

**ROSEVILLE**  
**REQUEST FOR COUNCIL DISCUSSION**

Date: **09/16/2013**  
Item No.: 14.b

Department Approval



City Manager Approval



Item Description: Twin Lakes Redevelopment Area Discussion

**BACKGROUND**

On July 22, 2013, the City Council invited property owners and/or their representative to visit with the City on the future of the Twin Lakes Redevelopment Area. Seven owners and/or their representatives were in attendance to discuss varying thoughts and ideas on moving forward in Twin Lakes (see Attachment A).

Generally Mr. Foster , representing the Hagen property, discussed the need to establish financial assistance and how the City might set-up a consortium of individuals to provide information and assistance to business seeking tools to relocate or establish in Roseville; Mr. Walston, representing Old Dominion, indicated that he was satisfied with the City acting as facilitator of Twin Lakes and noted it was vital to have a direct contact at City Hall to discuss and/or work through ideas and issues. He also noted that the design standards/regulating plan were no longer an impediment in moving forward; Mr. Murphy, representing Applewood Pointe, expressed concern about various future uses and the potential impact they might have on the area, specifically the Langton Lake Park and the adjacent/surrounding roadways; Mr. Regan, owner of 21 acres adjacent to Byerly's, stated that as a developer, he is not driving development or the uses that might seek to come to town, but rather the market is driving uses. He added that it would make sense to determine what makes sense and that as he reviewed Twin Lakes and all the history, he see the area west of Fairview Avenue not being zoning the same (Community Mixed Use) as the area west of Fairview Avenue. Mr. Regan indicated that certain commercial uses will always be interested in Roseville due to the large retail base currently in place and that certain uses would be attracted to his property given what uses lie adjacent to it. He added that the City should also consider capital investments to accomplish certain goals for the area; Mr. Zwebber, owner of property on Terrace Drive was only in attendance to receive an update on what was occurring in Twin Lakes.

Given these comments, staff is bringing forward two specific items for the City Council to consider and discuss. They are as follows:

**ZONING OF PROPERTY**

Twin Lakes Redevelopment Area is primarily guided Community Mixed Use (CMU), with portions of the area also zoned High Density Residential-1 (see Attachment B). The CMU district was created to provide and promote a wide variety of uses for mixed-use developments. The CMU district is not necessarily exclusive to the Twin Lakes area, although no other areas

32 are currently zoned CMU. It is possible that other areas of Roseville could be rezoned to CMU  
33 in the future.

34 The CMU district does, however, require a “regulating plan” be adopted for the areas that are  
35 zoned CMU. The Regulating Plan is specific to the land and establishes additional design  
36 standards for design and placement of buildings and pedestrian connectivity. As you know, the  
37 code currently contains the regulating plan that covers the portion of the Twin Lakes  
38 Redevelopment Area generally north of County Road C to County Road C2 and east of  
39 Cleveland Avenue to Fairview Avenue. The Zoning Ordinance, however, does not contain a  
40 Regulating Plan for the Twin Lakes area east of Fairview Avenue.

41 The Community Development Department would suggest separating the Twin Lakes  
42 Redevelopment Area east of Fairview Avenue from Twin Lakes and determine a more  
43 appropriate land use designation and zoning classification for those parcels. based upon on-  
44 going issues/concerns in leasing some existing properties, mostly those along Terrace Drive, the  
45 Community Development Department would suggest that the area west of Byerly’s to Fairview  
46 Avenue also be guided business and the City Council should consider Regional Business-2 given  
47 the historical production and processing that has occurred for many years. Although the  
48 Community Development Department supports the multi-family vision for the area north of  
49 Terrace Drive, our indications are that these properties may not be ripe for redevelopment for  
50 many years and the current cloud of non-conformity has been creating issues and challenges for  
51 numerous purchases and releasing.

52 As for the remainder of Twin Lakes, the Community Development Department supports the  
53 Community Mixed-Use guiding and zoning and the allowance of a mix of uses and not specific  
54 guiding and zoning of individual or groups of parcels. The staff believes that this approach  
55 affords the market the best flexibility in determining what develops where. That’s said, the  
56 Community Development Department also supports a review of the overall uses identified in the  
57 Community Mixed-Use District to better address the needs and/or desires of the community.  
58 Specifically the Division believes that there needs to be some clarifications made regarding  
59 desired uses and any limitations on height and/or size.

60 Regarding the existing design standards for Twin Lakes, the Planning Division strongly supports  
61 the regulating plan as supporting the desires of the community and a direct representation of  
62 standards tied to the former Twin Lakes Master Plan, whether those indicated in the AUAR of  
63 those in the Urban Design Principles.

#### 64 **USES IN TWIN LAKES**

65 An integral part of having any area develop or redevelop in the manner desired is to carefully  
66 review uses to determine what uses should be permitted and what uses should not be permitted.  
67 Please note, the use charts are better served when they do not try to include every possible use,  
68 which can lead to bulky and hard to read charts and create problems in the future when new  
69 types of uses (or similar but not specific) come forward. Instead, it is better to create broad  
70 categories that encompass desired uses for the area (i.e. personal services, office, retail sales).  
71 This not only provides flexibility for the market to determine the desirable use for the parcel, it  
72 also allows for new uses to be allowed as long as they fall within the category of an allowed use.  
73 In so much as the Council desires to restrict uses within Twin Lakes (i.e. large-format retail),  
74 then these uses specifically be listed as not permitted (see Attachment C).

75 With that context and any changes to the zoning of property as discussed above, the City Council  
76 should discuss uses within Twin Lakes with the following in mind.

- 77 1) Should retail of any scale be allowed in Twin Lakes? Should there be limitations on what  
78 retail is allowed based on size, type of goods, or other factor? Should certain retail be  
79 prohibited?
- 80 2) If the City creates zoning sub-districts, where are appropriate areas for retail to be located?
- 81 3) If the City maintains the CMU zoning district and Comprehensive Plan Land Use Plan for  
82 the Twin Lakes area, should a clearer distinction be made in the zoning code on what a  
83 *community use* is compared to a *regional use*?
- 84 4) What others uses should be more clearly allowed?
- 85 5) What other uses should be clearly prohibited?

86 **REQUESTED COUNCIL ACTION**

87 No direct action is needed. Based on discussion and consensus, however, clear direction should  
88 be given to the planning staff regarding on next steps to pursue. Additional areas will be brought  
89 forward in the near future for a similar discussion and direction. Then the planning staff will  
90 assemble all suggested revisions and submit them for further discussion by the City Council and  
91 eventual action.

Prepared by: Thomas Paschke, City Planner (651) 792-7074 and Patrick Trudgeon, Interim City Manager (651)  
792-7071

Attachments: A: City Council minutes dates July 22, 2013  
B: Twin Lakes Map  
C: Roseville Zoning Code – Chapter 1005 (including Twin Lakes Regulating Plan)



**Extract of the Regular City Council Meeting  
Minutes City Hall Council Chambers, 2660 Civic Center Drive  
Monday, July 22, 2013**

**7. Presentations**

**a. Twin Lakes Property Owners Discussion**

Mayor Roe welcomed representatives and/or owners of Twin Lakes property and thanked them for their attendance for tonight's discussion, asking that they identify themselves and provide comment to facilitate tonight's discussion.

**Terry Foster, Representative of Hagen Properties, 2785 Fairview Avenue North** Mr. Foster provided a bench handout packet, attached hereto and made a part hereof. As a real estate broker for over thirty (30) years, Mr. Foster opined that the problems experienced in the Twin Lakes area were no different than those experienced in any other City, with some more readily solved in the short-term than others. Mr. Foster advised that the real estate community looked to four (4) considerations in marketing/developing properties:

1. Communication with the businesses and financial community
2. Attitude: Is the City reactive or proactive; positive or negative?
3. Who's responsible and are they effective or not?
4. Evaluation – Will the City take a look to change after evaluations?

In referencing the map provided in his bench handout, Mr. Foster noted that even though the area was listed as 210 plus acres, there were essentially only four (4) parcels; further noting that the parcel identified as "Parcel #8" would receive an initial hearing for a proposed development later in tonight's meeting. In talking to the owners/principles of those four (4) parcels, Mr. Foster advised that without exception they were all interested in doing something. Mr. Foster opined that the location Twin Lakes was superb.

Mr. Foster noted that there were eleven (11) banks within and representing the financial community in Roseville; all active and successful; and with enactment of the Community Reinvestment Act, had that tool available to them and an obligation to assist businesses and residents in the community.

Mr. Foster further opined that the four (4) parcels were not very big; and suggested use of the 1033 Tax Deferred Exchange in conjunction with 1031 as another option, depending on whether or not a property was under threat of condemnation or if the owner or principle wished to sell using the Tax Deferred Exchange. Mr. Foster opined that it would take further review by the City Attorney to provide a legal opinion based on specific properties; but he was of the opinion that such an option could work to everyone's benefit, and suggested that the City Council con-

**Regular City Council Meeting**

**Monday, July 22, 2013**

**Page 2**

sider it as an option to assist and apply in the Twin Lakes area. Mr. Foster advised that he included a copy of the 1033 law in his packet of handouts.

Mr. Foster referenced another part of his handout that provided a copy of a July 14, 2013, *Minneapolis Star Tribune* newspaper article on Shakopee, MN and corporations locating in that community.

Mr. Foster noted that the next two (2) pages of his handout provided information about the Small Business Administration (SBA) and willingness of U. S. Bank in assisting the business community with planned expansion, rehabilitation or relocation efforts.

Mr. Foster referenced the remaining information in his handout from the legal department of the Minnesota League of Cities, opining that it was a great organization.

Mr. Foster opined that Twin Lakes was not very complicated; and noted that there was a group of investment bankers from New York that had come to Roseville to look at the Twin Lakes area to determine if it was investment grade property. Mr. Ralston opined that they had been very impressed with the Twin Lakes area due to its location, the Park & Ride amenity already in place, and various residential potential.

Mr. Foster further opined that, from a business perspective, he would like to see a consortium formed of bankers, a lawyer, and perhaps Councilmember Willmus, to set up a Business Task Force that would provide contact information in the lobby of City Hall to direct business interests who to see if they wished to expand or re-establish a business in Roseville. Mr. Foster noted that this was not a complicated process, and would greatly improve business communications. In order to put together a successful project, Mr. Foster noted that it took architects and engineers, with the land aspect only a small part of the equation. Mr. Ralston opined that by the City Council considering financing options (e.g. 1033) and putting together a consortium, it would be a real plus for the City of Roseville.

Councilmember McGehee thanked Mr. Foster for the information he provided, and noted that discussions were already underway for outreach efforts to the business community by the Community Development Department. Councilmember McGehee questioned if property owners for parcels #1, 2, 3, 4 and 8 were all interested in selling.

Mr. Foster responded by saying it wasn't if you sold, but how you sold: whether a partnership, leveraged buyout, or other option; and that part of the selling process was addressing a large capital gain and how to address that.

While appreciating the information provided by Mr. Foster, Councilmember McGehee advised that she was more interested in how property owners saw future development of the area, or the kinds of businesses or activities they would prefer in the Twin Lakes area.

Mr. Foster responded that Roseville should set up a development corporation or something to serve as a facilitator for Twin Lakes, Har Mar Mall area or any other particular area, exclusive of any particular owner or any specific cash contribution, but to simply serve as a facilitator. Mr. Foster noted that the SBA and banks now had money and were more flexible, offering an option for demolition and construction of a new facility as a possibility. However, Mr. Foster noted that a financial vehicle was needed to do that; with enormous benefits possible. Mr. Foster advised that this could be done with a tenant as well as a property owner, and opined that the City needed to look long-term. In response to Councilmember McGehee's request to elaborate, Mr. Foster opined that it would take a culmination of everyone working together and all the pieces fitting together so when investment bankers came into town, they would readily observe that Roseville was an investment town.

At the request of Councilmember Willmus related to the positive feedback received for the Park & Ride facility, Mr. Ralston advised that it indicated that Roseville was looking ahead and had the foresight not only for its residents who were commuting, but also serving as a destination point. Mr. Ralston further noted the positives with and recognition of the area's education system, and the strength of corporations surrounding Roseville (e.g. Boston Scientific, Land O'Lakes, Deluxe Check, Medtronic, and St. Jude's) all high paying jobs. Mr. Ralston opined that Roseville could take advantage of that corporate support and take the lead in further development. Mr. Ralston referenced the Hagen Property Development proposal coming forward later tonight, as an example of the culmination of efforts, with the system working.

**Jim Walston, Representative of Old Dominion Freight Line (2750 between Iona Lane and Twin Lakes Parkway and Cleveland Avenue and Mt. Ridge Road),**

Mr. Walston, involved for five (5) plus years with the Old Dominion site, concurred with the comments of Mr. Ralston, and encouraged the City to act in the role of facilitator. Mr. Walston opined that he had observed this all the way through, with the condemnation of property by the Metropolitan Council 4-5 years ago for the Park & Ride facility; and Mr. Trudgeon and Mr. Paschke working as facilitators to resolve issues and concerns with the property's potential future use. While it ended up that no financing was available in 2008 to see the proposed hotel project through, Mr. Walston noted that Mr. Trudgeon had continued to work with various parties to work out matters for the Old Dominion site and any future land use issues on that site and make it more marketable. Mr. Walston advised that Colliers/Welsch was currently marketing the site; and any

old concerns about municipal involvement was minimal at best, with Old Dominion currently based in North Carolina and operating routes out of their Blaine, MN facility; with the intent for the property to never serve as a truck terminal again; and continued to look for the right buyer for the property.

Mr. Walston agreed that it was vital to know who to contact at the City of Roseville; whether for their brokers, a potential buyer, him personally, or anyone to be confident of a listening ear and how to get great service from the City.

At the request of Mayor Roe regarding any remaining concerns they had with current zoning of the property for land use, Mr. Walston advised that the City's introduction of performance standards for setbacks several years ago had created some initial concern; but opined that they no longer remained or were seen as any impediment for possible uses for the property and prospective buyers coming forward with a plan.

**Robert Murphy, President of Applewood Point – Roseville at Langton Lake, 1996 Langton Lake Drive, Residential Facility in Twin Lakes Redevelopment Area**

Coming from a different perspective, as the only successful housing development to-date, Mr. Murphy noted reviewed the phased development of this residential complex immediately to the west of the Langton lake ballfields. Mr. Murphy asked that the City continue to consider the future vision for the area as redevelopment went forward, especially related to existing housing in the area and north of Twin Lakes. Mr. Murphy recognized the enjoyable amenity of being able to walk and bike around the park; and expressed concern with how various types of businesses might affect those amenities going forward, asking that consideration be given for traffic volumes and retaining the walkability of that area, in keeping with the City's vision and comprehensive plan guidance.

**Dan Regan, Air Lake Development**

Mr. Regan advised that he represented owners of the twenty-one (21) acre, three (3) parcel area immediately adjacent to the Bylerly's store on County Road C between Fairview and Snelling Avenues. As a family business developer for properties in the Twin Cities for over twenty (20) years (e.g. Air Lake Industrial park in Lakeville, MN and other industrial/retail projects in the metropolitan area) and having owned this property for a long time, Mr. Regan asked that everyone remember one vital thing. As dialogue opened on the Twin Lakes Master Plan overall, Mr. Regan asked that everyone remember that development is cyclical and, as a developer, he didn't drive development, he was simply a developer; and tenants drove development. Mr. Regan noted that for some time, development had been driven by industrial tenants, but over the last 5-6 years, there had been no interest in that use until recently. During that time, Mr. Regan advised that medical/office had been an interested use. However, Mr. Regan reiterated that planners don't drive development, only the end users and tenants.

Mr. Regan suggested a first step may be to take a more focused look at the Twin Lakes Overlay District and determine what makes sense. In Mr. Regan's opinion, the residential cooperative building off Langton Lake was a good example for that specific area. Specific to his company's property, Mr. Regan opined that there were some constraints based on land use options and questioned if their property should be held to the same standard and sue restrictions for land use design standards as the rest of the district. Mr. Regan noted that their property on County Road C was bounded on the west and north up to Terrace Drive by a county ditch as well as a significant topographical change from their property to the west (e.g. Tile Shop, H & W, etc.) with a forty foot (40') drop. Therefore, Mr. Regan advised that there was no possible physical connection available from their property to those properties on Fairview Avenue without a significant engineering feat. Also, noting recent improvements to County Road C with the addition of turn lanes, Mr. Regan noted the limitations of what they could do on their property based on their primary access on County Road C.

Based on that situation, Mr. Regan specifically asked that the City consider pulling their property out of the Twin Lakes Planning District, allowing them to something more in line with uses to the east. Mr. Regan opined that a senior cooperative development didn't make sense on their property that would look out to truck terminals or a shopping center; and some type of use more in line with the shopping center to the west would be more appropriate. Mr. Regan suggested looking at the Master Plan to buffer outside of that; but reiterated that they couldn't connect to properties on the west or north.

Mr. Regan also requested that the City reconsider its overall goals for this area; while retaining interest in redeveloping into nice properties and eliminating blight, while creating new jobs and enhancing the City's tax base. Mr. Regan noted that it took catalysts to accomplish these goals, such as capital. If more flexible uses were allowed on their property, Mr. Regan advised that they were prepared to come in with redevelopment plans, since the time was now right in the development cycle to look at it in earnest. Mr. Regan opined that he thought his firm could be that catalyst to the east side of the Twin lakes property, an area that was trading water right now; with his firm on the verge of the right time for them to look at redevelopment options and to provide some options of interest to the City as well.

In response to Mayor Roe's question on the types of proposed uses, Mr. Regan responded that twenty-one (21) acres was a big piece of land, but they would need to secure anchor tenants, leaning toward heavy commercial use with some retail piece to anchor and kick-off development. Without knowing the size or scale at this time, Mr. Regan advised that he did not see their property coming up with a dense, multi-story mixed use, opining that it didn't make sense at that location. In

response to Mayor Roe, Mr. Regan clarified that he was not limiting that proposed use to retail unless it made sense for that area.

Mayor Roe noted that this had been discussed by the City Council and staff earlier this year, permitted uses within the overall area or restricting uses in other parts of the district. Mayor Roe asked Mr. Regan what uses he saw as most compatible to what was in the area of his property and how it fit with current zoning to facilitate that type of use. Mayor Roe questioned if Community Mixed Use (CMU) land use designation made sense.

Mr. Regan noted that his firm invested a lot of costs at the front end without knowing if a project would succeed or not; and asked that the City keep that in mind and eliminate uncertainties to the greatest degree possible; suggesting that the City could do this by taking a more focused approach to the Twin Lakes Master Plan.

Mayor Roe suggested, with concurrence of Mr. Regan, that therefore the City needed to provide as much flexibility in uses as possible, and not proscribe extremely specific uses on specific parcels,.

Councilmember McGehee sought comment from Mr. Regan on an additional anchor retail tenant and increased traffic volumes on County Road C between Snelling and Fairview Avenues when Wal-Mart would already have significant impacts to that roadway.

Mr. Regan, based on his personal experience and noting his office location at the Premier Bank building in Roseville, advised that he did not find existing conditions problematic; opining that he found traffic volumes with his frequent use of those roadways acceptable. Mr. Regan noted that he did not have projections on future impacts, referring that to a future traffic study to determine. However, Mr. Regan opined that existing conditions today were not that bad.

Regarding connectivity, Councilmember McGehee noted her propensity for a more flexible plan with Planned Unit Developments (PUD's) providing that connectivity without being so highly regulated. Councilmember McGehee questioned Mr. Regan on his perception, as well as opinions from other developers present tonight, on the use of PUD's for large acreage sites.

Mr. Regan opined that connectivity was a great amenity, noting the recent request of Semantic for crosswalks for its employees to access Langton Lake; and suggesting that future developments may wish similar amenities. Mr. Regan opined that whether or not a PUD format would provide allow for more flexibility on site was difficult to answer, but may be a good way to accomplish that. However, Mr. Regan opined that more details would need to be known to determine how beneficial PUD's would be to the overall overlay district.

In response to Councilmember Laliberte regarding what types of development are most prevalent now, Mr. Regan again noted that planners didn't drive development, but were only reactive to demand and needed to strike when the time was right. Given the nature of Roseville as a well-known regional shopping area, Mr. Regan opined that there would always be the demand for some additional retail in Roseville, whether the City Council or community wanted to hear that or not. Mr. Regan opined that there could be some interest for office uses also, but clarified that there were already a lot of available spaces out there. Mr. Regan further opined that there wouldn't be any bulk industrial development, but could be some office/showroom, even though there was also a lot of that available already. While there were quite a number of medical/office buildings already in Roseville, Mr. Regan anticipated that there may be more interest, if it was segmented with retail or eating or service based businesses, always in demand. Mr. Regan opined that there may also be interest in market rate or low income senior housing in the right places.

**Mark Zwebber, 1650 Terrace Drive (Trucking Building)**

As an owner of the property for the last ten (10) years, and past due diligence before that purchase when City staff had been adamant that the property was going to be taken by Eminent Domain, Mr. Zwebber, advised that he was attending tonight to learn. While he continued to wait for something to happen on the east end of Twin lakes, Mr. Zwebber noted that his interest was in finding out what was going on, as it continued to be.

Recognizing additional property owners in the audience, Mayor Roe invited their participation in the discussion as well.

At the request of Mayor Roe regarding the 1033 process, Mr. Trudgeon responded that in the past there had been a property owner looking for voluntary condemnation of their property for their financial benefit due to the spread of the capital gain of the sale over several years; however, the City Council had voted that request down at that time. Mr. Trudgeon advised that the request had been in 2007 for the Dorso property; with the City not having any condemnation plans, and the City Council having not appetite for proceeding. Mr. Trudgeon advised that there had been some condemnation proceedings in 2005, which had been concluded, but noted that there was nothing occurring at this point.

Mayor Roe suggested that, if the City Council remained not interested in providing that benefit, they may need a policy discussion on how to address or promote other financial tools and options.

**Mr. Foster** continued to support the 1033 option for properties always under the threat of condemnation in the Twin Lakes area, and how those properties could be defined from a legal standpoint, whether voluntary or non-voluntary. Mr. Foster

advised that he was aware of two (2) property owners currently wanting to sell, but not wanting to go through the 1031 process; and suggested the City consider looking at the 1033 option to assist those property owners.

Councilmember Laliberte questioned the process for Metro Transit to condemn the Old Dominion property and how that happened; and whether it could happen elsewhere.

**Mr. Walston** advised that it had been a friendly condemnation as the site had been identified for the Park & Ride facility at the same time proposals came forward for the Old Dominion and Extra Lease sites; so a parcel for the Park & Ride facility had been carved out of the proposed hotel site at that time, with a negotiated condemnation and both projects proceeding on separate tracks.

Mayor Roe noted that it also involved federal funding that drove the timeline; opining that when there was a deadline for receiving money, things could happen quickly.

Councilmember McGehee asked that Mr. Trudgeon address current focus and direction for the Twin Lakes area in general.

Mr. Trudgeon responded that the focus has been to the west side of Fairview Avenue, with no movement or interest at all for the east side. Mr. Trudgeon advised that staff continued to struggle with businesses wanting to continue to operate and turnover, and was working on options that could allow businesses to transition at some point, even if they were not there yet, without necessarily saying that they could no longer operate there. Mr. Trudgeon advised that staff's goal was to make sure the area remained vibrant until properties were ready to turn over and not be a group of vacant buildings or properties. Mr. Trudgeon advised that it was vital for staff that there not be a repeat of the truck terminals and vacancies on that east side. If not feasible for a CMU zoning designation, Mr. Trudgeon suggested a way for a property owner to come to the City Council seeking a way to make that transition. Mr. Trudgeon clarified that there was no direct plan for the City to purchase land anywhere in the Twin Lakes Redevelopment Area or east of Fairview Avenue; but that the intent was to let the market dictate development along with property owners based on the economy.

**Mr. Zwebber** advised that he had experience with 1031's and opined that they were an interesting tool. At the time of his purchase of the property, and with staff advising that it would end up in the Twin Lakes Redevelopment Area, Mr. Zwebber opined that he had considered it a positive that they would probably end up doing a 1031 process. By allowing additional time for the City Council to facilitate such an option, Mr. Zwebber opined that he had no problem with that potential; and opined that it remained of interest to him.

Beyond identifying funding mechanisms and creating a Task Force/Consortium, Mayor Roe sought developer input on any other things the City could do to facilitate development.

**Mr. Foster**, recognizing that Roseville was in a key location, opined that it made a difference in how the City reached out or talked to other businesses. Mr. Foster opined that there was absolutely no reason why businesses should not locate in Roseville if there was an active outreach process.

As part of this conversation, Mayor Roe advised that a goal was to get communication and outreach started; and expressed his pleasure in developer interest on the east side as well. Mayor Roe assured developers that the City Council was open to working on permitted uses or serving as a facilitator, and not being an impediment to development.

Councilmember Willmus noted recent amendment made to the City's zoning specifically adding the Regional Business-2 designation; and suggested that developers provide additional information on perspective venues or how CMU may not fit their needs/uses going forward. If there were such cases, Councilmember Willmus expressed his interest in reviewing specific situations. Councilmember Willmus also asked developers to comment on whether or not completion of Twin Lakes Parkway spurred their development/interest.

**Mr. Zwebber** stated that there was no question that the connection of Twin Lakes Parkway was vital to open up the entire area for people to access Twin Lakes as well as to get to Rosedale. Mr. Zwebber opined that it would take considerable pressure off County Road C.

**Mr. Foster** concurred; opining that anything you could do anything to move development one step ahead, such as extending Twin Lakes Parkway to Terrace Drive, it would serve to do a lot of good for redevelopment, especially west of Fairview Avenue. Mr. Foster noted that infrastructure was the first step to seeing redevelopment occur; and extending the Parkway would benefit that ultimate goal and eliminate one more step in the process. Understanding that it was more preferred to tie infrastructure improvements to actual projects, Mr. Foster opined that it would take considerable pressure off County Road C when the area redeveloped, and serve to benefit everyone.

At the request of Mayor Roe, Mr. Trudgeon reviewed the next steps in taking a fresh look at the Twin Lakes Redevelopment Area after the previous AUAR and to determine any new ideas, zoning code revisions, or permitted uses. Mr. Trudgeon advised that the goal of this initial discussion was to receive direct input from property owners and bring that input back to the City Council for further discussion and direction to staff. Mr. Trudgeon advised that part of that further discus-

**Regular City Council Meeting**

**Monday, July 22, 2013**

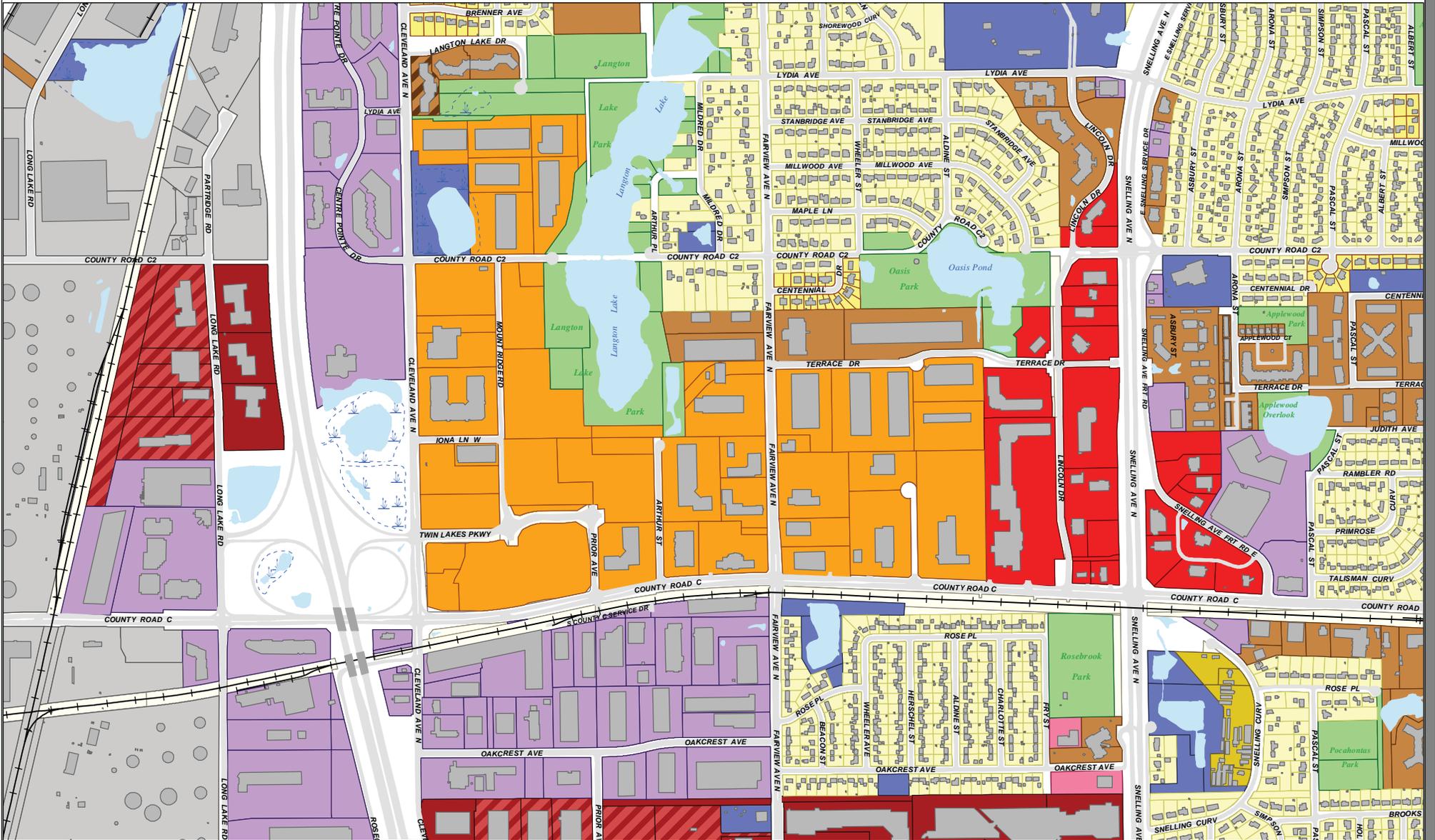
**Page 10**

sion would include how and if the previous Master Plan was still applicable today; whether there were additional zoning regulations needed or existing ones revised; any changes for process approval; the scope of the entire Twin Lakes area, and whether to remove or add some parcels; and a review of adjacent parcels as they relate to Twin Lakes parcels and how they compared.

Mr. Trudgeon advised that those next steps and that further discussion would be scheduled as time allowed; and noted continued welcome of input from the development community at any regular meetings of the City Council or on a one-on-one basis with staff. At this time, Mr. Trudgeon anticipated further discussion in August of this year. At the request of Mayor Roe, Mr. Trudgeon advised that staff was current with contact information for developers.

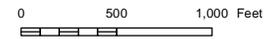
On behalf of the City Council and staff, Mayor Roe thanked developers for their attendance and comment; and encouraged that they continue the dialogue.

# Attachment B: Twin Lakes Area Zoning



- |  |                            |                             |                               |
|--|----------------------------|-----------------------------|-------------------------------|
| <b>Residential</b>                             | <b>Commercial</b>          | <b>Mixed Use</b>            | <b>Public / Institutional</b> |
| LDR-1 - Low Density (One-Family) Residential-1 | NB - Neighborhood Business | CMU - Community Mixed Use   | INST - Institutional          |
| LDR-2 - Low Density Residential-2              | CB - Community Business    |                             | PR - Park and Recreation      |
| MDR - Medium Density Residential               | RB - Regional Business     | <b>Employment</b>           |                               |
| HDR-1 - High Density Residential-1             | RB-2 - Regional Business-2 | I - Industrial              |                               |
| HDR-2 - High Density Residential-2             |                            | O/BP - Office/Business Park |                               |

**Data Sources**  
 \* Ramsey County GIS Base Map (9/4/2013)  
 For further information regarding the contents of this map contact:  
 City of Roseville, Community Development Department,  
 2660 Civic Center Drive, Roseville MN



## Chapter 1005. Commercial and Mixed-Use Districts

### 1005.01 Statement of Purpose

The commercial and mixed-use districts are designed to:

- A. Promote an appropriate mix of commercial development types within the community;
- B. Provide attractive, inviting, high-quality retail shopping and service areas that are conveniently and safely accessible by multiple travel modes including transit, walking, and bicycling;
- C. Improve the community's mix of land uses by encouraging mixed medium- and high-density residential uses with high-quality commercial and employment uses in designated areas;
- D. Encourage appropriate transitions between higher-intensity uses within commercial and mixed use centers and adjacent lower-density residential districts; and
- E. Encourage sustainable design practices that apply to buildings, private development sites, and the public realm in order to enhance the natural environment.

### 1005.02 Design Standards

The following standards apply to new buildings and major expansions of existing buildings (i.e., expansions that constitute 50% or more of building floor area) in all commercial and mixed-use districts. Design standards apply only to the portion of the building or site that is undergoing alteration.

- A. **Corner Building Placement:** At intersections, buildings shall have front and side facades aligned at or near the front property line.
- B. **Entrance Orientation:** Where appropriate and applicable, primary building entrances shall be oriented to the primary abutting public street. Additional entrances may be oriented to a secondary street or parking area. Entrances shall be clearly visible and identifiable from the street and delineated with elements such as roof overhangs, recessed entries, landscaping, or similar design features.
- C. **Vertical Facade Articulation:** Buildings shall be designed with a base, a middle, and a top, created by variations in detailing, color, and materials. A single-story building need not included a middle.
  1. The base of the building should include elements that relate to the human scale, including doors and windows, texture, projections, awnings, and canopies.



Corner building placement, entrance orientation, base, middle, and top

2. Articulated building tops may include varied rooflines, cornice detailing, dormers, gable ends, stepbacks of upper stories, and similar methods.

**D. Horizontal Facade Articulation:** Facades greater than 40 feet in length shall be visually articulated into smaller intervals of 20 to 40 feet by one or a combination of the following techniques:

1. Stepping back or extending forward a portion of the facade;
2. Variations in texture, materials or details;
3. Division into storefronts;
4. Stepbacks of upper stories; or
5. Placement of doors, windows and balconies.



Horizontal facade articulation

**E. Window and Door Openings:**

1. For nonresidential uses, windows, doors, or other openings shall comprise at least 60% of the length and at least 40% of the area of any ground floor facade fronting a public street. At least 50% of the windows shall have the lower sill within three feet of grade.
2. For nonresidential uses, windows, doors, or other openings shall comprise at least 20% of side and rear ground floor facades not fronting a public street. On upper stories, windows or balconies shall comprise at least 20% of the facade area.
3. On residential facades, windows, doors, balconies, or other openings shall comprise at least 20% of the facade area.
4. Glass on windows and doors shall be clear or slightly tinted to allow views in and out of the interior. Spandrel (translucent) glass may be used on service areas.
5. Window shape, size, and patterns shall emphasize the intended organization and articulation of the building facade.
6. Displays may be placed within windows. Equipment within buildings shall be placed at least 5 feet behind windows.



Window and door openings

**F. Materials:** All exterior wall finishes on any building must be one or a combination of the following materials: face brick, natural or cultured stone, textured pre-cast concrete panels, textured concrete block, stucco, glass, pre-finished metal, fiberglass or similar materials, or cor-ten steel (other than unpainted galvanized metal or corrugated materials). Other new materials of equal quality to those listed may be approved by the Community Development Department.

G. **Four-sided Design:** Building design shall provide consistent architectural treatment on all building walls. All sides of a building must display compatible materials, although decorative elements and materials may be concentrated on street-facing facades. All facades shall contain window openings. This standard may be waived by the Community Development Department for uses that include elements such as service bays on one or more facades.



Four-sided building design

H. **Maximum Building Length:** Building length parallel to the primary abutting street shall not exceed 200 feet without a visual break such as a courtyard or recessed entry, except where a more restrictive standard is specified for a specific district.

I. **Garages Doors and Loading Docks:** Loading docks, refuse, recyclables, and/or compactors shall be located on rear or side facades and, to the extent feasible, garage doors should be similarly located. Garage doors of attached garages on a building front shall not exceed 50% of the total length of the building front. Where loading docks, refuse, recyclables, and/or compactors abut a public street frontage, a masonry screen wall comprised of materials similar to the building, or as approved by the Community Development Department, shall be installed to a minimum height to screen all activities.



Garage door placement

J. **Rooftop Equipment:** Rooftop equipment, including rooftop structures related to elevators, shall be completely screened from eye level view from contiguous properties and adjacent streets. Such equipment shall be screened with parapets or other materials similar to and compatible with exterior materials and architectural treatment on the structure being served. Horizontal or vertical slats of wood material shall not be utilized for this purpose. Solar and wind energy equipment is exempt from this provision if screening would interfere with system operations.

### 1005.03 Table of Allowed Uses

Table 1005-1 lists all permitted and conditional uses in the commercial and mixed use districts.

- A. Uses marked as “P” are permitted in the districts where designated.
- B. Uses marked with a “C” are allowed as conditional uses in the districts where designated, in compliance with all applicable standards.
- C. Uses marked as “NP” are not permitted in the districts where designated.
- D. A “Y” in the “Standards” column indicates that specific standards must be complied with, whether the use is permitted or conditional. Standards for permitted uses

are included in Chapter 1011 of this Title; standards for conditional uses are included in Section 1009.02 of this Title.

**E. Combined Uses:** Allowed uses may be combined within a single building, meeting the following standards:

1. Residential units in mixed-use buildings shall be located above the ground floor or on the ground floor to the rear of nonresidential uses;
2. Retail and service uses in mixed-use buildings shall be located at ground floor or lower levels of the building; and
3. Nonresidential uses are not permitted above residential uses.

\*General retail, such as:  
 Antiques and collectibles store  
 Art gallery  
 Auto parts store  
 Bicycle sales and repair  
 Book store, music store  
 Clothing and accessories sales  
 Convenience store  
 Drugstore, pharmacy  
 Electronics sales and repair  
 Florist  
 Jewelry store  
 Hardware store  
 News stand, magazine sales  
 Office supplies  
 Pet store  
 Photographic equipment, studio, printing  
 Picture framing  
 Second-hand goods store  
 Tobacco store  
 Video store  
 Uses determined by the Community Development Department to be of a similar scale and character  
Personal services, such as:  
 Barber and beauty shops  
 Dry-cleaning pick-up station  
 Interior decorating/upholstery  
 Locksmith  
 Mailing and packaging services  
 Photocopying, document reproduction services  
 Consumer electronics repair  
 Shoe repair  
 Tailor shop  
 Tutoring  
 Watch repair, other small goods repair  
 Uses determined by the Community Development Department to be of a similar scale and character

<b>Table 1005-1</b>	<b>NB</b>	<b>CB</b>	<b>RB</b>	<b>CMU</b>	<b>Standards</b>
<b>Office Uses</b>					
Office	P	P	P	P	
Clinic, medical, dental or optical	P	P	P	P	
Office showroom	NP	P	P	P	
<b>Commercial Uses</b>					
Retail, general and personal service*	P	P	P	P	
Animal boarding, kennel/day care (indoor)	P	P	P	P	Y
Animal boarding, kennel/day care (outdoor)	NP	C	C	NP	Y
Animal hospital, veterinary clinic	P	P	P	P	Y
Bank, financial institution	P	P	P	P	
Club or lodge, private	P	P	P	P	
Day care center	P	P	P	P	Y
Grocery store	C	P	P	P	
Health club, fitness center	C	P	P	P	
Learning studio (martial arts, visual/performing arts)	C	P	P	P	
Liquor store	C	P	P	P	
Lodging: hotel, motel	NP	P	P	P	
Mini-storage	NP	P	P	NP	
Mortuary, funeral home	P	P	P	P	
Motor fuel sales (gas station)	C	P	P	C	Y
Motor vehicle repair, auto body shop	NP	C	P	C	Y
Motor vehicle rental/leasing	NP	P	P	NP	Y
Motor vehicle dealer (new vehicles)	NP	NP	P	NP	
Movie theater, cinema	NP	P	P	P	
Pawn shop	NP	C	C	NP	
Parking	C	C	C	C	
Restaurant, Fast Food	NP	P	P	P	

<b>Table 1005-1</b>	<b>NB</b>	<b>CB</b>	<b>RB</b>	<b>CMU</b>	<b>Standards</b>
Restaurant, Traditional	P	P	P	P	
<b>Residential - Family Living</b>					
Dwelling, one-family attached (townhome, rowhouse)	NP	NP	NP	P	
Dwelling, multi-family (3-8 units per building)	NP	NP	NP	P	
Dwelling, multi-family (upper stories in mixed-use building)	P	P	NP	P	
Dwelling, multi-family (8 or more units per building)	C	NP	NP	P	
Dwelling unit, accessory	NP	NP	NP	C	Y
Live-work unit	C	NP	NP	P	Y
<b>Residential - Group Living</b>					
Community residential facility, state licensed, serving 7-16 persons	C	NP	NP	C	Y
Dormitory	NP	NP	NP	C	
Nursing home, assisted living facility	C	C	C	C	Y
<b>Civic and Institutional Uses</b>					
College, post-secondary school	NP	NP	P	P	Y
Community center, library, municipal building	NP	NP	P	P	
Place of assembly	P	P	P	P	Y
School, elementary or secondary	NP	NP	P	P	Y
Theater, performing arts center	NP	NP	P	P	Y
<b>Utilities and Transportation</b>					
Essential services	P	P	P	P	
Park-and-ride facility	NP	P	P	P	
Transit center	NP	P	P	P	
<b>Accessory Uses, Buildings, and Structures</b>					
Accessory buildings for storage of domestic or business supplies and equipment	P	P	P	P	Y
Accessibility ramp and other accommodations	P	P	P	P	
Detached garage and off-street parking spaces	P	P	P	P	Y
Drive-through facility	NP	C	C	NP	Y
Gazebo, arbor, patio, play equipment	P	P	P	P	Y
Home occupation	P	NP	NP	P	Y
Renewable energy system	P	P	P	P	Y
Swimming pool, hot tub, spa	P	P	P	P	Y
Telecommunications tower	C	C	C	C	Y
Tennis and other recreational courts	C	C	P	P	Y
<b>Temporary Uses</b>					
Temporary building for construction purposes	P	P	P	P	Y
Sidewalk sales, boutique sales	P	P	P	P	Y
Portable storage container	P	P	P	P	Y

## 1005.04 Neighborhood Business (NB) District

- A. **Statement of Purpose:** The Neighborhood Business District is designed to provide a limited range of neighborhood-scale retail, service, and office uses in proximity to residential neighborhoods or integrated with residential uses. The NB district is also intended to:
1. Encourage mixed use at underutilized retail and commercial intersections;
  2. Encourage development that creates attractive gateways to City neighborhoods;
  3. Encourage pedestrian connections between Neighborhood Business areas and adjacent residential neighborhoods;
  4. Ensure that buildings and land uses are scaled appropriately to the surrounding neighborhood; and
  5. Provide adequate buffering of surrounding neighborhoods.
- B. **Design Standards:** The standards in Section 1005.02 shall apply except building length parallel to the primary abutting street shall not exceed 160 feet without a visual break such as a courtyard or recessed entry.

### C. Dimensional Standards:

Table 1005-2	
Minimum lot area	No requirement
Maximum building height	35 feet
Minimum front yard building setback	No requirement
Minimum side yard building setback	6 feet where windows are located on a side wall or on an adjacent wall of an abutting property 10 feet from residential lot boundary Otherwise not required
Minimum rear yard building setback	25 feet from residential lot boundary 10 feet from nonresidential boundary
Minimum surface parking setback	5 feet

- D. **Residential Density:** Residential densities shall not exceed 12 units per acre.
- E. **Improvement Area:** The total improved area, including paved surfaces and the footprints of principal and accessory buildings and structures, shall not exceed 85% of the total parcel area.

- F. **Frontage Requirement:** Buildings at corner locations shall be placed within five feet of the lot line on either street for a distance of at least 20 feet from the corner.
- G. **Parking Placement:** Surface parking shall not be located between the front facade of a building and the abutting street. Parking shall be located to the rear or side of the principal building. Parking abutting the primary street frontage is limited to 50% of that lot frontage.
- H. **Screening from Residential Property:** Screening along side and rear lot lines abutting residential properties is required, consistent with Chapter 1011 of this Title.

*Primary street: The street where the highest level of pedestrian activity is anticipated. This is generally, but not exclusively, the street of higher classification. The Community Development Department shall determine the primary street.*

### 1005.05 Community Business (CB) District

- A. **Statement of Purpose:** The Community Business District is designed for shopping areas with moderately scaled retail and service uses, including shopping centers, freestanding businesses, and mixed-use buildings with upper-story residential uses. CB Districts are intended to be located in areas with visibility and access to the arterial street system. The district is also intended to:
1. Encourage and facilitate pedestrian, bicycle and transit access; and
  2. Provide adequate buffering of surrounding neighborhoods.

**B. Dimensional Standards:**

<b>Table 1005-3</b>	
Minimum lot area	No requirement
Maximum building height	40 Feet
Front yard building setback (min. - max.)	0 To 25 feet*
Minimum side yard building setback	6 feet where windows are located on a side wall or on an adjacent wall of an abutting property 10 Feet from residential lot boundary <sup>b</sup> Otherwise not required
Minimum rear yard building setback	25 feet from residential lot boundary 10 feet from nonresidential boundary
Minimum surface parking setback	5 feet

- a Unless it is determined by the Community Development Department that a certain setback minimum distance is necessary for the building or to accommodate public infrastructure.
- b Unless greater setbacks are required under Section 1011.12 E.1. of this Title.

**C. Residential Density:** Residential densities shall not exceed 24 units per acre.

**D. Improvement Area:** The total improved area, including paved surfaces and footprints of principal and accessory buildings and structures, shall not exceed 85% of the total parcel area.

**E. Frontage Requirement:** A minimum of 30% of building facades abutting a primary street shall be placed within 25 feet of the front lot line along that street.

**F. Surface Parking:** Surface parking on large development sites shall be divided into smaller parking areas with a maximum of 100 spaces in each area, separated by landscaped areas at least 10 feet in width. Landscaped areas shall include pedestrian walkways leading to building entrances.

*Primary street: The street where the highest level of pedestrian activity is anticipated. This is generally, but not exclusively, the street of higher classification. The Community Development Department shall determine the primary street.*

**G. Parking Placement:** When parking is placed between a building and the abutting street, the building shall not exceed a maximum setback of 85 feet, sufficient to provide a single drive aisle and two rows of perpendicular parking along with building entrance access and required landscaping. This setback may be extended to a maximum of 100 feet if traffic circulation, drainage, and/or other site design issues are shown to require additional space. Screening along side and rear lot lines abutting residential properties is required, consistent with Chapter 1011 of this Title.

## 1005.06 Regional Business (RB) District

A. **Statement of Purpose:** The RB District is designed for businesses that provide goods and services to a regional market area, including regional-scale malls, shopping centers, large-format stores, multi-story office buildings and automobile dealerships. RB Districts are intended for locations with visibility and access from the regional highway system. The district is also intended to:

1. Encourage a “park once” environment within districts by enhancing pedestrian movement and a pedestrian-friendly environment;
2. Encourage high quality building and site design to increase the visual appeal and continuing viability of development in the RB District; and
3. Provide adequate buffering of surrounding neighborhoods.

B. **Design Standards:** The standards in Section 1005.02 shall apply except that ground floor facades that face or abut public streets shall incorporate one or more of the following features along at least 60% of their horizontal length:

- a. Windows and doors with clear or slightly tinted glass to allow views in and out of the interior. Spandrel (translucent) glass may be used on service areas;
- b. Customer entrances;
- c. Awnings, canopies, or porticoes; and
- d. Outdoor patios or eating areas.

C. **Dimensional Standards:**

<b>Table 1005-4</b>	
Minimum lot area	No requirement
Maximum building height	65 feet; taller buildings may be allowed as conditional use
Minimum front yard building setback	No requirement (see frontage requirement below)
Minimum side yard building setback	6 feet where windows are located on a side wall or on an adjacent wall of an abutting property 10 feet from residential lot boundary Otherwise not required
Minimum rear yard building setback	25 feet from residential lot boundary 10 feet from nonresidential boundary <sup>a</sup>
Minimum surface parking setback	5 feet

a Unless greater setbacks are required under Section 1011.12 E.1. of this Title.

- D. Improvement Area:** The total improved area, including paved surfaces and footprints of principal and accessory buildings or structures, shall not exceed 85% of the total parcel area.
- E. Frontage Requirement:** A development must utilize one or more of the three options below for placement of buildings and parking relative to the primary street:
1. At least 50% of the street frontage shall be occupied by building facades placed within 20 feet of the front lot line. No off-street parking shall be located between the facades meeting this requirement and the street.
  2. At least 60% of the street frontage shall be occupied by building facades placed within 65 feet of the front lot line. Only 1 row of parking and a drive aisle may be placed within this setback area.
  3. At least 70% of the street frontage shall be occupied by building facades placed within 85 feet of the front lot line. Only 2 rows of parking and a drive aisle may be placed within this setback area.
- F. Access and Circulation:** Within shopping centers or other large development sites, vehicular circulation shall be designed to minimize conflicts with pedestrians.
- G. Surface Parking:** Surface parking on large development sites shall be divided into smaller parking areas with a maximum of 100 spaces in each area, separated by landscaped areas at least 10 feet in width. Landscaped areas shall include pedestrian walkways leading to building entrances.
- H. Standards for Nighttime Activities:** Uses that involve deliveries or other activities between the hours of 10:00 P.M. and 7:00 A.M. (referred to as “nighttime hours”) shall meet the following standards:
1. Off-street loading and unloading during nighttime hours shall take place within a completely enclosed and roofed structure with the exterior doors shut at all times.
  2. Movement of sweeping vehicles, garbage trucks, maintenance trucks, shopping carts, and other service vehicles and equipment is prohibited during nighttime hours within 300 feet of a residential district, except for emergency vehicles and emergency utility or maintenance activities.
  3. Snow removal within 300 feet of a residential district shall be minimized during nighttime hours, consistent with the required snow management plan.

*Under E, for example, primary drive aisles in parking lots may be located away from building entrances or designed as internal streets with curb and sidewalk.*



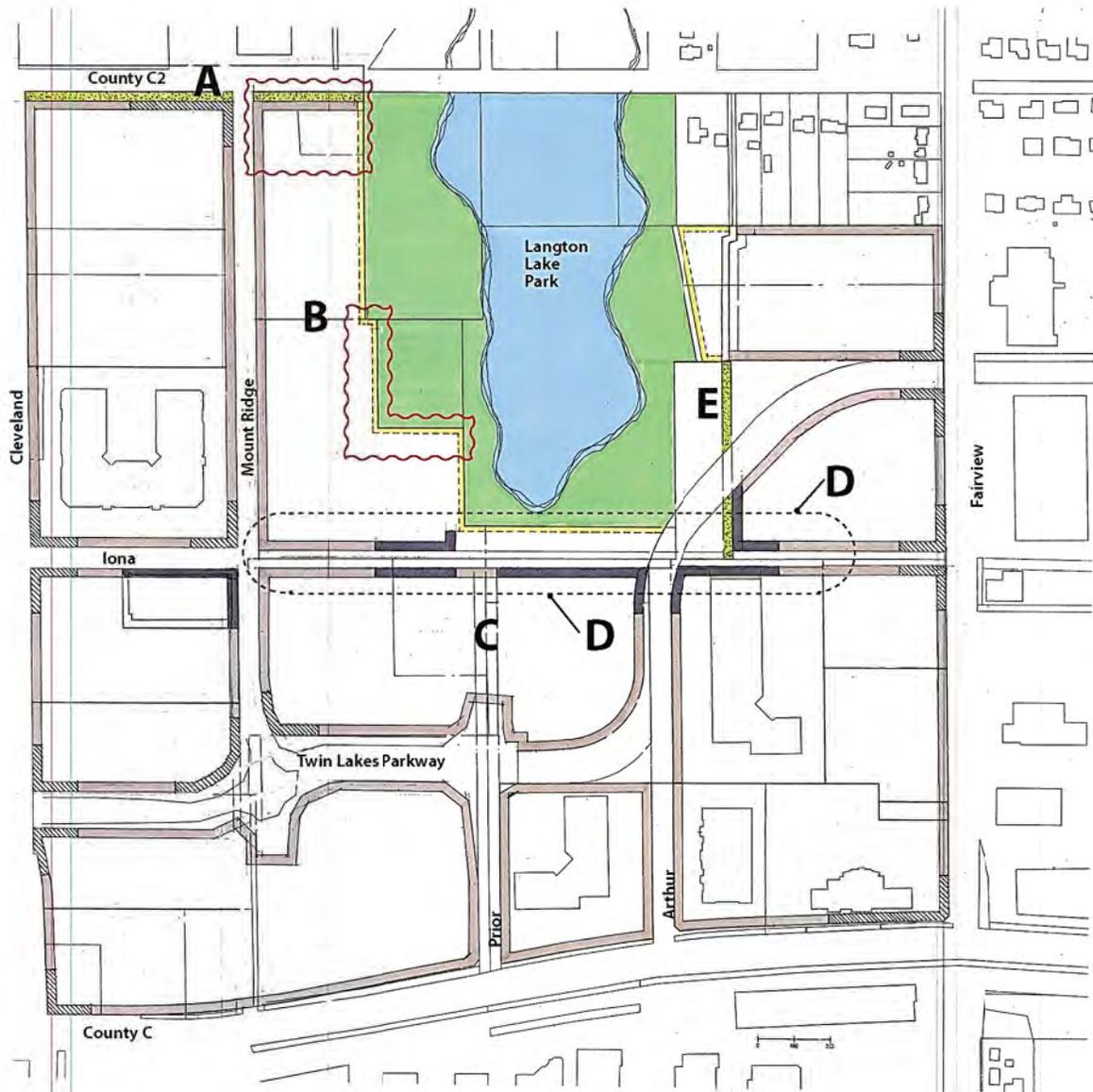
## 1005.07 Community Mixed-Use (CMU) District

- A. **Statement of Purpose:** The Community Mixed-Use District is designed to encourage the development or redevelopment of mixed-use centers that may include housing, office, commercial, park, civic, institutional, and open space uses. Complementary uses should be organized into cohesive districts in which mixed- or single-use buildings are connected by streets, sidewalks and trails, and open space to create a pedestrian-oriented environment. The CMU District is intended to be applied to areas of the City guided for redevelopment or intensification.
- B. **Regulating Plan:** The CMU District must be guided by a regulating plan for each location where it is applied. A regulating plan uses graphics and text to establish requirements pertaining to the following kinds of parameters. Where the requirements for an area governed by a regulating plan are in conflict with the design standards established in Section 1005.02 of this Title, the requirements of the regulating plan shall supersede, and where the requirements for an area governed by a regulating plan are silent, Section 1005.02 shall control.
1. **Street and Block Layout:** The regulating plan defines blocks and streets based on existing and proposed street alignments. New street alignments, where indicated, are intended to identify general locations and required connections but not to constitute preliminary or final engineering.
  2. **Street Types:** The regulating plan may include specific street design standards to illustrate typical configurations for streets within the district, or it may use existing City street standards. Private streets may be utilized within the CMU District where defined as an element of a regulating plan.
  3. **Parking**
    - a. **Locations:** Locations where surface parking may be located are specified by block or block face. Structured parking is treated as a building type.
    - b. **Shared Parking or District Parking:** A district-wide approach to off-street parking for nonresidential or mixed uses is preferred within the CMU district. Off-street surface parking for these uses may be located up to 300 feet away from the use. Off-street structured parking may be located up to 500 feet away from the use.
    - c. **Parking Reduction and Cap:** Minimum off-street parking requirements for uses within the CMU district may be reduced to 75% of the parking requirements in Chapter 1019 of this Title.

Maximum off-street parking shall not exceed the minimum requirement unless the additional parking above the cap is structured parking.

4. **Building and Frontage Types:** Building and frontage types are designated by block or block face. Some blocks are coded for several potential building types; others for one building type on one or more block faces.
  5. **Build To Areas:** Build To Areas indicate the placement of buildings in relation to the street.
  6. **Uses:** permitted and conditional uses may occur within each building type as specified in Table 1005-1, but the vertical arrangement of uses in a mixed-use building may be further regulated in a regulating plan.
- C. Regulating Plan Approval Process:** A regulating plan may be developed by the City as part of a zoning amendment following the procedures of Section 1009.06 of this Title and thus approved by City Council.
- D. Amendments to Regulating Plan:** Minor extensions, alterations or modifications of proposed or existing buildings or structures, and changes in street alignment may be authorized pursuant to Section 1009.05 of this Title.
- E. Twin Lakes Sub-Area 1 Regulating Plan**

Figure 1. Regulating Plan



-  Greenway Frontage
-  Urban Frontage
-  Flexible Frontage (Parking Setback)
-  Pedestrian Corridor
-  Langton Lake buffer
-  Future Potential Park Dedication Area

**ABCDE** Required Public Park Connection

Letters indicate approximate location of connection. Refer to (5) Public Park Connection for more detail

**Note: Map shown is for graphic information only.**

Figure 2. Frontage Quantity

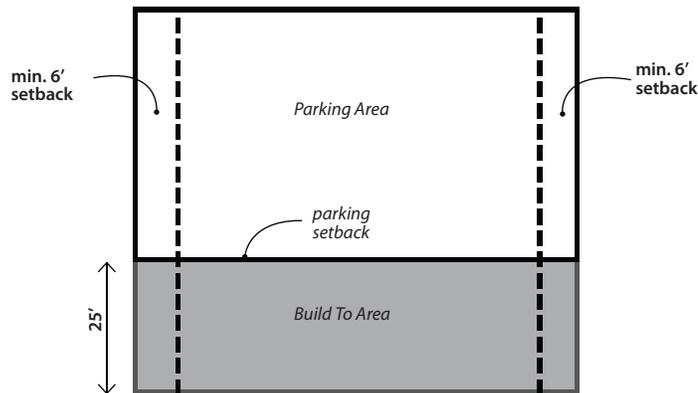


 Greenway Frontage

 Urban Frontage

## 1. Greenway Frontage

### a. Siting



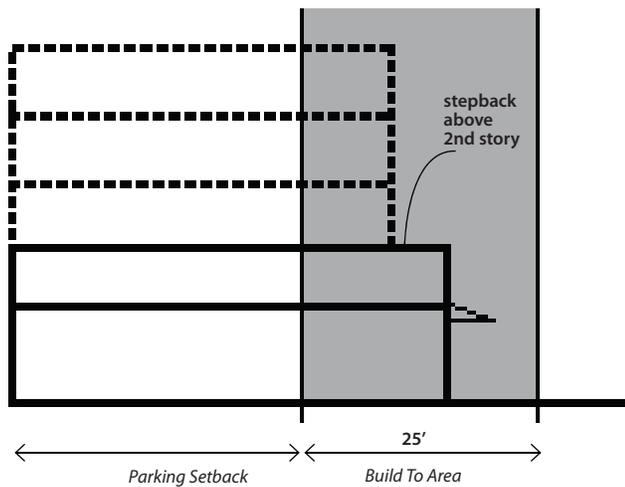
#### i. Build To Area

- A) Refer to Regulating Plan Map (Figure 1005-1) for location of the Build To Area. Building may be placed anywhere within the Build To Area.
- B) At least 90% of the lineal Build To Area shall be occupied by the front facade of the building.
- C) Within 30 feet of a block corner, the ground story facade shall be built within 10 feet of the corner.

#### b. Undeveloped and Open Space

- i. Lot coverage shall not exceed 85%.
- ii. Undeveloped and open space created in front of a building shall be designed as a semi-public space, used as a forecourt, outdoor seating, or other semi-public uses.

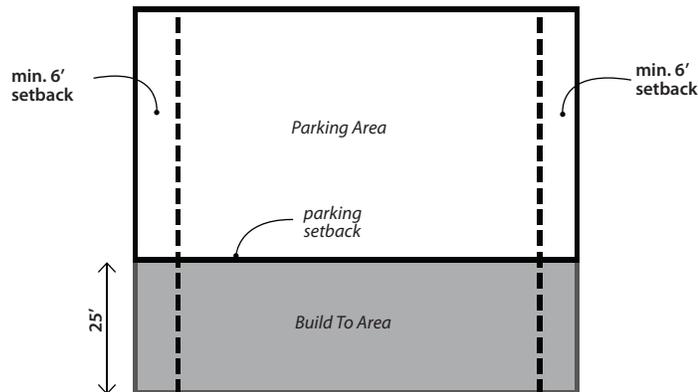
## c. Building Height and Elements



- i. Ground Floor: Finished floor height shall be a maximum of 18" above sidewalk.
- ii. Height is not limited.
- iii. Facade
  - A) The primary facade (facades fronting the Build to Areas, a Pedestrian Corridor, park or public street) of all buildings shall be articulated into distinct increments such as stepping back or extending forward, use of storefronts with separate windows and entrances, arcade awnings, bays and balconies; variation in roof lines, use of different but compatible materials and textures.
  - B) Blank lengths of wall fronting a public street or pedestrian connection shall not exceed 20 feet.
  - C) Building facades facing a pedestrian or public space shall include at least 30% windows and/or entries.
  - D) All floors above the second story shall be stepped back a minimum of 8 feet from the ground floor facade.
- iv. Entries: Entries shall be clearly marked and visible from the sidewalk. Entries are encouraged at least every 50 feet along the Greenway Frontage.

## 2. Urban Frontage

### a. Siting



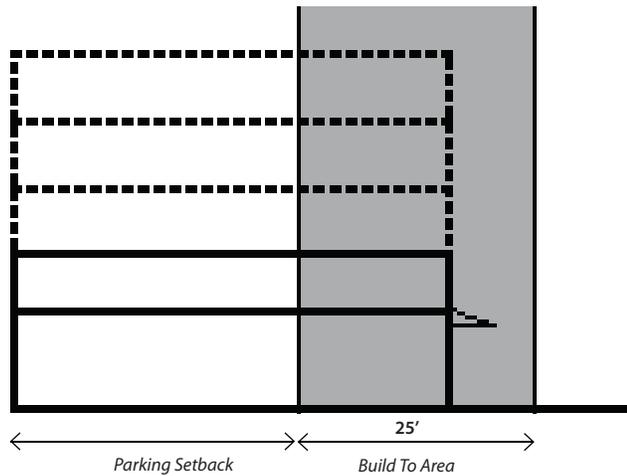
#### i. Build To Area

- A) Refer to Regulating Plan Map (Figure 1005-1) for location of the Build To Area. Building may be placed anywhere within the Build To Area.
- B) At least 50% of the lineal Build To Area shall be occupied by the front facade of the building.
- C) Within 30 feet of a block corner, the ground story facade shall be built within 10 feet of the corner.
- D) If a building does not occupy the Build To Area, the parking setback must include a required landscape treatment consistent with Sections 4 and 5 below.

#### ii. Undeveloped and Open Space

- A) Lot coverage shall not exceed 85%.
- B) Undeveloped and open space created in front of a building shall be designed as a semi-public space, outdoor seating, or other semi-public uses.

b. Building and Heights Elements



- i. Height is not limited.
- ii. Facade

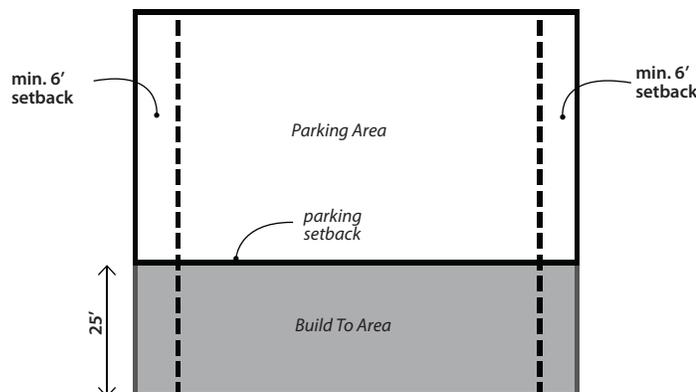
A) The primary facade (facade fronting the Build To Areas, a Pedestrian Corridor, park or public street) of all buildings shall be articulated into distinct increments such as stepping back or extending forward, use of storefronts with separate windows and entrances, arcade awnings, bays and balconies, variation in roof lines, use of different but compatible materials and textures.

B) Blank lengths of wall fronting a public street or pedestrian connection shall not exceed 30 feet.

- iii. Entries: Entries shall be clearly marked and visible from the sidewalk. Entries are encouraged at least every 100 feet along the Urban Frontage.

3. Flexible Frontage

a. Siting



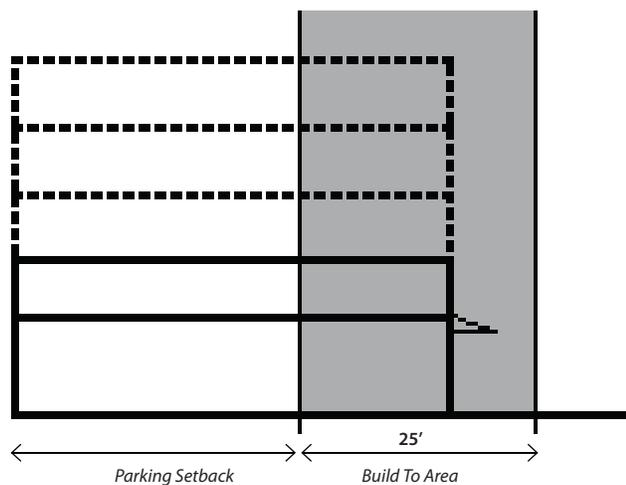
## i. Build To Area

- A) Refer to Regulating Plan Map (Figure 1005-1) for location of the Build To Area. Building may be placed anywhere within the parcel, but building placement is preferred in the Build To Area.
- B) Building placement is preferred in the Build to Area. If a building does not occupy a Build To Area, the parking setback must include a required landscape treatment consistent with Sections 4 and 5 below.
- C) On Flexible Frontage sites located at or near pedestrian corridors or roadway intersections, where building placement is not to be in the build-to-area, the City will require additional public amenities or enhancements including, but not limited to, seating areas, fountains or other water features, art, or other items, to be placed in the build-to-area, as approved by the Community Development Department.

## ii. Undeveloped and Open Space

- A) Lot coverage shall not exceed 85%.
- B) Undeveloped and open space created in front of a building shall be designed as a semi-public space, outdoor seating, or other semi-public uses.

## b. Building Height and Elements



## i. Height is not limited.

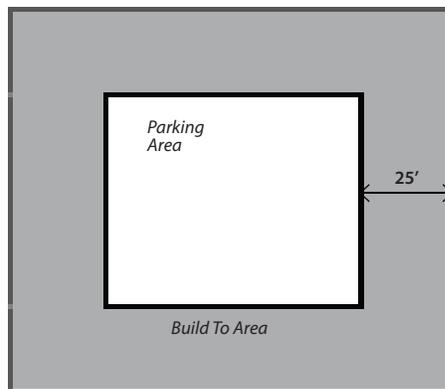
ii. Facade

- A) Blank lengths of wall fronting a public street or pedestrian connection shall not exceed 30 feet.
- B) The primary facade (facade fronting the Build To Areas, a Pedestrian Corridor, park or public street) of all buildings shall be articulated into distinct increments such as stepping back or extending forward, use of storefronts with separate windows and entrances; arcade awnings, bays and balconies, variation in roof lines, use of different but compatible materials and textures.

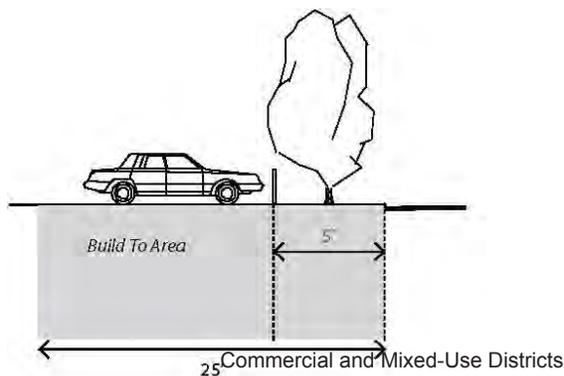
iii. Entries: Entries shall be clearly marked and visible from the sidewalk.

4. Parking

- a. Parking shall be located behind the Build To Area/ parking setback line.

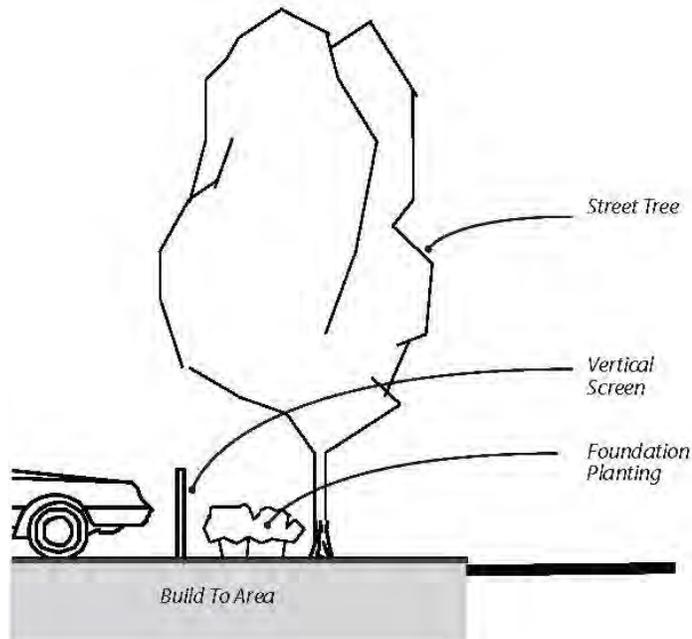


- b. Driveways and/or curb cuts are not allowed along the Greenway Frontage.
- c. Parking Within the Build To Area: Where parking is allowed within the Build To Area, parking shall be set back a minimum of 5 feet from the property line, and shall be screened by a vertical screen at least 36" in height (as approved by the Community Development Department) with the required landscape treatment.



- d. Parking Contiguous to Langton Lake Park: Parking on property contiguous to Langton Lake Park shall be set back a minimum of 15 feet from the property line. The setback area shall be landscaped consistent with the requirements of Section 1011.03 of this Title.

## 5. Landscaping



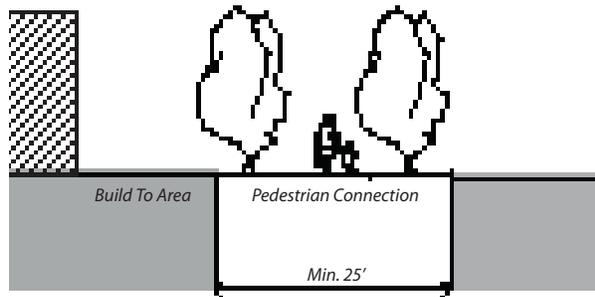
- a. Greenway Frontage: 1 tree is required per every 30 linear feet of Greenway Frontage.
- b. Urban and Flexible Frontage
- i. 1 tree is required per every 30 linear feet of Urban and/or Flexible Frontage.
  - ii. Parking Within the Build To Area: If parking is located within the Build To Area, the required vertical screen in the setback area shall be treated with foundation plantings, planted at the base of the vertical screen in a regular, consistent pattern.
6. Public Park Connections
- Each pedestrian corridor identified below shall be a minimum of 25 feet wide and include a paved, multi-use path constructed to specifications per the City of Roseville. Each pedestrian connection shall also contain the following minimum landscaping:
- 1 3-caliper-inch tree for every 20 lineal feet of the length of the pedestrian corridor. Such trees shall be hardy and urban tolerant, and may include such

varieties as red buckeye, green hawthorn, eastern red cedar, amur maackia, Japanese tree lilac, or other variety approved by the Community Development Department.

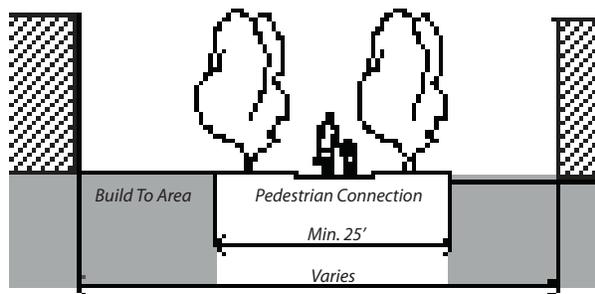
- 12 5-gallon shrubs, ornamental grasses, and/or perennials for every 30 lineal feet of the pedestrian corridor. Such plantings may include varieties like hydrangea, mockorange, ninebark, spirea, sumac, coneflower, daylily, Russian sage, rudbeckia, sedum, or toerh variety approved by the Community Development Department.

All plant materials shall be within planting beds with wood mulch.

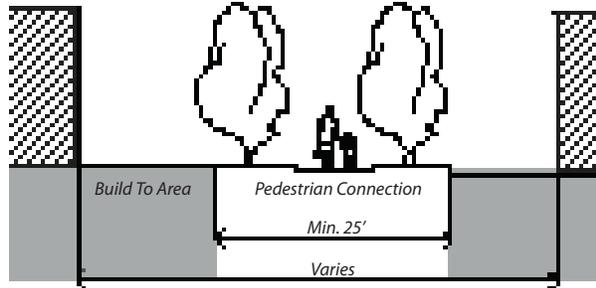
- a. County Road C2 Connection: A pedestrian corridor shall be built that connects adjacent properties to the Langton Lake Park path.



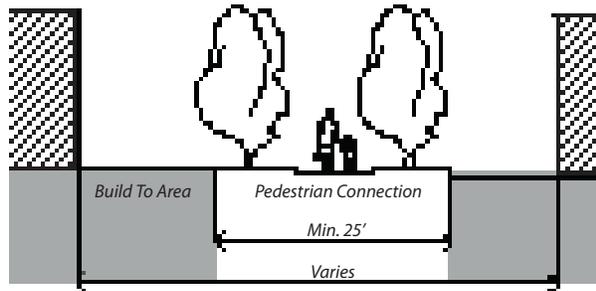
- b. Langton Lake Park/Mount Ridge Road Connection: A pedestrian corridor shall be built that connects Mount Ridge Road to the Langton Lake Park path.



- c. Langton Lake Park/Prior Avenue Connection: A pedestrian corridor shall be built that connects Prior Avenue to the Langton Lake Park path.



- d. Iona Connection



- i. A pedestrian corridor shall be built that connects Mount Ridge Road to Fariveiw Avenue, intersecting with Langton Lake Park and Twin Lakes Parkway.
- ii. The pedestrian corridor shall take precedent over the Build To Area. In any event, the relationship of buildings to the pedestrian corridor shall be consistent with the required frontage.
- e. Langton Lake Connection: A pedestrian corridor shall be built that connects the adjacent properties to Langton Lake Park path.

