

Commissioners:

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



**Planning Commission
Agenda**

Wednesday, November 7,
2018
6:30pm

Address:

2660 Civic Center Dr.
Roseville, MN 55113

Phone:

651-792-7080

Website:

www.cityofroseville.com/pc

1. Call To Order
2. Roll Call
3. Approval Of Agenda
4. Review Of Minutes

Documents:

[OCTOBER 3, 2018 MINUTES.PDF](#)

5. Communications And Recognitions
 - 5.A. From The Public:
Public comment pertaining to general land use issues not on this agenda, including the 2040 Comprehensive Plan Update
 - 5.B. From The Commission Or Staff:
Information about assorted business not already on this agenda, including a brief update on the 2040 Comprehensive Plan Update process
6. Public Hearing
 - 6.A. Consider A Comprehensive Land Use Plan Map Change, Zoning Map Change And Planned Unit Development Cancellation At 1700 Hamline Avenue (PF18-018)

Documents:

[6A REPORT AND ATTACHMENTS.PDF](#)

7. Project File 0037: 2040 Comprehensive Plan Update
 - 7.A. Review Suggested Edits To 2040 Comprehensive Plan

Documents:

[7A REPORT AND ATTACHMENTS \(26MB\).PDF](#)

8. Adjourn



**Planning Commission Regular Meeting
City Council Chambers, 2660 Civic Center Drive
Draft Minutes – Wednesday, October 3, 2018 – 6:30 p.m.**

- 1 **1. Call to Order**
2 Chair Murphy called to order the regular meeting of the Planning Commission meeting at
3 approximately 6:30 p.m. and reviewed the role and purpose of the Planning Commission.
4
- 5 **2. Roll Call**
6 At the request of Chair Murphy, City Planner Thomas Paschke called the Roll.
7
- 8 **Members Present:** Chair Robert Murphy; Vice Chair James Bull; and Commissioners,
9 James Daire, Julie Kimble, Wayne Groff, and Peter Sparby
10
- 11 **Members Absent:** Commissioner Chuck Gitzen
12
- 13 **Staff Present:** City Planner Thomas Paschke, Senior Planner Bryan Lloyd, and
14 Community Development Director Kari Collins
15
- 16 **3. Approve Agenda**
17
- 18 **MOTION**
19 **Member Bull moved, seconded by Member Groff, to approve the agenda as**
20 **presented.**
21
- 22 **Ayes: 6**
23 **Nays: 0**
24 **Motion carried.**
25
- 26 **4. Review of Minutes**
27
- 28 **a. September 5, 2018 Planning Commission Regular Meeting**
29
- 30 Member Kimble stated on line 368, “Member Kimble thought there was a State
31 Statute regarding this and should be included”. She thought it should be considered
32 but not that the State Statue should be included in the language.
33
- 34 Member Daire stated on Line 322, flushed out should be changed to fleshed out.
35
- 36 Member Groff noted he sent some corrections to City Planner Paschke early in the
37 day.
38
- 39 Member Sparby noted there were a lot of grammatical errors in the minutes which
40 were minor. He thought the jest of what was being discussed was captured.
41

42 Member Daire stated there are a couple of typos on lines 466 and 475, referring to
43 Table 119 and should be 1019 in both places.

44
45 **MOTION**

46 **Member Kimble moved, seconded by Member Daire, to approve the September**
47 **5, 2018 meeting minutes as amended.**

48
49 **Ayes: 6**

50 **Nays: 0**

51 **Motion carried.**

52
53 **5. Communications and Recognitions:**

54
55 **a. From the Public:** *Public comment pertaining to general land use issues not on this*
56 *agenda, including the 2040 Comprehensive Plan Update.*

57
58 None.

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60 **b. From the Commission or Staff:** *Information about assorted business not already on*
61 *this agenda, including a brief update on the 2040 Comprehensive Plan Update*
62 *process.*

63
64 Senior Planner Bryan Lloyd updated the Commission on the scheduling of the
65 remaining Comprehensive Plan meetings for 2018.

66
67 Chair Murphy stated with the dates of November 5 for the City Council meeting and
68 November 7 for the Planning Commission meeting, the Commission is always
69 challenged to get the draft of the City Council minutes. Short of watching the
70 meeting or being there how can the Commission capture what went on at the meeting.

71
72 Mr. Lloyd thought staff can be ready to provide working notes from that meeting,
73 particularly the more substantive comments that might come out of it so that can be
74 part of the Planning Commission's discussion. Staff could email that to the
75 Commission between the meetings. He was not sure staff could get the minutes to the
76 Commission before the Planning Commission meeting, but staff can give an update
77 about the City Council's feedback.

78
79 Chair Murphy asked if the City Council meeting minutes could be made available
80 faster than normal that would be appreciated.

81
82 **6. Continued Business**

83
84 **a. CONTINUATION – Request by The Community Development Department to**
85 **Consider Zoning Code Text Amendments To §1001.10 Definitions and Table**
86 **1005-1, Table 1005-5, Table 1006-1, And Table 1019-1 Pertaining to Breweries,**
87 **Taprooms, Tasting Rooms, Brewpubs and Distilleries (PROJ17-Amdt35)**

88

89 **MOTION**

90 **Member Bull moved to remove this item from the table.**

91
92 Chair Murphy indicated he was not going to recognize the motion; the Commission
93 was just going to remove the item from the table because this was a different
94 meeting.

95
96 Chair Murphy opened the public hearing for PROJ17-Amdt35 at approximately 6:45
97 p.m. and reported on the purpose and process of a public hearing. He advised this
98 item will be before the City Council at an October 22, 2018 meeting

99
100 City Planner Paschke summarized the request as detailed in the staff report dated
101 October 3, 2018. He reported this item has to deal with text amendments to the City
102 definition section, §1001.10 Definitions and Table 1005-1, Table 1005-5, Table
103 1006-1, And Table 1019-1 Pertaining to Breweries, Taprooms, Tasting Rooms,
104 Brewpubs and Distilleries.

105
106 Member Daire asked for a point of information, how many gallons are in a brewery
107 barrel.

108
109 Mr. Paschke believed it was not quite 16 gallons for a full barrel.

110
111 Member Bull asked if Chair Murphy wanted to entertain changes at this time or
112 during the Commission discussion.

113
114 Chair Murphy asked if staff involvement would be needed, his preference would be
115 to have changes made during Commission discussion.

116
117 Mr. Paschke did not know why the Commission could not ask staff questions during
118 Commission discussion. He indicated he was amenable to however the Commission
119 wanted to move forward.

120
121 Chair Murphy asked to hold changes until Commission discussion.

122
123 **Public Comment**

124
125 No one came forward to speak for or against this request.

126
127 Chair Murphy closed the public hearing at approximately 6:49 p.m.

128
129 **Commission Deliberation**

130
131 Member Bull stated on line 7, where it refers to cider and meads, that doesn't fit the
132 description of beverages made from malt by fermentation. He noted a mead is a
133 wine. He noted a tap room can be associated with either a brewery or a micro-
134 brewery but in the Tap Room definition it talks about beverages that are made on the
135 premises of a brewery when it can actually be made on the premises of a micro-

136 brewery as well. Staff is using a generic brewer but a very definitive brewery in its
137 own definition. He thought that could get confusing.

138
139 Chair Murphy stated in the interest of having something the Commission can discuss
140 and amend, could he suggest alternate wording for line 7.

141
142 Member Bull suggested striking cider and meads on line 7.

143
144 Chair Murphy stated there is the permitted malt in the definition, so it sounds
145 consistent to delete them.

146
147 Mr. Paschke stated he was fine with that at this point but would lean on Mr. Lloyd to
148 offer some suggested response to that as it relates to fermentation process.

149
150 Member Sparby thought on that point the City could adjust the language to state “beer
151 or other beverages made from malt by fermentation or cider and meads”.

152
153 Mr. Lloyd thought that was the intent, unless it was the intent by the Commission to
154 not allow for meads and ciders, but it seemed to be consistent with conversations that
155 happened at past Commission meetings. Moving cider and meads before beer allows
156 other beverages made from malt by fermentation be more directly connected to beer
157 than appearing to be connected to the others.

158
159 Member Bull thought that was fine.

160
161 Chair Murphy stated line 7 should read “barrels annually of cider, meads, beer, or
162 other beverages made from malt by fermentation”.

163
164 Member Sparby wondered if similar language should be added the brewery because
165 he thought the big distinction between brewery and micro-brewery is the number of
166 barrels being produced. He thought this should cover all of the craft beverages.

167
168 Member Bull agreed. He stated on line 14 and 16 in the taproom definition he saw
169 the generic use of brewery.

170
171 Mr. Paschke asked if the Commission would like micro-brewery and brewery called
172 out.

173
174 Member Bull thought “micro” could be put in parenthesis next to breweries so either
175 one is applicable.

176
177 Chair Murphy stated the intent is to have language that is inclusive of micro-brewery
178 and brewery.

179
180 Member Bull stated that was correct. He stated at the end of line 16, it notes
181 “adjacent taproom”, adjacent taprooms don’t produce product, it is produced by the
182 brewery or micro-brewery. He was confused by that wording. It may be served at

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the adjacent taproom, but it is not produced. He stated on line 26 the first word is “wine” and he did not think breweries produced spirits of wine.

Chair Murphy asked if Member Bull was suggesting striking “wine”.

Member Bull indicated that was correct.

Member Kimble asked if there was another section that talks about wineries.

Mr. Paschke stated there was not. He stated there was discussion about that and realistically he did not think there would ever be a vineyard in Roseville or a place that would produce it. He thought if someone would come forward and want to produce it, the City could discuss it then.

Mr. Lloyd stated spirits of wine is an archaic term for purified alcohol. How that fits into distilleries he was not sure but apparently that is a term not necessarily related to wine making although it might also not be a current term but may be in State Legislature somewhere.

Chair Murphy asked what the intent of the phrase being proposed on lines 25 and 26 was.

Mr. Lloyd thought it was from other Statutes or Code listed in that fashion about distilleries and not necessarily to include wine making or some sort of spirits from wines.

Chair Murphy believed Mr. Lloyd’s explanation meant sense to him.

The Commission agreed.

Member Sparby felt at that point, if it is antiquated language, he would be all right with getting rid of it as well.

Member Bull stated in regard to the Tasting Room, one of the items he brought up at the last meeting, he did not see addressed and was not sure how to address it or word it and in the distillery, the distillery may be making a primary liquor such as a gin but in their tasting room the distillery serves mixed drinks with various liquors and the other liquor should not have to be made at the distillery as well. He did not know if the City wanted a primary ingredient produced by the distillery or how to word it to make sense in the definition. He was trying to be not so specific to lock things down and cause trouble in the future.

Member Daire asked if that would turn a tasting room into a bar.

Member Bull stated this would be like a tap room but for a distillery.

229 Member Daire stated if it is intended for the consumption or hard liquor made into
230 various kinds of cocktails, is a bar equivalent to a tasting room.

231
232 Member Kimble thought a Tasting Room was intended to showcase whatever the
233 distillery is producing. She wondered if a sentence could be added that it doesn't
234 mean there won't be other spirits mixed with that which is distilled on the property.

235
236 Mr. Paschke noted he would find some type of wording to fit what was discussed.

237
238 Member Bull stated on lines 38 and 39, there was discussion on the location of a patio
239 and it being on the front or side or the back if that was the property. These lines
240 indicate the patio needs to be at "the furthest away from any adjacent residential zone
241 or use." There could be a parking lot in the back of the building so the patio is not the
242 furthest away from the side and he thought that was something the City would still
243 want to permit. He did not agree with the wording.

244
245 Chair Murphy thought the Commission talked about this last time and the wording on
246 line 38 "Where appropriate and applicable..." and as he read the sentence, the first
247 choice, if can be done is to put it the farthest away but if it can't be done, it is all right
248 because it is not appropriate or applicable if the layout does not permit that.

249
250 Member Bull thought it left open "for appropriate and applicable" to interpretation.

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252 Chair Murphy asked Mr. Paschke if that was the intent.

253
254 Mr. Paschke stated that was his understanding. There is the second sentence which
255 requires it to be "...25 feet or more from a residentially zoned or used property" as
256 well so the two work together and allow staff to be able to work with someone on
257 where the patio should be located. Keep in mind this might be a pre-existing site that
258 has a number of challenges. He thought the Commission talked previously about the
259 "appropriate and applicable" which is consistent with existing design standards the
260 City currently has in the Code that is enforced. He believed the Commission felt that
261 was appropriate to have it remain in the structure of this requirement.

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263 Member Bull stated lines 48 and 49 talks about the "residentially zoned or used
264 property", if there is a property that isn't zoned residential but happens to have a
265 resident, what would happen if a resident started to use a property that was not zoned
266 residential next to a tap room. Would the tap room then not be in compliance or
267 would it be in compliance because it was at the time it started.

268
269 Mr. Paschke stated residential use property means that currently it is in residential
270 use, not that somebody goes into a commercial building and uses it residentially
271 because that is not an allowed use. It would have to be something that is in place at the
272 time this proposed use comes forward. These standards would not apply if a property
273 changed or was rezoned because that is after the fact. This use, the proposed tap
274 room or outdoor patio area would be then considered pre-existing, non-conforming
275 because something next to it came in after the fact.

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Member Sparby stated on line 15 and 16, he thought the wording should be updated similar to the other language previously discussed for the sentence "...of beer or other beverages made from malt by fermentation". Additionally, when brew pubs are talked about it goes into malt liquor and he thought updating that to the language the Commission came up with might be a good idea there as well. Thinking malt liquor would fall under the beer or something brewed from malt by fermentation as well. He thought that would be a catch all that could be used.

The Commission agreed.

Chair Murphy thought the wording was fairly close. He asked the Commission for changes to Table 1019-1.

Member Bull thought per some email received from residents that there should be some discussion for the parking in Table 1019-1. He stated it looks the wording in the table is that patio occupancy is additive to indoor occupancy as calculating the number of parking space. One thought he had was if it would be appropriate not to be additive because people would be sitting out on the patio other than sitting indoors.

Chair Murphy thought there could be patrons sitting in both places if the weather was conducive.

Member Bull thought there could be but did not feel it would be at capacity. For instance, if a place held forty people and twenty could be put on the patio, he did not think maximum capacity would be hit of both at the same time. He wondered if it was a better way to calculate the number of parking spaces that are applicable, or the density numbers used. Is there a reason to have a credit for bike parking spots. The City is trying to encourage neighborhood businesses where people have walkability and bike-ability to them. Member Bull asked whether there is some allocation that should be put to that.

Mr. Paschke stated from his perspective, having a parking requirement for patios is something that will probably be given serious consideration with the updated zoning ordinance. There are a number of them and during the course of the six to eight months there are pressures on all of those uses that have outdoor seating areas on the parking areas and those neighborhoods and that is throughout Roseville. From his perspective, the current seats inside the building would also cover seats outside for a minimum parking standard. There are many sites that it is not the case and end up having quite a few additional vehicles that are required because of the outdoor seating area on a site. In some instances, it has been problematic, and he thought the goal was to really look at this and try to figure out better ways to have minimum standards for all of the different types of uses and the outdoor area should not be considered any different than the indoor area when in use. He did not know how to split it up during the winter months but never the less, there should be a parking ratio for it which is why Staff proposed it in the table.

323 Member Bull stated that was one of the reasons why he thought the City should raise
324 the parking requirement on the indoor because that will be a year-round number
325 without any fluctuation of a patio and at the times a patio will be used it is more
326 conducive to walk or bike to an establishment.

327
328 Member Sparby thought the Commission received some good communication this
329 week from members of the public as well and a big component of the Comprehensive
330 Plan was talking about walkability and now the City is proposing a requirement here
331 that is going to essentially force a small taproom or something of that nature to build
332 a gigantic parking lot and then people will need to walk through gigantic parking lots
333 to get to these small local taprooms. The City needs to keep that in mind when
334 discussing this. He noted there needs to be one parking space for each employee at
335 the maximum capacity of that facility. There also needs to be one parking spot for
336 every two seats plus one parking spot for every three patio seats, if there are a lot of
337 tables in the facility there is going to be a gigantic parking lot that will be forced upon
338 the local taprooms and he thought, as already seen, that no one will come with those
339 requirements. He thought the Commission needed to take a closer look at this and
340 potentially revisit. Maybe put some kind of requirements in but taprooms in
341 Minneapolis do not have any parking spots. He thought this requirement was too
342 excess to impose on the small business owners.

343
344 Member Daire asked what the rationale was for having one space for two seats inside
345 and one space for three seats outside. He thought the City would want to be kept
346 consistent.

347
348 Mr. Paschke thought the rationale is that a taproom is not like a restaurant, the
349 taproom doesn't serve food, there are closer seating where people congregate.
350 Theoretically there could be a high volume of people in the building. He thought it
351 was noble that people are going to walk or bike to these facilities, but he was not
352 certain that the majority of them will. He thought the concern given to the City and
353 where these are to be located within the community and its adjacency to residential
354 areas more so than industrial or very large commercial areas, like in Minneapolis or
355 St. Paul these standards are most appropriate. He noted he was just the planner that
356 looks at things from a much higher level and looks into a lot of stuff. If the Planning
357 Commission sees things differently, the items can be modified. His personal feeling
358 from reviewing this is that all of those requirements in the table are not over
359 burdening for someone who actually is having a production facility, having people
360 show up and having outdoor patio seating and having a lot people inside in a taproom
361 sitting down drinking their wares and from his perspective are necessary in order to
362 provide ample parking for that use because the majority of people are not going to
363 walk to these facilities, at least not in the beginning. Many people will drive.

364
365 Member Kimble asked what the parking requirement was for a restaurant.

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367 Mr. Paschke stated a restaurant's requirement is all based on seating. It is one space
368 for every three seats.

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370 Member Bull asked if there was an idea for seating and employee parking for the
371 Culture Works space that was brought forward.

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373 Mr. Paschke stated he was not sure but from the top of his head, looking at the
374 number of seats in the building and given the same requirement as a restaurant, it
375 would have required seven spaces because that is how the current code reads.

376

377 Member Sparby thought additionally something to consider is the Planning
378 Commission is setting the minimum standard, which is the absolute bare minimum
379 and seems high target to him.

380

381 Member Bull asked if the City takes employees into consideration under any other
382 classification.

383

384 Mr. Paschke believed the City did but did not know off hand which classifications
385 they are.

386

387 Member Bull noted he was struggling with this item.

388

389 Chair Murphy stated he was struggling as well. The City wants to be business
390 friendly but on the other hand if the bar is set too low then there will be parking on
391 the street, traffic obstruction, and noise in the neighborhood so he thought there was a
392 significant downside also if the standard is set too low.

393

394 Member Daire asked if the City had any local patronage numbers that relate either to
395 tables or seats in terms of how many people are coming by car. He wondered if there
396 are any studies.

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398 Mr. Paschke indicated the City did not have any information like that.

399

400 Member Daire asked if these are approximations being made. The City is stating that
401 a micro-brewery, tasting room or taproom is kind of like a restaurant so the City
402 wants to apply the same criteria for parking to these as the City does to a restaurant.

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404 Mr. Paschke stated that was correct. Most people are going to drive, there will not be
405 any food served and these will not function like a restaurant, so the City is seeking a
406 higher standard from a taproom then from a restaurant.

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408 Member Daire stated the thing he is driving towards is the City wants to be relatively
409 uniform in the requirements or if there is deviation from those the City should have
410 very good and substantiated reason for doing so, so the City is not dragged into court
411 based on arbitrary and capricious standards. If these standards are some that are
412 current in other suburbs or Minneapolis, he would feel the City would be on more
413 solid ground, but he did not know whether that is the case or not. He thought if other
414 cities were applying to similar kinds of facilities the City could use that as a rationale
415 for adopting that standard for parking. He indicated he would feel more comfortable
416 and he personally did not want to get the City into a situation where the City is

417 brought to court for having parking standards or other things that are not substantiated
418 or backed up by practice.

419
420 Mr. Paschke stated the Commission is given the broadest discretion to design
421 standards the way the Commission feels is appropriate to address this situation. The
422 City does not need to follow any other municipality because that municipality may
423 not have followed some other municipality when creating their standards. The
424 Commission has to look at it and determine whether or not the Commission feels that
425 these appropriate for that particular uses it is addressing. If the Commission is not,
426 then it can be modified and sent forward to the City Council. It is not being arbitrary
427 and capricious to come with a standard the Commission feels is appropriate for the
428 City.

429
430 Member Kimble asked if the City ever had different minimum parking requirements
431 where one of these kinds of uses might be adjacent to residential versus in a
432 commercial versus in a more industrial area and can staff differentiate.

433
434 Mr. Paschke was not sure if the question could be answered. He thought the
435 uniqueness of Roseville is that most all of the commercial areas are adjacent to
436 residential areas unless in the Rosedale area and the heart of the core. That is
437 probably the only area that does not lie in direct proximity except on the north side of
438 the Rosedale core. Everywhere else the rest of the commercial and industrial areas
439 are somehow, someday in close proximity to residential whether high or low density
440 residential.

441
442 Member Sparby thought another thing he gathered from the email the Commission
443 received from the public was that Bent Distillery would require a minimum of 57
444 parking spots. He felt that was a pretty small operation and would require almost 60
445 parking spots. He thought it would be tough for them to even locate in Roseville
446 under these standards. He saw this as a solution looking for a problem right now. He
447 did not think it was a problem and the Commission was trying to come up with a
448 cohesive, comprehensive piece of the Ordinance to cover this and he felt the City has
449 already covered it very well. He thought the parking standards will need to be seen
450 organically as it develops and then later on if standards are needed the City can
451 impose them depending on how the City sees businesses pop up. He thought the City
452 needed to leave some discretion to the business owners. He thought imposing any
453 type of standard at this point without enough information will frankly discourage any
454 business from coming to Roseville and organizing under these Ordinances. He stated
455 he would like to see this left out of the equation for now and revisit it at a later date.
456 He would like to move forward with everything else but leave the parking standards
457 out of the Ordinance for now. That way the Ordinance would be solid, and the
458 Commission can move forward with the other comprehensive program.

459
460 Member Daire stated lacking something the Commission can compare this
461 requirement to, staff indicated for restaurants the requirement is one parking space for
462 two seats, there are a lot of restaurants with outdoor seating, so he wondered if the
463 City applied the standard of one parking spot for every three seats.

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Mr. Paschke stated it was just the opposite. Anything pre-existing would not apply. This is a new requirement in which the City would be moving forward with.

Member Daire stated in any event, whether it is going to be three seats per space or two seats per space, the City should be consistent. He stated he would be challenged to see why outdoor space should be allocated any differently than indoor space.

Member Bull thought the restaurant requirement was one space per every three seats.

Mr. Paschke indicated that was correct.

Member Bull stated his fear of not addressing this is the Commission is not the decision body, it goes to the City Council and he thought it behooves the Commission to give the Council some guidance. The more guidance the Commission can give the Council, the better it is going to be for them to make the decisions. He thought. Like anything, this can change, and he would like to see the City be less restrictive than more restrictive to start with. He suggested this be consistent with the restaurant capacity where the City requires one space for every three seats. If residential on-street parking becomes an issue the Commission may need address it to higher standards or have some no parking zones on the streets or something to mitigate but he thought the City needed to be business friendly and try to have something that is open because the City does not know where this is going to go or what the parameters are. That way the Commission can give the City Council some guidance and be consistent with the restaurant capacity and move forward.

Member Kimble asked if there was the additional employee requirement with the restaurant code.

Mr. Paschke indicated he did not have the code in front of him, but he did not believe it spoke to an employee number. His suggestion would be to at least have a parking requirement because if the City does not have one it will be very difficult for staff to work with businesses if there was not a minimum standard for them to utilize. Whatever the Commission decides to come up with staff will move forward with.

Member Sparby thought that Commissioner Bull brought up an excellent point about providing some guidance to the City Council. The one thing he would note is that he feels like the taprooms are different because people may stop in for one beer and stay a short amount of time versus a restaurant where a person would sit down and have a meal. He thought more parking was appropriate because there will be less coming and going from the establishment. He would like to see the minimum standard be one for every four seats because then there would be one vehicle for a four-top table, which is industry standard. The one for four would set the minimum requirement a little higher. He thought there was a direct correlation there between table and vehicle size. He would like to see it a little higher because then the business owner can come in and add parking spots if needed but that sets the minimum standard a little less stringent than a restaurant for the reasons he articulated.

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Member Kimble stated one of the things that struck her that she thought was important is that it seems like the norm for the millennials is taking an Uber wherever they go so the people do not drink and drive. She thought that seemed to be the norm and would push up against the issue for more parking.

Member Bull stated a taproom could also be an off sale where someone stops in to pick up a growler to take home and not stay to have a drink. He indicated he was not opposed to the one for four.

Member Groff understood Commissioner Daire’s point of keeping consistency. He thought there was some value to that. He also saw Commissioner Kimble’s point of view as well because he hoped people were becoming more responsible with drinking and driving. He thought there needed to be a recommendation to the City Council but for less parking than what is required in the Code being proposed.

MOTION

Member Sparby moved, seconded by Member Bull, to reword Table 1019-1 Minimum Parking Standards to read: One space for every four spaces in a taproom/tasting room.

Member Daire asked if that would include employee parking.

Chair Murphy indicated it would not.

Member Goff stated one concern he would have is would the City be able to address concerns or problems in the future quickly or is it going to be that the business is already there and would not apply to them. He did not want to create a problem before it can be solved.

Chair Murphy did not know how to address that concern, but the City has a process and it takes time to address issues.

Member Sparby thought the City also wanted to set it against a parking standard that is so high that the business cannot ever be proposed for a Conditional Use or anything like that.

Ayes: 6
Nays: 0
Motion carried.

Chair Murphy asked if the Commission had any other comments on the tables.

Member Bull stated looking back at what the Commission has recently done with changing the tables from not-permitted to conditional and wondered why the City would not want all of these various uses to be not permitted versus conditional. He

557 stated this would leave open the possibility that these uses can be considered by the
558 City.

559

560 Member Bull stated in Table 1005-1, Neighborhood Business, he understood not
561 allowing a brewery because of the size but a micro-brewery/distillery could be a
562 small local business and tasting room/taproom could also be very small. He thought
563 the condition could be the size of the operation and could fitting to a neighborhood
564 business and if the Commission were to make that conditional then those types of
565 businesses could be given consideration.

566

567 Mr. Paschke thought those changes were what was proposed at the last meeting and
568 accepted with the changes (in blue). There is only one change as it relates to the
569 tables that comes from that meeting. He thought the second point has to do with
570 impact and he thought discussion and recommendation was the City did not want to
571 impact neighborhood businesses because those are small nodes, mostly directly
572 adjacent to single family residential homes and the goal based on the information
573 staff received through the Culture Works project was that was a great concern and is
574 why this was proposed as is. If it is the Commissions desire to change that staff will
575 make the change and move it forward.

576

577 Mr. Paschke stated Conditional means that a business can move forward and can be a
578 difficult bar sometimes at least from planning division standpoint and or Planning
579 Commission standpoint to look at a project and deny it if there are not a lot of
580 conditions tied to those projects versus keeping it not permitted and allowing things
581 that might be impactful to be in high business districts which are larger business
582 properties and perhaps in not close proximity to residential.

583

584 Member Kimble thought it would be interesting to survey the residents of Roseville
585 because to Commissioner Bull's point, many of these small taprooms and micro-
586 breweries are cropping up in residential neighborhoods across St. Paul and
587 Minneapolis and as far as she can see most people seem to like to walk to them. She
588 thought this was a kind of vibe people are seeking in an amenity, but she did not
589 know if Roseville was different, but it was hard to create those neighborhood place to
590 meet if the City does not even consider it.

591

592 Member Bull stated what the City has heard over the last few years in the surveys are
593 that residents want more meeting places in Roseville. He thought if this was changed
594 to Conditional it would be a possible way to do something. If it is not permitted, then
595 a business cannot even try to get approval to go into a residential district.

596

597 Member Kimble asked if in the table the microbrewery, taproom and tasting room
598 and brewpub should be changed to conditional.

599

600 Member Bull stated he would also change the distillery because that could be small as
601 well. He stated regarding brewery there is a 3,500-barrel minimum which would
602 require a larger capacity size for them and he thought that would warrant not

603 including them in the small neighborhood businesses and such. He stated he would
604 change Table 1005-1, and 1005-5.

605
606 **MOTION**
607 **Member Bull moved, seconded by Member Goff, to designate in Table 1005-1**
608 **under Neighborhood Business to change microbrewery, distillery, tap room and**
609 **tasting room be designated as conditional. Table 1005-5, microbrewery,**
610 **distillery, tap room and tasting room be designated as conditional in CMU-1 and**
611 **CMU-2.**

612
613 Member Bull pointed out on page 4, Table 1005-5 is continued there, and
614 microbreweries is included there and would be included in the motion. He stated he
615 would like to include distillery be included in the motion for Table 1005-5.

616
617 Chair Murphy stated brewery is not permitted in Table 1005-1 and Table 1005-5,
618 would Commissioner Bull want to change that to conditional as well.

619
620 Member Bull stated he would not want it permitted but would consider a friendly
621 amendment if someone felt differently in one of those districts.

622
623 **Ayes: 6**
624 **Nays: 0**
625 **Motion carried.**

626
627 Member Kimble stated in regard to Table 1006-1 if distillery in the Office Business
628 Park should be conditional.

629
630 Commissioner Bull thought it should be permitted because it is permitted in the
631 Industrial District.

632
633 Member Kimble indicated she would be fine with that change.

634
635 Chair Murphy asked Mr. Paschke the reason for distillery not being permitted in the
636 Office Business District.

637
638 Mr. Paschke stated the logic behind it is the City does not allow those types of uses
639 no matter what type. The Office Business District is designed more for the Office
640 Business type uses and not necessarily production type uses which would be more in
641 the Industrial area.

642
643 Member Sparby wondered if that could be a conditional use so the City can set some
644 parameters around there but if there was office business park that was under utilized it
645 could be considered there. He stated he would be supportive of conditional for both
646 the brewery and distillery, so the City can set some parameters if needed to
647 accommodate others in the area.

648

649 Chair Murphy offered a counter view to that such as Centerpointe Business Park. A
650 brewery and distillery seem out of place in that environment, not just because of a
651 PUD but the City's prime office business park in there.

652
653 Member Daire asked if there was a restaurant/bar component in the hotels in that
654 area. He wondered if the hotels have liquor licenses and if the hotels serve liquor, is
655 it open to the public or only for guests.

656
657 Mr. Paschke believed some do and some don't. He stated it is a matter of what the
658 hotel wants to do and is not typically open to the public.

659
660 Member Sparby thought the change might be one of the better things to happen to
661 Centerpointe. When there is an office business park, to have some kind of
662 establishment come in and bring some life in the area would be good. He also
663 thought the possibility of a brewery with a tap room could add a lot of liveliness to
664 the business park. He thought conditional made sense in order for the City to align it
665 with the interest of the office business park.

666
667 Member Kimble agreed. She thought it would be a tremendous positive.

668
669 Member Bull stated the City often thinks of office business parks as employment
670 districts where it is catering to the employees and by having these possible, the tap
671 rooms and tasting rooms could be available for people staying in the area or who
672 work in the area or visiting the area.

673
674 Member Goff stated he liked the idea of these types of businesses in this area because
675 the parking is already there, and he thought it would make use of the space over a
676 longer period of time and there wouldn't be residential close by. He stated he would
677 support either conditional or permitted.

678

MOTION

679
680 **Member Sparby moved, seconded by Member Goff, to amend Table 1006-1 to**
681 **update an Office/Business Park brewery from not permitted to conditional and**
682 **for Office/Business Park distillery from not permitted to conditional.**

683

684 **Ayes: 5**

685 **Nays: 1 (Daire)**

686 **Motion carried.**

687

688 Member Daire stated he voted nay because he was thinking of the quantity that is
689 produced. The distillery that is open to hard liquor and the brewery that would be
690 producing in excess of 100 barrels a week. It strikes him that it is a production entity
691 and is appropriate in an Industrial area where a large production facility would not be
692 appropriate in an office business park. He stated the City has already permitted a
693 brewpub, microbrewery, tap room and tasting room in the office business park. He
694 wondered why the City needed to make conditional larger production units in that
695 place. The will already have the livelihood in that area that the City is looking for as

696 a permitted use in the office business park. He questioned the wisdom of putting a
697 large production facility in the middle of a business park.

698
699 Member Bull appreciated Commissioner Daire’s viewpoint. As a point, the City does
700 not have a volume on the distillery and is why he had trouble determining where it
701 would be appropriate or not appropriate because a brewery the City knows what its
702 volume is, but the City does not know the volume permitted for a distillery.

703
704 Member Kimble stated the breweries of today are not the breweries of yester year and
705 a difference can be seen.

706
707 **MOTION**
708 **Member Bull moved, seconded by Member Sparby, to recommend the City**
709 **Council approval of amendments to §1001.10 (Definitions), Table 1005-1, 1005-5,**
710 **1006-1, and Table 1019-1 Minimum Parking Standards in support of definitions**
711 **and allowance within specific zoning districts for taproom, tasting room,**
712 **brewpub, microbrewery, and brewery based on the project report, public**
713 **comments, and Planning Commission input (PF17-019).**

714
715 **Ayes: 6**
716 **Nays: 0**
717 **Motion carried.**

718
719 **Recess**
720 Chair Murphy recessed the meeting at approximately 7:59 p.m., and reconvened at
721 approximately 8:03 p.m.

722
723 **7. Public Hearing**

724
725 **a. Request by Hand in Hand Christian Montessori For Consideration of a**
726 **Comprehensive Land Use Plan Map Change and Zoning Map Change At 211**
727 **North McCarrons Boulevard (PF18-016)**

728 Chair Murphy opened the public hearing for PF18-016 at approximately 8: p.m. and
729 reported on the purpose and process of a public hearing.

730
731 City Planner Paschke summarized the request as detailed in the staff report dated
732 October 3, 2018. He reviewed the history of the site with the Commission.

733
734 Chair Murphy asked in the 2040 Comprehensive Plan the City did not change the
735 designation of this land.

736
737 Mr. Paschke stated that was correct. The land designation is still low density
738 residential.

739
740 Chair Murphy asked for a summarization of the differentiation between LDR-1 and
741 LDR-2 with the zoning.

742

743 Mr. Paschke stated LDR-1 would be a standard, single family residential lot and
744 LDR-2 could support small lot single family residential which is sprouting up in
745 different communities. It could also support a townhome development of some sort
746 as well, attached or detached.

747
748 Member Daire stated on the map, how much areas are represented east of the
749 proposed school site and the wetland area.

750
751 Mr. Paschke stated he did not know off the top of his head, but it is possible the
752 developer might know.

753
754 Member Daire asked if it is a greater density, units per acre than what would be
755 allowed in LDR-1.

756
757 Mr. Paschke stated that was correct.

758
759 Member Daire asked how many units does LDR-1 allow up to.

760
761 Mr. Paschke stated it allows up to 4 units per acre.

762
763 Chair Murphy stated the request before the Commission is to change the Comp. usage
764 and change to LDR-2 as a request.

765
766 Member Kimble thought what Commissioner Daire is seeing is an inconsistency with
767 what the definition is in the plan the Commission is looking at which may or may not
768 be LDR-2. It looks like this could be LDR-1, the way it is laid out.

769
770 Member Daire stated what he is trying to find out is does this need to be an LDR-2 or
771 would an LDR-1 satisfy.

772
773 Member Kimble asked if this public hearing for both Comp. guidance and the for the
774 zoning that will follow.

775
776 Mr. Paschke indicated that was correct.

777
778 Chair Murphy stated regarding the Comp. Plan Use, that will be one motion and in
779 order to pass that it will take a 5/7 vote. If that change takes place, then the
780 Commission can consider a zoning change which would be a normal majority vote.

781
782 Mr. Paschke stated in looking at the slice of land on the map, he was not 100%
783 certain that based on any design that the developer could get four lots that meet the
784 minimum design standards under the zoning code which would be why the City
785 would go with the LDR-2 to allow for a smaller lot, private road design and things
786 like that which is more consistent with that.

787
788 Member Bull asked if there would be different lots. Would the residential and
789 institutional be different lots.

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Mr. Paschke assumed the project would be separate properties. He did not believe the project would all be one property. He reviewed the land area map with the Commission.

Member Bull asked if the southern two houses depicted in the diagram be considered corner lots by City standards.

Mr. Paschke stated the two houses may not necessarily be considered corner lots because there is not access to a public street, based on this proposal. The street is an interior street which is looked at differently.

Member Groff asked what the total acreage was on the property.

Mr. Paschke stated he did not have that off the top of his head.

Chair Murphy thought he read it was nine acres.

Mr. Brent Thompson, representing Hand to Hand Montessori School, made a brief presentation to the Commission. He noted their intent is to be cognizant of the city of Roseville's Priority Plan for developing the neighborhood.

Mr. Thompson noted the development is intended to be single family homes. He stated at the neighborhood meeting he proposed townhomes to go in the development and at the end of the meeting and speaking with many neighbors, one of their concerns, and the reason he changed it to single family, is that projects that had been developed in that area over the last ten to fifteen years were developed to be adjacent to the east of the school was a condominium. It is currently a rental facility. The neighborhood would like to stay away from townhome development there and becoming rental units. If kept as single family, the homes would be individually owned with less opportunity to become rentals.

Mr. Thompson reviewed the history and overview of Hand in Hand Christian Montessori with the Commission.

Member Daire stated he visited the site and noticed it is a one floor facility. It strikes him that bringing the building to ADA standards is not a big challenge. It would seem to him that the place where would be the most challenge is in the bathrooms.

Member Kimble asked if there will be gap in operations with the lease not renewing at Corpus Christi and the new building or will the school be able to come together for a seamless transfer.

Mr. Thompson stated the goal is to operate at the new building next fall. The Montessori would like to close on the property in February 2019 and leading up to that Mr. Paschke indicated the Montessori would need to go through the single-family process with the City to work out any issues, which would be the next item on the

837 agenda with a close date in February 2019. January and February would be going to
838 the City for building permits in order to attempt getting fifty percent of the building
839 ready to move the existing student body. The goal is to move approximately 450
840 students. None of the students are bussed, the students are driven through car pools
841 and come from almost the entire metro area. A large client base comes from
842 Woodbury wrapping all the way to Maple Grove and including the City of Roseville.

843
844 Member Kimble asked if the Montessori currently have a signed purchase agreement.

845
846 Mr. Thompson indicated the Montessori did have a signed purchase agreement.

847
848 Member Kimble asked if there were any environmental issues.

849
850 Mr. Thompson stated the only environmental issue that has come up is any hallways
851 and floors that have VCT, there is a small level of asbestos in them. If any of that
852 were to be removed, it would have to be dealt with correctly. As of right now there
853 will need to be an update of phase one in order for the bank to ultimately sign off. He
854 stated a phase two has not been required at this time.

855
856 Chair Murphy thought the National Guard used the building for storage and asked if
857 there was any storage contamination on site.

858
859 Mr. Thompson stated there is no storage contamination. There is a document that
860 indicates everything is out of the facility.

861
862 Chair Murphy thought one of the downsides of growth is concerns with traffic. He
863 wondered if a traffic impact study will be done.

864
865 Mr. Thompson stated the school started as a home school-based school. Students
866 only came three days a week. Over the last ten years, there has been an average of
867 150 students that come to the school three days a week. Traffic in the morning, three
868 days a week, will be busy but Thursday and Friday will be less busy. In the
869 afternoon, students are leaving periodically at different times based on their
870 classroom schedule. At the end of the school day the traffic will be less intrusive.

871
872 Chair Murphy asked what the average faculty size would be.

873
874 Mr. Thompson stated there are currently fifty employees with seventy-five percent of
875 that group is there every day and will probably increase to a staff of sixty to sixty-five
876 employees if the school is in full operations and capacity.

877
878 Member Bull stated McCarrons Boulevard presents some challenges with high traffic
879 with the intersection with Rice Street. He asked if a traffic study has been done.

880
881 Mr. Thompson stated there has not been a traffic study done at this point.

882

883 Member Bull understood staff is currently fifty employees for three hundred students,
884 a one to seven ratio.

885
886 Mr. Thompson stated if a classroom has twenty-four students there will be two
887 teachers in the classroom and some days there will be three, one would be an assistant
888 that takes care of two classrooms but not necessarily every single staff member is a
889 full-time employee. Out of the fifty employees on average fifty percent are full time
890 staff. The other half will be part time staff.

891
892 Member Bull asked if that is only teachers or other staff as well.

893
894 Mr. Thompson stated it would be all of the above.

895
896 Member Bull asked on the housing side has the Montessori considered affordable
897 housing.

898
899 Mr. Thompson asked what was meant by affordable housing.

900
901 Member Bull stated it would be any type of housing that can be kept within the
902 poverty levels of the residents in Roseville and more affordable housing manor.

903
904 Mr. Thompson thought the comment from his perspective, when he drives around this
905 neighborhood with houses across the street that are on the lake and going to the west
906 of this property, he thought this area fits to have single family homes maybe not in
907 the affordability part of it but to build a brand new home that can be \$375,000 to
908 \$500,000 that holds the value of the neighborhood even though the homes would not
909 be on the lake. He stated new construction is a cost driver. He did not view this to be
910 a multi-family development.

911
912 Member Bull stated the City is not finding many opportunities for affordable housing,
913 but it needed to be addressed within the community to find a way to get affordable
914 housing and there are not a lot of properties to develop in Roseville.

915
916 Member Daire stated the original school was built in 1936 as part of the WPA project
917 and at that time lead paint was pretty much what was used. He wondered when the
918 National Guard moved out was there remediation for lead based paint.

919
920 Mr. Thompson stated in the original building structure, all of those windows are
921 already gone. The building in the 1936 area has a clad window in it so there is very
922 little lead-based paint. Possibly in some interior millwork but most of it is stained.

923
924 Member Daire asked if the Montessori will deal with the lead-based paint if there is
925 any.

926
927 Mr. Thompson indicated it would be dealt with and cleaned up if necessary.

928
929 Member Daire asked if fifty personnel the number anticipated at full enrollment.

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Mr. Thompson stated it was not. Currently for 350 student there are fifty employees, if the students increase to 400 to 450 the staff will grow.

Member Daire stated when he was at the site, he counted 115 parking stalls and it struck him that there is room for growth but with parents carpooling and bringing students in there will be different circulation patterns than what a car would have. He presumed part of the planning activity will deal with how to cycle parents in and out in the most expeditious manner.

Mr. Thompson stated that was correct.

Commissioner Gross stated he toured the building two years ago and found the WPA building very interesting. He wanted to make sure all of the issues with lead-based paint, mold, asbestos will be covered.

Mr. Thompson stated those issues will be taken care of.

Member Daire noticed that over at Corpus Christi there was a farmer’s market and he noticed on the presentation marketplace activities, would this be something that would be brought over to the new building.

Mr. Thompson stated that was possible and the Montessori was looking to serve the community if the community will embrace it.

Member Daire noticed on the schematic an area for a soccer field and baseball field.

Mr. Thompson stated that was correct and he sent correspondence to Mr. Paschke to see if the City would consider taking some park dedication fees off the four lots because the Montessori wants to turn that field into a soccer field and a baseball field.

Member Daire asked if Mr. Thompson intended for there to be a community accessible recreation or park component to this plan.

Mr. Thompson stated that was correct.

Member Daire stated because Mr. Thompson was planning on doing that the Montessori was probably going to come forward for park fee to be waived.

Mr. Thompson stated the Montessori would pay the fee and use it to beautify the baseball diamond, but the intent would be to build that up, so the community and students can use it.

Public Comment

Ms. Keturah Pestel, 1080 Parker Avenue

976 Ms. Pestel stated she is a fifteen-year resident of Roseville. She stated she has known
977 about Hand in Hand Montessori for about ten years. Her daughters went there for
978 preschool. Her children are currently students at Falcon Heights Elementary, but the
979 family has stayed connected to the Montessori and still use lessons. Montessori's
980 teach students about practical life and contributing back to your community. He
981 stated her family has recognized the good work the Montessori has done, and Hand in
982 Hand has good leaders. There are forward thinking people who consider other
983 people's opinions at the Montessori. She stated the employees bring life and vitality
984 to the school. She wanted to strongly recommend the approval and even though her
985 family is not technically part of the Hand in Hand community when her family has
986 gone to fundraisers or events her daughters still run in and are welcomed even though
987 it has been a few years since her family has attended.
988

989 **Mr. Brian Larson, 182 Skillman Avenue West**

990 Mr. Larson stated he was in support of the redevelopment. He did have a few
991 questions, one being traffic. On Elmer Street where the paint store used to be it is
992 really hard to take a left turn onto Rice Street already so 250 to 300 cars in the
993 morning and evening for child safety, that corner would need a light. Also, the corner
994 of North McCarrons and William is a blind corner, near the four homes and he would
995 not want traffic to go into that neighborhood because it is a scary corner and cannot
996 see onto William if trying to cross.
997

998 Mr. Larson stated he did like the four single family homes and felt the homes will fit
999 the neighborhood the best. He thought it might still be LDR-1 except for the private
1000 street. He thought that fits the homes to the side of it. His biggest concern and being
1001 supportive of the redevelopment, what he does not want to see happen is to have the
1002 development start, rezoning and Comp. plan change and have it change to
1003 institutional, have the project stop and then have the zoning not return to LDR-1. He
1004 asked if this project cannot be made to work due to environmental, funding or some
1005 other reason, is that this would be a temporary zoning change for the duration of a
1006 project so if it were not to work and another developer were to come in he would like
1007 to see LDR-1 zoning return to the property so that another developer would have a
1008 chance to do something.
1009

1010 Chair Murphy understood Mr. Larson's concern but if this did not work out another
1011 process would be needed to change it back.
1012

1013 **Ms. Tara Anderson, 2040 Irene Street**

1014 Mr. Anderson stated she and her husband have been residents since 2009. Her family
1015 lives close to the building and great neighbors are priceless. She thought Hand in
1016 Hand Montessori School would be a great use of that property. She stated what
1017 excites her about this plan is that the Montessori want to preserve and share the green
1018 spaces the community loves. She could see the school sharing the gym space, a
1019 potential community theater, offering meeting places, preserving meeting places that
1020 exist, building walking paths for the community to use, having a ballfield and fixing it
1021 up and preserving the woods the community loves. She stated this will bring the
1022 community together. The Montessori focus places a high value on the natural play

1023 and peaceful environments. Students currently have gardens in which the students
1024 take care of and have the children take charge of the gardens. She could see this in
1025 her neighborhood and felt the Montessori would fit right in. She wanted to point out
1026 that Hand in Hand is already an existing Roseville business that can be supported. It
1027 is a gem of a school. She stated her oldest daughter is a special needs and Hand in
1028 Hand allowed them to bring in multiple staff members to go to school with her every
1029 day and help her. It meant a lot to them to witness true partnership on behalf of a
1030 child when no one else was watching. She knew how hard Hand in Hand would work
1031 with outside groups to share the space because collaboration and peace is part of their
1032 motto. This building has been a school for many years, many decades in the
1033 community and is nothing new. She noted she was not concerned with traffic
1034 problems. School start times and schedules are staggered, and the Montessori has
1035 considered it very thoughtfully. The Montessori has made it work at their current
1036 locations and think about these things. She stated the McCarrons neighborhood want
1037 this building to be a school. She asked the Commission to give this plan a positive
1038 recommendation to the City Council.

1039
1040

Ms. Deloris Mordorski, 2046 Marion Street

1041 Ms. Mordorski stated she was in favor of the project. She did not know anything
1042 about this particular school but was familiar with Montessori and about the caring
1043 approach that is taken to the individual. She liked the idea of this versus an intense
1044 dense property. She agreed with the concern if were to get changed along the way.
1045 She stated she supported this concept.

1046
1047

Mr. Rick Sanders, 363 South McCarrons Boulevard

1048 Mr. Sanders stated he is on the south side of the lake in the community and asked the
1049 Commission to present this plan to the City Council with their support. When Hand
1050 in Hand had their neighborhood open house, the Montessori showed the
1051 neighborhood what kind of neighbors they will be. The Montessori came in and
1052 opened up their hearts by showing the residents what the Montessori wants to do with
1053 that property. He thought it was a great that the Montessori wants to restore the
1054 building and use it for the community. He stated this is a treasure to the City of
1055 Roseville. He thought this was the best plan for the development.

1056
1057

Mr. Joe Englund, 224 North McCarrons Boulevard

1058 Mr. Englund stated he is directly across the street from the school and he whole
1059 heartedly support this proposal. He stated he could not think of a better use or better
1060 neighbors for this project.

1061
1062

Mr. Jim Moncur, 294 North McCarrons Boulevard

1063 Mr. Moncur stated after touring the site three times with various groups he has had
1064 discussions at his home with neighbors and out of those discussions the neighbors
1065 tried to come up with criteria to judge proposals. He stated the first criteria the group
1066 came up with was any use should maximize the amount of existing open and green
1067 space remaining after the property was developed. The second criteria the group
1068 came up with was any use should minimize the impact on the surrounding area of any
1069 new construction, in this case, the introduction of residential housing units, four units

1070 are being proposed now which is considerably smaller than what was proposed in the
1071 first place. The four units are manageable. The third criteria the group came up with
1072 was any new use should modernize and reuse the existing building for uses that were
1073 proven in the past to be non-intrusive and non-objectionable to the neighborhood. In
1074 this case, the building was a school for fifty years without substantial objection.
1075 Returning it to a school would seem non-objectionable. The fourth criteria the group
1076 came up with was any financing of the project should be preferably non-dependent on
1077 Roseville property taxes. The current application seems to address each of the four
1078 criteria him and his neighbors came up with in a positive fashion. He believed most
1079 of his close neighbors have no objection to the proposal and indeed would endorse
1080 such.

1081
1082 **Ms. Diane Hilden, 466 Bayview Drive**

1083 Ms. Hilden stated she has lived in the neighborhood for twenty-seven years and have
1084 been involved with the Lake McCarron’s Neighborhood Association. She stated
1085 when the whole thing about the Armory came up it was so disturbing to everyone to
1086 lose this building, this treasure. She stated she has toured the building on several
1087 occasions and heard good things about it. The idea of putting lots of houses in there
1088 did not seem to be the best solution. She would like people to be aware of the history
1089 of the building and that the original zoning was in fact institutional. At the
1090 neighborhood meeting there was a discussion about this building being a tremendous
1091 resource for the community. She thought the Montessori fits in the community well.
1092 She encouraged the Commission to support the use of the property and to make that
1093 recommendation to the City Council.

1094
1095 **Mr. Bill Pearson, 2040 Woodbridge Street**

1096 Mr. Pearson stated he knows the property very well. He stated there was a lot of
1097 traffic during the time the Army National Guard occupied the building and it was not
1098 of a great concern to the neighborhood. There has also been use of the baseball field
1099 and parking on the street and thought it was neat to see that field being used. He
1100 thought Roseville needs more affordable housing.

1101
1102 **Ms. Mary Englund, 224 North McCarrons**

1103 Ms. Englund stated when this came around the first time, she was very concern living
1104 right across the street. She went to the meeting at the church and one of the things
1105 that struck her after going to multiple meetings was that she did not want to live
1106 across from high density housing. She thought this project was community based and
1107 would benefit the neighborhood. She thought this was a great group and would be
1108 great neighbors.

1109
1110 **Mr. Andrew Lund, 2077 Cohansey Boulevard**

1111 Mr. Lund stated his son went to Hand in Hand for a year or two and had a great
1112 experience. He was in favor of this school going in and agreed with what everyone
1113 has said about high density housing. He stated there were concerns about traffic. He
1114 stated currently there is no traffic because nothing is happening in that building. He
1115 wondered what the incremental traffic would look like. He did ask the City to take

1116 the traffic concern seriously whether there is adding a stop light or speed bumps
1117 where needed.

1118

1119 **Ms. Sherry Sanders, 363 South McCarrons Boulevard**

1120 Ms. Sanders stated she has lived in the neighborhood since 2007. In 2012 her and her
1121 husband became the co-chairs for the neighborhood association that has been in
1122 existence for the last 27 years. She wanted to talk about how important this school
1123 would be. She had the opportunity at the open house to meet the owners, parents,
1124 teachers, students and the Montessori did open their hearts to the community. There
1125 is nothing negative for anyone. She stated in regard to traffic, she thought the school
1126 was in session 180 days out of the year which left another 180 days without traffic
1127 and did not think it would be a great concern. The fact that the Montessori wants to
1128 share their space with the community is a big deal. She stated she helps run the
1129 Community Garden on Rice Street and would welcome a Farmers Market on the
1130 property and would be ideal. She asked the Commission to consider telling the City
1131 Council that the Commission supports this project because the community does.

1132

1133 Chair Murphy thanked all of the community that commented on this project. He
1134 closed the public hearing at approximately 9:24 p.m.

1135

1136 **Commission Deliberation**

1137

1138 Chair Murphy stated the first discussion point is re-guiding the Comprehensive Land
1139 Use Map Designation.

1140

1141 Member Bull asked the applicant regarding public use of the property, how does that
1142 work as far as insurance and liabilities through the organization extend out to the
1143 public.

1144

1145 Mr. Thompson wondered what Commission Bull meant, if the space is rented out or
1146 leaving it open to the public in general.

1147

1148 Member Bull stated it could be the auditorium, gymnasium, through an open public
1149 gymnasium time or rented out.

1150

1151 Mr. Thompson stated if there is an open, public gymnasium time the Montessori
1152 insurance is going to cover that. There will also be a Community Development
1153 Director on staff that would oversee that event. If it is rented to somebody to use the
1154 building on a specific night, the group will have to supply the Montessori with
1155 insurance to ensure that the people the group is responsible for have liability coverage
1156 for what the group does.

1157

1158 Member Bull stated the information he received talked about the energy savings and
1159 efficiency and environmental and all in the design process and the construction
1160 process. He wondered how much a construction process is and how much is
1161 remodeling versus rebuilding. He stated he did not have a good feel for what the plan
1162 is.

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Mr. Thompson stated the only building being removed is the garage and the fence off the back. The parameter of the building will not have any additions. This project will be a huge remodel job. The hallways in the building are a perfect width and there will be very little structural work done to it. The only structural work that will be done is on the 1936 part of the building where it does not meet the current ADA codes that are established.

Mr. Thompson reviewed the remodeling plans with the Commission.

Community Development Director Kari Collins stated she wanted to have the survey enclosed in the packet reflected properly. The survey was from two years ago. She stated there should be no more than 87 responses in each category, so the Commission needed to look at each line separately.

Member Bull stated regarding the density of the use of the property. Two things certain in this job is people never want trees to come down for any reason and residents never come in pushing for higher density residential. Roseville does have a need for affordable housing units and the City needs to continue to look at every opportunity to try to increase that and make sure the City has affordable housing.

Member Bull stated he wanted to offer his personal knowledge with Hand in Hand. He knows several friends that make the trek to bring their families to Hand in Hand and would not have it any other way.

MOTION

Member Sparby moved, seconded by Member Kimble, that the property be re-guided from a Comprehensive Land Use Map Designation of Low Density Residential (LDR) to Institutional (Ins).

Member Daire stated he cannot find a map in his information showing which areas are to be LDR-1 or Institutional or LDR-2 and he wondered if there was a map.

Mr. Paschke stated he did not, but it was safe to say the open area with pond and wetland would be designated Low Density Residential and the field and school would be institutional. He thought the key was the Commission was supporting Hand in Hand moving forward with converting it to a school and that portion of it needs to be institutional.

Member Daire stated the reason why he raised the question of a graphic is because that is normally what the Commission has to deal with. If the Commission is going to be re-designating these it would be nice to know what the Commission is re-designating and how it is going to be arranged. He did not know if what the Commission is trying to do here is have it hash marked low density residential and institutional; however, it is put on the map or whether the City has something a little more specific than that. He stated he wanted something concrete to act on. He stated

1209 he was in favor of the proposal but wanted to know what he was in favor of in terms
1210 of the land designation.

1211

1212 Mr. Paschke thought the simplest thing to do would be to draw the line where the
1213 wetland is with the housing and make that low density and have the field and school
1214 institutional.

1215

1216 Chair Murphy asked Mr. Thompson if he agreed with that depiction.

1217

1218 Mr. Thompson agreed with Mr. Paschke. He noted the thing that will come into play
1219 again is that the Montessori has to take into a watershed part of it for both parcels and
1220 once that is figured out it will help him, and Mr. Paschke figure out where the
1221 property line will land.

1222

1223 Member Daire stated if that is the intent then the Commission should establish that in
1224 the motion. The western side will be low density residential and the eastern side of
1225 the design map would be institutional from Elmer Street to North McCarrons
1226 Boulevard.

1227

1228 Chair Murphy wondered if some language such as some portion of the property
1229 containing the existing structure be re-guided to institutional, which is the intent.

1230

1231 Mr. Paschke stated it can be reworded and staff will make it clear which is low
1232 density and which is institutional. A map will be crafted as it moves forward to the
1233 City Council, so it is clear to them what the Commission recommendation was for
1234 review.

1235

1236 Member Kimble thought it was important because right now the Commission is
1237 looking at a big green area and if there was not some designation it could end up
1238 being housing and thought it needed to be designated.

1239

1240 Member Daire stated it appears to him that the wetland area from the aerial
1241 photograph along with a buffer may well come into the back of the school building
1242 and may have to jog over in order to line up with the rest. Having said that the
1243 western part of the project from the path definitions will probably be a little
1244 misleading. He thought it should come down and jog over around for the wetland and
1245 low density residential. He would expect when staff gets into this further that it will
1246 be identified with wetland buffers and where the residential is going to go. He felt
1247 like this is a little vague when it comes down to making the recommendations. He
1248 stated he was in favor of the motion but wanted something a little more concrete.

1249

1250 Chair Murphy stated there was a plat map that was briefly before the Commission and
1251 he asked to see it again.

1252

1253 Member Kimble asked for purposes of this motion could the Commission state
1254 institutional would generally be the two-thirds of the site to the east and the LDR-2

1255 would generally be the one-third of the property to the west and the lines would be
1256 drawn later.

1257
1258 Mr. Paschke stated LDR would be in the southwest corner and the remainder of that
1259 would be Institutional.

1260
1261 The Commission liked that idea and reworded the motion as follows:

1262
1263 **MOTION**
1264 **Member Sparby moved, seconded by Member Kimble, that the property be re-**
1265 **guided from a Comprehensive Land Use Map Designation the Southwest**
1266 **one-third of the property would remain as is, and the balance of the property**
1267 **would be guided to Institutional (Ins).**

1268
1269 Member Bull asked at what point would it be appropriate to request a traffic study.

1270
1271 Mr. Paschke stated he was not sure but if the Commission believed a traffic study
1272 needed to be made before this change the Commission could offer it up as a
1273 recommendation to have a traffic study done in order for the Commission to
1274 determine if the uses would be supported. There will be an increase in traffic and he
1275 cannot say for certain if the roads can accommodate that, but he thought the chances
1276 of any traffic study determining there would be a need for signal lights on the County
1277 State Aid Highway are probably slim. It is just not traffic but accidents and other
1278 things that have to be taken into consideration and he did not see that a school would
1279 be adding that kind of traffic.

1280
1281 Member Kimble did not think there would be enough traffic within the context of a
1282 traffic study. Even as staff reviews the plans if there is a concern, she assumed that
1283 would come up and if there needs to be some kind of improvement staff would come
1284 back to the developer in some cases and she did not think that one parcel would be
1285 enough to generate enough traffic to make an impact.

1286
1287 Member Bull stated part of his concern was when he heard that everything was
1288 vehicle traffic without school buses. He stated he would feel better if he knew this
1289 project was not going to cause any traffic issues.

1290
1291 Member Goff thought school buses might be more of a problem going in and out and
1292 he did not see the vehicles being a problem. He did not think a traffic study would be
1293 necessary.

1294
1295 Chair Murphy stated when he first got the proposal, he was a little dismayed after the
1296 Commission put effort in a year ago. He stated the comments the Commission
1297 received via email and in person were all in support of this project. He thought it was
1298 a case of a good alternative that was not put on the table before. He stated he has
1299 heard a lot of support for the Montessori and this institution in particular and thought
1300 it was worthy of his endorsement.

1301

1302 **Ayes: 6**
1303 **Nays: 0**
1304 **Motion carried.**

1305
1306 **MOTION**
1307 **Member Sparby moved, seconded by Member Groff, that the property be**
1308 **rezoned from an Official Map classification of Low Density Residential-1 (LDR-**
1309 **1) District to Institutional (INST) District and LDR-2.**

1310
1311 **Ayes: 6**
1312 **Nays: 0**
1313 **Motion carried.**

1314
1315 **8. Adjourn**

1316
1317 **MOTION**
1318 **Member Bull, seconded by Member Kimble to adjourn the meeting at 9:56 p.m.**

1319
1320 **Ayes: 6**
1321 **Nays: 0**
1322 **Motion carried.**

1323
1324



REQUEST FOR PLANNING COMMISSION ACTION

Agenda Date: 11/07/18
Agenda Item: 6a

Prepared By

[Handwritten signature]

Department Approval

[Handwritten signature: Kai E. Collins]

Agenda Section
Public Hearings

Item Description: Consider a Comprehensive Land Use Plan map change, Zoning map change, and Planned Unit Development Cancellation at 1700 Hamline Avenue (PF18-018).

APPLICATION INFORMATION

- 1 Applicant: Sandra Vittori
2 Location: 1700 Hamline Avenue
3 Property Owner: Same
4 Application Submission: October 1, 2018
5 Deemed Complete: October 11, 2018
6 City Action Deadline: November 29, 2018
7 Planning File History: 03/13/95 PUD Agreement

LEVEL OF DISCRETION IN DECISION MAKING: Actions taken on a Comprehensive Plan Land Use change and Rezoning request are legislative; the City has broad discretion in making land use decisions based on advancing the health, safety, and general welfare of the community.

BACKGROUND

The subject property (.34 acres), located in Planning District 14, has a Comprehensive Plan Land Use Designation of Low Density Residential (LR) and a respective zoning classification of Low Density Residential-1 (LDR-1) District.

The applicant/owner, Sandra Vittori, seeks to change the Comprehensive Plan Land Use designation from the current LR to Neighborhood Business (NB) and to cancel the existing very limited Planned Unit Development (PUD) Agreement to allow her to sell the property for a use other than a beauty salon. The property would be rezoned to Neighborhood Business (NB) District to support minimal impact commercial uses on the property.

The PUD created in 1995 limits the property to just a beauty salon and nothing more. The applicant plans to retire and desires to sell the property, which given the single use, has made a sale very difficult. 1700 Hamline Avenue lies between a Community Business District (Barber Auto and Tires Plus) and the Low Density Residential-2 District (2 duplexes).

In discussions with the applicant/owner, the Planning Division felt it was best to cancel the 1995 PUD and seek a land use and zoning map amendment to the neighborhood business district as a good buffer from the CB district and the duplexes.

28 Comprehensive Plan amendments require an Open House Meeting prior to the submittal of an
29 application. For this proposal, the open house was held on September 22 and was attended by
30 one resident in the area. Additionally, staff was made aware that the adjacent business owner
31 (Barber Auto) stopped over to the salon a couple of days before the open house to receive some
32 information about the change from the applicant. The comment made by the attendee was “no
33 further questions until new business start-up.”

34 **COMPREHENSIVE LAND USE PLAN MAP CHANGE**

35 City Code §202.07 (Comprehensive Plan Amendments) allows the City Council to seek, and the
36 Planning Commission to recommend, changes to the Comprehensive Plan. A recommendation
37 by the Planning Commission to approve a change to the Comprehensive Plan must have the
38 affirmative votes of at least 5/7ths of the Planning Commission’s total membership.

39 Within the Comprehensive Plan Land Use Section, there is no specific direction regarding this
40 subject property. The Planning Division is unsure that back in 2008/2009 the Consultant,
41 Stakeholder Panel, and the City Council knew the property was regulated under a PUD and was
42 a business, therefore the property was not changed to a consistent business designation.

43 The Planning Division considers this property to be unique as it lies between two duplexes and a
44 commercial business, and it has been a beauty salon since 1995, which is a type of commercial
45 business use. As the Planning Division considered Ms. Vittori’s options, it was concluded that
46 that best option was to seek cancellation of the PUD and re-guide/rezone the property to
47 neighborhood business, thus affording greater use on the property.

48 Below are Goals and Policies identified in the Comprehensive Plan:

49 ***Goal 1: Maintain and improve Roseville as an attractive place to live, work, and play by***
50 ***promoting sustainable land-use patterns, land-use changes, and new developments that***
51 ***contribute to the preservation and enhancement of the community’s vitality and sense of***
52 ***identity.***

53 *Policy 1.1: Promote and provide for informed and meaningful citizen participation in*
54 *planning and review processes.*

55 *Policy 1.4: Maintain orderly transitions between different land uses in accord with the*
56 *general land-use guidance of the Comprehensive Plan by establishing or strengthening*
57 *development design standards.*

58 ***Goal 2: Maintain and improve the mix of residential, commercial, employment, parks, and***
59 ***civic land uses throughout the community to promote a balanced tax base and to anticipate***
60 ***long-term economic and social changes.***

61 *Policy 2.3: Encourage a broad mix of commercial businesses within the community to*
62 *diversify and strengthen the tax base and employment opportunities.*

63 ***Goal 10: Promote an appropriate mix of commercial development types within the community.***

64 *Policy 10.1: Use the Comprehensive Plan to guide new commercial development to locations*
65 *appropriate for its scale and use.*

66 *Policy 10.2: Emphasize the development of commercial uses that meet the needs of existing*
67 *and future Roseville residents.*

68 *Policy 10.3: Support neighborhood-scale commercial areas that provide convenient access*
69 *to goods and services at appropriate locations within the community.*

70 **PLANNED UNIT DEVELOPMENT CANCELLATION**

71 §1023.11 PUD Cancellation reads: *A PUD shall be cancelled and revoked only upon the City*
72 *Council adopting an ordinance rescinding the overlay district or special use permit establishing*
73 *the PUD. Cancellation of a PUD shall include findings that demonstrate that the PUD is no*
74 *longer necessary due to changes in local regulations over time; is inconsistent with the*
75 *Comprehensive Plan or other applicable land use regulations; threatens public safety, health, or*
76 *welfare; or due to other applicable findings in accordance with law.*

77 Based upon the above statement, the Planning Division identifies the following concerns
78 regarding the existing PUD:

- 79 • The PUD is outdated and affords no flexibility for reuse.
- 80 • The PUD is inconsistent with the City’s Zoning Code as it is unclear how the Zoning Code
81 would apply to improvements of the site and/or building as the PUD is absent any design
82 standards.

83 The Planning Division, therefore, supports the cancellation of this PUD in favor of rezoning the
84 property to Neighborhood Business District.

85 **ZONING MAP CHANGE**

86 Assuming that the Comprehensive Plan map change and PUD cancellation are supported and
87 approved, the Zoning Map Change becomes a clerical step to ensure that the zoning map
88 continues to be “consistent with the guidance and intent of the Comprehensive Plan” as required
89 in City Code §1009.04 (Zoning Changes). In this case, the NB district is being proposed as the
90 zoning classification as it supports slightly greater use on the site and minimal impacts to the
91 neighboring residential to the north and east.

92 **RECOMMENDATION/SUGGESTED PLANNING COMMISSION ACTION**

93 The Planning Division recommends the Planning Commission take the following action
94 (recommendations to the City Council) for 1700 Hamline Avenue:

- 95 **a.** The property be re-guided from a Comprehensive Land Use Map designation of Low Density
96 Residential (HDR) to Neighborhood Business (NB); and
- 97 **b.** The Planned Unit Development that regulates use of the property as just a hair salon be
98 recommended for cancellation in favor of rezoning to Neighborhood Business District; and
- 99 **c.** The property be rezoned from an Official Map classification of Low Density Residential-1
100 (LDR-1) District to Neighborhood Business (NB) District

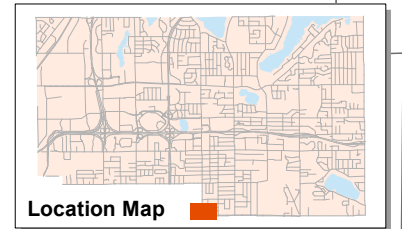
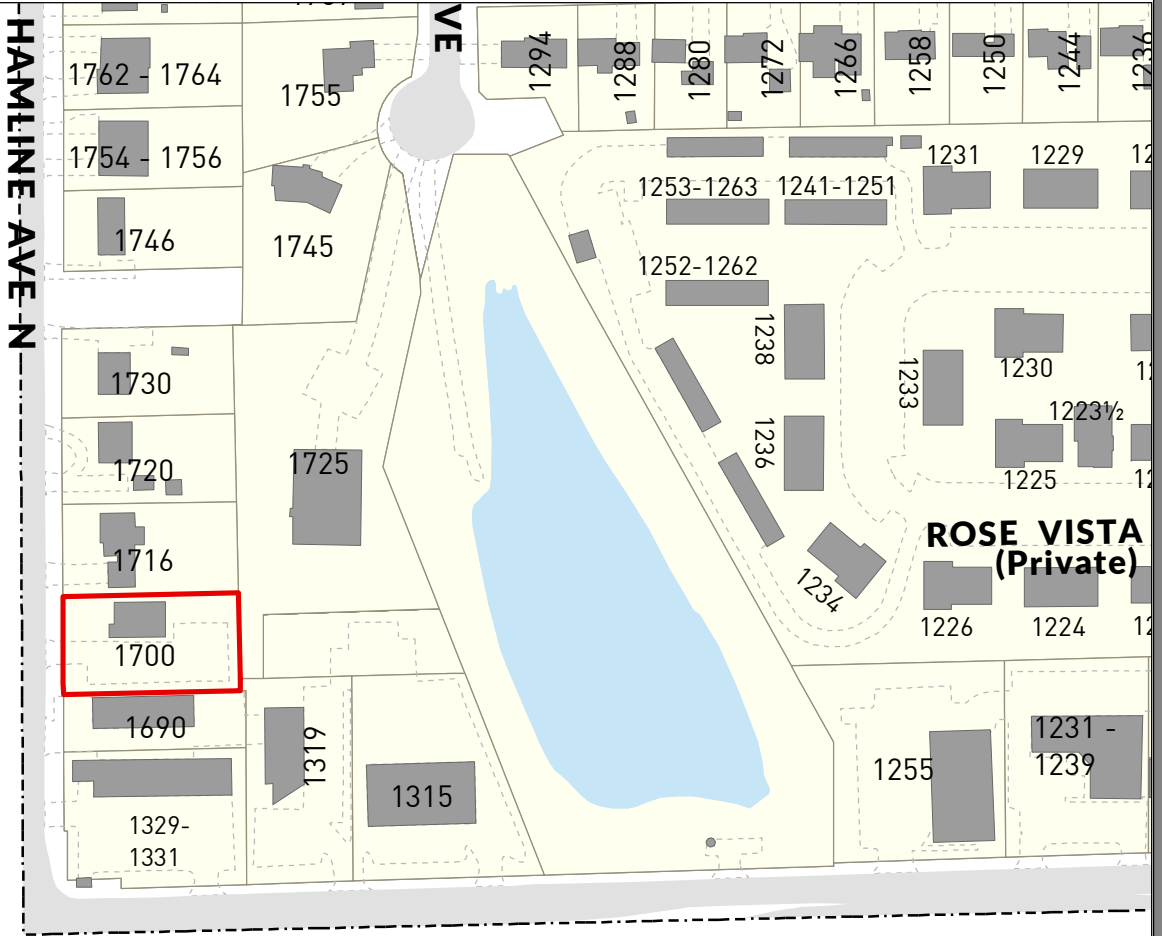
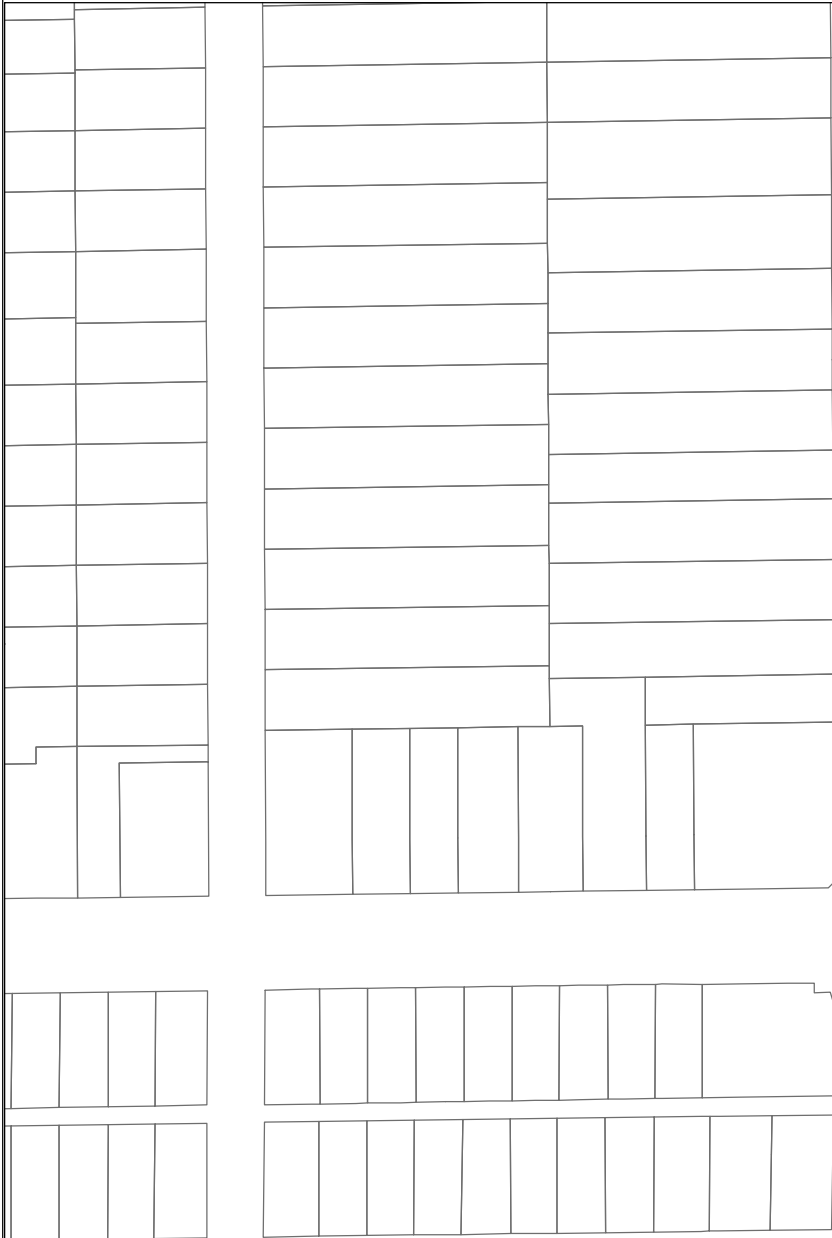
101 **ALTERNATIVE ACTIONS**

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

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

Attachments: A. Site map B. Aerial photo
C. Open house summary D. existing PUD agreement

Attachment A for Planning File 18-018

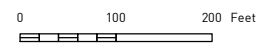


Prepared by:
Community Development Department
Printed: October 31, 2018



Data Sources
* Ramsey County GIS Base Map (10/9/2018)
For further information regarding the contents of this map contact:
City of Roseville, Community Development Department,
2660 Civic Center Drive, Roseville MN

Disclaimer
This map is neither a legally recorded map nor a survey and is not intended to be used as one. This map is a compilation of records, information and data located in various city, county, state and federal offices and other sources regarding the area shown, and is to be used for reference purposes only. The City does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and the City does not represent that the GIS Data can be used for navigational, tracking or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. If errors or discrepancies are found please contact 651-792-7085. The preceding disclaimer is provided pursuant to Minnesota Statutes §466.03, Subd. 21 (2000), and the user of this map acknowledges that the City shall not be liable for any damages, and expressly waives all claims, and agrees to defend, indemnify, and hold harmless the City from any and all claims brought by User, its employees or agents, or third parties which arise out of the user's access or use of data provided.

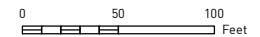
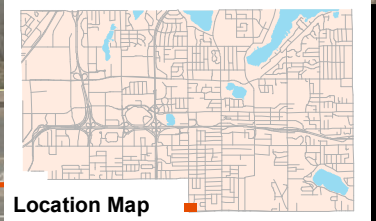


Attachment B for Planning File 18-018



Data Sources
 * Ramsey County GIS Base Map (10/9/2018)
 * Aerial Data: Sanborn (4/2017)
 For further information regarding the contents of this map contact:
 City of Roseville, Community Development Department,
 2660 Civic Center Drive, Roseville MN

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Rezone 1700 Hamline Ave N. Roseville

Name (optional) Sharon Hardy (Widow)

Address (optional) 1717 Hamline Ave N

Salcon IA, MN 55113

Comments

No further questions until
new business startup

Rezone 1700 Hamline Ave N. Roseville

Attachment C

Name (optional)

~~Rezone~~ Babea Auto Repair

Address (optional)

1690 Hamline Ave

Comments

Proposal for possible tenants looks fine
No objections at this time

PLANNED UNIT DEVELOPMENT AGREEMENT

AGREEMENT, dated Mar 13, 1995 between the City of Roseville ("the CITY") and Sandra Kentfield ("Developer").

1. Request for Planned Unit Development Approval.

The DEVELOPER has asked the CITY to approve a Planned Unit Development for a beauty salon at 1700 Hamline Avenue North. The subject property is legally described as follows:

Lot 5, Block 4, Gottfried Plat 2, and also that part of the SW 1/4 of the SE 1/4 of Section 15, Township 29, Range 23, Ramsey County, Minnesota, lying southerly of said Lot 5, westerly of the east line of said Lot 5 extended southerly, and northerly of the south 249.50 feet of said southwest 1/4.

The west line of Lot 5 has been assigned a bearing of North 00 degrees 17 minutes 02 seconds West.

2. Planned Unit Development Approval.

The CITY hereby grants approval of the Final Development Plan and subject to the DEVELOPER'S compliance with the terms and conditions of this agreement. The CITY agrees to approve applications for building permits, provided that said plans are consistent with the exhibits which were approved at the concept and final stage of the Planned Unit Development process, and all of the conditions of this agreement have been satisfied.

3. Approval by the CITY.

The CITY hereby approves the Development as shown on the following exhibits. The DEVELOPER shall develop the Subject Properties in accordance with the general plans shown on the exhibits. If, however, the exhibits vary from the written terms of this Agreement, the written terms shall control. The exhibits include:

- A. Site plan.
- B. Site sections.
- C. Floor plans and elevations.
- D. Topography plan.
- E. Utility plan.
- F. Landscaping plan.
- G. Boundary survey.

4. Phased Development.

The DEVELOPER shall develop the project in a single phase. Grading plans will be approved if they are in conformity with the approved preliminary grading plan, and provided that the development be

constructed per plans submitted and presented at the July 25, 1994 Council meeting (attached).

5. Compliance with Laws and Regulations

The DEVELOPER represents to the CITY that the proposed Development complies with all City, County, Metropolitan, State, and Federal laws and regulations, including but not limited to: Subdivision Ordinances, Zoning Ordinances and Environmental Regulations. The DEVELOPER agrees to comply with such laws and regulations.

6. Rezoning.

The CITY conducted hearings to consider the rezoning of the Subject Property from R-2 Two Family Residential and R-3A Multiple Family Residential, to PUD Planned Unit Development. The CITY agrees to rezone the Subject Property to PUD, subject to the DEVELOPER'S strict compliance with the approved plans, and the terms and conditions of this agreement. (Minor variations from the approved plans may be approved by the CITY'S Design Review Committee, under the direction of the Community Development Director). Substantial departures from the approved plans will require an amendment to the Planned Unit Development, in accordance with Section 17 of the Roseville Zoning Ordinance. Failure by the DEVELOPER to commence development activity, in accordance with the Final Development Plans, within one year following the final approval of this Planned Unit Development, will necessitate the approval of an extension of the development schedule by the City Council prior to the expiration of the one year period. If an extension is not applied for, the Council may instruct the Planning Commission to initiate rezoning to the original zoning district.

7. Additional Conditions of Approval.

To insure that the proposed development meets the City's standards for the approval of a planned unit development, as set forth in Section 17 (Roseville) Zoning Ordinance, the Development shall also comply with the following conditions:

- a. Sign designs must be part of PUD and in the form of a monument sign meeting the sign code.
- b. Drainage plan details must be approved by the City Engineer before the City Manager and Mayor will sign the document.
- c. Conifers or other low, year round plantings, must be planted in area originally used for parking spaces 1 and 2 (spaces 1 and 2 are to be removed).
- d. Handicapped parking spaces must be designated on original spaces 3 and 4, and add more parking on expanded spaces 18 and 19.
- e. A complete landscape plan must be submitted, including attempts to save as much vegetation along south and west property edges as possible. Any trees taken down in this area must be replaced on site. Plantings must include 5% coverage in the parking lot.
- f. Trash enclosures must be approved by the City Planner.

8. DEVELOPER's Default.

In the event of a default by the DEVELOPER, as to any of the work to be performed by it hereunder, the CITY may withhold certificate of occupancies from the Developer or, at its option, perform the work, and the DEVELOPER shall promptly reimburse the CITY for any expense which it incurs. If the CITY is not reimbursed within 15 days from the date of the billing for the cost of performing such work, the CITY shall be reimbursed from the letter of credit identified in Section 7-A above.

The CITY agrees to give the DEVELOPER written notice of its default not less than thirty (30) days prior to the commencement of the CITY's work. The CITY and the DEVELOPER recognize that weather conditions may affect the ability of the DEVELOPER to perform the work required to be performed hereunder and agree that such thirty (30) days shall not include those days on which weather conditions preclude performance by the DEVELOPER.

Notice to the DEVELOPER shall constitute, without further action, notice to any contractor or subcontractor. This Agreement is a license for the CITY to act. When the CITY does any such work, the CITY may, in addition to its other remedies, assess the cost in whole or in part. If deemed impractical by the CITY, the above notice requirements shall not be required by the CITY to control erosion problems.

9. Miscellaneous.

- A. This Agreement shall be binding upon the parties, their heirs, successors or assigns, as the case may be.
- B. Breach of any material term of this Agreement by the DEVELOPER shall be grounds for denial of building permits. The CITY shall give the breaching DEVELOPER 30 days notice prior to exercising its right to deny permits.
- C. If any portion, section, subsection, sentence, clause, paragraph or phrase of this Development Contract is for any reason held invalid as a result of a challenge brought by the DEVELOPER, their agents or assigns, the CITY may, at its option, declare the entire Agreement null and void, and approval of the final development plan shall thereby be revoked.
- D. This Agreement shall run with the Subject Property and may be recorded in the Ramsey County Recorder's Office.
- E. This Agreement shall be liberally construed to protect the public interest.

10. Notices

Required notices to the DEVELOPER shall be in writing and shall either be hand delivered to the DEVELOPER, their employees or agents, or mailed to the DEVELOPER by certified or registered mail at the following addresses:

Sandra Kentfield
2225 Fernwood Avenue
Roseville, MN 55113

Notices to the CITY shall be in writing and shall either be hand delivered to the Community Development Director, or mailed by certified or registered mail, in care of the Community Development Director at the following address:

2660 Civic Center Drive
Roseville, MN 55113

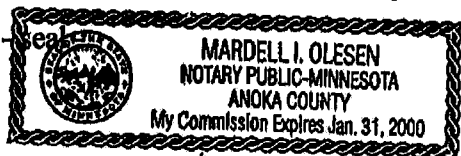
IN WITNESS WHEREOF: the parties have hereunto set their hands the day and year first above written.

Vernon A. Johnson, Mayor, City of Roseville.

Steven R. Saxby, Manager, City of Roseville.

State of Minnesota)
County of Anoka

The foregoing instrument was acknowledged before me on this 21st day of March, 1998, by Vernon A. Johnson, Mayor, and Steven R. Saxby, Manager, City of Roseville, on behalf of the City/County of Roseville.



MardeLL I. Olesen
Notary Public
Expiration Date of Commission:
1-31-2000

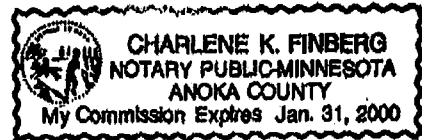
Sandra Kentfield President, Sandra Kentfield.

State of Minnesota)
County of Anoka

The foregoing instrument was acknowledged before me on this 13th day of March
1995, by Sandra Kentfield, President, Sandra Kentfield.

- seal -

Charlene K. Finberg
Notary Public
Expiration Date of Commission:
1-31-2000




REQUEST FOR PLANNING COMMISSION ACTION

Date: November 7, 2018
Item No.: 7a

Department Approval



Item Description: Review the suggested edits to the draft 2040 Comprehensive Plan based on the completion of the updated Housing Needs Analysis and the comments received to-date from the six-month Affected Jurisdiction review process

1 **BACKGROUND**

2 On April 4, 2018, the Roseville Planning Commission held the public hearing to recommend
3 approval of the draft 2040 Comprehensive Plan, and May 21, 2018, the City Council authorized
4 staff to distribute Roseville’s 2040 Comprehensive Plan to the 2 adjacent and overlapping
5 “Affected Jurisdictions” for their formal review; the minutes of the City Council’s May 21
6 meeting are included with this RCA as Exhibit A. (Because the materials that support this RPCA
7 are the same as the ones prepared for City Council review, staff retained the “RCA Exhibit”
8 labeling on what would otherwise be “RPCA Attachments.”) State law requires communities to
9 allow six months for this review, which means that the review period will remain open until
10 November 21, 2018, unless all of the affected jurisdictions have provided their comments before
11 that time. As it stands, not all of the jurisdictions have responded as of the time this RCA was
12 written. The feedback that has been provided so far has been posted on the Comprehensive Plan
13 update webpage, and is included with this RCA as Exhibit B.

14 The May 21 draft of the 2040 Comprehensive Plan referenced a housing study from 2013 and
15 indicated that an update to that study was expected later in 2018. An updated Housing Needs
16 Analysis has now been completed and the housing needs-related priorities expressed in the
17 Housing chapter (Chapter 5) of the comprehensive plan have been edited to reflect the current
18 analysis.

19 Based on the findings of the analysis, a list of priorities was developed in the Housing Needs
20 Analysis. Priorities are identified below in sequential order, beginning with the task/product type
21 deemed most important.

- 22 1. Encourage and support the development of market rate general occupancy rental housing
23 targeted to more affluent renters (more than one property over the next five years).
- 24 2. Encourage and support the development of an active adult age-restricted rental
25 community, either affordable (60% AMI or market rate).
- 26 3. Encourage and support the development of small lot, small house, two-level and single-
27 level detached or attached homes.
- 28 4. Encourage and support the development of an affordable rental townhome community
29 (60% or less of AMI) for families (two- and three-bedroom units).

- 30 5. Identify features and amenities that may be added to neighborhoods that would improve
31 and promote enhanced livability. These amenities may be supported by City funding but
32 may benefit adjacent property owners and residents.
- 33 6. Prioritize mixed-use redevelopment sites. Consider how market-driven building and
34 development patterns may best suit sites that are targeted for redevelopment. Monitor the
35 potential availability of properties that could be acquired and land-banked for future
36 redevelopment.
- 37 7. Reassess the need for additional senior housing products and specifically, assisted living
38 and memory care. Consider a balance between sites targeted for traditional multifamily
39 development and those that could be developed with senior housing.
- 40 8. Consider exploring a small lot, small house subdivision that would provide an option for
41 entry-level buyers that want to purchase a home at a price point below that of standard
42 market pricing.

43 It is intended that these priorities will be incorporated into Chapter 5 to replace the priorities
44 from the 2013 study, but there was not enough time to do so once we received the final Housing
45 Needs Analysis report.

46 Additional work that has been done in the intervening months relates to preliminary feedback
47 from the Metropolitan Council about the discussion of the “housing affordability” tools
48 beginning on Page 31 of the housing chapter. Tara Beard, the Metropolitan Council’s Housing
49 Policy Analyst, indicated that the description of housing affordability tools should be
50 accompanied by text indicating when or under what conditions Roseville would be willing to use
51 such tools. Draft text has been incorporated into this area for Council discussion.

52 The draft 2040 Comprehensive Plan that is included with this RCA is the same as what the City
53 Council reviewed on May 21 except for a small number of proposed edits throughout the
54 document stemming from the affected jurisdiction review and the Housing Needs Analysis
55 update. These suggestions appear as “red-lined” edits through the Track Changes tool in
56 Microsoft Word.

57 The Roseville City Council reviewed this draft of the 2040 Comprehensive Plan on Monday,
58 November 5, so the content of their discussion cannot be reflected in this RPCA. Planning
59 Division staff will summarize the Council’s feedback as part of the presentation of this agenda
60 item. Any specific recommendations from the Planning Commission’s discussion of this draft
61 will then be reviewed by the City Council on December 3, 2018.

62 **STAFF RECOMMENDATION**

63 **Discuss the suggested edits to the draft 2040 Comprehensive Plan update and provide**
64 **guidance on any desired changes.**

65 **NEXT STEPS**

66 Following this Planning Commission review the City Council will review the final draft on
67 December 3. Once the Council is satisfied that the draft 2040 Comprehensive plan reflects the
68 desired content, the City Council will take action to authorize staff to submit the draft document
69 to the Metropolitan Council for final review. Because Roseville is required to submit the 2040
70 Comprehensive Plan to the Metropolitan Council by December 31, 2018, additional meetings
71 may have to be scheduled if the City Council does not authorize submittal of the plan on
72 December 3.

73 Please note that the City Council action to authorize the submittal does not represent final
74 approval of the document. For this reason, simple majority votes by the Planning Commission
75 and City Council are sufficient to authorize the distribution of the plan, in contrast to the
76 supermajority votes required for formal approval of the comprehensive plan update. Just for
77 clarification, formal adoption of the 2040 Comprehensive Plan by the City Council will not
78 occur until sometime in 2019, after it has been fully vetted by the Metropolitan Council.

Prepared by: Bryan Lloyd, Senior Planner, City of Roseville

Attachments: A: May 21, 2018, City Council minutes
B: Feedback received through Affected Jurisdiction review
C: Draft 2040 Comprehensive Plan

**Regular City Council Meeting
Monday, May 21, 2018
Page 8**

Mayor Roe offered an opportunity for public comment, with no one coming forward.

Councilmember Willmus asked for staff to bring back the ordinance in clean form.

Councilmember Laliberte asked if there can be a fees discussion when the ordinance is brought back.

Mayor Roe noted that the council directed staff to bring the ordinance back with the suggested revisions, as well as the suggested fee schedule related to both this and the previous ordinance.

c. Authorize distribution of the draft 2040 Comprehensive Plan update to neighboring communities for 6-month review

City Planner Bryan Lloyd summarized the request as detailed in the RCA of this date. He noted the draft Comp Plan is ready to be distributed to the 22 neighboring and overlapping jurisdictions as directed by the Met Council, for a six-month period of review and comment.

Councilmember McGehee asked about a replacement icon or symbol for the rose.

City Planner Lloyd indicated staff has not discussed it yet.

Councilmember McGehee asked about the RCA including an example from the attachment from the Land Use chapter, and the item which says 'Please note . . .' in the box is still unreadable.

Mayor Roe offered an opportunity for public comment, with no one coming forward.

Mayor Roe indicated that staff has already submitted a draft to the Met Council, and comments have been received.

City Planner Lloyd noted staff submitted to the Met Council an early draft of the Comp Plan back in February. Many of the comments from the Met Council have already been incorporated. Staff will then submit again to the Met Council in December for a final review.

Willmus moved, Laliberte seconded, authorizing staff to distribute the draft 2040 Comprehensive Plan update to adjacent municipalities for formal review.

Council Discussion

Regular City Council Meeting
Monday, May 21, 2018
Page 9

Councilmember Willmus recalled this distribution approval was delayed until tonight in order to stick to the stated public calendar.

Councilmember Laliberte concurred that is the reason why this was sent previously, to stick with the stated calendar. She has had some conversations with people in the interim. It is important to remember that the work can and should continue. That was reassurance to the community, knowing that what is being sent to neighbors does not mean Roseville is done working on the Comp Plan.

Councilmember McGehee would like to have discussions with staff about the changes in the Land Use chapter from the 2030 Comp Plan to the 2040 Comp Plan. This was supposed to be an update, but it is a complete redefinition of the land use terminologies. The Council has not spent any time on that, and there was not enough feedback from the community.

Councilmember Laliberte concurred with Councilmember McGehee's comments.

Mayor Roe noted the Council has had two in-depth discussions with staff and consultants about the Land Use chapter prior to this evening, though he still encourages further discussion in the future.

Councilmember McGehee stated she agrees, but she does not think there was discussion with the community or with the communities where the changes will have a significant impact.

Community Development Director Collins noted that neighboring communities will look at Land Use definitions on the lands that abut their boundaries. Staff has had a significant number of open houses, engagement opportunities, workshops, and walkabouts that have promoted and advertised the revised Land Use definitions over the past year. She would be reluctant to have any significant changes at this point.

Councilmember McGehee noted that staff cannot force people to be engaged, but there has not been much engagement from the public on this important issue. There has been a great deal of work by the Planning Commission and City staff and the Council. She does not believe that some of the engagement is what she was looking for. It is clear that staff did try, but there was not much of a response. The reason Roseville was able to come up with a broad-reaching and forward-looking document in 2030 was due to the partnering of the Comp Plan with the visioning process. As part of this update, this update turned into a redo, without the visioning piece. She concluded that this was a learning experience, and she wants to give it more of a try to be sure everyone understands the density increase issues.

Regular City Council Meeting
Monday, May 21, 2018
Page 10

Councilmember Laliberte commented that because the Council talks about the Comp Plan, that does not equate to people understanding the Comp Plan.

Mayor Roe noted that to a great extent, this document is still an update. Most Land Use categories have hardly any change to them. Three categories that have any change are community business, community mixed use, and regional business. The notable change to those three is the addition of some requirement for some percentage of residential.

Roll Call

Ayes: McGehee, Willmus, Laliberte, and Roe.

Nays: None.

8. Approve Minutes

Comments and corrections to draft minutes had been submitted by the City Council prior to tonight's meeting and those revisions were incorporated into the draft presented in the Council packet.

a. Approve May 7, 2018 City Council/REDA Meeting Minutes

Mayor Roe asked how staff will handle a resolution number for the resolutions on pages 6 and 9. He wondered whether staff should leave it blank or if it should use the number of 11-511.

City Manager Trudgeon indicated staff does not assign resolution numbers when motions do not pass.

Mayor Roe suggested saying "the resolution (Attachment E)."

City Manager Trudgeon noted line 378 could state: "moved to DENY the resolution (Attachment E)."

McGehee moved, Laliberte seconded, approval of the May 7, 2018 City Council/REDA Meeting Minutes as amended.

Corrections:

• **Page 12, Line 526 -527 (McGehee)**

Correct "average salary" to "average salary given"

Correct the next sentence to read: "she asked what the median salary was for this group of 192."

Page 17, Line 745 (McGehee)

Correct "this was not" to "this was not the Council's intention"

Page 14, Line 609 (McGehee)

Correct "She is also happy with" to "She is supportive of public subsidy"

RCA Exhibit B

June 25, 2018

Bryan Lloyd
Senior Planner
City of Roseville

RE: Agency Response to 2040 Comprehensive Plan Update

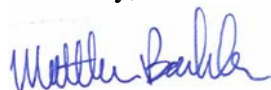
Dear Bryan,

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

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

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

Sincerely,



Matthew Bachler
City Planner

CC: Dave Perrault, City Administrator



ROSEVILLE 2040
our future together

Adjacent and Affected Jurisdiction Review and Comment Form

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

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

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

(Please attach additional sheets of comments, if necessary)

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

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

ROSEVILLE 2040
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Adjacent and Affected Jurisdiction Review and Comment Form

Date: August 20, 2018

Jurisdiction: City of Maplewood

Reviewer Name: Michael Martin

Reviewer Title: Economic Development Coordinator

Phone Number: 651-249-2303

Email Address: michael.martin@MaplewoodMN.gov

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

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

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

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

(Please attach additional sheets of comments, if necessary)

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

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

RCA Exhibit B
Bryan Lloyd

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

Good Afternoon,

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

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

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

Thanks,
Jennifer

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

ROSEVILLE 2040
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Adjacent and Affected Jurisdiction Review and Comment Form

Date: 8/27/2018

Jurisdiction: Rice Creek Watershed District

Reviewer Name: Lauren Sampedro

Reviewer Title: District Technician

Phone Number: 763-398-3078

Email Address: lsampedro@ricecreek.org

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

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

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

(Please attach additional sheets of comments, if necessary)

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

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



ROSEVILLE 2040
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Adjacent and Affected Jurisdiction Review and Comment Form

Date:
Jurisdiction:
Reviewer Name:
Reviewer Title:
Phone Number:
Email Address:

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

I do not have any comments and I am, therefore, waiving further review.

I have the following comments and I am concluding my review.

Multiple horizontal lines for entering comments.

(Please attach additional sheets of comments, if necessary)

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

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



August 28, 2018

Dear Bryan Lloyd,

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

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

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

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

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

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

RCA Exhibit B

				4. Answer question	
--	--	--	--	--------------------	--

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

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

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

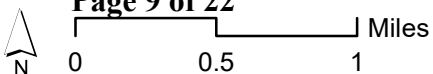
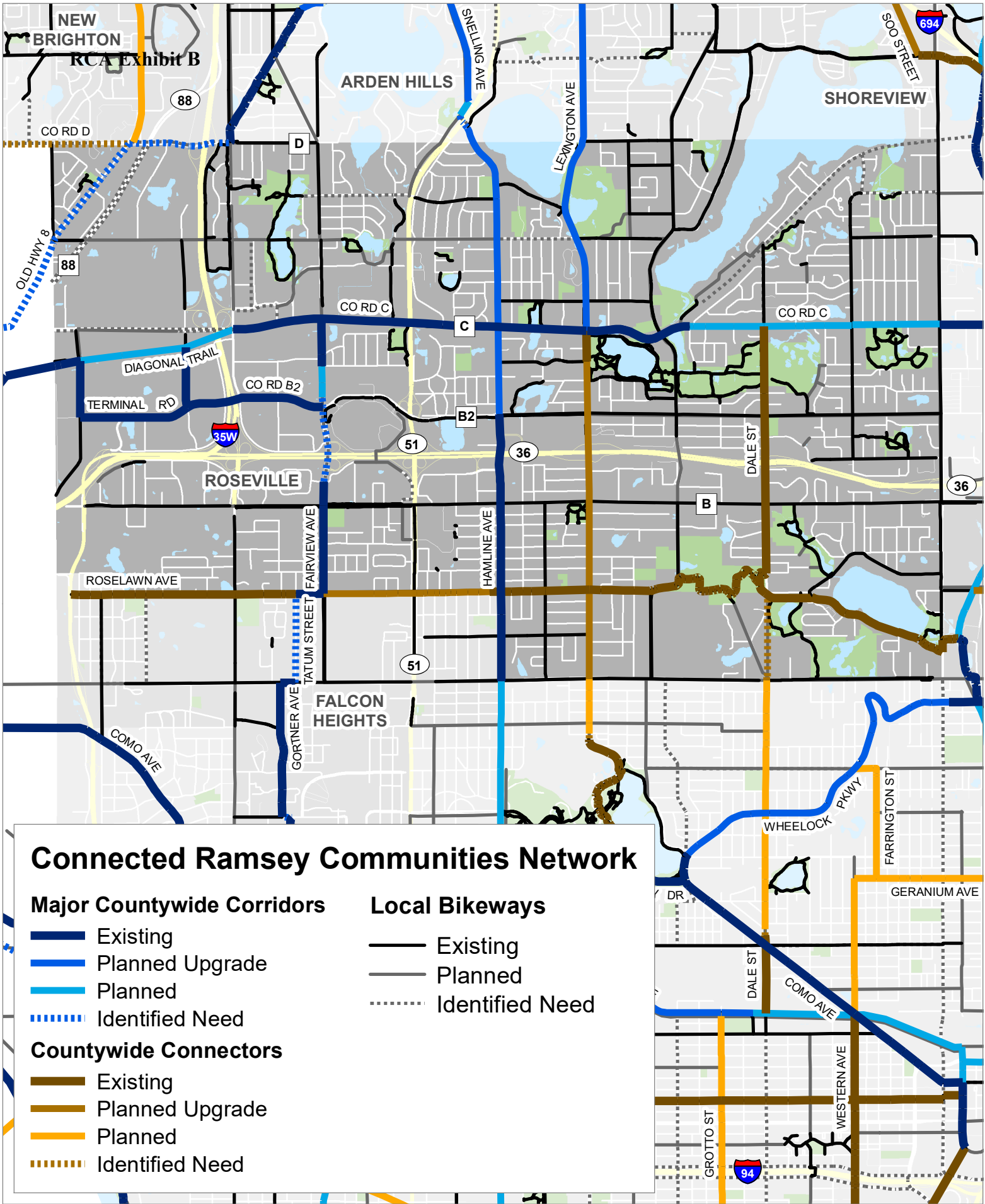
I really enjoyed reading Roseville’s Comprehensive Plan Transportation and Parks Chapter. You have done excellent planning working. If there is anything else we can do to help you or you have any questions or suggestions on how to improve this process, please let me know. We will continue using this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

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

Sincerely,



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



RCA Exhibit B

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

RCA Exhibit B

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

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

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

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

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

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

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

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

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

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

RCA Exhibit B

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

RCA Exhibit B

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

CHAPTER 1: INTRODUCTION

Chapter 1 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 and 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

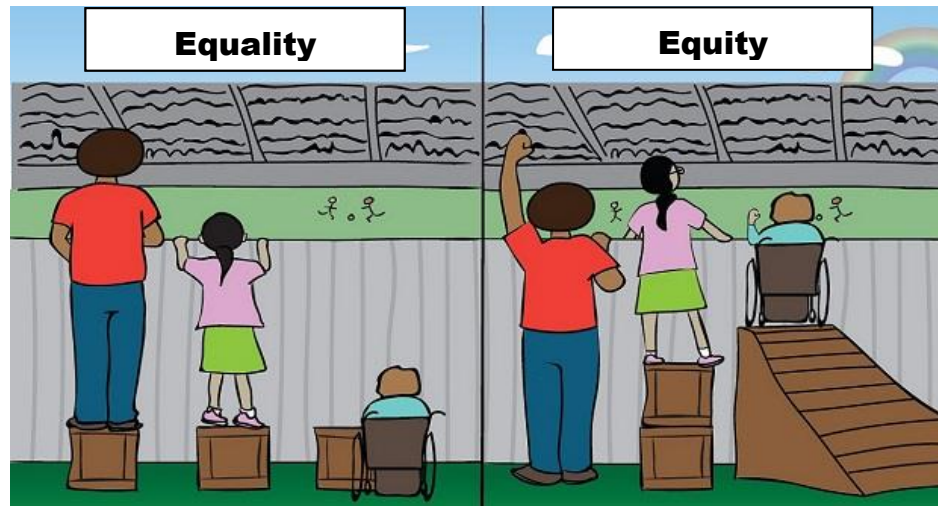
The Metropolitan Council's *Thrive MSP 2040* Outcomes – stewardship, prosperity, equity, livability, and sustainability – have also been used in this Plan as “lenses” through which Roseville envisions its future. These lenses will add context to analysis and action steps throughout the Plan. Each chapter 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



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

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*, published by the Metropolitan Council in 2014, which documents the persistence and impacts of such racial disparities throughout the region.

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 frameworks, 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: (E)

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 Comprehensive Housing Needs Assessment

The RHRA In 2018, the City of Roseville Economic Development Authority (EDA) hired Maxfield Research, Inc. to update its Comprehensive Multifamily Housing

~~Needs Analysis, which was completed in April 2013~~Comprehensive Housing Needs Assessment. The study is intended to provide a realistic expectation of housing demand in the City of Roseville through the year ~~2025~~2030. 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.~~

Each of these studies are available on the City's Comprehensive Plan website: <https://www.cityofroseville.com/CompPlan>.

CHAPTER 2: VISION, GOALS AND DECISIONS

Chapter 2 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 also housing, transportation, infrastructure, and overall quality of life. The vision, goals, and decision-making framework presented in this Plan will 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

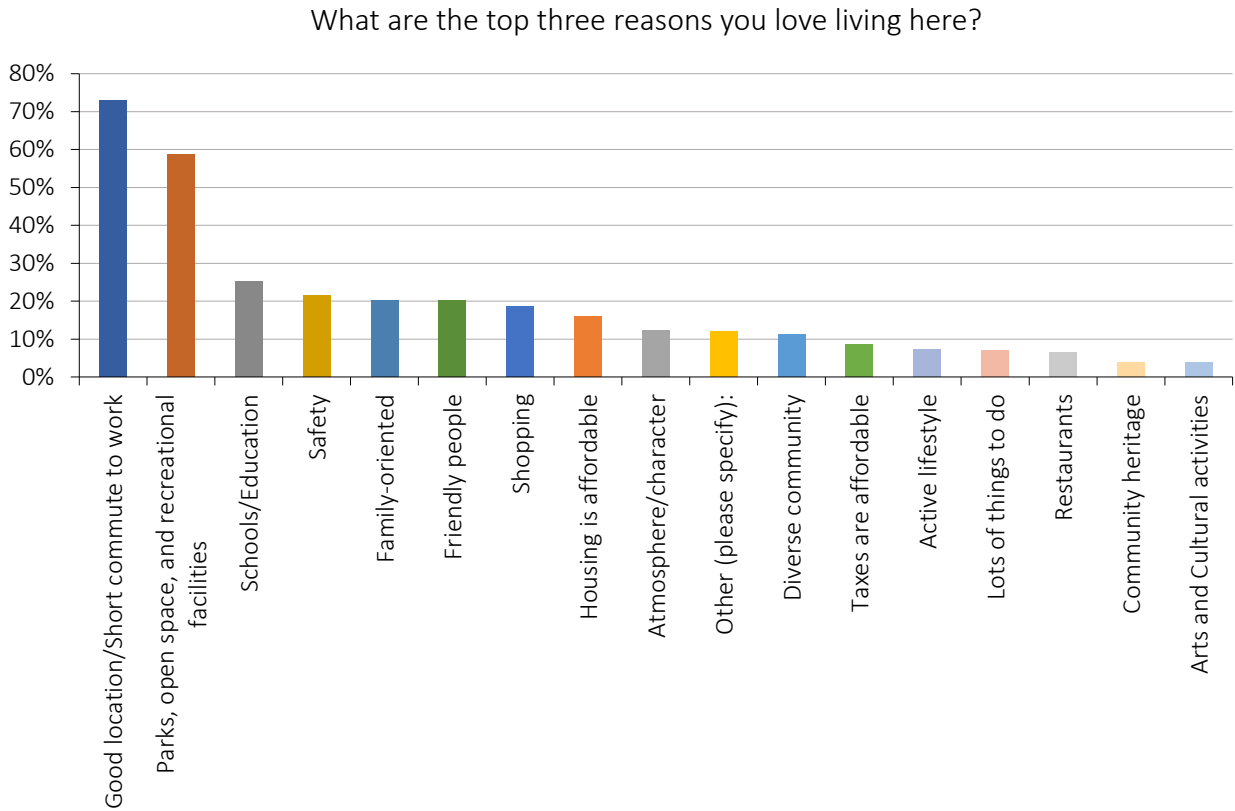
A wide variety of tools were used to fit the various needs of Roseville’s diverse population and make providing meaningful input as easy as possible. Below is a brief description of the types of tools that were used and an overview of the input that was received, but a more thorough summary is included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

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
- 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 A.

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



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.

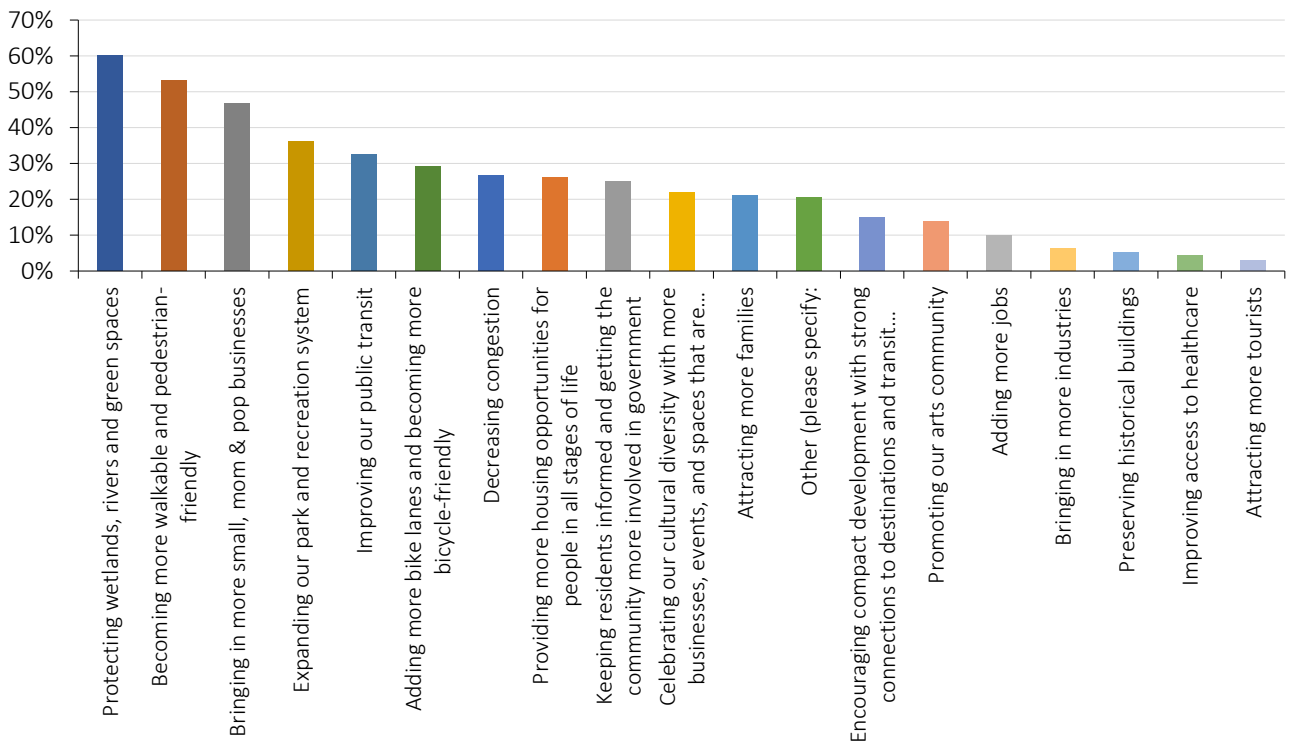
- Roseville’s geographic location and access to highways has made it a **convenient place to live for commuters**.
- There is a **need to consider new housing options** that will reflect the needs of the changing population, including affordable and workforce housing, senior housing, and similar resources.
- 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:

- Dedicate resources **to Resilience, Housing, and Economic Development**.

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

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



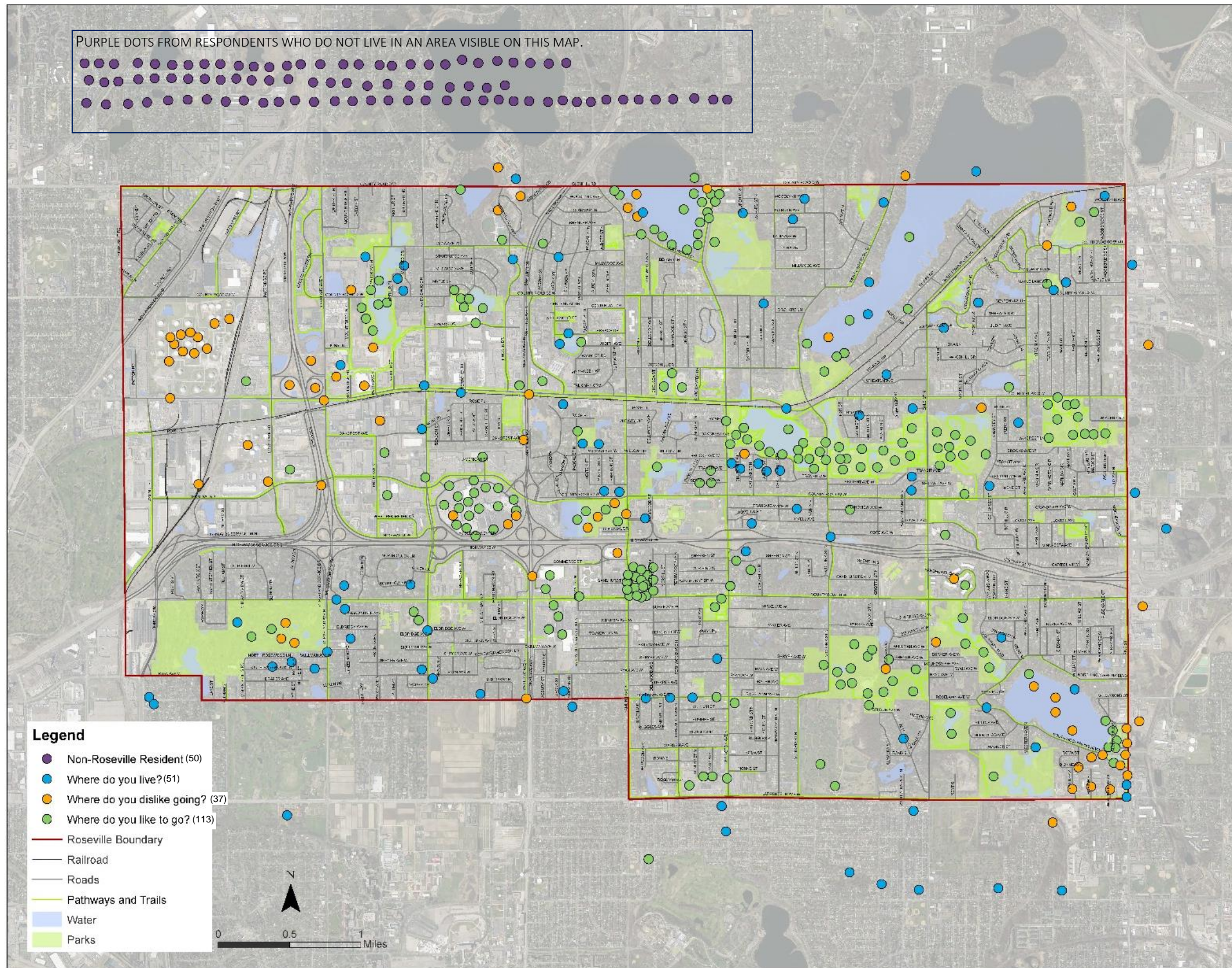
- Focus on **preserving water quality and open space**.
- **Incorporate solar energy and other renewable energy sources** into City facilities and policies.
- **Provide diverse housing options** to serve the needs of all Roseville citizens.
- **Invest in transit, trails, and other alternatives to cars** 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 goals below follow from the vision statement above. Goals form the basis for the policies and actions found throughout the rest of this Plan. Goals are listed in bold, with sub-goals for each goal listed in bulleted form underneath.

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

- ④ • 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.

- ⑤ **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.
- ⑤
 - 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.

- ⑤ • 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.
- ⑤ • 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>...have enough flexibility 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"> ● Number of residents participating in community events. ● Number 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

Chapter 3 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 Land and Its People also has a very detailed account of the physical development of Roseville from the mid-19th century through the 20th century. But the conventional profile of Western European development within Roseville's 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

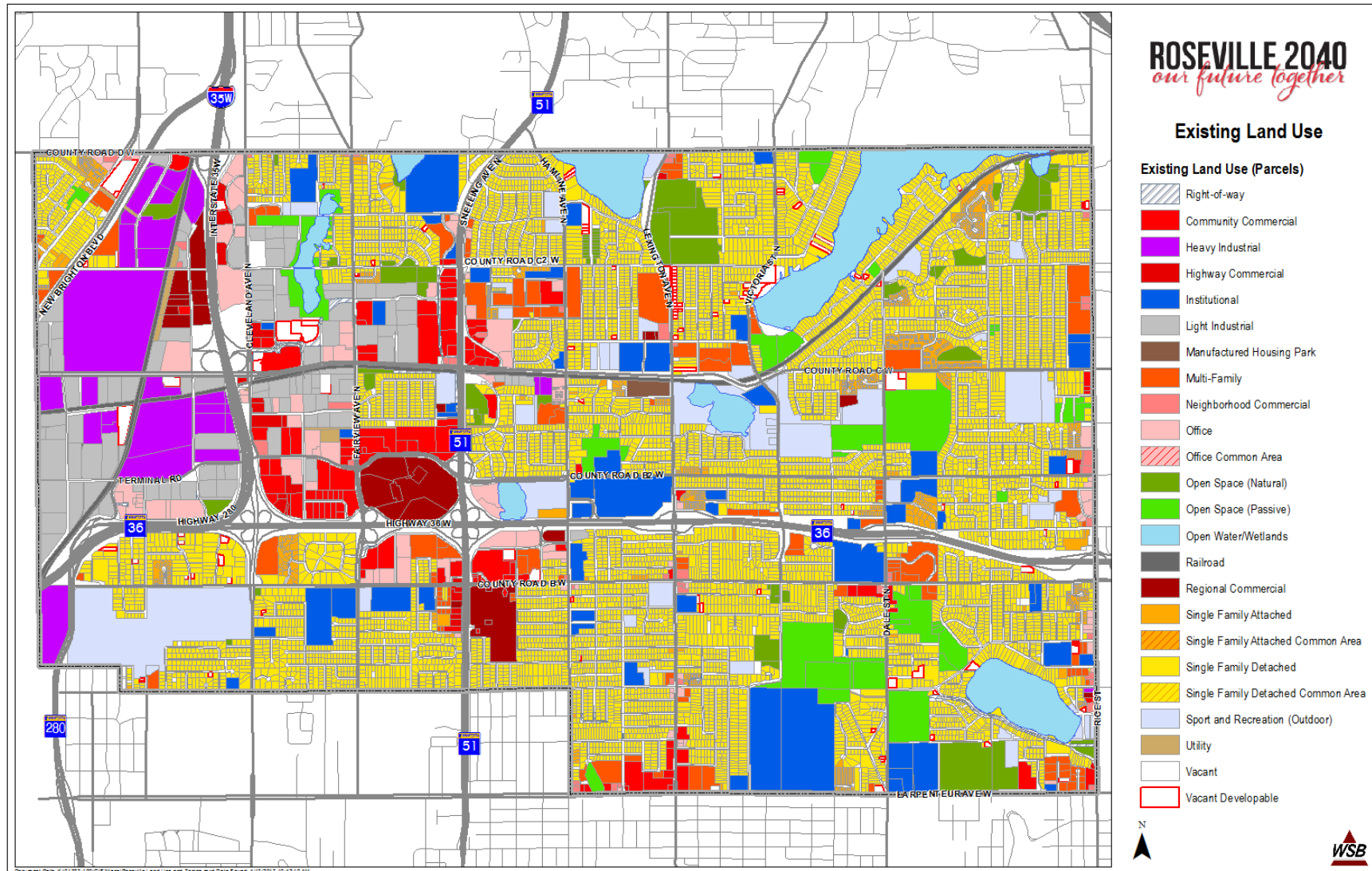
Existing land use can be thought of as what exists on the ground now, regardless of what has been planned or what zoning regulations exist. The most accurate depiction of what land uses currently exist in Roseville comes from the City's own geographic data to provide current land use types by acreage. [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.

TABLE 3-1 SOURCE: CITY OF ROSEVILLE

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	5.9%
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		8,984.00	

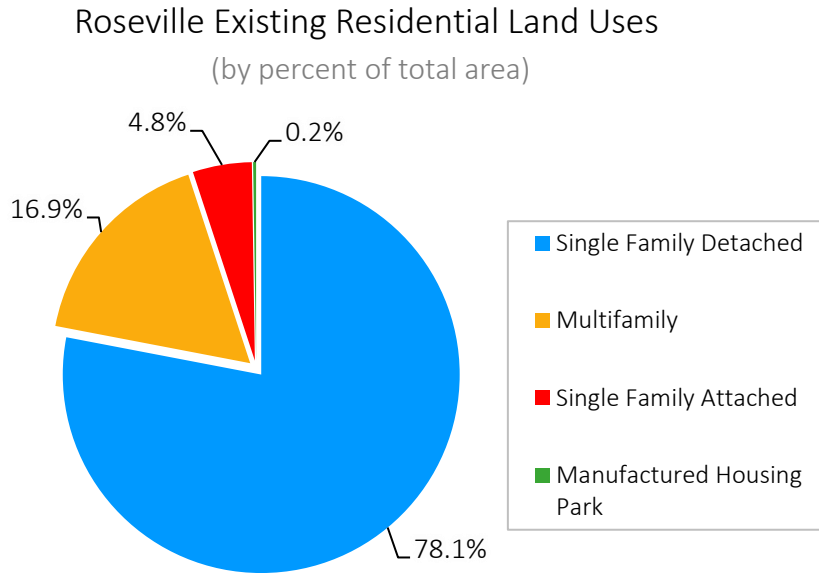
MAP 3-1 2016 EXISTING LAND USE (11 x 17 VERSION FOUND IN MAP 4-1, CHAPTER 4)



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.

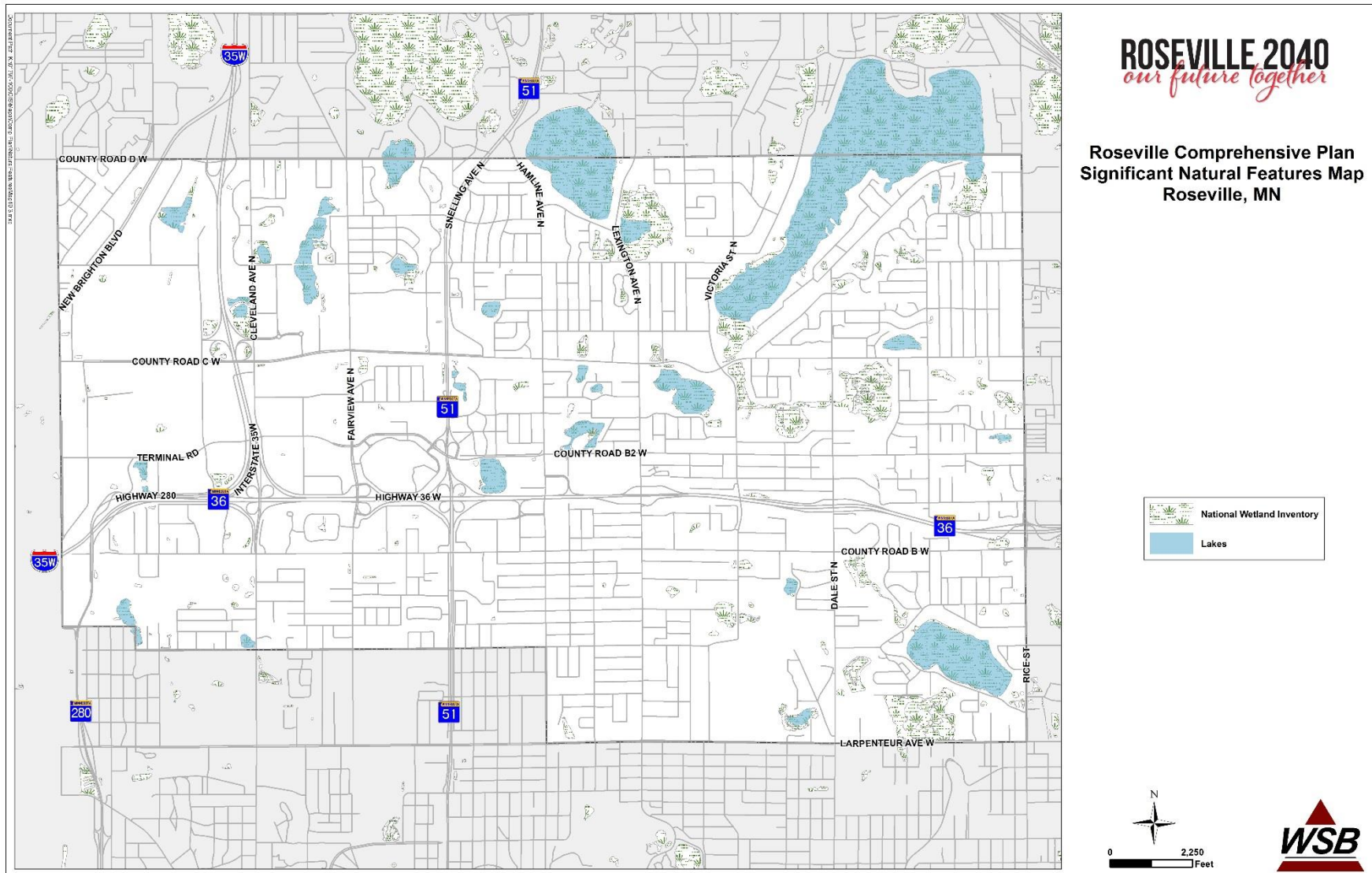
Existing Public Land Uses

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:

The said premises 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 has 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. [TABLE 3-2](#) 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.

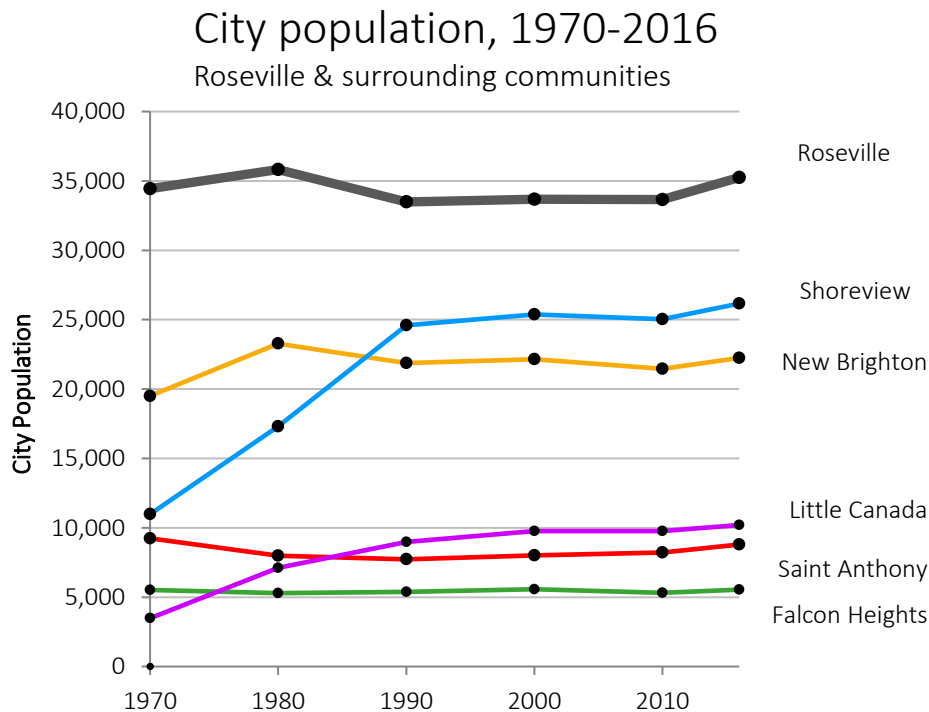
TABLE 3-2 SOURCE: MINNESOTA COMPASS AND US CENSUS BUREAU

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%

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.

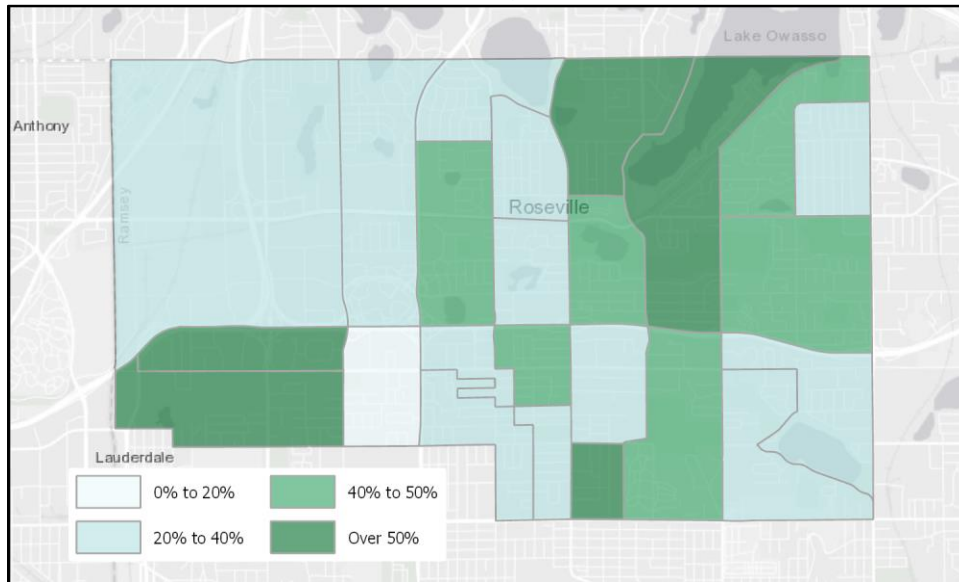
FIGURE 3-2 SOURCE: U.S. CENSUS 2010 AND AMERICAN COMMUNITY SURVEY (2015 ESTIMATES)



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.

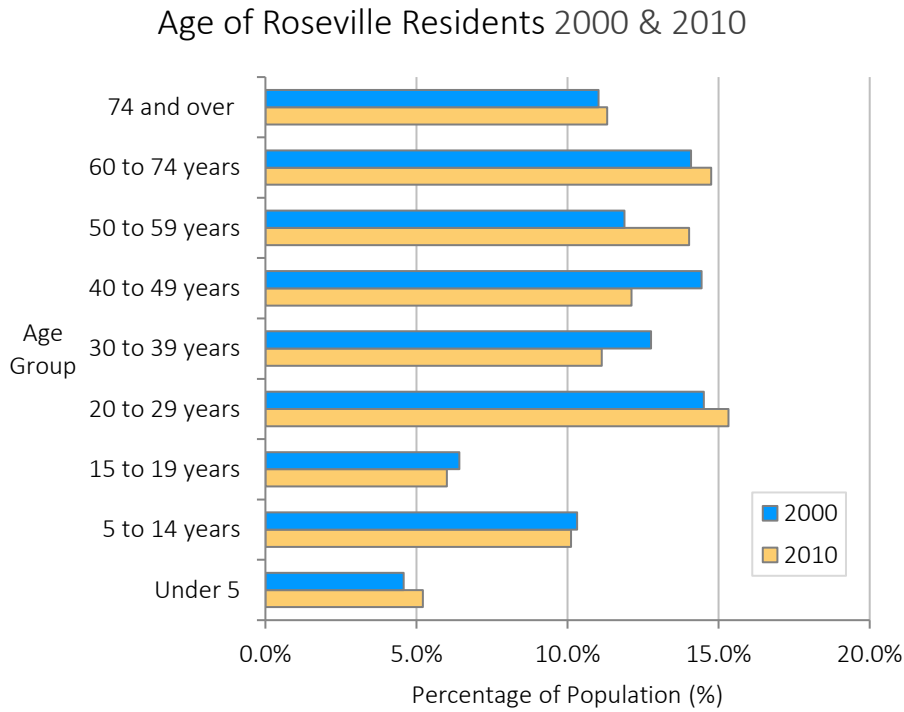
Map 3-3 PERCENTAGE OF THE POPULATION AGED 50 AND OLDER, BY CENSUS BLOCK GROUP
SOURCE: 2016 AMERICAN COMMUNITY SURVEY (5-YEAR ESTIMATES)



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)

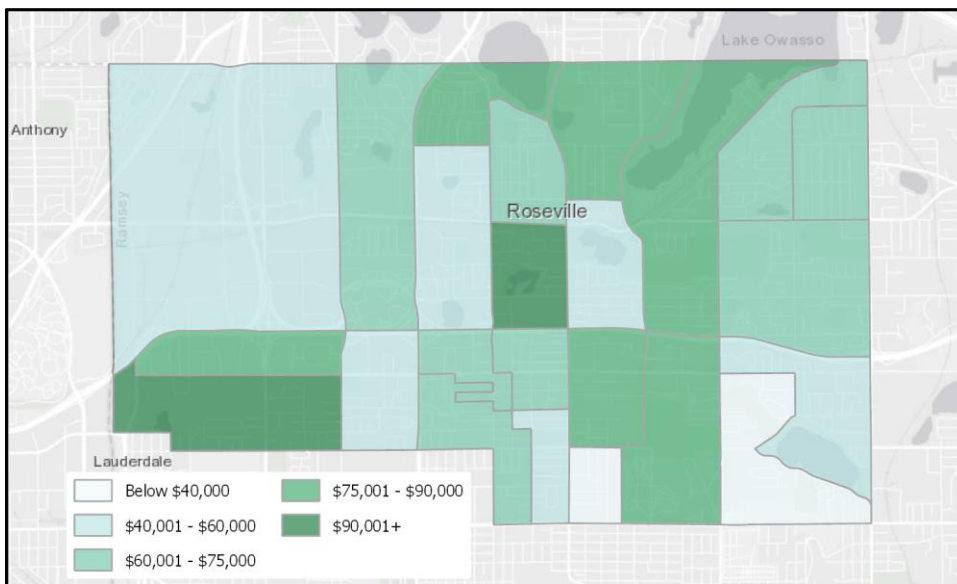


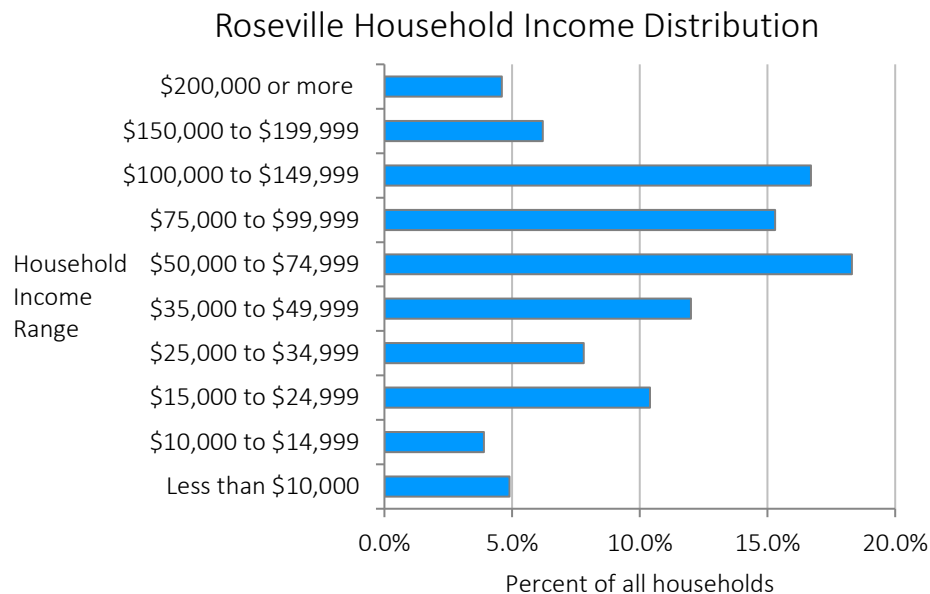
TABLE 3-3 SOURCE: 2015 AMERICAN COMMUNITY SURVEY (5-YEAR ESTIMATES)

	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

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.

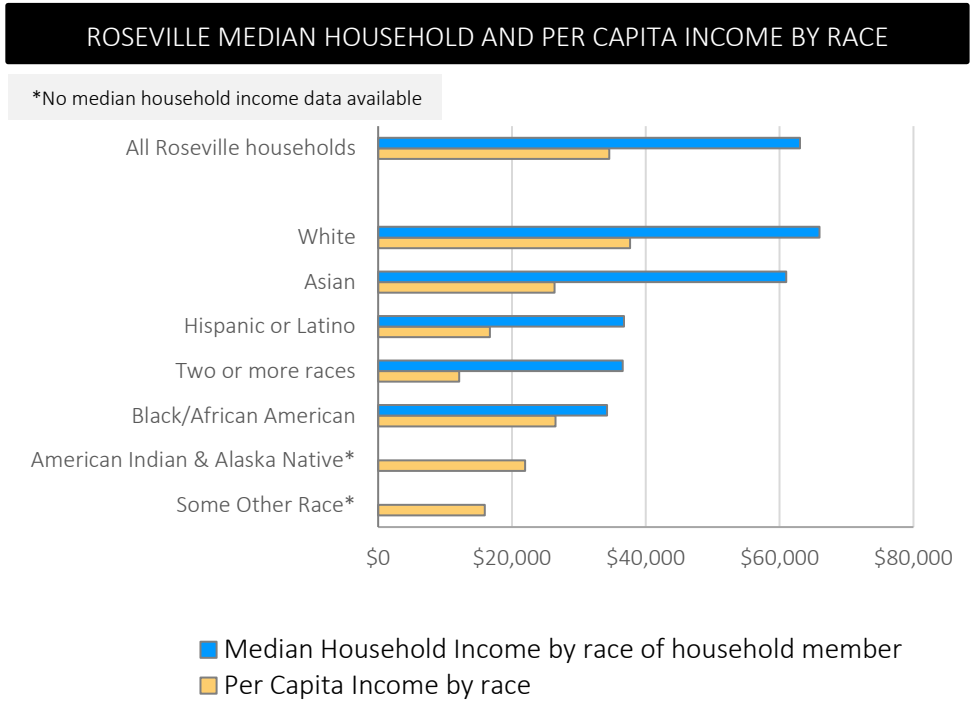
The range of Roseville household incomes is wide. Approximately 50 percent of households make between \$50,000 and \$150,000. About 39 percent of households make less than \$50,000, while 11 percent of households make more than \$150,000 (see [FIGURE 3-4](#)).

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

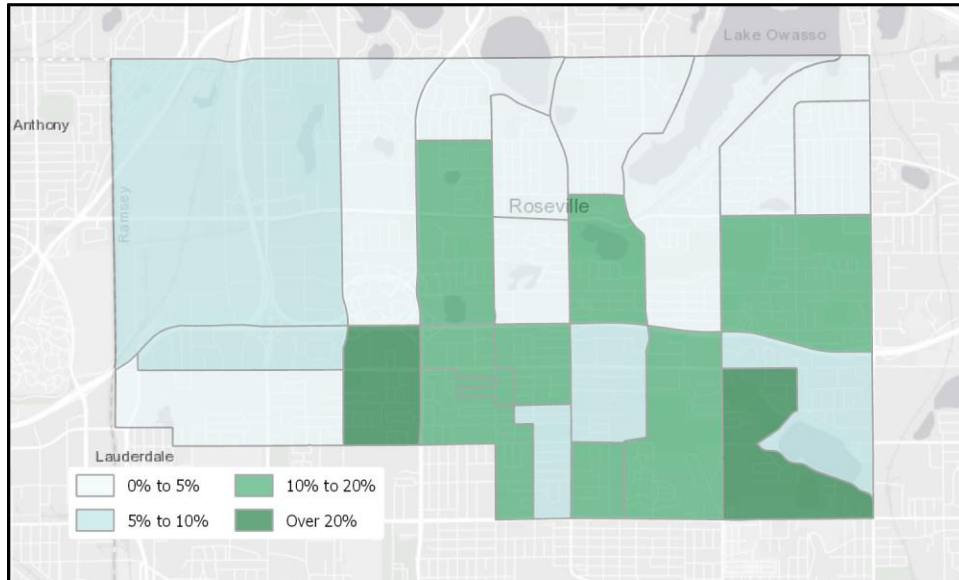
As shown in **TABLE 3-4**, the percentage of Roseville residents living below the poverty level is 11.5 percent, which is slightly lower than average compared to other surrounding communities. The percentage of Roseville residents living below the poverty level has increased significantly from a rate of 4.2 percent in 1999.

TABLE 3-4 SOURCE: 2015 AMERICAN COMMUNITY SURVEY (5-YEAR ESTIMATES)

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%

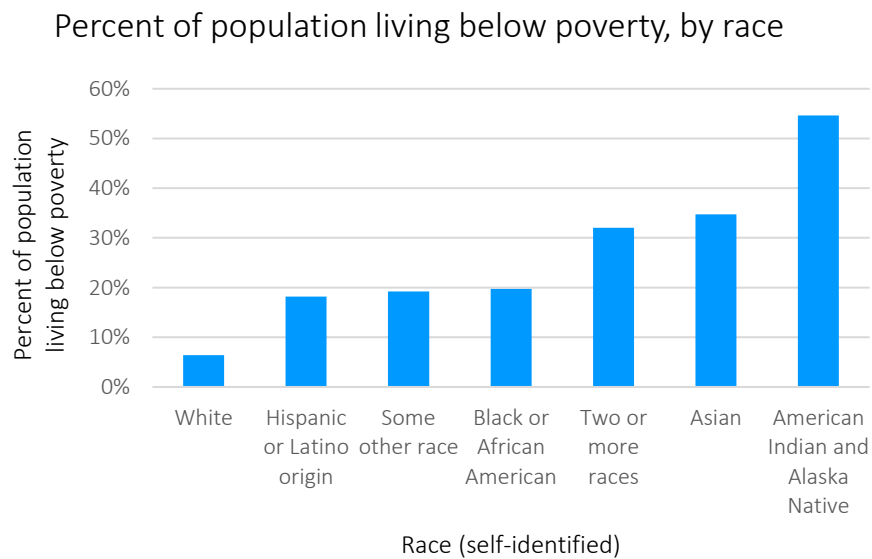
The geographic distribution of poverty in Roseville is shown in [MAP 3-5](#) below, expressed as the percentage of households living at or below the poverty level. This map is, as would be expected, a virtual opposite of [MAP 3-4](#).

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.

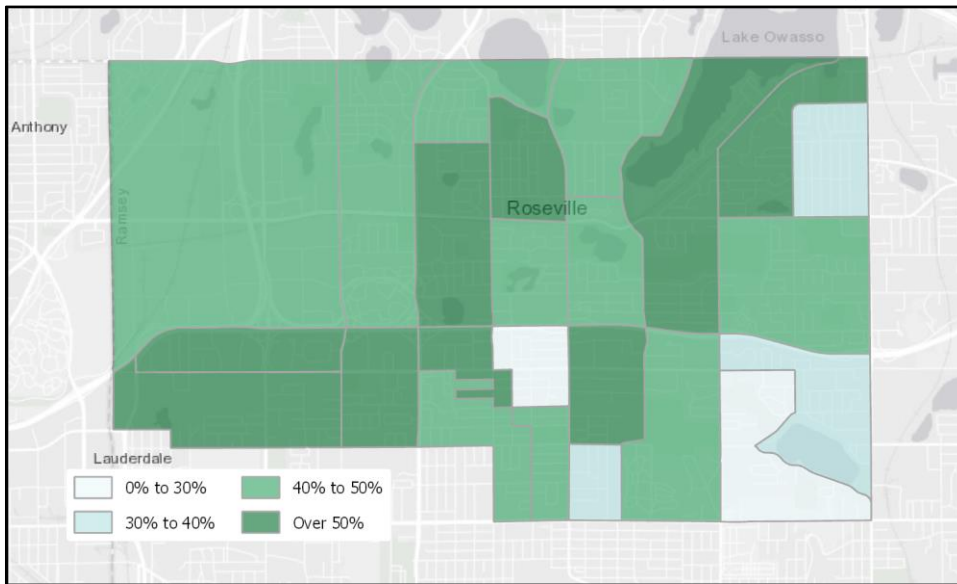
Figure 3-6 SOURCE: 2016 AMERICAN COMMUNITY SURVEY (5-YEAR ESTIMATES) EDUCATION



Educational Attainment

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.

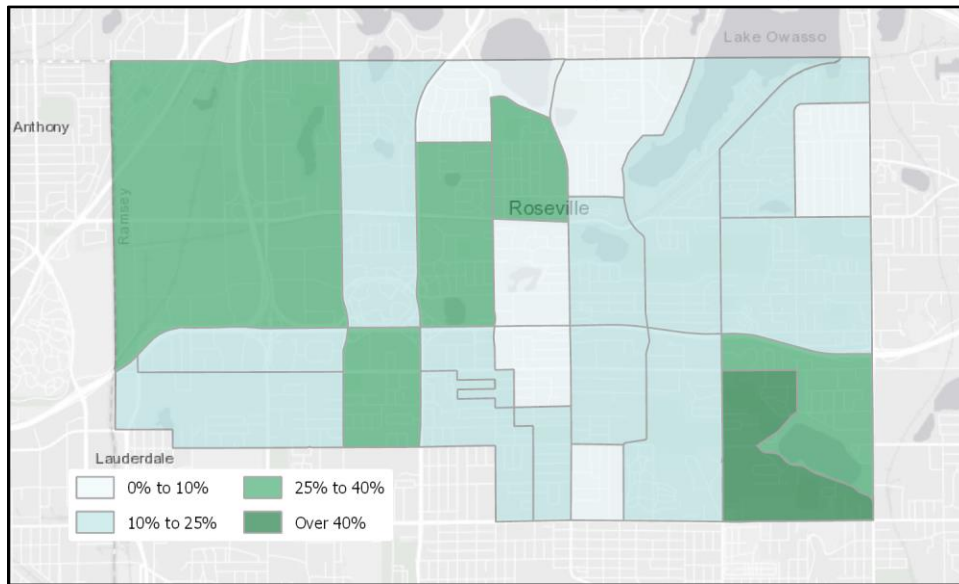
TABLE 3-5 SOURCE: 2015 AMERICAN COMMUNITY SURVEY (5-YEAR ESTIMATES)

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	18.8%
Associate's degree	8.5%
Bachelor's degree	25.9%
Graduate or professional degree	20.6%

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)



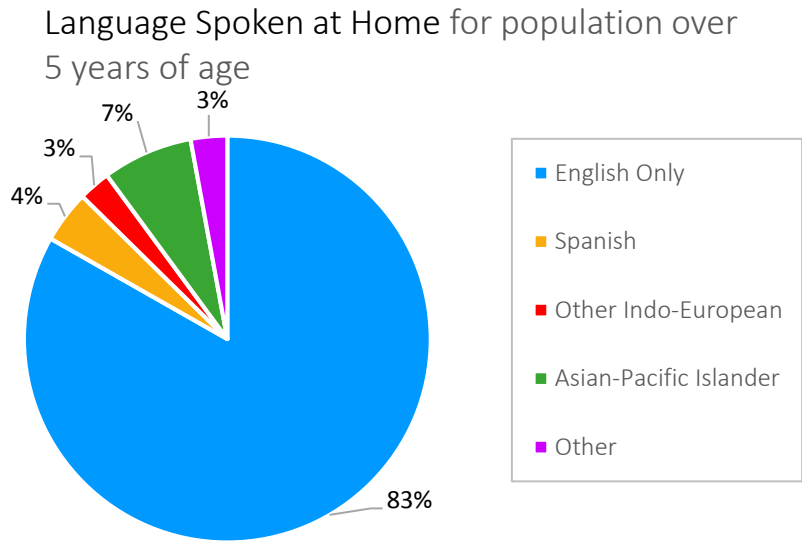
Similar to other nearby communities, Roseville is seeing an increase in racial diversity among its residents. From 2000 to 2010, the rate of non-white individuals in Roseville increased from 10.5 percent to 20.7 percent ([TABLE 3-6](#)). If regional trends for urban communities continue, it is anticipated 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.

TABLE 3-6. SOURCE: 2010 US CENSUS

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	100.0%

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 42 percent of the area of the city.

TABLE 3-7 SOURCE: 2016 METROPOLITAN COUNCIL HOUSING STOCK ESTIMATES

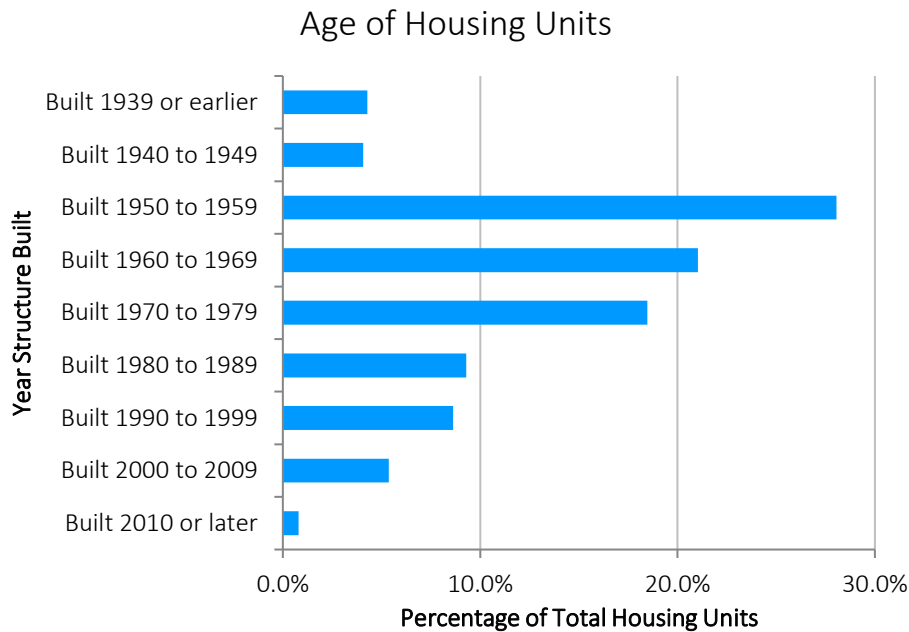
Roseville Housing Units by Housing Type

<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 Quadruplex	246	1.6%
Multifamily (5 units or more)	5,841	37.0%
2016 Total	15,776	

Single-family detached is by far the most dominant type of housing unit within Roseville (TABLE 3-7), 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).

FIGURE 3-9 DATA SOURCE: AMERICAN COMMUNITY SURVEY (2015 ESTIMATES)

Occupied Housing by Tenure



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.

TABLE 3-8 SOURCE: QUARTERLY CENSUS OF EMPLOYMENT AND WAGES, MN DEPARTMENT OF EMPLOYMENT AND ECONOMIC DEVELOPMENT.

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

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.

TABLE 3-9 SOURCE: 2010 US CENSUS AND METROPOLITAN COUNCIL FORECASTS

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	2.24	15,245	37,452
2020	36,000	2.24	15,300	37,300
2030	36,200	2.19	15,700	38,300
2040	36,700	2.17	16,100	39,300
Overall Change from 2016	+864	-0.07	+855	+1,848

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 lenses 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

Chapter 4 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**.
- 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.

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.

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 A. 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
 - Desire for 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 the west side of 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.

TABLE 4-1 EXISTING LAND USE. SOURCE: CITY OF ROSEVILLE, 2016

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	5.9%
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		8,984.13	100.0%

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/Highway 280 corridor. Office complexes are also found within the industrial areas, as well as along Highway 36 and within the Twin Lakes redevelopment area.

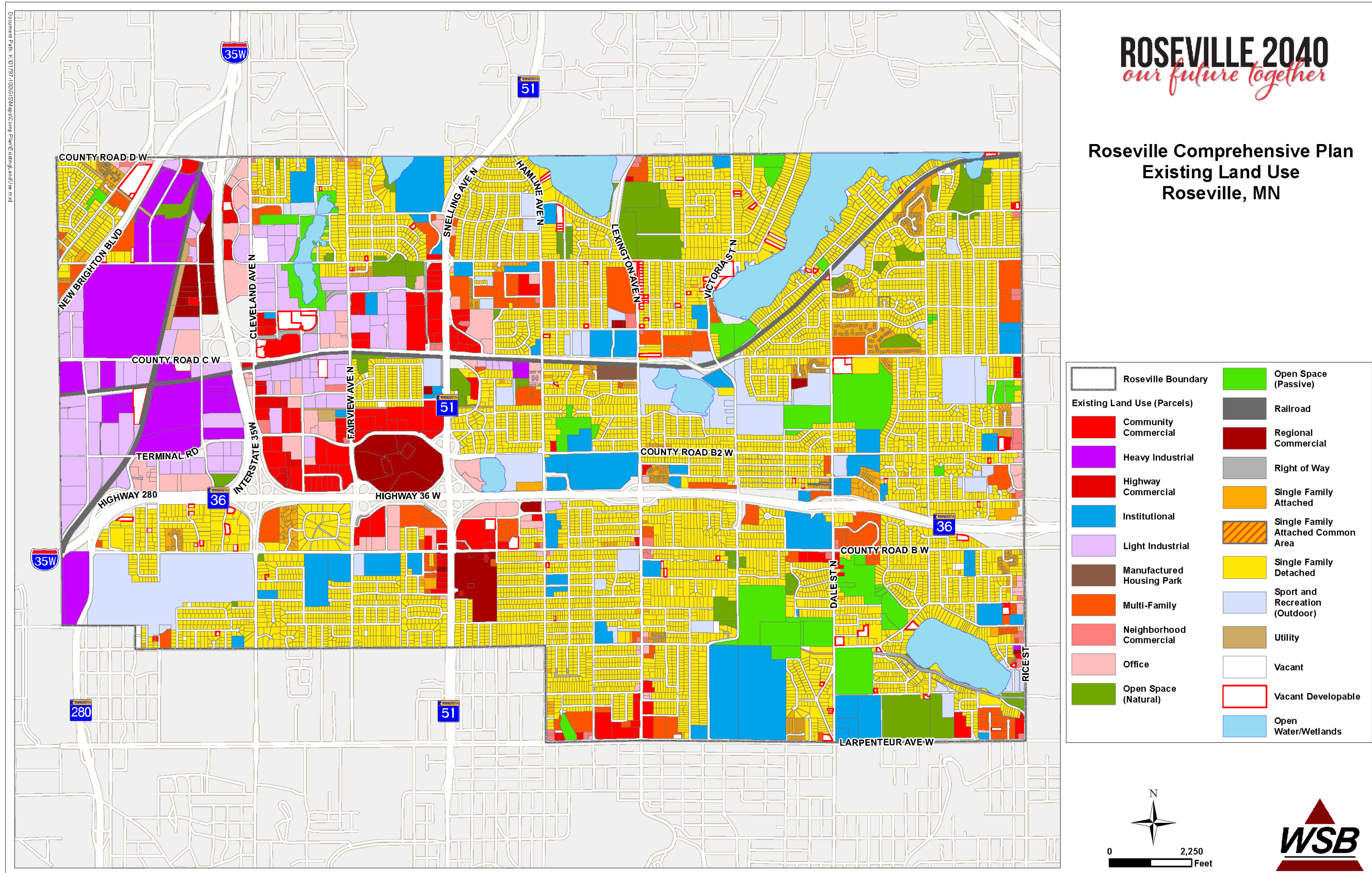
Parks, Open Space, and Natural Features

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.

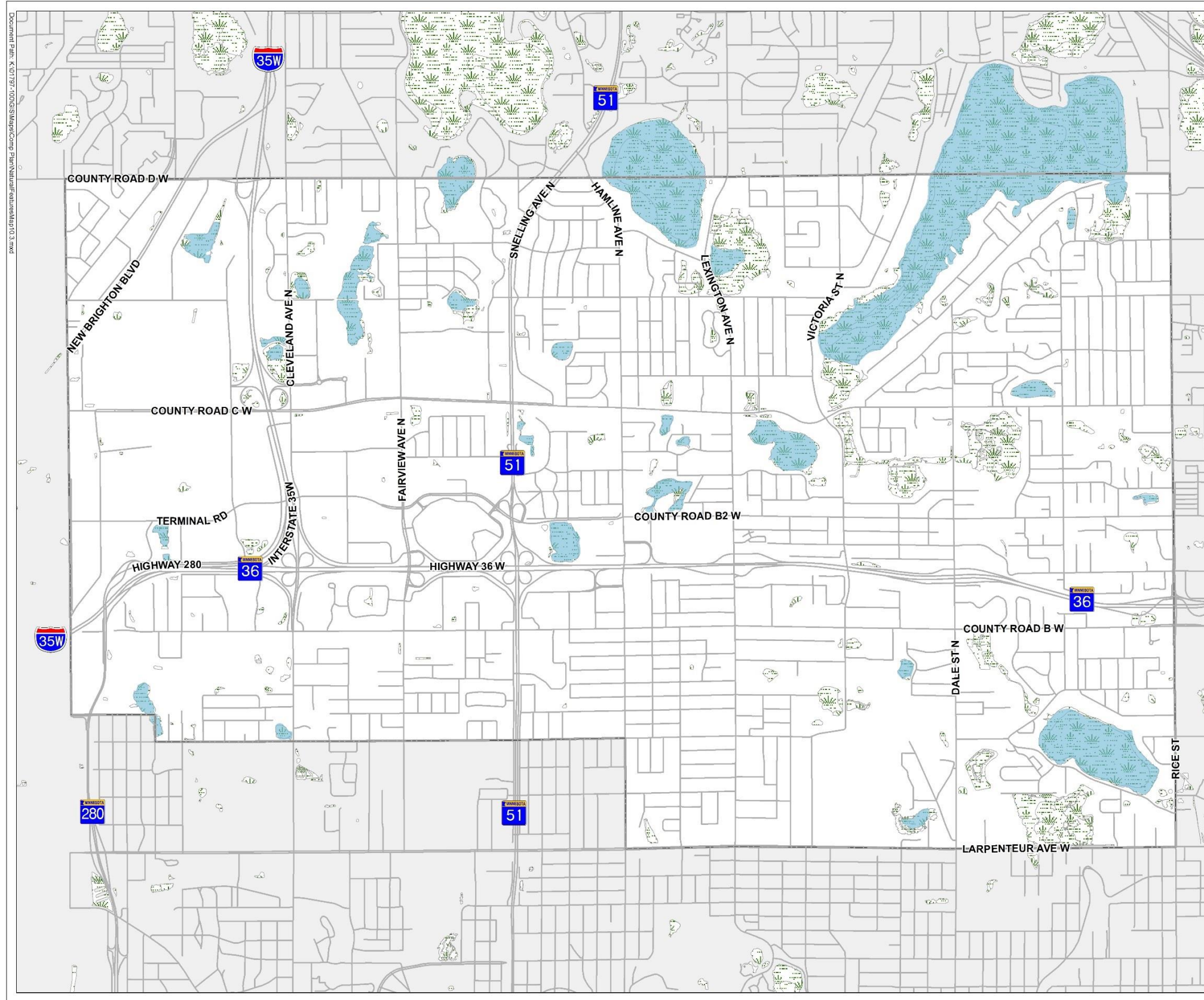
[MAP 4-2](#) shows Roseville's wetlands as included in the National Wetland Inventory. These natural features are an important part of the character of Roseville and are largely preserved in parks and public land areas.

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MAP 4-1 EXISTING LAND USE. SOURCE, CITY OF ROSEVILLE GIS, 2016.



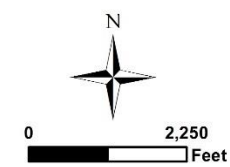
MAP 4-2 LAKES AND WETLANDS



ROSEVILLE 2040
our future together

**Roseville Comprehensive Plan
 Significant Natural Features Map
 Roseville, MN**

	National Wetland Inventory
	Lakes



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.

TABLE 4-2 ROSEVILLE FORECAST, 2010-2040. SOURCE: 2010 U.S. CENSUS & METROPOLITAN COUNCIL ESTIMATES AND FORECASTS.

Forecast Year	Population	Persons per Household	Households	Employment
2010 (US Census)	33,660	2.30	14,623	35,104
2016 (estimate)	35,836	2.24	15,245	37,452
2020	36,000	2.24	15,300	37,300
2030	36,200	2.19	15,700	38,300
2040	36,700	2.17	16,100	39,300
<i>Overall Change from 2016</i>	700	-0.07	+855	+1,848

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 landscape 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:</u> medium to large</p> <p><u>Intensity:</u> medium to high</p> <p><u>Transportation considerations:</u> sidewalks, trails, connections to multi-modal facilities</p>	High-density residential land uses include multifamily 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 to 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 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
MU-3	Corridor Mixed-Use	<p><u>Density:</u> 13–36 dwelling units/acre</p> <p><u>Uses:</u> High-density residential, commercial, office, civic, parks and open space</p> <p><u>Residential requirement:</u> 10%</p> <p><u>Scale:</u> medium</p> <p><u>Intensity:</u> high</p> <p><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>
MU-4	Core Mixed-Use	<p><u>Density:</u> 20–36 dwelling units/acre</p> <p><u>Uses:</u> High-density residential, commercial, office, shopping centers</p> <p><u>Residential requirement:</u> 10%</p> <p><u>Scale:</u> large</p> <p><u>Intensity:</u> high</p> <p><u>Transportation considerations:</u> access to multi-modal 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 (I-35W and 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 greater 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>

Code	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 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 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, 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 the low-density residential areas that traditionally surround them.

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.

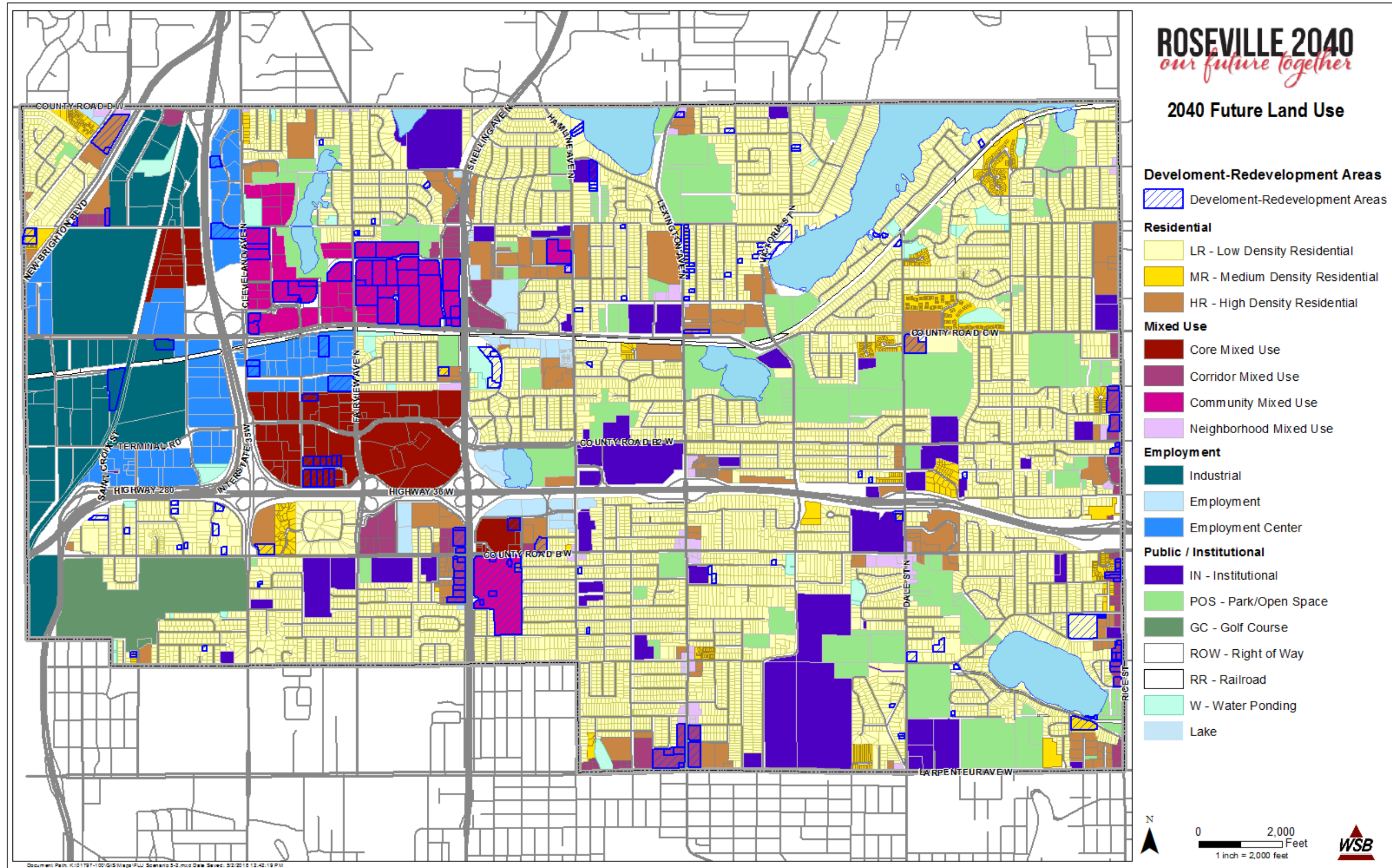
TABLE 4-4 FUTURE LAND USE CATEGORY BY LAND AREA

2040 Land Use Category	Total Acres	Percent of Total Land Area (%)
Low-Density Residential	3,109	42.60%
Medium-Density Residential	171	2.35%
High-Density Residential	718	9.84%
Neighborhood Mixed-Use	44	0.6%
Community Mixed-Use	264	3.62%
Corridor Mixed-Use	136	1.86%
Core Mixed-Use	280	3.83%
Employment	88	1.21%
Employment Center	349	4.78%
Industrial	512	7.01%
Institutional	527	7.22%
Parks and Open Space	778	10.66%
Golf Course	157	2.15%
Right-of-Way	31	0.42%
Railroad	61	0.84%
Water	74	1.02%
Total	7,299	100%

There are some apparent discrepancies in the amounts of right-of-way area depicted in land use tables in the Plan. 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 (i.e. Utility areas and others); 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.

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MAP 4-3 2040 FUTURE LAND USE PLAN WITH LIKELY REDEVELOPMENT AREAS



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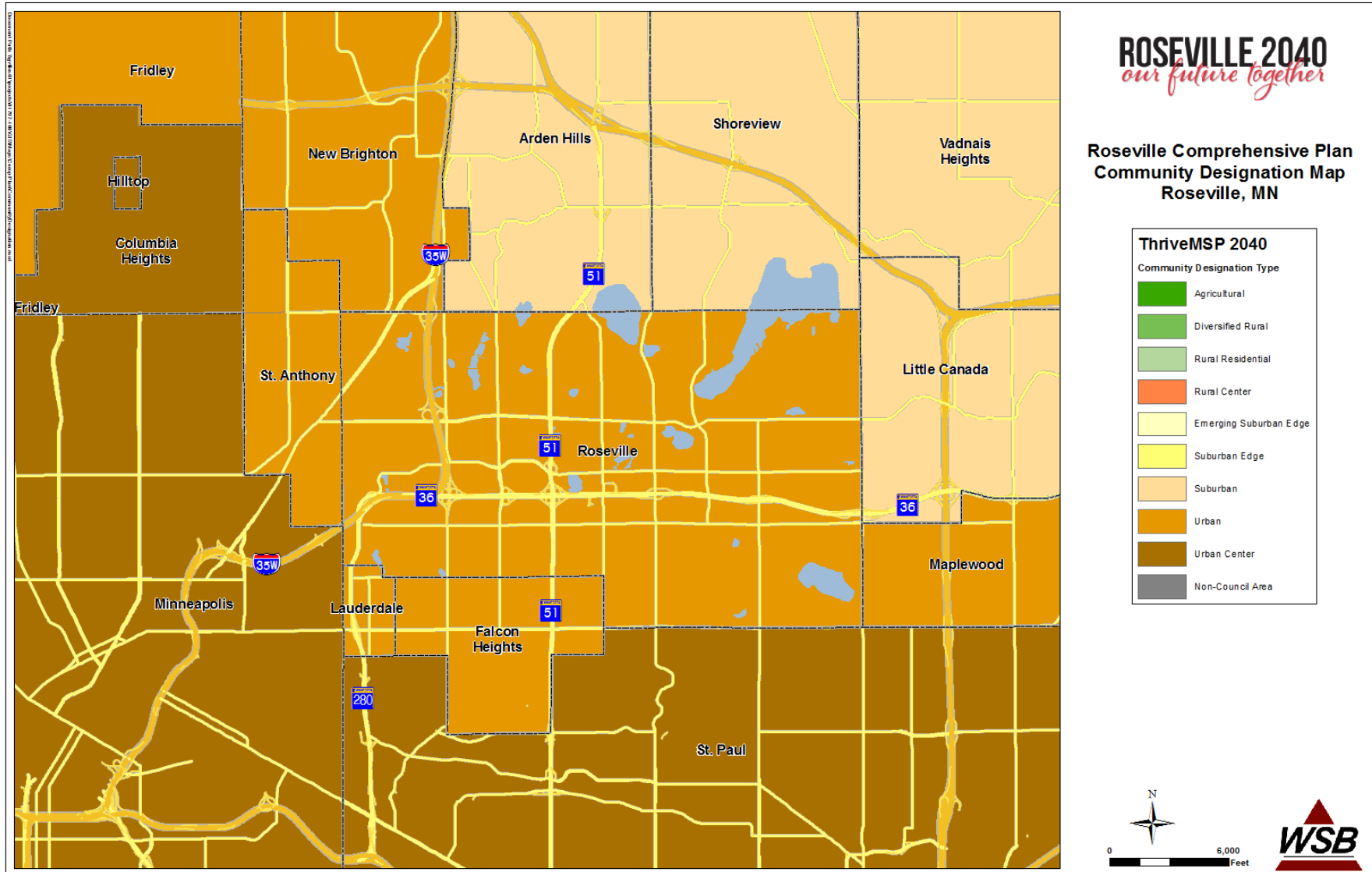
Regional Context: Community Designation

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 the box below, 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 4-3](#) and they 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 4-3](#). [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 average 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.

TABLE 4-5 RESIDENTIAL GROWTH POTENTIAL BASED ON FUTURE LAND USE DESIGNATIONS AND REDEVELOPMENT AREAS.

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						

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.

TABLE 4-6 POTENTIAL EMPLOYEE YIELD IN NON-RESIDENTIAL FUTURE LAND USE CATEGORIES

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

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 [MAP 4-3](#) 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 evenly between the 2020 – 2030 and 2030 – 2040 decades. This pattern is reflected in [TABLE 4-7](#).

TABLE 4-7 REDEVELOPMENT STAGING TABLE

	Land Use Type	TOTAL Dev. Acres	Acres now-2030	Acres 2031-2040	Density Range			Yield %	Minimum	Minimum	TOTAL	Midpoint	Midpoint	TOTAL
					2030	2040	Minimum		2030	2030	Midpoint			
					Units	Units	Units		Units	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

Community Designation Density	11.21
Total expected housing units	1,116
Units considered affordable (> 12 du/ac in 2021-2030 decade)	245

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 9: Resilience and Environmental Protection. 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.



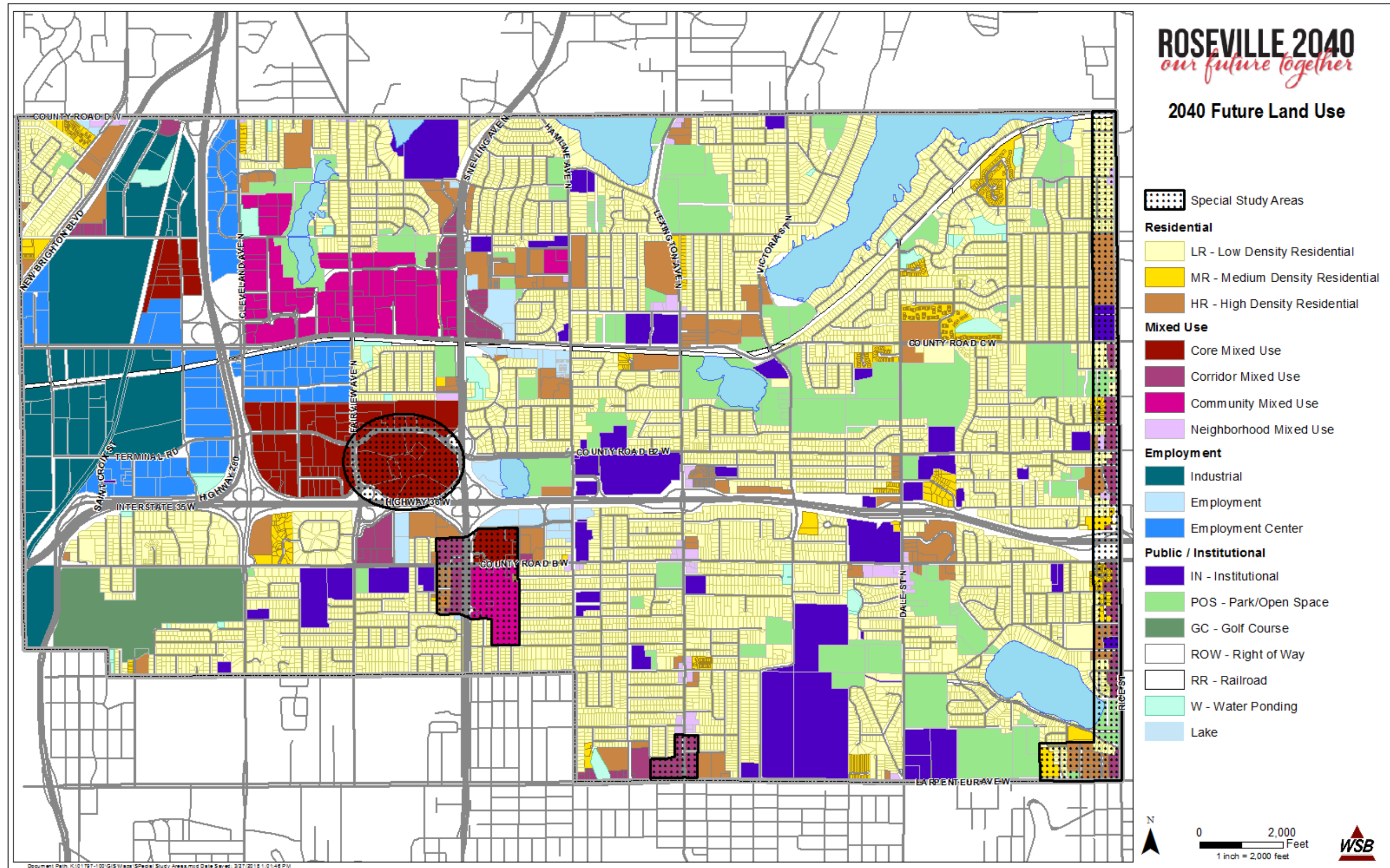
The western area of the city, with its largely developed industrial, commercial, and business parks, have the best solar potential, as it contains fewer trees and larger areas of uninterrupted solar access. According to data from the Metropolitan Council, the current gross solar energy generation potential 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 Chapter 9 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-Larpenieur area, is being studied as part of a separate process. That study, the Rice-Larpenieur Gateway Area Vision Plan, is included as Appendix B of this Plan. Ideas and possibilities for others, including Rosedale, HarMar, and the commercial area at Lexington and Larpenieur, 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



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4. GOALS AND STRATEGIES

Several of the Citywide goals 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 to 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, not only so that 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.
- ⑤ • 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.
- ④ • 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 community.
- 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.
- ④ ***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.

Strategies:

- 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.

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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 FOOD TRUCKS

Areas of the parking lot that are empty during certain times could be used for seasonal or more regular food truck events. This is a great way for small businesses to get introduced to the area while livening up portions of the site that are often dead space between the street and the shops inside the building. This could include just a couple spaces reserved for one truck, several spaces open to multiple trucks, or a large space for umbrellas, chairs and tables for people to sit at while they eat their food during warmer weather. This requires no permanent infrastructure as the trucks and furniture are all mobile.



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.



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 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.



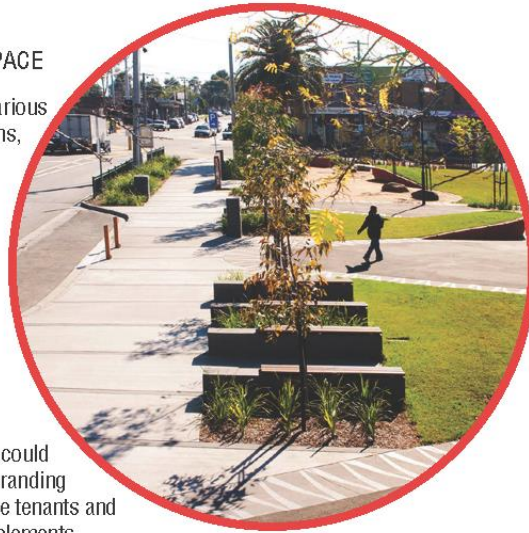
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LEXINGTON-LARPENTEUR ROSEVILLE CENTER

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.



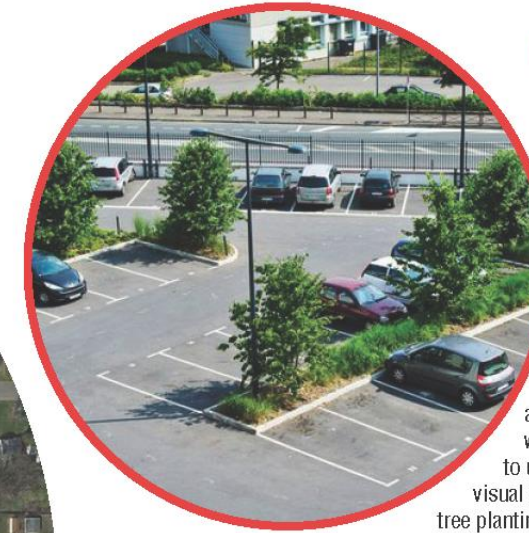
2 ACTIVE PLAYGROUND

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



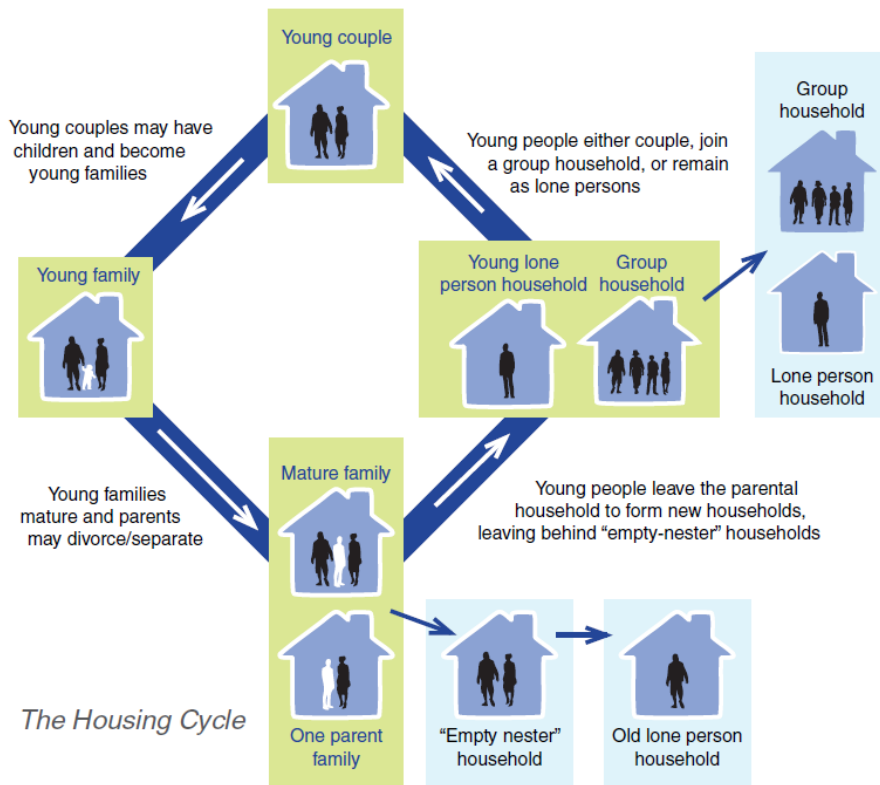
Strategic tree planting wherever possible can provide both shade for parked cars and to minimize the urban heat island effect of the large expanses of paved surfaces. This will provide a range of benefits to users and enhancing the visual appeal of HarMar Mall.

CHAPTER 5: HOUSING

This housing plan includes the following information:

1. Background
2. What We Heard
3. Citywide Objectives
4. Existing Housing Affordability
5. Existing Housing Needs
6. Goals and Strategies

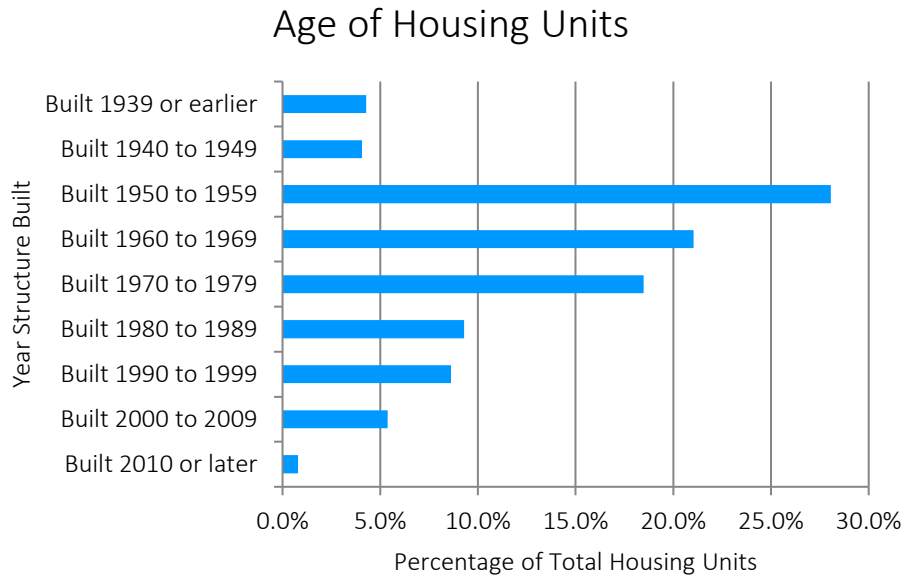
Housing and neighborhoods form the core of Roseville’s identity. The City places a high priority on ensuring that people can make Roseville their home at any stage of their life. Therefore, the City must plan for a diverse range of housing options for a diverse mix of family types, ages, and economic 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. 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

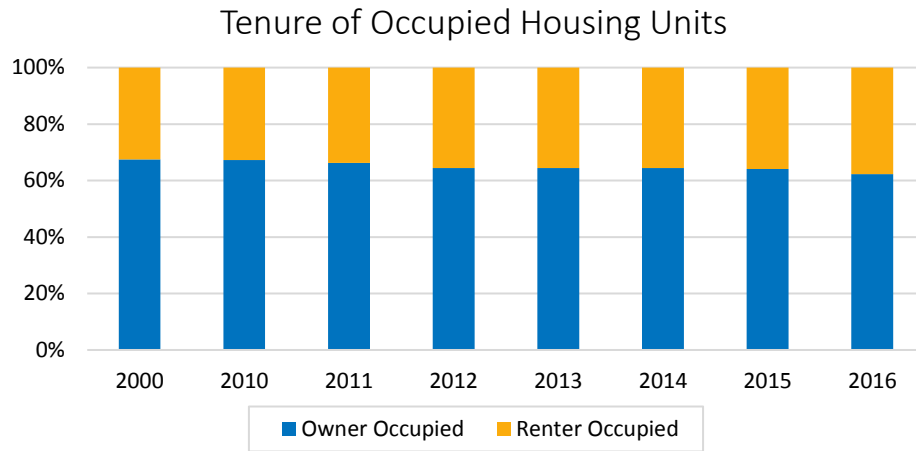
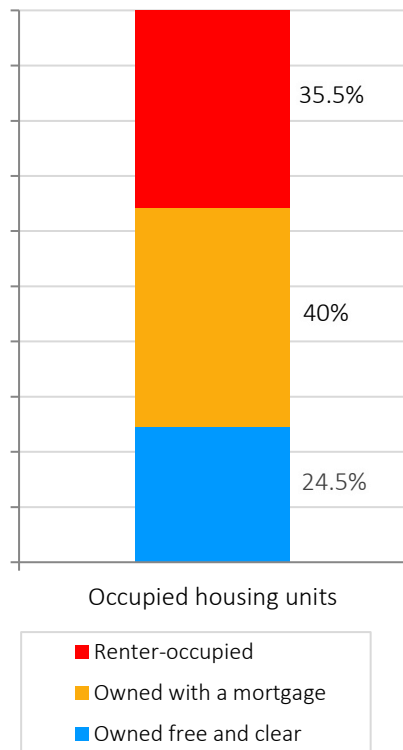


FIGURE 5-3 SOURCE: AMERICAN COMMUNITY SURVEY 2015 ESTIMATES

Occupied Housing Units by Tenure



New housing construction since the year 2000 demonstrates why this ratio has changed. Several large multifamily 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 multifamily 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

Data Source: Metropolitan Council building permit data.

Note: In 2004, Multifamily classification was changed from 3 or more units to 5 or more units. No Duplex (pre-2004) nor Duplex/Triplex/Quad (post-2004 buildings) were built during the data period.

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.

FIGURE 5-4 SOURCE: AMERICAN COMMUNITY SURVEY 2015 ESTIMATES

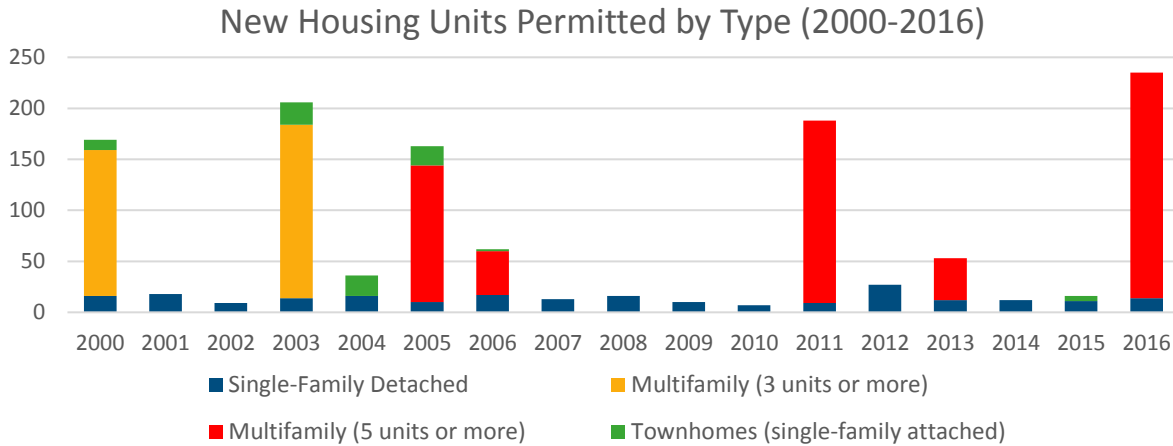
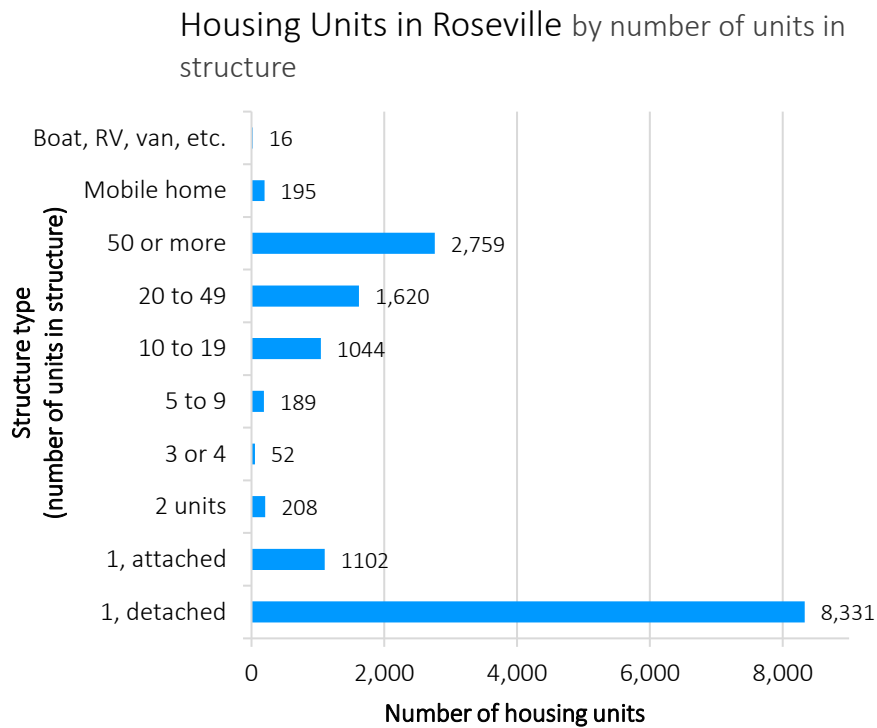


FIGURE 5-5 SOURCE: ACS 2011-2015 ESTIMATES

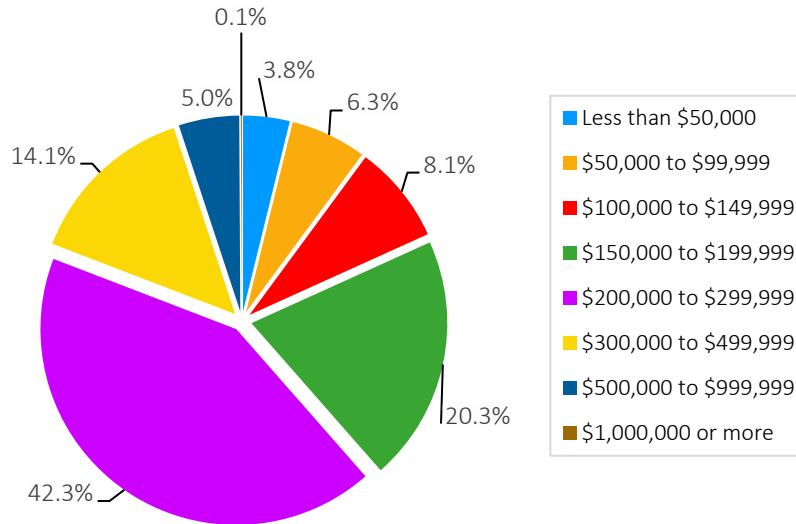


As shown in FIGURE 5-6, nearly 62 percent of the City’s owner-occupied housing (including single-family) is valued at over \$200,000, with the largest share (42 percent) falling in the value category between \$200,000 and \$300,000.

Approximately 18 percent of the owner-occupied housing stock is valued below \$150,000.

FIGURE 5-6 SOURCE: ACS 2011-2015 ESTIMATES

Value of Housing Units for owner-occupied housing



Data source: ACS 2010-2014 Estimates

~~2013~~2018 Housing ~~Study~~Needs Assessment and Recent Construction

~~In 2013, a Comprehensive Multifamily 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 housing³; 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.~~

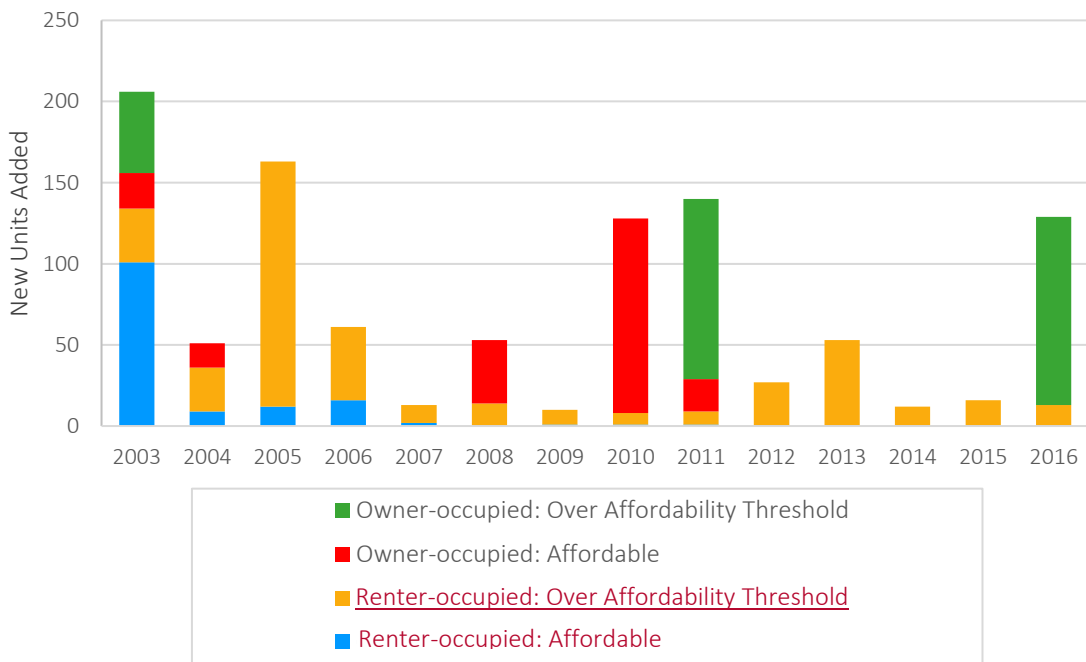
³The Department of Housing and Urban Development defines affordable housing as housing where total housing costs at or below 30 percent of gross annual income.

- ~~Between 2013 and 2025, demand exists for:~~
 - ~~187 units of affordable rental units~~
 - ~~126 units of subsidized rental~~
 - ~~271 market rate rental~~
 - ~~217 units of for-sale multifamily~~
 - ~~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.~~

Examining recent construction information, there has been little in the way of new affordable housing built in the City since 2006. 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.

FIGURE 5-7 SOURCE: METROPOLITAN COUNCIL

Affordability of New Units Added (2003-2016)



In October, 2018 a Draft Comprehensive Housing Needs Assessment was prepared by Maxfield Research, Inc. for the City of Roseville. The study projects demand from 2018 to 2030, identifies the potential for a variety of housing types in the City, and provides some recommended development priorities.

The Maxfield study included an examination demographics, employment trends, existing housing characteristics and analyses of the rental, senior and for-sale housing markets. Some of the study's key findings which are relevant to this Comprehensive Plan include:

- Approximately 38% of all households in Roseville were persons living alone in 2016. The second highest percentage of households were married couples without children (26%).
- There is pent-up demand for rental housing types based on very low vacancy rates. Vacancy rates for rental buildings were: 1.3% for market rate; 0.0% for affordable and 0.0% for subsidized.
- Due to the age and positioning of Roseville's rental stock, an estimated half of the total market rate units function as affordable housing. Thus, older market-rate buildings indirectly meet the need for housing that is affordable to moderate-income households.
- Assisted-living facilities (including memory care) have vacancy rates that indicate some softness in the market; caution should be exercised in adding significantly more units in these categories.
- The median list price of homes for sale in Roseville was \$299,950 in September 2018. At this level, a household would need an income of about \$85,700 to \$99,985 (based on an industry standard of 3.0 to 3.5 times the median income) to afford such a home. About 44% of Roseville non-senior households have annual incomes at or above \$85,700.
- Of the single-family homes listed for sale in September 2018, none were listed below the price of \$200,000. In comparison, 52% of listed multifamily homes were listed below \$200,000 of which 24% were priced at \$99,999 or lower.
- Between 2018 and 2030, demand exists for:
 - 121 affordable rental units
 - 70 units of subsidized rental
 - 319 units of market rate rental
 - 214 units of for-sale multifamily
 - 882 units of housing specifically for seniors (by 2023) in varying housing types, largely focused on active adults (55+)

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 multifamily 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

Kick-Off Meeting

At the public kick-off meeting held on March 7, 2017, several common themes emerged that helped inform the housing chapter²:

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

Online Survey³

When asked what the 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 City⁴. Highlights of the specific needs and challenges that were raised during those meetings included:

² 71 attendees signed in at this meeting

³ A total of 527 responses to the online survey were received.

⁴ A total of six people attended the housing focus group; attendees included five residents and one representative from Local Initiatives Support Corporation (LISC).

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

3. CITYWIDE OBJECTIVES

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

Roseville housing meets community needs

1. Develop a coordinated housing strategy for the City.
2. Provide mechanisms that encourage the development of a wide range of housing that meets regional, state, and national standards for affordability.
3. Implement programs that result in safe and well-maintained properties.
4. Establish public-private partnerships to ensure life-cycle housing throughout that City 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.

4. 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
<p>* = 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.</p> <p>** = 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.</p>		

According to the Metropolitan Council’s 2016 housing assessment, of the 15,776 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).

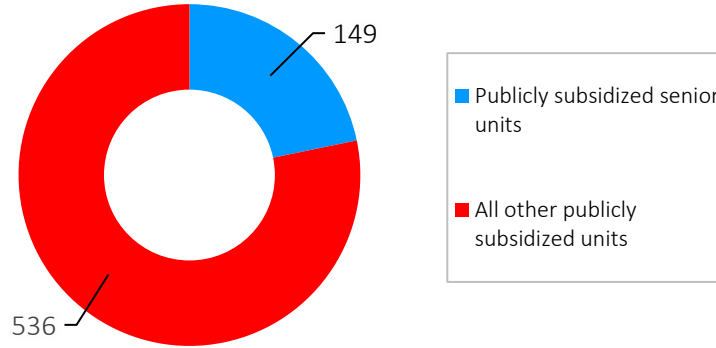
FIGURE 5-8 SOURCE: METROPOLITAN COUNCIL 2016 HOUSING ASSESSMENT FOR ROSEVILLE, WHICH IS BASED ON A COMBINATION OF REGIONAL HOUSING STOCK ESTIMATES AND ADJUSTED ACS 2011-2015 ESTIMATES.



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](#).

FIGURE 5-9 SOURCE: METROPOLITAN COUNCIL 2016 HOUSING ASSESSMENT FOR ROSEVILLE

Publicly subsidized housing units
by target population



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

TABLE 5-1 SOURCE: METROPOLITAN COUNCIL EXISTING HOUSING ASSESSMENT 2016

	Existing Affordable Units			Total Affordable Units
	≤ 30% AMI	> 30 - 50% AMI	> 50 - 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%

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.

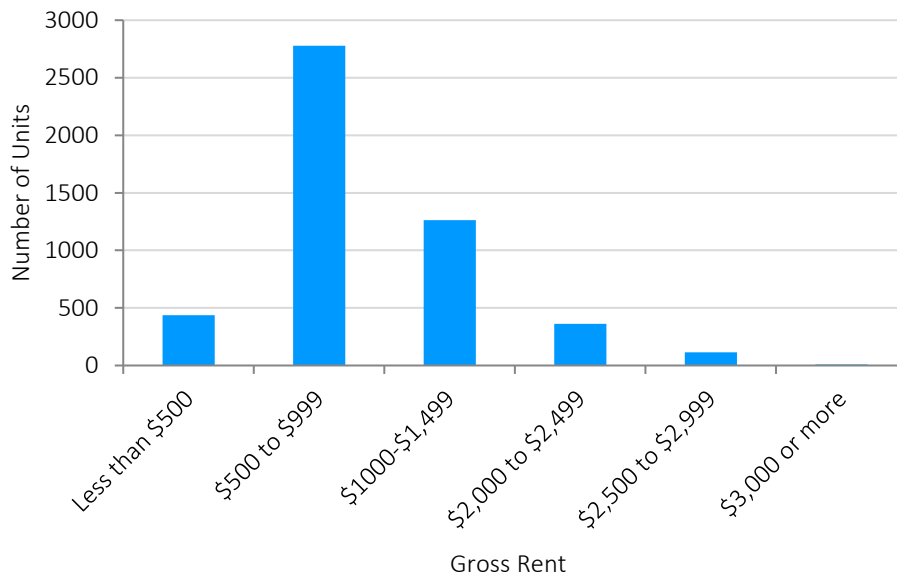
This “naturally occurring” affordable rental housing is a significant feature of Roseville’s affordable housing landscape, but also presents a significant challenge

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.

FIGURE 5-10 SOURCE: AMERICAN COMMUNITY SURVEY 2011-2015 ESTIMATES

Gross Rent Distribution for occupied rental units



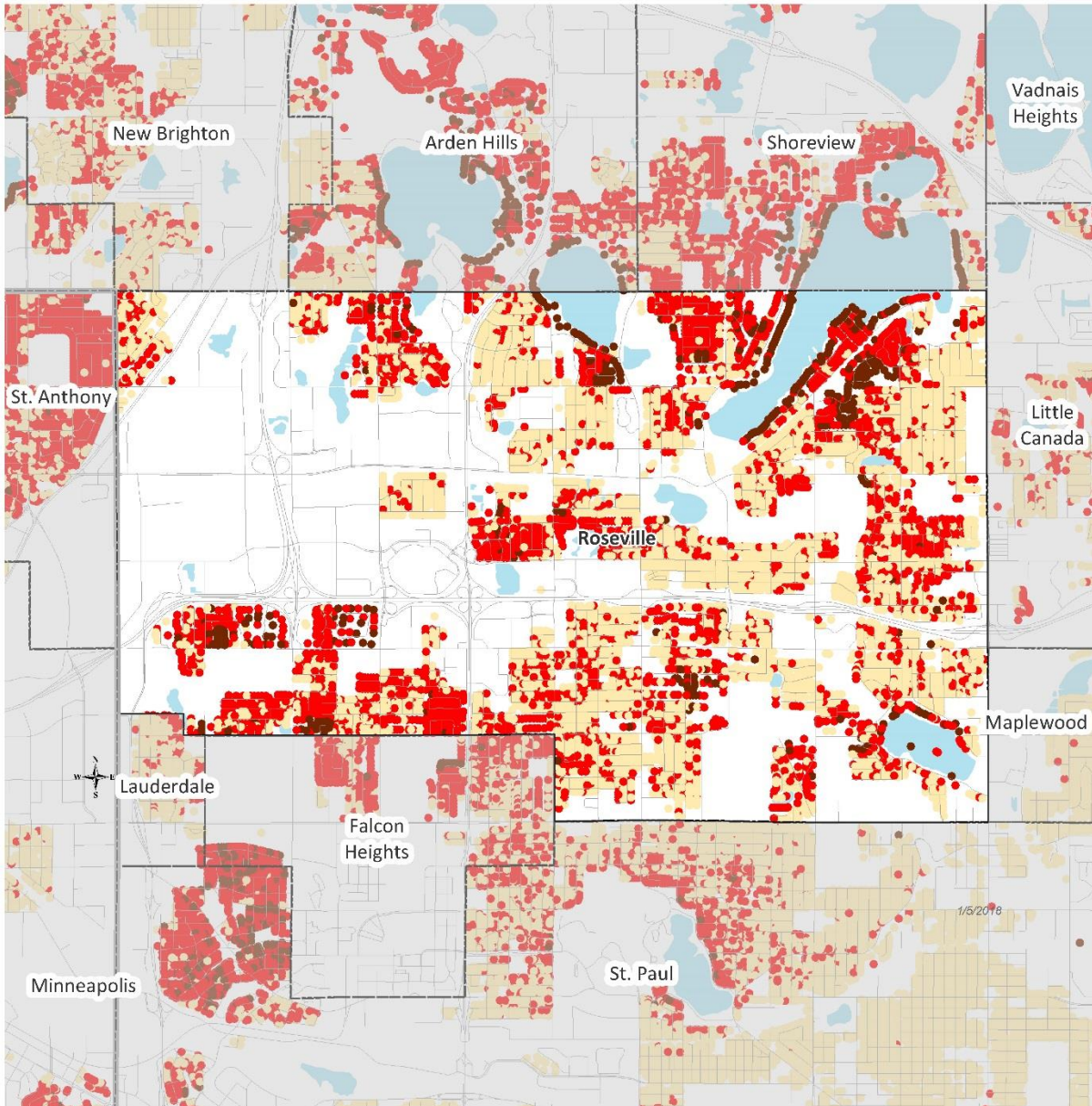
Owner-Occupied Affordability

Approximately 80 percent of Roseville’s owner-occupied housing stock is affordable to households making at or below 80 percent of area median income. **MAP 5-1** 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 move 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.

MAP 5-1

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.

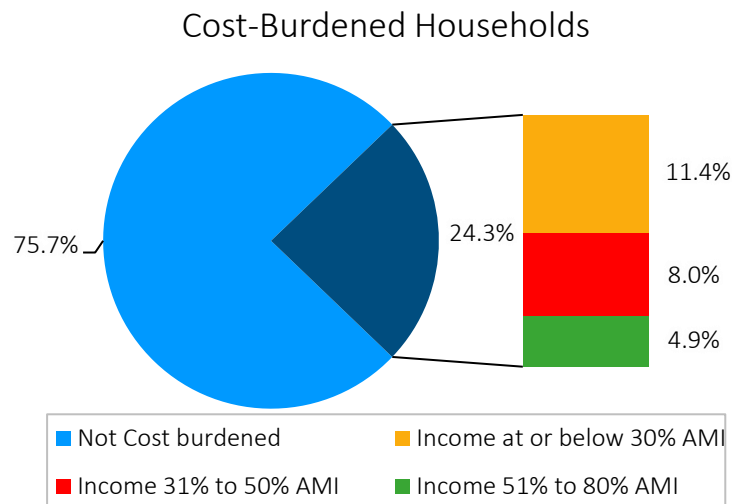
Note: Estimated Market Value includes only homesteaded units with a building on the parcel.

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.

TABLE 5-1 SOURCE: METROPOLITAN COUNCIL EXISTING HOUSING ASSESSMENT 2016

	Cost-Burdened Households			Total percent cost-burdened
	≤ 30% AMI	> 30 - 50% AMI	> 50 - 80% AMI	
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>

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 [TABLE 5-2](#).

TABLE 5-2 SOURCE: METROPOLITAN COUNCIL EXISTING HOUSING ASSESSMENT 2016

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

Housing calculations from [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 move 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.

TABLE 5-3 TOTAL GUIDED RESIDENTIAL ACREAGE IN ROSEVILLE 2040 FUTURE LAND USE

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 5-4

	Land Use Type	TOTAL Dev. Acres	Acres now-2030	Acres 2031-2040	Density Range			Yield %	TOTAL			Midpoint 2030	Midpoint 2030	TOTAL Midpoint Units
					Min	Mid	Max		Minimum 2030	Minimum 2040	Minimum 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

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.

5. 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 and a supplemental narrative. Goals related to these specific housing needs are included in the Goals and Strategies section at the end of this chapter, which arise out of each housing need 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 families⁵.

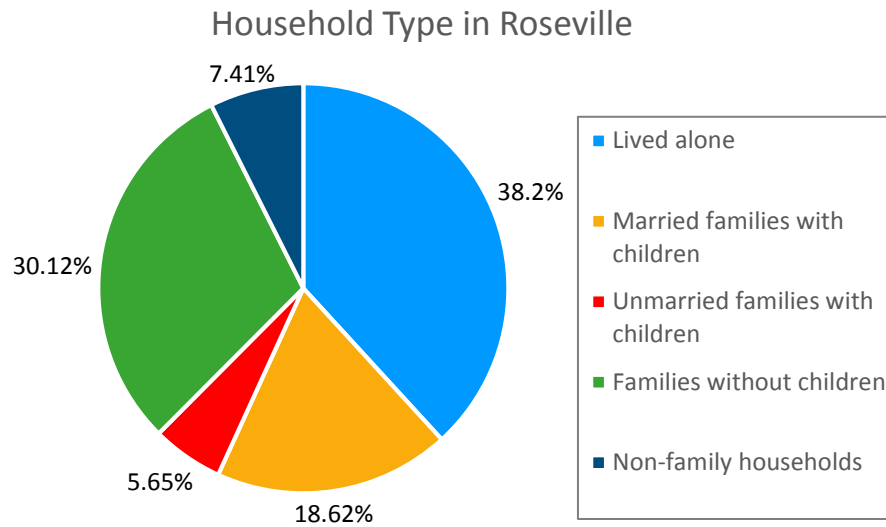
TABLE 5-5 SOURCE: ACS ESTIMATES.⁶

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%

⁵ 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.”

⁶ 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 multifamily 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.

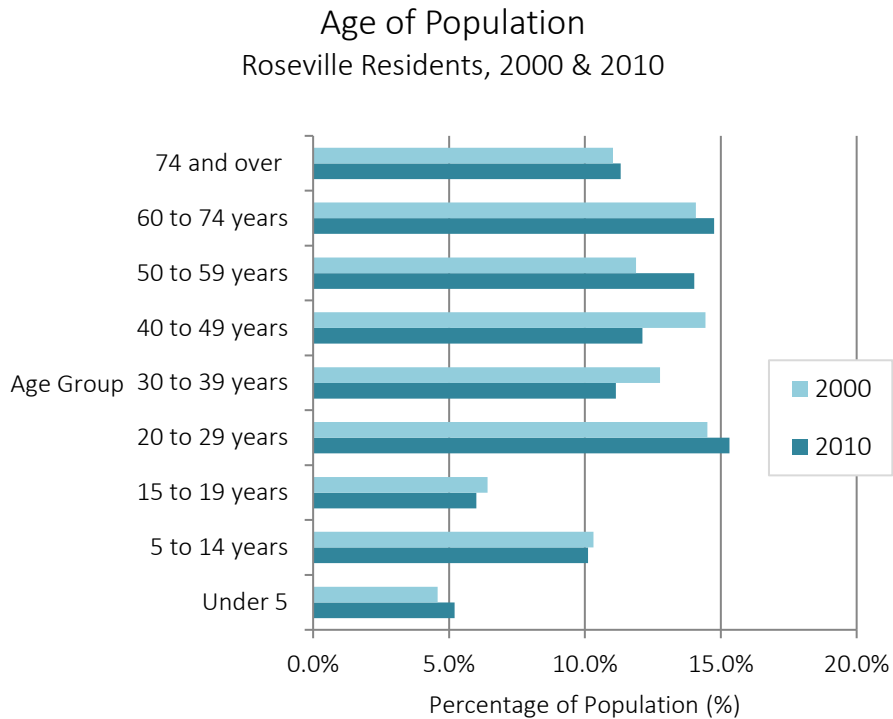
4. Roseville, along with many urban communities, is at risk of losing its naturally occurring affordable housing to redevelopment.

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 multifamily housing that may have deferred maintenance needs or is of an older or obsolete style. Naturally occurring affordable housing is an important source of housing affordability in many Twin Cities urban communities but requires a careful, balanced approach. All residents have a right to live in safe and well-maintained housing, but 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 a person 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 (FIGURE 5-13). 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.

6. GOALS AND STRATEGIES

Goals

Several of the Citywide goals 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 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.
- ⑧ 8. Reduce overall community housing cost burden, particularly by supporting those projects that provide affordability for households in the lowest income categories.
- ⑨ 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.
- ⑩ 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 information 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)</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
	Effective referrals to available programs		X	X		
4(d) tax program	X					
Preserve Long-term Affordability	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% AMI)</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
<p>Local Funding for Affordable Housing</p>	<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><u>When we would use this: The City would consider using funds from Development Authorities for rental and ownership housing units that are affordable at 50% AMI. The City would also consider supporting using these funds if a project would provide necessary “missing middle” housing and senior housing at or below 80% AMI. This could support the development of “Missing Middle” housing in Low Density and Medium Density Residential Districts where multi-unit buildings can be built in scale with single family homes.</u></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><u>When we would use this: The City would consider using funds from Housing Bonds for rental and ownership housing units that are affordable at 50% AMI. The City would also consider supporting using these funds if a project would provide necessary “missing middle” housing and senior at or below 80% AMI.</u></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><u>When we would use this: The City would consider using Tax Abatement to support the development of both rental and ownership housing units that are affordable at or below 80% of the AMI or that increase transit-oriented development along key transit corridors such as Snelling Ave. (A-Line Bus</u></p>

Rapid Transit). Tax Abatement would be a strategy the City may use to help remove blight and/or encourage redevelopment in designated redevelopment areas shown on the Future Land Use Plan. Tax Abatement proposals that would receive priority consideration are those which would extensively rehabilitate existing multi-family housing stock, develop multi-family workforce housing with amenities comparable to those found in market rate style housing, or workforce housing which consider innovative or alternative forms of development and do not include high rise buildings.

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.

When we would use this: The City would consider using Tax Abatement to support the development of both rental and ownership housing units that are affordable at or below 80% of the AMI, or that increase transit-oriented development along key transit corridors such as Snelling Ave (A-Line Bus Rapid Transit). TIF may also be considered for projects which implement the City’s vision and values for a City identified redevelopment area or in instances where a project would redevelop a blighted, contaminated or challenged site. The City would also consider using TIF for projects which would rehabilitate existing multi-family housing stock or provide new multi-family workforce or workforce housing having amenities similar to those found in market rate housing. Additionally, proposals for workforce housing that are innovative and do not include high-rise buildings would be given priority consideration for these types of funds.

Category	Tool
<p>County, Regional, State, & Federal Funding for Affordable Housing</p>	<p>Minnesota Housing Finance Agency (MHFA) Consolidated Request for Proposals This annual funding request from 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><u>When we would use this: The City does not maintain this program but the RFP is a useful tool to support the development of rental housing units affordable at or below 50% AMI or below.</u></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><u>When we would use this: The City would support applying for LCDA grants for projects which are affordable at or below 50% AMI and are within a half-mile walking radius to transit.</u></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><u>When we would use this: The City is supportive of CDBG as a tool to preserve both rental and ownership units affordable at or below 80% AMI and below.</u></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><u>When we would use this: The City supports this as a tool for both the preservation and development of both rental and ownership units affordable at or below 50% AMI and below.</u></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 among the only opportunities to support and retain housing affordable to households at or below 30 percent AMI.

When we would use this: The City would support project-based rental assistance in partnership with the Federal government for the preservation or development of housing available at or below 30% AMI.

Category	Tool
<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>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 disputes, manage fair housing complaints, and to take advantage of opportunities to increase housing choice. The Metropolitan Council will soon require 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 project based rental assistance to properties/projects applying through the Super RFP process. 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>

Category	Tool
<p>Local Policies and Strategies to Promote Access to Affordable Housing</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>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 addresses 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 qualified builders to produce new homes. The intent of this program is to improve quality and safety of housing in the city that might not be achieved through typical home repair or rehabilitation.</p>

Category	Tool
<p>Local Policies and Strategies to Promote Access to Affordable Housing</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 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 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 the 4d Tax Program as part of a broader strategy for preserving affordable multifamily 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 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 Roseville, but the City could pursue future partnerships or support CLT activities as they arise.</p>

Category	Tool
Affordable Housing Preservation Strategies	Public/Private Task Force The City will establish a task force with private developers to work on breaking down barriers. The task force will work not only on public subsidies, but on bringing appropriate private resources to the table to bring projects to fruition.

CHAPTER 6: ECONOMIC DEVELOPMENT

Chapter 6 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 and 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 attracts more than 14 million visitors annually. Along with the other shopping centers, entertainment entities, and restaurants and hotels, the importance of visitors to the local economy is evidenced by the fact that more than a quarter of Roseville businesses fall into either the Retail Trade or the Accommodations and Food Service sectors. Continually investing in our City's systems of parks, trails, open spaces, and wayfinding signage will also help keep Roseville the gateway for guests coming from the Dakotas, Wisconsin, Illinois, Upper Minnesota and Canada.

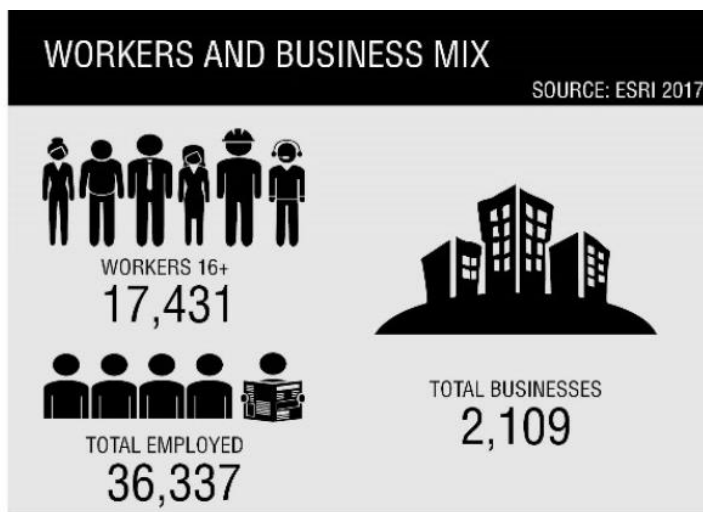
Economic Development Marketing

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 of 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



The 1.2-million square foot regional shopping mall, Rosedale Center, is a key economic engine for the City, and one of its most important destinations for both residents and visitors. 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.

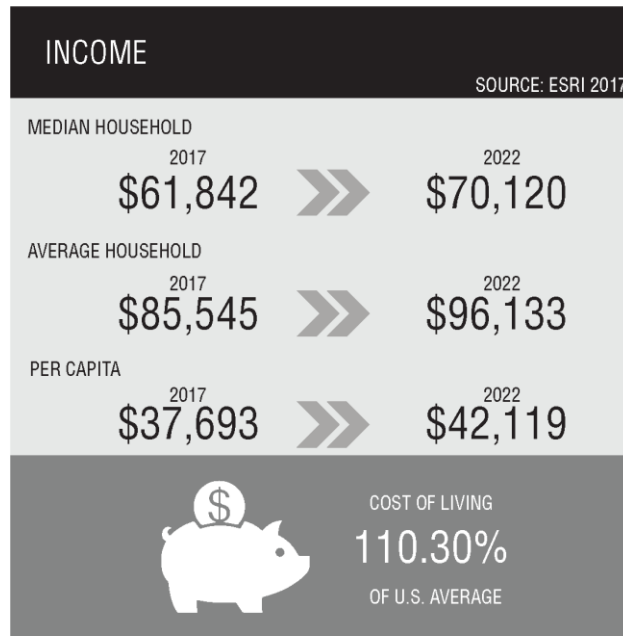


The average unemployment rate among Roseville residents is significantly lower than Minnesota’s (3.2 percent vs. 4.3 percent), reflecting Roseville’s strong economy. As shown in [TABLE 6-1](#), communities of color in Roseville experience unemployment at a rate of 4.38 percent, however, compared to 2.35 percent unemployment among whites; this local disparity (2.03 points) is smaller than the statewide gap of 3.94 points.

TABLE 6-1 Source: 2016 American Community Survey 5-year estimates

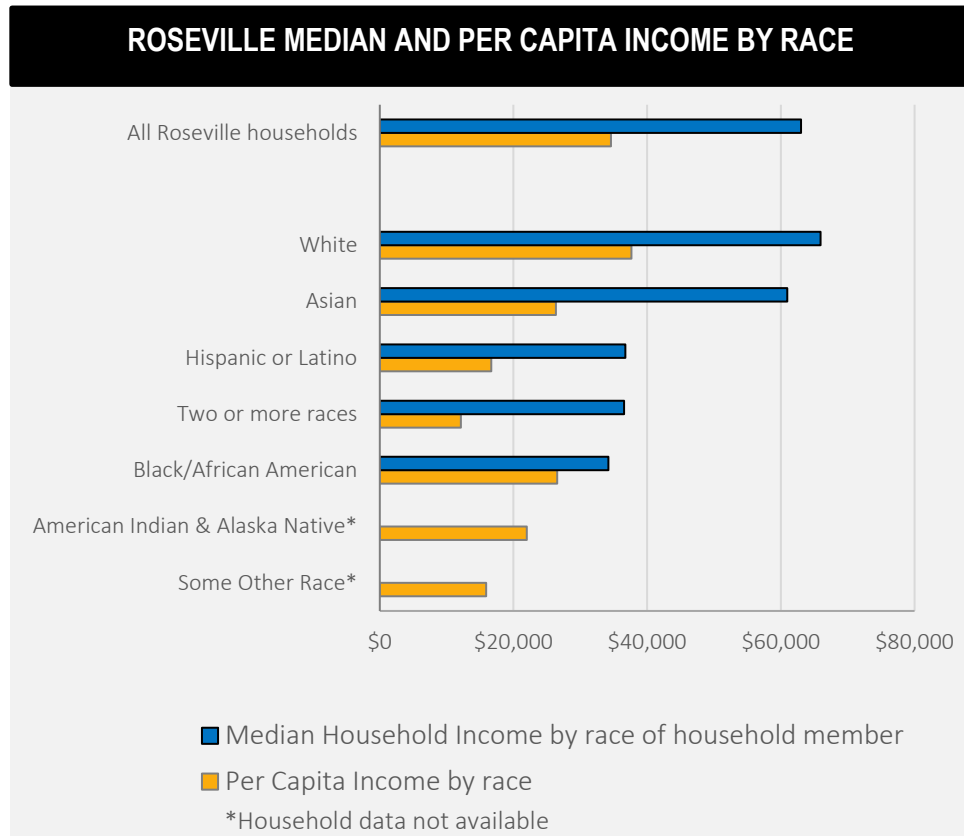
Race	MN	Roseville
White	2.86%	2.35%
Black	8.85%	4.57%
American Indian/Alaska Native	8.68%	0.00%
Asian	3.96%	3.32%
Hawaiian Pacific Islander	3.58%	0.00%
Other	6.49%	9.94%
Two or More Races	7.19%	6.05%
TOTAL MINORITY UNEMPLOYMENT	6.80%	4.38%

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 in the next five years. 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.

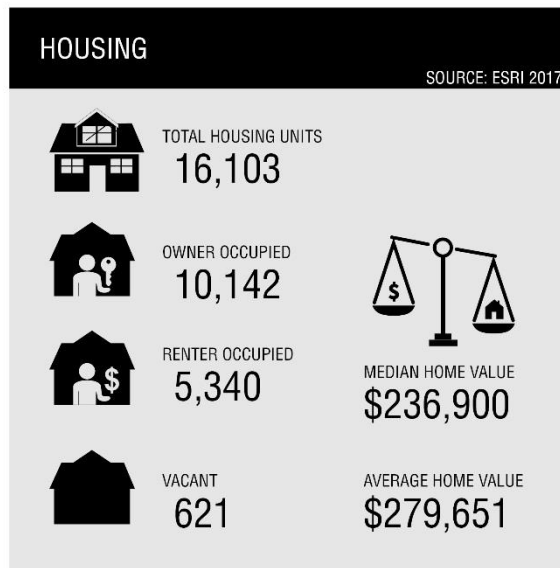


While the overall income outlook for households in Roseville is positive, it is important to recognize disparities in household income within Roseville. Specifically, individual and household income disparities persist along racial lines. **FIGURE 6-1** below illustrates that in Roseville, overall median 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 \$236,900.



Using traditional financing assumptions (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 corresponding to 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.



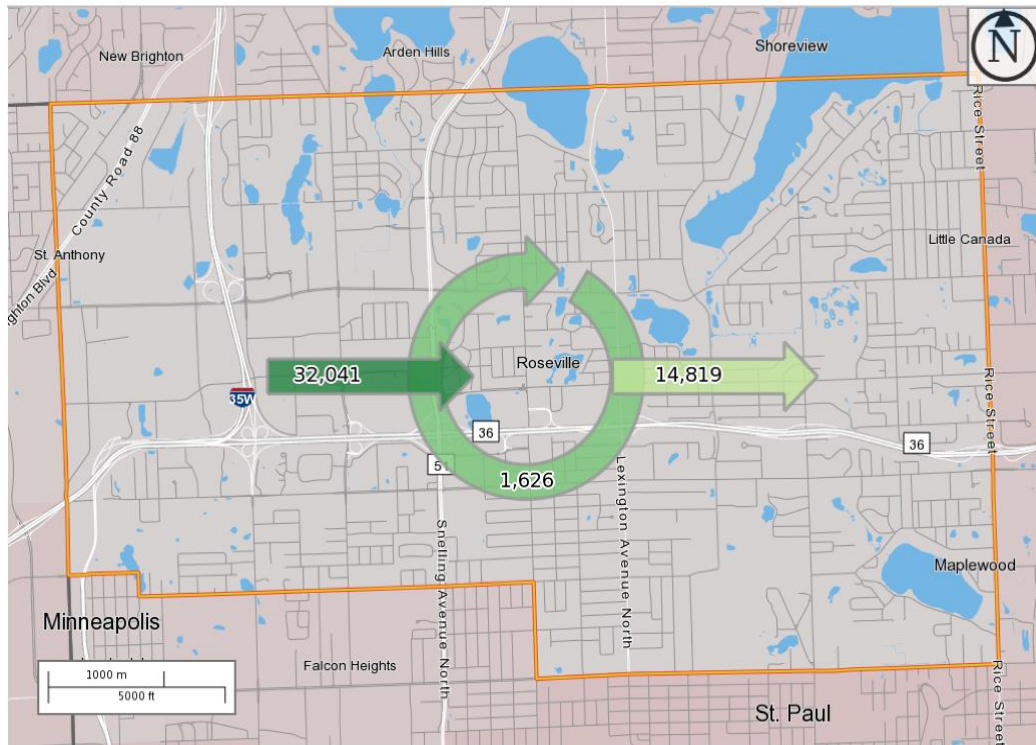
Right now, most of the City's residents do not work in Roseville. They commute to jobs elsewhere, and most of the people who work in Roseville commute in from other cities. As shown in [MAP 6-1](#), below, approximately twice as many people commute to Roseville for work as leave Roseville for jobs in other places. Only 1,626 Roseville residents live

and work in the City.

The City's advantageous 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:

FIGURE 6-2 ARTS AND CULTURE BUILDINGS RANK #1 AMONG THE TYPES OF BUILDINGS OR BUSINESSES RESPONDENTS WOULD LIKE TO SEE

Q11 Which type of buildings or businesses do we need more of in Roseville?

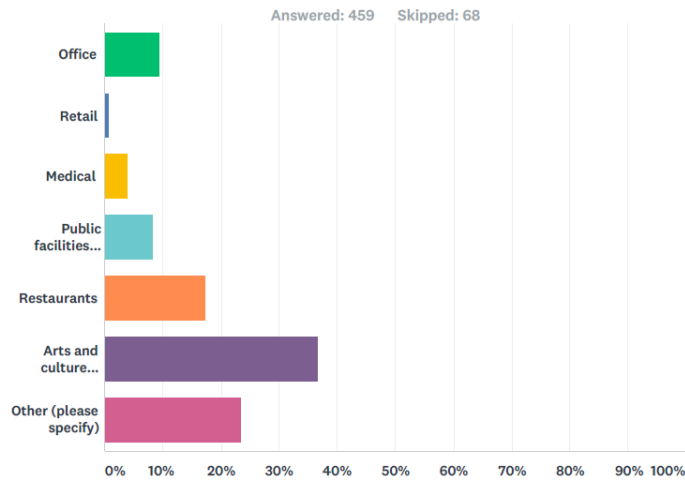


FIGURE 6-3 RESPONDENTS GENERALLY DISAGREE THAT THE CITY NEEDS MORE AREAS FOR RETAIL SHOPPING, SERVICES, AND JOB OPPORTUNITIES

Q13 Roseville needs more commercial areas to provide retail shopping, services, and job opportunities.

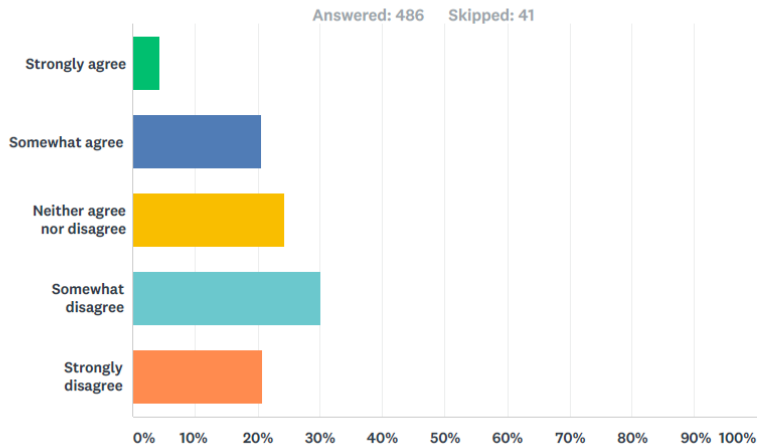


FIGURE 6-4 THERE IS SOMEWHAT MORE SUPPORT FOR AREAS FOR INDUSTRIAL OR OFFICE PARKS
Q14 Roseville needs more areas for industrial and office parks.

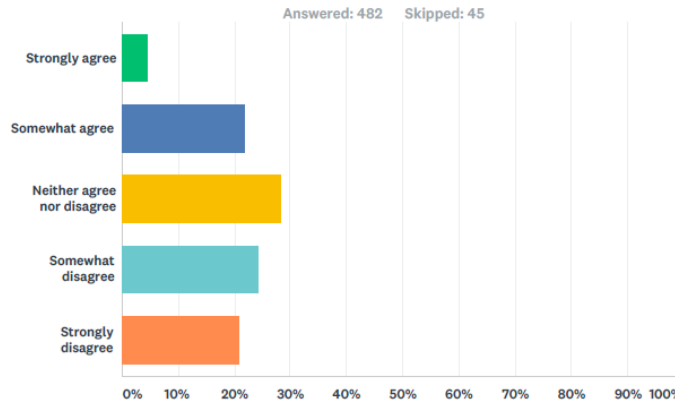


FIGURE 6-5 TECHNOLOGY, RENEWABLE ENERGY, RESTAURANTS, HEALTH CARE, AND EDUCATION ARE THE TOP FIVE TYPES OF BUSINESSES THAT RESPONDENTS WOULD LIKE TO SEE MORE OF IN THE CITY

Q15 What are the top five industries or businesses you would like to see more of in Roseville?

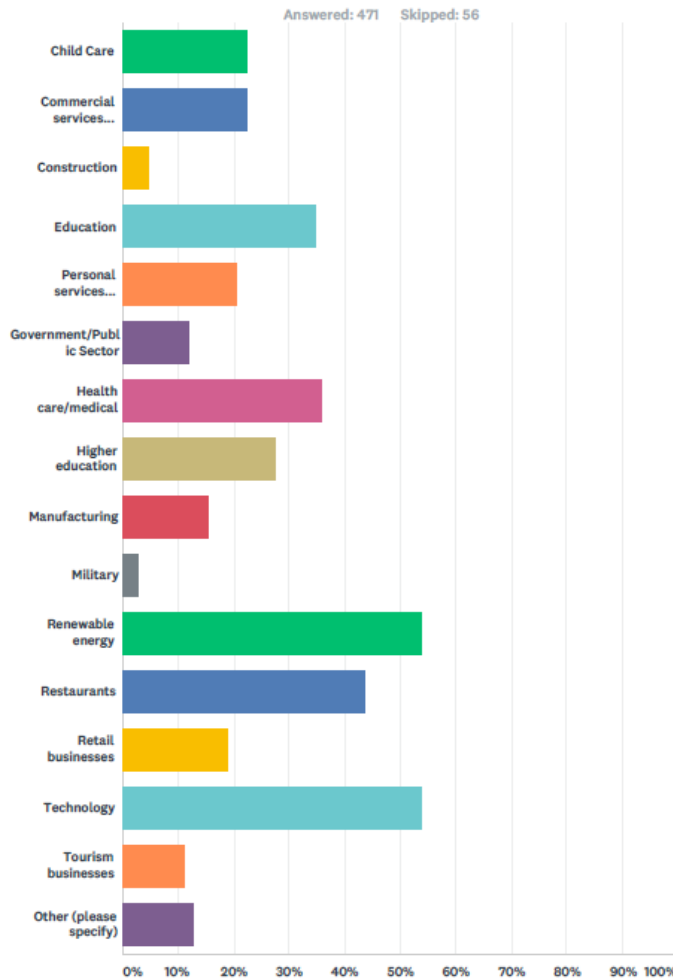
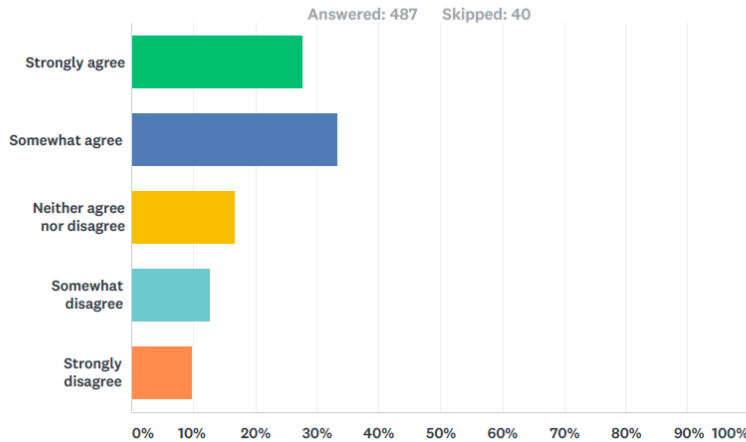


FIGURE 6-6 RESPONDENTS SHOWED STRONG SUPPORT FOR DEVELOPING VACANT OR UNDER-USED LAND IN THE CITY

Q12 Development on vacant or under-used land should be encouraged.



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:

- Roseville has a strategic location in the region.
- There is a history of long-standing businesses that have made significant infrastructure and capital investments.
- Roseville has a 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.
- The 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 Area 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 of 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 Rice-Larpenteur Gateway Area Visioning Plan can be found as Appendix B 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 effect 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 1960s 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.

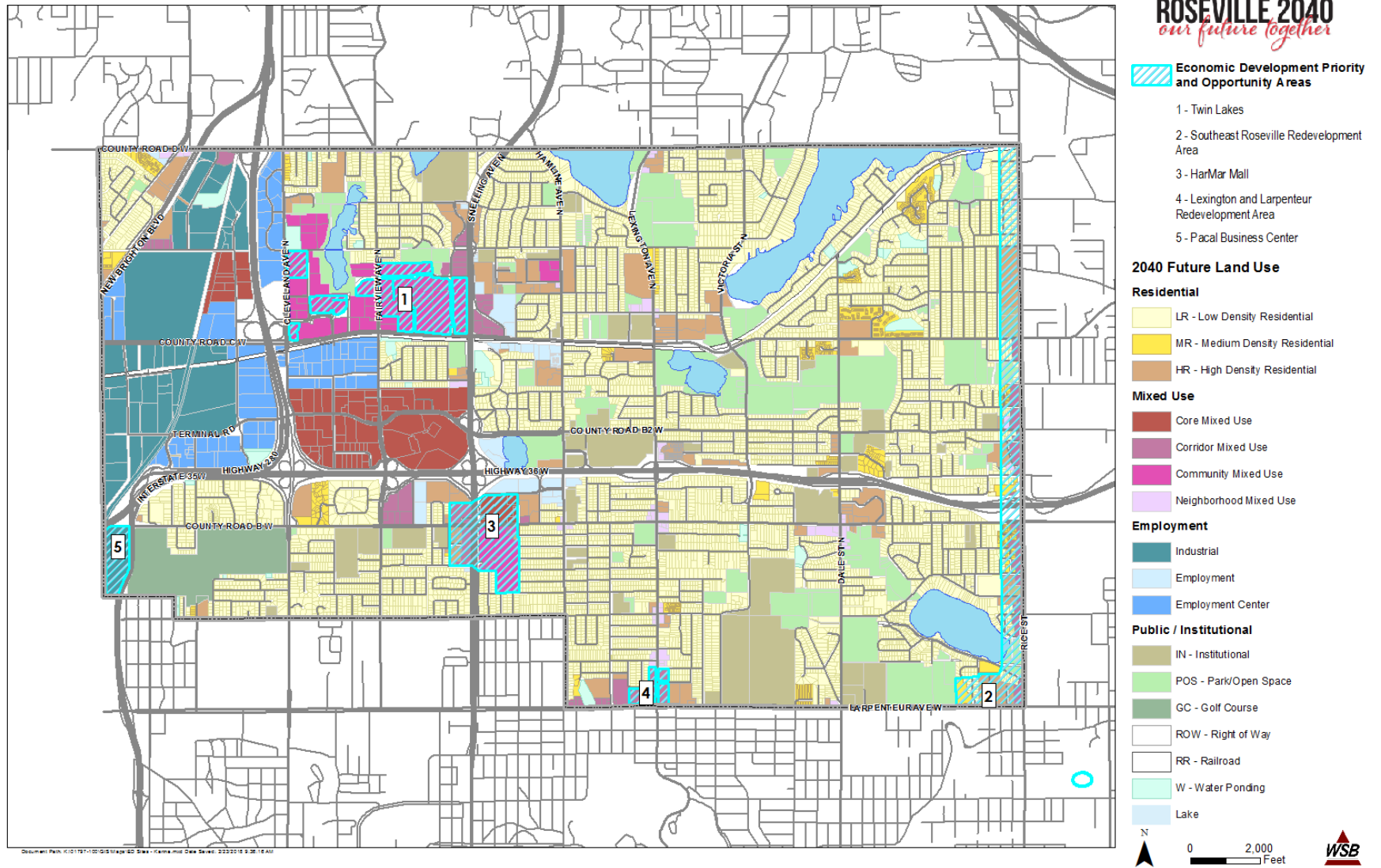
Area 4 – Lexington and Larpenteur: The Lexington and Larpenteur Opportunity Area is located along the southern boundary of the City at the intersection of two main transportation routes. The area was developed with small-scale strip retail centers and may not be serving its full potential in use and 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 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 attract 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 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 development-ready status 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:

- ⑤ • 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 Chambers 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 of Metro Transit routes 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

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PRIORITY AREA: TWIN LAKES

OVERALL ACERAGE

128 Acres

CURRENT LAND USE

Commercial

FUTURE LAND USE

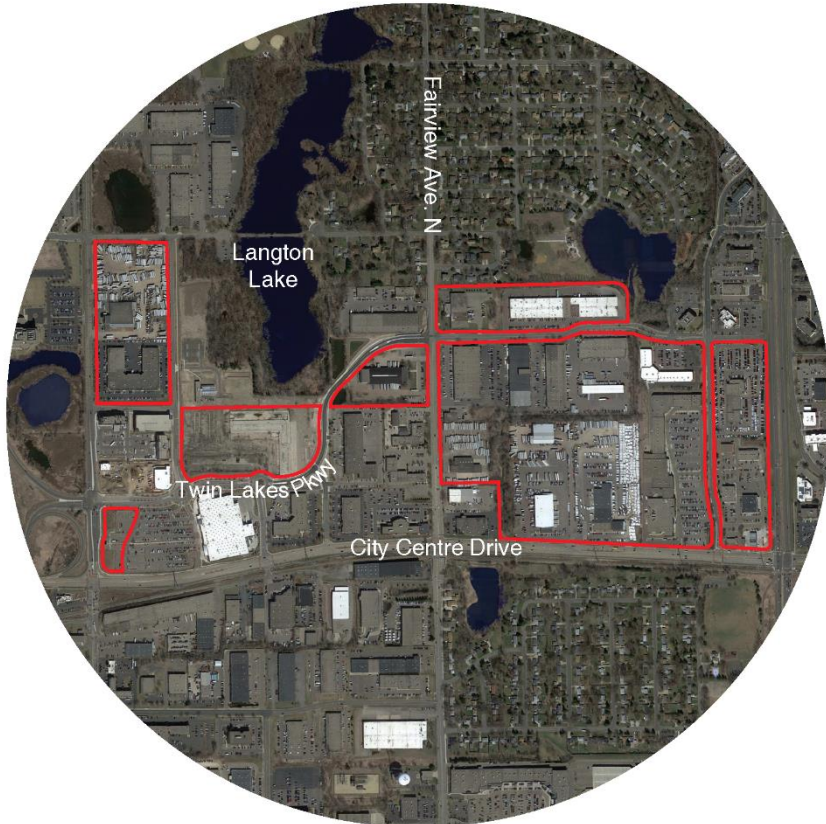
Community Mixed Use

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 Density Residential

FUTURE LAND USE

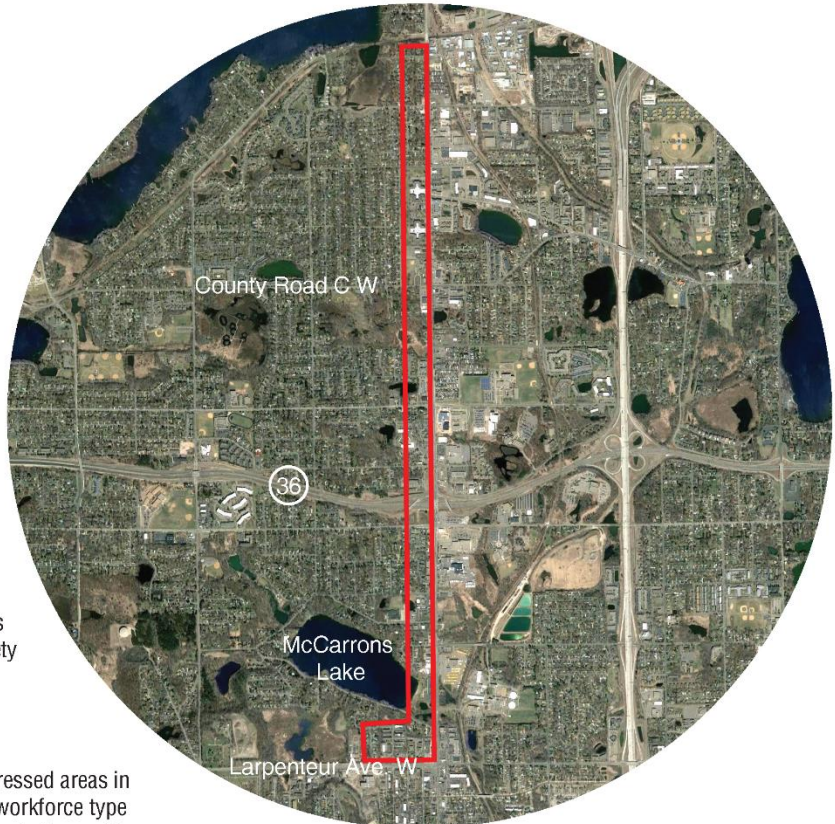
Corridor Mixed Use
Medium Density Residential
High Density Residential

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.



ROSEVILLE 2040

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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
Corridor 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.



ROSEVILLE 2040

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OPPORTUNITY AREA: LEXINGTON AND LARPENTEUR

OVERALL ACERAGE

17 Acres

CURRENT LAND USE

Commercial

FUTURE LAND USE

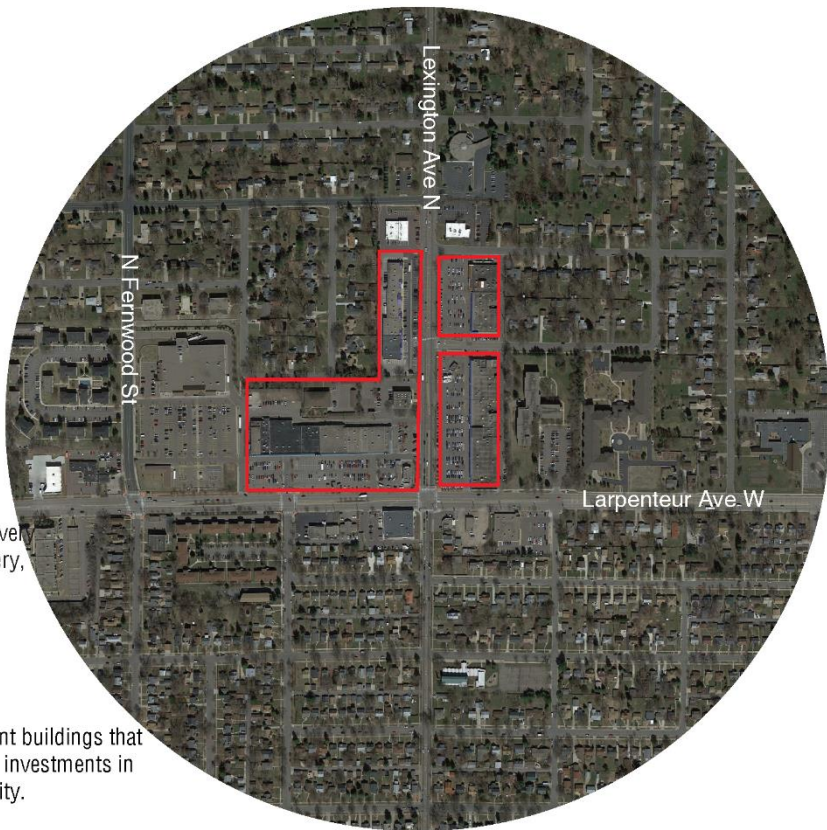
Corridor Mixed Use

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.



ROSEVILLE 2040

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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

Chapter 7 includes the following information:

1. Introduction
2. Transportation Glossary
3. Summary of Regional Strategies
4. Existing Roadway System
5. Future Roadway System
6. Existing and Planned Non-Motorized Transportation Network
7. Freight
8. Transit
9. Aviation
10. Goals and Strategies

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 and the Minnesota Commercial Railway (MNNR). 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

BNSF Railway: (Formerly Burlington Northern Santa Fe Railway) Owner of all railroad tracks within Roseville.

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.

CRCN: [Connected Ramsey Communities Network - planning framework for the County and local jurisdictions to refer to when planning, prioritizing, and designing an active transportation network. Active Living Ramsey Communities' Map Online.](#)

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.

MNNR: Minnesota Commercial Railway – Operator of freight trains on all railroads within Roseville.

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 *Thrive MSP 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 section 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.

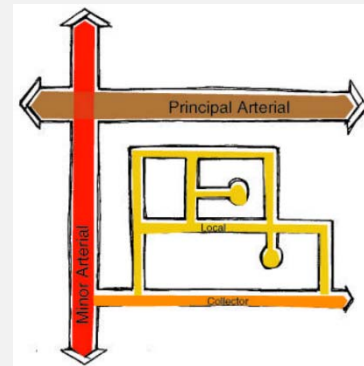


Image: MnDOT

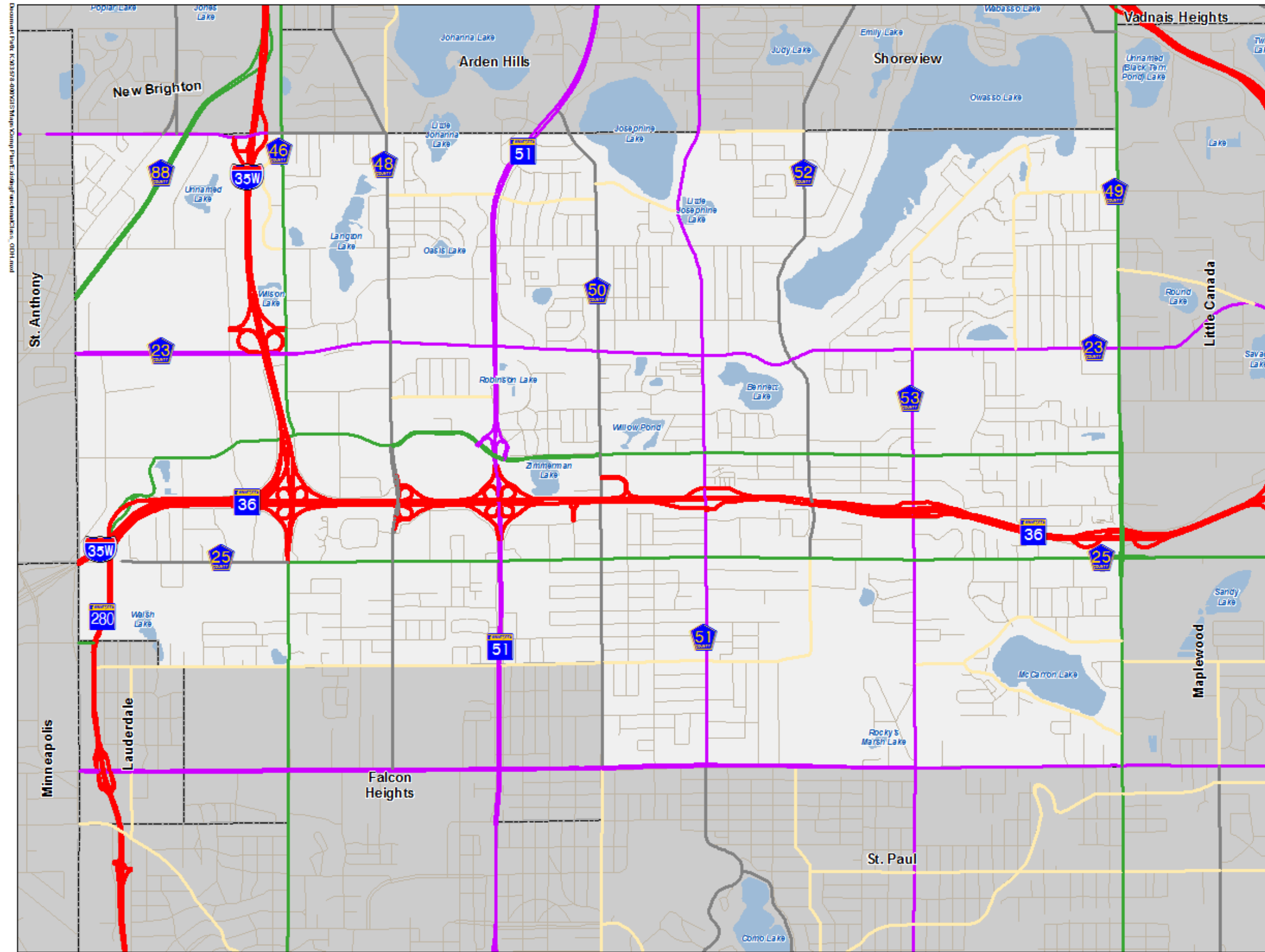
Four classes of roadways are included in the seven-county metropolitan area functional classification system: principal arterials, minor arterials, collector streets, and local streets. [MAP 7-1](#) shows the existing functional classification of each road in the City of Roseville and [MAP 7-2](#) shows 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 10 of this Chapter. Key strategies are also shown on [MAPS 7-17](#) and [7-18](#).

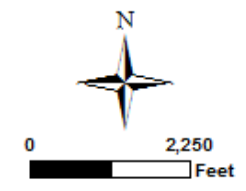
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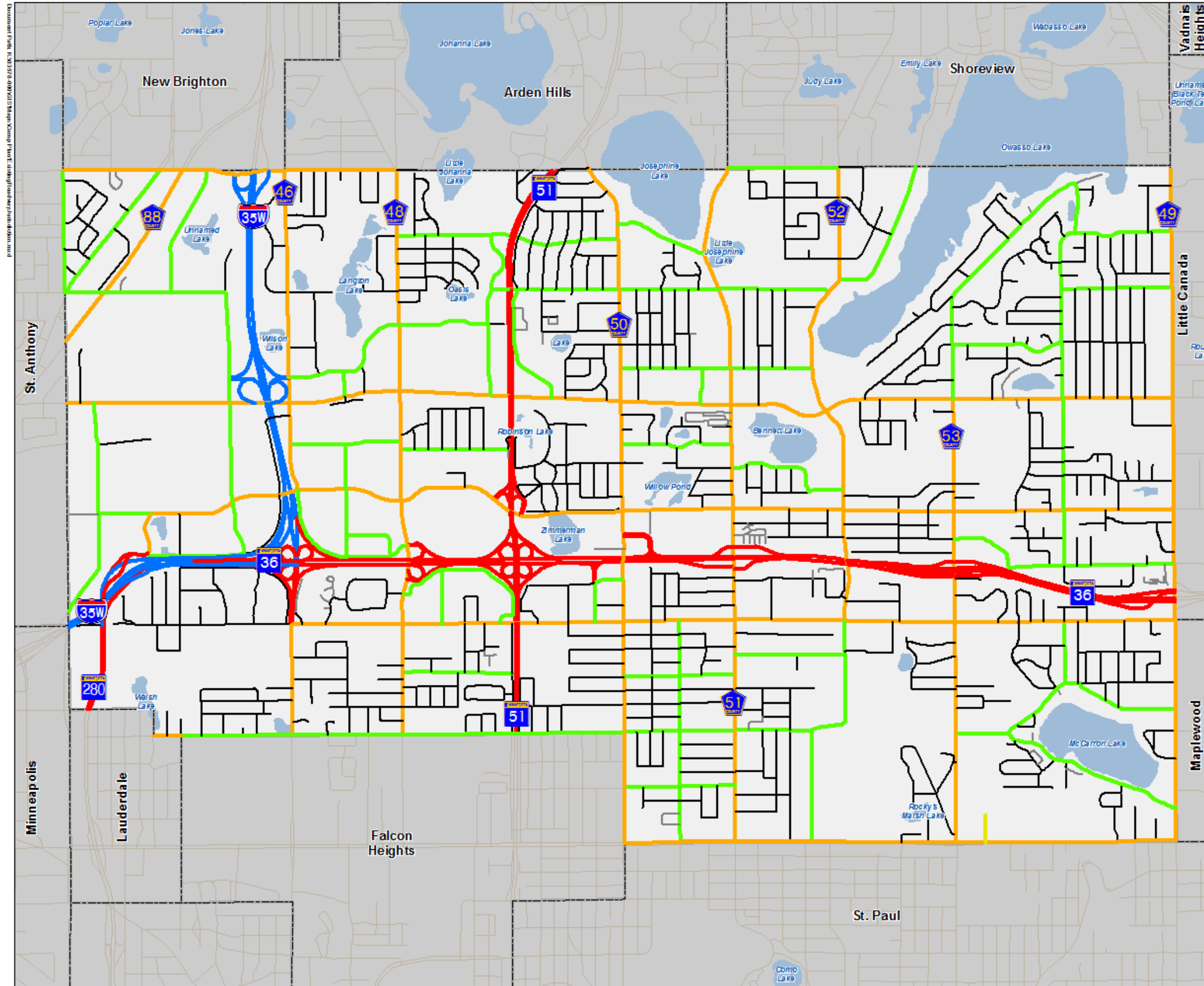
MAP 7-1 EXISTING FUNCTIONAL CLASSIFICATION



Existing Functional Class Roads

- Principal Arterial
- A Minor Augmentor
- A Minor Reliever
- A Minor Expander
- A Minor Connector
- Other Arterial
- Major Collector
- Roseville Boundary

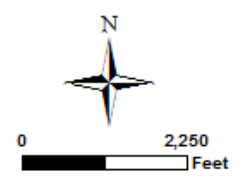




MAP 7-2 EXISTING ROADWAY JURISDICTION

Roadway Jurisdiction

- Interstate
- State Highway
- County State Aid Highway (CSAH)
- County Road
- City Street (MSA)
- City Street
- Private Street
- Roseville Boundary



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 Roseville, 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) west of I-35W
- 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 Cleveland Avenue (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 Cleveland Avenue (CSAH 46)
- County Road D between I-35W and Fairview Avenue (CSAH 48)
- 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.

In recognition of 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 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 Cleveland Avenue

Collectors were previously divided into “major” and “minor” collectors within the city; however, the City of Roseville proposes defining all major and minor collectors simply as “collectors.” Collectors within Roseville include the following:

- Lydia Avenue
- Josephine Road
- County Road D (between Lexington Avenue 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, and therefore, changing the following roadways **from local streets to collectors**:

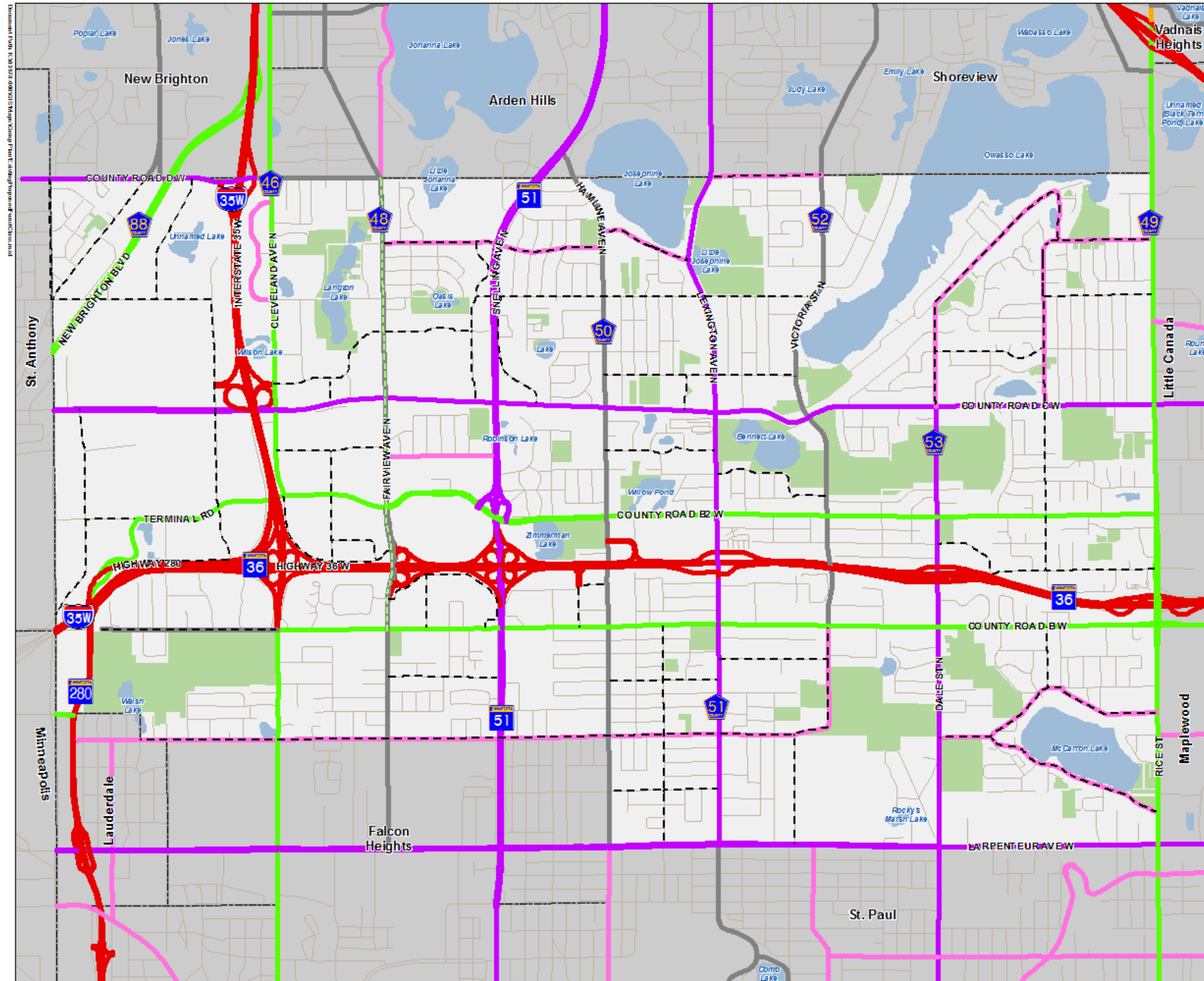
- Old Highway 8
- Long Lake Road
- County Road C2 from the St. Anthony border to Long Lake Road, from Lincoln Drive to Victoria Street, and from Western Avenue to Rice Street
- Walnut Street
- Terminal Road west of St. Croix Street
- Rosegate west of Long Lake Road
- Cleveland Avenue between Terminal 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

MAP 7-3 below provides a map illustrating the existing and planned functional classification system for Roseville.

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Map 7-3 EXISTING AND PLANNED FUNCTIONAL CLASSIFICATION



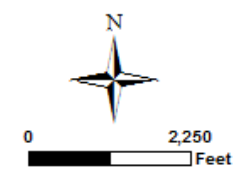
Existing Functional Class Roads

- 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".



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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.

TABLE 7-1 PLANNING LEVEL URBAN ROADWAY CAPACITIES

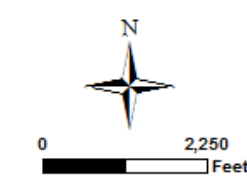
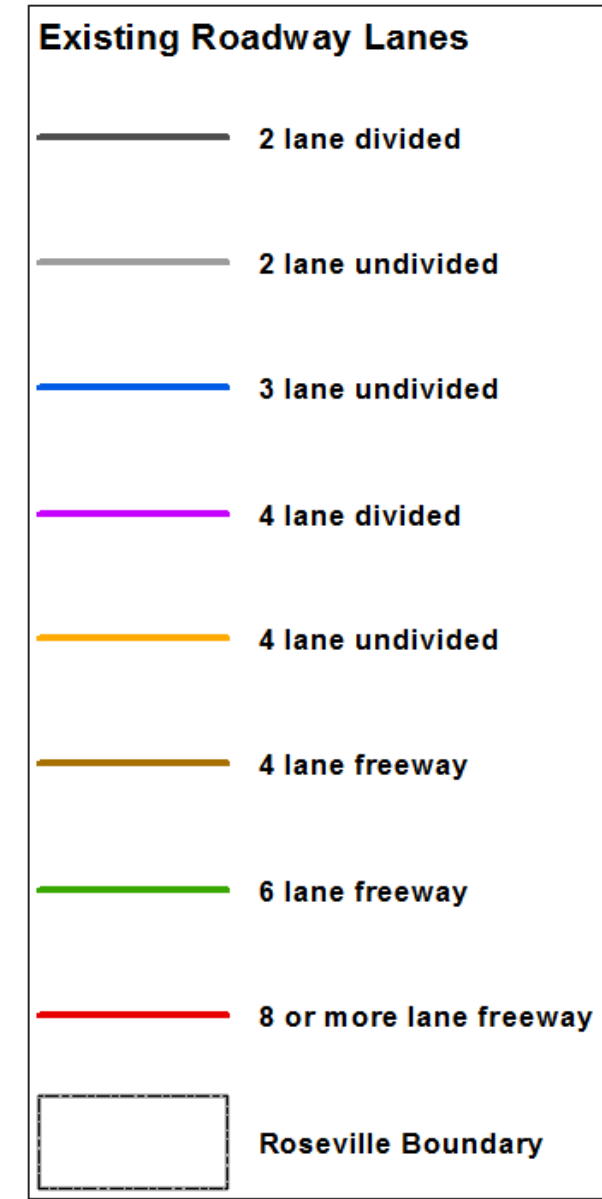
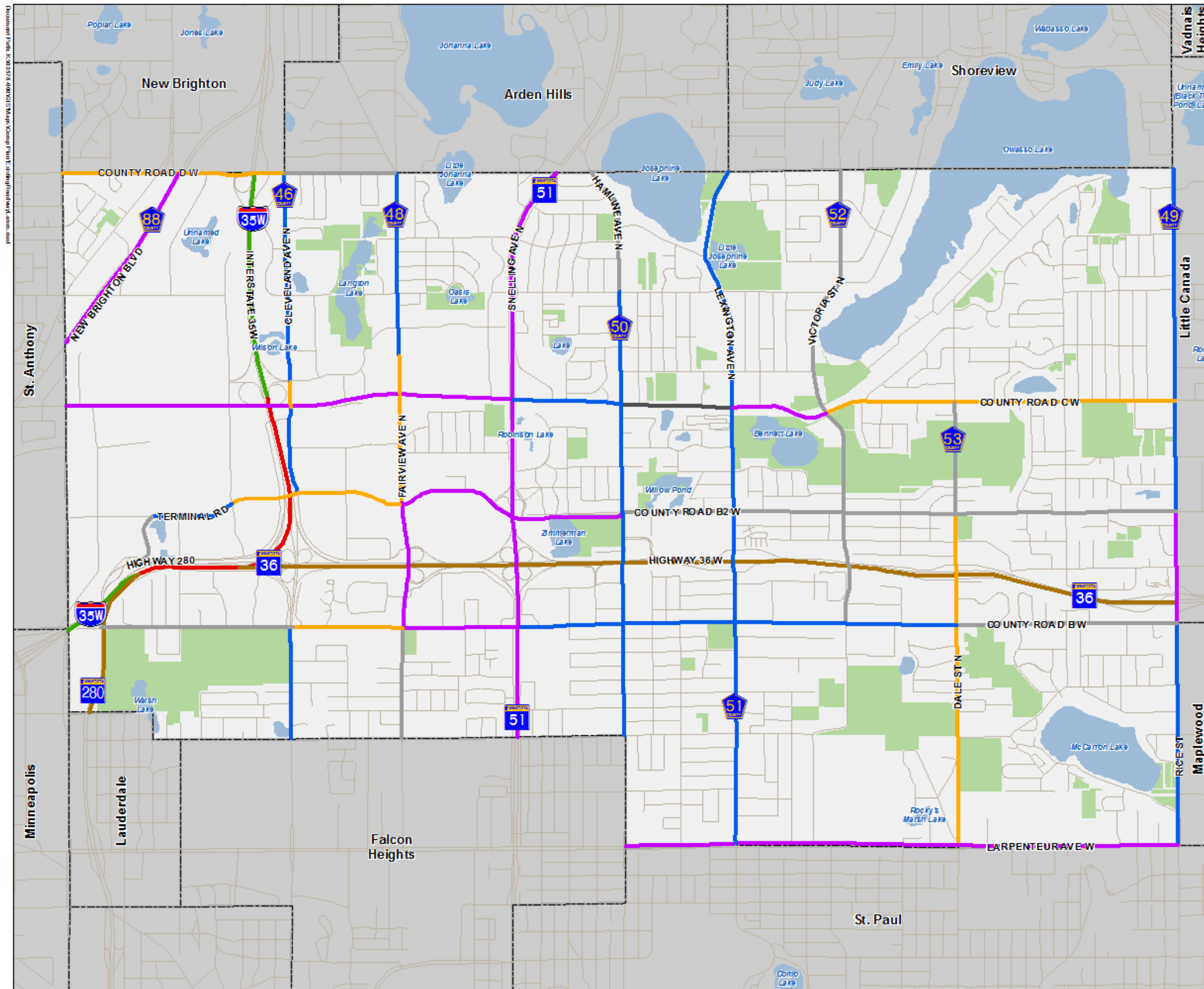
Facility Type		Daily Two-way Volume	
		Lower Threshold	Higher Threshold
Arterials	Two-lane Undivided	10,000	12,000
	Two-lane Divided or Three-lane Undivided	15,000	17,000
	Four-lane Undivided	18,000	22,000
	Four-lane Divided or Five-lane Undivided	28,000	32,000
Freeways	Four-lane Freeway	60,000	80,000
	Six-lane Freeway	90,000	120,000
	Eight-lane Freeway or Higher	Calculated on a segment-by-segment basis	

Existing Capacity Problems on Arterial Roads

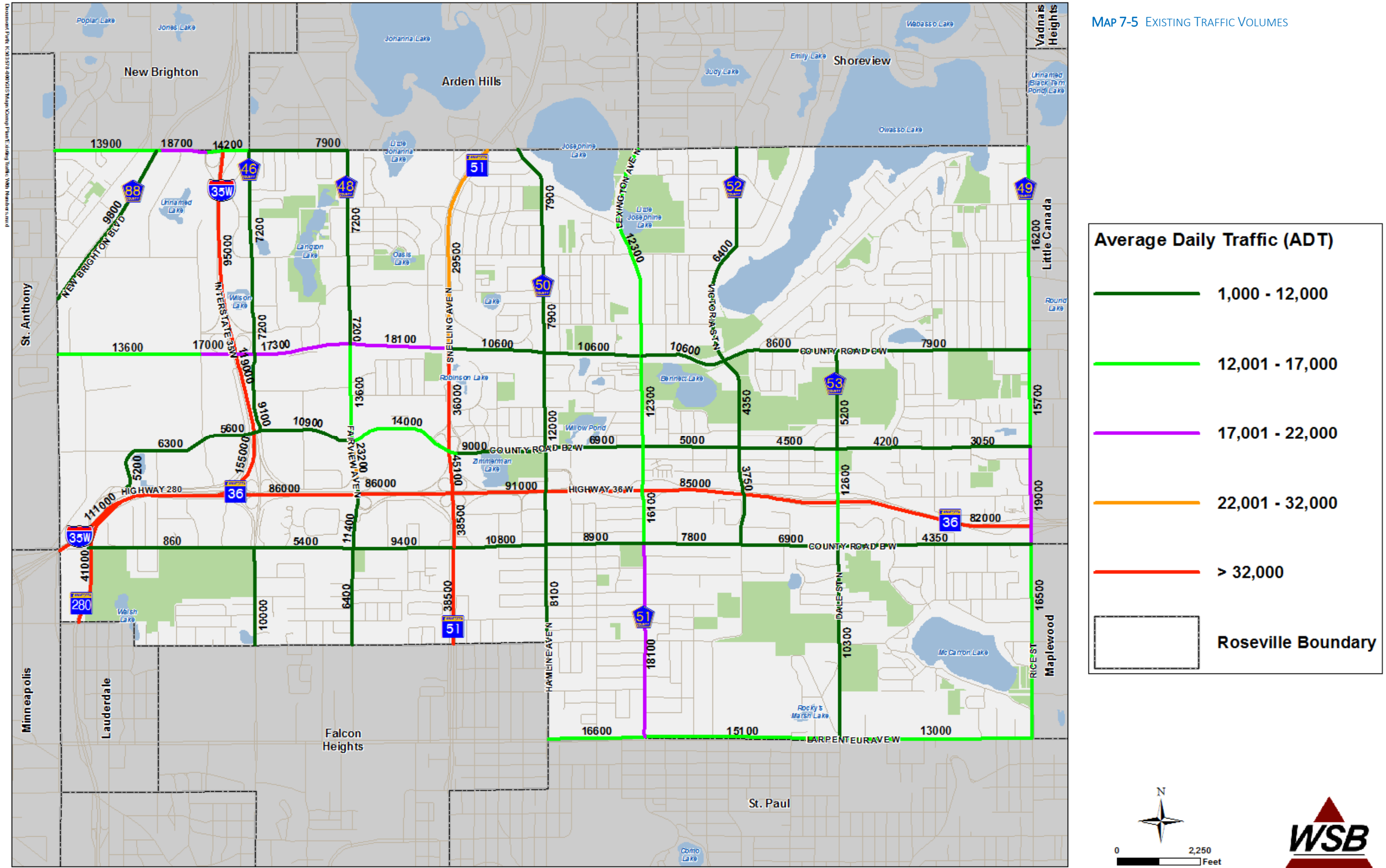
At the planning level, capacity problems are identified by comparing the existing number of lanes with current traffic volumes. [MAP 7-4¹](#) illustrates the existing number of lanes on arterial roadways within the city. [MAP 7-5](#) illustrates existing traffic volumes on Principal Arterial, A-Minor Arterials and other significant roadways within Roseville. [MAP 7-6](#) illustrates existing levels of service on these roadways, based on volume-to-capacity ratios.

¹ NOTE: [MAPS 4](#) through [10](#) depict arterial roadway classifications and higher only.

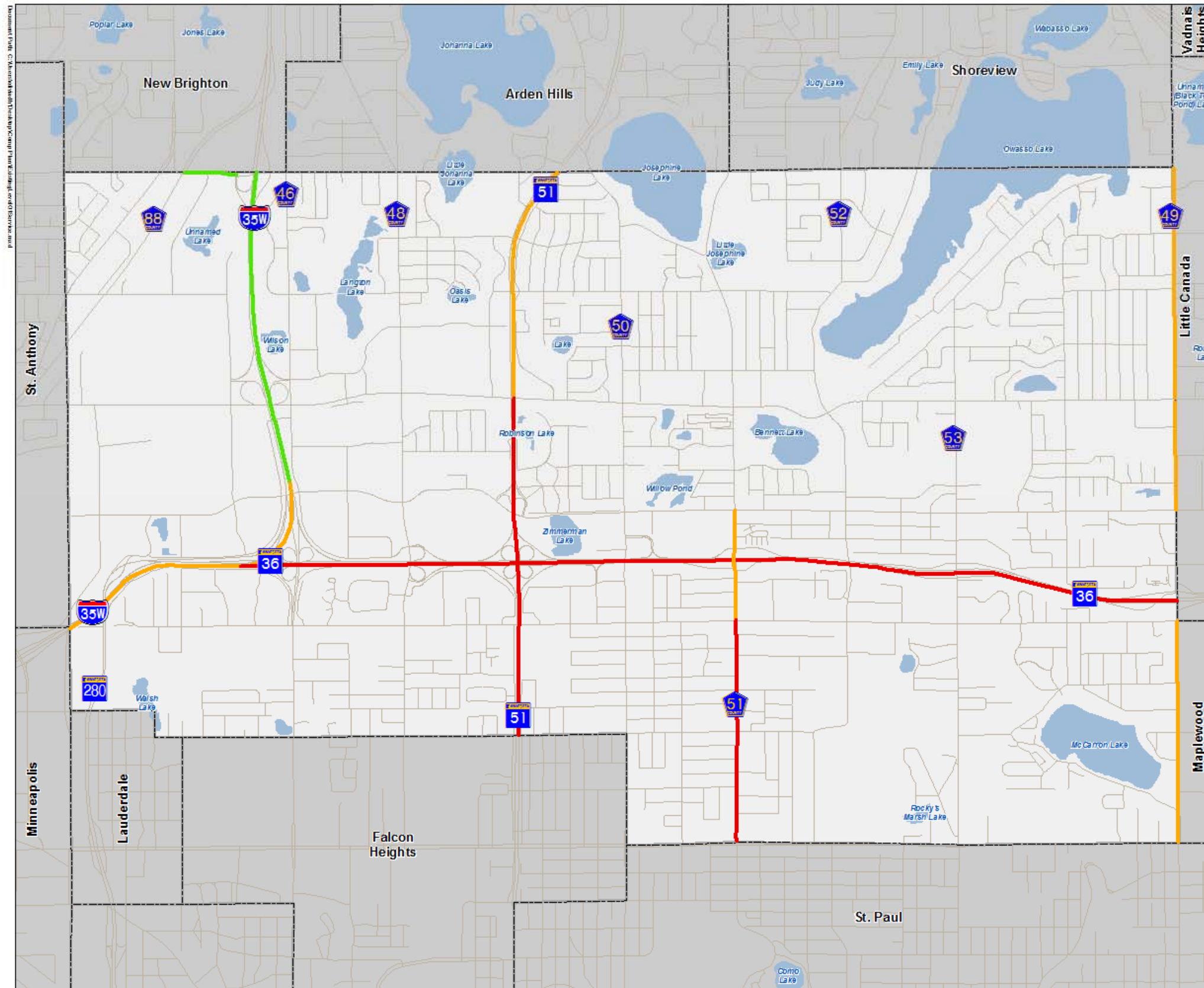
MAP 7-4 EXISTING NUMBER OF LANES



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



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TABLE 7-2 EXISTING NUMBER OF LANES ON ARTERIAL ROADS

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	Snelling Avenue	Roseville-Falcon Heights border to Roseville-Arden Hills border	4
	County Road D	Roseville-St. Anthony Village border to I-35W	4
	County Road C	Roseville-St. Anthony Village border to Roseville-Little Canada border	2-4
	Larpenteur Avenue	Roseville-Falcon Heights border to Roseville-Maplewood border	4
	Lexington Avenue	Roseville-St. Paul border to Roseville-Arden Hills border	3
	Dale Street	Roseville-St. Paul border to County Road C	2-4
"A" Minor Reliever	New Brighton Boulevard	Roseville-St. Anthony Village border to Roseville-New Brighton border	4
	Cleveland Avenue	Roseville-Falcon Heights border to County Road B; and County Road B2 to Roseville-Arden Hills border	3-4
	Rice Street	Roseville-St. Paul border to Roseville-Shoreview border	3-4
	St. Croix Street/Terminal Road	TH 280 to Cleveland Avenue	2-4
	County Road B2	Cleveland Avenue to Dale Street	2-4
	County Road B2	Dale Street to Rice Street	2
	County Road B	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 Cleveland Avenue	2
	County Road D	I-35W to Fairview Avenue	2-4
	Fairview Avenue	Roseville-Falcon Heights border to Roseville-Arden Hills border	2-4
	Hamline Avenue	Roseville-Falcon Heights border to Roseville-Arden Hills border	2-3

As shown in [TABLE 7-2](#), 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](#), above, indicating existing periods of congestion on roadways including I-35W, TH 36, Snelling Avenue, Lexington, and Rice Street.

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.

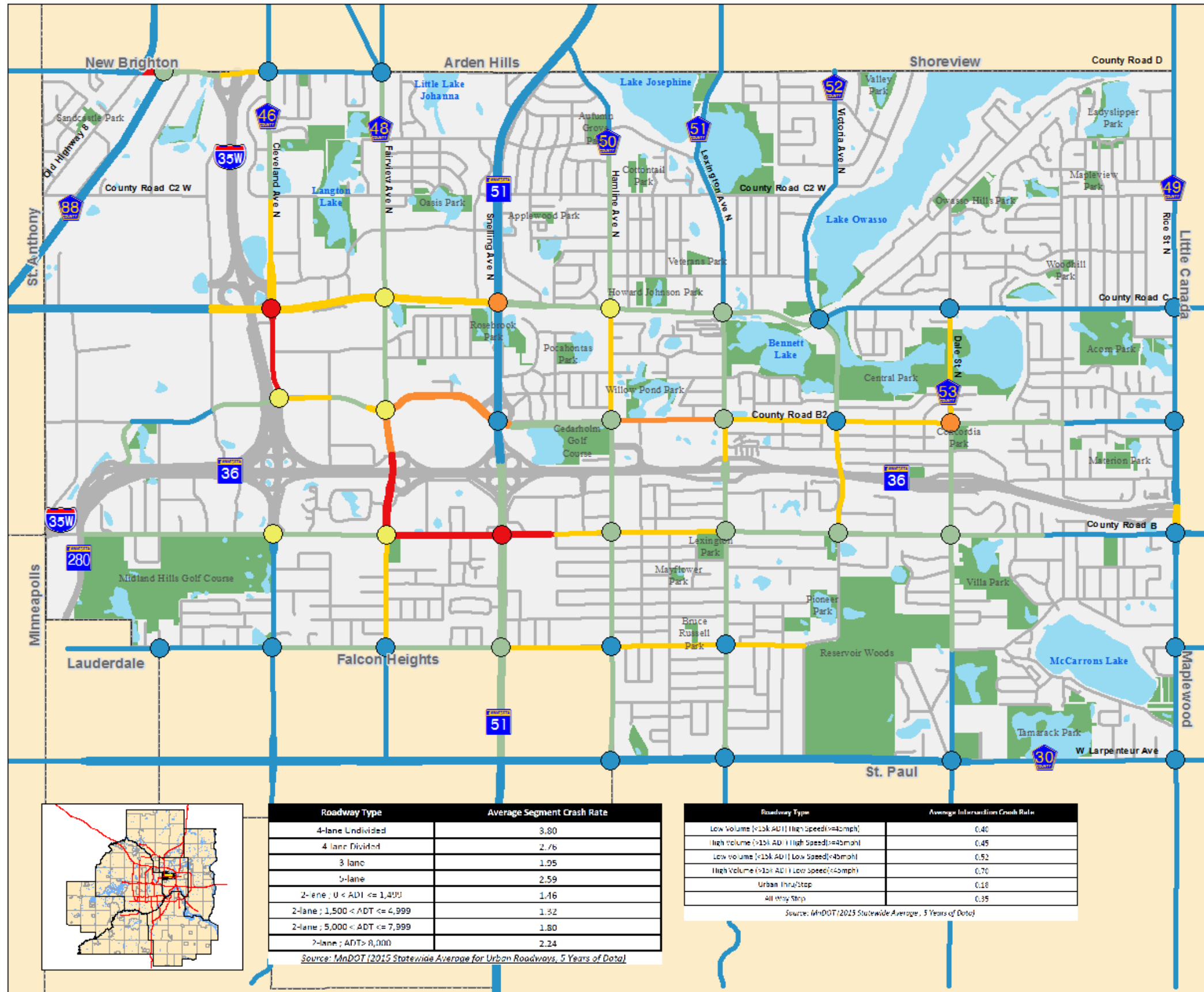
Corridors within Roseville that experience some level of congestion based on existing and forecasted volumes include the following:

- 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

MAP 7-7 CRASH RATES ALONG MINOR ARTERIALS AND KEY INTERSECTIONS



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

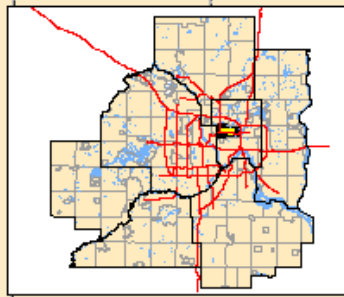
Crashes per Million Entering Vehicles

- 0.0 - 0.5
- 0.5 - 0.75
- 0.75 - 1.0
- 1.0 - 1.25
- >1.25

Crashes per Million Vehicle Miles

- 0.00 - 3.00
- 3.00 - 6.00
- 6.00 - 9.00
- 9.00 - 12.00
- > 12

Data Source : MnDOT Crash Data

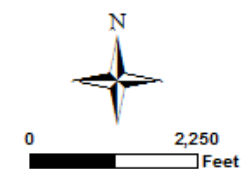


Roadway Type	Average Segment Crash Rate
4-lane Undivided	3.80
4-lane Divided	2.76
3-lane	1.95
5-lane	2.59
2-lane ; U < ADT <= 1,499	1.16
2-lane ; 1,500 < ADT <= 4,999	1.32
2-lane ; 5,000 < ADT <= 7,999	1.80
2-lane ; ADT > 8,000	2.24

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)



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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, Snelling Avenue, and TH 280 must meet MnDOT access management guidelines. See [TABLES 7-3](#) and [7-4](#) for MnDOT Access Management Guidelines.

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.

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	
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		1/4 mile
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

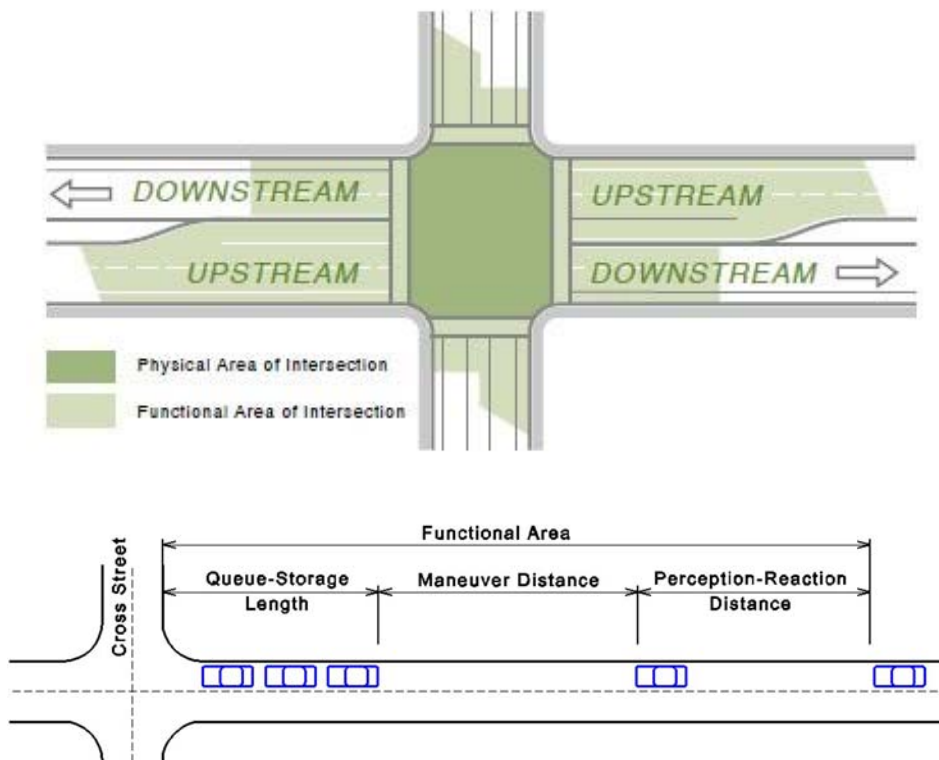
TABLE 7-4 SUMMARY OF RECOMMENDED STREET SPACING FOR NON-IRCS

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		

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.

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.

[Ramsey County-wide Pedestrian and Bicycle Plan](#)

[Ramsey County municipalities came together to develop the Ramsey County-wide Pedestrian and Bicycle Plan, a countywide approach for increasing physical activity through biking and walking. The plan establishes the Connected Ramsey Communities Network as a countywide planning framework for local jurisdictions](#)

and Ramsey County to refer to when planning, prioritizing, and designing an active transportation network. This network includes existing and planned facilities, as well as "identified needs" which are not yet included in local plans.

The Ramsey County-wide Pedestrian and Bicycle Plan recommends that all municipalities in the county prioritize the facilities identified in the Connected Ramsey Communities Network as an important part of their bikeway network, and design their pedestrian and bicycle system to a high level of quality. The plan includes a set of tools, analyses, and actions to engage communities in creating a place where people of all ages, abilities, and backgrounds can safely and comfortably walk and bike in their daily lives. The plan incorporates equity principles, tools, and performance measures with an emphasis on an All Abilities Transportation Network that serves all people throughout Ramsey County.

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.

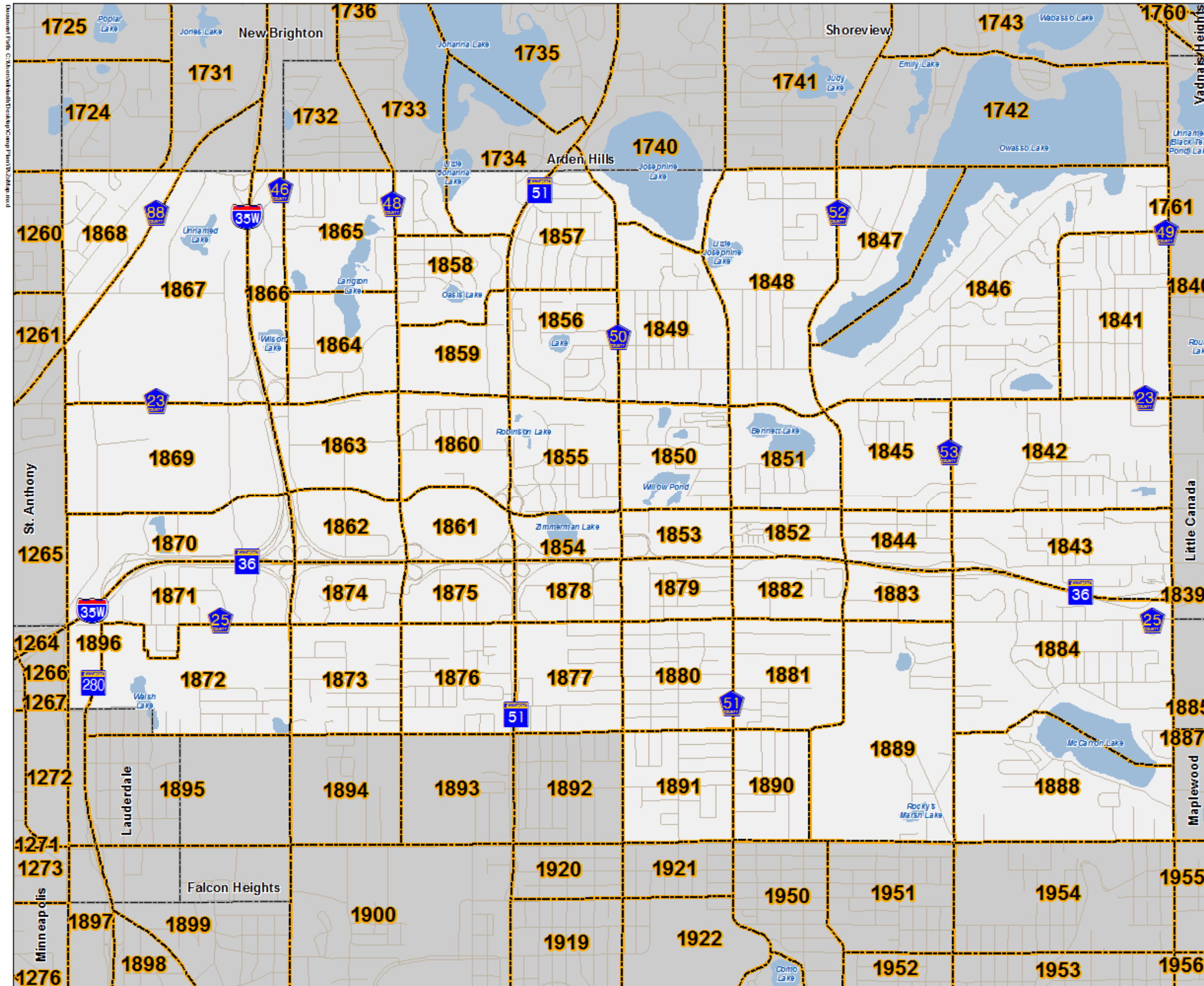
A central concept of travel demand forecasting is the use of Transportation Analysis Zones (TAZs). Each forecast study area, the City of Roseville in this case, is divided into a series of TAZs. Each TAZ has socio-economic population, employment, and household data that is used by the model to assign 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.

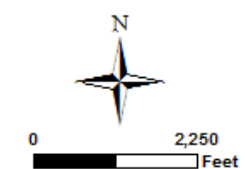
While the travel demand model is a valuable tool for identifying future traffic based on the proposed land use impacts, it is not meant for use in detailed traffic operations studies. For a more accurate representation of the transportation impacts from specific developments, detailed traffic studies should be conducted to determine the operational impacts on adjacent roadways and intersections.

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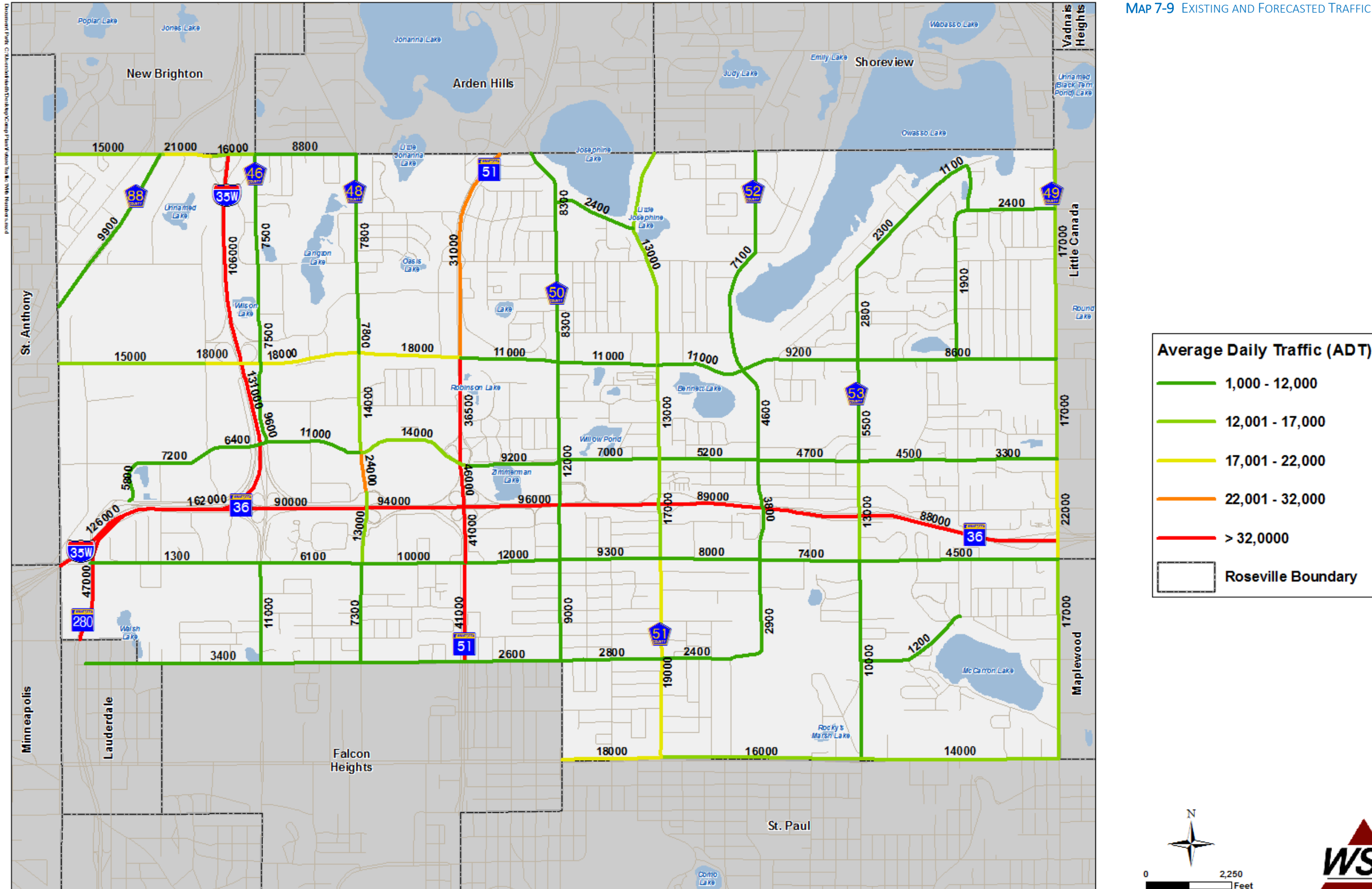
MAP 7-8 ROSEVILLE TAZS – METROPOLITAN COUNCIL



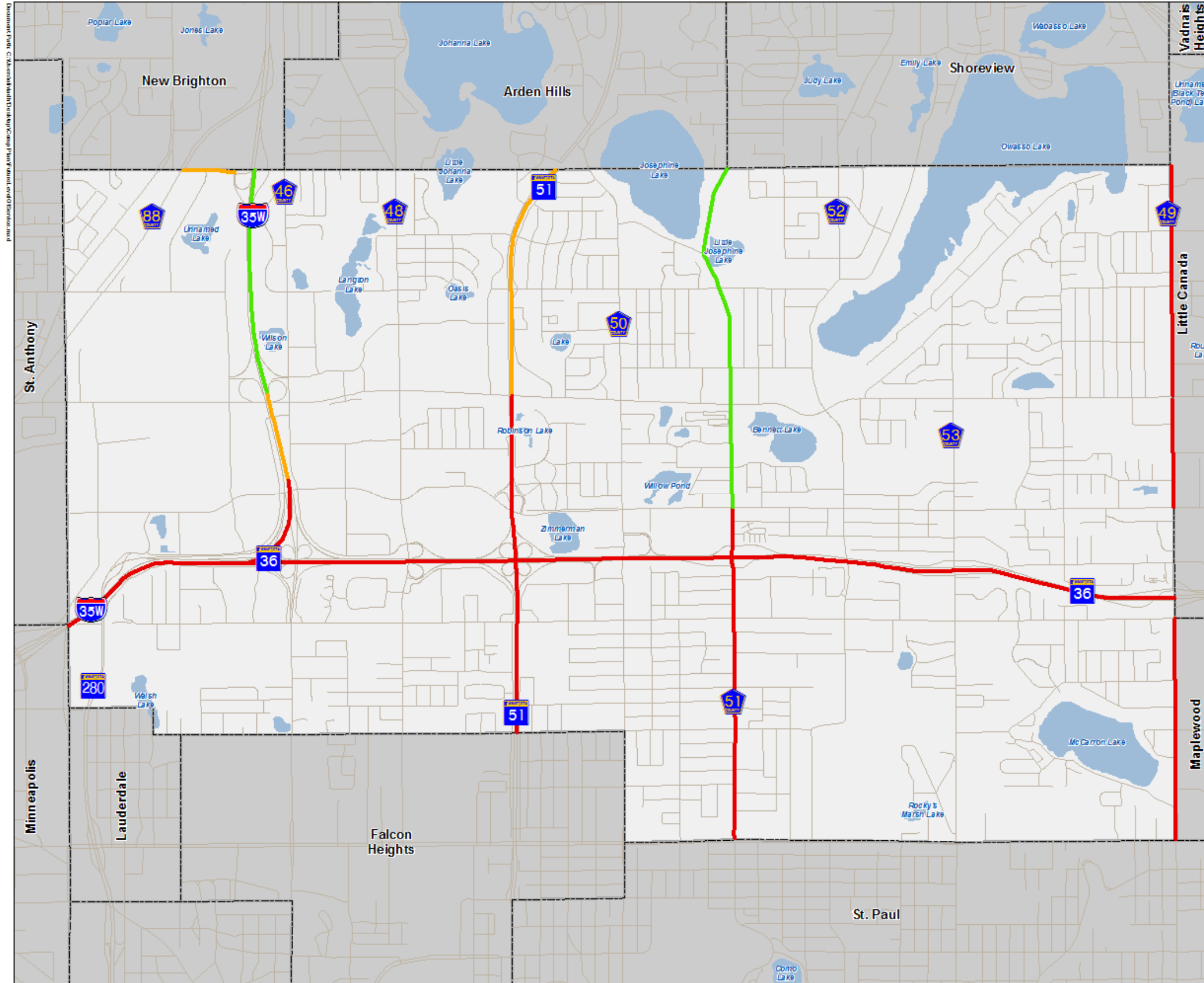
 Traffic Analysis Zone (TAZ)
 Roseville Boundary



MAP 7-9 EXISTING AND FORECASTED TRAFFIC VOLUMES



MAP 7-10 FUTURE LEVEL OF SERVICE



Future Level of Service

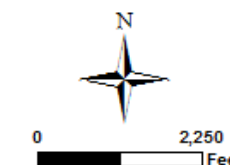
- D Higher density traffic restricts maneuverability
(.76 to .90 v/c)
- E Low speeds, considerable delays
(.91 to .99 v/c)
- F Very low speeds and long delays with stop-and-go traffic
(≥ 1.0 v/c)

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



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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
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

TAZ	2010 Census			2020 Forecast			2030 Forecast			2040 Forecast		
	Population	Households	Employment	Population	Households	Employment	Population	Households	Employment	Population	Households	Employment
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
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.

TABLE 7-6 HEAVILY CONGESTED SEGMENTS BY AVERAGE DAILY TRAFFIC (ADT) & LEVEL OF SERVICE (LOS)

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)

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 Suburban-designated areas, but reflects the transition toward development patterns influenced by the rise of the automobile, with longer block lengths and commercial land uses typically separated from largely single-family residential land uses. This means that people walking and bicycling must cover greater distances to reach commercial areas from their homes. While Roseville contains a largely regular arterial street grid, not all of these roadways provide dedicated, comfortable facilities for bicyclists and pedestrians, which limits the ability for 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

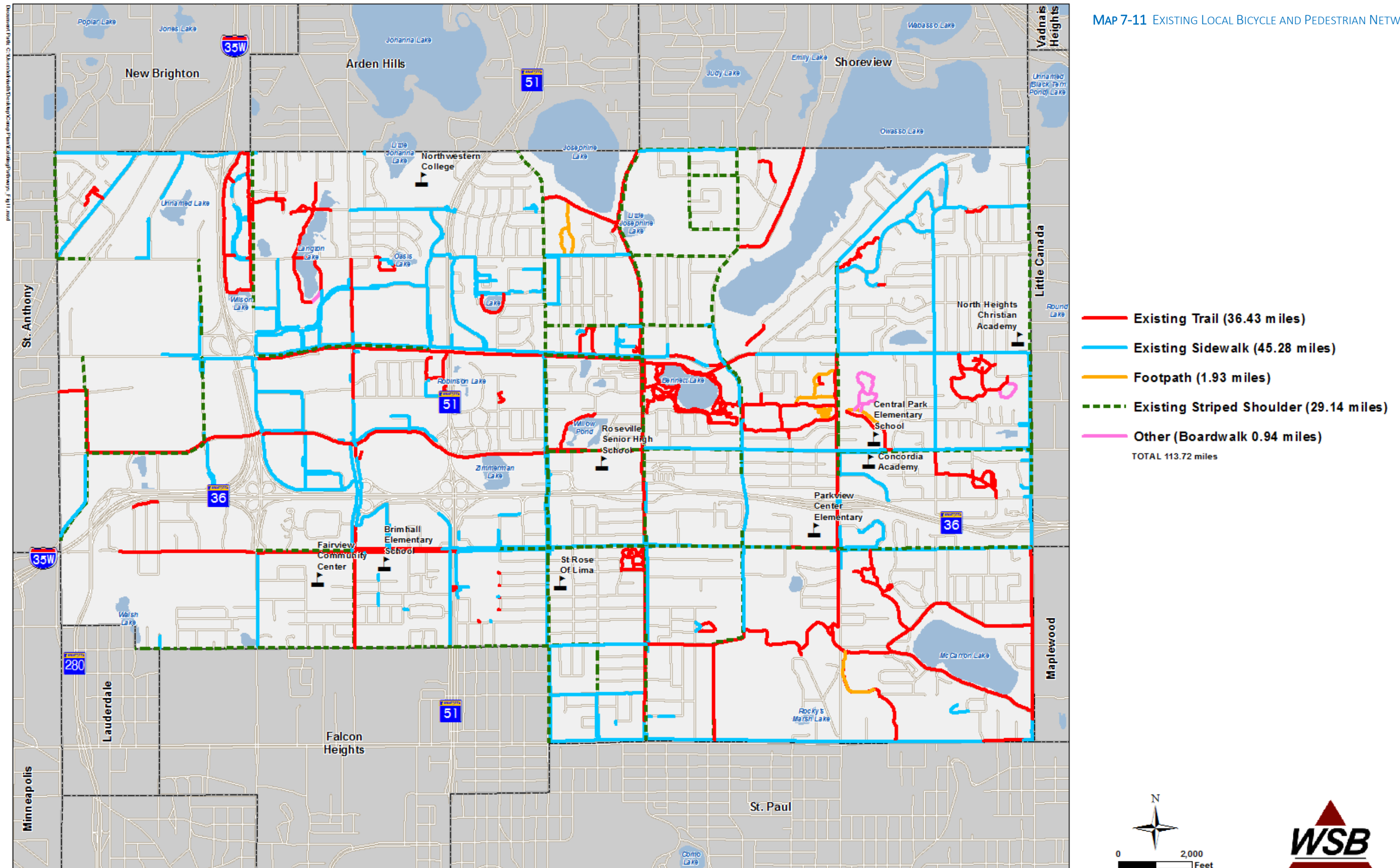
throughout Roseville that lie within walking or biking distance of many City residents, including HarMar Mall, Rosedale Center, and Roseville Center.

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. Roseville can also work with developers to construct sidewalks and trails within developments. Additionally, the City can require pedestrian and bicycle connections in areas where the roadway network does not connect, such as cul-de-sac connector trails that provide shortcuts for people walking and bicycling.

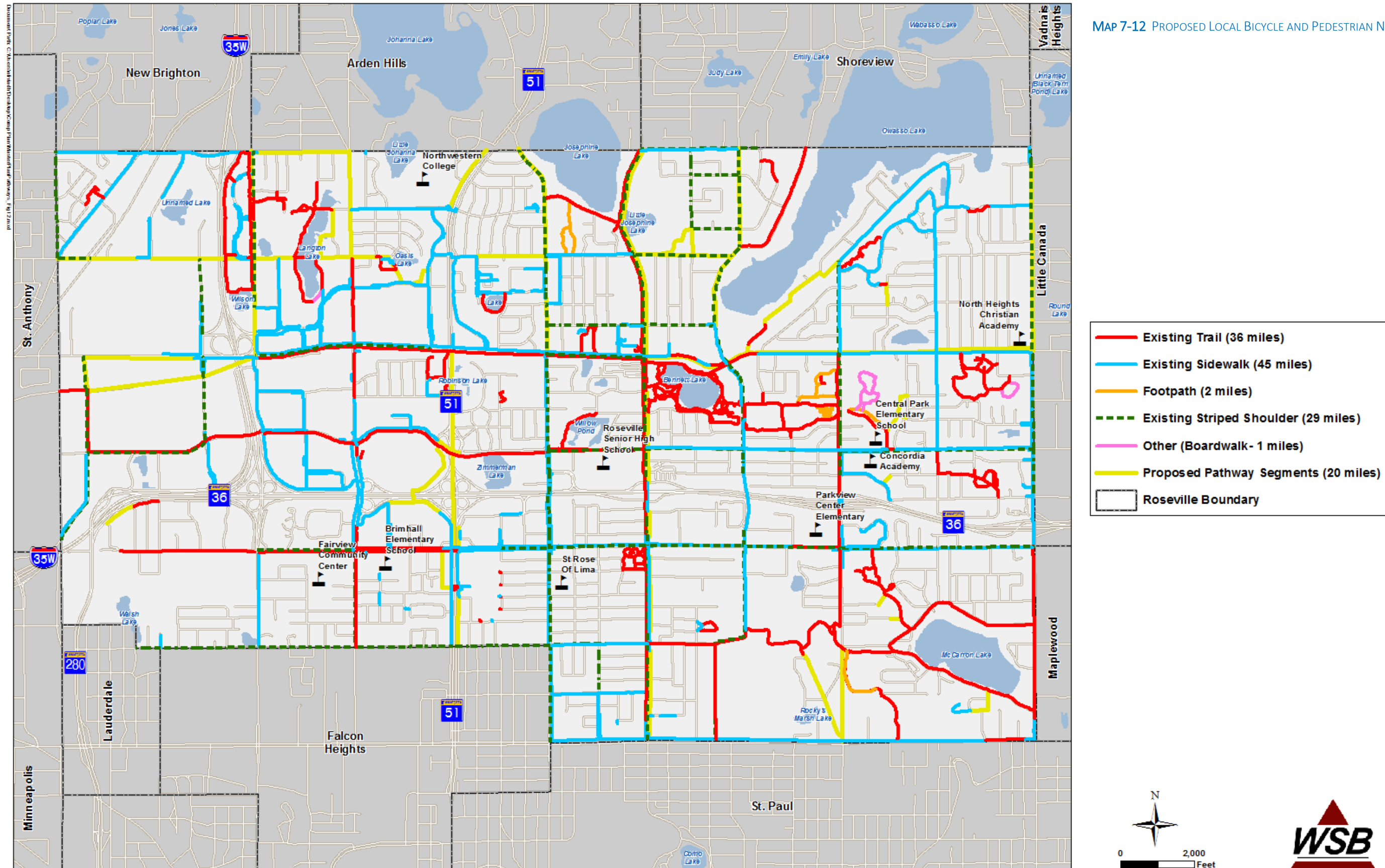
Planned Local Non-Motorized Transportation Network

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. [The Connected Ramsey Communities Network will be a useful resource to inform this effort.](#) When the network is complete, it will provide safe, convenient linkages between residential areas and commercial, institutional, and recreational areas within the city. The network will improve options for people to walk and bicycle for transportation within Roseville and facilitate regional connections (described in greater detail in the following section). The existing and proposed local bicycle and pedestrian network is based on the Pathway Master Plan and is shown in [MAP 7-12](#). These figures also identify existing gaps in the non-motorized network.

MAP 7-11 EXISTING LOCAL BICYCLE AND PEDESTRIAN NETWORK



MAP 7-12 PROPOSED LOCAL BICYCLE AND PEDESTRIAN NETWORK



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 Roseville, the RBTN identifies one Tier 1 RBTN alignment, four Tier 1 RBTN corridors, one Tier 2 RBTN alignment, and one Tier 2 RBTN corridor. The Tier 1 alignment is located along Lexington Avenue north of County Road C. There is an existing trail along the west side of the roadway in this location. Approximate locations for the Tier 1 RBTN corridors include County Road C east of I-35W; Fairview Avenue south of County Road C; Hamline Avenue; Old Highway 8 and County Road D; and Walnut Street, Terminal Road, Long Lake Road, and County Road B2. Several of these corridors currently include segments of trail and/or striped shoulder. The Tier 2 RBTN alignment within Roseville is located along Dale Street south of County Road C. The Tier 2 RBTN corridor is located along Rice Street south of County Road C. As with the Tier 1 locations, portions of this alignment and corridor include existing segments of trail. The RBTN map also identifies four regional destinations within the City: the I-35W and County Road C Area (a regional job center), the Rosedale Center Area (a sub-regional job center), University of Northwestern-St. Paul, and Roseville Area Senior High School.

The Ramsey County-Wide Pedestrian & Bicycle Plan identifies a Connected Ramsey Communities Network, with a series of corridors that represent long-distance bikeways crossing the County. Within Roseville, major countywide corridors (with status) are identified along County Road C (existing and planned); Walnut Street, Terminal Road, Long Lake Road, and County Road B2 (existing); Old Highway 8 and County Road D (identified need); Fairview Avenue (existing, planned, and identified need); Hamline Avenue (existing and planned upgrade); and Lexington Avenue (planned upgrade).

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](#).

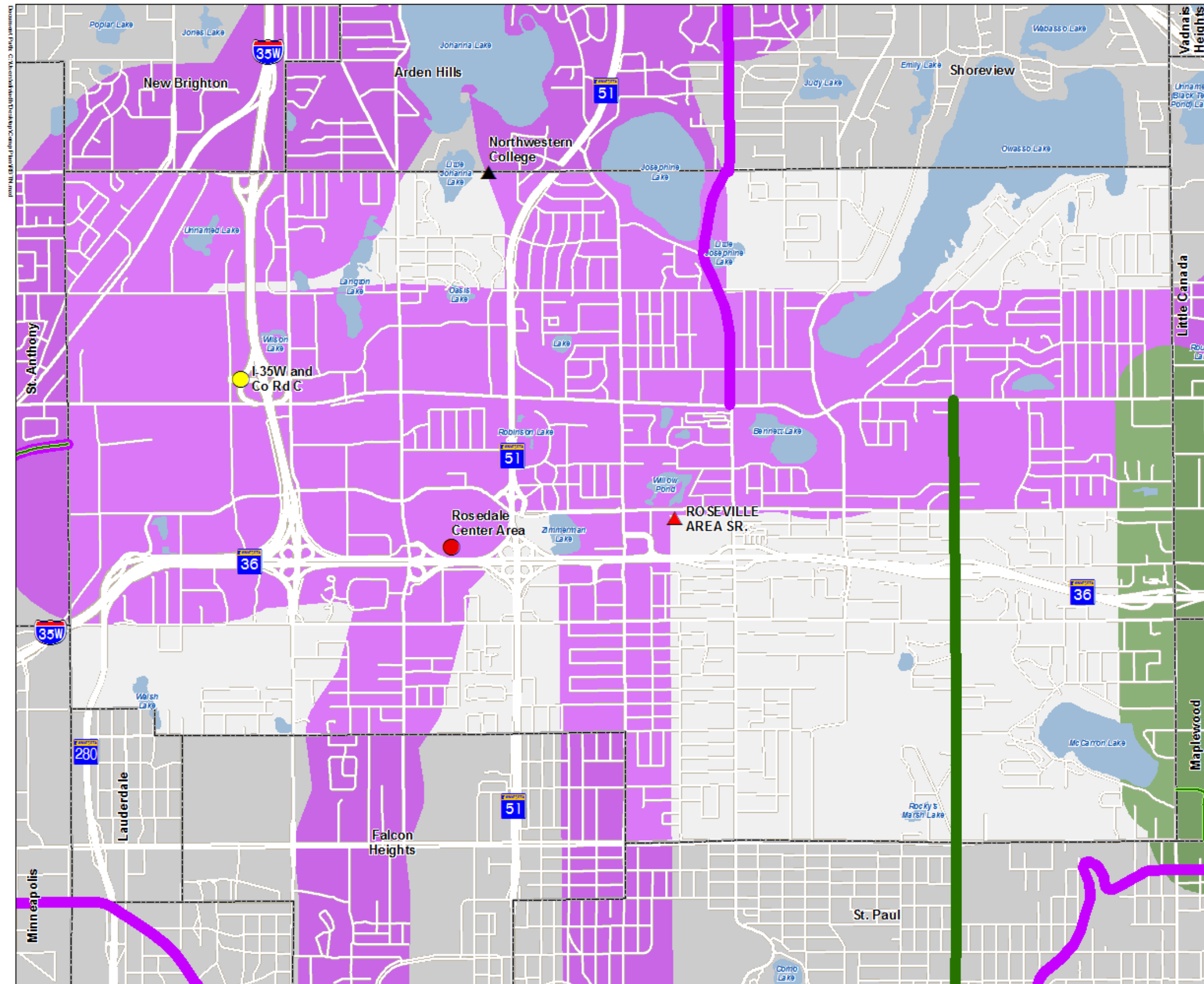
Non-Motorized Transportation Design Considerations

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.



MAP 7-13 Existing and Proposed Regional Bicycle Transportation Network

RBTN Alignments

- Tier 1 Alignment
- Tier 2 Alignment

Regional Trails

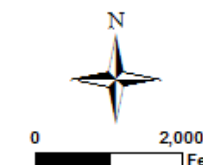
- Existing
- Planned

RBTN Destinations

- Colleges & Universities
- Regional Job Centers
- Subregional Job Centers
- Large High Schools

RBTN Corridors

- Tier 1 Priority Corridor
- Tier 2 Corridor
- Roseville Boundary



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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 Railway (MNNR) rail lines pass through Roseville—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 Roseville, adjacent to TH 280 and the MNNR railroad in Minneapolis. Freight traffic generators within Roseville are located along portions of 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 Daily Traffic (HCAADT) in 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 Snelling Avenue](#) south of TH 36, [CSAH 88 New Brighton Boulevard](#), County Road C west of [TH 51 Snelling Avenue](#), 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 Snelling Avenue](#) north of TH 36 is a Tier 3 corridor.

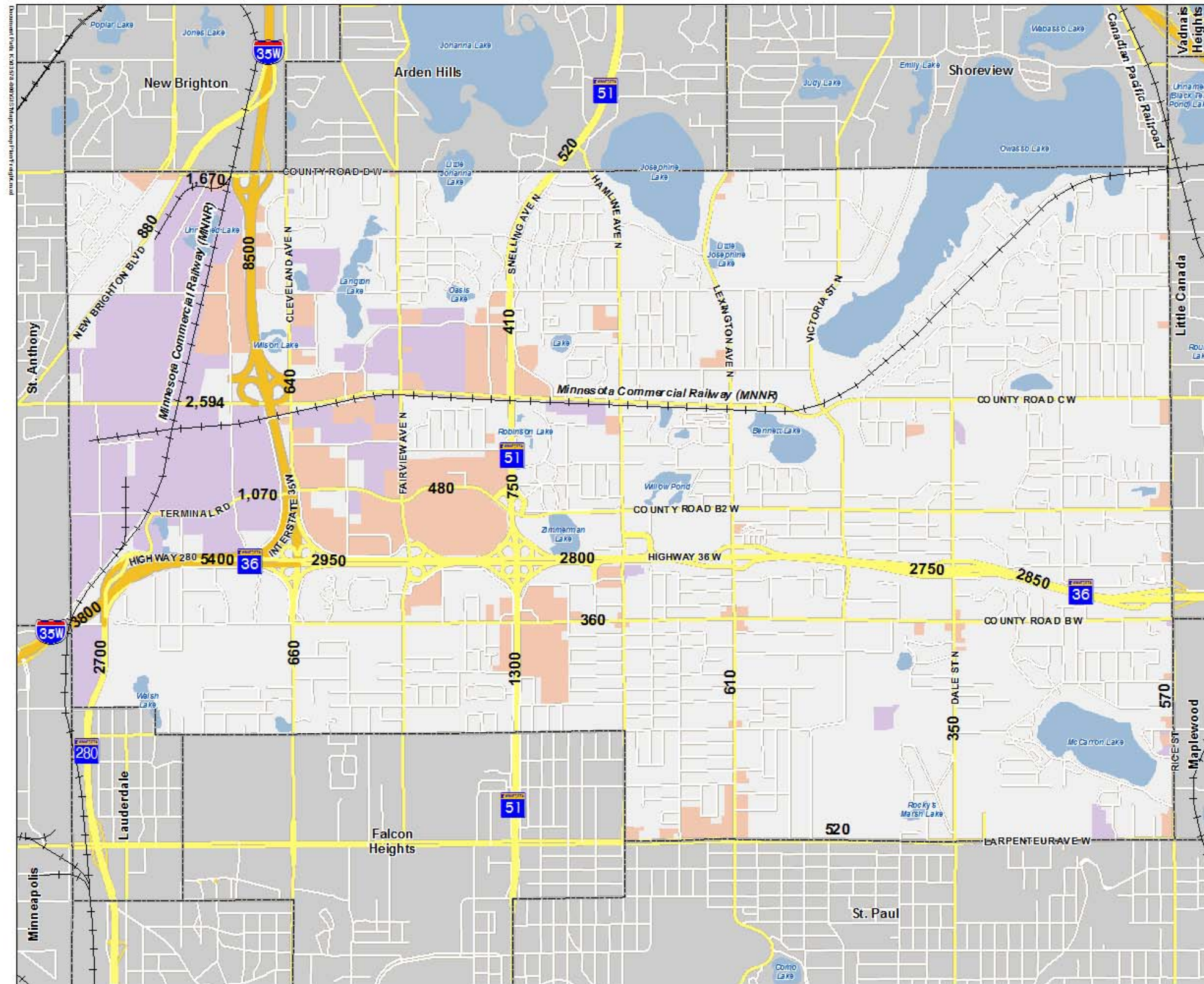
The Metropolitan Council 2040 TPP notes that freight rail traffic has increased substantially since 2010. Throughout the region, freight rail traffic is expected to increase, especially as the regional population continues to grow. There are 17 locations in the City where the rail lines cross public 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 multifamily residential housing that lie adjacent to the rail lines.

The City, through strategies identified later in this document, will endeavor to prepare all railroad crossings in the city for certification as Quiet Zone crossings. As crossings are enhanced or rebuilt, the City will work with the rail line operator to include the necessary geometric improvements to support the Quiet Zone designation at some point in the future when the crossing arms and signal equipment are also enhanced. The Quiet Zone designation will allow trains to travel through the area without having to sound their horns.

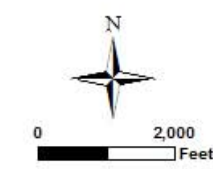
MAP 7-14 EXISTING FREIGHT SYSTEM



Land Use

- Industrial and Utility
- Retail and Other Commercial
- Railroads
- Roseville Boundary

XXXX Heavy Commercial Average Daily Traffic (HCADT)
Sources: MnDOT, estimates based on AADT



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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. [Future A Line BRT extensions may continue to the future Rice Creek Commons in Arden Hills as development occurs. The extension would continue up Snelling Avenue to County Road E, to Lexington Avenue, To Highway 96 and into the Rice Creek Commons Development.](#) 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 eight that provide urban local service, five that provide suburban local service, and eight that provide express service. The bus routes that serve Roseville provide a mix of frequencies and types of service. 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 several bus routes 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-

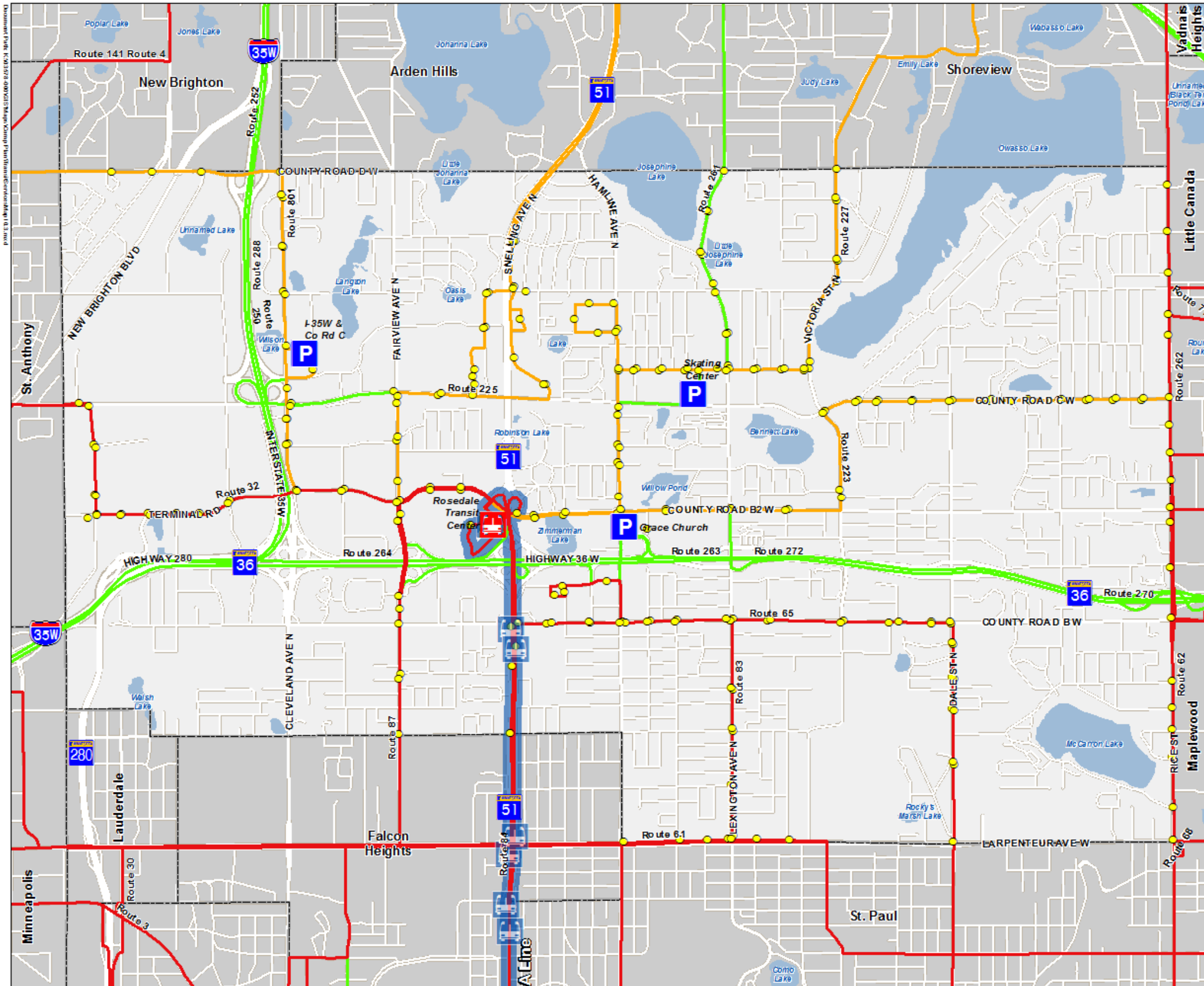
Ride was at 102 percent of its capacity (50 parking stalls). Depending on future changes in park-and-ride demand, the City and Metro Transit may explore expansion or additional locations along the associated transit corridors.






TABLE 7-7 ROSEVILLE BUS ROUTES

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




Source: Metro Transit

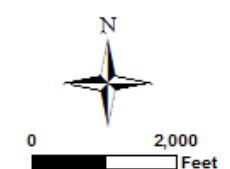
MAP 7-15 TRANSIT FACILITIES



-  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



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9. AVIATION

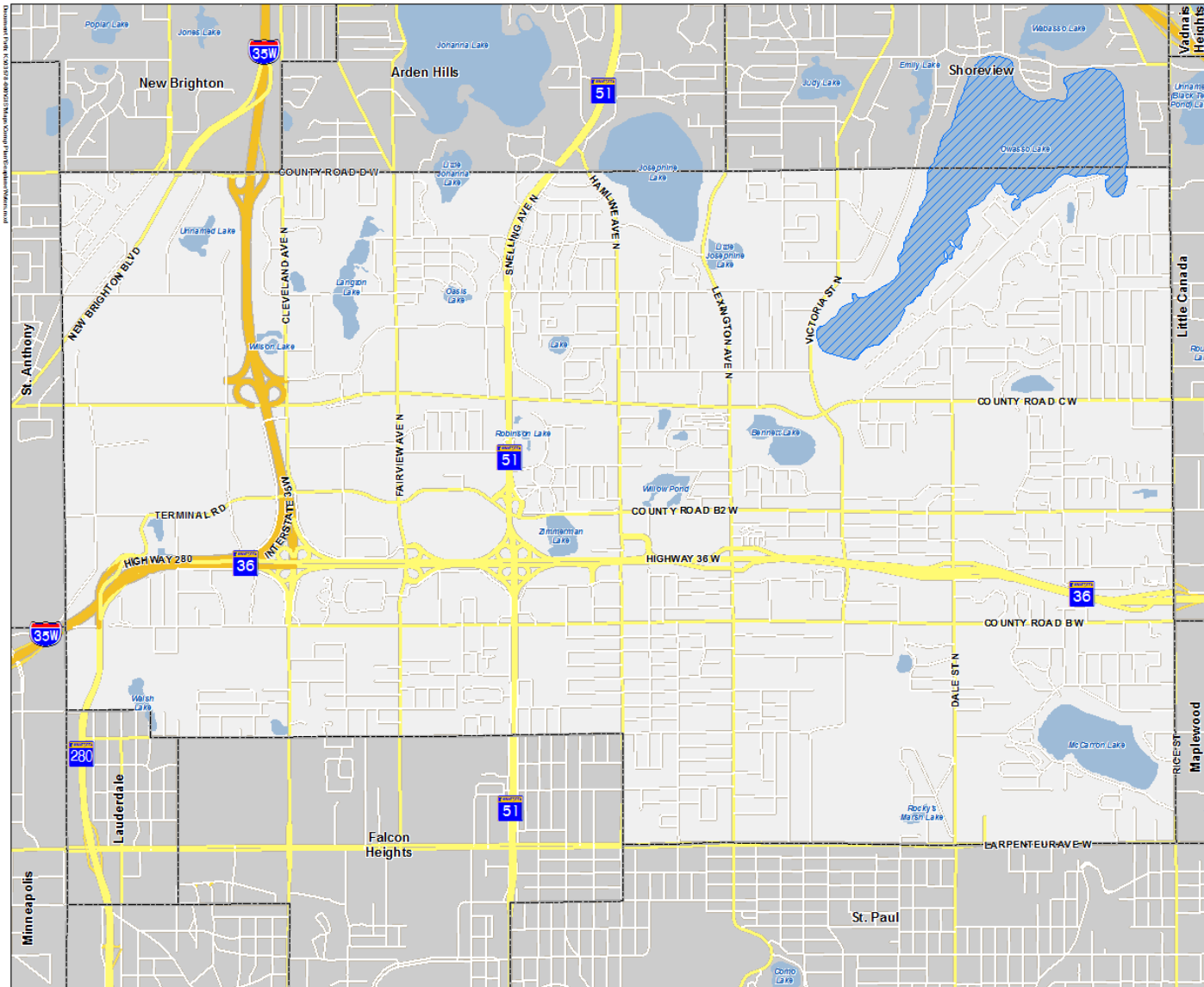
There are currently no existing or planned aviation facilities within Roseville. However, the City is responsible for airspace protection in order to reduce hazards to air travel within the region. The closest public use airport to Roseville is the St. Paul Downtown Airport (Holman Field), approximately 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.

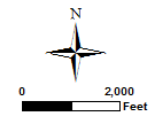
There are currently no heliports in Roseville or any known plans to construct one.

MAP 7-16 DESIGNATED WATERS FOR SEAPLANE USE



 Seaplane Use Allowed

 Roseville Boundary



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 MnDOT to encourage them to increase traffic capacity on major highways in order to reduce traffic on local roadways.</p>
	<p>1.4 Cooperate with State and federal agencies and railroad companies to enhance 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 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>

Goals	Policies
<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 alternative 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>

Goals	Policies
<p>④ 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 Metro Transit Board (RTB) to provide effective transit service to all areas of the city.</p>
	<p>4.1 Advocate for planning and development of the Northeast Diagonal Transit Corridor.</p>
	<p>4.2 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>4.3 Encourage the development of park-and-rides to reduce congestion on arterials throughout Roseville.</p>
	<p>4.4 Clearly mark bus stops and provide adequate space for buses to pull out of the moving traffic lane for loading and unloading.</p>
	<p>4.5 Provide adequate and attractive pedestrian access to bus stops by expanding the existing network of sidewalks as recommended in the Pathway Master Plan.</p>
	<p>4.6 Provide safe, efficient, and attractive pedestrian and bicycle access to transit stops, for all users, by expanding the existing network of sidewalks and bikeways as recommended in the Pathway Master Plan. Encourage transit supportive development along existing and future transit corridors.</p>
	<p>4.7 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 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>4.8 Play an active role in planning for potential transitways and preserving potential rights-of-way and station locations.</p>
	<p>4.9 Encourage the development of additional east-west transit services, including additional routes and <u>increased</u> frequency of existing routes.</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 Pathway 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:

- Programmed Improvements & Studies
- Congested Roadway Corridors
- High Crash Locations
- Freight
- Interchanges
- Functional Classification
- Transit
- Bicycle and Pedestrian
- Citizen-Community-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. [MAPS 7-17](#) and [7-18](#) following the strategies highlight selected strategies geographically.

Strategies: Programmed Improvements & Studies

Location: I-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.

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>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 I-35W extending east through 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: New Brighton Boulevard CSAH 88 in Hennepin County to east of Long Lake Road in Roseville Lead Agency: Ramsey County Type of Improvement: Full Reconstruction Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation System. Strategy: FY 2020 programmed full reconstruction project. Also, potential addition of a separated bicycle trail and sidewalk improvements.</p>
<p>Location: Cleveland Avenue 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 I-35W.</p>

<p>Location: Rice Street 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 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: 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: I-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 I-35W through Roseville. The City should endeavor to maintain an open and proactive dialogue with MnDOT, Metropolitan Council, Ramsey County, adjacent communities and users of I-35W with the goal of identifying opportunities to collaborate on short and long-range strategies for improving overall LOS in this corridor. The programmed FY 2019 addition of MnPASS lanes north of TH 36 will assist with this congestion.</p>
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Location: 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 with the goal of identifying opportunities to collaborate on short and long-range strategies for improving overall LOS in this corridor.

Location: 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 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 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: 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 Rice Street. The City should endeavor to maintain an open and proactive dialogue with Metropolitan Council, Ramsey County, and users of Rice Street with the goal of identifying opportunities to collaborate on short and long-range strategies for improving overall 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.

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 LOS in this corridor.

Strategies: High Crash Locations

Location: 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 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.

Location: 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 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.

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

Location: BNSF Railway
Lead Agency: City of Roseville/Ramsey County/MnDOT
Type of Improvement: At-Grade Railroad Crossing Safety/Operations
Goals Addressed: Coordinate Transportation Decisions; Create a Safe and Efficient Roadway Network.
Strategy: City of Roseville, Ramsey County, and MnDOT officials should coordinate closely with BNSF to monitor the ongoing safety and operations of at-grade railroad crossings at the following locations in Roseville: Walnut Street, Long Lake Road, Cleveland Avenue, Fairview Avenue, Snelling Avenue, Hamline Avenue, Lexington Avenue, Victoria Street, Dale Street, South Owasso Boulevard, and numerous private driveways. Railroad safety and operations improvements at these locations should be pursued as State and federal funds are available and circumstances warrant.

Location: Minnesota Commercial Railway(MNNR)
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 to monitor the ongoing safety and operations of at-grade railroad crossings at the following locations in Roseville: Terminal Road, County Road C2, County Road C, County Road D, and Long Lake Road. Railroad safety and operations improvements at these locations should be pursued as State and federal funds are available and circumstances warrant.

Location: At-Grade Railroad Crossings throughout Roseville
Lead Agency: City of Roseville/BNSF Railway/MNNR
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.

Strategies: Interchanges

Location: TH 280: Intersection at Broadway Street
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 I-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.

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](#).

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.
- Location:** System-Wide
Lead Agency: City of Roseville/Metro Transit
Type of Improvement: More Bus Shelters
Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Promote the Use of Transit.
Strategy: Work with Metro Transit to explore opportunities to enhance bus shelter facilities at key locations to support existing ridership and attract additional riders to the transit service.
- Location:** System-Wide
Lead Agency: City of Roseville/Metro Transit
Type of Improvement: Enhanced East-West Fixed Route Service
Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Promote the Use of Transit.
Strategy: There are limited transit routes that connect the eastern and western parts of Roseville 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 Roseville.

<p>Ⓔ</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. StrategyStrategies: The City should work with Metro Transit to explore the feasibility of expanding bus route evening and weekend service for fixed-route service within Roseville.</p> <p><u>City officials should coordinate with Metro Transit and the City of Arden Hills to extend the A-Line BRT to Rice Creek Commons. University of Northwestern, Bethel University and Rice Creek Commons could be future stops benefiting from additional transit connections. 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.</u></p>
<p>Ⓔ</p>	<p><u>Location:</u> Larpenteur Avenue east of Victoria Street <u>Lead Agency:</u> City of Roseville/Metro Transit <u>Type of Improvement:</u> Add Service <u>Goals Addressed:</u> Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Promote the Use of Transit. <u>Strategy:</u> 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>Ⓔ</p>	<p><u>Location:</u> System-Wide <u>Lead Agency:</u> City of Roseville/Metro Transit <u>Type of Improvement:</u> Express Bus to St. Paul <u>Goals Addressed:</u> Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Promote the Use of Transit. <u>Strategy:</u> 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>
<p>Ⓔ</p>	<p><u>Location:</u> System-Wide <u>Lead Agency:</u> City of Roseville/Metro Transit <u>Type of Improvement:</u> Elderly Transit Service <u>Goals Addressed:</u> Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Promote the Use of Transit. <u>Strategy:</u> 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.</p>

⑤

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.

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.

⑤

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.

⑤	<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>
⑤	<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>
⑤	<p>Location: HarMar Mall and Rosedale Center Lead Agency: City of Roseville Type of Improvement: Bicycle/Pedestrian Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Encourage the Use of Non-Motorized Transportation. Strategy: City of Roseville officials should explore and pursue, as feasible, bicycle and pedestrian improvements to improve overall multi-modal access to the HarMar Mall and Rosedale Center.</p>
⑤	<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 adjacent city 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>
⑤	<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.</p>

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.

Strategies: [CitizenCommunity](#)-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.

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>Location: Victoria Avenue and Orchard Lane</p> <p>Lead Agency: City of Roseville</p> <p>Type of Improvement: Traffic Study</p> <p>Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Create a Safe and Efficient Roadway Network.</p> <p>Strategy: Conduct a detailed traffic study to evaluate safety and traffic concerns at this location.</p>
<p>Location: Various</p> <p>Lead Agency: City of Roseville</p> <p>Type of Improvement: Speed Study</p> <p>Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Create a Safe and Efficient Roadway Network.</p> <p>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</p> <p>Lead Agency: Ramsey County</p> <p>Type of Improvement: Left Turn Signal Phasing</p> <p>Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Create a Safe and Efficient Roadway Network.</p> <p>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>
<p>Location: County Road B2 at Hamline Avenue</p> <p>Lead Agency: Ramsey County</p> <p>Type of Improvement: Left Turn Signal Phasing</p> <p>Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Create a Safe and Efficient Roadway Network.</p> <p>Strategy: The lack of left turn phasing at this intersection currently crates 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.</p>

Location: County Road D at Fairview Avenue
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
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

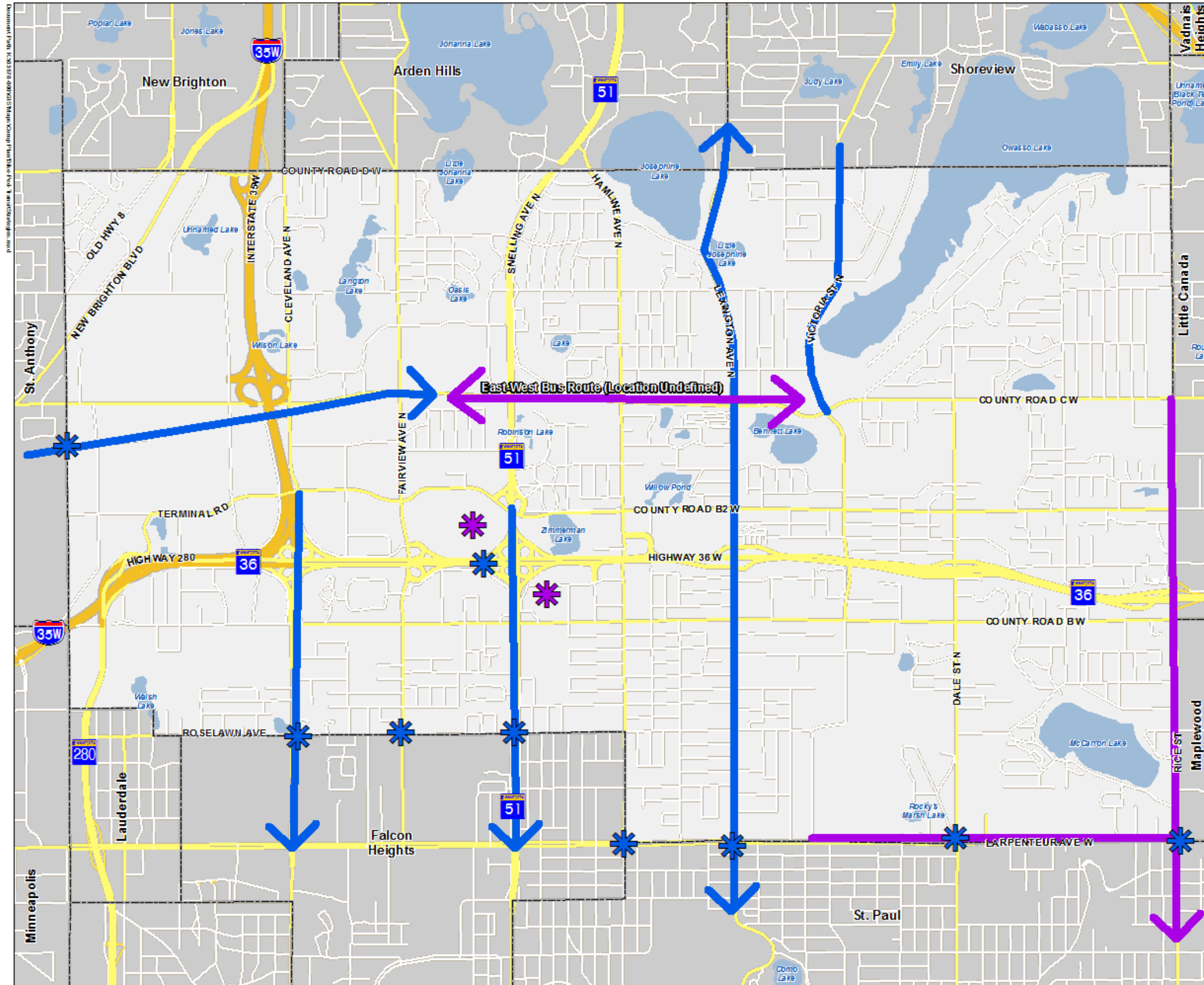
Type of Improvement: Signal Upgrade

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

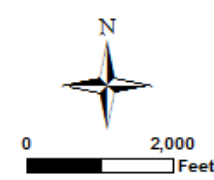
Strategy: The lack of left turn phasing and possibly poor signal timing currently lead to large queues in the northbound direction when I-35W is congested, and some delay issues in the eastbound direction during the a.m. peak hour. A review of existing signal timing and consideration of adding left-turn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

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MAP 7-18 BICYCLE/PEDESTRIAN AND TRANSIT STRATEGIES



- Key Bicycle/Pedestrian Connections
- Key Transit Destination
- Bicycle/Pedestrian Strategy Corridor
- Transit Strategy Corridor
- Roseville Boundary



Proposed Short and Long Range Roadway Projects

The sections below identify proposed short- and long-range roadway projects identified in the City and Ramsey County CIPs, the Metropolitan Council 2040 TPP/2018 Draft Transportation Improvement Plan (TIP), and based on the proposed land use and redevelopment activities described in previous sections of this Plan.

Proposed Projects from Capital Improvement Plans

The City's CIP identifies a number of roadway and pathway projects. These projects are primarily mill and overlay or pathway maintenance projects intended to improve and maintain the roadway or pathway surface. There are also several new pathway construction projects identified, including segments along Larpenteur Avenue, County Road B, and Victoria Street.

The TPP identifies a number of highway projects in Roseville, including a pavement rehabilitation project and bridge project along I-35W, construction of an I-35W MnPASS lane north of TH 36, and two additional bridge projects on TH 36. The City also received federal funding to construct an additional northbound lane along Snelling Avenue between County Road B2 to north of Lydia Avenue, along with associated intersection and ADA improvements.

Public Comments

The City has gathered public input through public open house meetings, focus groups, and several community walkabouts in addition to web-based communications. Through these interactions, members of the public identified issues and opportunities related to transportation, with a strong focus on improving non-motorized transportation options in many locations throughout the city. Many comments were received relating to making Roseville more 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. A full accounting of public comments is included in Appendix A.

Conclusion and Next Steps

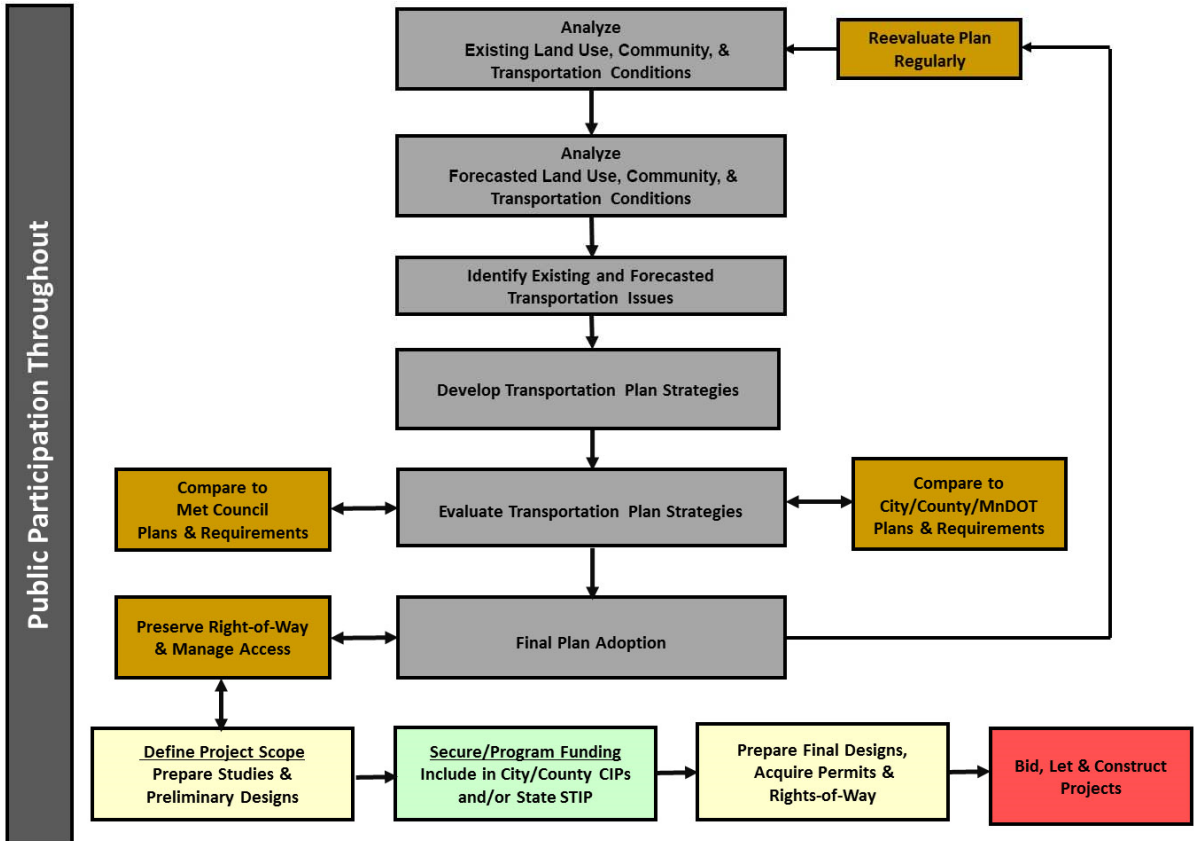
The purpose of this Transportation Plan is to set a multimodal transportation vision for the City of Roseville through the year 2040. Goals and specific strategies have been identified collaboratively by the City, Ramsey County, MnDOT, and members of the public within the framework of Metropolitan Council 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 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.

FIGURE 7-1 TRANSPORTATION PLANNING PROCESS

Transportation Planning Process



CHAPTER 8: PARKS, RECREATION, TRAILS, AND OPEN SPACE

Chapter 8 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.

Beginning in 2010, Roseville has made 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 southeastern Roseville. As part of this public comprehensive planning process, it is evident that residents and leaders still strongly support the Master 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 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, 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, design, and development for 2134 Cleveland Avenue site.
- Community process, design and development 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 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 areas where acquisition of a lot could complete a logical park outline. 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 development is added around Rosedale), a similar approach would be 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.

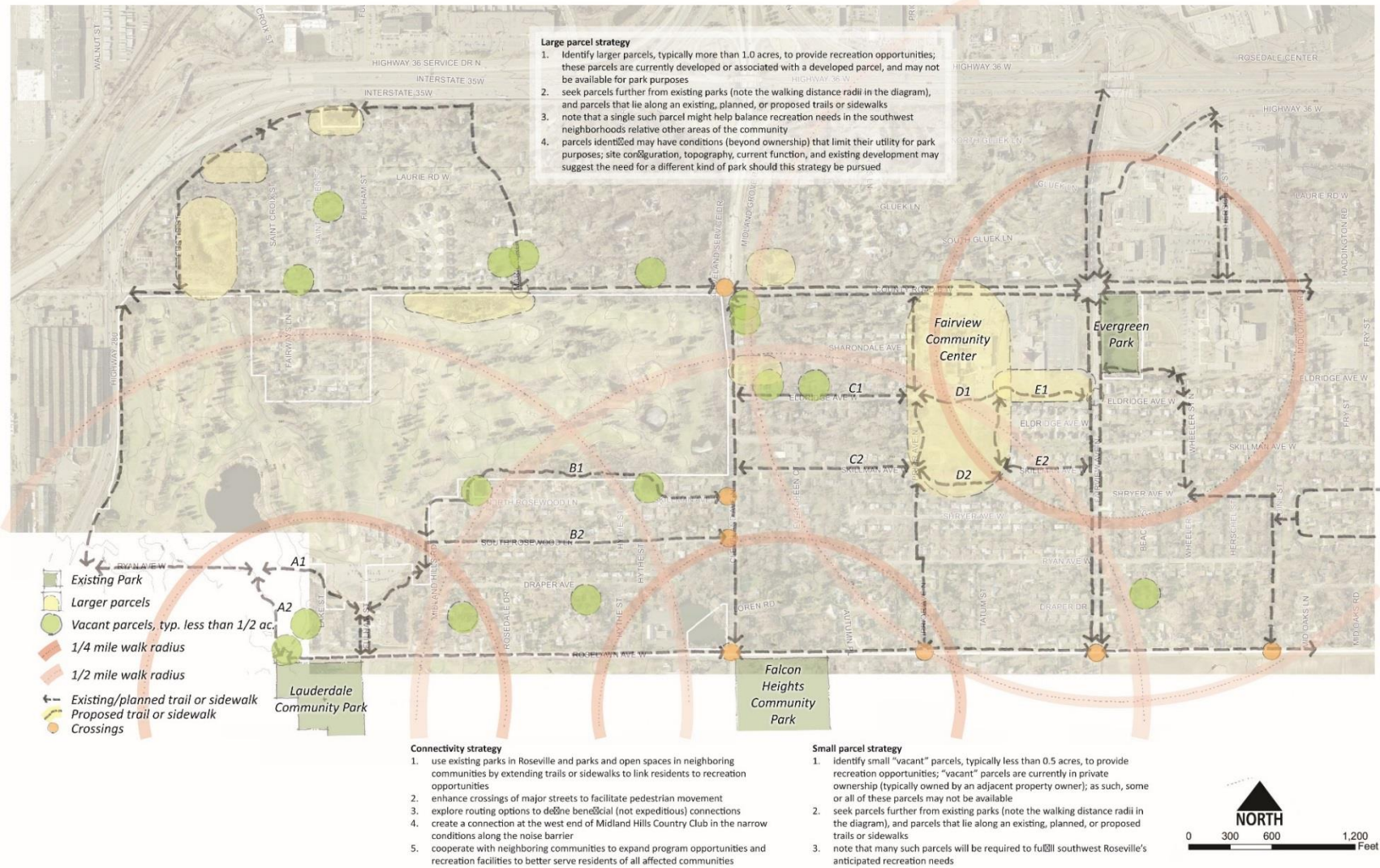
For all future potential land purchases, Roseville Parks and Recreation seeks willing sellers and reasonable prices. When a purchase is made, Roseville Parks and Recreation is always committed to going through their full community process for planning and design. The Roseville Parks and Recreation ADA Transition Plan is to assess current conditions and to achieve ADA compliance with every new and renovated project.

Coordination with Pathways Planning

The 2010 Master Plan provided a vision for connectivity between parks, housing, businesses, and schools. This was based on the “constellation” concept which generated more value within the system by connecting parks in logical ways (refer

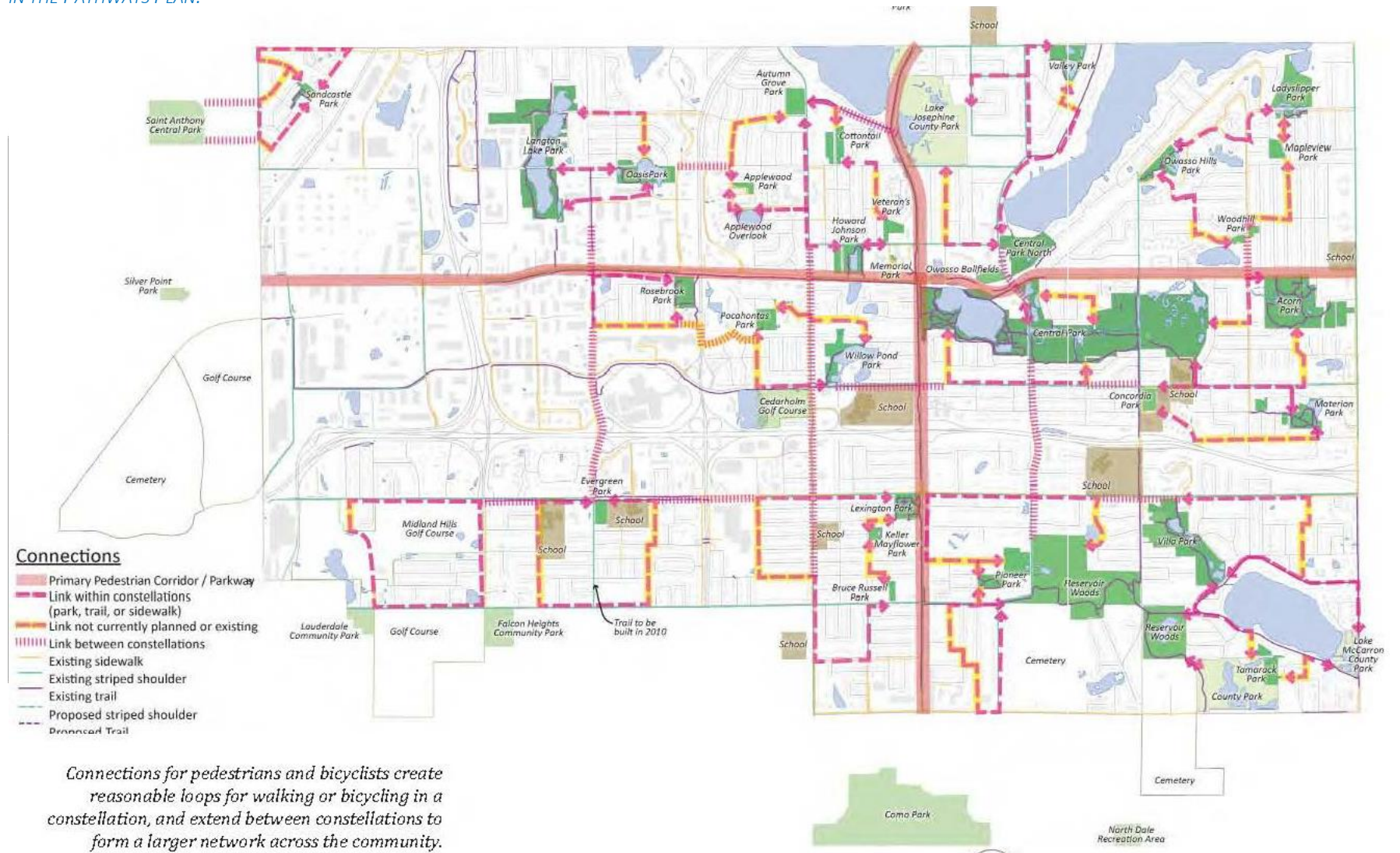
to [MAP 8-3](#)). With good connectivity, not every park has to provide duplicative services, and the park experience can extend into the surrounding neighborhoods. That approach remains the focus of Roseville Parks and Recreation, in coordination with the Pathway Master Plan.

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 PATHWAYS 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 Guidant John Rose Minnesota OVAL

Continued and expanded coordination has occurred since 2010, including the recent joint meeting between the Roseville and Ramsey County Parks and Recreation Commissions, aimed at creating more synergy between the facilities and programs provided by both entities.

Roseville has partnered with the Active Living Ramsey Communities initiative for over ten years. This initiative improves health through community engagement. It promotes and creates environments that make it safe and easy for everyone to integrate physical activity into their daily routine. The City will continue collaborating to encourage walking, biking, and active living as a way of life throughout the City and County.

3. GOALS AND STRATEGIES

The following goals and strategies 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 strategies are unchanged, but minor revisions were made.

In addition, several of the goals and strategies 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 relate 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

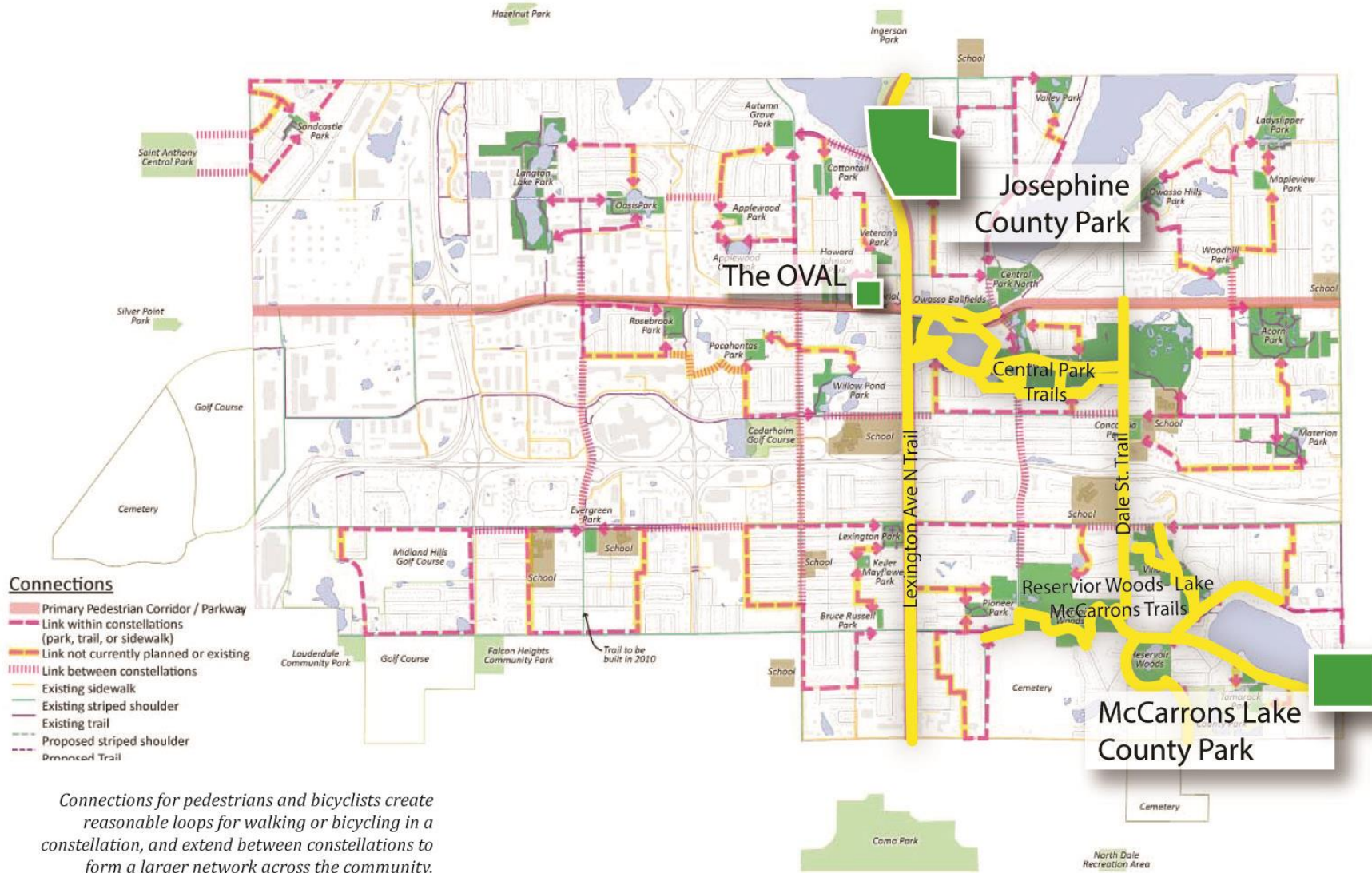
Maintain ongoing parks and recreation planning, maintenance, and asset management process that involves citizen engagement, adheres to professional standards, and utilizes prudent professional practices. Ensure timely guidance for

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.

MAP 8-4 REGIONAL FACILITIES



- *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.
- ⑤ • 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.
- ⑤ • *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 citywide 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.

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 approval of 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. This program provides 90 percent 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 community'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 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 percent 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 the 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

fruits, nuts, and seeds 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 percent 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 Chapter 8. Additional policies regarding natural resources management in Roseville’s parks system are described in the Parks, Recreation, 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.” The latest statewide analysis shows that Minnesota is not currently on track to achieve these

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.

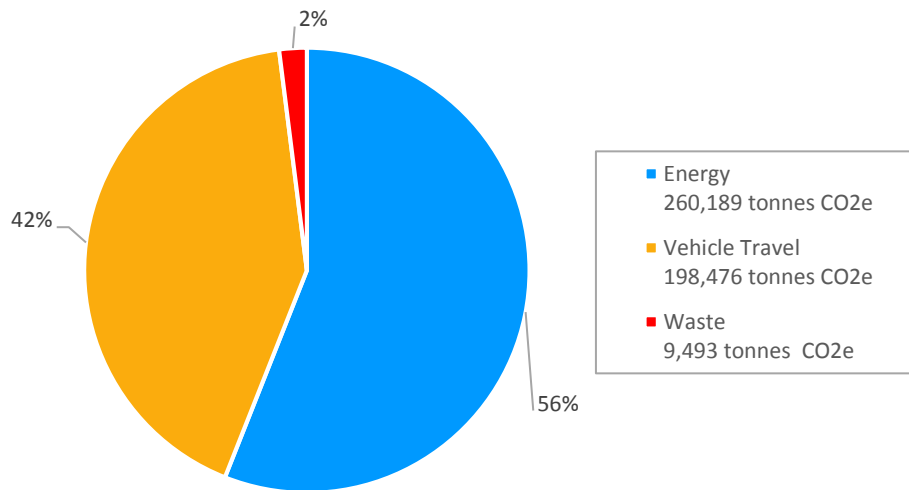
targets, with only a 4% reduction from 2005 levels in 2014.² With many human activities contributing to the emission of these gases – from driving to work to burning natural gas to heat a home – local governments like the City of Roseville can have a strong influence on the emissions caused by activities 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.³ The greatest source of greenhouse gas (GHG) emissions in the community comes from building energy consumption, making up 56 percent of total emissions (**FIGURE 9-1**). Broken down by sector, the commercial and industrial sector accounts for 39 percent, while residential energy use accounts for 17 percent of all emissions. Broken down another way, electricity emissions account for 33 percent and natural gas emissions account for 23 percent of the community's total. Emissions for vehicle travel make up 42 percent, and treatment of municipal solid waste is 2 percent. Additional sources of emissions not included in this analysis come from air travel and wastewater treatment.

² Minnesota Pollution Control Agency, "Minnesota's GHG emissions: 1990-2014 and Next Generation Energy Act goals," 2017, doi:10.1007/978-1-4419-7991-9.

³ 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.

FIGURE 9-1 ROSEVILLE'S COMMUNITY-WIDE EMISSIONS (2016 ESTIMATE). SOURCE: REGIONAL INDICATORS INITIATIVE



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.

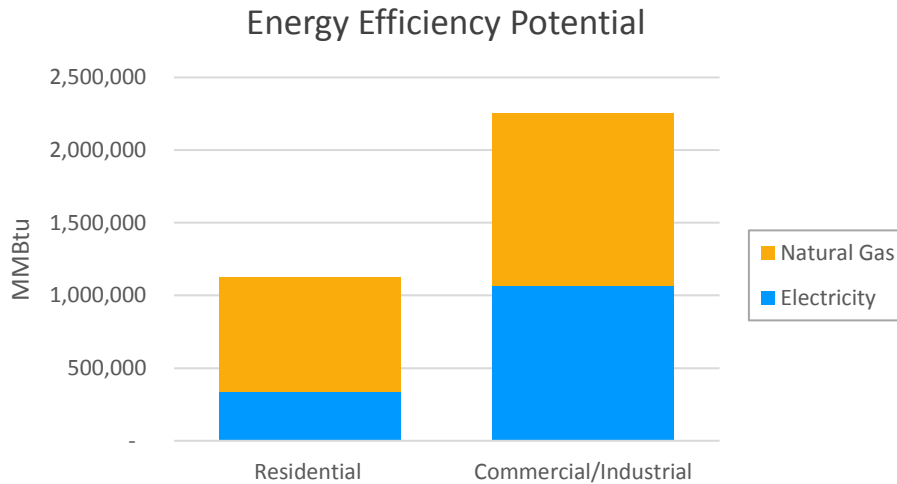
While Minnesota does not have an indigenous fossil fuel supply, the state does have many renewable energy resources available for development. The following list includes excerpts from the “Existing Energy Conditions” report developed through the Minnesota Local Government Project for Energy Planning.

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.

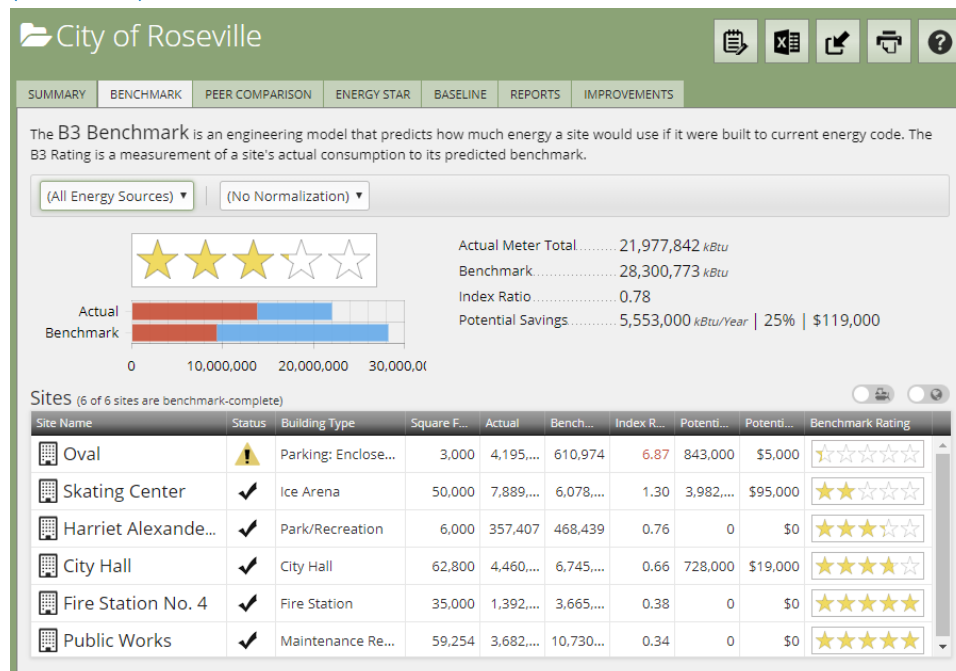
As shown in the Regional Indicators Initiative graphic summary ([FIGURE 9-2](#)), two-thirds of energy consumed within the city’s buildings is being used by commercial and industrial customers, despite making up only 13 percent of the total number of premises, making this sector a strong efficiency resource. 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 percent 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 the actual, observed energy use in Roseville’s buildings to code-based benchmarks, B3 Benchmarking has identified an energy savings potential of 25 percent, primarily in electricity.

FIGURE 9-3 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 percent of community-wide electricity and 0.6 percent of natural gas.

TABLE 9-1 ROSEVILLE PARTICIPATION IN CONSERVATION IMPROVEMENT PROGRAMS IN 2016.
SOURCE: XCEL COMMUNITY ENERGY REPORT (ACCESSED JANUARY 22, 2018).

Sector	Rebates Given	Electricity Savings (kWh)	Natural Gas Savings (Therms)
Business	160	5,372,024	32,328
Residents	1,082	520,801	90,186

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 percent 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.

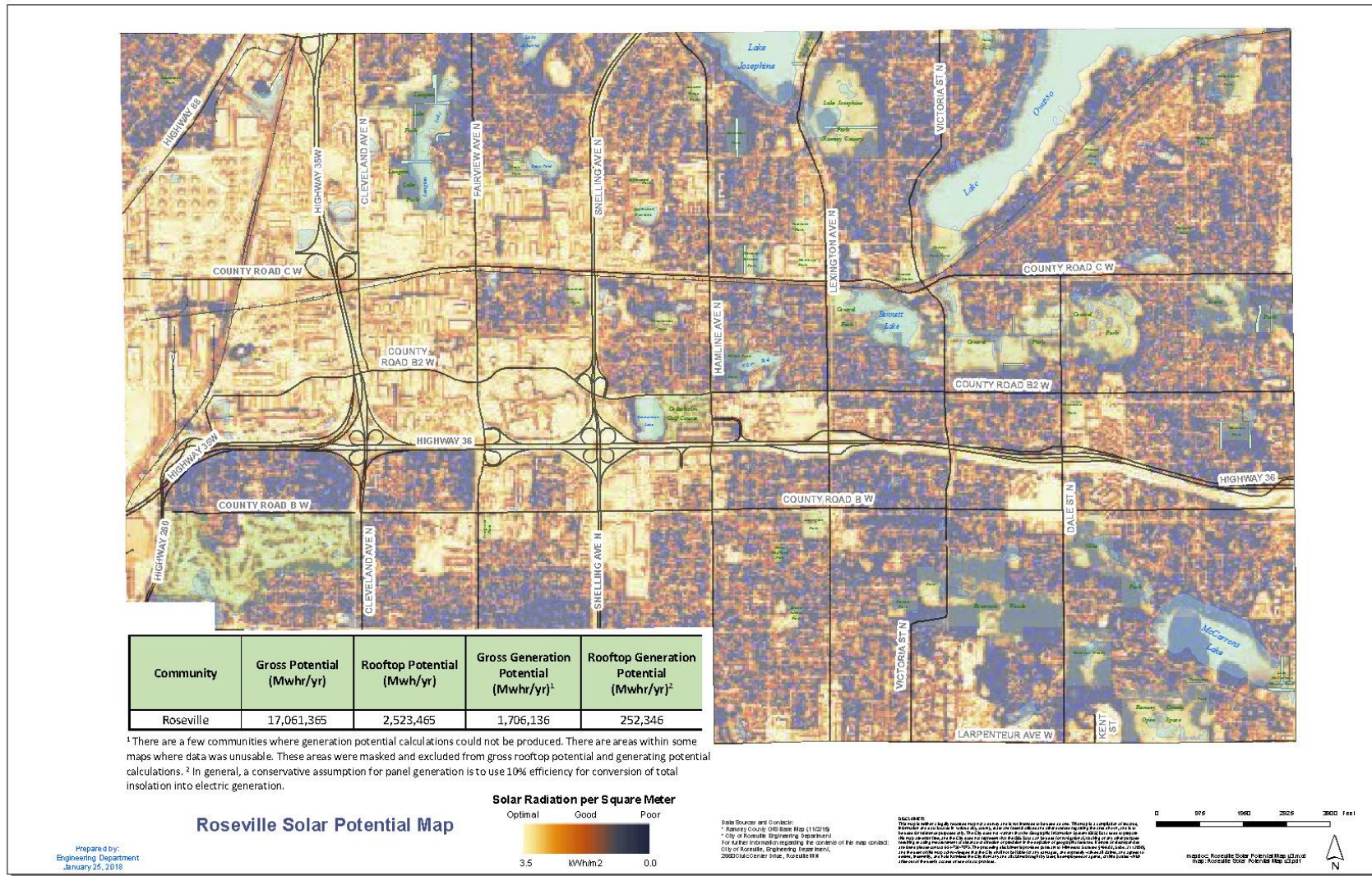
TABLE 9-2 ROSEVILLE SOLAR RESOURCE. SOURCE: METROPOLITAN COUNCIL AND GREAT PLAINS INSTITUTE.

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

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 percent of the electricity currently consumed within the city. The top ten rooftops alone have enough solar resource available to meet 7 percent 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 citywide 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 yields 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 percent 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 and other dedicated Organics Recycling facilities.

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 Ramsey 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 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 zero-percent 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 a 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 goals 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 citywide 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 percent 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 historic community-wide greenhouse gas emissions for 2005 as a baseline year.
 - 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:

- ⑤ • 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 a related goal, above).
- 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 percent 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 percent in on-site generation at City properties.
- Strive to produce enough solar electricity within City boundaries to meet 10 percent of citywide 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

Chapter 10 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

1. INTRODUCTION

This chapter presents an executive summary of the Comprehensive Surface Water Management Plan, which is attached in Appendix C. This chapter refers to the Comprehensive Surface Water Management Plan “CSWMP”.

2. PURPOSE OF THE PLAN

This primary purpose of the 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. 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 the CSWMP, 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 Roseville's CSWMP 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. The current 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 speakuroseville.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 the Comprehensive Surface Water Management Plan by City Council, it 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.

TABLE 10-1 LAKES IN ROSEVILLE. POLLUTANT DATA SOURCE: MINNESOTA POLLUTION CONTROL AGENCY

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

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 CSWMP 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 CSWMP.

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 the CSWMP 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 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 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 creating 5,000 square feet of new impervious surface area. 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, by removal of 90 percent of total suspended solids and 60 percent 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 suspended solids 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 of the CSWMP) are priorities 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: 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, and 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.

Implementation Program and Funding

The Implementation Program is intended to provide guidance in carrying out the CSWMP goals and objectives. The Implementation Program and funding section summarizes capital improvement projects, studies and ongoing maintenance, inspection, monitoring, and other management activities. The current CSWMP 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.

The Implementation Plan should be reviewed on an annual basis. At that time, each proposed improvement is to be reconsidered, City budgets adjusted, and additional improvement projects or management activities added to or removed from the program. The City currently has a storm drainage utility fee in place which funds stormwater management related costs such as educational programs, construction of treatment systems and maintenance of the overall stormwater treatment and conveyance systems (storm sewer maintenance and street

sweeping). The charges and fees will be reviewed and adjusted annually to ensure adequate funding for the activities set forth in this plan and those required by law.

~~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 the CSWMP.~~

Amendment Process

The Comprehensive Surface Water Management Plan is intended to extend approximately through the year 2027. In conjunction with the CSWMP, 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 the CSWMP to remain dynamic, an avenue must be available to implement new information, ideas, methods, standards, management practices, and any other changes which may affect its intent and/or its results. 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 CSWMP amendment and submit the request to City staff. The request shall outline the specific items or sections of the CSWMP 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 ability of the CSWMP to achieve

its overall goals and policies, or will result in the CSWMP 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 CSWMP at a later date. These changes will generally be to clarify provisions in the CSWMP or to incorporate new information available after its adoption in 2018. 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 CSWMP. Minor issues will not result in formal amendments, but will be tracked and incorporated formally into the CSWMP 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 CSWMP will be considered major amendments.

Staff will make every attempt to respond to an amendment 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 Watershed Districts/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 CSWMP. Staff will review the proposed amendments with the Watershed Districts to determine if the proposed change is a major amendment, and if a proposal is determined to be major amendment, then City staff will assess the ability of the requested amendment to maintain consistency with Watershed District 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 CSWMP changes and notify the appropriate stakeholders.

CHAPTER 11: WATER SUPPLY SYSTEM

Chapter 11 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 D. 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 directly to its retail customers—the residential and commercial properties where water is used. Roseville also provides wholesale water via its system to the City of Arden Hills. To accomplish this, there are three always-open interconnection points with the City of Arden Hills, which are located at:

- Cleveland Avenue and County Road D
- Fairview Avenue and County Road D
- 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.

In addition to the three interconnections providing wholesale water service to Arden Hills, Roseville’s water system consists of:

- 160 miles of mainline
- one water tower
- one booster station (water pumping facility)
- seven emergency interconnections
- 22 cross-connections

These seven interconnections (see [TABLE 11-1](#)) 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.

TABLE 11-1 ADJACENT COMMUNITY EMERGENCY INTERCONNECTIONS

Community Interconnections		
City	Size	Location
Little Canada	8"	County Road C and Rice Street
Little Canada	12"	South of Woodlynn Avenue on Rice Street
Shoreview	8"	County Road D and Lexington Avenue
New Brighton	6"	Old Highway 8 and County Road D
St. Anthony	12"	West of Patton Road on County Road C
Lauderdale	6"	Roselawn Avenue and Lake Street
St. Paul	8"	Galtier Street and Larpenteur Avenue

Cross-connections are locations where the City of Roseville or an adjacent community provide water service to retail customers outside of their respective borders.

TABLE 11-2 CROSS-CONNECTIONS WITH ADJACENT COMMUNITIES

City	Drinking water flow TO Roseville	Drinking water flow FROM Roseville
Arden Hills	107 dwelling units (County Road D)	
Falcon Heights		16 dwelling units
Maplewood	6 dwelling units	Schroeder Milk (Rice Street)
St. Anthony		2 dwelling units
St. Paul	2 shopping centers, Taco Bell (Larpenteur Avenue)	
Totals	113 dwelling units 3 commercial	18 dwelling units 1 commercial

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 Division 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

Chapter 12 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 Citywide Sanitary Sewer map ([MAP 12-1](#)) shows the locations of these facilities and direction of flow. The City also has a number of residential connections with adjacent communities. [TABLE 12-1](#) below summarizes these connections.

TABLE 12-1 RESIDENTIAL CONNECTIONS WITH ADJACENT COMMUNITIES

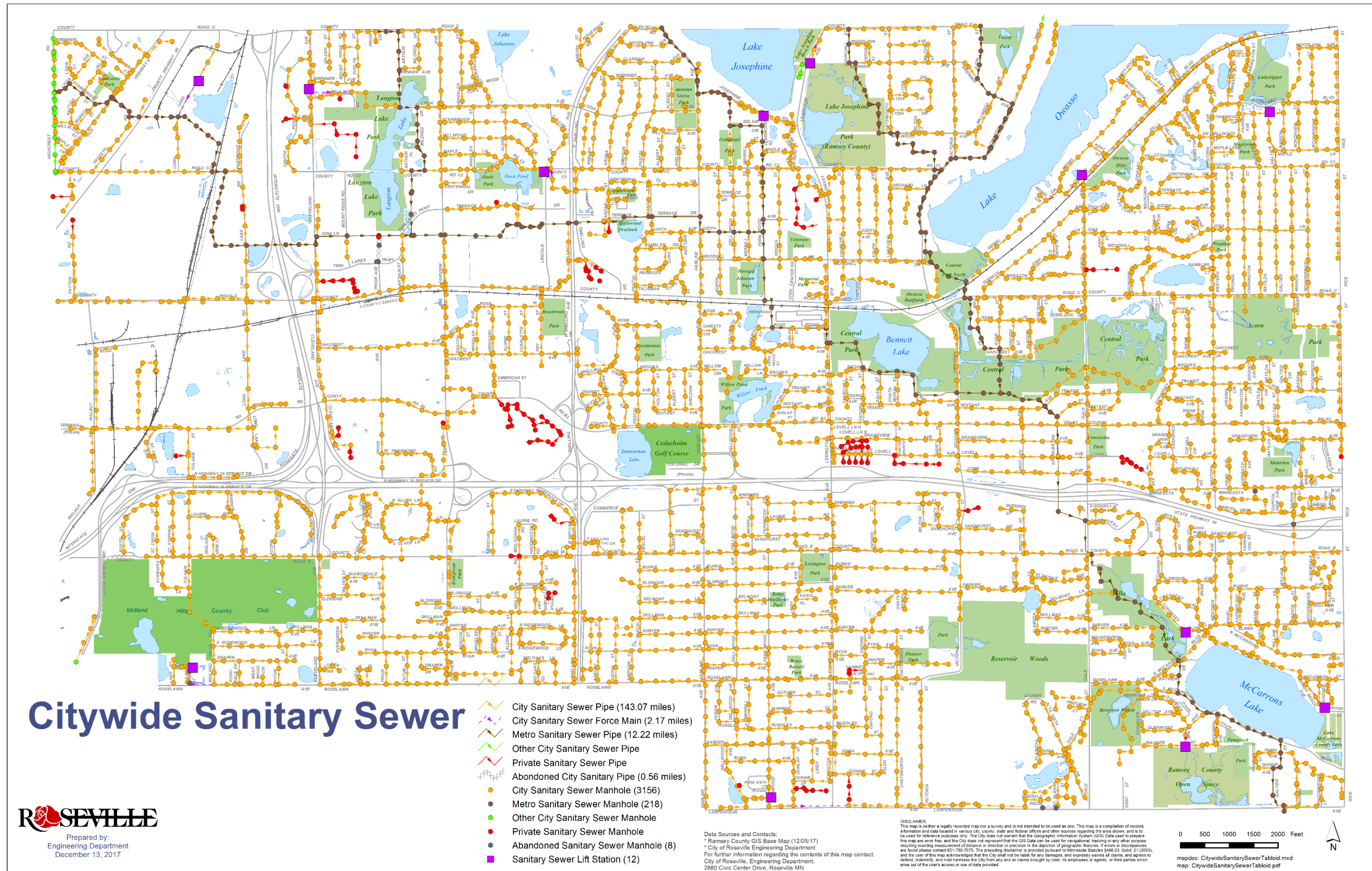
City	Sewer flow TO Roseville	Sewer flow FROM Roseville
Arden Hills		48 houses (County Road D)
St. Anthony	2 houses	
St. Paul	9 houses, 17-unit apartment building	
Shoreview		11 units (County Road D/ Lake Owasso)
Totals	28 dwelling units	59 dwelling units

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 [MAP 12-1](#). 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 [MAP 12-2](#) for the Sanitary Service Areas map.

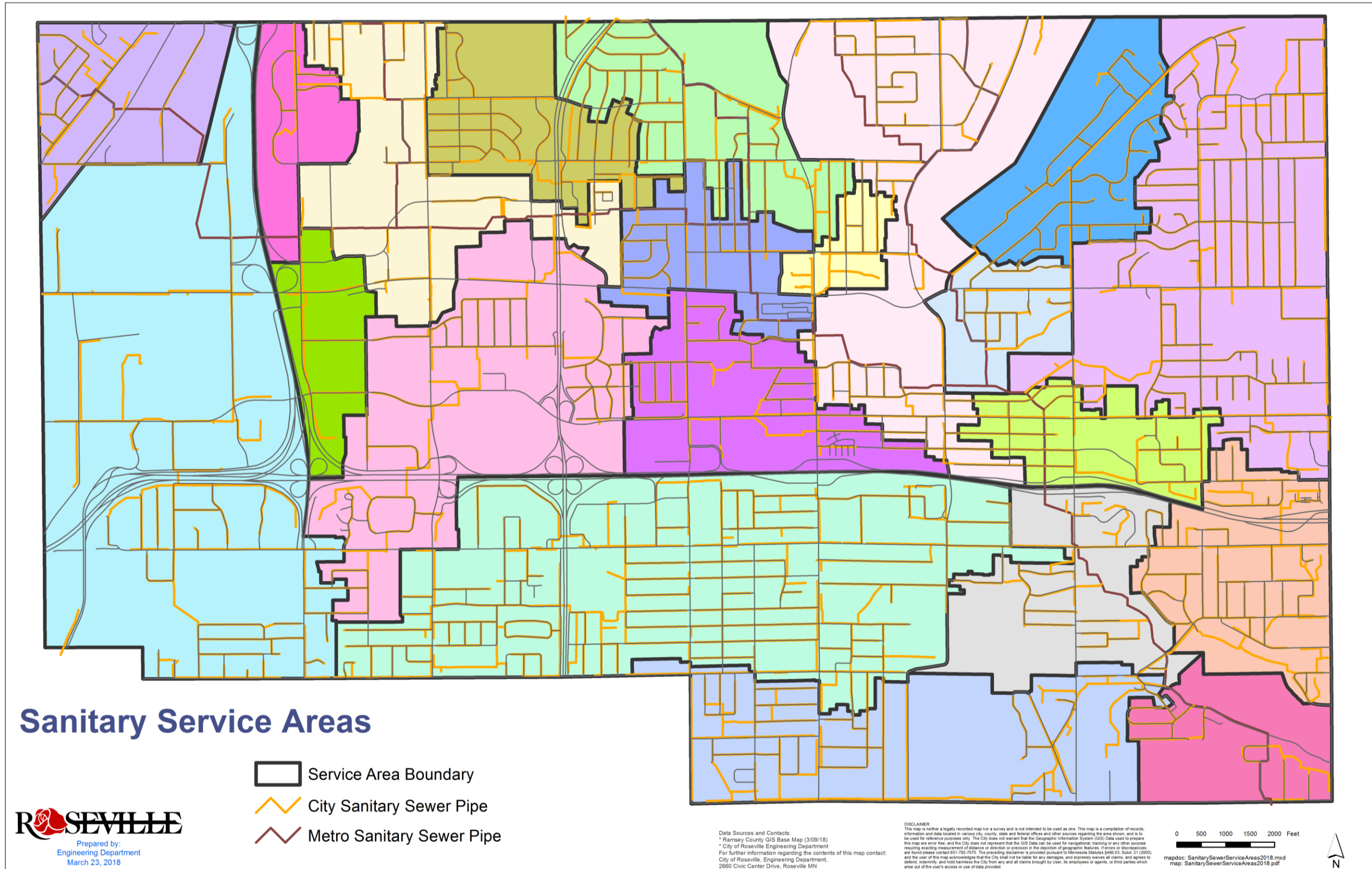
MCES owns and maintains the interceptor sewers. Public sanitary sewer trunk lines are in place and serve all 10,674 parcels in Roseville.

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 CITYWIDE SANITARY SEWER



MAP 12-2 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. As shown in [TABLE 12-1](#), sewage from 59 dwelling units flows from Roseville to adjoining communities, and 28 dwelling units in adjacent communities 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 percent of the properties within the city have been developed. The City of Roseville's 2040 population, household, and employment forecasts and projected annual sewer flow are shown in [TABLE 12-2](#), and [TABLE 12-3](#) details how the projected annual flow would be distributed among the MCES Interceptor lines.

TABLE 12-2 PROJECTED SEWER FLOW BY DECADE

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 Wastewater Flow (MGD)	4.87	4.9	4.97
Allowable Peak Hourly Flow (MGD)	13.6	13.74	13.87

TABLE 12-3 PROJECTED SEWER FLOW BY MCES INTERCEPTOR

Projected Sewer Flow						
Interceptor	2020		2030		2040	
	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 ten 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 detailed citywide investigation study of I/I flow. This study will be used to review the reduction in flow of the last ten 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 citywide study and developed and implemented an I/I Reduction Plan, which includes 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, citywide 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 staff 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 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 sanitary 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	
	Support applications for public housing and project-based assistance.	Community Development staff	Short-term	X	
Explore opportunities to increase transit-oriented development in strategic areas connected to major transit routes.	Look for opportunities for site assembly and/or land banking.	Community Development, and Public Works staff	Long-term	X	TIF, tax abatement, housing bonds, development authorities, MHFA funding, LCDA grants, City funds
	Administer policies regarding financial or procedural incentives for developers.	Community Development staff	Medium-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	Short-term		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	City funds, Met Council TOD grants
	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		
	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"> o savings potential, o economic and business development potential, o implementation methods through existing or new policies and programs, and o 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 Watershed District	Ongoing	X	Water Utility Fund Watershed District
	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 13-8 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 <u>Watershed Districts</u>	Short-term		Stormwater Utility Fund <u>Watershed Districts</u>
	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