



**TWIN LAKES REDEVELOPMENT AREA
PROJECT**

ROSEVILLE COMPREHENSIVE PLAN

**Approved by the City of Roseville City Council
June 26, 2001**

City Of Roseville

TWIN LAKES BUSINESS PARK MASTER PLAN Amendment to the Comprehensive Plan

Table Of Contents

<u>Category</u>	<u>Page</u>
I. Introduction/Background	1
II. Goals and Policies.....	2-4
III. Twin Lakes Renewal Strategies.....	4-11
IV. Transportation.....	12-13
V. Parks and Trails	13-14
VI. Tax Increment Financing	14-16
VII. Implementation Plan.....	16-17
VIII. Anticipated Site Improvement Benefits	17
IX. Construction Timing and Methods	18
X. Permits and Approvals Required	19
XI. Adjoining Land Use Compatibility.....	19-20
XII. Land Use and Zoning.....	20
XIII. Infrastructure Expansions.....	21
XIV. Parks in the Area.....	22
XV. Consistency with Comprehensive Plan.....	22-23

List of Attached Maps:

- | | |
|--------|---|
| Map 1. | Roseville Location Map |
| Map 2. | Twin Lakes Existing Land Use Map |
| Map 3. | Twin Lakes Renewal Options Map |
| Map 4. | Roseville Redevelopment Plan Concept Map |
| Map 5: | 1988 Twin Lakes Boundary Map |
| Map 6: | Twin Lakes Future Land Use Map |
| Map 7: | Langton Lake Park Map |
| Map 8: | Twin Lakes Tax Increment Financing District Map |
| Map 9: | Ryan Development Area Map |

ROSEVILLE TWIN LAKES BUSINESS PARK MASTER PLAN AMENDMENT TO THE COMPREHENSIVE PLAN June 26, 2001

I. Introduction

The Twin Lakes Redevelopment Area Renewal Strategy (the “Master Plan”) describes the development or redevelopment of 46 parcels within a 275-acre area and may include up to 3.0 million square feet of new and/or renovated building area in multi-story offices, one- to two-level high-tech flex space, service industries and multifamily housing. This additional square footage from the total 2.1 million outlined in the 1996 plan is due to added parcels and an increased number of multiple-level developments. (Refer to Section IV for the Twin Lakes Renewal Strategies). The Master Plan will be implemented in phases over the next 20 years beginning as early as 2002. Also, a new road, Twin Lakes Parkway, will be constructed by the City of Roseville beginning in late 2001 and completed in 2002 - 2003. The road will include walking and biking trails, safety, lighting, ponding and landscaping enhancements. The Twin Lakes Master Plan explains the refinements from the previous plans developed in 1988 and 1996, and the benefits and the impacts of the redevelopment in and surrounding the Twin Lakes area.

In Roseville a “**Business Park**” is a hybrid of a more typical industrial park with office park uses and a mix of service retail and housing that would serve as a more livable campus setting. It is defined as a geographically identifiable area which contains an architecturally consistent mix of office, office-laboratory, office-showroom-warehousing, biotechnical, biomedical, high-tech software and hardware production uses with support services such as limited retail, health, fitness, lodging and multifamily housing. The Business Park has well-planned roads, utilities, ponding and communication systems. Parcels within a Business Park have access to an internal parkway and/or external County minor arterials as well as access to the Interstate Highway System. Emphasis is placed on creating a unique, safe and high-quality work and play environment by installation of extraordinary, architecturally distinct buildings, transit and transportation services, site planning, environmentally sensitive landscaping, parks, trails and lighting.

II. Background

The Twin Lakes Redevelopment Area is located within the City of Roseville in an area generally bounded by County Road C on the south, County Road C-2 on the north, Cleveland Avenue on the west and Snelling Avenue on the east. (Refer to Twin Lakes Existing Land Use Map). The Twin Lakes Redevelopment Area now includes an additional 52.6 acres of developable and redevelopment property to the north of County Road C-2 along Cleveland Avenue and the industrial properties adjoining the north side of Terrace Drive, and is one of 15 Redevelopment Plan Concept Areas. (Refer to Twin Lakes Renewal Strategy Land Use Map & Roseville Redevelopment Plan Concept Map). Also, the Twin Lakes Redevelopment Area includes 41.11 acres of new right-of-way and greenspace.

Development of the Twin Lakes area began in the 1950s. It developed as a major concentration of over-the-road trucking companies and related businesses because sites were large and inexpensive and the area was accessible to the highway system and close to both downtown Minneapolis and St. Paul. With the federal deregulation of the trucking industry in 1980s, the trucking industry nationwide was dramatically affected, which inevitably affected this portion of Roseville. It has resulted in trucking terminals reducing, moving or consolidating their operations, and in some cases, even going out of business. This in turn affected the businesses that support the trucking activities in the area. Faced with this change and potential deterioration of the area in 1988, the City designated the area as the Twin Lakes Redevelopment Area and created a tax increment financing district to assist with its long-range redevelopment.

The City, with the assistance of the consulting firm of Dahlgren, Shardlow and Uban, developed a land use plan, which called for the redevelopment of the area to provide a variety of office, retail, business and light industrial uses. (Refer to 1988 Twin Lakes Boundary Map). The City submitted it for review by the Metropolitan Council, and the Metropolitan Council asked for additional information concerning retail traffic and its impact on I-35W. At the same time, community survey results indicated that citizens felt that there was no need for more retail development in the City. As a result, the City withdrew its proposed Twin Lakes Plan from Metropolitan Council review and determined that there should be additional mixed-use office and light industrial in the area rather than retail. This could be accomplished under the existing Comprehensive Plan and zoning. The City adopted the revised redevelopment plan as part of a major Comprehensive Plan amendment approved in 1994.

III. Goals and Policies

The commercial industrial goals and policies of the City of Roseville are described in Section 3 of the Comprehensive Plan. The broad planning principles that were used in the Twin Lakes Renewal Process include the following:

- 1) Create a buffer to protect and enhance the public enjoyment of Langton Lake
- 2) Protect the residential neighborhoods with less intrusive land uses
- 3) Create a livable environment with a mix of uses
- 4) Create compatibility between uses and building designs
- 5) Minimize the impact of commercial traffic onto residential streets; reduce congestion at main intersections
- 6) Clean up soil and groundwater pollution
- 7) Provide a range of quality jobs

- 8) Diversify tax base
- 9) Provide a flexible land use plan
- 10) Locate uses in areas where they can best take advantage of necessary market forces

In addition, the Plan embodies the following policies:

- 1) The City encourages office and office-high tech assembly, and medical and biotech uses where they have immediate access to County Roads and the freeway.
- 2) The City encourages limited, integrated or mixed-use “support” retail, restaurant and lodging uses in appropriate locations, where customers will have easy access from their job locations in Twin Lakes Business Park and from the Rosedale area.
- 3) The City encourages a mix of office and high-tech uses with multiple residential uses where they can take advantage of the amenities offered by the parks west and south of Oasis Park, and in a mixed Office/Residential area on the west and southeast sides of Langton Lake. In effect the multiple residence areas become the “new edge” to the existing adjoining residential areas.
- 4) The City allows existing non-conforming uses, most notably the trucking operations, to remain as pre-existing, nonconforming uses until a more compatible, permitted business park use succeeds the trucking use. If the City should decide to rezone, the City will adopt zoning or a planned unit development in which these non-conforming uses may remain, but will be encouraged to move to newer, more environmentally compatible areas specifically designed and supported by roads and infrastructure for such uses, consistent with this Plan or in other approved metropolitan areas.
- 5) The City encourages quality site design in new developments, to include landscaping, signage, berming, lighting, location of multi-story buildings with buildings, parking and access, and other elements which will ensure compatibility with adjacent land uses, and with their own internal functioning. It will be the responsibility of new development to ensure compatibility with existing uses, not vice versa. **The City encourages the use of shared parking, ramped parking and a regional water retention plan or use of new technologies where appropriate to reduce impervious surfaces and increase green space. The Twin Lakes Design Guidelines (1988) are the current Design Guidelines until superceded by amendments or “parcel specific” planned unit development ordinances.**
- 6) To ensure orderly, fair, efficient and cost-effective redevelopment, the City will use eminent domain – condemnation – in cases where acquisition of the land area and construction of public roads and parks, utilities and/or storm sewer are deemed in the public’s interest by the City Council. In addition, to induce further new private investment that is in the public’s best interest and ensure that the City is not

overpaying for speculative development, condemnation will be used as a last option in redevelopment negotiation process to determine a fair market value of the property. In these cases, condemnation ensures that cost effective redevelopment occurs for development that meets and exceeds the Plans. All condemnation initiatives shall require City Council approval.

- 7) To ensure that changes in the Twin Lakes Master Plan are supported by the community, the Twin Lakes Renewal Strategies were developed to refresh previous master plans so that implementation would be done with current market conditions and feedback from the community. The Twin Lakes Renewal Strategies are fully outlined below in Section IV.

IV. Twin Lakes Renewal Strategies

- 1) Encourage updated/redeveloped mixed industrial and commercial/business uses. Improve access to these areas via County roads and the Parkway. Protect office, retail, and residential areas from the aspects of pre-existing, non-conforming industry and high volume traffic that disturb or disrupt the office or residential neighborhoods.
- 2) Require redevelopment in phases with a number of parcels at one time. Utilize planned unit developments for site-specific flexibility in redevelopment.
- 3) Develop guidelines that encourage new developments to incorporate style elements from the new architecture present in Twin Lakes and Centre Pointe Business Parks. For example, if the existing adjacent neighborhood consists of two-story, gable roofed homes, the design, bulk and massing of the multiple-family structures should complement the character of the existing neighborhood and blend into new office developments. And, office buildings of 3 to 5 stories, using horizontal fenestration banding, should complement each other in elevation, placement on the site, colors and exterior materials.
- 4) Restrict new industrial or redevelopment business/service vehicle access to County Roads and private, internal driveway systems. Require design standards such as walls, berms or landscape buffers between industrial and office, retail, and residential uses where loading docks, driveways, and parking lot configuration cause noise, odors, and lighting to be directed beyond the industry.
- 5) Adopt site design standards similar to those outlined in the Twin Lakes Design Standards to require screening and noise mitigation of outdoor loading and storage, and activity areas from street and adjacent properties, screening dumpsters and loading areas, providing landscape and green-area buffers between buildings, parking lots and signage and adjacent residential areas, and by limiting lighting or directing it away from adjacent areas.

- 6) Install sidewalks and pathways consistent with the City of Roseville adopted Pathway Plan throughout the area and into the adjacent parks, neighborhood and retail areas.
- 7) Encourage the construction of mixed-use buildings with scale and detailing appropriate to the surroundings.
- 8) Where feasible and meeting State standards and City policies, utilize tax increment financing and other financial tools and grants to assist property owners and developers to remodel or redevelop their properties consistent with the Twin Lakes Master Plan adopted as part of the Comprehensive Plan. Utilize City Brownfield revolving business loans in cooperation with local banks to assist existing businesses to remediate contaminated sites.
- 9) Encourage improvement of visual attractiveness of property, buildings and public rights-of-way and buffering around pre-existing, non-conforming industrial uses.
- 10) Create redevelopment opportunities for property owners and developers on sites that are underused or not meeting current codes. "Underused" means buildings not covering at least 25% of the site, and land value at or below the average for the study area.
- 11) Identify contaminated sites, determine the extent of the problem; identify remedial actions to be undertaken by the owner to mitigate; and identify and secure financial incentives to complete the work.
- 12) The County roads function best as carriers of local and cross-community traffic. In areas fronting County roads where each site could be redeveloped independently, consider access off of a City access road, shared drives, cul-de-sacs or other means to limit excessive curb cuts.
- 13) Discourage the development of additional curb cuts onto County roads and eliminate or combine existing curb cuts whenever possible. Require shared driveways or City access roads on site plan to diminish conflicts between through traffic and local traffic.
- 14) Improve the street signage and direction signs. Create a standard dimension building tenant sign, which is clearly readable from the street.
- 15) Maintain and improve the efficiency and function of Twin Lakes Redevelopment Area streets without widening existing roads, except for turning lanes.
- 16) Request the County to establish Capital Improvement timelines for:

- a) The improvement of turning movements at “C” and Fairview. (Included for 2002)
 - b) The improvement of turning movements at “C” and Cleveland. (Included for 2002)
 - c) The improvement of the intersection at “B2” and Cleveland.
 - d) The 5-lane capacity of County Road C. (Included for 2002)
 - e) The improvement of the intersection of Fairview and County Road D. (Included for 2003-04)
- 17) Develop a road design and signage plan for intersection areas that resolve the disorder, confusion and hazard of the traffic and circulation system.
- 18) Provide convenient and safe access to Twin Lakes from the interstate highway system along Cleveland Avenue.
- a) Request the Minnesota Department of Transportation and Ramsey County to analyze the need for an improved connection between I-35W and County Road C so that travelers on “C” eastbound can access Twin Lakes and Rosedale via Cleveland Avenue.
 - b) Request that the Minnesota Department of Transportation, Ramsey County, and Roseville Public Works improve the aesthetics and directional signage of interchanges and Cleveland and County Road C to portray a positive image of the City and the Twin Lakes Redevelopment Area.
- 19) Improve the balance between automobiles and other modes of transportation, such as transit, bicycle and walking (along County Road C and on Cleveland).
- a) Require new projects to meet on-site parking requirements, sidewalks and bus stops supported by frequent and direct bus service. Analyze the need for parking ramps and City participation on all new “clusters” of redevelopment.
 - b) When the railroad right-of-way south of “C” is vacated in the future, a portion should be used for transit and right-of-way expansion, with the remainder to be used to add green space and to consolidate driveway entrances onto “C”.
 - c) Encourage the continued and increased coordination of bus service between Rosedale and the Twin Lakes Business Park via the Roseville Circulator and other Metro Transit bus routes.
 - d) Develop incentive programs which encourage employers to institute flexible working hours, encourage the use of transit, park-and-ride lots and car and van pooling; improve transit service to provide more frequent buses and more direct

routes, and encourage use of alternatives such as bicycles or walking.

- e) Construct all levels of pathway/sidewalks improvements, including paths separate from the roadway, additional bicycle lanes within the roadway pavement, sidewalks and improved bicycle parking facilities. Connect sidewalk systems where gaps occur. In addition, improve bus, parking and pathway signage.
- 20) Ensure that essential services are aesthetically pleasing and harmonious with adjacent uses.
 - a) Require that utility structures and essential services not negatively impact surrounding uses by careful placement on sites of landscaping and screening, parking, and implementing adequate noise and odor control devices.
 - 21) Reduce light, air, noise and visual pollution.
 - a) Provide adequate lighting for streets and parking areas but without creating a hazard for motorists or a nuisance for adjacent residential property owners. Require direct or directly reflected light be confined to the property. Lights must be equipped with hoods or louvers to direct light downward and prevent glare from crossing property boundaries.
 - 22) Address highway-generated noise.
 - a) Develop noise-mitigating features, especially for residential areas that are adjacent to the two lakes and on Fairview Avenue. This should include greater setbacks from the road, additional buffer or screening requirements and construction techniques such as fewer windows on the highway side of the house, acoustical design, quieter air handling equipment, and additional insulation, as well as improved siting of new commercial/industrial buildings to act as buffers for highway noise.
 - 23) Revise the standards to include site design and review standards that encourage innovative on-site management of storm water where possible, and storm water conveyance to regional ponds where necessary. For example, some temporary (12-hour) storage could be done in and under parking lots to control flow from parking lots to pond. Work with the Minnesota Pollution Control Agency and US Environmental Protection Agency to implement a regional water quality system.
 - 24) Protect, preserve and restore features, on both public and private property, which significantly contribute to the character and appearance of the natural environment of Twin Lakes.
 - a) Utilize dedication of easements, outright purchase, and purchase of development rights to preserve open space near or adjacent to lakes and shore land.

- b) Use decked parking and shared parking easements to maximize use of existing parking and driveways. Retain a minimum of 15% of each site in green space and/or ponding.
- c) Plant street boulevard and median areas, consistent with the City Master Tree Plan, as part of each redevelopment project and especially in parking areas.
- d) Require newly developed parcels to incorporate year-round aesthetically pleasing native plantings as part of the landscape plan, where possible.

V. Proposed Land Use

The proposed land use in the Twin Lakes Business Park is broken down approximately in acres & percentage of total area in the following table. The land use was approved by the Roseville City Council on June 26, 2001.

Summary Types of Uses	Existing		Future Land Use	
	Acres	% Land	Acres	% Land
Trucking	92.94	54.62%	0	0.00%
Service	0	0.00%	14.92	8.75%
Multi level Office	0	0.00%	48.24	28.30%
High Tech/Flex	7.81	4.59%	40.97	24.03%
Housing/office	14.08	8.28%	51.11	29.98%
Retail	0	0.00%	0	0.00%
Industrial	55.32	32.51%	0	0.00%
Medical Hospital	0		15.22	8.93%
Total:	170.15	100%	170.46	100%

Parcels Around Lake and Adjacent to Residential

- Multiple Housing or High Quality Offices
- Housing with First Floor Office/Rental Apt. - Flexible
 1. Minimal noise impact, higher level of cleanup required, less traffic closer to neighborhood, less light pollution and more visibly appealing to neighboring residents.
 2. Will need to be higher density to create value needed for redevelopment, either owner-occupied, high-end townhomes or rental townhomes/apartments.
 3. An office component will help to increase and sustain greater value.



Housing Example

Parcels Along the Parkway and Cleveland/County Road C Area

- **Multiple Office (Medical, Multi-industry, Corporate) or Hospital/Medical Campus**
 1. Can take advantage of lake access and visibility from 35W.
 2. Creates an opportunity to add public pathways, water features and green spaces for public use.
 3. Creates higher value to help pay for cleanup of existing contamination.
 4. Creates less noise impact, less light pollution and less truck traffic than industrial uses.
 5. Is visually appealing, is a quality entrance to Roseville and sets a high standard for development.
 6. Creates quality jobs.



Building Example

Parcels along Fairview and County Road C

- **Combination of single- or multiple-level office and high-tech flex**
 1. Reduces need for lake access and visibility from 35W.
 2. Adjacent to existing retail, industrial and major roadways, clearly away from residential.
 3. Reduces truck traffic, cleans up contamination and noise and light pollution is minimal. No outside storage allowed.
 4. Creates many ranges of quality jobs.



Building Example

Corner of County Road C and Cleveland

- **Best location for service component with a combination of hotel, fitness center, restaurant, bank, etc., that would serve the business park and general public**
 1. Ease of access from 35W and County Road C and very visible from 35W which is very important to these markets.
 2. Transit friendly location to attract workers needed for these industries.
 3. May create more light and traffic but is the farthest location away from residential and close to regional roadways.



Service Example

Big Box Retail and Strip Centers not recommended

1. Increased level of traffic.
2. Longer hours of operation.
3. Reduced quality and quantity of jobs created.
4. Lower value of building finish.
5. Large parking lots required due to parking demands.



Retail Example

VI. Transportation

The Twin Lakes area has excellent access to the highway system via Cleveland Avenue onto I-35W, and Snelling Avenue to Highway 36 or I-694. County Road C on the south is a major collector roadway, providing access both to the major highways at either end of the study area as well to other areas in the City to the east and west. Fairview Avenue links the study area with the Rosedale area to the south. In the future, transit, perhaps in the form of a bus way, may be available along the south side of County Road C on the current BN Railroad line.

Many existing properties are large parcels (5 acres or more) under one ownership, with minimal secondary roadway system serving them. They are more difficult to redevelop for land uses which require expanded access and visibility. The only dedicated public streets in the Twin Lakes Redevelopment Area are short segments of Mount Ridge, Prior, Iona and Arthur Streets, north of County Road C, Terrace Drive east of Fairview Avenue to Snelling, and Lincoln Drive from County Road C to Lydia. These provide interconnected roadways needed for an efficient and effective transportation system in the area with the completion of Twin Lakes Parkway from Terrace Drive-Fairview Avenue west to Cleveland. To date, construction has been completed on Lincoln Drive from Lydia to County Road C (including improvements at Snelling Avenue and County Road C-2), Arthur Street, and Terrace Drive, between Snelling Avenue and Fairview Avenue (which will become a portion of the Twin Lakes Parkway in the future).

In 1988, an independent traffic study for the area indicated that County Road C would experience increased retail traffic loads and would exhibit significant traffic problems at key intersections in the future. An alternate east-west route (Twin Lakes Parkway and Terrace Drive) was recommended within the area in part to carry additional retail development traffic and in part to carry existing Business Park traffic directly to the Interstate Highway entrance ramp area. The Interstate ramps were to be moved 800 feet north and expanded. This proposal would reduce the amount of traffic which currently uses residential streets to enter the freeway at County Road D. Another problem area for traffic congestion, turning movements, safety and capacity is on Cleveland Avenue at the intersection with the I-35W ramps. This intersection is about 600 feet north of the intersection of "C" and Cleveland. Therefore, the Transportation Plan called for the development of Twin Lakes Parkway as an east-west collector street connecting I-35W on the west with access to Cleveland Avenue, continuing east to a new "right-in, right-out" intersection with Snelling Avenue.

In 1997 the City contracted with the consulting firm of BRW to evaluate the design and location of the proposed Twin Lakes Parkway and its connections to I-35W. With this new plan, the Parkway was shifted 800 South to align with the existing Interstate ramps. The existing ramp could then be expanded and safety improvements made. BRW also evaluated storm sewer needs and designs for the western portion of the area. The Twin Lakes Parkway corridor was "officially mapped" and approved by ordinance on October 26, 1998.

In 2000 the City began its due diligence for the roadway by completing environmental site assessments in the right-of-way area. The Phase I and Phase II assessment work is funded by a US Environmental Protection Agency grant in the amount of \$200,000, and will be completed in the fall of 2001.

The functional classification of the roadways in the Twin Lakes Area are as follows:

Principal Arterial

Interstate 35W (existing; ramp redesign and expansion and increased capacity depends on MnDOT approvals and funding)

“A” Minor Arterial

County Road C (existing)
Snelling Avenue (existing)

“B”- minor Arterial/ Collector

Cleveland Avenue (existing)
Fairview Avenue (existing)
Twin Lakes Parkway (new)

Local Street

Mount Ridge Road, Prior, Iona (platted, not built)
Arthur Street (new and expanded)
Lincoln Drive (existing)
Terrace Drive (existing; connect to Snelling with a right in, right out if approved by MnDot)

As noted above, in 2001 the Roseville City Council commissioned the study of the Twin Lakes Business Park with the recommended land use Scenario 1 and alternate land use Scenario 1A through an Alternative Urban Areawide Review (AUAR). The purpose of the AUAR was to review all environmental issues (**for all redevelopment properties**) in Twin Lakes such as traffic, water storage and drainage capacity, air quality, infrastructure improvements, landscaping, design plan, parking, etc. As part of the AUAR process, a mitigation plan was prepared to outline the ways the community will address environmental impacts based upon the redevelopment plan. The City is the Responsible Government Unit (RGU) that will need to ensure that those measures are taken as development occurs. (Refer to the AUAR Executive Summary attached).

VII. Parks and Trails

The 68-acres of city parks in the area, including Langton Lake and Oasis, provide an amenity for attracting redevelopment to the area. They provide both a visual amenity and recreational opportunities, which will greatly increase the viability of the area as an asset to the community. Another feature in the eastern half of the study area is County Ditch #4, a drainage way which winds its way from south of County Road C, north to Oasis Park.

The park and trail system in the City has been enhanced by connecting the major uses with a bicycle and trail system around Langton Lake and along the County Road “C” trail corridor, through the parks, and (in the future) along the ditch and other interior areas, which will create a unified recreational system in the Twin Lakes Area. *The new Twin Lakes Parkway will also provide trail connections to Langton Lake from newly developed parcels. (Refer to Langton Lake Park Map).*

The character and standards governing the development of this park and trail system are outlined in a separate document: Roseville's Pathway Master Plan, Design and Guidelines.

VIII. Tax Increment Financing

Redevelopment, by its very nature, is more costly than new development in second- and third-ring suburban fields. To remain competitive with the growth in this suburban areas, Roseville has adopted policies which provide incentives to "level the playing field" for redevelopment in a first-ring suburb. The City attempts to make redevelopment in Roseville as cost effective for the developer and business as first-time development in the second- and third-ring suburbs. Therefore, all of the Twin Lakes Redevelopment Area, except for the eastern edge, is within Tax Increment Financing (TIF) Districts. (Refer to Twin Lakes Tax Increment Financing District Map). The majority of the area is within TIF District 11, which was certified in 1989. Small portions of the area are within TIF Districts 7 and 9. TIF District 11 will be in place until 2014. (TIF Districts 7 and 9 will be decertified in pay 2002). The City has also created a Hazardous Substance Subdistrict to generate additional funds to assist with cleanup of contaminated properties along the northeast side of Arthur Street.

To date, the City has committed over \$10 million of tax increment funds to facilitate the cleanup of contaminated sites and to facilitate the development of new buildings within the area. Approximately \$3.3 million has been utilized for cleanup while the remaining \$6.7 million has been used for redevelopment incentives such as land acquisition write down assistance, building demolition, soil correction and other site improvements. The sources of funding for the City's investment (which is normally paid back in approximately 12 years) include: shared project cash flow, tax increments, shared project sale proceeds, subdistrict revenues, Metropolitan Council, State, and EPA grants and recovery of environmental clean-up costs from previous property owners.

In 1990 the City contacted numerous developers to take the lead in redeveloping the area in accordance with the Twin Lakes Redevelopment Land Use Plan. Originally, Trammel Crow Company approached the City and began negotiations with City staff to develop the area. Unfortunately, that deal fell apart and the City then tried to identify additional potential developers. City staff contacted brokers, realtors and also members of NAIOP to try to identify two or three additional developers to carry out the Twin Lakes plan. Developers expressed reluctance to accept the risk of being the first to redevelop the area. Ryan Companies, Minneapolis, however, stepped forward and negotiated a development agreement with the City. The agreement specified that the City would provide up-front funds from its tax increment financing pool when available to assist in land acquisition, demolition, and clean up. Ryan Companies would, in turn, redevelop the sites and provide the City with shares of cash flow and proceeds from the sale of projects in the future to repay the City's initial investment.

As part of the development assistance agreement approved in 1992, Ryan Companies has the right of first offer to develop a portion of the property in the Twin Lakes Redevelopment Area. This area, as

it is currently defined, contains approximately 108 acres, or approximately 60% of the total Twin Lakes Redevelopment Area. (Refer to Ryan Development Area Map).

The City must provide a notice of the intent to pursue development of the property within the subdistrict and is required by its existing agreement with Ryan Companies to provide Ryan with the right of first offer to enter into a development agreement for the property. This applies to any development within the Twin Lakes Development Subdistrict where 10% or more of the new development is proposed to be office, medical, showroom or other light industrial development. If the City receives an offer for development from any other developer, the City, before accepting that offer, must offer the same agreement to Ryan Companies for development of the same property at no less favorable terms and conditions than those contained in the agreement with another party. Ryan Companies then has 20 business days to accept the agreement (if they have secured control or ownership of the property). If Ryan fails to exercise its first right within 20 days, its rights are deemed waived and the City can pursue development with the other developer. The first offer rights in the agreement run until November 24, 2003. If the City fails to notify the developer in writing 60 days prior to that date of expiration, then the expiration date is automatically extended to November 24, 2008.

Actual development which has occurred to date includes the construction of a 48,000-square-foot office-flex building, a 74,500 s.f. office-flex building, a 66,000 s.f. medical office building, a 35,000 s.f. office-flex building and a 105,000 s.f. office-flex building. It is estimated that these developments have generated over 1,150 jobs with an annual payroll of approximately \$27 million and \$850,000 in annual property taxes. In the future, and based on the new development to date, when the redevelopment of the Twin Lakes Redevelopment Area is complete, the trucking and outdoor storage gradually will be replaced by a more contemporary mix of high quality office, medical facilities, limited light industrial and office/showroom buildings, complementary commercial businesses and multiple housing with a focus on the natural environmental amenities adjacent to the area.

The Twin Lakes Redevelopment Area Renewal Strategy includes up to 3.0 million square feet of new or refurbished buildings. This additional square footage from the total 2.1 million outlined in the 1996 plan is due to the added parcels and proposal for multiple-level developments. The implementation is expected to be at market-driven rates with development beginning as early as 2002 until full development is reached around 2020. *(Several parcels that lie within the project boundaries have already been redeveloped or are being constructed, with all governmental decisions made for those projects.)*

The project also includes the use of tax increment financing when available to aid in construction of the Twin Lakes Parkway, a two-lane road with landscaped medians, left and right turning lanes, and landscaped boulevards. Direct access from Twin Lakes Parkway to and from northbound I-35W will be provided. Through staging, this street will connect to and provide right-in, right-out access to Snelling Avenue on the east side of the project area consistent with the original transportation plan of 1988.

The Parkway is needed to provide proper access to interior parcels, to accommodate future traffic generated within the site, and to improve levels of service and capacity restraints on existing local and regional roadways around the project area, including County Road C, Cleveland Avenue and Fairview Avenue.



In addition, to ensure orderly, fair, efficient and cost-effective redevelopment, the City will use eminent domain – condemnation – in cases where acquisition of the land area and construction of public roads and parks, utilities and/or storm sewer are deemed in the public’s interest by the City Council. In addition, to induce further new private investment that is in the public’s best interest and ensure that the City is paying a fair price while not overpaying for speculative development, condemnation may be used as a **last** option in redevelopment negotiation process to determine a fair market value of the property. All condemnation initiatives require City Council approval.

IX. Implementation Plan

The City of Roseville identified the Twin Lakes Business Park as a Tax Increment Financing (TIF) District in 1988 and has prepared and amended a Land Use Guide Plan for its future development. The Twin Lakes Business Park Comprehensive Plan Amendments have supported the redevelopment of the properties and recommends urban design enhancements, necessary infrastructure and drainage/ponding improvements. It is the City’s policy to complete redevelopment property as part of a Planned Unit Development process with specific requirements for each site.

Since the initiation as a TIF District, there have been several proposals that were implemented within the Business Park that have yielded new office/retail/light industrial and commercial properties consistent with previous planning efforts. Based on these efforts, the City of Roseville determined that it needed a comprehensive, coordinated approach to address potential environmental impact issues that would arise from the development and redevelopment of the remaining 46 parcels and a net 170 “opportunity” acres in the Twin Lakes Redevelopment Area. Therefore, the City initiated a third set of strategic planning sessions in 2000 - 2001 to consider the cumulative physical, financial, and environmental effects expected with the ultimate redevelopment of the Twin Lakes Redevelopment Area and also to measure performance of developer proposals as they are received over the expected 20-year development horizon for Twin Lakes.

Assumptions were made to measure the level of impact at full-buildout. The maximum new development that each parcel will support is based upon a minimum of 40 percent coverage ratio for

multi-level buildings with ramped and shared parking. This allows for a range of building area from 2.1 million to a maximum of 3.0 million square feet phased in over the next 20 years.

X. Anticipated Site Improvement Benefits

The City of Roseville anticipates a number of benefits from the redevelopment of the Twin Lakes Business Park. The taxable benefits will be received by reinvesting in new development while aesthetic and environmental improvements will result from the project. Also, there would be an estimated 5,000 to 7,000 total jobs created or retained by 2020. These job estimates assume that not all employees are traveling to the job site at the same time since there would be several businesses operating 3 shifts, 24 hours a day, 7 days a week. As each project is proposed, project approval is contingent on uses which must be within the design capacity of roads and utilities, as well as within the mitigation plan prepared as part of an AUAR.

The cleanup of the city's most concentrated area of known and potentially hazardous waste and contaminated sites will also continue at a more aggressive pace. This will include the continued removal of leaking underground and above-ground fuel and other petroleum storage tanks, contaminated soils, asbestos, abandoned wells and inactive septic systems that are known to exist in the area. The project will also result in restoration of the natural environment features in the area, including Langton Lake and Oasis Pond, and add extensive landscaping and pedestrian and bicyclist trails as urban enhancements. These enhancements, in addition to the removal of contaminated sites and the heavy vehicle traffic and noise generated by trucking businesses, will provide additional buffering and improve the quality of life for the residential neighborhoods to the north of Twin Lakes.

Finally, this master plan strategy brings as many as 600 new multiple housing units to the community. The housing units would be situated along the northern border of the redevelopment area and adjacent to the residential neighborhoods. The housing will include a mix of townhomes, condominiums, live/work units and apartments. It is the goal of the City to provide a mix of housing types to satisfy the need for life-cycle housing for all income levels. The minimum density for housing in the Twin Lakes area is 10 units per acre and the maximum is 25 units per acre.

XI. Construction Timing and Methods

The expected year of completion is 2020 or beyond. The City does not anticipate that any new market-driven projects will be added to Twin Lakes before the fall of 2001. In addition, the City anticipates that construction will begin on Twin Lakes Parkway in 2002-2003. Unfavorable market conditions, legislative amendments to development statutes or other circumstances may contribute to delays in the commencement or completion of construction.

The factors which may influence the timing and methods of construction include:

- 1) The extent of hazardous substances and the level of effort required for cleanup prior to site development work and prior to receiving approval by the Minnesota Pollution Control Agency;
- 2) The national and local market conditions for the proposed type and total square footage for each property, competition with other regional business parks offering similar amenities, and marketability of individual site locations within the Twin Lakes Redevelopment Area;
- 3) The interim or final alignment of the proposed Twin Lakes Parkway and selected staging to provide access to interior parcels;
- 4) Degree of local controversy and challenges introduced by current and future land owners and area neighborhoods relative to relocations, condemnations and site-specific impacts such as traffic or noise;
- 5) Business plans of existing property owners; and
- 6) Availability dates and sources from which the City expects public funds needed for redevelopment and infrastructure.

Building, parking lot and outdoor storage area demolition and associated utility relocations will occur, and soil correction, surcharging, mass grading and pile driving will need to be completed to prepare the individual sites for building development. Erosion control practices will be implemented to protect erosion/sedimentation impacts to Langton Lake and Oasis Pond, and existing trees will be protected to the extent possible.

XII. Permits and Approvals Required

The list of all known local, state and federal permits, approvals includes:

Unit of Government	Type of Application	Status
MPCA	NPDES Permit	To be applied for
MPCA	Permit for Sanitary Sewer Extensions and/or Changes	To be applied for
Rice Creek Watershed District	Drainage and Erosion Control Permit	To be applied for
Minnesota Department of Health	Permit for Water Main Extensions and/or Changes	To be applied for
Minnesota Department of Natural Resources	Permit for work in Protected Wetland and for dewatering	To be applied for
City of Roseville	Comprehensive Plan	Approved June 26, 2001
City of Roseville	AUAR	Approved August 13, 2001
City of Roseville	PUD Ordinance	Pending 2001
City of Roseville	Grading Permit	To be applied for
City of Roseville	Building Permits	To be applied for

XIII. Adjoining Land Use Compatibility

Twin Lakes Redevelopment Area is framed on the north by its namesake lakes and parks (Langton Lake Park and Oasis Park) and single-family residential neighborhoods; on the east by Snelling Avenue and associated commercial development; on the south by County Road C, a railroad, commercial/industrial development and single family residential neighborhoods; and on the west by open space, wetlands, the Centre Pointe development area and I-35W. As such, there is a wide representation of land uses adjacent to the study area.

The proposed development is consistent with the City of Roseville's redevelopment and reinvestment planning for the area and represents an effort to revitalize an existing business area and improve the access, circulation and aesthetic quality of development within the district. The proposed development would also engage the natural resources of the area into the plan by preserving their place as an attractive quality and focal point of the overall design of the district.

Neighborhoods north of County Road C 2 are the closest residential properties to the proposed redevelopment sites. Housing is proposed near these neighborhoods. The overall proposal is also perceived to be a quality of life improvement for nearby residents as the proposed redevelopments are expected to be more aesthetically pleasing and architecturally compatible. More pathways will be available and jobs within walking distance of residences will appear. Fewer and smaller trucks would also gradually replace tractor-trailers. The development also includes a recreational trail component, which will enhance the City's existing system from Twin Lakes Parkway to Langton and Oasis Lakes.

XIV. Land Use and Zoning

As Twin Lakes redevelops, the acreage of the site and cover types before and after development should change little because the majority of the site has already incurred the first wave of development.

The Comprehensive Future Land Use Plan for the City currently designates the area as predominantly I-Industrial, with B-Business for the Snelling Avenue frontage as well as the corners on County Road C at Fairview and Cleveland. (Refer to Twin Lakes Comprehensive Plan Map). The new master plan amendment of 2001 will designate the area as "BP", Business Park. Both Langton Lake Park and Oasis Park are reserved as public parks and the existing residential area between the parks is designated for LR-Low Density Residential. The zoning will replicate the Centre Point Project, which have been rezoned to Business Planned Unit Development with an underlying zoning of B-4 or B-6. The trend is to move from predominantly industrial zoning to more professional or corporate office, office-laboratory, office-showroom-warehousing, biotechnical, biomedical, and high-tech software and hardware production uses with support services such as limited retail, health, fitness, lodging and multifamily housing.

The City wishes to provide a wide range of housing opportunities for its present and future residents with some housing complementary to the Twin Lakes Area. The apartment and townhouse vacancy rate in the City is extremely low (less than 1 percent). There is a market for additional units of mixed-use multiple housing in Roseville. Opportunities for multiple housing are a key component of this Plan and will be planned as a land use transition from the office and industrial high tech flex uses to single-family neighborhoods.

Retail is not encouraged especially large scale regional and subregional big box developments. The City already had 113.17 acres of Retail (B-3) zoned property with a regional and subregional mall. The City has adopted a policy of not expanding retail area, but rather, intensifying these developments within existing retail and/or shopping center zones. In addition, the City policy for redevelopment is to attract head-of-household job opportunities to the City and nearby workforce.

XV. Infrastructure Expansions

The majority of required infrastructure for the Twin Lakes Business Park is currently in place with the exception of the Twin Lakes Parkway and interior sanitary sewer, water main and storm sewer extensions west of Fairview Avenue. Major infrastructure improvements are not necessary to redevelop parcels located east of Fairview Avenue, however minor utility relocations and curb cuts in Terrace Drive may be required in some areas.

The full redevelopment of interior parcels located west of Fairview Avenue will require the construction of Twin Lakes Parkway. Twin Lakes Parkway is proposed to begin at the intersection of Cleveland Avenue and the northbound I-35W entrance/exit ramps and run east to the intersection of Fairview Avenue and Terrace Drive. The parkway is proposed to be approximately 3100 feet in length and include two 16-foot wide through lanes with left turn lanes and a center median throughout. A separate bituminous pedestrian trail is also proposed along the parkway.

Sanitary sewer facilities are proposed to be constructed along Mount Ridge Road to serve interior parcels in the development. Approximately 1000 feet of 8-inch sanitary sewer is proposed to be constructed.

The City's Sanitary Sewer Plan estimates total flows for the entire City of 1,910 Mgal/yr in 2000, 2,079 Mgal/yr in 2010, and 2,144 Mgal/year by 2020. The development of Twin Lakes as outlined in the AUAR is assumed within these total City numbers. The entire Twin Lakes area has a current estimated sewer flow of 74 Mgal/yr. At full development Twin Lakes will have an estimated total sewer flow of between 180-217 Mgal/yr, or an increase of 106-143 Mgal/yr over the existing development pattern. The City does not anticipate that full development will occur by 2010 and therefore the worst case scenario increase is not expected to occur until 2020 or beyond depending upon market forces and public financing sources for brownfield redevelopment.

Water main facilities may be constructed along Mount Ridge Road easement and Twin Lakes Parkway to serve interior parcels in the development and provide additional loops within the City water main grid. Approximately 3000 feet of 8-inch diameter water main is proposed to be constructed along a portion of Twin Lakes Parkway. Approximately 2000 feet of 12-inch diameter water main is proposed to be constructed along the existing Iona Lane utility easement and the Twin Lakes Parkway.

Storm sewer facilities include catch basins for the two proposed roadways with trunk sewer running to existing storm water treatment ponds. Additional trunk sewer facilities will be constructed to provide connections between proposed parcels and existing storm water treatment ponds. Approximately 3500 feet of 12-inch through 36-inch diameter storm sewer is proposed to be constructed in conjunction with ultimate development in the Twin Lakes Business Park.

XVI. Parks in the Area

Langton Lake Park (54 acres) is east of Cleveland Avenue and surrounds Langton Lake. The Park consists of woods, trails, play equipment, and a picnic shelter. Walking trails exist on the north and west side of the lake and where County Road C2 previously bisected Langton Lake. The Twin Lakes Business Park Comprehensive Plan recommends the future construction of trails around the entire perimeter of Langton Lake, and connecting this trail to others within the development area.

Oasis Park (14 acres) is a neighborhood park northeast of parcel 30 on the north side of Terrace Drive W (the eastern portion of the proposed Twin Lakes Parkway). The park surrounds Oasis Pond and consists of a shelter, play equipment, and a trail on the south and west side of the lake. The trail ends at the drainage ditch that runs through the Twin Lakes Development Area. Like Langton Lake Park, the long-term goal for Oasis Park is to construct a trail that runs the perimeter of Oasis Pond and connects into a larger trail system. This Park is sheltered from the development area by berms and plantings, and is not visible from Twin Lakes Parkway.

In addition to the above trails, the Twin Lakes Development Area contains bituminous paths along three roadways: along the west side of Cleveland Avenue within Centre Pointe Business Park to County Road D; on the west side of Fairview Avenue from Twin Lakes Parkway north about 350 feet and along the entire east side of Fairview Avenue from County Road C to County Road C-2; and along the entire length of County Road C on the south side from Cleveland Avenue to Snelling Avenue and on the north side of County Road C from Cleveland Avenue to Snelling Avenue when County Road C is reconstructed in 2002. The construction of Twin Lakes Parkway and its associated trail system will enhance the development area by providing links to existing and future trails such as those around the parks.

XVII. Consistency with Existing Comprehensive Plan

The proposed changes to the Twin Lakes Redevelopment Area are consistent with the City's Comprehensive Plan. The Plan discusses the development of Twin Lakes Parkway as a means to provide access to interior parcels in the business park, as well as improving the visual impact of the area and carrying a theme throughout the business park. The expanded infrastructure and public services considered in this project are consistent with the discussions in the Comprehensive Plan.

The 1988 original plan for Twin Lakes called for locating the Twin Lakes Parkway just south of Langton Lake. However, to enhance the connection with I-35W, a southerly route that links directly into the existing on/off ramps of I-35W has been mapped and was approved and adopted in October of 1998. (The Metropolitan Council, after review, also approved the road alignment amendment to the Comprehensive Plan in 1998-99). The southerly position of Twin Lakes Parkway provides better and more direct access to redevelopment parcels. Fewer roadways may be needed to provide access to the parcels, and more desirable development sites will be created along Langton Lake.

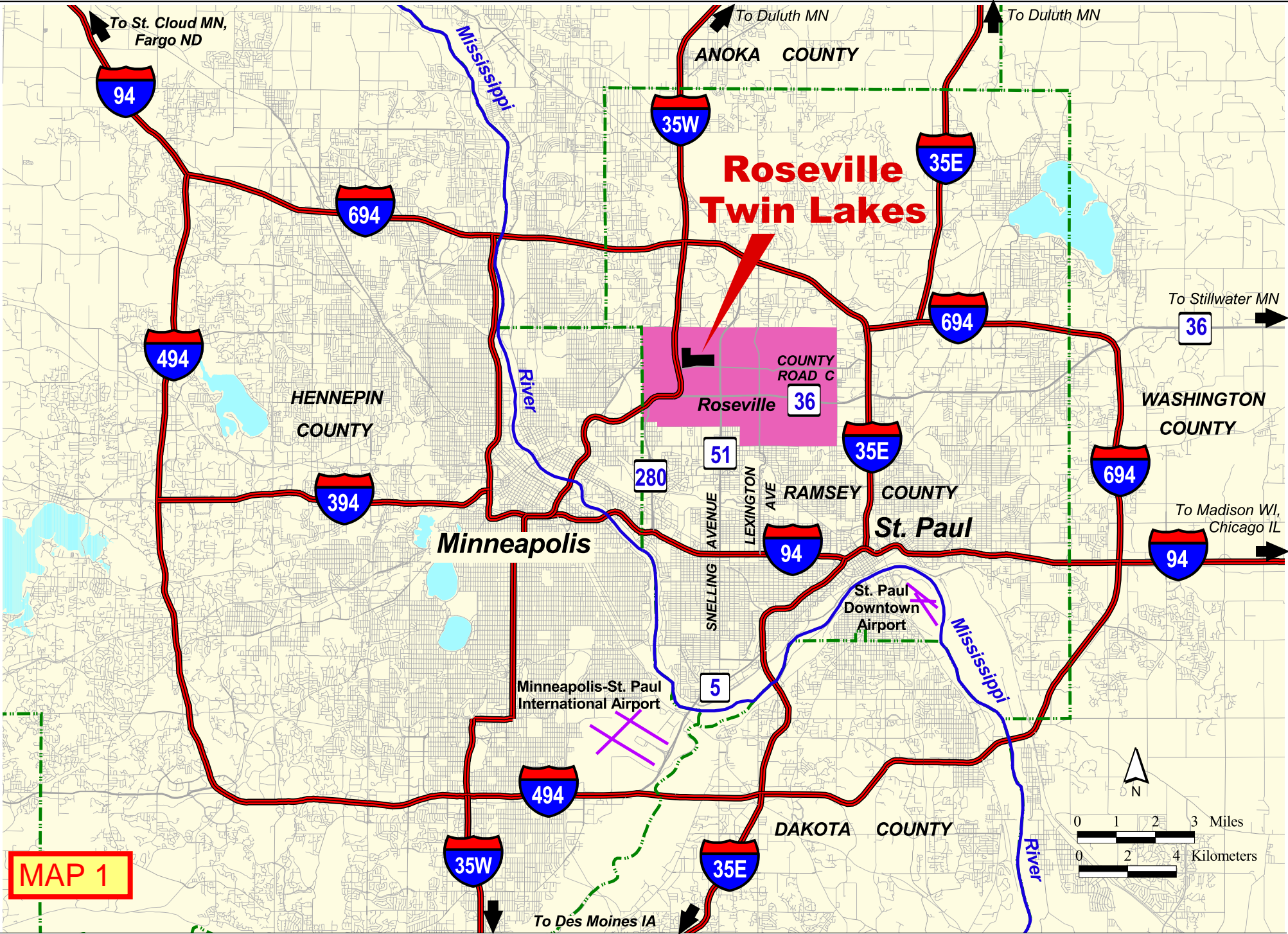
The Twin Lakes Redevelopment Area now consists of 275 acres. This expanded area includes an additional 52.6 acres of developable property to the north of County Road C-2 along Cleveland Avenue and the industrial properties adjoining the north side of Terrace Drive as illustrated in the

Plan's Concept Areas. (Refer to Twin Lakes Boundary Map & Roseville Redevelopment Plan Concept Map). Also, the Twin Lakes Redevelopment Area includes 41.11 acres of new right-of-way and green space.

This plan provides for a clearer definition of a "Business Park" designation for the entire area and specific land uses supported by the Planning Commission and City Council. The Planning Commission adopted, by resolution on December 13, 2000, the Twin Lakes Business Park Master Plan and recommended it to the City Council. The City Council concurred with the Planning Commission, adopting by resolution the business park strategy and the mix of scenarios as the "concept" amendment to the Comprehensive Plan on January 8, 2001. ***The City Council approved an amendment to the Comprehensive Plan establishing a Business Park designation and the Twin Lakes Business Park on June 26, 2001 by resolution.***

Dated: August, 1998; Revised: October 31, 2000; December 28, 2000; June 20, 2001

Q:\Planning Files\3232_TwinLakesRenewedPlan\Twin Lakes Plans\Twin Lakes Master Plan (062601).doc

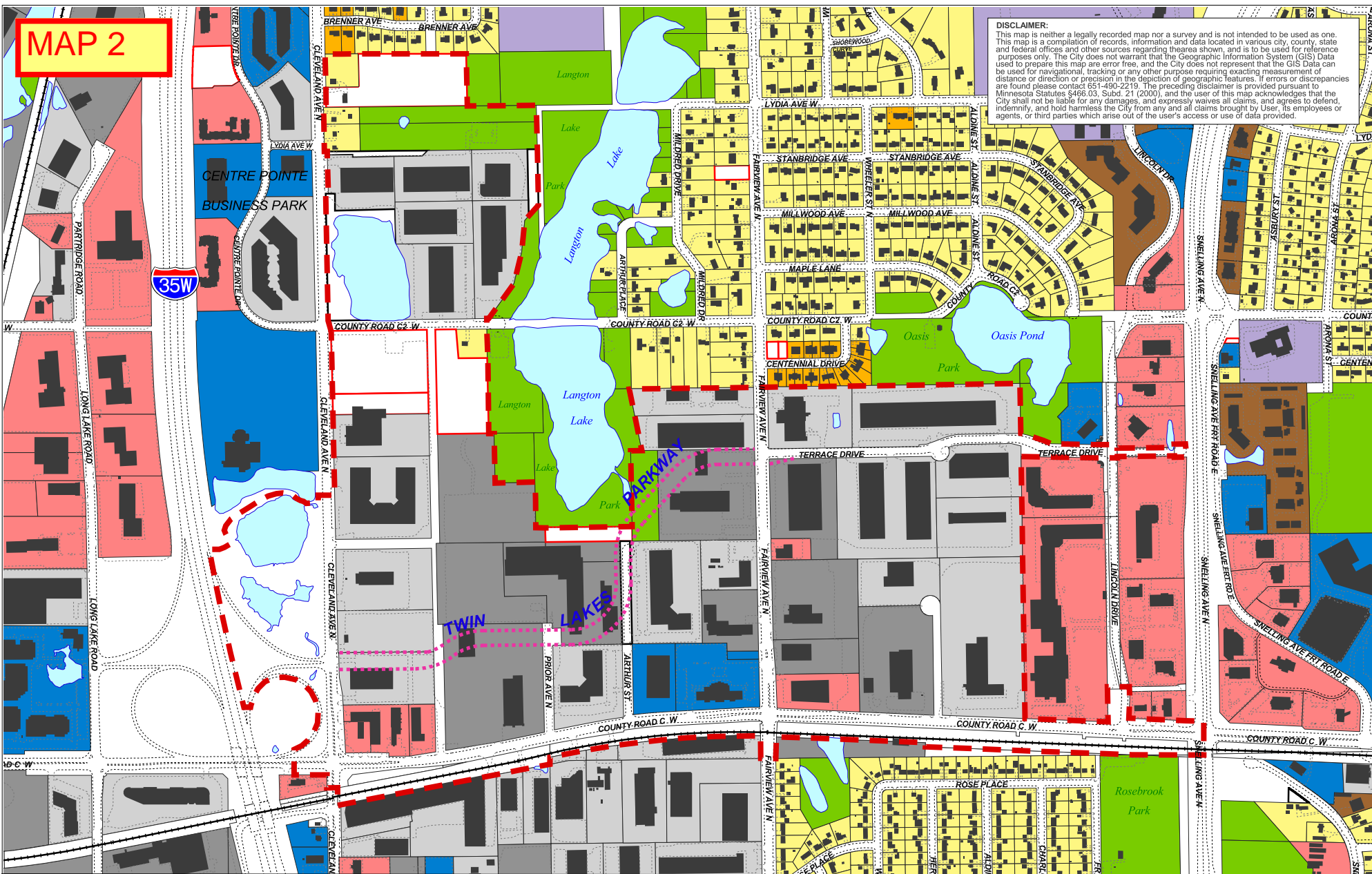


MAP 1

Location Map

MAP 2

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Twin Lakes AUAR Existing Land Use Map

Prepared by:
Community Development Department
March 2001

	Acres	%Redev. area
Business/Retail	6.92	2.52%
Heavy Industrial	60.48	21.99%
Institutional	0.00	0.00%
Light Industrial	104.36	37.94%
Multi Family	0.00	0.00%
Office	7.03	2.56%

(Land Use calculations are based on Redevelopment Area only)

	Acres	%Redev. area
Parks and Open Space	8.54	3.10%
Right of Way/Utility/Road	59.51	21.64%
Single Family Attached	0.00	0.00%
Single Family Detached	2.86	1.04%
Vacant	8.32	3.02%
Vacant-Developable	16.94	6.16%
Total:	275.05	100.00%

- Twin Lakes Redevelopment Area (275.05 acres)
- Future Twin Lakes Parkway
- Paved Areas
- Railroad
- Buildings
- Water

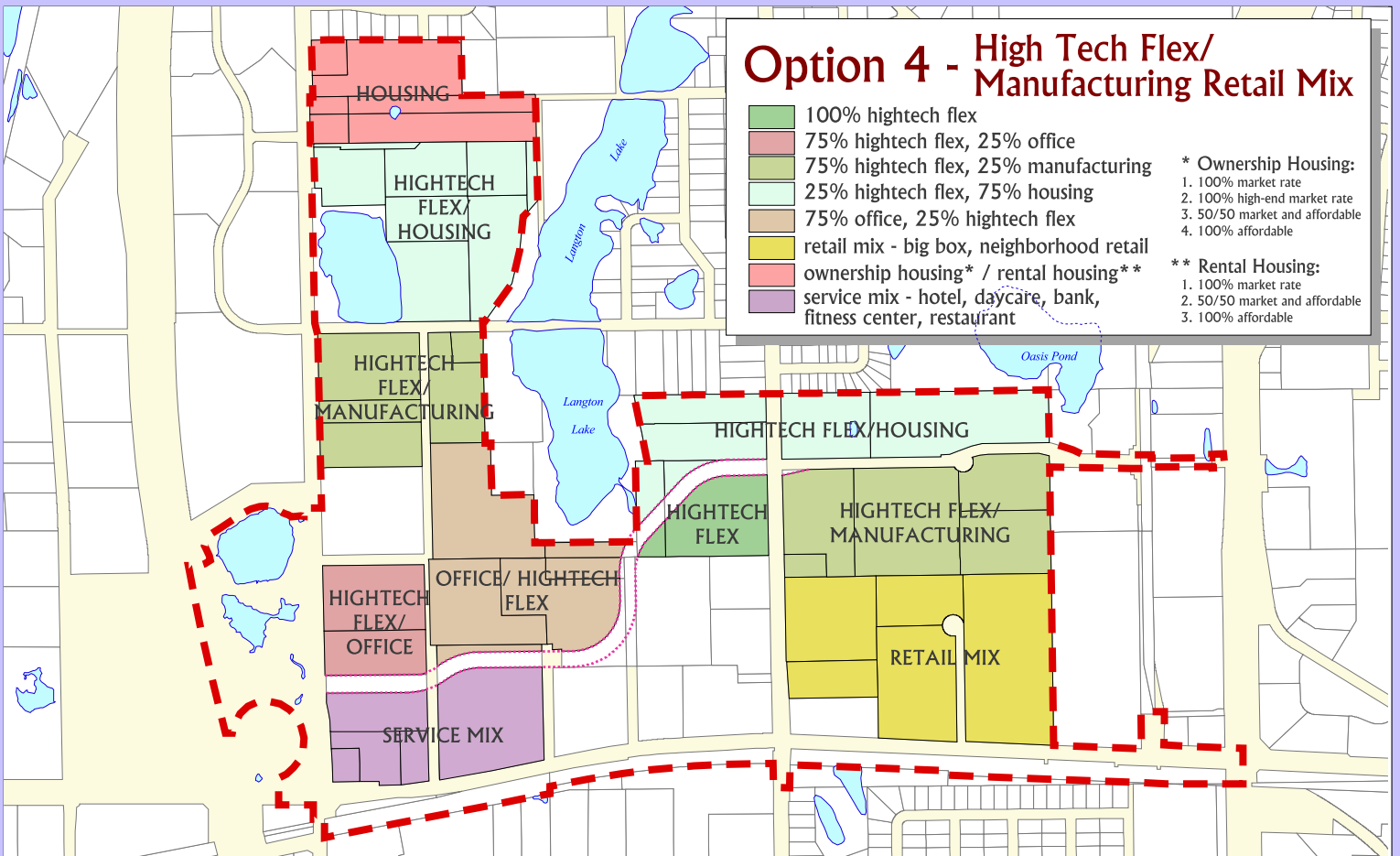
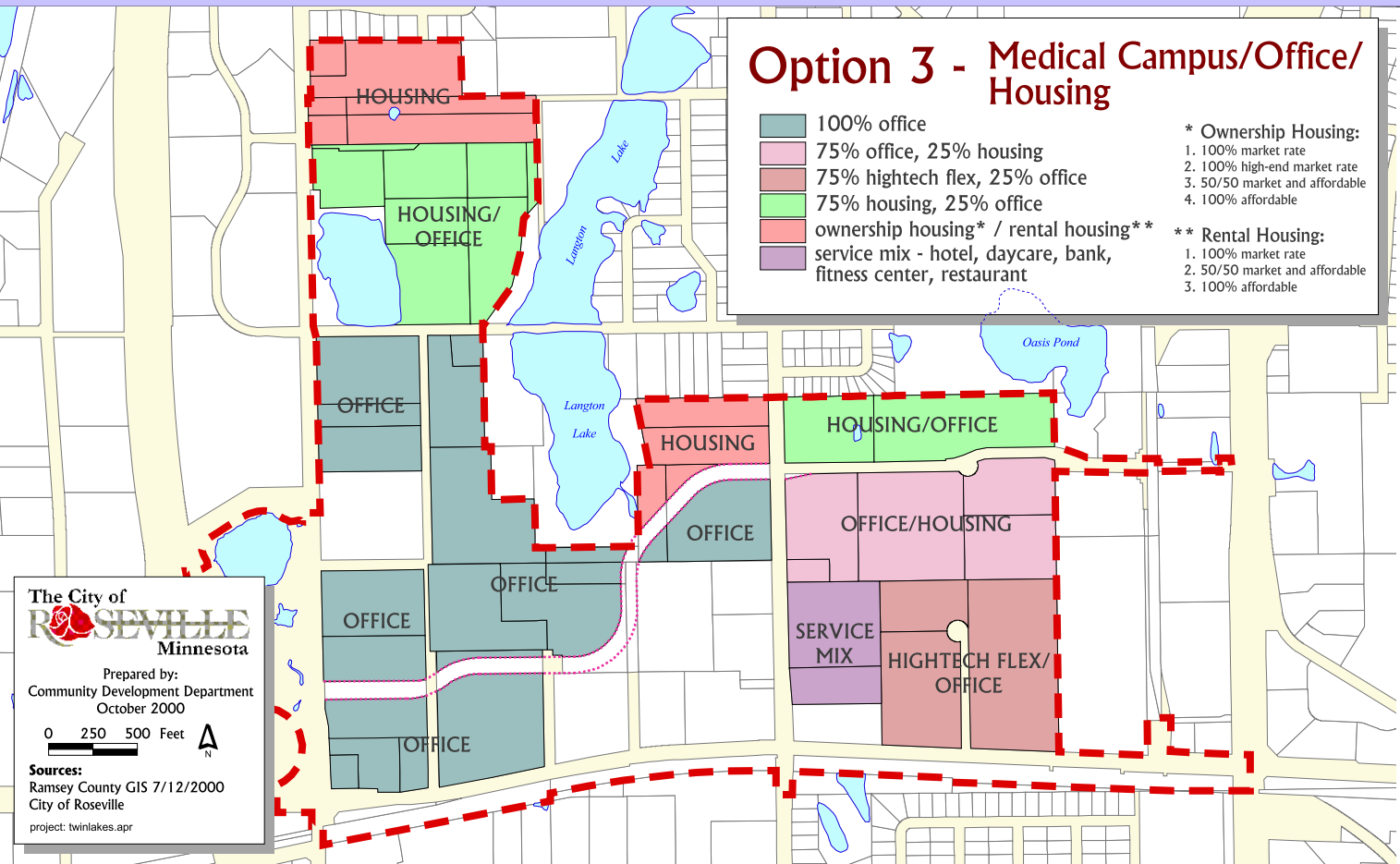
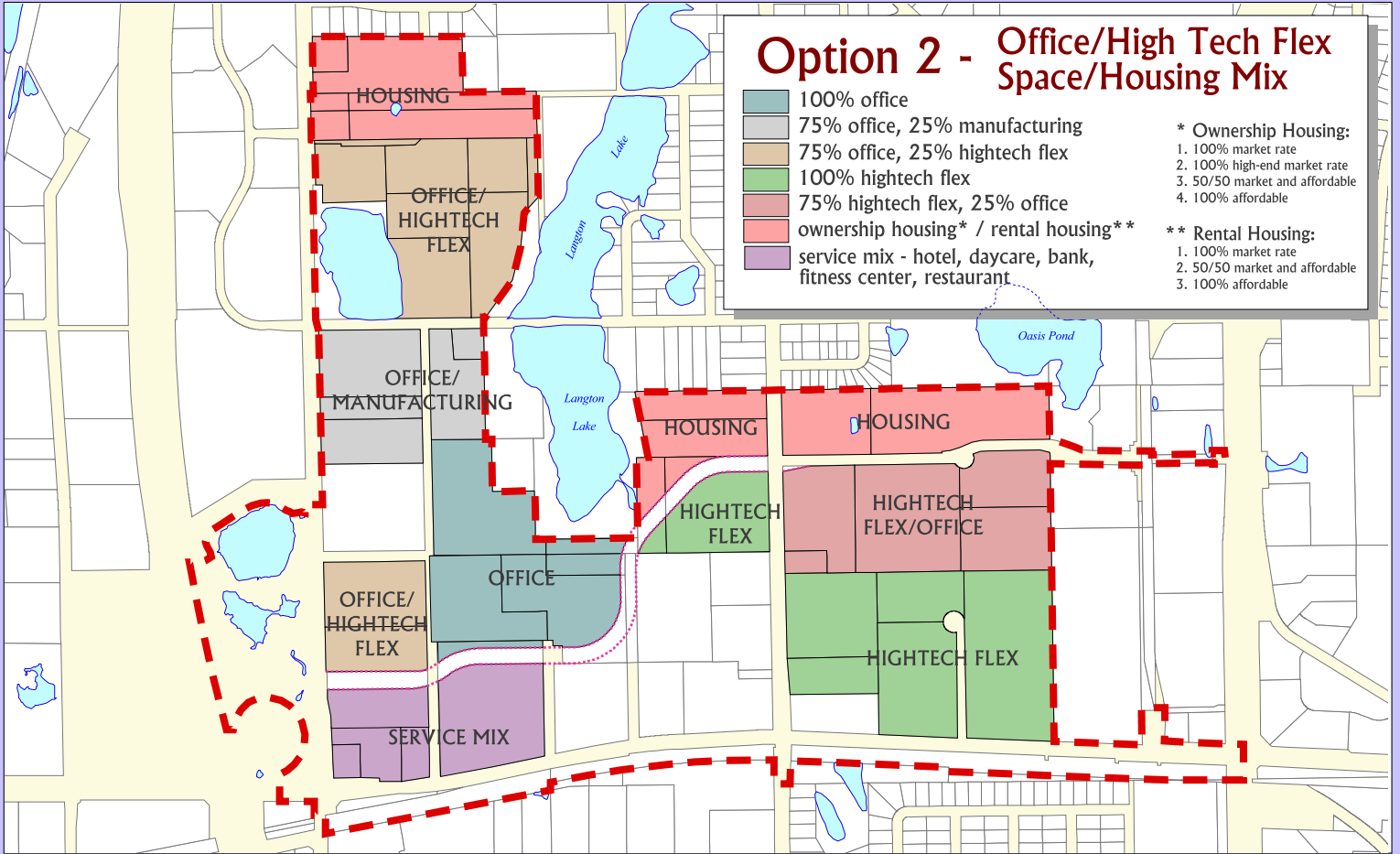
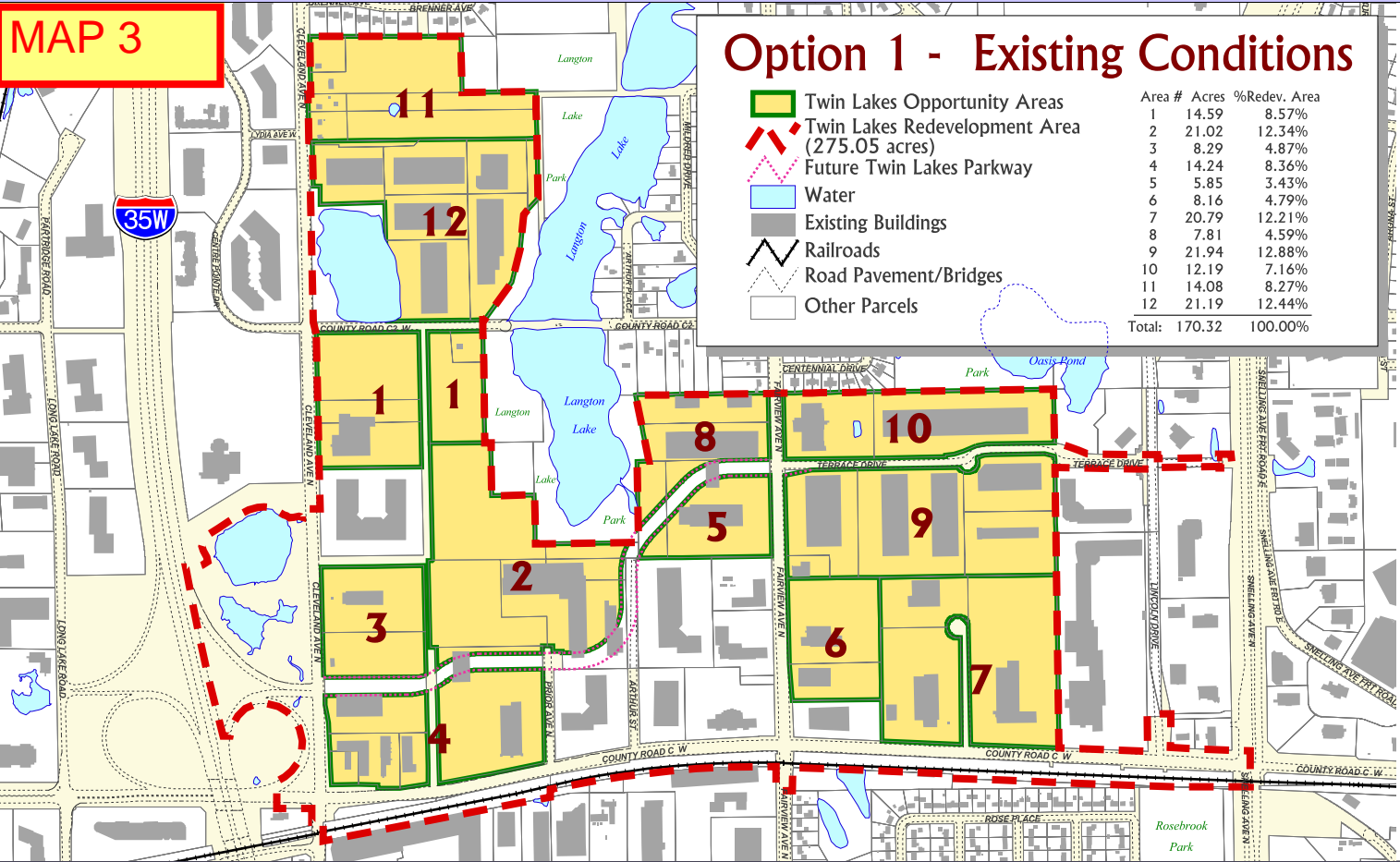
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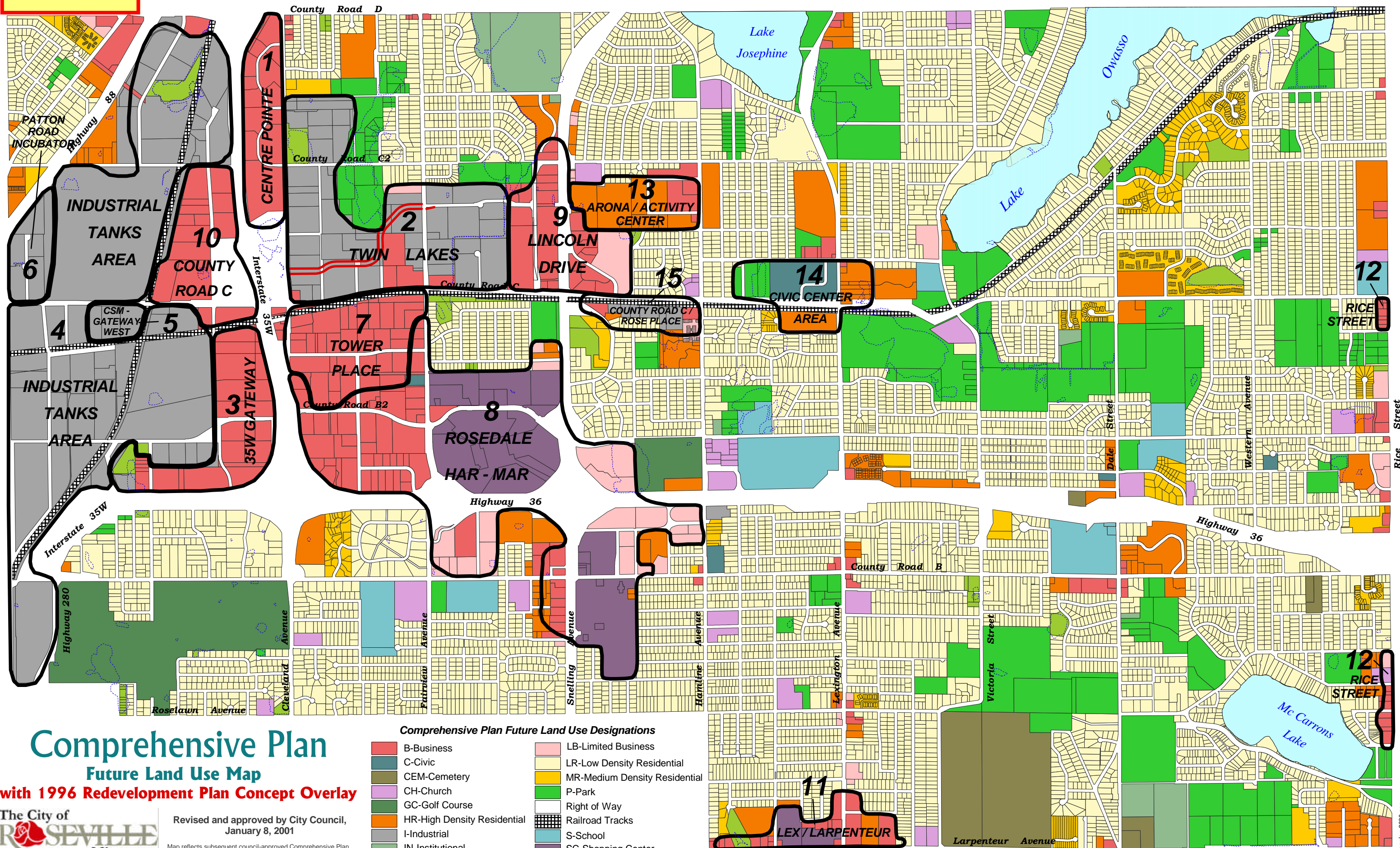


Sources:
Ramsey County GIS 11/28/2000
City of Roseville GIS

project: twin lakes auar march 2001.apr

MAP 3





Comprehensive Plan

Future Land Use Map

with 1996 Redevelopment Plan Concept Overlay

The City of
ROSEVILLE
Minnesota

Revised and approved by City Council,
January 8, 2001

Map reflects subsequent council-approved Comprehensive Plan
changes for the period from June 30, 2000 through
December 31, 2000. Refer to reverse of map for details relating
to the areas of Comprehensive Plan designations.

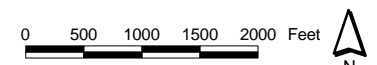
Prepared by:
Community Development Department
Printed: December 13, 2000

See City Comprehensive Plan for text relating to revisions.

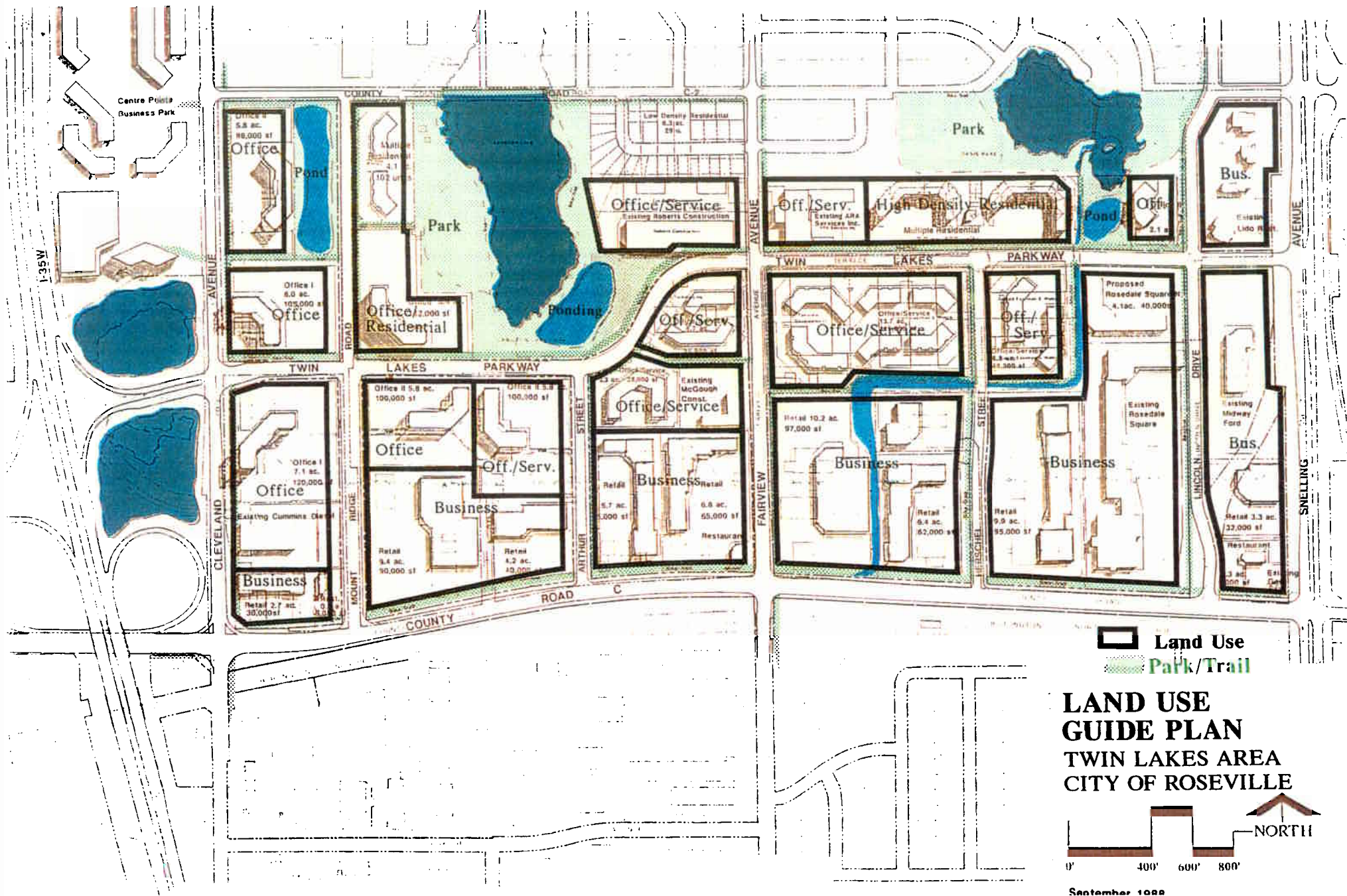
- ### Comprehensive Plan Future Land Use Designations
- | | |
|-----------------------------|-------------------------------|
| B-Business | LB-Limited Business |
| C-Civic | LR-Low Density Residential |
| CEM-Cemetery | MR-Medium Density Residential |
| CH-Church | P-Park |
| GC-Golf Course | Right of Way |
| HR-High Density Residential | Railroad Tracks |
| I-Industrial | S-School |
| IN-Institutional | SC-Shopping Center |
| Lake | W-Water Ponding |
- Future Twin Lakes Parkway
- Other water and ditches

DATA SOURCES & CONTACTS
* Ramsey County GIS Base Map (11/1/2000)
* City of Roseville Community Development
For further information regarding the contents of this map contact:
City of Roseville, Community Development Department,
2660 Civic Center Drive, Roseville MN 55113 USA,
Telephone (651) 490-2279

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MAP 5

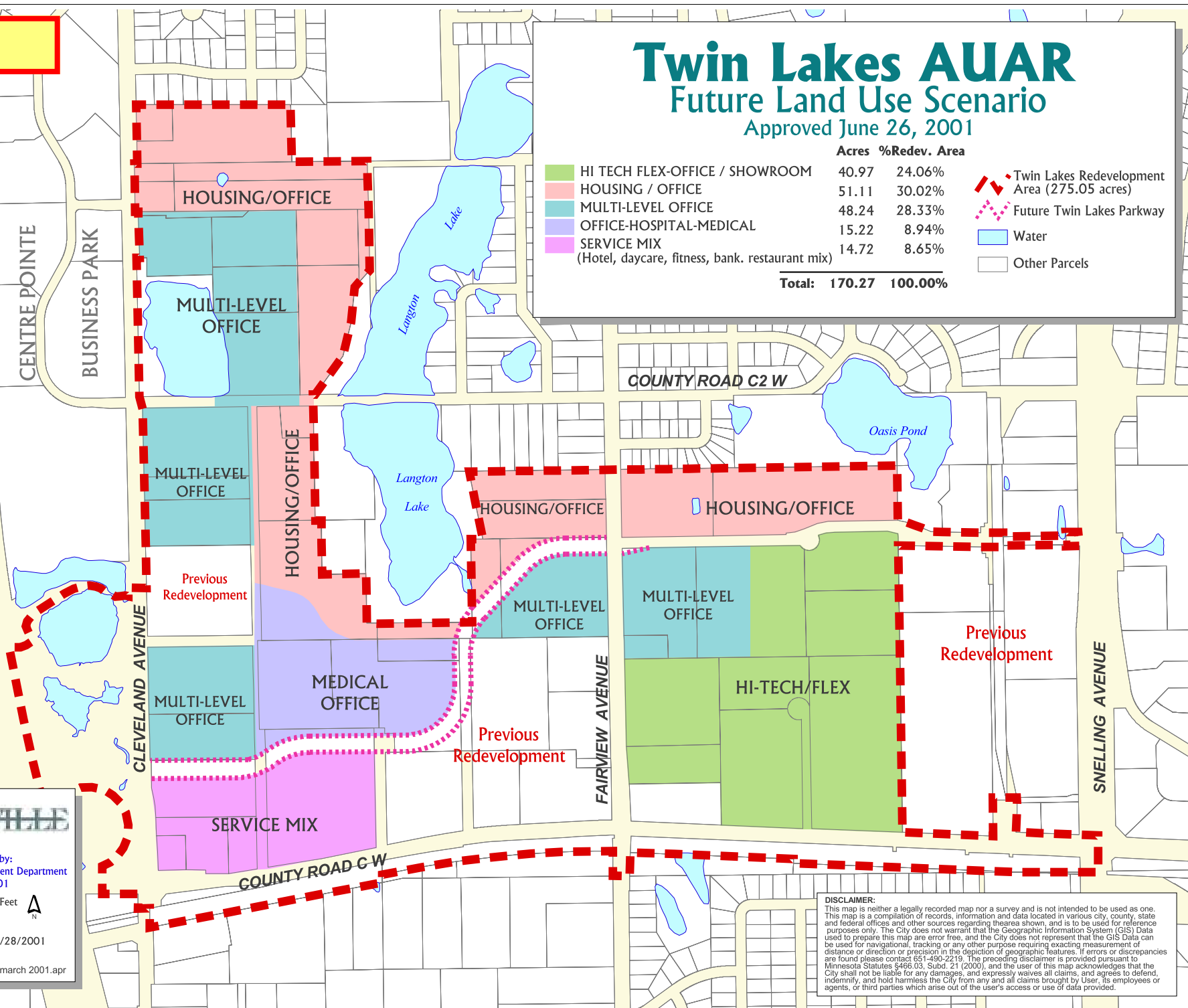


MAP 6

Twin Lakes AUAR Future Land Use Scenario

Approved June 26, 2001

	Acres	%Redev. Area	
HI TECH FLEX-OFFICE / SHOWROOM	40.97	24.06%	 Twin Lakes Redevelopment Area (275.05 acres)  Future Twin Lakes Parkway  Water  Other Parcels
HOUSING / OFFICE	51.11	30.02%	
MULTI-LEVEL OFFICE	48.24	28.33%	
OFFICE-HOSPITAL-MEDICAL	15.22	8.94%	
SERVICE MIX (Hotel, daycare, fitness, bank, restaurant mix)	14.72	8.65%	
Total:	170.27	100.00%	

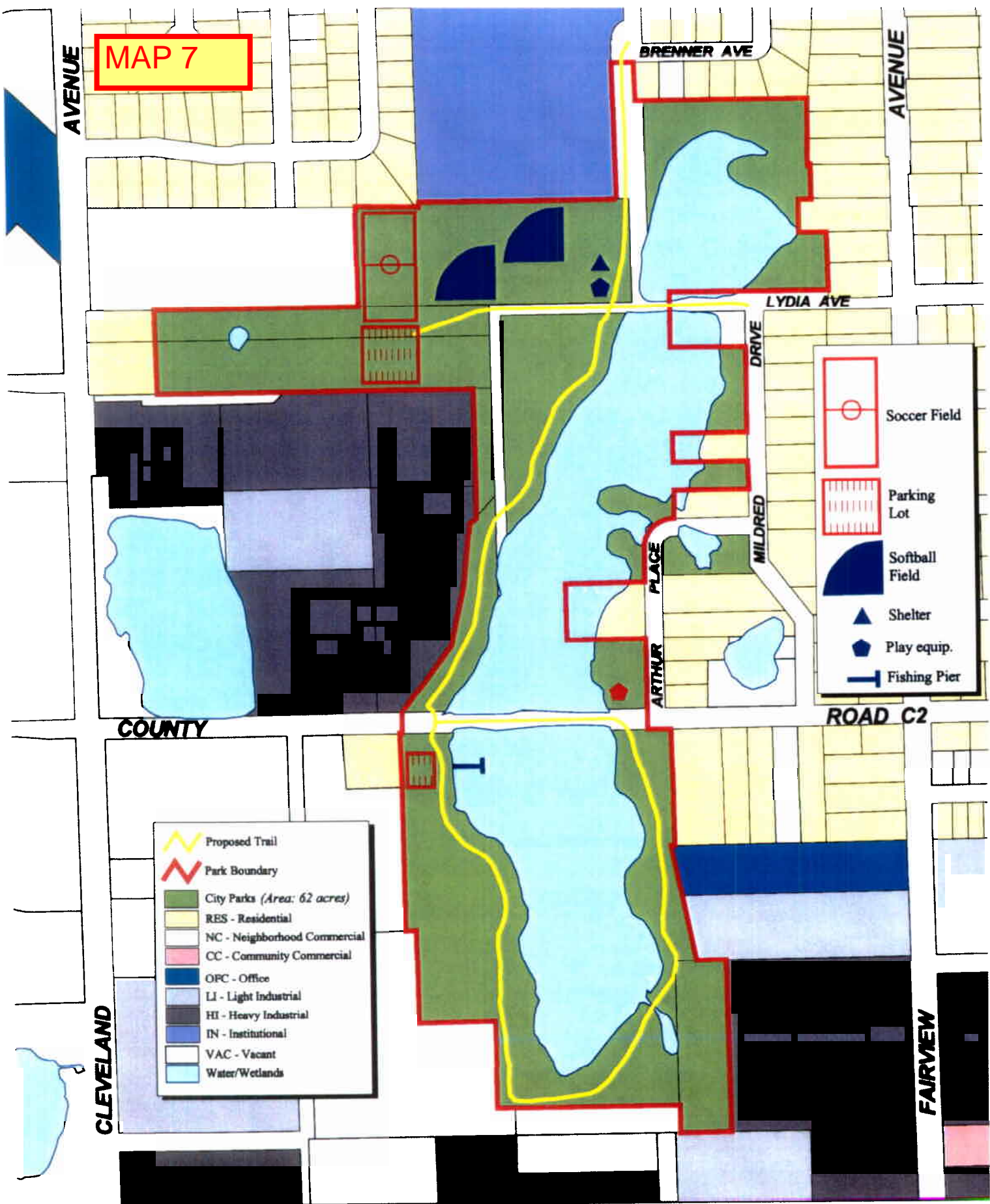


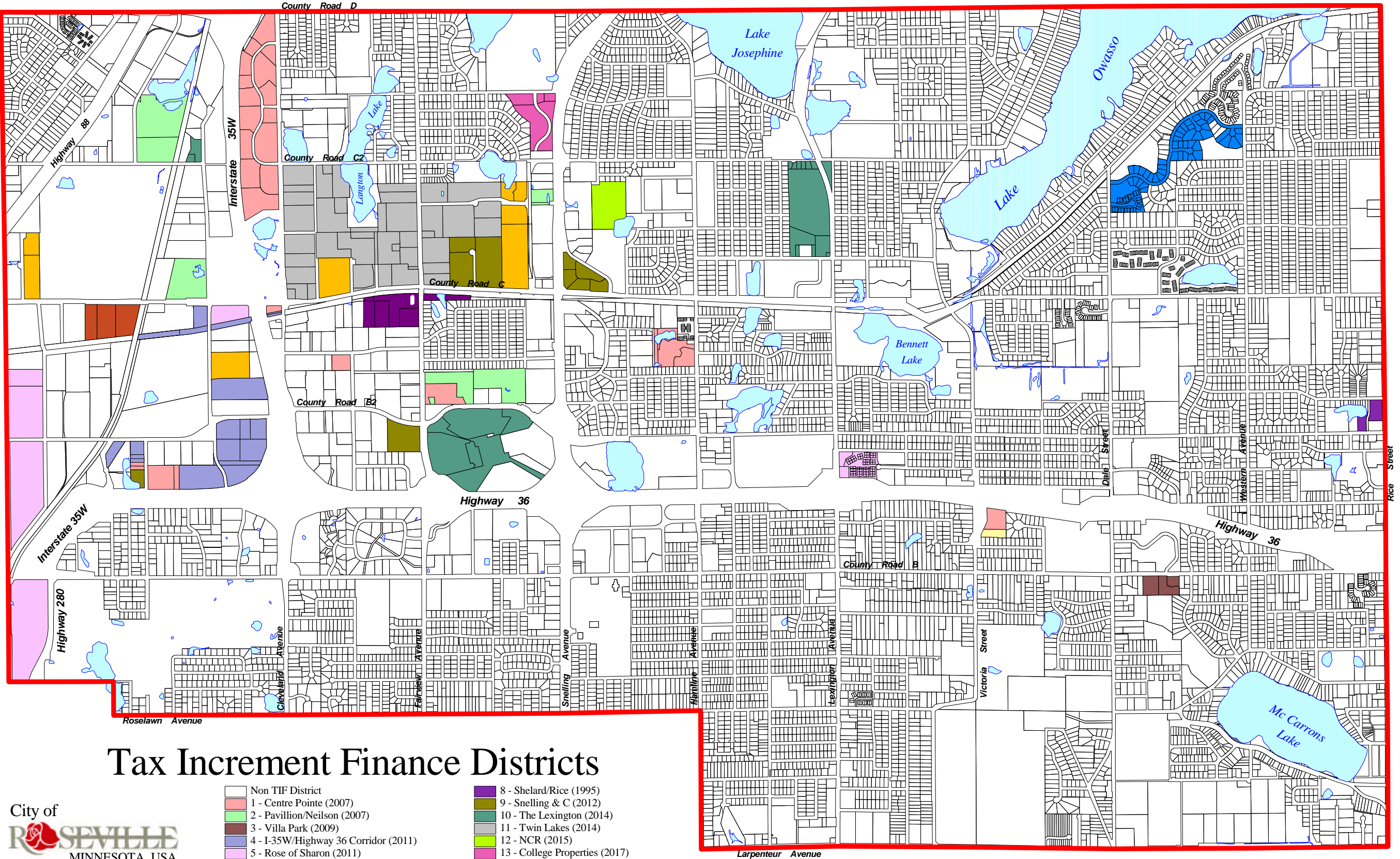
ROSEVILLE

Prepared by:
Community Development Department
June 2001

Sources:
Ramsey County GIS 2/28/2001
City of Roseville GIS
project: twin lakes auar march 2001.apr

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Tax Increment Finance Districts

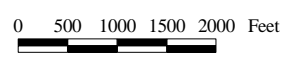
City of
ROSEVILLE
MINNESOTA, USA
Community Development Department
January 1998

- | | |
|--------------------------------------|--------------------------------|
| Non TIF District | 8 - Shelard/Rice (1995) |
| 1 - Centre Pointe (2007) | 9 - Snelling & C (2012) |
| 2 - Pavillion/Neilson (2007) | 10 - The Lexington (2014) |
| 3 - Villa Park (2009) | 11 - Twin Lakes (2014) |
| 4 - I-35W/Highway 36 Corridor (2011) | 12 - NCR (2015) |
| 5 - Rose of Sharon (2011) | 13 - College Properties (2017) |
| 6 - Brutgers (2012) | 14 - CSM (2019) |
| 7 - Rosedale Square North (2012) | 15 - John Allen (2022) |
| | 16 - Owasso Hills (2010) |

Development District #1 Boundary

Sources: Ramsey County Public Works parcel base map.
City of Roseville GIS TIF database.

For further information regarding the contents of this map contact:
City of Roseville, Community Development Department,
2660 Civic Center Drive, Roseville MN 55113 USA,
Telephone (612) 490-2279





MAP 9 - Ryan Development Area

OWNERSHIP

ROSEVILLE
TWIN LAKES
AREA

