributions, grants
	Maintain parks and open space according to the standards outlined in the Park Maintenance Manual, which recognizes that levels of service must be provided based on the intensity of use and purpose of the site.	Parks and Recreation staff	Ongoing	X	City funds, fees and charges, contributions, grants
	Use innovative methods for park and facility improvements that offer lower lifecycle costs, even if the initial cost is higher. Develop park and recreation facilities that minimize the maintenance demands on the City by emphasizing the development of well-planned parks, high- quality materials and labor-saving maintenance devices and practices.	Parks and Recreation staff	Ongoing	X	City funds, fees and charges, contributions, grants
	Promote and support volunteerism to encourage people to actively support Roseville’s parks and open spaces.	Parks and Recreation, and Administration staff	Ongoing	X	City funds, grants, grants
	Encourage the preservation of features in parks considered to be of historic or cultural value, especially those features that do not conflict with other park uses and activities.	Parks and Recreation staff, Roseville Historical Society	Ongoing	X	City funds, fees and charges, contributions, grants
	Ensure that no net loss of park land or open space occurs during alterations or displacement of existing park land and open space.	Parks and Recreation staff	Ongoing	X	City funds, contributions, grants

Goal	Action or Strategy	Who	When	Ongoing?	How (\$)
<p>Add new parks and facilities to achieve equitable access in all neighborhoods, accommodate the needs of redeveloping areas, and meet residents’ desires for a range of recreation opportunities serving all ages, abilities, and cultures.</p>	<p>As areas of Roseville evolve, and properties undergo a change of use and/or density, land should be dedicated to the community for park purposes to ensure adequate park facilities for those new uses.</p>	<p>Parks and Recreation, and Community Development staff</p>	<p>Ongoing</p>	<p>X</p>	<p>City funds, park dedication, contributions, grants</p>
	<p>Determine potential locations and acquire additional park land in neighborhoods and constellations that are lacking adequate parks and recreation facilities.</p>	<p>Parks and Recreation, and Community Development staff</p>	<p>Long-term</p>		<p>City funds, park dedication, bonding, contributions, grants</p>
	<p>Determine locations for new park and recreation facilities in redevelopment areas as part of the redevelopment process, and use the park dedication process to acquire appropriate land, prioritizing the purchase of properties adjacent to current park land.</p>	<p>Parks and Recreation, and Community Development staff</p>	<p>Ongoing</p>	<p>X</p>	<p>City funds, park dedication, bonding, contributions, grants</p>
	<p>Make continued effective use of the Park Dedication Ordinance. Review annually park dedication requirements in order to ensure that dedication regulations meet statutory requirements and the needs of Roseville.</p>	<p>Parks and Recreation staff</p>	<p>Short-term</p>	<p>X</p>	<p>City funds, park dedication, contributions, grants</p>
	<p>Use park dedication funds to acquire and develop new land in addition to other funding sources.</p>	<p>Parks and Recreation staff</p>	<p>Ongoing</p>	<p>X</p>	<p>City funds, grants, park dedication</p>
	<p>Acquire properties necessary to implement adopted park concept plans and in Roseville’s Comprehensive Land Use Plan, and consider other additions based on needs identified in the sector or constellation concept. Acquire land on a “willing seller” basis unless otherwise determined by the City Council.</p>	<p>Parks and Recreation staff</p>	<p>Long-term</p>		<p>City funds, park dedication, bonding, contributions, grants</p>

Goal	Action or Strategy	Who	When	Ongoing?	How (\$)
<p>Create a well-connected and easily accessible system of parks, open spaces, trails, pathways, community connections, and facilities that link neighborhoods and provides opportunities for residents and others to gather and interact.</p>	<p>Develop, adopt, and implement a comprehensive and integrated trails, pathways, and community connections system plan for recreation and transportation uses, including separate facilities for pedestrians and bicyclists (including off-road unpaved trails for bikers and hikers that offer new challenges while protecting resources). Distinguish the specific role of the Parks and Recreation Department in maintaining those facilities, separate from the Public Works Department’s role in constructing and repairing them.</p>	<p>Parks and Recreation Public Works, and Community Development staff</p>	<p>Short-term</p>		<p>City funds, park dedication, contributions, grants</p>
	<p>Develop, adopt, and implement a Trails Management Program (TMP).</p>	<p>Parks and Recreation and Public Works staff</p>	<p>Short-term</p>		<p>City funds, grants, park dedication</p>
	<p>Advocate the implementation of community parkways on the County Road C and Lexington Avenue corridors to accommodate pedestrian and bicyclist movement and inclusion of community character and identity features.</p>	<p>Parks and Recreation and Public Works staff</p>	<p>Short-term</p>		<p>City funds, grants, park dedication</p>
	<p>Maintain the trail and pathway system through all seasons.</p>	<p>Parks and Recreation, and Public Works staff</p>	<p>Ongoing</p>	<p>X</p>	<p>City funds</p>
	<p>Make the park system accessible to people of all abilities.</p>	<p>Parks and Recreation and Public Works staff</p>	<p>Ongoing</p>	<p>X</p>	<p>City funds, grants</p>

Goal	Action or Strategy	Who	When	Ongoing?	How (\$)
	Align development and expansion of non-motorized trails, pathways, community parkways, and other routes with the need to provide connections to and within parks, to open spaces, recreation facilities, and key destinations, as well as between neighborhoods, constellations, and sectors.	Parks and Recreation and Public Works staff	Long-term		City funds, grants, park dedication, Grants, dedication
	Educate the public on the advantages and safe use of non-motorized trails, pathways, and community parkway connections.	Parks and Recreation and Public Works staff	Ongoing	X	City funds, grants, grants
	Develop clear and communicative signage and kiosks for wayfinding.	Parks and Recreation and Public Works staff, Roseville Visitors Association	Short-term		City funds, grants, park dedication, Roseville Visitors Association
Provide Roseville residents with opportunities to participate in a variety of recreation, athletic, wellness, art, social, learning, and environmental education activities and programs through well-designed, cost-effective, and relevant services.	Provide recreation programs and services that address the recreational desires of people of all abilities and all segments of the community including children, teens, adults, older adults, and adverse ethnic groups.	Parks and Recreation staff	Ongoing	X	City funds, fees and charges, contributions, grants
	Organize a variety of community special events that stimulate interest in recreation participation, promote community identity and pride, encourage volunteerism, and bring together all segments of the community.	Parks and Recreation and Administration staff	Ongoing	X	City funds, fees and charges, contributions, grants
	Celebrate Roseville’s heritage and cultural potential by acquiring and exhibiting quality works of art and historic artifacts, by providing access to a variety of performance arts, and by offering a diverse mixture of community events	Parks and Recreation staff, Roseville Visitors Association, Roseville Area Arts Council, and Administration staff	Ongoing	X	City funds, fees and charges, Roseville Area Arts Council, Roseville Visitors Association, contributions, grants

Goal	Action or Strategy	Who	When	Ongoing?	How (\$)
	Administer all programs and services equitably to ensure that all individuals and groups receive adequate representation, seeking out those with little or no voice.	Parks and Recreation staff	Ongoing	X	City funds, fees and charges, contributions, grants
	Monitor new trends, patterns, and activities in recreation and leisure service programs and incorporate revisions to Roseville’s programs to reflect these changes at a broader level.	Parks and Recreation staff	Ongoing	X	City funds, fees and charges, contributions, grants
	Establish ongoing communication, information, and marketing programs that broaden recreational interests and encourage participation in Roseville’s recreation programs.	Parks and Recreation staff	Ongoing	X	City funds, fees and charges, contributions, grants
	Coordinate and cooperate with school districts, community, county, and state agencies, private businesses, and surrounding municipalities to provide diverse and extensive programs and services that are affordable to all participants.	Parks and Recreation staff, other governmental agencies	Ongoing	X	City funds, fees and charges, other governmental agencies, contributions, grants
	Facilitate community recreation groups by providing technical support, equipment storage, promotional assistance, mail boxes, and meeting space.	Parks and Recreation staff	Ongoing	X	City funds
	Act as liaison to recognized community groups providing recreation programs and services.	Parks and Recreation staff	Ongoing	X	City funds
	Evaluate all programs and services quarterly and annually for quality, participant satisfaction, financial feasibility, and community desirability.	Parks and Recreation staff	Ongoing	X	City funds

Goal	Action or Strategy	Who	When	Ongoing?	How (\$)
	Develop and maintain a system of program fees and charges that assess direct costs to the participants, while remaining affordable to the community.	Parks and Recreation staff	Ongoing	X	City funds
	Provide residents with community activities and events using subsidies or fee waivers through scholarships, sponsorships, or other methods of fee assistance.	Parks and Recreation staff	Ongoing	X	City funds, fees and charges, contributions, grants
Locate, design, construct, and manage community facilities to meet the needs of current and future residents.	Provide community facilities that include desired community amenities for recreation and social interaction at an appropriate level within sectors and constellations.	Parks and Recreation staff	Ongoing	X	City funds, fees and charges, partners, contributions, grants
	Assess community needs and desires for the use of existing community facilities and the need for additional space, renovated space, and improved space.	Parks and Recreation staff	Short-term	X	City funds, fees and charges, partners, contributions, grants
	Facilitate a system of community and recreation spaces in conjunction with the school districts that provides for both structured and unstructured times as managed and scheduled by the City.	Parks and Recreation staff, area school districts	Ongoing	X	City funds, area School Districts
	Define a strategy, identify a site, and confirm a program for implementing a community center.	Parks and Recreation staff, area school districts	Long-term		City funds, area School Districts
	Manage and maintain facilities using best practices and cost-effective methods to provide desired recreation services.	Parks and Recreation staff	Ongoing	X	City funds
	Leverage private involvement in the form of sponsorships, joint ventures, and contract for services to support facilities.	Parks and Recreation staff	Ongoing	X	City funds, partners, vendors

Goal	Action or Strategy	Who	When	Ongoing?	How (\$)
Preserve significant natural resources, lakes, ponds, wetlands, open spaces, wooded areas, wildlife habitats, and trees as integral aspects of the parks system.	Encourage dedication of parks, open spaces, and trails in new development and redevelopment areas, especially those that preserve significant natural resources and/or adjacent to the subject site.	Parks and Recreation and Community Development staff	Ongoing	X	City funds, park dedication, dedication
	Create, adopt, and use Natural Resources Management Plans to preserve, restore, and manage the significant natural resources in the park system.	Parks and Recreation staff	Ongoing	X	City funds, grants, contributions, grants, contributions
	Preserve wooded areas and implement an aggressive reforestation and forestry management program to ensure that Roseville has a substantial aesthetically pleasing and environmentally critical tree population in its parks, open spaces, boulevards, and other City property.	Parks and Recreation staff	Ongoing	X	City funds, grants, contributions, grants, contributions
	Provide community environmental education programs to increase the community’s awareness, understanding, and appreciation of natural areas, including the need for trees, proper tree care, planting procedures, and critical habitat for pollinators.	Parks and Recreation and Administration staff	Ongoing	X	City funds, grants, contributions, grants, contributions
	Cooperate with the three watershed districts with jurisdiction over parks in Roseville to effect water quality improvement projects within parks, and to create landscapes that are sensitive to stormwater management goals for park lands.	Parks and Recreation, and Public Works staff, watershed districts	Ongoing	X	City funds, grants, contributions

Goal	Action or Strategy	Who	When	Ongoing?	How (\$)
	<p>Create landscape improvements and design parks to enhance opportunities for wildlife, where those improvements and facilities are not in conflict with other park uses or activities. Direct particular attention to the creation of wildlife habitat in parks, where wildlife would not be compromised by the presence of park activities.</p>	<p>Parks and Recreation staff</p>	<p>Ongoing</p>	<p>X</p>	<p>City funds, grants, contributions</p>

TABLE 13-6 ROSEVILLE IMPLEMENTATION MATRIX: RESILIENCE

Goal	Action or Strategy	Who	When	Ongoing?	How (\$)
Resilience					
Protect, preserve, and enhance Roseville’s water, land, trees, and pollinators for current and future generations.	Continue to use TIF to assist with environmental cleanup on sites identified as economic development priority or opportunity areas.	Public Works staff			City funds
	Finalize and implement a management plan for ash trees on park land and streets.	Public Works staff			City funds
	Conduct a citywide-wide survey, and inventory to the extent feasible, of the tree canopy. This would include all trees in both public and private areas.	Public Works staff			City funds
	Modify procurement policies as necessary to ensure diversity of tree species on City property.	Public Works, and Administration staff			City funds
	Promote tree diversity on public and private lands, including establishment of diversity requirements, as part of any development of commercial or multi-unit residential property.	Public Works, and Community Development staff		X	City funds
	Expand tree canopy in priority areas.	Public Works staff			City funds
	Create policies and procedures on proper tree planting for all City installations, and promote this to residents.	Public Works staff			City funds

Goal	Action or Strategy	Who	When	Ongoing?	How (\$)
Resilience					
	Review City practices for the use of insecticides and use best practices to limit systemic insecticide uses on City property, including insecticides from the neonicotinoid family where possible, and encourage commercial applications to be free of systemic insecticides, including neonicotinoids where possible.	Public Works staff		X	City funds
	Use best efforts to plant native plants and plants favorable to bees and other pollinators in the City's public spaces.	Public Works, and Parks and Recreation staff		X	City funds

Goal	Action or Strategy	Who	When	Ongoing?	How (\$)
Resilience	<p>Use best efforts to communicate to all Roseville property owners, residents, businesses, institutions, and neighborhoods the importance of creating and maintaining pollinator-friendly habitats and encourage residents and business to use the pollinator-friendly practices including:</p> <ul style="list-style-type: none"> • Reducing the use of pesticides, including systemic insecticides, on their property; • Avoiding planting flowering plants that are treated with systemic insecticides; • Planting more pollinator forage on their property and adopting organic or chemical-free lawn and landscaping practice; and • The City shall provide information and avenues to identify pollinator-friendly plants and other opportunities. 	Public Works, and Administration staff		X	City funds

Goal	Action or Strategy	Who	When	Ongoing?	How (\$)
Resilience					
<p>Support Minnesota’s Next Generation Energy Act goal of an 80% reduction in community-wide greenhouse gas (GHG) emissions from 2005 levels by 2050, through leading by example in addition to education, incentives, and regulation to encourage action by residents and businesses.</p>	<p>With appropriate community engagement, develop a Greenhouse Gas Action Plan to establish City-specific energy and greenhouse gas reduction goals, and select strategies to reduce emissions from building energy, travel, solid waste, and water use. The Greenhouse Gas Action Plan should include goals and strategies for both community-wide emissions and City operations and should:</p> <ul style="list-style-type: none"> • Identify current community-wide greenhouse gas emissions and, separately, emissions associated with City operations. • Establish mid- and long-term emissions reduction goals that support Minnesota’s goal of an 80% reduction from 2005 levels by 2050 (M.S. 216H.02). • Propose reduction strategies and identify associated: <ul style="list-style-type: none"> ○ savings potential, ○ economic and business development potential, ○ implementation methods through existing or new policies and programs, and ○ implementation costs, financing mechanisms and funding sources. • Develop an implementation plan with a schedule, responsible party, and measure of success for every strategy. • Indicate the method that will be used to track progress. 	<p>Public Works staff</p>	<p>Short-term</p>		<p>City funds, grants</p>

Goal	Action or Strategy	Who	When	Ongoing?	How (\$)
Resilience					
	Continue to participate in Minnesota’s GreenStep Cities program, working towards becoming a Step 3, 4, and 5 City by implementing additional best practices, reporting on performance metrics, and demonstrating improvement across multiple metrics.	Public Works, and Administration staff	Medium-term	X	
Take action to equitably reduce climate-related risks to City residents.	Using the <i>Population Vulnerability Assessment and Climate Adaptation Framework</i> , develop a Resilience Plan that establishes community resilience goals and strategies.	Public Works, and Community Development staff	Long-term		City funds, grants
Support increased adoption of renewable energy by protecting access to direct sunlight and supporting the development of local renewable energy installations.	Incorporate energy efficiency and renewable energy strategies into the City’s Greenhouse Gas Action Plan.	Public Works staff	Short-term		City funds, grants
	Protect access to direct sunlight for solar energy systems through revisions to the City’s planning, zoning, and development regulations while minimizing potential adverse impacts to other natural resources.	Community Development staff	Short-term		City funds
	Strive to source 100% of the electricity used for City operations from renewable sources such as solar, wind, biomass, geothermal, and wind by 2040, with a minimum of 25% in on-site generation at City properties.	Public Works staff	Long-term		City funds, grants
	Strive to produce enough solar electricity within City boundaries to meet 10% of City-wide electricity use by 2030, which aligns with Minnesota’s solar energy goal (M.S. 216B.1962).	Public Works staff	Medium-term		City funds, grants

Goal	Action or Strategy	Who	When	Ongoing?	How (\$)
Resilience					
	Facilitate and promote local solar installations by becoming a SolSmart Bronze Level community by the year 2020 and working towards the Silver and Gold level by 2040.	Public Works staff	Short-term	X	City funds
Increase community awareness of resilience and environmental protection issues.	Partner with other government entities to sponsor and/or host resilience education and environmental stewardship programs.	Public Works, and Administration staff	Medium-term	X	City funds
	Promote local resilience efforts and environmental stewardship through City-led communications, such as the City newsletter, City website, and the local cable-access channel.	Public Works, and Administration staff	Short-term	X	City funds

TABLE 13-7 ROSEVILLE IMPLEMENTATION MATRIX: WATER SUPPLY

Goal	Action or Strategy	Who	When	Ongoing?	How (\$)
Water Supply					
System Improvements	Rehabilitate watermains by excavating and replacing the existing pipe, installing cured-in-place pipe liner (CIPP), or performing pipe bursting to replace pipe “in place.”	Public Works staff	Ongoing	X	Water Utility Fund
	Rehabilitate booster stations.	Public Works staff	Short-term		Water Utility Fund
Asset Management	Update asset management rating system based upon televising video and visual inspections.	Public Works staff	Ongoing	X	Water Utility Fund
Sustainability	Implement a stormwater management program.	Public Works staff	Short-term	X	Water Utility Fund
	Provide residents access to rain barrels and work with watersheds on grant incentives for residential rain gardens.	Public Works staff	Ongoing	X	Water Utility Fund
	Install enhanced meters capable of automated readings to detect spikes in Consumption.	Public Works staff	Short-term		Water Utility Fund
	Prepare water model for entire City to identify inefficiencies in water system.	Public Works staff	Short-term		Water Utility Fund
	Implement a water conservation outreach program.	Public Works staff	Ongoing	X	Water Utility Fund
	Perform Water Audit to track water usage and loss.	Public Works staff	Ongoing	X	Water Utility Fund
	Adopt non-zoning wetlands ordinance (can further protect wetlands beyond state/federal laws-for vernal pools, buffer areas, restrictions on filling or alterations).	Public Works staff	Ongoing	X	Water Utility Fund

TABLE 13-9 ROSEVILLE IMPLEMENTATION MATRIX: SURFACE WATER MANAGEMENT

Goal	Action or Strategy	Who	When	Ongoing?	How (\$)
Surface Water Management					
Education and Outreach	Public Outreach Consultants/Educators	Public Works staff	Ongoing	X	Stormwater Utility Fund, watershed districts, partners
Municipal Housekeeping	Street sweeping	Public Works staff	Ongoing	X	Stormwater Utility Fund
Asset Management	BMP maintenance	Public Works staff	Ongoing	X	Stormwater Utility Fund
Maintain existing infrastructure	Pond maintenance/improvements	Public Works staff	Ongoing	X	Stormwater Utility Fund
	St Croix ditch maintenance	Public Works staff	Ongoing	X	Stormwater Utility Fund
	Storm sewer televising	Public Works staff	Ongoing	X	Stormwater Utility Fund
Improve drainage within the City while improving and protecting water quality and reducing the risk of localized flooding.	Pavement Management Projects - Water Quality/Sewer management projects - water quality/sewer upgrades	Public Works staff	Ongoing	X	Stormwater Utility Fund
	Drainage improvements - various storm sewer upgrades	Public Works staff	Ongoing	X	Stormwater Utility Fund
	Fairview Trunk Storm Sewer System Analysis	Public Works staff	Short-term		Stormwater Utility Fund
	Fairview Trunk Storm Sewer - Evergreen Park Reuse Project	Public Works staff	Short-term		Stormwater Utility Fund
	Fernwood Trunk Storm Sewer – St. Rose of Lima Underground	Public Works staff	Short-term		Stormwater Utility Fund
	Fernwood Trunk Storm Sewer – Keller - Mayflower Underground	Public Works staff	Mid-term		Stormwater Utility Fund

Goal	Action or Strategy	Who	When	Ongoing?	How (\$)
Surface Water Management					
	Fairview Trunk Storm Sewer Improvements	Public Works staff	Mid-term		Stormwater Utility Fund
	Oasis Pond iron enhanced sand filter installation	Public Works staff	Short-term		Stormwater Utility Fund
	Oakcrest Pond improvement	Public Works staff	Mid-term		Stormwater Utility Fund
	I-35W/CRCountry Road C sanitary separation	Public Works staff	Short-term		Stormwater Utility Fund
	Walsh Lift Station upgrades	Public Works staff	Short-term		Stormwater Utility Fund
	Valley Park berm reconstruction	Public Works staff	Short-term		Stormwater Utility Fund
	Leaf site water quality improvements	Public Works staff	Short-term		Stormwater Utility Fund
	Lift station upgrades	Public Works staff	Mid-term		Stormwater Utility Fund
	SCADA replacement/upgrades	Public Works staff	Short-term		Stormwater Utility Fund
	CSWMP revision/updates	Public Works staff	Long-term		Stormwater Utility Fund
	City-wide stormwater model	Public Works staff	Long-term		Stormwater Utility Fund

TABLE 13-9 ROSEVILLE IMPLEMENTATION MATRIX: SANITARY SEWER

Goal	Action or Strategy	Who	When	Ongoing?	How (\$)
Sanitary Sewer					
Provide efficient and high-quality public facilities, services, and infrastructure.	Provide reliable and high-quality sanitary sewer facilities.	Public Works staff	Ongoing	X	Sanitary Sewer Fund
	Work to provide efficient and cost-effective services through ongoing evaluation and intergovernmental coordination.	Public Works staff	Ongoing	X	Sanitary Sewer Fund
	Maintain an up-to-date emergency preparedness plan.	Public Works staff	Short-term	X	Sanitary Sewer Fund
	Work to reduce inflow and infiltration into the City’s sanitary sewer system.	Public Works staff	Ongoing	X	Sanitary Sewer Fund
	Prepare long-term plans to identify, prioritize, and determine the costs to maintain and/or replace City sanitary sewer facilities.	Public Works staff	Medium-term	X	Sanitary Sewer Fund
	Utilize the CIP and annual budgeting processes for prioritizing major public expenditures.	Public Works staff	Ongoing	X	Sanitary Sewer Fund