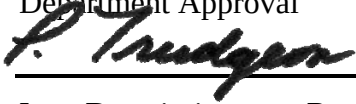


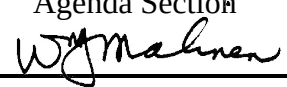
REQUEST FOR CITY COUNCIL ACTION

DATE: 7/18/2011
ITEM NO: 12.a

Department Approval



Agenda Section



Item Description: Request to approve the Twin Lakes Sub-Area 1 Regulating Plan
(PROJ0017).

1.0 BACKGROUND

1.1 In 2009, the Roseville City Council adopted a new Comprehensive Plan, which identified new land uses throughout Roseville. One area that was given a new land use designation was the Twin Lakes Redevelopment Area. This land area encompasses land (generally) from Cleveland Avenue to the west side of Rosedale Square and from County Road C2 and the north side of Terrace Drive to County Road C, and was guided from commercial and industrial classifications to Community Mixed Use.

1.2 On December 13, 2010, the Roseville City Council adopted a new Official Zoning Map and Zoning Ordinance for Roseville.

1.3 One of the specific changes that occurred was the creation of the Community Mixed Use District (CMU) for the Twin Lakes Redevelopment Area, which district requires a Regulating Plan before redevelopment can occur. A Regulating Plan is the more detailed document for the Twin Lakes Redevelopment Area and would include:

- a. Parking Locations: Locations where surface parking may be located would be specified by block or block face. Structured parking is treated as a building type.
- b. Building and Frontage Types: Building and frontage types would be designated by block or block face. Some blocks should be coded for several potential building types; others for one building type on one or more block faces. Permitted and conditional uses may occur within each building type as specified in Table 1005-1 of the Roseville Zoning Ordinance.
- c. Build to Areas: Build to Areas would indicate the placement of buildings in relation to the street.
- d. 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.

1.4 The Twin Lakes Redevelopment Area of Roseville has been a high priority for the City for the past 20 years. In 2007 the City established the Urban Design Principles, a set of

guidelines for redevelopment predicated on pedestrian connectivity and form-based development. The Regulating Plan will replace the Twin Lakes Urban Design Principles, since the earlier document acts more as a checklist and/or guideline to follow and is not a set of specific, enforceable requirements.

1.5 On May 25, 2011, the Planning Division conducted the Public Meeting regarding the Twin Lakes Regulating Plan. The Planning Division mailed out 736 individual notices seeking resident and property owner input into the process. Prior to the public meeting, the Planning Division and Consultant met with the property owners within the Twin Lakes Area and/or their representatives to review the Regulating Plan and discuss the ideas for Twin Lakes. Owners asked a number of questions regarding the Regulating Plan and did voice some concerns regarding the initial proposal.

1.6 A few of the main points made by property owners within Twin Lakes (or their representatives) is that the proposal is geared more towards zoning (regulating) for a vision and not the market. A few of the property owners also indicated that the initial Plan appeared too prescriptive, and stated that whatever plan is approved it needs to be flexible.

1.7 The public meeting portion of the evening was attended by 5 citizens (3 residents of the area), 5 Planning Commission Members, 2 City Council Members and 5 Twin Lakes property owners and/or their representatives. This meeting involved information regarding regulating maps, an exercise in understanding how regulating plans work, as well as initial thoughts regarding designs for the Twin Lakes Redevelopment Area.

1.8 Commissioners in attendance supported the idea of linking to Langton Lake Park which they agreed was an important amenity for the Sub Area 1 portion of the Twin Lakes Redevelopment Area. Residents also agreed the park was important and making connections was appropriate.

1.9 On June 15, 2011, the Roseville Planning Commission held a special meeting/public hearing regarding the proposed Regulating Plan for the Twin Lakes Redevelopment Area.

1.10 At this meeting the City Planner and the Planning Division's Consultant, Michael Lamb, presented to Commissioners and the public the proposed Regulating Plan, complete with detailed text amendments. Also at the meeting/public hearing were two property owners from the Twin Lakes Redevelopment Area and two area residents.

1.11 Based on a previous meeting with property owners/representatives within the Twin Lakes Area, the City Planner discussed concerns raised by owners and the willingness of the Planning Division and Consultant to review these concerns and make potential modifications to the plan.

1.12 Specifically, at the June 15th special meeting, the following items were discussed as potential modifications by the City Planner and Consultant:

a. The proposed build-to line on the PIK property. This build-to line is that which lies directly adjacent to the west side of Langton Lake Park.

b. The 60-foot wide public realm corridor roughly aligning with Iona Avenue is proposed over the Met Council inceptor easement and would run from Mount Ridge Road to and through Twin Lakes Parkway on the eastern end of the Twin

Lakes Redevelopment Area.

- c. The proposed build-to areas that address the public realm corridor, specifically those adjacent to Mount Ridge Road, because of a possible conflict with vehicle access.
- d. The greenway frontage south of County Road C2 and the associated build-to areas, specifically on the small eastern parcel and the corner parcel at County Road C2 and Cleveland Avenue.

2.0 TWIN LAKES REGULATING PLAN UPDATE

2.1 To eliminate confusion, the Planning Division is referring to the document under consideration for approval as the Twin Lakes Regulating Plan, while the full document is titled Twin Lakes Sub-Area 1 Regulating Plan, which references the fact that it is applicable to only the area in Twin Lakes under consideration; other regulating plans are still needed for the remaining areas of the CMU district. Also, as stated earlier, this document is building from and codifying the existing Twin Lakes Urban Design Principles document.

2.2 The proposed changes that the Consultant and Planning Division have made since the June 15 Special Planning Commission Meeting include the following (discussed north to south):

- Changed the frontage classification at County Road C2 and Cleveland Avenue from Greenway to Flexible to address the concerns over soil conditions and potential geotechnical improvements/costs.
- Changed and expanded to the west the frontage classification at County Road C2 and Mount Ridge Road from Greenway to Urban to afford greater flexibility and to be consistent with property across (east) Mount Ridge.
- Changed the frontage classification at County Road C2 and Langton Lake Park (northeast corner of parcel) from Urban to Flexible to address concerns over topography and development of parcel.
- Created more flexibility in the siting of required park access points, identified with the letters B, C, D and E.
- Reduced the frontage requirements along the Iona connection; reduced width from 60 to 30 feet and eliminated the requirement of the corridor to be placed over the existing easement. A 30 foot wide corridor is still required to run from Mount Ridge Road near Iona Lane to Fairview Avenue, but the exact location can be designed into any site development. The Greenway Frontage has also been eliminated and replaced with a Flexible Frontage at the corridor's connection with Mount Ridge Road and along the park.
- Parking requirements/standards have been removed from each frontage section and placed in the parking section. This is merely an elimination of redundant language.
- Changed the window and/or entry requirement from a range of 30-60% to just a minimum of 30%.

3.0 TWIN LAKES REGULATING PLAN RECAP

- 115 3.1 The Regulating Plan identifies six public connections and/or corridors linking to Langton
116 Lake Park, which corridor/connections address pedestrian connections and enhancement
117 of the public realm. The Plan proposed dedication of all of the corridor/connections,
118 which are as follows:
- 119 a. A 25 foot wide dedicated corridor/greenway along the south side of County Road C2,
120 to provide pedestrian access to the Park, which corridor/greenway runs from
121 Cleveland Avenue to the Park.
 - 122 b. A 25 foot wide dedicated connection to be located on the west side of the Park and
123 generally in the midblock of Mount Ridge Road from Iona Lane to County Road C2.
 - 124 c. A 30 foot wide dedicated corridor/greenway generally in an east/west direction from
125 Iona Lane and near and/or over the existing Metropolitan Council inceptor sanitary
126 sewer easement. This corridor/greenway runs from Mount Ridge Road to Fairview
127 Avenue.
 - 128 d. A 25 foot wide dedicated connection/corridor generally at the intersection of Prior
129 Avenue and Twin Lakes Parkway that extends north from the intersection to the park.
 - 130 e. A 25 foot wide dedicated corridor/greenway generally over a public easement that
131 runs north and south of Twin Lakes Parkway adjacent to or near the east side of
132 Langton Lake Park.
 - 133 f. A 25 foot dedicated connection/corridor located along the east side of the Park and in
134 the general vicinity of the northern limits of the City owner property directly adjacent
135 to the Hagen property and where Twin Lakes Boulevard will pass along the southeast
136 corner of the Park.
- 137 3.3 The Regulating Plan also identifies other requirements as briefly described below:
- 138 a. **Greenway Frontage – Siting - Build-To Area:** The build-to areas for the Greenway
139 Frontages are proposed at the following intersections: Iona Lane and Twin Lakes
140 Parkway, along portions of the north and south sides of the pedestrian corridor that is
141 to be dedicated near the Metropolitan Council sanitary sewer easement, Arthur Street
142 at Twin Lakes Parkway, and Twin Lakes Parkway and the City owned storm pond at
143 east side of park. This frontage requires at least 90% of the lineal build-to area to be
144 occupied with the front façade of a building and buildings must be placed 0-25 feet
145 from the property line, with the ground floor being placed within 10 feet of the
146 corner. Any building taller than 2-stories is required to be stepped back a minimum of
147 8 feet. Greenway Frontage properties are allowed to develop 85% of the property.
 - 148 b. **Urban Frontage – Siting – Build-To Area:** The build-to areas for the Urban
149 Frontages are proposed at the following intersections: County Road C2 and Mount
150 Ridge Road – both the northeast and northwest corners, Cleveland Avenue and Iona
151 Lane - both the northeast and southeast corners, Iona Lane and Mount Ridge Road –
152 northwest corner, Cleveland Avenue and Twin Lakes Parkway – both the northeast
153 and southeast corners, Twin Lakes Parkway and Mount Ridge Road – both the
154 northwest and northeast corners, Cleveland Avenue and County Road C – northeast
155 corner, Fairview Avenue and the future Twin Lakes Parkway – both the northwest
156 and southwest corners, at the future pedestrian corridor as it intersects with Fairview
157 Avenue, and at County Road C and Fairview Avenue in the northwest corner. An
158 Urban Frontage is also being required adjacent to the Iona Pedestrian Corridor where

it would connect with Fairview Avenue. This frontage requires at least 50% of the lineal build-to area to be occupied with the front façade of a building and buildings must be placed 0-25 feet from the property line. If a building does not occupy the build-to area, the parking lot must include landscaping approved by the Community Development Department. Urban Frontage sites are allowed to develop 85% of the property.

- c. Flexible Frontage – Siting - Build-To Area:** All other frontages are to be labeled as Flexible Frontage including the frontage adjacent to the pedestrian corridor's connection with Iona Lane and for all areas located between the a Greenway and Urban Frontage. This frontage allows for buildings to be placed anywhere within the parcel, however, it is preferred that the building meet the build-to area and be placed within 0-25 feet of a property line. Maximum lot coverage will be 85% and undeveloped/open space areas in front of building shall be designed as a semi-public space.
- d. Park Buffer.** Following the Planning Commission meeting of July 6, 2011, the Planning Division and Consultant discussed some of the comments received from citizens and Commissioners, where it was decided to make the build-to area a buffer and restrict development with a 15 foot wide setback. This buffer has now been placed along the west and south sides and portions of the east side of Langton Lake Park.
- e. Parking -** Where buildings are placed further back and not within build-to area and parking is placed in front of building, landscape will be required and/or vertical screen will be required as approved by the Community Development Department.
- f. Height and Elements – Urban Frontage/Greenway/Flexible.** This requirement aligns with the Zoning Ordinance, directing individuals to the Use Chart and has no height limitation, which is consistent with the CMU District. This section speaks to the composition of a building which addresses the front property line. There is prohibition of blank walls exceeding 30 feet and that primary facades (facades fronting the Build To Areas, a Pedestrian Corridor, park or public street) of all buildings shall be articulated into distinct increments by 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. For Greenway Frontage there is a requirement that buildings be stepped-back after the second story.
- g. Landscaping.** In addition to the landscaping requirements of Section 1011.03 of the City Code, the Urban, Greenway, and Flexible Frontages are required to install one tree for every 30 lineal feet of property. In Flexible frontage there need to be foundation plantings adjacent to a vertical screen and where parking is placed within the build-to area a vertical screen at least 36 inches tall shall be approved by the Community Development Department.

3.4 As it pertains to the existing Design Standards articulated in Section 1005.02 of the Zoning Ordinance, there are two that require slight modifications in order to better align with the Regulating Plan and realities of site development. Specifically, we do not anticipate that the developments in Twin Lakes will have entrance orientation adjacent to all street frontages, nor do we believe it is in the City's best interest to require such a

design because not all uses allowed in Twin Lakes are conducive to a public entry on more than one side of the building. The proposed modification is as follows:

- **Entrance Orientation:** Where appropriate and applicable Primary building entrances shall be oriented to the primary abutting public street. ~~The entrance must have a functional door.~~ 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.

3.5 The next Standard that should be slightly modified would be Garage Door and Loading Docks. Here, there would be a requirement of screen walls along the public street frontages so as to frame the public realm much like a building might. It is a more aesthetic way to screen the rear of these uses and buildings so that trucks, docks and other devices such as compactors and refuse areas do not compromise the public's interest and investment. The proposed modification is as follows:

- **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.**

4.0 PLANNING COMMISSION ACTION

4.1 At the continuation of the public hearing on July 6, 2011, the Planning Commission sought additional comments from citizen regarding the revised Twin Lakes Regulating Plan proposal presented by Staff and the Consultant. Two citizens spoke regarding the Plan; Ms. Amy Ihlan and Ms. Annett Phillips. Ms. Ihlan addressed the Commission indicating a concern about the lack of public input into the process, environmental impacts, buffering Langton Lake Park and surrounding neighborhoods, parking, green space/open space, and Twin Lakes Parkway connection to Fairview Avenue (see Attachment E and PC Draft Minutes). Ms. Phillips addressed the Commission questioning why a urban plan was being proposed for this particular tract of land and concerns about the Twin Lakes Parkway connection to Fairview Avenue (see PC Draft Minutes).

4.2 Commissioners did have questions of the City Planner and Consultant (Michael Lamb) regarding the citizens concerns and other items regarding the proposed plan.

4.3 The Planning Commission voted (4-1) to recommend approval of the Twin Lakes Regulating Plan and subsequent zoning ordinance changes as presented by staff and the consultant on July 6, 2011.

5.0 SUGGESTED CITY COUNCIL ACTION

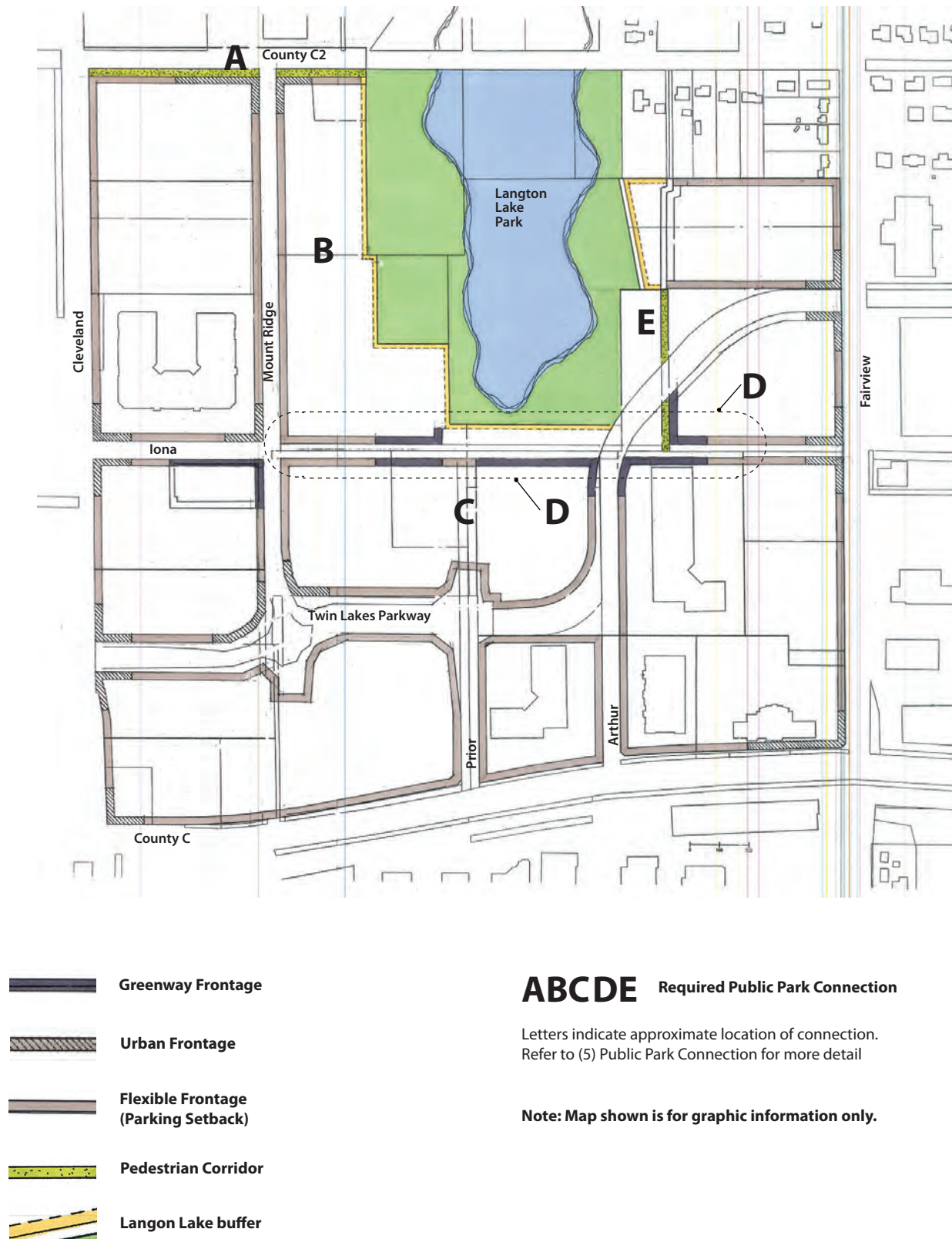
5.1 ADOPT a RESOLUTION APPROVING the TWIN LAKES SUB AREA-1 REGULATING PLAN

- 245 5.2 **ADOPT an ORDINANCE AMENDING SECTION 1005.07 (COMMUNITY MIXED USE**
246 **DISTRICT) of the CITY CODE to INCORPORATE the TWIN LAKES SUB AREA-1**
247 **REGULATING PLAN**
- 248 5.3 **Approve an ordinance summary for publication in the Roseville Review.**

249 **Prepared by: City Planner Thomas Paschke**
Attachments: A: Regulating Plan
B: June 15 PC Minutes
C: Draft July 6 PC minutes
D: Attorney Letters
E: Resolution
F: Amended Zoning Ordinance
G: Ihlan Comments
H: Ordinance Summary

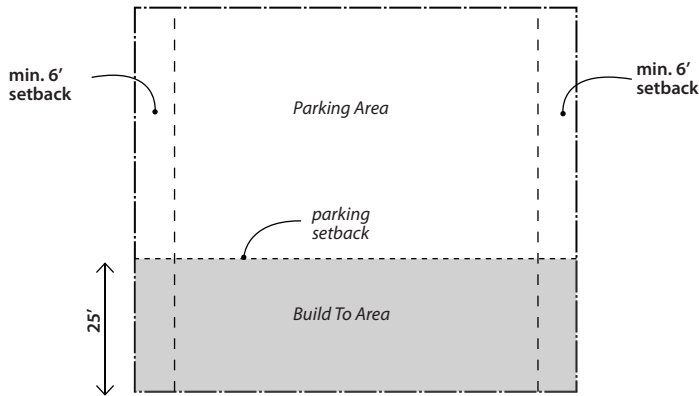
Twin Lakes Sub-Area 1 Regulating Plan

Figure 1. Regulating Plan



Greenway Frontage

(1) Siting



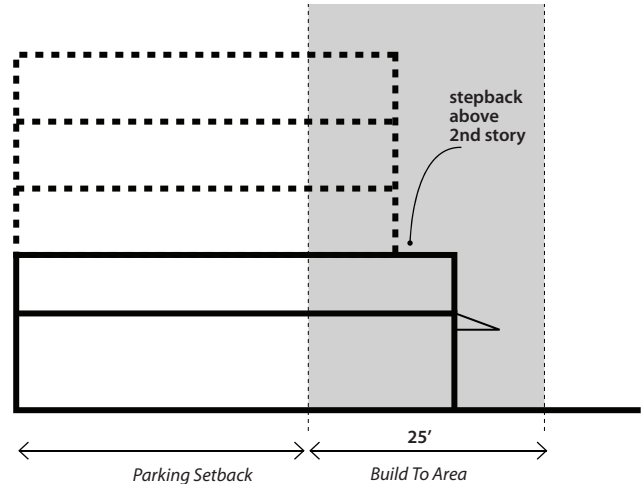
A. Build To Area

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

B. Undeveloped and Open Space

- i. Maximum lot coverage of 85%
- ii. Undeveloped open space created in front of the building shall be designed as a semi-public space, used as a forecourt, outdoor seating, or other semi-public uses.

(2) Heights and Elements



A. Use and Height

- i. Refer to use Table 1005-1.
- ii. Height is not limited.

B. Ground Floor

- i. Finished floor height shall be a maximum of 18" above sidewalk.

C. Facade

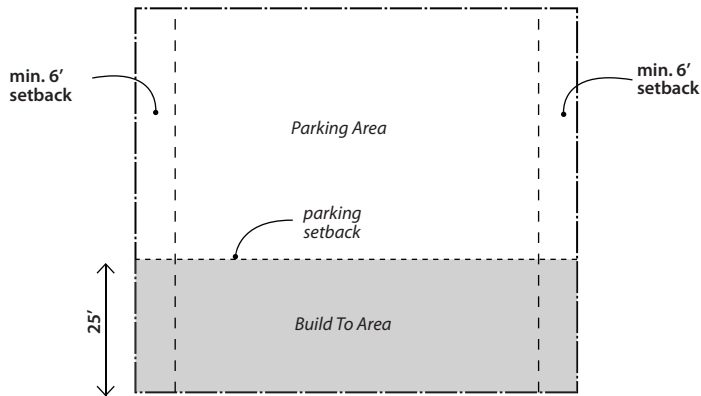
- i. The primary facade (facades fronting the Build To Areas, a Pedestrian Corridor, park or public street) of all buildings shall be articulated into distinct increments such as stepping back or extending forward, use of storefronts with separate windows and entrances; arcade awnings, bays and balconies; variation in roof lines; use of different but compatible materials and textures.
- ii. Blank walls exceeding 20 feet are prohibited.
- iii. Building facade facing a pedestrian or public space must include at least 30% as windows and/or entries.
- iv. Building should be stepbacked minimum of 8 feet above the second story.

D. Entries

- i. Entries shall be clearly marked and visible from the sidewalk. Entries are encouraged at least every 50 feet along the Greenway Frontage.

Urban Frontage

(1) Siting



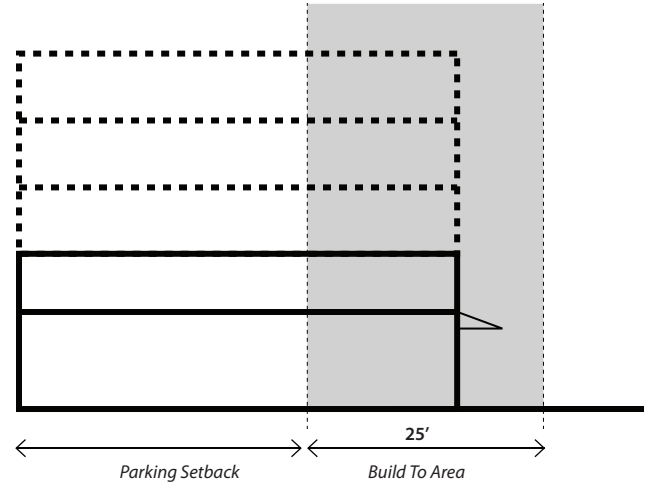
A. Build To Area

- i. Refer to Regulating Plan (Figure 1) for building placement as illustrated by the Build To Area. Building may be placed anywhere within the Build To Area.
- ii. At least 50% of the lineal Build To Area must be occupied by the front facade of the building.
- iii. Within 30 feet of a block corner, the ground storey façade must be built within 10 feet of the corner.
- iv. If a building does not occupy the Build To Area, the parking setback must include a required landscape treatment. See (3) Parking and (4) Landscape.

B. Undeveloped and Open Space

- i. Maximum lot coverage of 85%.
- ii. Undeveloped and open space created in front of the building shall be designed as a semi-public space, outdoor seating, or other semi-public uses.

(2) Height and Elements



A. Use and Height

- i. Refer to use Table 1005-1.
- ii. Height is not limited.

B. Facade

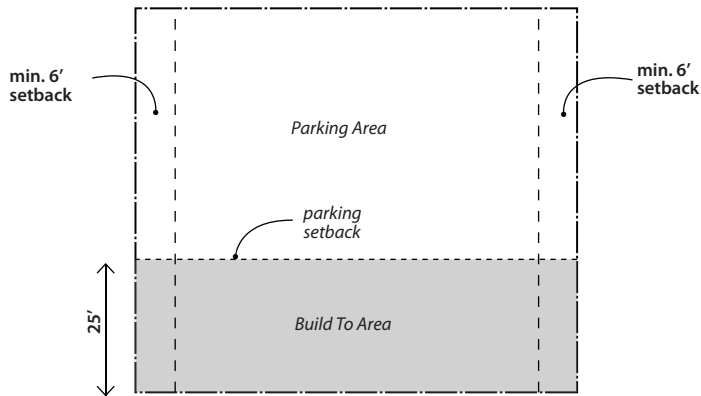
- i. The primary facade (facade fronting the Build To Areas, a Pedestrian Corridor, park or public street) of all buildings shall be articulated into distinct increments such as stepping back or extending forward, use of storefronts with separate windows and entrances; arcade awnings, bays and balconies; variation in roof lines; use of different but compatible materials and textures.
- ii. Blank lengths of wall fronting a public street or pedestrian connection exceeding 30 feet are prohibited.

C. Entries

- i. Entries shall be clearly marked and visible from the sidewalk. Entries are encouraged every 100 feet.

Flexible Frontage

(1) Siting



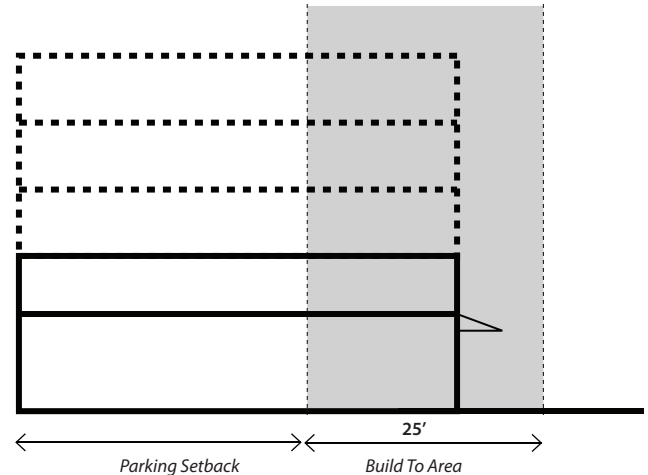
A. Build To Area

- i. Refer to Regulating Plan (Figure 1); Building may be placed anywhere within the parcel; Building placement is preferred to be located in the Build To Area
- ii. Building placement preferred in the Build To Area; If a building does not occupy the Build To Area, the parking setback must include a required landscape treatment. See (3) Parking and (4) Landscape.

B. Undeveloped and Open Space

- i. Maximum lot coverage of 85%
- ii. Undeveloped and open space created in front of the building shall be designed as a semi-public space, outdoor seating, or other semi-public uses.

(2) Height and Elements



A. Use and Height

- i. Refer to use Table 1005-1.
- ii. Height is not limited

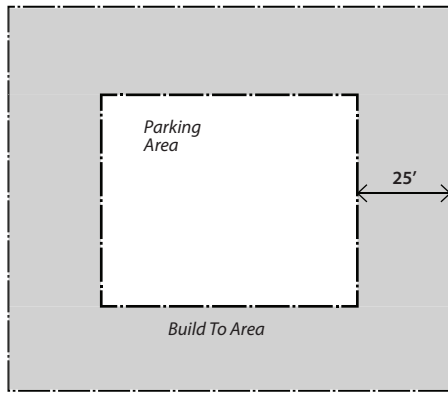
B. Facade

- i. Blank walls exceeding 30 feet are prohibited
- ii. 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.

C. Entries

- i. Entries shall be clearly marked and visible from the sidewalk

(3) Parking

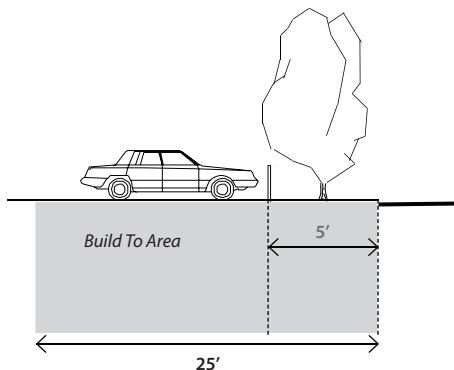


A. Parking

- i. Parking shall be located behind the parking set back line
- ii. Driveways and/or curb cuts are not allowed along the Greenway Frontage.

B. Parking within the Build to Area

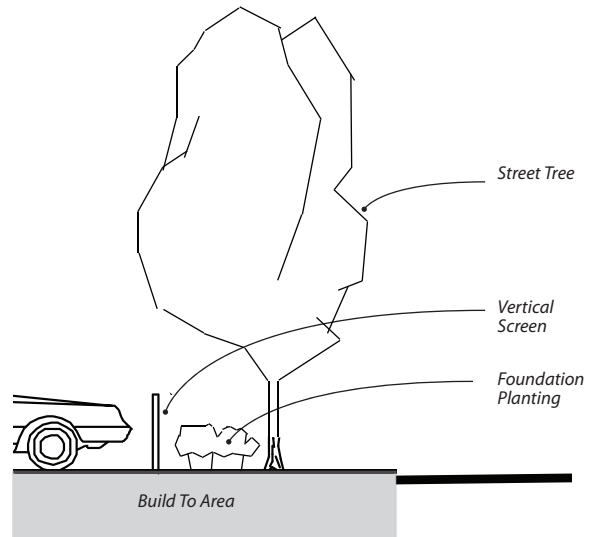
- i. Parking is allowed within the Build To Area, minimum 5' from the property line by a 36" to 42" vertical screen, (as approved by the CD Department) shall be built with required landscape treatment.



C. Parking Continuous to Langton Lake Park

- i. Parking on property contiguous to Langton Lake Park shall be set back 15 feet from the property. The setback area shall be landscaped per City of Roseville standards.

(4) Landscape



A. Urban Frontage

- i. 1 tree per every 30' of linear property

B. Greenway Frontage

- i. 1 tree per every 30' of linear property

C. Flexible Frontage

- i. 1 tree per every 30' of linear property
- ii. Foundation Plantings shall be planted at the base of the vertical screen in a regular, consistent pattern.
- iii. Parking is allowed within the Build To Area, minimum 5 feet from the property line when separated by a 36" to 42" vertical screen, (as approved by the CD Department), with required landscape treatment.

(5) Public Park Connection

A. County C2 Connection

- i. A pedestrian trail/path shall be built that connects the adjacent properties to Langton Lake Park path.
- ii. The corridor shall be a minimum of 25 feet wide. Details and specifications per the City.

B. Langton Lake / Mt. Ridge Rd Connection

- i. A pedestrian trail/path shall be built that connects Mt Ridge Rd to Langton Lake Park path.
- ii. The corridor shall be a minimum of 25 feet wide. Details and specifications per the City.

C. Langton Lake / Prior Ave Connection

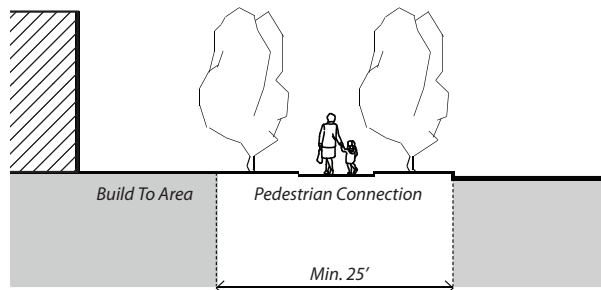
- i. A pedestrian trail/path shall be built that connects Prior Ave and Twin Lakes Parkway to Langton Lake Park path.
- ii. The corridor shall be a minimum of 25 feet wide. Details and specifications per the City.

D. Iona Connection (East-West)

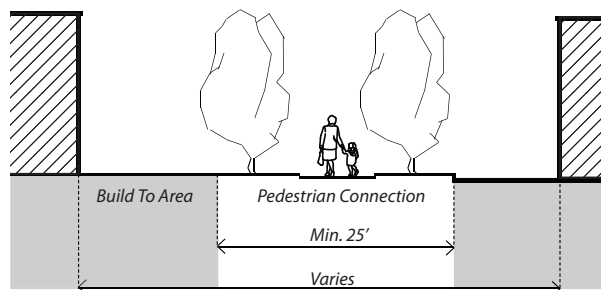
- i. A pedestrian trail/path shall be built that connects Mt. Ridge Road with Fairview Avenue intersecting with Langton Lake Park and Twin Lakes Parkway.
- ii. The corridor shall be a minimum of 25 feet wide. Details and specifications per the City.
- iii. The Pedestrian Connection shall take precedent over the Build To Area. In any event the relationship of building to pedestrian connection shall be consistent with the required frontage.

E. Langton Lake Connection

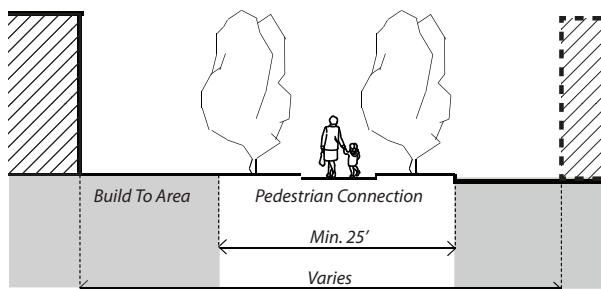
- i. A pedestrian trail/path shall be built that connects the adjacent properties to Langton Lake Park path.
- ii. The corridor shall be a minimum of 25 feet wide. Details and specifications per the City.



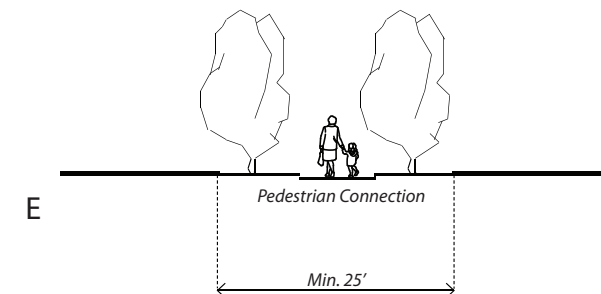
A



B/C



D



E

**EXTRACT FROM THE JUNE 15, 2011
SPECIAL MEETING OF THE ROSEVILLE PLANNING COMMISSION**

1. Public Hearings

Vice Chair Gisselquist reviewed the purpose and process for public hearings held before the Planning Commission.

a. PROJECT FILE 0017

Request by the Community Development Department to create a Zoning Overlay District over the Twin Lakes Redevelopment Area

Vice Chair Gisselquist opened the Public Hearing at 6:55 p.m.

City Planner Thomas Paschke briefly summarized the process to-date in the development, considerations and revisions for the Regulating Map and Plan for the Twin Lakes Redevelopment Area (PROJ0017). Mr. Paschke reviewed the timetable and background for development of the Map and Plan, including recent public meetings and open houses and subsequent discussions among staff, consultants and property owners in the Twin Lakes area. As a result of those meetings, Mr. Paschke advised that the proposed design standards had been relaxed some from their original format at the suggestion of and addressing some of the concerns expressed by property owners and their ability to market and develop their properties. This background information was detailed in the Request for Planning Commission Action dated June 15, 2011.

Mr. Paschke introduced Michael Lamb of the Cuningham Group to review the Twin Lakes Urban Standards (Draft 6/10/11) in more detail. Through a PowerPoint presentation, Mr. Lamb reviewed the seven (7) page handout and provided rationale for recommended urban design standards in the Twin Lakes Redevelopment Area.

Michael Lamb, Cuningham Group

Mr. Lamb began his presentation by reviewing the background of the process to-date, initiated by the City's Zoning Code update and designation, guided by the 2030 Comprehensive Plan, of the area as a Commercial/Mixed Use District and the purpose of that District, development and ongoing refinement of urban design guidelines for the District to achieve that purpose, input through meeting with the City Council, land owners, and other members of the public through various public meetings.

As detailed in Section 2.2 of the staff report, the Regulating Map identifies three (3) public connections and/or corridors linking to Langton Lake Park, the major amenity of the development area that is the focus of providing social connections across properties and connecting to the Park to emphasize this public realm amenity.

As part of the presentation, Mr. Lamb highlighted parks, existing and proposed easements providing east/west connections for connectivity, and utilities between Fairview and Cleveland Avenues providing existing characteristics and/or conditions that have a barrier on development and how to accommodate those items; in addition to area features used as the basis for the Regulating Map, including Mount Ridge Road and Twin Lakes Parkway (both portions of the roadway that are currently existing and those yet proposed for completion).

Twin Lakes Urban Standards (DRAFT 06/10/11)

Pages 2 – 5

Mr. Lamb noted the various regulations identified in the Regulating Map, their specific definitions and how development would be regulated in each, and differentiations in each: Greenway Frontages, Urban Frontage, Flexible Frontage, and Dedicated Public Corridors/Greenways.

Mr. Lamb's presentation included identifying public realm connections with three entry points into Langton Lake Park (refer Section 2.2 of the staff report), and the 300-400' diameter connections points that would require public dedication into the park with some flexibility for those connections depending on how development proposals come forward.

Mr. Lamb reviewed various development examples of each identified building frontage option and how they may look in conjunction with public connectors or amenities to define spaces and overlooking and adjacent to pedestrian amenities. Further review included parking setbacks, build-to areas, and how the flexible frontage building areas were similar to past development looks, with buildings sited in the middle of the lot, but requiring physical vertical screening and landscaping to define the property edge or boundary.

At this time, Mr. Lamb ended his formal presentation to hear comments and questions of the Commission.

Discussion by Mr. Lamb, staff and Commissioners

Member Boguszewski referenced the Regulating Map (page 2), and clarified that the recommendations presented for various frontage designations were based on his firm's judgment and input received at the public meeting.

Mr. Lamb concurred, noting that multiple meetings had been held to-date with staff, as well as the feedback received from the public and landowners; and the ultimate attempt to respond to those comments and concerns and focus more on the important items (connections and improving amenities to Langton Lake Park), and the request of landowners to be more flexible to facilitate development options, especially around the perimeters of Cleveland Avenue, County Road C, and Fairview Avenue. Mr. Lamb advised that, as development moves closer to the Lake, standards were recommended for a more strict and specific application. Mr. Lamb noted those were defined as greenway frontages to define public connections and hold the corners along the Parkway and surrounding the parks.

Mr. Paschke advised that the attempt was to be more respectful and responsive to the current document guiding development, entitled "Twin Lakes Urban Design Principals," developed under the previous Zoning Code.

Mr. Lamb noted that this is a different way to approach zoning, not focused on actual use, but listing approved uses in the current Zoning Code. Mr. Lamb clarified that the Regulating Map is not so concerned about the use, allowing for flexibility for future development, but focusing on concerns for a more predictable development pattern that has a realistic relationship to the public realm.

Member Boguszewski questioned if this would in effect regulate the building facades, heights, setbacks and frontages – no matter what the development – but be based on in which frontage designation a particular use was located.

Mr. Lamb responded affirmatively.

Member Boguszewski opined that it seemed like a higher percentage of linear frontages were designed as flexible than originally anticipated, and how workable that would be, and how development was envisioned if it was more restrictive of corners, but relaxed in the middle, and whether that mitigated restrictions on the entire block (reference Cleveland Avenue between Twin Lakes Parkway and Iona).

Mr. Lamb noted that a recurring theme from property owners through the public meeting process was to avoid zoning for vision as opposed to the preferred zoning for the market; and initial concerns expressed by those developers on restrictions of the proposed Regulating Map. Mr. Lamb advised that, based on those recurring comments and concerns, attempts were made to address both the City's vision and market realities of the property owner/developer. Mr. Lamb

noted that the market had a certain time frame and cycled, but the vision was more long-term; but both concerns were appropriate. In the case of Twin Lakes, Mr. Lamb noted that the AUAR provided the overall and ultimate threshold for development and if attempts were made to be any more specific with building frontages, those attempts would bump into those thresholds. While unable to spread development throughout the entire acreage, Mr. Lamb advised that the focus was on those most important public realm pieces and making them more visible through identifiable corners, while attempting to facilitate more flexibility.

Member Boguszewski expressed concern about the potential “hodgepodge” nature of various frontage designations within each block.

Mr. Lamb advised that the attempt was to respond to concerns of developers and landowners.

A brief discussion ensued identifying and defining the AUAR and worst case scenario thresholds for the benefit of new Commissioners unfamiliar with previous development and City Council and Environmental Quality Board (EQB) approval of the AUAR; and its correlation with the Zoning Code and the Regulating Map and Plan.

Member Wozniak expressed his surprise to see flexible frontage as a designated use; however, in this case, he opined that it seemed appropriate, but in some of the features (e.g. parking within 5') it seemed to move away from the purposes of urban design principles previously applied to the Twin Lakes area. Member Wozniak asked Mr. Lamb and/or Mr. Paschke to address about this result and whether it was strictly an attempt to address some market concerns. Member Wozniak asked for more detail about the consideration given to those design principles and how they entered into the overall thought process.

Mr. Paschke, from a staff perspective, noted that it would be unrealistic to implement 100% of urban design principals to their fullest extent on every parcel, since the types of buildings and allowed uses would vary, and a way needed to be provided to build some flexibility into the Plan, allowing development to occur and not be too prescriptive like the previous iteration of the Plan when initiated. Mr. Paschke noted that, since every building had four sides, as long as the frontage and applicable sides were addressed, flexibility was needed for articulation of the non-visible areas of the building (e.g. dock doors for deliveries) to accommodate various uses, while retaining attractive frontages, whether right up to the frontages, or located elsewhere on a site in some instances. Mr. Paschke noted that each block or development area may hold a mix of uses and parking alignments or needs, but could still comply with urban design standards, with some realistic modification and flexibility. Mr. Paschke noted that there was still lots of internal discussion occurring, with additional tweaks after this draft being presented, and would always remain a dynamic document, but allowing for this initial approval to facilitate developers awaiting its creation and holding up their proposed developments for that to be accomplished now. Mr. Paschke opined that it was staff's opinion that the current draft, with a few minor revisions yet in process, made the most sense as it relates to the public realm and the connectivity hoping to be achieved. Mr. Paschke noted that consideration would need to be incorporated into proposed developments for those pedestrian connections or trails related to infrastructure improvements or those already in place; as well as things yet to be enhanced or reinforced in those areas.

Mr. Lamb opined that the entirety of the Twin Lakes Urban Design Principles was quite comprehensive, and to some extent, very detailed for actual application if applied evenly and in its most intense form, it may be difficult to accommodate that level of development pattern today compared with when it was first developed. However, at the same time, the original Plan previously presented to the Commission had more lineal frontage requirement and more variables about how much of the building would sit on those frontages. Now, Mr. Lamb noted, attempts were being made to be more overt and encourage buildings to build on the applicable “build-to” area for the best result, while recognizing the need for some flexibility.

Member Wozniak sought clarification that the flexible frontage as proposed included elements to reinforce the desire for creation of pedestrian-friendly avenues and environments by offering vertical screening for parking lots if they were up to the 5' setback. Member Wozniak opined that, in effect, this allowed flexibility but did not abandon the desirable attributes of urban design for Complete Streets and connectivity.

Mr. Paschke concurred with Member Wozniak's opinion for urban frontage to be flexibility as well as mechanics built into it to hide or screen parking. Mr. Paschke noted that this allowed the vision for Twin Lakes, while also allowing buildings in some areas to move forward, but needing to comply with screening and landscaping and regulations on how to meet those requirements if you chose to move the building forward. Mr. Paschke confirmed that it allowed for better flexibility but still addressed aesthetic appeal through urban design principles.

Mr. Lamb noted, in particular, the attempt was to remain focused on where the private parcel and the public realm intersected, and what that actual condition might be as opposed to letting any solution occur, but to provide a uniform standard for that intersection and relationship to define the physical edge.

Member Wozniak questioned if the recommended 36" screen was sufficient for parking.

Mr. Lamb advised that the recommendation was for 36" to 40"; and Mr. Paschke advised that the current recommendation was for 36" minimum, but that the height requirement recommendation could be revised.

Member Wozniak addressed the trend for vehicle height designs that were not getting smaller on average.

Mr. Paschke questioned if the proposed minimum height requirement would screen the full vehicle, but it would block it to a certain extent, and could require a masonry wall in some situations. Mr. Paschke noted that the Plan narrative information spoke to that possibility; however, he didn't think a wall was advisable everywhere, and was unsure where they would look good or be most applicable without taking away from desirable frontage amenities. Mr. Paschke advised that discussions internally were still occurring and being considered; whether a wall or vertical screen with options were best, or whether to work with a developer for mixed landscaping or fencing.

Member Strohmeier sought additional information on the process to-date for public awareness of the proposed Regulating Map and Plan; and if and how mailed notices were provided beyond published notice. Member Strohmeier advised that he was most concerned with those residential properties in the immediate area adjacent to Twin Lakes; noting the fragile nature and past controversies.

Mr. Paschke advised that staff provided 730 mailed notices for the open house, via a letter inviting property owners to the open house held on May 25, 2011, and mentioning tonight's Public Hearing. However, Mr. Paschke advised that duplicate notices had not been sent, but that the Public Hearing had been noticed in accordance with State Statute and the standard City Council Policy and process for land use notifications; and was also available to the public on the City's website.

Member Strohmeier asked if there had been any additional public outreach on the actual Regulating Map and Plan sent out at the same time as the packet was received by Commissioners.

Mr. Paschke responded negatively, noting that it was not typically part of the process; however, he noted the multitude of ways for the public to contact staff and the mass e-mail list serve for those signed up to receive such notices provided. Mr. Paschke advised that there had been no other specific attempts on the part of staff to send out a copy of the Map and Plan currently before the Commission to those 730 recipients of the original letter; but that interested parties could find multiple ways to contact staff and request a copy of the Plan and Map.

188 Mr. Paschke noted the receipt by hand delivery of written comments dated June 15, 2011 from
189 Attorney Robert J. Hajek, with the firm of Hajek & Beauclaire, LLC, Attorney of record for XTRA
190 Lease, Inc., owner of the parcel located at 2700 Cleveland Avenue N (PID #04-29-23-33-002) were
191 received in opposition; and ***attached hereto and made a part hereof.***

192 Mr. Paschke the reference in Mr. Hajek's letter (second paragraph) to "Lifestyle Center" type
193 zoning was not applicable, as the City was not creating design standards of zoning designation for
194 this type of use. However, Mr. Paschke wanted to get into t the official record that they were in
195 opposition to the proposed Regulating Map and Plan.

196 Member Wozniak asked Mr. Lamb to identify their parcel on the displayed map, located on Twin
197 Lakes Parkway between Cleveland Avenue and Mount Ridge Road.

198 Mr. Paschke clarified that the parcel was where the hotel proposed several years ago had been
199 planned.

200 Mr. Paschke advised that Mr. Lamb and City staff had met with some of the property owners
201 immediately prior to tonight's meeting to provide them with proposed revisions to the Plan and to
202 receive their feedback on the more relaxed design standards since the open house. Mr. Paschke
203 advised that there remained some opposition even with revisions; progress was being made in
204 addressing those concerns. Mr. Paschke advised that some additional things could be modified.
205 However, in meeting with the representative for the PIK property on Twin Lakes Parkway between
206 Mount Ridge Road up to County Road C (north to south), in the Greenway Frontage designated
207 area (north side), there remained very prescriptive building placement for those parcels, to which
208 the property owner objected based on limitations to what could actually be developed on that site.
209 While not opposed to all requirements, Mr. Paschke advised that the property owner was opposed
210 to what was proposed there and the required width of the greenway itself; and has asked for further
211 consideration. Mr. Paschke advised that staff would continue to work with the property owner on a
212 resolution.

213 Related to the build-to line on that parcel adjacent to Langton Lake Park, if there was parking in
214 current design standards as proposed for that area, Mr. Paschke noted there would be some
215 flexibility of the 5-25'; however, he noted that, at this time, the parking would have to be screened
216 with a wall up to the minimum of 36" with nothing behind it: no trail or park or other uses. Mr.
217 Paschke opined that it seemed to make some sense to look at it somewhat differently, perhaps by
218 requiring more landscaping, but no wall or fence to screen from the woods as part of Langton Lake
219 Park. While wanting to be sensitive to the walkway, Mr. Paschke opined that current design
220 standards as proposed may be a higher standard that should be implemented realistically and in
221 that particular area.

222 Member Wozniak sought clarification on the location of the trail in the park at that point.

223 Mr. Paschke was unsure how the trail meandered through the park, thinking it was more inward
224 than exterior in that area, but if adjacent to the property line, offered for staff to work with the
225 developer to provide a greater screen from that, rather than requiring a wall for the entire length
226 that seemed to be overkill in this specific situation.

227 Mr. Paschke reviewed another item discussed, the public realm corridor off Iona, mostly restrictive
228 with little flexibility with building siting on those parcels and in those areas, with it all considered an
229 open parcel. Mr. Paschke advised that comments from property owners were whether there was a
230 way for more flexibility on where the pedestrian corridor lay in final form, and whether it needed to
231 be 60' wide, as currently prescribed. Mr. Paschke noted that this would be doubling over the
232 existing Metropolitan Council's sewer easement of that width. Mr. Paschke advised that parking
233 could go over the easement, but not a structure; and staff had been questioned if that didn't take

away uses for that area, and whether there could be more flexibility with the build-to lines as the building fronted that easement. Mr. Paschke opined that consideration could certainly be given for the approach to be softened to fit more of a variety of uses. Mr. Paschke advised that, with this corridor mandated over that existing easement, it created an undevelopable, landlocked parcel, and should be addressed. If the corridor remained as is, Mr. Paschke noted that it took that portion of the parcel out of the equation, and needed further thought for additional flexibility.

Member Wozniak noted that the landlocked parcel did not have freeway frontage designation.

Mr. Paschke concurred, however, noted that it was narrow, with no parking; and warranted further consideration.

Associate Planner Bryan Lloyd noted site entrances with build-to areas at the corner and the corridor off Iona that limited access to the site, with access indicated between Twin Lakes Parkway and Iona east of the build-to line where the roundabout was located going east along Twin Lakes Parkway. Mr. Lloyd opined that the question was whether further consideration could be given, while remaining sensitive to what was already there; again adhering to a Plan predicated to the City's vision, but recognizing market realities; and that may indicate access connecting to Iona.

Member Boguszewski questioned how that parcel-specific flexibility would be documented.

Mr. Paschke advised that it would not be listed as specific exceptions, but addressed through flexibility within the public connection circle (e.g. to the park) addressed in the 350-400' radius.

Mr. Lamb concurred, noting the public dedicated corridor connecting to the park.

Member Boguszewski recognized that the Regulating Map was a different approach than zoning, and was a work in progress at this point. However, he questioned if the concept was that the Regulating Map would be eternally work in progress; and questioned if that was the concept, how would any action taken by the Commission at tonight's meeting to recommend approval make any difference or fit into the overall process that would allow for ongoing additional adjustments; or whether approval needed to be conditioned on future amendment(s).

Mr. Paschke advised that, since tonight's meeting was not being televised or recorded for delayed viewing, he would suggest that the Public Hearing be continued to the Commission's July 6, 2011 meeting, to allow recording for public documentation. Given the fact that staff was still referring to the Regulating Map and Plan as a "working document." Given that staff had indicated to the Commission those ongoing discussions and considerations based on public and property owner comment, some yet to be articulated to the point they would be beneficial for the Commission or public to consider at this point, he reiterated that staff would recommendation continuation of tonight's Hearing to allow for a more formal recommendation to be formulated.

Related to whether this document would be in flux all the time, Mr. Paschke advised that it would not be in flux once approved; however, he did note that if a project came forward in the future, no matter whether a residential or commercial use, and if modifications to the Map and Plan were indicated, there would be an option to amend the Plan and Map similar to amendments to other City Code and Ordinances.

Member Boguszewski recognized the timing constraints in getting this Plan and Map approved; however, he requested that, if the Hearing was to be continued, those adjustments would be included on a revised Regulating Map so that what was presented at that meeting would include those items discussed.

Mr. Paschke advised that there was strong interest among many parties in getting something adopted; however, he opined that adopting something that wouldn't ultimately work or had major challenges was not prudent; and assured Commissioners that the delay was due to staff's attempts

to be respectful and proactive in responding to public feedback and Commissioner thoughts and ideas.

Member Boguszewski opined that he had considered the previously-presented design standards too restrictive for property owners, and was glad to see the revisions. However, Member Boguszewski expressed his concern that the City would attempt to regulate development to such an extent that it would detract from the ability to market those parcels; however, he estimated that it looked like approximately 70% of the development area was already in the flexible realm.

Member Strohmeier asked staff to elaborate on why they chose urban frontage for the area on the northeast section off Fairview Avenue, whether based on it being on a corner or due to the street itself.

Mr. Paschke advised that it was partly based on the corner, but also on the type of street; and was an attempt to hold some of the design principles for tucking buildings into the corner with parking behind the structure.

Mr. Lamb advised that the percentage requirement for building locations was similar to that of the Twin Lakes Medical Clinic at County Road C and Fairview Avenue, as well as the carpet/tile retail use across Fairview from the clinic, with both structures pulled up closer to County Road C; with the precedent there to hold building frontages closer to the more major streets in the area.

Public Comment

Tony Dorso, 2814 N Cleveland Avenue

Mr. Dorso advised that he owned 10.29 acres on Cleveland Avenue and County Road C; and would be the most directly affected by this proposed approach to zoning. Mr. Dorso provided a history of his property, having sold his business and leased it to a tenant in 2002, and the City ultimately evicting the tenant in 2005; with the building having since sat vacant and become a liability, while he continues to pay significant property taxes on vacant ground for all practical purpose. Mr. Dorso opined that he should not have to pay for Roseville's future vision; and that the build-to line was a particular problem for his property as currently shown on the Map. Mr. Dorso advised that this was primarily based on soil conditions on County Road C-2 at the end of the property; and any developers looking at the property had taken the approach that they would put parking on that section to avoid a higher level of environmental cleanup, significantly increasing development costs. Mr. Dorso advised that he is in potential flex area, and that it was unrealistic to think that someone would buy his 10-plus acres and put up one (1) building with normal setbacks, but that they would probably put up multiple structures, creating a problem due to the existing soil conditions.

Mr. Dorso advised that it was problematic for him to be dictated to by the City telling that it a developer would have to pay \$2.5 million as a development fee to proceed with development of that parcel, when property experts were telling him it was only worth \$3 million, and would cost \$500,000 to demolish the existing structure. Mr. Dorso opined that the City should not be driving up the cost to develop these parcels, and understood the intent of the proposed design vision; however, he didn't feel that he was responsible to pay for that vision. Mr. Dorso further opined that if the City has a long-term vision and desires to develop public areas, it should not be something land owners had to pay for; it should be paid for by the City.

Mr. Dorso noted the often-repeated perspective that today's economic woes are based on too many regulations, essentially destroying the economy and causing less development activity. As Mr. Dorso noted he had asked staff earlier today, how much does Langton Lake Park actually get used today, and how much will it cost for the City's vision goal and preferred increased activity in the park, and will it actually happen. Mr. Dorso opined that that has yet to be defined; and further opined that it would more of a win-win for both the City and landowners to encourage development now; but if the City applied more regulations, it would decrease that possibility.

327 Vice Chair Gisselquist questioned Mr. Dorso's reference to a \$2.5 million development fee.

328 Mr. Paschke advised that Mr. Dorso was referencing the allocation study estimate created as part
329 of the AUAR for projected traffic impacts and redevelopment within the overall Twin Lakes area;
330 opining that the allocation study was a separate and distinct issue beyond tonight's discussion and
331 that redevelopment fees and traffic impacts/mitigations were not part of Commissioner decision-
332 making for land uses.

333 Vice Chair Gisselquist sought further information as to whether all property owners in the Twin
334 Lakes Redevelopment Area were assigned such a fee.

335 Mr. Paschke responded affirmatively, advising that the allotment was part of a calculation
336 formulated on the number of trips generated and that the fee was for the purpose of reimbursing
337 the City for upfront public infrastructure costs needed to mitigate those future traffic impacts.

338 Member Wozniak noted that, depending on the type of development, the fee allotment could be
339 reduced or increased accordingly; and further noted that the fee allocation would happen
340 regardless of the Map.

341 Member Boguszewski suggested that was the rationale in Mr. Paschke's comment that the fee did
342 not need to be part of the Commission's consideration of the Map as it related to land use.

343 Mr. Paschke advised that the soil conditions may be a consideration in creating a more flexible
344 approach.

345 Member Boguszewski noted that the Greenway frontage designation could create further build-to
346 line issues if a structure was placed on the corner.

347 Mr. Paschke concurred with Member Boguszewski's observation, noting that such placement may
348 require a higher degree of soil correction than for a parking lot.

349 Member Boguszewski suggested that, costs for soil correction, may in fact be a consideration for
350 making further adjustments for that particular parcel in terms of being more flexible.

351 Mr. Paschke responded affirmatively.

352 Mr. Dorso respectfully disagreed with Mr. Paschke in his comments about the Commission not
353 needing to consider development fees, opining that each individual action of the City was
354 cumulative to a landowner; and while he had been previously told by City staff that the
355 development fee allocation may be more or may be less, he had to get the land successfully sold
356 first. Mr. Dorso opined that as individual parcels in Twin Lakes developed, if the City had not
357 collected a sufficient amount of that total amount allocated, the last guys selling would pay a larger
358 share. Mr. Dorso opined that there should be an across-the-board consistent allocation, not based
359 on potential traffic mitigation; and further opined that he did not want more cost loaded onto his
360 property making it work even less.

361 **Ms. Lee Schreurs, 3058 Wilder Street N**

362 Ms. Schreurs referenced the flexible plan displayed, and questioned if the 10% undeveloped in that
363 area was part of the greenways or if there would be any allowance for open space in each parcel or
364 how that would be addressed.

365 Mr. Paschke advised that most of the area would be developed under urban standards with 80-
366 90% buildings or paved surfaces; however, he noted that there is not yet a requirement for lot
367 coverage as it had been advocated for by staff. Mr. Paschke clarified that staff supports the public
368 corridors as proposed, since the greenway areas are the most important consideration and
369 development will provide an approximate 10-15% additional green space minimum, with more
370 possible based on code requirements.

Ms. Schreurs

Ms. Schreurs questioned how rainwater runoff and drainage would be managed in that area.

Mr. Paschke advised that storm water management is required by City Code on each parcel to contain rainwater runoff and drainage, and regulated by not only City Code but by the respective district watersheds. Mr. Paschke noted that there are multiple options available for that storm water management, whether through infiltration systems, ponding, underground storage, rain gardens, or other improving technologies, although he recognized that not all parcels would be conducive to green technologies for infiltration and/or rain gardens based on their level of contamination; with those parcels required to provide underground storage. Mr. Paschke advised that each development and each parcel, as part of the development and permitting process would be thoroughly reviewed by the City's and watershed district's engineers and in accordance with law.

Mark Rancone, Roseville Properties, 2575 N Fairview Avenue

Mr. Rancone asked that in the efforts for full disclosure, Commissioners do consider the impact to developers for fees outside their purview, but as citizens of Roseville as well as Commissioners since everything has financial implications on the final cumulative costs for development as it proceeds. Mr. Rancone reviewed the history of their parcel, it's original value, subsequent reduction of the parcel to facilitate construction of Twin Lakes Parkway, their previous role as master developer for the entire Twin lakes area in accordance with the City's vision for mixed use as guided by the Comprehensive Plan allowing for flexibility to do green space when the property was owned by only one property owner, until those plans were stifled by the Friends of Twin Lakes and the City Council. Now, Mr. Rancone advised with multiple owners and developers those infrastructure costs would escalate.

Mr. Paschke reviewed that a number of suggested improvements had been articulated, with the AUAR specifying a number of off-site improvements that would need to occur based on the Twin Lakes area redeveloping; with each property owner assigned a formulated allocation for direct public infrastructure improvements adjacent to their sites (e.g. signals at intersections, improvements to arterial roadways, access onto the interstate), with that allocation based on a worst case scenario to address impacts of redeveloping this area and shared by each property owner.

Mr. Rancone opined that no land owner had a problem in sharing that infrastructure cost; however, he advised that the question was how much actual benefit or value was provided in the allocated assessment for those improvements, and was an ongoing discussion beyond the Planning Commission. Mr. Rancone noted, however, that the decisions of the Commission did impact landowners and developers and their ability to move development forward rather than have the property continue to sit in its current condition.

Vice Chair Gisselquist recessed the Public Hearing at 8:15 p.m.; suggesting that the Hearing be continued to the July 6, 2011 regular Planning Commission meeting as suggested by staff.

Discussion among Commissioners, Mr. Lamb and staff ensued.

Member Cook questioned the flexibility of the proposed Iona extension configuration, and whether that sliver of property north of the easement may change.

Mr. Lamb reiterated that the attempt had been to respond to existing easements and other conditions of the area that were felt to be appropriate for those connections.

Member Wozniak opined that, from the City's perspective, he would be hesitant to bend too much on greenway frontages and to not be too flexible, given that those areas are essentially priority spaces for this development in terms of access to the park and possible access to regional trails, at least a portion of the Iona segment. Member Wozniak further opined that he was not so certain about the smaller segment east of Mount Ridge Road on County Road C-2; and questioned staff

and Mr. Lamb on whether there were opportunities that could be considered as some type of trade off on parcels to incorporate more flexible design standards (e.g. stretch of greenway frontage that the developer be allowed to build parking on in exchange for extending urban frontage on a corner segment no currently shown as urban frontage, but still desirable as an intersection feature; or no screening for parking if not necessary due to adjacent open space in exchange for something else, such as increased urban frontage). Member Wozniak suggested that such compromises may be to everyone's advantage to initiate standards for the area that would encourage development, without abandoning ideas for open space, park access, multi-modal transit options, and other goals and visions from the *Imagine Roseville 2025* community visioning process and 2030 Comprehensive Plan guidelines. Member Wozniak opined that those goals and visions needed to be retained.

Mr. Paschke assured Commissioners that staff was attempting to retain those goals and visions.

Vice Chair Gisselquist spoke in support of the attempt to implement more flexible frontage to address business owner concerns; however, he opined that that he didn't want the document to be a "work in progress," but wanted the Regulating Map in place to guide development as envisioned but also to be realistic.

Vice Chair Gisselquist asked that, if the Public Hearing was continued to July, staff and Mr. Lamb return with a final plan for the Commission to vote up or down for recommendation to the City Council. Understanding that the vision and reality were a fine balancing act, Vice Chair Gisselquist noted Mr. Rancone's and other developers' concerns for flexibility and zoning for the market versus zoning for the vision, while recognizing pending environmental cleanup costs. Vice Chair Gisselquist noted his desire to encourage development, not discourage it, but was unclear on how much the Commission's decision-making would impact development; but expressed his concern that the new design standards and zoning code doesn't end up looking a lot like the old zoning code.

Mr. Paschke opined that he didn't share those concerns that it might, but did note that the old code and process was no different with its restrictions in what could be developed in Twin Lakes by requiring urban design principles be met or achieved. Mr. Paschke assured the Commission, and the public, that staff was very aware not to restrict development with too many regulations; however, he opined that no matter what the regulations are, development is difficult and cities created zoning regulations for a reason, whether for now or in the future. Mr. Paschke opined that the City and its staff owed it to its citizens to provide guiding documents for that development, or to re-think the vision. Mr. Paschke further opined that, if this is not the correct plan to meet the City's vision, then it needed to be rethought. However, Mr. Paschke noted that this proposed Regulating Map and Plan is a direct result of the *Imagine Roseville 2025* community visioning process and the updated 2030 Comprehensive Plan that put those urban design principals in place.

Vice Chair Gisselquist questioned how set the guiding principles were for frontages.

Mr. Paschke advised that, from that standpoint, there were no internal property lines; but big parcels with build-to lines or setback lines and additional requirements for that given area. If someone bought all the property in the Twin Lakes Redevelopment Area, Mr. Paschke opined that they would need to remove the existing public road, having received City support to do so, of course. Mr. Paschke noted there would also be a requirement for additional environmental review against the AUAR, impacts on roadways, and other items to consider. Mr. Paschke advised that, just because a developer wanted to do so, they would still need to go through various steps before seeking an amendment to the Regulating Map and Plan, similar to requirements for an amendment to the Zoning Code, after the final Map and Plan area adopted by the City Council. Mr. Paschke advised that the City, and its staff, is always open to any conversation.

Member Cook suggested that, prior to the July meeting and continuation of the Public Hearing; staff brings forward the concerns of respective property owners for the Commission's awareness and consideration of their specific concerns.

Mr. Paschke advised that staff could provide those concerns; however, he suggested that the Commission should consider what staff was recommending to address concerns for an entire area on the Map, rather than for individual property owners. Mr. Paschke advised that when considering the overall development area and various impacts for the development, the Twin Lakes area as a whole, and adjacent properties, the rationale for retaining some strict prescriptive may be needed. Mr. Paschke noted that the developers would need to advocate for themselves, while the City would need to advocate for itself based on its guiding documents. Mr. Paschke assured Commissioners that staff had been very receptive to developer and property owner concerns, and was still formulating some good ideas to address some of their specific situations and obstacles or concerns; and that staff was more than willing to meet them halfway. However, Mr. Paschke suggested that the Commission not address specific issues, but once staff presented their revised recommendations for the Regulating Map and Plan that incorporated some of those solutions, in addition to additional comments from property owners following their review of staff's recommendations, the Commission proceed from there based on public comment at the Public Hearing and further consideration of individual Commissioners.

Mr. Rancone

Vice Chair Gisselquist recognized Mr. Rancone for additional public comment.

Mr. Rancone, speaking for all Twin Lakes area landowners, expressed their appreciation for staff's willingness to listen to their perspective and concerns, and to be more flexible. Mr. Rancone opined that this has not always been the case in Roseville; however, he opined that current staff is much more approachable from a common sense position, rather than so idealistic, and had more of a reasonable attitude in considering options. Mr. Rancone advised that developers were not expecting staff to concede everything, and advised that he had no problem with what was proposed for the Roseville Properties' parcels, but recognized that Mr. Dorso had some remaining issues, and that the PIK property owner had the most concerns remaining, as they were the most impacted by the various frontage options as currently proposed. Mr. Rancone opined that, overall; staff's willingness to compromise is a breath of fresh air that hasn't been around for awhile.

Member Boguszewski expressed his preference that tonight's meeting record be provided to those Commissioners not in attendance to provide them with a feel for tonight's discussion.

Mr. Paschke advised that it was staff's goal to get something back to all Commissioners, as well as the public, as much in advance as is possible, recognizing the holiday weekend prior to the July meeting. Mr. Paschke reiterated that staff had received good ideas from their discussion with property owners immediately prior to tonight's meeting.

Member Strohmeier spoke in support of continuing the Public Hearing until the July meeting; opining that the Regulating Map is a new concept to many people who were used to zoning maps. Member Strohmeier asked if there were any other frontages within the Regulating Map, beyond the greenway, urban and flexible frontages, that had yet to be presented; whether these were the main frontages or the only ones.

Mr. Lamb advised that those three (3) frontages referenced by Member Strohmeier were the extent of those developed to-date; and while other frontage options are available and may be considered at a later date if deemed appropriate or served a purpose, staff may come forward with them as part of the revised Regulating Map. Mr. Lamb noted that, consideration for those other frontage options would be given only based on the changes that had developed since the process had begun. However, Mr. Lamb advised that the three (3) frontages recommended today represented current staff/consultant recommendations.

Member Strohmeier questioned if there may be a "hybrid" frontage of which the Commission was unaware.

Mr. Lamb noted that the Regulating Map tool is structured toward building-related frontages, and depending on the proposed development (e.g. townhome or commercial/mixed use), additional specificity could be considered. However, Mr. Lamb advised that staff had decided to not recommend that specificity, but rather than emphasize the public realm and connectivity for pedestrian qualities for the development, without suggesting other form-based code specifics. Mr. Lamb noted that the current Regulating Map and Plan had evolved from its original template to provide additional flexibility as seen on today's draft.

Member Wozniak responded to an earlier comment heard this evening, that the goal of the Regulating Map was not to increase activity or the use of Langton Lake Park; but the goal of the Map was to create connections between areas in Twin Lakes and Langton Lake Park, thereby enhancing the value of all properties in the Twin Lakes Redevelopment Area, as well as benefiting the entire community and region. Member Wozniak opined that he didn't see this process as a way for the City to attract more people to Langton Lake Park, but to recognize it as an existing asset to the community as a whole, and to tap into this currently undervalued asset that could also serve as a tremendous asset to any development within that area if the redevelopment was carefully laid out to provide that access and connectivity.

MOTION

Member Strohmeier moved, seconded by Member Cook to CONTINUE the Public Hearing for Project File 0017 to create a Zoning Overlay District over the Twin Lakes Redevelopment Area, to the July 6, 2011 regular Planning Commission meeting.

Ayes: 5

Nays: 0

Motion carried.

2. Adjourn

Vice Chair Gisselquist adjourned the meeting at approximately 8:37 p.m.

EXTRACT OF THE JULY 6 ROSEVILLE PLANNING COMMISSION MEETING MINUTES**1. Public Hearings**

Chair Boerigter reviewed the purpose and process for public hearings held before the Planning Commission.

a. PROJECT FILE 0017**Request by the Community Development Department to establish a regulating plan for the Twin Lakes Redevelopment Area as required by the City Code**

Chair Boerigter opened the Public Hearing at 6:33 p.m.

City Planner Thomas Paschke briefly advised that the Regulating Map and Plan for the Twin lakes Redevelopment Area had been further revised (DRAFT dated June 30, 2011) for review and consideration at tonight's meeting. Mr. Paschke noted that these further revisions were staff's recommendations for less restrictive regulations for the Map and Plan, and were a direct result of public and Commissioner comment at the Public Hearing held at the Special Planning Commission on July 15, 2011; and subsequent meetings with Twin Lakes property owners.

For the record, Mr. Paschke noted the receipt of written comments, in opposition, dated July 6, 2011 from Attorney John Paul Martin, with the firm of Martin & Squires, P. A., Attorney of Record for Dorso Building Company, owner of the parcel at 2814 N Cleveland Avenue; ***attached hereto and made a part hereof.*** Mr. Paschke noted that this was in addition to the June 30, 2011 letter from this law firm for Dorso that had been included in the meeting agenda packet materials.

Mr. Paschke introduced Michael Lamb of The Cuningham Group to review the Twin Lakes Urban Standards (Draft 6/30/11) in more detail.

Michael Lamb, Cuningham Group

Mr. Lamb provided a review of the Regulating Map, as revised, and the proposed locations of Greenway, Urban and Flexible Frontages, and rationale for edits and modifications following further discussion with commercial property owners in the Twin Lakes Redevelopment Area, and their concerns with the proposed Map and Plan being too restrictive, thereby thwarting the successful marketing and/or redevelopment of their properties. Mr. Lamb noted that the most significant relaxation of the proposed design standards involved the build-to line along County Road C-2, and was based on certain soil conditions. However, Mr. Lamb advised the previously-addressed locations requiring public connection to Langton Lake Park were still in place, but there was less specificity to an exact location for that connection. Mr. Lamb noted that the most visible or prominent corners retained required public and pedestrian connections while allowing more flexible frontages (e.g. Fairview, Iona, Cleveland, and Twin Lakes Parkway) where applicable.

Mr. Lamb reviewed the specifics for each of the three (3) Frontages, and applicable revisions, as detailed in the Request for Planning Commission Action dated July 6, 2011. Mr. Lamb provided illustrative examples of the various frontages, addressing vertical and/or landscape screening for setbacks and parking, depending on the actual siting of buildings as development occurs.

Mr. Lamb emphasized the need to continue to facilitate the public realm connections to Langton Lake along County Road C-2, east and west of the Lake, and the Iona Corridor/Greenway, while allowing flexibility on the Metropolitan Council's easement. On Page 7 of the revised Plan, Mr. Lamb reviewed details of the proposed public realm connections and how they would work with building relationship and specifications of each. Mr. Lamb noted that the Langton Lake connection on the east is a pedestrian pathway, and was proposed to occur on public property, and would not be imposed over private property.

Mr. Lamb and Mr. Paschke addressed comments and questions of the Commission at this time.

Questions of Commissioners

At the request of Member Cook, Mr. Lamb noted that the Metropolitan Council's interceptor easement was an existing easement that the Plan attempted to take advantage of in connecting to Langton Lake Park, not through a neighborhood.

Member Strohmeier asked for the rationale in changing frontage classification at County Road C-2 and Cleveland Avenue from Greenway to Flexible to address soil conditions and potential geotechnical improvements/costs (Section 2.2 of the report).

Mr. Lamb advised that there were fairly significant soil condition concerns at the northwest corner of County Road C-2 and Cleveland; and by extending the Urban Frontage along County Road C-2 that allowed greater flexibility for the build-to lines in an attempt to accommodate that potential concern.

Member Strohmeier noted that the Greenway Frontage was the most regulatory of the three (3) frontage options; and questioned how making those dictates more flexible would address soil concerns.

Mr. Lamb advised that the corridor was still dictated by the Regulating Map, but it suggested the Flexible Frontage on County Road C-2 to address those soil conditions. Mr. Lamb advised that, at the discretion of the Commission, the area could revert back to Greenway; however, this was staff's attempt to address the feedback from commercial property owners; and would still encourage a pedestrian connection fronted by a building as opposed to other areas of the Lake.

Member Strohmeier questioned the evolution from the Roseville Comprehensive Plan approved in 2001 to this proposed Regulating Map and Plan, opining that based on his extensive research on the timeframe to-date, the proposal for this extensive zoning map with build-to lines and three (3) frontages.

Mr. Paschke responded that the Comprehensive Plan didn't specify what would occur on any property, simply guided it in a general sense. Mr. Paschke noted that, when the Comprehensive Plan was developed in 2009, it designated Community/Mixed Use for the Twin Lakes Redevelopment Area, followed through when the 2010 Zoning Ordinance was adopted, stipulating that a Regulating Map be created to guide that area. Mr. Paschke noted that this Regulating Map and Plan attempted to combine all those into one document, as well as including the *Imagine Roseville 2025* community visioning process, and previous Twin Lakes Redevelopment Area's Urban Design Principles.

Member Strohmeier questioned if he could be assured that all environmental concerns were taken care of, or their status.

Mr. Paschke advised that all environmental concerns had not yet been addressed; and that as properties develop, they would be subject to a Phase I or Phase II environmental review, and if soils were determined to need remediation, it would need to be done, similar to requirements for the City, when they had done the infrastructure improvements for the development. Mr. Paschke noted that there were dollars to assist those developments depending on the level of contamination found, and with City Council approval.

Member Lester referenced the June 30, 2011 letter from Martin & Squires, page 2, alleging that the proposed regulatory structure was being unequally, arbitrarily and capriciously applied; and that the City was using disparate treatment of owners within the development area. Member Lester sought staff comment on whether they had considered all property owners comments, and whether there was any special treatment.

Mr. Paschke advise that staff had listened to the concerns of all property owners participating in the various discussions, and based on soil conditions at County Road C-2 and Cleveland Avenue, had attempted to address some of those concerns and issues. Mr. Paschke noted that some issues and concerns could be addressed, but others could not be, but opined that this did not indicate special treatment. Mr. Paschke noted that the concerns of the property owner at County Road C-2 and Cleveland was concerned that the previous frontage requirements would require them to site a building on a former swamp, and the recommended revised Map and Plan allowed greater flexibility on that site to realistically facilitate future development. Mr. Paschke noted that the entire area was available for potential build out in this redevelopment area, with some properties required to do more remediation than others as the property developed; however, he opined that if some of those property owners were of the opinion that the City was providing arbitrary approval, it was not justified and was simply the existing condition of their particular property.

Member Lester questioned who would be responsible for development of the special corridors.

Mr. Paschke advised that, as part of any future development plan, a developer would be required to dedicate that portion of their property and include it as part of their development project, providing trail connections to Langton Lake Park to create a public realm as suggested in the Plan.

Member Lester requested the intent of the corridor in Area B of the Regulating Map.

Mr. Paschke noted the revised dashed line from the previous fixed line, located over the sixty foot (60') wide Metropolitan Council's Interceptor Easement and how best to develop adjacent properties. Mr. Paschke noted that those issues and concerns were related to how a fixed point intersecting with Iona Lane and Mount Ridge Road may not be as feasible or prudent as one possibly needed in a different location in order to line up with the intersection, depending on what type of development occurred at that location.

Member Boguszewski, in his comparison of the June 15 DRAFT Regulating Map and Plan with the June 30 DRAFT, opined that it appeared the majority of the proposed revisions recommended by staff provided less strictness, and appeared to address the majority of previously-stated concerns of developers and/or property owners and their perception of overly restrictive frontage requirements. Mr. Boguszewski noted that, if the Plan and Map were approved at this time, modifications could be made in the future whether for commercial or residential use, similar to other City Code amendments for addressing specific development projects.

Member Strohmeier, in his review of numerous documents, expressed his concern in the apparent lack of open space, and a sufficient buffer zone for Langton Lake Park; noting that in his review of the Twin Lakes Redevelopment Area, those were major concerns in the documents he'd already referenced, in addition to the AUAR. Member Strohmeier questioned how the Regulating Map reflected that and the efforts made to address those major concerns.

Related to sufficient buffering for Langton Lake Park, Mr. Paschke advised that, from staff's perspective, the proposed setbacks could achieve greater buffering around through requiring certain dedications to provide connections, while not attempting to limit a property owner from developing their private property, which staff didn't feel was appropriate or warranted.

Regarding open space, Mr. Paschke noted that this is between 80-90% an Urban Development, and was fairly in keeping with how things have been proposed to-date in Roseville, and discussions over many years on the community's vision for the area related to setbacks and other improvements on private property not listed in the specific regulations of the Regulating Map and Plan. Mr. Paschke advised that this document was an attempt, cooperatively with other City Code requirements already in place, to be cognizant of current market trends for developers and property owners in the Twin Lakes Redevelopment Area. Mr. Paschke noted that the numerous storm

water management requirements and options for developers to consider would provide substantial green space; and that staff was not suggesting more green space requirements in an urban development area.

Public Comment

Amy Ihlan, 1776 Stanbridge Avenue, resident northeast of the Regulating Map area

Ms. Ihlan requested that her comments and notes, as verbalized at tonight's meeting, be allowed into the public record upon her submission of them to the Commission in written format at a later date.

Chair Boerigter duly noted her request.

Lack of Public Input

Ms. Ihlan expressed concern with the lack of public input received to-date from residents in surrounding neighborhoods, while having received significant input from commercial landowners in the Twin Lakes Redevelopment Area. In her discussions with residents in the area, and her knowledge of neighborhood interest for this Plan, she opined that the neighbors area aware of the Plan Map being presented at tonight's meeting. With respect to proposals, Ms. Ihlan noted the pedestrian walkway that would intersect with backyard residential properties along County Road C-2 and impacts to those residential neighborhoods. Ms. Ihlan opined that she knew those residents had concerns and would desire to provide input. Ms. Ihlan urged the Commission and staff to think about additional ways to bring residential property owners into the discussion, not just commercial property owners. Ms. Ihlan noted that residential property values area tied to amenities of Langton Lake Park, and those property values were also impacted by traffic in the Twin Lakes Area, both issues of great neighborhood concern. Ms. Ihlan requested that those people be brought to the table.

Environmental Impacts

From her neighborhood perspective, as well as her former service as a City Councilmember, Ms. Ihlan noted that past controversy and litigation on environmental review. Ms. Ihlan opined that the proposed Regulating Plan did not reflect all of that previous environmental analysis and mitigations, especially for wildlife habitat and the four (4) adjacent Oak forests to Langton Lake Park, some of which were on private property. In the most recent 2007 AUAR and requirements for that mitigation, Ms. Ihlan opined that there needed to be open space dedication in the future for those areas, and creation and restoration of wildlife habitat corridors in that area. Ms. Ihlan expressed her concern that there was no dedication indicated to meet those mitigation requirements, and that there was nothing stipulated in the Zoning Code either.

Buffering for Langton Lake Park and Surrounding Neighborhoods

Ms. Ihlan opined that the AUAR and current Comprehensive Plan provided for appropriate buffers, boundaries and transitions between Twin Lakes and those residential areas. However in the Zoning Text and Map, Ms. Ihlan opined that it appeared that the existing buffers were being decreased from current undeveloped properties, an example being with the proposed public access points to the Park. Ms. Ihlan noted the fragile wooded buffer along the south edge of the Park, and questioned if the proposed access points to the south would change in that environment, or preserve the wildlife habitat and natural amenity.

Parking

Ms. Ihlan noted the location as close as five feet (5') from the boundary of the Park, noting that the screening requirements appeared to be more flexible, and opined that it seemed inconsistent to increase or protect the buffer.

Ms. Ihlan opined that the Twin Lakes Parkway connection to Fairview Avenue would remove the existing barrier to drive-through traffic off I-35W into a residential neighborhood, and would seem to decrease rather than increase the buffer.

Green Space/Open Space

Ms. Ihlan noted that previous zoning designation of the Twin Lakes Redevelopment Area (B-6) and required minimum green space of 25%; opining that the proposed Plan appeared to be moving to 90% development or coverage on all the sites in this area. Ms. Ihlan requested that the Commission consider that rationale from a planning perspective; and opined that more public input should be collected from residential property owners wanting additional protections and creation of more green space. Ms. Ihlan opined that there were creative ways to do so; and noted that such increased impervious coverage raised other environmental concerns for Langton Lake, with its water quality already impaired.

Twin Lakes Parkway Connection to Fairview Avenue

Ms. Ihlan noted the near completion of Phases I and II of the Twin Lakes Parkway construction up to Prior Avenue; opining that was great and it was an important infrastructure accomplishment. However, Ms. Ihlan requested that the Commission seriously consider, from a planning perspective, halting further Parkway construction, leaving it as it is. Ms. Ihlan opined that this observation was based on significant savings that could be realized by the City and property owners, as well as the construction to-date being adequate. Ms. Ihlan noted that the original plan for Twin Lakes Parkway envisioned that it would connect to Fairview Avenue and then proceed through Terrace Drive to Snelling Avenue, allowing for an alternate route to Snelling Avenue. However, Ms. Ihlan opined that the City was aware that for the last ten (10) years, MnDOT would no longer approve that connection at Terrace Drive and Snelling Avenue, as it was too close to the existing County Road C-2 intersection. If a connection were created from Twin Lakes Parkway to Fairview Avenue, Ms. Ihlan opined that it would be a connection to nowhere; and that it would cause traffic to naturally gravitate into residential neighborhoods. Ms. Ihlan opined that, if the connection was not needed, it shouldn't be pursued; and it would be good for the Planning Commission to revisit that from a planning perspective at this time. Ms. Ihlan advocated for leaving the Parkway as is to save money and protect residential neighborhoods.

General Comments

Ms. Ihlan questioned what the actual vision of the Plan was and where that vision was being promoted. Ms. Ihlan opined that, based on her observations for this Mixed Use development, it looked like other commercial areas in Roseville, and opined that she didn't see integration for combined residential/office uses; with no promotion of housing at all, even where it could serve as a buffer between existing residential neighborhoods, an important issue expressed in the past by the public. Ms. Ihlan advocated for buffering those existing residential neighborhoods and the Park with those less dense uses, such as housing.

Ms. Ihlan questioned the role of the 2001 Comprehensive Plan Master Plan in this proposed Regulating Map and Plan, opining that the Master Plan had provided a good narrative for potential development scenarios on mixed use themes for Twin Lakes and the other side of Fairview. Ms. Ihlan expressed concern that if only Twin Lakes was focused on, and not Fairview, it would create a piecemeal development that the previous Master Plan attempted to avoid.

Ms. Ihlan questioned if the proposed Plan provided the tools to create the economic development the community wanted and needed: LEED-certified buildings; development that would build the City's tax base; and living wage jobs.

Chair Boerigter asked staff to provide a response to Ms. Ihlan's public comments, as applicable.

Lack of Public Input

Mr. Paschke advised that a minimum of 730-760 notices had been processed, inviting property owners within a broad area around the Twin Lakes Redevelopment Area to participate in an Open House, which was actually more of a workshop session, with the resulting attendance consisting of a number of Planning Commissioners, City Councilmembers, a few residents, and a prominent number of Twin Lakes property owners.

As part of that notice, Mr. Paschke advised that those noticed were also encouraged to attend the Public Hearing at the Special Planning Commission meeting on June 15, with only 2-3 residents in attendance, along with 2 commercial property owners, at the Public Hearing, as duly noted in those meeting minutes. Mr. Paschke noted that only people remaining engaged in the proposed Regulating Map and Plan discussions were commercial property owners, even with staff attempting to provide information on the City's website as it was solidified and revised, copies of draft minutes on the website, and other opportunities. From an information standpoint, unfortunately, Mr. Paschke opined that people appeared to have little interest in getting engaged in this process.

Chair Boerigter opined that staff had apparently done their due diligence in attempting to receive public input; and noted, from his perspective, that it certainly would have been more encouraging to have more people attending the Open House.

Environmental Impacts

Chair Boerigter asked staff to address the interaction between the AUAR and this Regulating Map, if any and how development would be affected in the area and mitigation requirements from the AUAR implemented.

Mr. Paschke reminded Commissioners, and the public, that there were certain regulations in other documents, the AUAR being one of them, that limited the types of square footage, and numerous mitigations in place that would be necessary to achieve based on a specific development, once it came forward, and whether modifications to the development proposal were needed. Mr. Paschke reiterated that a review of mitigations predicated on the AUAR would be conducted at that time, and would not limit additional buffer requirements in the area addressed by the AUAR. As it related to preserving the Oak forest and natural habitat, Mr. Paschke noted that the actual setback may be above and beyond the setbacks indicated in the proposed Regulating Map, depending on the development scenario.

Chair Boerigter noted that any development still needed to comply with the AUAR.

Mr. Lamb addressed the 80-90% developable area concern, noting that given development and storm water requirements for the area, opining that he didn't see how any development could ever achieve that much area.

Mr. Paschke concurred, noting that unless the AUAR was modified to allow for greater square footages of uses, a development may actually be required to provide additional Open Spaces above that stipulated in the AUAR.

Buffering for Langton Lake Park and Surrounding Neighborhoods; Green/Open Space

Chair Boerigter noted that staff had already addressed this concern in responding to Member Strohmeier's concerns, and Mr. Paschke concurred with Chair Boerigter that additional buffering was not needed as part of this Regulating Plan, since it would be subject to other regulations already in place.

Parking

Mr. Paschke noted that the proposed Regulating Map shows parking within five feet (5') of Langton Lake Park; however, whether it could be built adjacent to the park, and still meet or mitigate the more protective barrier for trees in that environment was another question. Mr. Paschke reiterated that the AUAR and other documents in place trumped the proposed Regulating Map allowance for Flexible Frontages.

in that area was another question.

Twin Lakes Parkway Connection to Fairview Avenue

Chair Boerigter sought staff's perspective on whether the Parkway should be extended to Fairview Avenue.

Mr. Paschke advised that any revisions to the Parkway would require an amendment to the Comprehensive Plan and the City's Official Maps; and would require a complete review and additional analysis within the AUAR to change how the Parkway is currently proposed. Mr. Paschke noted that the original AUAR and improvements to County Road C are predicated on Twin Lakes Parkway going through from Cleveland to Fairview. Mr. Paschke indicated that such a revision was possible, but the AUAR was based on certain analyses and any amendment would require modification of a number of documents.

Chair Boerigter asked staff and/or Mr. Lamb their opinion on whether it was a good idea to eliminate that connection.

Mr. Lamb opined that he would not be the best resource to make that judgment, and would lean on the guidance of past policies in the Comprehensive Plan that had been established for numerous reasons, some of those listed tonight.

Member Boguszewski noted, and Mr. Paschke concurred, that the order for any potential revisions would be for the City Council for look into changing the Comprehensive Plan to initiate such an adjustment; and at that point, the Regulating Map could be changed for that underlying change, but that such a change would not be a part of this current Regulating Map and Plan approval process to guide any revisions of such a substantial significance.

More Housing Needed

Mr. Paschke clarified that this Regulating Map and Plan did not deal with specific uses, but only dealt with form and how buildings were placed on a parcel, and how they looked in relationship to enhancing the public realm and connections. Mr. Paschke reiterated that the Zoning is for Community/Mixed Use, allowing for a number of different uses, including housing that could essentially be placed anywhere within the Twin Lakes Redevelopment Area and within the confines of the AUAR. Mr. Paschke noted that this exercise to create a Regulating Plan was not tied specifically to a given use, with uses allowed anywhere; but that the purpose of this process was to create how they're placed on the site and regulations within that placement.

Annette Phillips, 3084 Shorewood Lane (residential property NE of proposed regulating map)

Ms. Phillips reiterated some of the concerns she had observed; and questioned why an Urban plan was suggested for this particular tract of land. Ms. Phillips opined that, to her knowledge, this hasn't been done in the rest of Roseville, where nice setbacks and more greenery was provided, with no buildings set on a corner or having a solid wall. Ms. Phillips opined that this was not a good diversion for Roseville; and that Roseville deserved to have more green space, and a more livable environment, and to retain its nice tax base. Ms. Phillips objected to her presumption for 90% of

properties covered with buildings and parking lots, providing for little green space; and needing a healthier and more aesthetic look.

Regarding Twin Lake Parkway, as a 45-year resident of Roseville, Ms. Phillips advised that she had attended many of the prior meetings over the years related to this linkage through Terrace Drive to Snelling Avenue, originally proposed as an ideal situation for any traffic coming from I-35W. However, if the highway department is not going to allow that connection, Ms. Phillips opined that it removed any rationale for the road connecting; and that traffic coming out on Fairview Avenue would have no place to go, and no major road other than County Road C. By putting traffic on Fairview Avenue, Ms. Phillips opined that the City was impacting residential areas, and asked that it reconsider the connection.

Member Strohmeier noted that a number of good issues had been brought forward tonight for discussion; and asked staff to comment on whether it was mandatory in the AUAR to retain Langton Lake Park as a wildlife habitat.

Mr. Lamb opined that Langton Lake Park had been designated as one of two urban parks in Roseville; and had implications on how development could occur around an urban park. Mr. Lamb noted that the southern and eastern parts of the Park were undeveloped parcels, and retaining the urban habitat concept was important, but was unsure how the AUAR guided that or how it would be specifically addressed. Mr. Lamb opined that the Park was a fabulous resource, with at least four (4) existing homemade trail connections to Langton Lake Park pathway, indicating that people were obviously interested in those connections. Mr. Lamb advised that the Regulating Plan looked to improve those connections; and for wildlife issues addressed by the AUAR, he would defer to staff.

Mr. Paschke, while unsure how the AUAR sought to enhance wildlife corridors, noted that the AUAR set out a number of mitigations for when development occurred. Mr. Paschke noted that most of the Twin Lakes area was already developed with little untouched by machines or with dirt not already turned over, so the goal was to redevelop paved areas and former parking lots. Mr. Paschke advised that the AUAR would be utilized and implemented as necessary when development projects came forward, but that no specifics were in place to-date, and were no different than traffic mitigations discussed at the last Commission meeting. Mr. Paschke noted that as developments come forward, the specifics for all of those issues would be reviewed and analyzed.

Chair Boerigter closed the Public Hearing at 7:35 p.m.

Member Strohmeier opined that this was a special area, surrounding the park, and in his analysis of the issue and review of the area, he preferred that the Map revert back to the version presented at the June 15, 2011 Public Hearing, as it related to Greenway Frontage to address lot coverage restrictions and trees, open space provisions. Member Strohmeier made this request in the form of a motion, but due to the lack of a second, Chair Boerigter declared the motion failed.

Member Boguszewski opined that the Regulating Map and Plan was a new concept, but it didn't set aside any of the AUAR requirements that may apply on an individual or case by case basis; and still allowed for adjustments, variances, or amendments to occur for specific issues as they came up. Member Boguszewski opined that this area had been under discussion for a very long time; and in terms of getting something accomplished and in place as a starting point to address the City's interests in regulating this area, and its vision for the Twin Lakes Redevelopment Area, he intended to support the proposed Map and Plan, as presented tonight, in part to get past this and move on. In addressing Member Strohmeier's motion that failed, Member Boguszewski opined that it was his sense from the majority of Commissioners following the Public Hearing discussion that they supported moving toward a greater flexibility, not a higher level of restriction as indicated on the previous Regulating Map draft. While recognizing that there was always friction

in city interests and those of land owners, Member Boguszewski opined that that tension forced the City to strike a balance for the larger benefit of its residents, and to make the land marketable for property owners. In his opinion, Member Boguszewski opined that this Map, as presented tonight, struck a good balance.

With Chair Boerigter's approval, Mr. Paschke asked to address some of the public comments of Ms. Phillips related to differences in the Twin Lakes area and other areas of Roseville. Mr. Paschke opined that, while the Regulating Map may look different and advocate form and placement perspectives, the hard lined percentages were no different than and remained consistent with those allowed in current and previous business districts. Mr. Paschke advised that the reason those things occurred on the proposed Regulating Map were based on the previously-referenced documents (e.g. *Imagine Roseville 2025* community visioning process; 2030 Comprehensive Plan; and concepts in the original Twin Lakes Master Plan and urban design standards). Mr. Paschke noted that the City no longer had Planned Unit Developments (PUD's) under its recently-revised Zoning Code, and the underlying documents included those items addressed in the Regulating Map.

Mr. Paschke opined that, if the proposed Regulating Map and Plan was not supported, the *Imagine Roseville 2025* findings needed to be rethought; since the discussion within all of the Regulating Plan and Map was to attempt to provide greater green space. Regarding comments on the amount of impervious coverage on a lot, Mr. Paschke advised that, until a development plan was brought forward, there was no indication that the coverage would ever get to 90%, and personally opined that it would not, but would be less than that percentage.

Mr. Paschke noted that there was a greater burden regulating a previously-developed area with essentially no existing green space, and to now create more green space. Reiterating that all sites would be required to address storm water management, Mr. Paschke opined that the statement that Langton Lake Park would be damaged further did not hold true, when developments will have to treat any runoff before it goes off their site, not like the past, and would be more restrictive, essentially making the quality of Langton Lake better than it is currently when everything and all runoff can flow into it without any treatment.

In conclusion, Mr. Paschke noted that Roseville is an urban community, not a rural community; and the City was attempting to sustain its vision and goals throughout the planning documents, especially at major intersections and regional connections. Mr. Paschke opined that he personally thought a fairly good job had been achieved, but as development came forward, there may need to be some things addressed, but that these documents currently in place should allow the City to do so.

Mr. Lamb, as a follow-up regarding Greenway Frontages on the east side of the proposed Regulating Map and the north/south pedestrian alignment, noted the first two (2) parcels were adjacent to residential areas; and there was no parking west of that line (Area E on the proposed Regulating Map). Mr. Lamb noted that the other parcels were city-owned and would be retained as open space; and that the remnant parcel south of Langton Lake Park was currently impervious surface. Mr. Lamb noted that the western 25' setback contiguous to the Park from the extension of Iona to County Road C-2 on the west side of the park had been relaxed as it related to vertical screening and parking requirements. Mr. Lamb noted that the 25' setbacks could be retained, but that on the west side, there was already a 25' setback, as indicated on the Regulating Map.

At the request of Member Cook related to the south side of Langton Lake Park, currently impervious surface, when Iona is constructed, it could swing north or south, and may need to be addressed further at that time, and based on how development is indicated; thus the recommendation for more flexibility.

Chair Boerigter concurred with Member Boguszewski's comments about moving forward. Chair Boerigter opined that he preferred the flexibility of this version of the Regulating Map than the last iteration;; and that a yeoman's amount of work had been done in compiling the Comprehensive Plan, visioning documents and other regulatory documents into this scheme. Chair Boerigter commended staff and the consultants on a job well done; opining that while there may be specifics that were not strongly endorsed by individual Commissioners, the Regulating Map as proposed reflected what the City has long envisioned for the Twin Lakes Redevelopment Area and would allow development in a manner that residents and City Councils have suggested. However, Chair Boerigter opined that he wasn't convinced that once the first development came forward, there still wouldn't be issues to address; but overall, he was supportive of the Map and getting it initiated to move forward. If there were amendments indicated in the future as the plan was put into use practically, Chair Boerigter noted that it would be similar to amendments needed to the Zoning Code with those required tweaks as indicated. Chair Boerigter opined that he was generally satisfied with this version, that it appeared to work, and offered his support of the Map and Plan.

MOTION

Member Cook moved, seconded by Member Boguszewski to RECOMMEND TO THE City Council approval of the proposed Twin Lakes Sub-Area 1 Regulating Plan and subsequent amendments to Section 1005.07 of the Roseville Zoning Ordinance (version 6/30/11 as presented).

Member Strohmeier opined that, in reviewing the past proposal with this, it was much improved from the many previous iterations; and should provide a good compromise for the City and developers. Member Strohmeier opined that, if this allowed for development of the Twin Lakes Redevelopment Area, he was all for it.

Ayes: 4

Nays: 1 (Strohmeier)

Motion carried.

Staff indicated that the case was scheduled to be heard at the July 18, 2011 City Council meeting.

**HAJEK &
BEAUCLAIRE
LLC
ATTORNEYS**

Robert J. Hajek Direct Dial: (612) 455-0651 Cell: (612) 801-5067
rhajek@hajekbeauclaire.com Licensed in MN, MT, CA and ND

601 CARLSON PARKWAY, SUITE 1050
MINNETONKA, MN 55305

June 15, 2011

Mr. Thomas Paschke
Roseville City Planner
2660 Civic Center Drive
Roseville, MN 55113

Re: XTRA Lease Parcel, 2700 Cleveland Ave., and Planning Commission Meeting

VIA HAND DELIVERY

Dear Mr. Paschke:

As you are aware, this office represents XTRA Lease, Inc., the owner of the parcel located at 2700 Cleveland Ave. N., PID # 04.29.23.33.0002. I am unable to attend the 4:00 meeting on Wednesday, June 15, 2011, or the Planning Commission meeting later that evening. I ask that this letter be entered into the public record for the Planning Commission meeting, and distributed to those in attendance.

It is my understanding that Roseville is attempting to implement a new zoning code/map. XTRA would like to note its objection to the "lifestyle center" type of zoning that is proposed for its parcel. XTRA believes that this is not the highest and best use of its land.

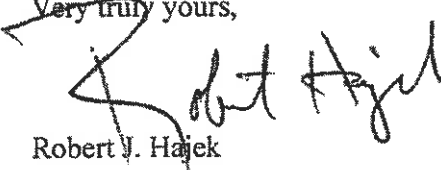
I am unaware if Roseville conducted any market-based studies for this type of development. However, the "lifestyle center" type of development has been used in other areas in the Twin Cities. Although in prior presentations you presented the lifestyle center in St. Louis Park, you have not mentioned the other lifestyle centers that have been developed in Minnesota. A thorough analysis would include consideration of all such developments, a number of which have failed or are failing, because according to experts I have consulted, the concept does not fit with Minnesota's climate or consumer preferences.

As such, XTRA believes that this zoning plan would result in a restriction on the ability to develop the property into its highest and best use and would limit the taxes generated through a more appropriate development concept. In short, the proposed zoning is a lose/lose for XTRA and the City of Roseville.

I encourage the City of Roseville to engage in a careful analysis of the economics of such a development, as opposed to the aesthetics, when considering the proposed zoning plan.

I am providing the original of this letter plus 15 copies. As stated above, I ask that you make them available with any packets of information that you provide to attendees at the Planning Commission meeting.

Very truly yours,


Robert J. Hajek

RJH/dsb

444 Cedar Street
Suite 2050
St. Paul, MN 55101
Telephone: 651-767-3740
Facsimile: 651-228-9161
www.martinsquires.com

June 30, 2011

John Paul Martin
Direct Dial # 651-767-3743
jpmartin@martinsquires.com

Roseville City Council
2660 Civic Center Drive
Roseville, MN 55113

Re: Proposed Twin Lakes Regulating Map and Plan
Our File No. 7054-01

Dear Council:

Our law firm represents Dorso Building Company (DBC) which owns 10 acres in the area of Roseville designated as Twin Lakes. Our client's land is located in the North Western quadrant of Twin Lakes with frontage on Cleveland Avenue and County Road C-2.

Recently, City staff has proposed additional regulatory burdens to be imposed on selected properties in Twin Lakes, including that owned by our client. These regulations have been presented to the Planning Commission and will be considered by the Council next week. We urge you not to approve these ill-conceived, unnecessary and burdensome regulations.

The regulations have been touted as providing flexibility and an enhancement to development. As applied to DBC property it does neither. Instead it raises the cost of development and imposes unreasonable burdens on ownership.

As an example of the burden imposed by the new plan, there will be a minimum of 25' and up to 60' required to be deducted to the public along County Road C-2. This adds a direct cost to development and is tantamount to a forced taking of property. This may cost DBC an estimated \$50,000.

The plan also provides a so called "build to line" experimental zoning. This is not well conceived and is unreasonable. DBC has had several reputable developers examine the DBC property and all of them (including Ryan, Rottlund, Opus and others) observed that the soil in the NW corner of the DBC property is best suited to parking, storm water retention or landscape. Yet, the "build to line" regulation would require a substantial amount of any structure to be placed on the North line – regardless of soil condition.

The proposed regulatory structure is being unequally, arbitrarily and capriciously applied. Recently, the proposed Regulations were redrafted to exempt one developer/owner in Twin Lakes. This adjustment comes without justification and highlights a continuing problem with disparate treatment of owners within this development area.

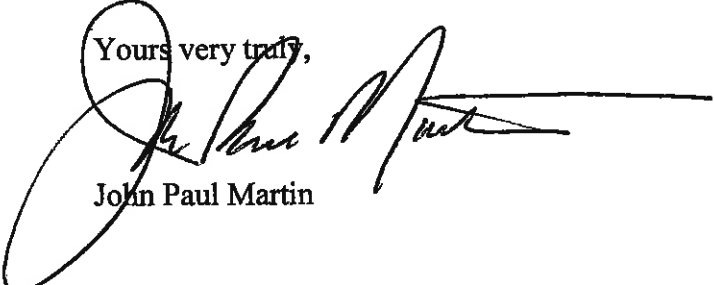
Unfortunately this last regulatory experiment is only the latest in an ongoing flailing about by the City of Roseville when it comes to Twin Lakes. Being designated part of Twin Lakes has been a disaster for DBC. The disaster is exemplified by:

1. There have been a string of so called "designated" developers of the City all of whom have touted themselves as the only viable buyer for DBC property over a ten (10) year period. None of them have closed on any purchase – all the while effectively freezing the property development options.
2. In 2006 the City chased away the primary tenant of DBC by starting and then abandoning a condemnation. It has been under-utilized ever since.
3. The City has approved a "developer impact" fee which is estimated to impose a development fee of up to \$2.4 mm on the DBC property. This has substantially destroyed the value of the DBC land which may be worth \$3-4 mm without the fee.
4. Mount Curve Road was recently built (over built?) along the East side of DBC property. Representatives of the City asserted this was a benefit to DBC despite more than adequate access along Cleveland Avenue and County Road C-2. When DBC objected to the street, the City declined to put in a curb cut to Mount Ridge despite providing one to every other abutting land owner.

All considered, the actions and inactions of the City to date (much less this recent proposed regulatory burden) have all but destroyed the value of this private property.

Please either vote this down or remove DBC land from Twin Lakes.

Yours very truly,


John Paul Martin

JPM:cp

cc: Planning Commission of Roseville
Dorso Building Company
Thomas Paschke, City Planner

**EXTRACT OF MINUTES OF MEETING OF THE
CITY COUNCIL OF THE CITY OF ROSEVILLE**

Pursuant to due call and notice thereof, a regular meeting of the City Council of the City of Roseville, County of Ramsey, State of Minnesota, was held on the 18th day of July, 2011 at 6:00 p.m.

The following members were present: _____
_____.

The following members were absent: _____
_____.

Council Member _____ introduced the following resolution and moved its adoption:

**RESOLUTION NO. _____
A RESOLUTION ADOPTING THE TWIN LAKES SUB-AREA 1
REGULATING PLAN**

WHEREAS, the City of Roseville has the authority, pursuant to the Municipal Planning Act (Minn. Stat. § 462.351-462.365), to conduct and implement municipal planning; and

WHEREAS, the City of Roseville has the authority, pursuant to Minn. Stat. § 462.353, Subd. 1, to carry on comprehensive municipal planning activities to guide future development and improvement of the City, to adopt and amend a comprehensive plan, and to implement the plan by ordinance and other actions authorized by the Municipal Planning Act; and

WHEREAS, the City of Roseville has the authority pursuant to Minn. Stat. § 462.357, Subd. 1, for the purpose of promoting public health, safety, morals, and general welfare to regulate by ordinance, the location, height, width, bulk, type of foundation, number of stories, size of buildings and other structures, the percentage of lot which may be occupied, the size of yards and other open spaces, the density and distribution of population, the uses of buildings and structures for trade, industry, residence, recreation, public activities, or other purposes, and the uses of land for trade, industry, residence, recreation, agriculture, forestry, soil conservation, water supply conservation, conservation of shorelines, access to direct sunlight for solar energy systems, flood control or other purposes, and may establish standards and procedures regulating such uses; and

WHEREAS, the City of Roseville has adopted a Comprehensive Plan which sets forth the policy for the regulation of land use and development in the City; and

WHEREAS, the City of Roseville has adopted the Roseville Zoning Ordinance which divides the City into districts and establishes regulations in regard to land and the buildings thereon; and

WHEREAS, the City adopted the Twin Lakes Urban Design Principles in 2007 to assist with the redevelopment within Twin Lakes; and

WHEREAS, Section 1005.07 of the Roseville Zoning Code establishes the Community Mixed-Use (CMU) District; and

WHEREAS, Section 1005.07 B provides for the creation of a Regulating Map and Standards establishing development parameters within the District that replace the Twin Lakes Urban Design Principles; and

WHEREAS, the Twin Lakes Sub-Area 1 Regulating Map and Standards (“Regulating Plan”) have been prepared for Sub-Area 1 of the Twin Lakes Redevelopment Area; and

WHEREAS, the Planning Division held a neighborhood meeting on May 25, 2011 to elicit citizen input into the shaping of the Regulating Plan; and

WHEREAS, on May 25, June 15, and July 5, 2011, the Planning Division and the project consultant met with property owners within Sub Area-1 to seek comments and input on the proposed Regulating Plan; and

WHEREAS, a Public Hearings regarding the Regulating Plan were held on June 15 and July 3, 2011, at which meeting:

- a) the City Planner and Planning Division’s consultant presented to the Commissioners and the public the proposed Regulating Plan,
- b) members of the public provided testimony and comment on the Regulating Plan,
- c) comments from property owners of property within the Twin Lakes Area were received and considered,
- d) correspondence from attorneys for property owners were received and considered,
- e) staff reports and documents containing various possible modifications to the Regulating Plan and other background information pertaining to the Regulating Plan was received and considered, and
- f) deliberations pertaining to the testimony, correspondence, documents and other information were conducted by the Commissioners;

and

WHEREAS, on July 3, 2011, the Planning Commission recommended approval of the Regulating Plan as presented by the Planning Division and it consultant by a vote of 4 in favor 1 opposed; and

WHEREAS, following the Planning Commission Meeting, the City received additional documents, reports, correspondence and other evidence from interested parties pertaining to the

Regulating Plan, all of which is included in the record on this matter and incorporated herein by reference; and

WHEREAS, the City Council upon receiving and considering the Planning Commission's recommendation, the Request for Council Action, evidence received and considered by the Planning Commission, other evidence received by the City following the Planning Commission Meeting and additional evidence presented at the City Council Meeting, and upon conducting deliberations on this matter, made the following findings of fact:

1. Section 1005.07 of the Roseville Zoning Code authorizes the City of Roseville to adopt the Regulating Plan for Sub-Area 1 of the Twin Lakes Redevelopment Area.
2. The Regulating Plan is necessary to guide and establish parameters pertaining to development within Sub-Area 1 of the Twin Lakes Redevelopment Area.
3. The Regulating Plan complies with and assists in the implementation of the Comprehensive Plan.
4. The Regulating Plan protects and promotes the public health, safety, peace, comfort, convenience, prosperity, and general welfare of the community and its people through the establishment of regulations governing land development and use.
5. The Regulating Plan protects and enhances the character, stability, and vitality of residential neighborhoods as well as commercial areas.
6. The Regulating Plan promotes orderly development and redevelopment.
7. The Regulating Plan fosters a harmonious, workable relationship among land uses.
8. The Regulating Plan promotes the stability of existing land uses that conform with the Comprehensive.
9. The Regulating Plan insures that public and private lands ultimately are used for the purposes which are most appropriate and most beneficial for the City as a whole.
10. The Regulating Plan promotes helpful movement of people, goods and services.
11. The Regulating Plan promotes human and physical resources of sufficient quality and quantity to sustain needed public services and facilities.
12. The Regulating Plan protects and enhances real property values.
13. The Regulating Plan safe guards and enhances the appearance of the City, including natural amenities of open space, hills, woods, lakes and ponds.
14. The Regulating Plan enhances that the Regulating Plan provides for attractive, inviting, high-quality mixed-use and service areas that are conveniently and safely accessible by multiple travel modes including transit, walking, and bicycling.
15. The Regulating Plan encourages suitable design practices that apply to buildings, private development sites, and the public realm in order to enhance the natural environment.

137 16. The Regulating Plan enhances the compatibility of site planning, internal
138 traffic circulation, landscaping and structures within the Sub-Area 1 of Twin
139 Lakes.

140 17. The Regulating Plan promotes and protects and will have a positive impact on
141 the general public health, safety and welfare.
142

143 NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Roseville,
144 Minnesota, that the foregoing findings and the Regulating Plan are hereby accepted and adopted.
145

146 NOW, THEREFORE, BE IT FURTHER RESOLVED, by the City Council of the City of
147 Roseville, Minnesota, that Chapter 1005, of the Roseville City Code is hereby amended by
148 adding the Regulation Plan as Section 1005.07B.
149

150 The motion for the adoption of the foregoing resolution was duly seconded by Member
151 _____, and upon vote being taken thereon the following voted in favor thereof:
152 _____,
153

154 and the following voted against the same: _____,
155

156 and the following were absent: _____.
157

158 WHEREUPON said resolution was declared duly passed and adopted on the 18th day of
159 July, 2011.
160

[illegible]

I, the undersigned, being the duly qualified City Manager of the City of Roseville, County of Ramsey, State of Minnesota, do hereby certify that I have carefully compared the foregoing extract of minutes of a regular meeting of said City Council held on the 18th day of July, 2011 with the original thereof on file in my office, and the same is a true and correct transcript thereof.

WITNESS MY HAND officially as such Manager this 18th day of July, 2011.

William J. Malinen, City Manager

(SEAL)

City of Roseville

ORDINANCE NO. _____

AN ORDINANCE AMENDING SELECTED TEXT OF SECTION 1005.02 (DESIGN STANDARDS) AND SECTION 1005.07 (COMMUNITY MIXED-USE DISTRICT) OF TITLE 10 "ZONING CODE" OF THE CITY CODE

THE CITY OF ROSEVILLE ORDAINS:

SECTION 1. Purpose: The Roseville City Code is hereby amended as follows to complete the zoning requirements for the portion of the Community Mixed Use District known as Twin Lakes Sub-Area 1 and to make minor changes in other sections to eliminate potentially conflicting code requirements.

SECTION 2. Section 1005.02 is hereby amended as follows:

1005.02 Design Standards

- B. **Entrance Orientation:** ~~Primary~~ Where appropriate and applicable, primary building entrances shall be oriented to the primary abutting public street. ~~The entrance must have a functional door.~~ 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.
- I. **Garage Doors and Loading Docks:** Loading docks, ~~refuse, recyclables, and/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/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.

SECTION 3. Section 1005.07 is hereby amended as follows:

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 ~~Map~~Plan:** The CMU District must be guided by a ~~Regulating-regulating Map-plan~~ for each location where it is applied. ~~The Regulating MapA regulating plan uses graphics and text to~~ establishes 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 ~~map-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.

a.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.

2.4. 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. ~~Permitted and conditional uses may occur within each building type as specified in Table 1005-1.~~

3.5. Building LinesBuild To Areas: ~~Building lines~~Build To Areas indicate the placement of buildings in relation to the street.

4. Street Types: ~~The regulating map 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 map.~~

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 ~~Map~~ Plan Approval Process: ~~The Regulating Map~~ A regulating plan may be developed by the City as part of a zoning ~~map~~ amendment following the procedures of Section 1009.06 of this Title and thus approved by City Council.

D. Amendments to Regulating ~~Map~~ 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. **Dimensional Standards Twin Lakes Sub-Area 1**
Regulating Plan:

<u>Table 1005-5</u>	
<u>Minimum lot area</u>	<u>None</u>
<u>Maximum building height</u>	<u>None</u>
<u>Minimum front yard setback</u>	<u>See frontage map</u>
<u>Minimum side yard setback</u>	<u>6 feet where windows are planned in a side wall or present in an adjacent wall</u> <u>10 feet from residential lot boundary^a</u> <u>Otherwise not required</u>
<u>Minimum rear yard setback</u>	<u>25 from residential lot boundary</u>
<u>Maximum building height</u>	<u>Within 50 feet of residential district boundary, equal to maximum height in that district.</u>

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

Figure 1005-1: Twin Lakes Sub-Area 1 Regulating Plan
Map



- Greenway Frontage
- Urban Frontage
- Flexible Frontage
(Parking Setback)
- Pedestrian Corridor
- Langton Lake Buffer

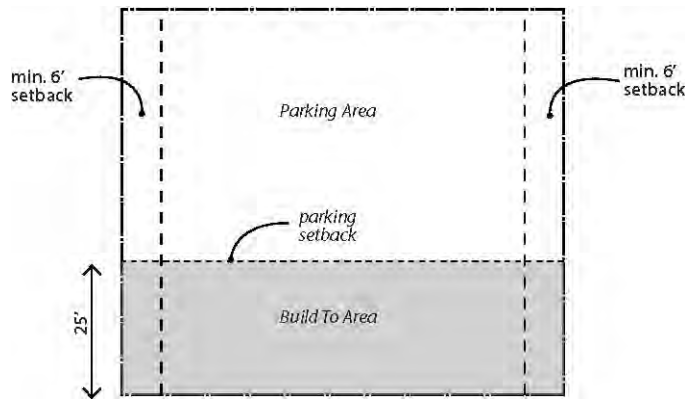
ABCDE Required Park Connection

Letters indicate approximate location of connection. Refer to subsection 7 below for more detail.

Note: Map shown is for graphic information only.

1. Greenway Frontage

a. Siting



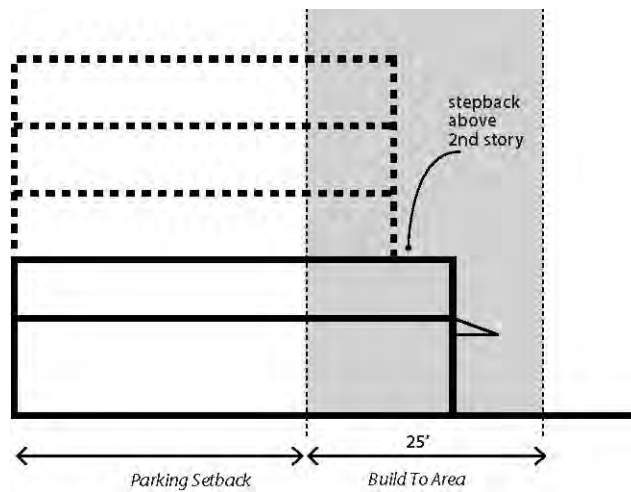
i. Build To Area

- 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 storey 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.

157

c. Building Height and Elements

158

159

160

- i. **Ground Floor:** Finished floor height shall be a maximum of 18" above sidewalk.

161

- ii. Height is not limited.

162

iii. **Facade**

163

164

165

166

167

168

169

170

171

172

- 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.

173

174

175

- B) Blank lengths of wall fronting a public street or pedestrian Connection shall not exceed 20 feet.

176

177

178

- C) Building facades facing a pedestrian or public space shall include at least 30% windows and/or entries.

179

180

181

- D) All floors above the second story shall be stepped back a minimum of 8 feet from the ground floor facade.

182

183

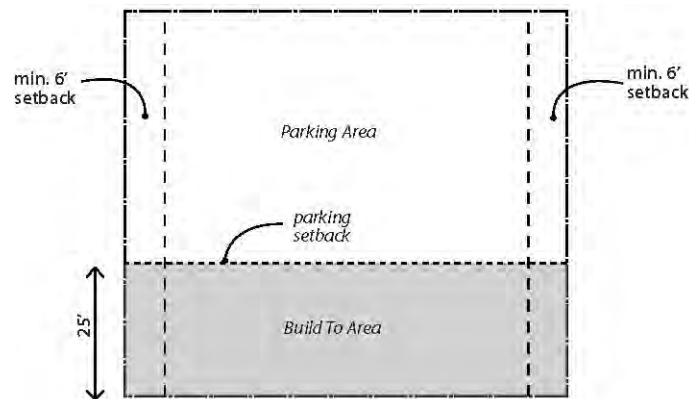
184

185

- 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



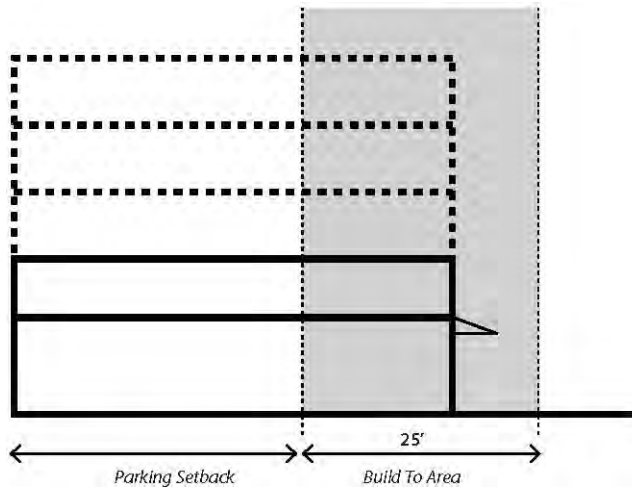
i. Build To Area

- 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 Section ____ 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.

210

b. Building Height and Elements

211

212

i. Height is not limited.

213

ii. Facade

214

215

216

217

218

219

220

221

222

223

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.

224

225

226

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

227

228

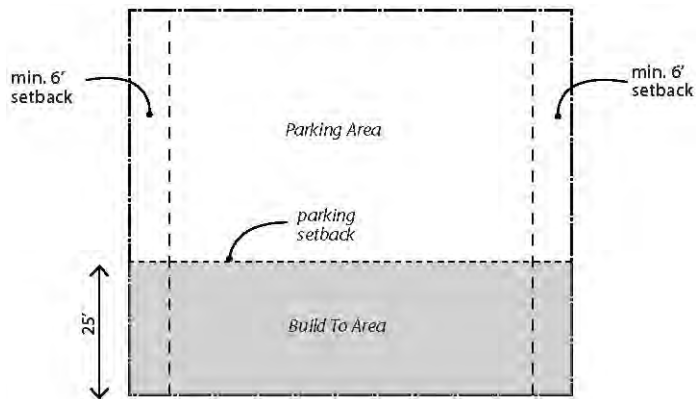
229

230

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



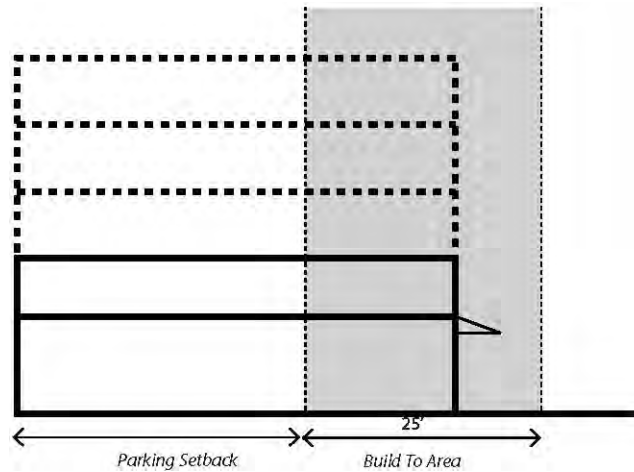
i. Build To Area

- 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.
- C) If a building does not occupy the Build To Area, the parking setback must include a required landscape treatment consistent with Section ____ 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.

256

b. Building Height and Elements

257

258

i. Height is not limited.

259

ii. Facade

260

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

261

262

263

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.

264

265

266

267

268

269

270

271

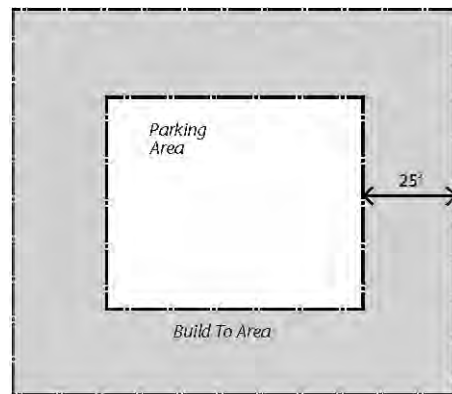
272

273

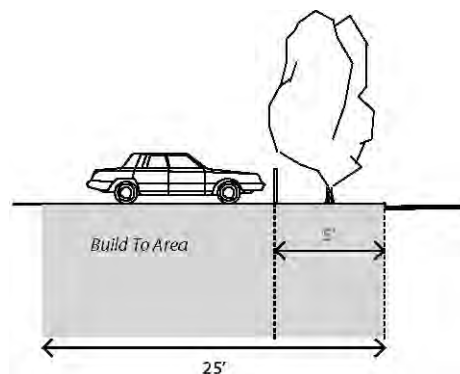
iii. Entries: Entries shall be clearly marked and visible from the sidewalk.

274

4. Parking

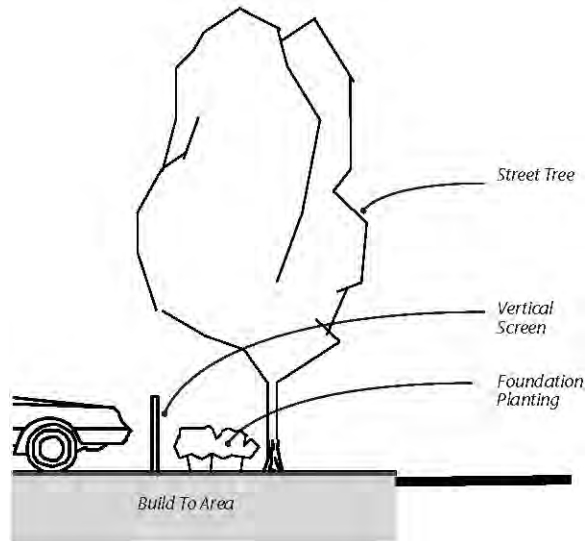


- a. Parking shall be located behind the Build To Area/parking setback line.
- b. Driveways and/or curb cuts are not allowed along the Greenway Frontage.
- c. **Parking Within the Build To Area:** Parking is allowed within the Build To Area, a minimum 5 feet from the property line, when screened by a 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.

295

5. Landscaping

296

297 **a. Greenway Frontage:** 1 tree is required per
 298 every 30 linear feet of Greenway Frontage

299 **b. Urban and Flexible Frontage**

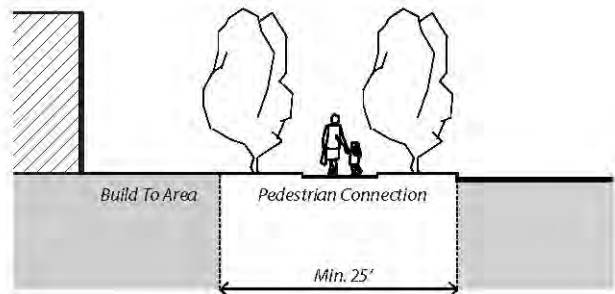
300 i. 1 tree is required per every 30 linear feet of
 301 Urban and/or Flexible Frontage.

302 ii. **Parking Within the Build To Area:** If
 303 parking is located within the Build To Area,
 304 the required vertical screen in the setback
 305 area shall be treated with foundation
 306 plantings, planted at the base of the vertical
 307 screen in a regular, consistent pattern.

308 **6. Public Park Connections**

309 Each pedestrian connection identified below shall be
 310 a trail/path a minimum of 25 feet wide. Details and
 311 specifications per the City of Roseville.

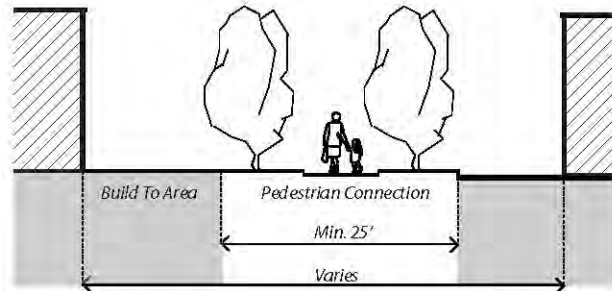
312 **a. County Road C2 Connection:** A pedestrian
 313 trail/path shall be built that connects adjacent
 314 properties to the Langton Lake Park path.



315

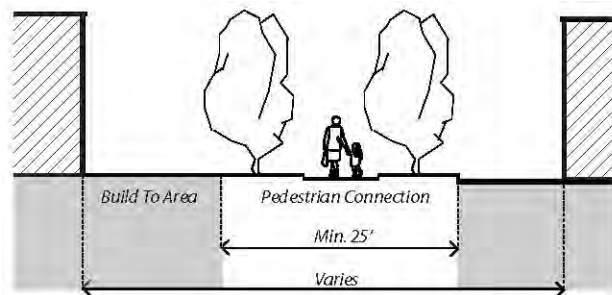
b. Langton Lake Park/Mount Ridge Road

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

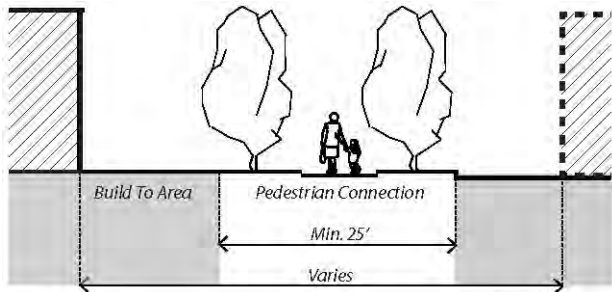


c. Langton Lake Park/Prior Avenue

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



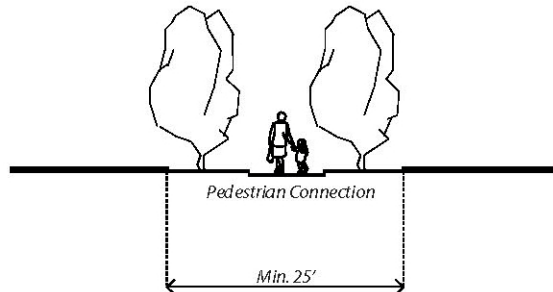
d. Iona Connection



i. A pedestrian trail/path shall be built that connects Mount Ridge Road to Fairview Avenue, intersecting with Langton Lake Park and Twin Lakes Parkway.

ii. The Pedestrian Connection shall take precedent over the Build To Area. In any event the relationship of buildings to pedestrian connection shall be consistent with the required frontage.

- e. **Langton Lake Connection:** A pedestrian trail/path shall be built that connects the adjacent properties to Langton Lake Park path.



- F. **Improvement Area:** The total improved area, including paved areas and footprints of principal and accessory buildings or structures, shall not exceed 85% of the total parcel area. **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 the 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 feature.
- G. **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. **Garage 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. 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.
- H. **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.

Attachment F

373 **SECTION 4. Effective Date:** This ordinance amendment to the Roseville City Code
374 shall take effect upon passage and publication.

375 Passed this 25th day of July 2011

Amy Ihlan
1776 Stanbridge Ave.

The following is a summary of my comments made at the planning commission meeting on July 6. These are my concerns about the proposed Twin Lakes regulating plan and map.

1. Lack of notice and input by residents.

Although there has apparently been significant input from commercial landowners and developers, there has been almost no input from neighborhood residents. Residents – including those whose properties border Langton Lake Park and the Twin Lakes area – are not aware of the specific proposal and map now under discussion, and have not had the chance to be heard. Residents should be notified and brought into the planning process on an equal basis with commercial property owners.

2. Environmental Impacts

There has been much controversy (including litigation) over environmental review of proposed development in Twin Lakes, yet the proposed regulating plan/map does not reflect previous environmental analysis and mitigation requirements for the area.

To take one example, the Twin Lakes Final AUAR Update specifically identifies moderate quality oak forests in the Twin Lakes area (p. 20):

There are four oak forest segments that occur in the AUAR area, on the west side of Langton Lake Park. These are moderate quality oak forest areas with the highest wildlife value of the terrestrial wildlife habitats within and immediately adjacent to the AUAR area.

The AUAR requires that:

The impact to existing forest cover types shall be mitigated through future dedication of openspace within these oak forest areas, increasing the overall buffer and wildlife habitat value for Langton Lake Park (emphasis added).

The AUAR also analyzes the need for creation and restoration of wildlife habitat and wetland corridors in the Twin Lakes development area.

The proposed Regulating Plan/Map does not include any dedication of open space within the oak forests, any increase in the overall buffer of Langton Lake Park, or any wildlife or wetland corridors as required by the AUAR.

3. Buffering Langton Lake Park and Surrounding Neighborhoods

The Regulating Plan and current proposed amendments actually appear to decrease buffers between future commercial development, Langton Lake Park, and adjacent residential neighborhoods. For example, new public park access points are created (with precise locations unspecified). Several of these are on the southern edge of the park, closest to the proposed future development and Twin Lakes Parkway, where the current forest buffer around the Langton Lake is quite thin and fragile. Parking may be allowed as close as 5 feet from the western border of the park, while screening requirements are being made more “flexible”. The extension of Twin Lakes Parkway to connect with Fairview will remove an important existing barrier to drive-through traffic in the residential neighborhoods (see further discussion below).

4. Green Space and Open Space

Green space and open space within the Twin Lakes area is very significantly reduced from previous plans. The previous B-6 business park zone required a minimum of 25% green space for each lot or combinations of lots. The proposed regulating plan now appears to allow “90% development” on nearly all sites. In addition, much of the “greenway” frontage has been changed to “urban” or “flexible” frontage under the proposed amendments to the plan.

Public input on previous development proposals in Twin Lakes reflected how much Roseville residents value green space and open space – but green space has all but disappeared from the proposed regulating plan. So much impervious surface also poses a threat to the water quality and environmental health of Langton Lake.

5. Cut-Through Traffic and Twin Lakes Parkway

To save infrastructure costs ultimately born by the taxpayers and Twin Lakes commercial property owners, the planning commission should review whether the current construction of Twin Lakes Parkway (through Phase II) is adequate to facilitate development in the Twin Lakes area, without completing the proposed connection to Fairview. The original plan (for Twin Lakes Parkway to connect to Snelling at Terrace Drive) is not feasible, because MNDOT has made clear that a Terrace/Drive Snelling intersection will not be approved. Connecting Twin Lakes Parkway to Fairview without a direct route to Snelling via Terrace Drive will result in a “road to nowhere” that will funnel cut-through traffic from 35W into the Twin Lakes residential neighborhoods.

From a planning perspective, what does a connection to Fairview accomplish? Why not leave Twin Lakes Parkway “as is”, save money, and protect the neighbors from a deluge of new traffic? I urge the planning commission to review this issue, invite public input, and share its recommendations with the city council.

6. Vision?

My final comments concern the vision behind the proposed plan. It is hard to see how the plan promotes mixed use or “New Urbanist” development. The regulating plan looks very much like existing commercial areas on the other side of 35W. There is no integration of uses, no “traditional neighborhood development”, just big-box buildings and parking lots, with minimal setbacks, greenspace, and buffers. The plan lacks incentives, regulations, or “tools” to encourage genuine mixed use development. There is no discussion of environmental concerns or economic development goals. There is no provision for housing, and given the lack of greenspace and buffers, it would be very difficult to create a liveable, attractive residential neighborhood in the midst of large-scale commercial development.

I believe that the city should continue to use and follow the Twin Lakes Master Plan of 2001, which was previously part of our comprehensive plan. It included a detailed narrative describing the kind of mixed-use development envisioned for Twin Lakes. It was based on significant public input from businesses and residents, and had community support. It included a range of different development scenarios for the entire Twin Lakes area (not just the western portion). It provided a framework with some meaningful guidelines for economic development and environmental protection. The emphasis on open, undefined “flexibility” in the proposed new regulating plan is a clear invitation to exactly the piecemeal development that previous plans were designed to prevent.

Thank you for the opportunity to provide comments to the planning commission. Please feel free to contact me with any questions about these issues, or about the potential impact of the Twin Lakes regulating plan on the Twin Lakes neighborhood and Langton Lake park.

City of Roseville

ORDINANCE SUMMARY NO. ____

**AN ORDINANCE AMENDING TITLE 10 “ZONING ORDINANCE” SECTION 1005.07B
COMMUNITY MIXED USE DISTRICT (CMU), OF THE CITY CODE**

The following is the official summary of Ordinance No. ____ approved by the City Council of Roseville on July 18, 2011:

The Roseville City Code, Title 10, Zoning Ordinance, has been amended to include the Twin Lakes Regulating Plan, which regulates development/redevelopment within the Twin Lakes Redevelopment Area including building frontage types, parking locations, and build to areas.

A printed copy of the ordinance is available for inspection by any person during regular office hours in the office of the City Manager at the Roseville City Hall, 2660 Civic Center Drive, Roseville, Minnesota 55113. A copy of the ordinance and summary shall also be posted at the Reference Desk of the Roseville Branch of the Ramsey County Library, 2180 Hamline Avenue North, and on the Internet web page of the City of Roseville (www.ci.roseville.mn.us).

Attest: _____
William J. Malinen, City Manager