

ROSEVILLE
REQUEST FOR CITY COUNCIL ACTION

Agenda Date: 04/24/17

Agenda Item: 7.c

Department Approval



City Manager Approval



Item Description: Consider an Interim Use Renewal, Pursuant to Section 1009.03 of City Code, Approving Park-and-Ride Facilities at Nine Locations During the 12 day Minnesota State Fair (PF17-002)

BACKGROUND

The Minnesota State Fair (MSF), in cooperation with Grace Church, Roseville Area High School, St. Christopher's, Church of Corpus Christi, St. Rose of Lima, Calvary Church, New Life Presbyterian, Centennial United Methodist, and Roseville Covenant, seeks a five year renewal of its Interim Use (IU) of eight park-and-ride facilities and the addition of one new park-and-ride facility (St. Christopher's) for the 12-day Minnesota State Fair.

Prior to issuance of the first IU permit in 2002, the MSF had operated park and ride facilities at certain sites in Roseville for many years. In 2001, after receiving a few isolated complaints, (mainly one site) the City determined that the park and facilities should be regulated as an interim use. The approvals have been valid for 5-year periods, with a couple of intermediate approvals of additional sites along the way. The most recent interim use expired at the end of September 2016.

All nine of the park-and-ride facilities are on church or school property that is zoned Institutional (INST) District. Park and ride lots are allowed as *Conditional* uses in the INST District if it is to be the main, principal use of a property. Since MSF only operates the identified lots during the 12 days of the annual state fair, these facilities are temporary in nature, making the INTERIM USE (IU) process is the appropriate tool for regulating them. It should be noted that MSF does operate other park and ride facilities in other locations in Roseville that are not regulated by an Interim Use. These locations are located within shopping centers where park and ride lots are permitted.

PLANNING COMMISSION ACTION

At their meeting of April 5, 2017, the Roseville Planning Commission continued the public hearing regarding the State Fair IU. At the meeting Commissioners did have questions of both the applicant and staff regarding the existing conditions and two new conditions being sought by staff (PC Draft Minutes - Attachment B).

The Planning Commission voted 6-0 to amend condition "a" to 12:30 am to allow busses to drop-off the last riders.

The Planning Commission voted 5-1 to recommend approval of a 5-year renewal of the INTERIM USE for the Minnesota State Fair to continue operating park and ride facilities at nine church and school locations based on the comments, findings, and the conditions of the report dated April 5, 2017.

SUGGESTED CITY COUNCIL ACTION

Adopt a resolution approving a five year Interim Use renewal for the nine park and ride facilities and conditions indicated on the attached resolution (Attachment C).

ALTERNATIVE ACTIONS

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

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

Attachments: A. RPCA B. Draft PC minutes
C. Draft resolution



REQUEST FOR PLANNING COMMISSION ACTION

Agenda Date: 04/05/17

Agenda Item: 6a

Prepared By

Department Approval

Agenda Section

Public Hearings

Item Description: Continuation of the consideration of an Interim Use Renewal pursuant to §1009.03 of the City Code to permit park-and-ride facilities at nine locations during the 12 day Minnesota State Fair - Tabled at the March 1, 2007 meeting (PF17-002).

APPLICATION INFORMATION

1	Applicant:	Minnesota State Fair
2	Location:	1310 County Road B2
3	Property Owner:	Grace Church
4	Location:	Roseville Area High School
5	Property Owner:	1240 County Road B2
6	Location:	2300 Hamline Avenue
7	Property Owner:	St. Christopher Episcopal
8	Location:	2131 Fairview Avenue
9	Property Owner:	Church of Corpus Christi
10	Location:	2048 Hamline
11	Property Owner:	St. Rose of Lima
12	Location:	2120 Lexington Avenue
13	Property Owner:	Calvary Church
14	Location:	965 Larpenteur
15	Property Owner:	New Life Presbyterian
16	Location:	1524 County Road C2
17	Property Owner:	Centennial United Methodist
18	Location:	2865 Hamline
19	Property Owner:	Roseville Covenant
20	Application Submission:	02/03/17; deemed complete 02/09/17
21	City Action Deadline:	04/04/17
22	Planning File History:	PF3370, PF3473, PF3768, 2011
23		Renewal, PF07-017
24		
25	LEVEL OF DISCRETION IN DECISION MAKING: Actions taken on an Interim Use request	
26	are legislative; the City has broad discretion in making land use decisions based on	
27	advancing the health, safety, and general welfare of the community.	

BACKGROUND

The Minnesota State Fair (MSF) in cooperation with Grace Church, Roseville Area High School, St. Christopher's, Church of Corpus Christi, St. Rose of Lima, Calvary Church, New Life Presbyterian, Centennial United Methodist, and Roseville Covenant, seeks a five year renewal of its Interim Use (IU) of eight park-and-ride facilities and the addition of one new park-and-ride facility (St. Christopher's) for the 12-day Minnesota State Fair.

Prior to issuance of the first IU permit in 2002, the MSF had operated park and ride facilities at certain sites in Roseville for many years. In 2001, after receiving a few isolated complaints (mainly one site) the City determined that the park and facilities should be regulated as interim use. The approvals have been valid for 5-year periods, with a couple of intermediate approvals of additional sites along the way. The most recent interim use expired at the end of September 2016.

All nine of the park-and-ride facilities are on church or school property that is zoned Institutional (INST) District. Park and ride lots are allowed as *conditional* uses in the INST District if it is to be the main, principal use of a property. Since MSF only operates the identified lots during the 12 days of the annual state fair, these facilities are temporary in nature, and the INTERIM USE (IU) process is the appropriate tool for regulating them.

Park and ride facilities are operated by MSF in other locations in Roseville, in addition to the nine institutionally-zoned sites but, because those locations are at places like shopping centers—where park and ride lots are permitted uses—they don't require any special approval.

STAFF REVIEW OF STATE FAIR IU

An applicant seeking approval of an IU or its renewal is required to hold an open house meeting to inform the surrounding property owners, renters, and other interested attendees of the proposal, to answer questions, and to solicit feedback. The MSF held five grouped open houses on the following dates at the noted sites: 12/15/16 Grace Church, Roseville Area High School, and St. Christopher's Episcopal; 12/19/16 Church of Corpus Christi and St. Michaels; 12/21/16 St. Rose of Lima and Calvary Church; 01/09/19 New Life Presbyterian; and 01/10/17 Centennial United Methodist and Roseville Covenant. The expanded notification process the Planning Division has implemented included a total of 2,142 invitations being mailed out to residents and renters concerning the nine park-and-ride-facilities. Attendance at the open houses included a total of 18 residents/renters who asked various questions or provided the State Fair with comments concerning a park-and-ride facility. In addition to the 18 resident/renter, four Planning Commissioners were in attendance at various open houses. The MSF also received telephone calls and email concerning specific park-and-ride facilities. The open house summary is included as Attachment B.

Upon the approval of the initial IU in 2002, the Planning Division was directed by the City Council to review each site throughout the 12 day State Fair and provide a report regarding the inspections and whether any complaints were received. The report found all sites to be in compliance with the stated conditions and the Planning Division only received calls regarding overflow parking and parking in front of mail boxes.

Every year since the initial IU the City has received calls and emails regarding vehicles partially blocking driveways and mail boxes, or occasional noise-related issues. Up until a few years ago, the Planning Division received most of the calls and the City Planner was responsible for monitoring the park a-and-ride facilities and worked with the State Fair to resolve any issues that arose.

Overflow parking on public streets not signed “no parking,” however, has continued/increased. In 2011, the City Planner and Police Chief indicated this situation needed to be monitored more closely in the coming years and if infractions (e.g., parking in front of driveways or mail boxes or too close to intersections and fire hydrants) continued to occur, additional measures such as no parking signs may be required at specific locations.

In recent years the park-and-ride facilities in Roseville have been very popular and as a result the City has experienced increased resident complaints in select areas. To address these concerns the Public Works Department has installed “no parking” signs along certain sections of roadways, which has reduced the number of calls in those areas. Nevertheless, calls have and will continue (and potentially increase) as it is difficult to enforce vehicle proximity to driveways and vehicle blocking mailboxes. It is also worth noting that these calls, mobilizing staff to install no parking signs, and having police patrol park-and-ride areas is burdensome given our limited resources.

One option to consider is granting the Public Works Department the ability to post and maintain temporary no parking areas, the cost of which is to be covered by the State Fair. Such an endeavor would be addressed on a case-by-case basis and require the State Fair to submit an annual escrow. The Public Works Department currently signs five streets in response to citizen complaints near St. Rose of Lima, Calvary Church, Grace Church, and Roseville Area High School. The Public Works Department would operate this escrow account as it does for other projects and if the City spends 75% or more of the escrow before the end of the Fair, the City will request an additional 25%. Any unspent monies from the escrow account could be retained for the following year or be returned to the State Fair within 30 days of conclusion of the Fair.

Another option to consider is requiring the State Fair to contract with the Roseville Police Department for an officer to inspect the neighborhoods in and around the nine park and ride facilities and issue tickets for all City Code and State Statute parking violations. This officer would carry out the inspections during the peak hours of the fair when on-street parking has been the highest; typically from 7 am to 5 pm.

While City staff has no issues with the nine park-and-ride facilities throughout the City (and annually receive very few calls concerning their operation), our concern is the overflow parking and how to address the growing problem of vehicles parking too close to driveways and mailboxes creating an inconvenience to our residents.

REVIEW OF IU CRITERIA

§1009.03 D of the City Code specifies that three specific findings must be made in order to approve a proposed INTERIM USE:

- a. *The proposed use will not impose additional costs on the public if it is necessary for the public to take the property in the future.* This is generally intended to ensure that particular interim use will not make the site costly to clean up if the City were to acquire the property for some purpose in the future. In this case, the park and ride facilities are a temporary intensification of the use of existing parking lots and
- b. *The proposed use will not create an excessive burden on parks, streets, and other public facilities.* Traffic on City streets has seen an increase in recent years as the popularity of the State Fair and the park-and-ride facilities continues to rise. Similarly, overflow on-street parking certainly affects the streets surrounding the park and ride facilities. Several people have commented on the additional traffic and the inconvenience of people parking on the street and on occasion parking in front of their mailboxes and slightly blocking driveways. The City has also received comments of recognition that the short-term inconvenience is easy to tolerate because of the great value of the park and ride facilities. However, the past two years have required City intervention to address select concern areas, which, long-term, will require a satisfactory solution that addresses the hours/costs of City staff resources.
- c. *The proposed use will not be injurious to the surrounding neighborhood or otherwise harm the public health, safety, and general welfare.* In the many years that the park and ride facilities have operated, Planning Division staff has received no reports of health or safety issues, but limiting buses from staging in the right-of-way seems like a good way to ensure traffic safety as the sites grow more popular over time. Noise and trash are concerns, but seem to have been problematic at a particular location that is no longer included. Nevertheless, the conditions of approval have been refined over the years to help to ensure that the other sites continue to operate in a way that the neighboring property owners find acceptable.

PUBLIC COMMENTS 03/01/17

During the duly noticed public hearing portion of the meeting, three residents addressed the Commission with comments and questions. All of the residents commented that they support for the park-and-ride facilities that each lived near or adjacent to, but that the popularity they have increased concerns on overflow public street parking, which can block driveways and mailboxes (Attachment D).

STAFF RECOMMENDATION

Given our concerns pertaining to overflow on-street parking and issues concerning vehicles parking too close to driveways and mailboxes, City staff would suggest a condition granting the Public Works Department the ability to post and maintain temporary no parking areas, the cost of which to be covered by the State Fair. Should parking issues be deemed too numerous or too difficult to combat, City staff would suggest the State Fair contract with the Roseville Police Department for an off-duty officer paid for by the State Fair to inspect the neighborhoods in and around the nine park and ride facilities and issue tickets for all City Code and State Statute parking violations.

Based on comments and findings outlined above, the Planning Division recommends renewed approval of the annual state fair park and ride facilities as INTERIM USES for an additional five years, subject to the following conditions:

Existing Conditions

- a. The hours of operation at each of the sites shall be limited from 7 a.m. to midnight;
- b. Each site shall have a minimum of one portable restroom that is cleaned on a regular basis (every four days, at a minimum);
- c. Each site shall have trash containers appropriately placed throughout the site to encourage use, and each trash container shall be emptied daily;
- d. Each site shall be monitored (walked by volunteer staff) hourly between the hours of 7 a.m. and 7 p.m., and every half hour between the hours of 7 p.m. and midnight;
- e. Each site is allowed directional signage and a “lot full” sign not exceeding 28 inches by 36 inches, additional signage shall be placed on-site to direct users away from local residential streets, and all signage and other pertinent information shall be taken down daily;
- f. Bus traffic and loading/unloading locations shall substantially adhere to the preferred route reviewed as part of the application and which is on file in the Community Development Department;
- g. The City has the ability, should certain altercations, events, or issues arise, to discontinue the use of a lot if deemed necessary by the City Manager or his/her assignee;
- h. Community Development staff will administratively review park and ride locations, based on citizen complaints, to determine whether operational modifications are necessary and will work with site volunteers and Minnesota State Fair staff to resolve the issue;
- i. Each site shall have a certificate of insurance with the Minnesota Risk Management Division for liability;

New Conditions

- j. The State Fair shall enter into a contract with the Roseville Public Works Department for an annual payment to cover the Departments posting and maintenance of temporary no parking areas. This contract would be reviewed annually as well to determine whether the fee should increase or to discuss what should be done with unexpended funds. A contract between both parties shall be in place and executed prior to the beginning of the 2017 Minnesota State Fair;
- k. The State Fair shall enter into a contract with the Roseville Police Department/City for the annual 12-day services of an off-duty officer. A contract between both parties shall be in place and executed prior to the beginning of the 2017 Minnesota State Fair. This contract shall not affect any other agreements the State Fair has with the Roseville Police Department relative to the State Fair.
- l. The INTERIM USE approval shall expire at the end of September 2021.

PUBLIC COMMENT

Since the open house and the publication/ mailing of the public hearing notice, the Planning Division has received three email regarding various park-and ride facilities in Roseville, which are provided as Attachment C.

PLANNING COMMISSION ACTION

By motion, recommend renewed 5-year approval of the INTERIM USE for Minnesota State Fair to continue operating park and ride facilities at 9 church and school locations based on the comments, findings, and the conditions stated above of this report.

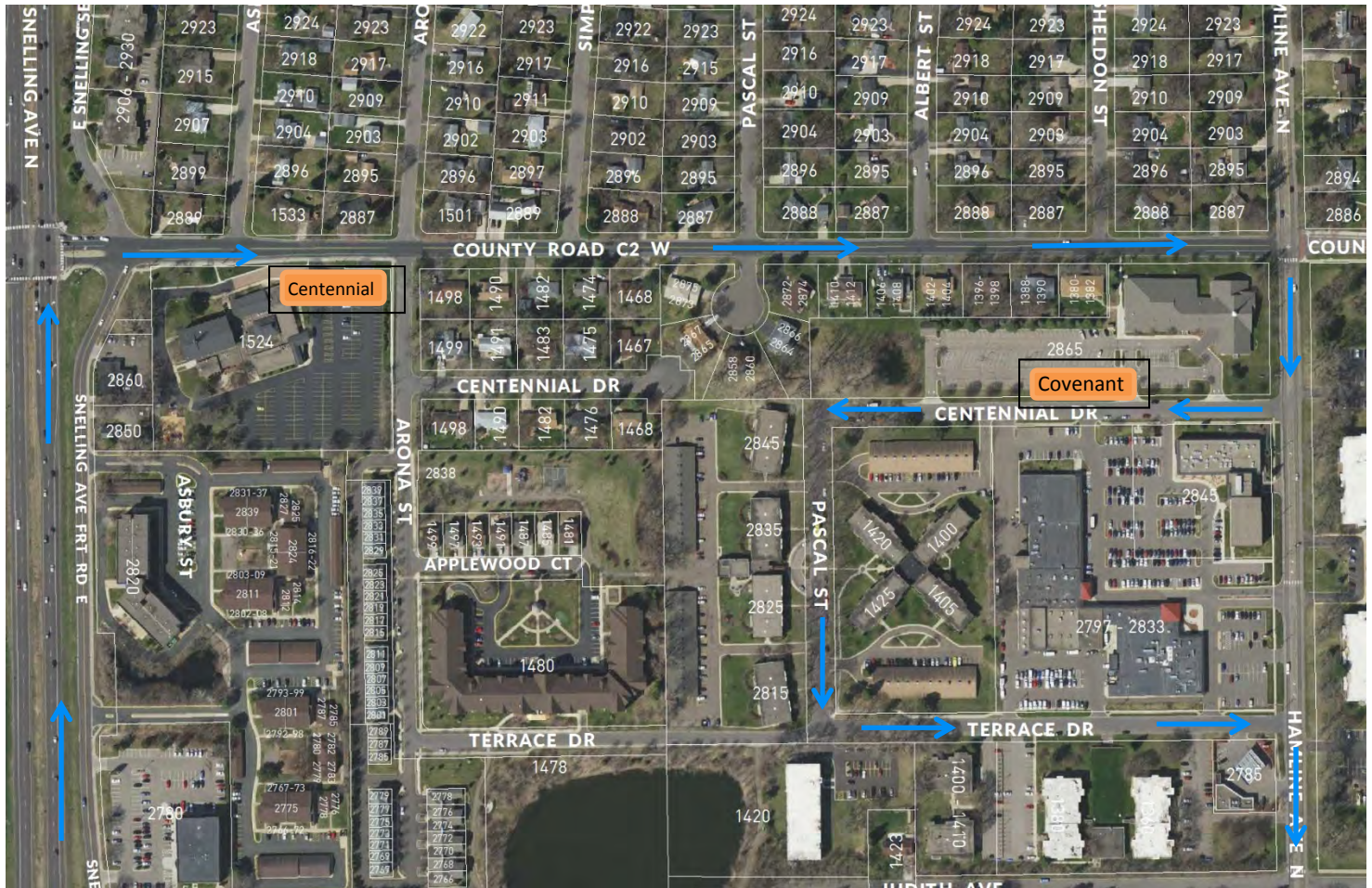
ALTERNATIVE ACTIONS

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

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

Attachments: A. P&R site/flow maps B. Open house summary
 C. resident email D. PC minutes

CENTENNIAL UNITED METHODIST & ROSEVILLE COVENANT



ROUTE INFORMATION

CENTENNIAL UNITED METHODIST ROUTE →

FROM STATE FAIR TRANSIT CENTER

SNELLING AVENUE TO COUNTY ROAD C2 TO CENTENNIAL UNITED METHODIST CURB SIDE PICK-UP LOCATION

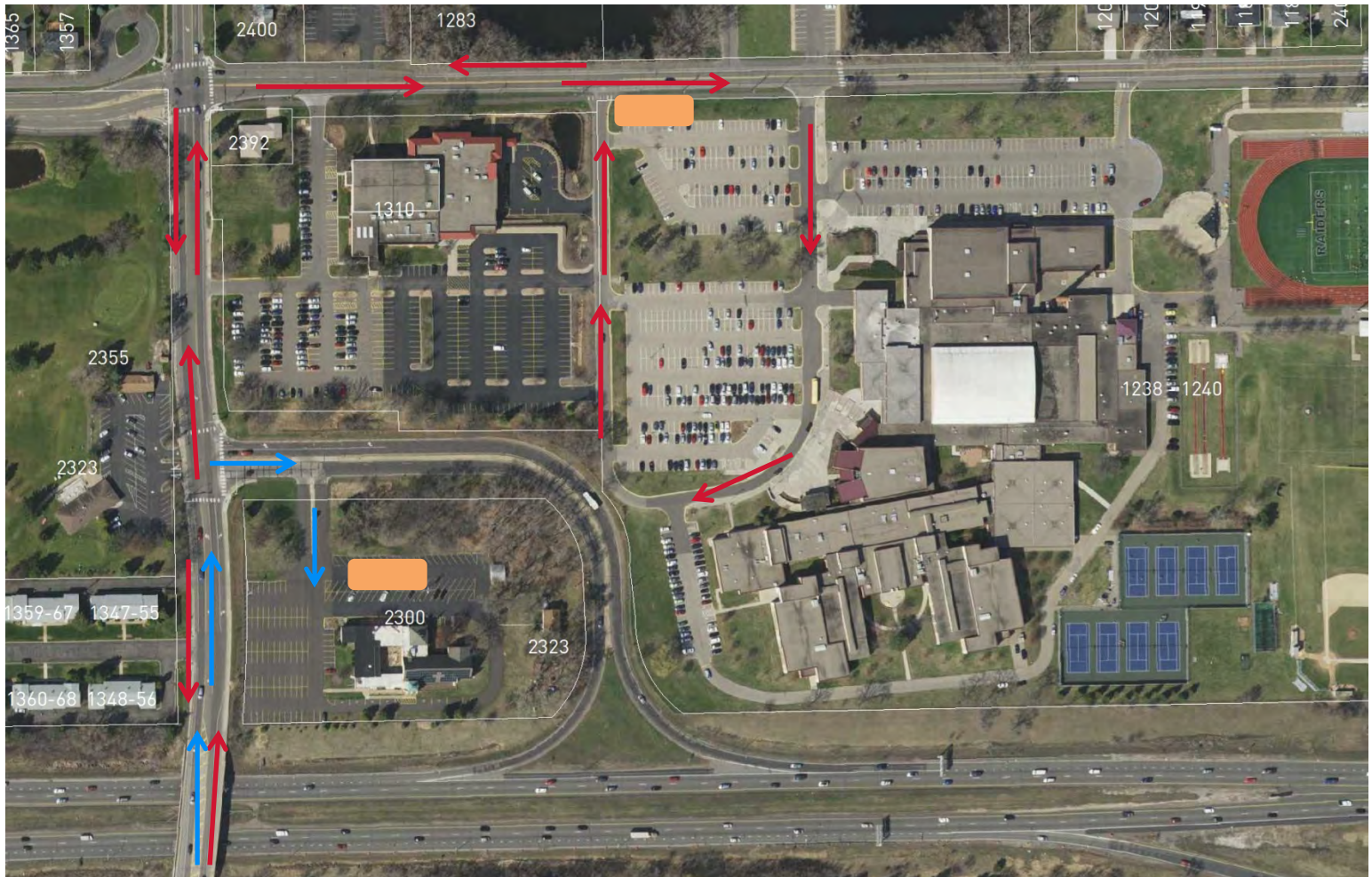
ROSEVILLE COVENANT ROUTE →

COUNTY ROAD C2 TO HAMLINE AVENUE

HAMLINE TO CENTENNIAL AND ROSEVILLE COVENANT CURB SIDE PICK-UP LOCATION

FROM ROSEVILLE COVENANT, THE BUS HEADS BACK TO STATE FAIR TRANSIT CENTER DROP-OFF LOCATION.

GRACE CHURCH, ROSEVILLE AREA HIGH SCHOOL (RAHS), AND ST. CHRISTOPHER EPISCOPAL (NEW)



DEPARTS MIDWAY PARKWAY →

RIGHT TURN ONTO SNELLING AVENUE TO LARPENTEUR
 RIGHT TURN ONTO LARPENTEUR TO HAMLINE
 LEFT TURN ON TO HAMLINE TO ST. ROSE OF LIMA
 PROCEED ON HAMLINE TO COUNTY ROAD B2
 RIGHT ONTO COUNTY ROAD B2 TO DELLWOOD ON RIGHT
 TURN RIGHT INTO RAHS LOT AND LOOP AROUND TO GRACE/RAHS PICK-UP LOCATION

TO MIDWAY PARKWAY →

LEFT ON TO COUNTY ROAD B2 TO HAMLINE
 LEFT ON HAMLINE; PROCEED TO MIDWAY PARKWAY
 RIGHT TURN ONTO MIDWAY PARKWAY AND PROCEED STATE FAIR DROP-OFF AREA

NEW - ST. CHRISTOPHER →

BUS MAY BE SEPARATE OR PICK-UP/DROP-OFF BEFORE OR AFTER GRACE/RAHS
 ACCESS TO ST. CHRISTOPHER PICK-UP/DROP-OFF AREA VIA HIGHWAY 36 RAMP

CHURCH OF CORPUS CHRISTI



CORPUS CHRISTI ROUTE



CLEVELAND AVENUE TO COUNTY ROAD B

LEFT TURN ONTO COUNTY ROAD B

COUNTY ROAD B TO CORPUS CHRISTI PICK-UP LOCATION

BUS THEN HEADS TO DEPARTMENT OF EDUCATION LOTS



NEW LIFE PRESBYTERIAN CHURCH



NEW LIFE PRESBYTERIAN

- DEPARTS MIDWAY DROP-OFF/PICK-UP LOCATION
- HEADS NORTH ON SNELLING AVE TO LARPENTEUR AVE
- TAKES LARPENTUR AVE TO VICTORIA ST
- LEFT ON VICTORIA AVE AND INTO NEW LIFE PARKING LOT TO PICK-UP/DROP-OFF LOCATION
- LEAVES PARKING LOT HEADING NORTH ON VICTORIA
- TURNS LEFT ONTO ROSELAWN AVE AND HEADS WEST TO LEXINGTON AVE
- TAKES LEXINGTON AVE NORTH TO CALVARY BAPTIST

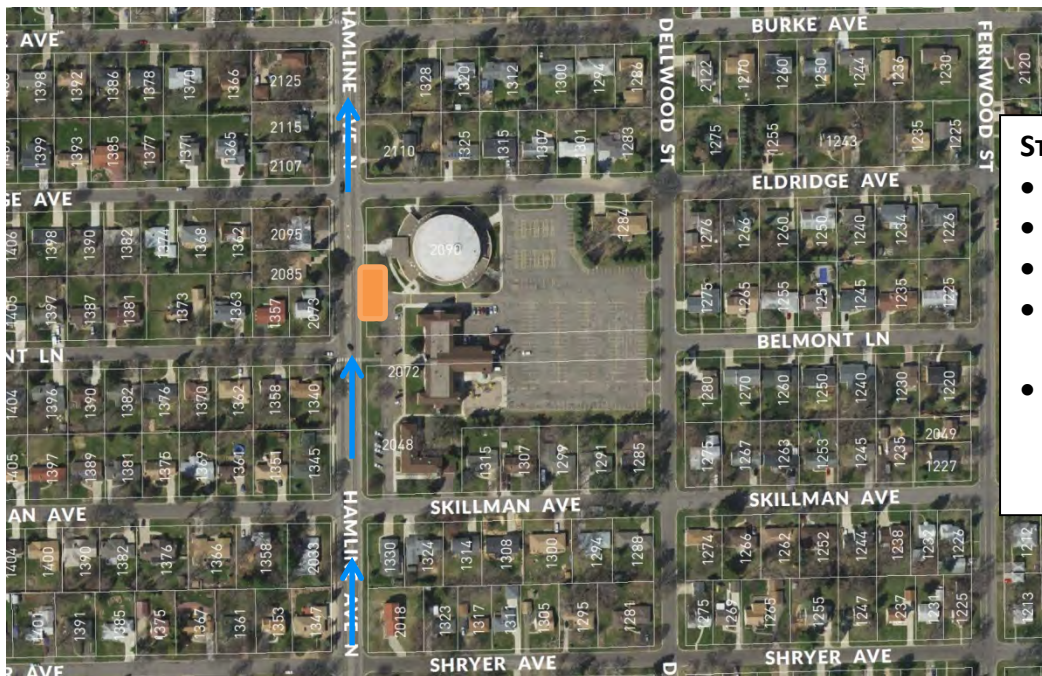
CALVARY BAPTIST



CALVARY BAPTIST ROUTE

- FROM NEW LIFE VIA VICTORIA ST TO ROSELAWN AVE TO LEXINGTON AVE
- NORTH ON LEXINGTON AVE TO BURKE ST
- LEFT ON BURKE STREET TO CALVARY PARKING LOT
- LEFT INTO LOT TO PICK-UP LOCATION 
- LEAVES CALVARY PARKING LOT AND TAKES LEFT FROM PARKER ON TO LEXINGTON AVE
- TAKES LEXINGTON AVE AND OTHER ROADWAYS BACK TO MIDWAY PARKWAY

ST. ROSE OF LIMA



ST. ROSE OF LIMA ROUTE

- FROM STATE FAIR – MIDWAY PARKWAY
- SNELLING AVE TO LARPENTEUR AVE
- LARPENTEUR AVE TO HAMLINE
- HAMLINE TO ST. ROSE CURB SIDE PICK-UP LOCATION 
- FROM ST. ROSE OF LIMA, THE BUS HEADS TO RAHS/GRACE, THEN BACK TO MIDWAY DROP-OFF LOCATION



Twelve Days of **FUN** Ending Labor Day

January 11, 2017

AttachmentBA

To: Thomas Paschke, City Planner, City of Roseville

From: Steve Grans, Transportation Manager, MN State Fair

Re: Interim Use Permit Open Houses Review:

#1 12/15/16 Grace Church of Roseville/RAHS/St. Christophers Episcopal Church - No residents attended the meeting. Three Planning Commission members were in attendance. I received three emails regarding this meeting and one phone call.

#2 12/19/16 Church of Corpus Christi/St. Michaels Lutheran Church (St. Michaels dropped out of our Park & Ride program via email to me on December 14, 2016)

Three residents and two Planning Commission members attended this meeting. One resident left after being informed that St. Michaels was no longer in the Park & Ride program. The other two residents were there on behalf of St. Michaels and stayed to voice their concerns. I received two phone calls regarding this meeting. One was directly regarding St. Michaels and the other was from a resident on Glick Lane supporting of our Park & Ride program.

#3 12/21/16 St. Rose of Lima Catholic Church/Calvary Church

Two residents and one Planning Commission member attended this meeting. Both residents lived west of St. Rose on Eldridge Ave. Both residents' concerns are street parking. Eldridge has parking on one side of the street, and the residents would feel better if that parking would be only available for "Residents Only" during the fair. No residents were at the meeting from Calvary Church. I received 3 emails regarding Park & Ride services at St. Rose of Lima and two emails and one phone call regarding Park & Ride services at Calvary Church

#4 1/9/17 New Life Presbyterian Church

Four residents attended. One resident on Chatsworth St. had concerns regarding street parking and trash. If no parking signs were on one side of the street that would be OK with him. Another resident who lives on Chatsworth St. said he has no concerns regarding street parking and that trash is not a problem. The other resident and couple were in complete support of having a Park Ride operation at New Life Presbyterian Church. I received one phone call, two letters and one email in support of having the Park & Ride continue at New Life Presbyterian Church.

#5 1/10/17 Centennial United Methodist Church/Roseville Covenant Church

One couple attended. They live on Applewood Ct W. and are in complete support of continuing having Park & Ride service at Centennial United Methodist Church. I received one email in support of having Park & Ride service continue at Centennial United Methodist Church. One email from Presbyterian Homes Corp regarding Hamline Shopping Center and Roseville Covenant Church.

Thomas Paschke

From: Keturah Pestel [REDACTED]
Sent: Saturday, February 18, 2017 8:22 AM
To: RV Planning
Subject: Public Hearing- Calvary Baptist Park and Ride

Hi, we live right across the street from Calvary Baptist (1080 Parker Ave) and I just wanted to write in support of them continuing to be a State Fair Park & Ride. We've lived here for 13 years this summer and we appreciate everything Calvary does to support the community. We think that Park & Ride sites help lower congestion for the State Fair. And while we do have some downside (people leaving garbage on our lawn, for example, as the dump it after coming back from the fair) we think the positives outweigh the negatives.

We support renewing the request to be an interim use park and ride facility for the term of the State Fair.

Thanks,

Keturah Pestel
1080 Parker Ave homeowner

Thomas Paschke

From: Margo and Tim [REDACTED]
Sent: Friday, February 17, 2017 6:34 PM
To: RV Planning
Subject: Comments re: 3/1 mtg New Life Presbyterian Church state fair parking

Dear Mr. Thomas Paschke,

We are unable to attend the Roseville Planning Commission mtg on March 3/1 mtg re: New Life Presbyterian Church's state fair Park and Ride, but want to provide input.

We live in Como Park and are in **strong** support of the Park and Ride at New Life Presbyterian Church.

However, we are asking for your consideration of restricting parking between Milton and Idaho Ave. (two blocks). For safety reasons parking should only be allowed one ONE side of Milton.

SCENARIO:

What happens when the church lot is full is that people park along Victoria Ave (North of Larpenetur) to Roselawn - this is restricted to one side and seems to work as well as can be expected with high volumes of Park and Ride usage. In addition they park along (both sides) of Milton (South of Larpenetur) and walk over to the church to catch the bus.

As cars drive eastbound on Larpenetur and turn South on MILton without any warning they are tightly locked onto a street packed with cars parked on both sides and cannot meet another car. This is dangerous - particularly in the event that an emergency vehicle needs access (particularly a fire truck).

Limiting parking to ONE side of MILton during the state fair could easily be accomplished by installing temp signs along 2 blocks. It would be a significant improvement to accessibility and safety during this busy time.

During the 2016 State Fair we snapped a photo of Milton - I will send that to you in a separate email.

We've lived on California Ave 20+ years and greatly appreciate the ability to provide this input.

Regards,

Timothy Nelson and Margo Melting - Nelson
1007 California Ave W
St. Paul MN 55117
[REDACTED]

Thomas Paschke

From: Margo and Tim [REDACTED]
Sent: Friday, February 17, 2017 6:42 PM
To: RV Planning
Subject: Photo of Milton during state fair 2016
Attachments: 9C084033-143F-4FD2-A4FF-B65DDDF75B10.JPG; ATT00001.txt

This is photo of Milton taken during state fair 2016 showing parking on both sides of the street between Milton and California Ave (scenario explained in other email sent separately).

This view was looking South after turning onto Milton from Larpemteur.

It shows the impassability for vehicles meeting each other. This relates to New Life Presbyterian Church park & ride.

Thomas Paschke

From: Glen A Meints [REDACTED]
Sent: Tuesday, February 21, 2017 11:01 PM
To: RV Planning
Subject: State Fair Park & Ride @ New Life Presbyterian

I support the state fair park & ride at New Life Presbyterian, but I would like the city of Roseville to recommend to the city of St Paul to limit parking to one side of the street on the weekends during the state fair for the following blocks:

Milton St from Larpenteur to Idaho
California Ave from Victoria to Chatsworth

When both sides of these streets are completely parked up, as they tend to be on the weekends of the state fair, it can be problematic and even dangerous.

Glen Meints
962 W California
St Paul

[REDACTED]

Thomas Paschke

From: Jesse Docken [REDACTED]
Sent: Tuesday, February 28, 2017 5:43 PM
To: RV Planning
Subject: Comment regarding plan 17-002

To whom it may concern, -

My apologies that my schedule does not permit me to attend the public hearing on March 1st, 2017 regarding the proposed interim use for the parking lots at Roseville Covenant and Centennial United Methodist as designated Park & Rides for the Minnesota State Fair. However, I do wish to voice my unequivocal support for the plan.

I have personally used the Park & Ride at Roseville Covenant before and found it extremely convenient, and am all for making the State Fair more accessible to Roseville residents, their families, and their friends. That both locations are also available with a high population density (relative to Roseville itself) is also important, as it means that they can both service a large range of local residents without having to drive at all.

I do wish to raise one question, however: does the Roseville Planning Commission have any role in the determination of the buses used for the Park & Rides or influence on the matter? There are quite a few residents who could benefit from more accessible buses (or ones that accommodate wheelchairs).

Many thanks,
Jesse Docken

Thomas Paschke

From: DEBRA GOGINS [REDACTED]
Sent: Tuesday, February 28, 2017 10:49 PM
To: RV Planning
Cc: Greg Gogins
Subject: Church of Corpus Christi/MN State Fair Interim Use Park and Ride

To Mr. Thomas Paschke and the Roseville Planning Commission,

We have resided at 1812 Eldridge Ave W since the fall of 1993. We never had any traffic or parking related problems until the Church of Corpus Christi began using their parking lot as a Park & Ride during the MN State Fair. Since that time, the MN State Fair has been anything but fun for us. We live on the corner of Fairview and Eldridge and during the 10 days of the MN State Fair, we experience the following problems year after year:

*Increased vehicle and bus traffic making getting on or off our street difficult. Because Fairview Ave is a major Street, it causes large traffic backups for both North and South bound traffic. We have witnessed vehicle accidents as well as near misses. Vehicles southbound often try passing on the shoulder to avoid stopped vehicles and we have witnessed many near misses of bicycles and pedestrians by these passing vehicles.

*Increased pedestrian traffic, with no marked crosswalks, with many people, adults and children, jaywalking and darting out into traffic to try to catch a bus. We have witnessed many close calls in which drivers and pedestrians end up exchanging not so nice language and hand gestures with each other.

*The late hours that the buses go until makes it extremely difficult for neighbors to have their windows open and get any sleep. Not everyone has or chooses to use air conditioning all the time. This is bad enough on the weekends, but the majority of our area is occupied by people who work and must get up early each day.

*Unfortunately people now days have little or no regard for time of day and noise. People leaving the Park & Ride and going to their cars parked in the area are most often very loud, yelling, hollering, laughing and cursing.

*Parking on our street during the fair is, to put it mildly, a mess! Vehicles park on both sides of the street which makes it difficult for neighbors to get their vehicles backed out of their driveways. We have witnessed many near misses of parked cars as vehicles try to turn around in driveways. This is especially true with larger vehicles.

*Our area is a motorized mail route. The neighborhood posts signs on their mailboxes asking people to not block mailboxes. Unfortunately, we and many of our neighbors often go without mail multiple days of the fair because our mailboxes are blocked by parked vehicles and the mail truck doesn't have access to the box. While there is no law or city ordinance against blocking a mailbox, the Post Office does not have to go out of its way to deliver your mail. In other words, the mail carrier does not have to get out of the truck to get to your box to deliver your mail. The no law information came from a Roseville police officer and the mail delivery information came from the Post Office.

*Vehicles often park right up to, and sometimes partially across, driveways. Again, this makes it difficult for people to get their vehicles in or out of their driveways. I checked with a Roseville police officer last year who informed me that there was no law or city ordinance stating how far away from a driveway a vehicle must be. It

is only against the law if the vehicle is blocking the driveway.

*Finally, garbage from fair goers is also a problem. Garbage is found in the street, people's yards and has even been found shoved in mailboxes. Last year our block captain contacted fair people and discussed the problem. We appreciate that the fair placed a garbage barrel at the end of our street. It made a dent in the problem but, didn't stop it.

While you only had to notify property owners within 500' of the Church of Corpus Christi, these problems are experienced by everyone on our street and surrounding streets. We think more consideration should be given to the people who live in the area of this, and all, Park & Rides. Suggestions for the city, that should be supported by the State Fair, to help its residents could include:

*Make parking legal on only one side of the street during the fair.

*Make a city ordinance for parking 10' from a driveway. This is done in the city of St. Paul and helps the residents greatly.

*Assist with some kind of temporary signage to request people park back from mailboxes. The ordinance mentioned above would also solve this problem.

We understand that these Park & Rides are a benefit financially to the State Fair by bringing in more people. It is also a benefit financially to the Church of Corpus Christi as they are compensated for the use of their property. We are not against this. We and our neighbors would just like some consideration and help to make the 10 days of the State Fair more neighbor friendly for our area.

Thank you.

Sincerely,

Greg and Debra Gogins

Thomas Paschke

From: Cora Lueben [REDACTED]
Sent: Monday, February 27, 2017 5:02 PM
To: RV Planning
Subject: Public hearing, March 1

I am unable to be at the meeting, but would like to give my wholehearted approval to the Park and Ride at Centennial Methodist. I live 5 houses up Asbury Street and people park on the street around my house, but I don't mind.

Cora Lueben
2924 Asbury Street
[REDACTED]

Extract of the March 1, 2017 Meeting Minutes of the Roseville Planning Commission

- 1 a. **PLANNING FILE 17-002: Request by Grace Church, Roseville Area High**
2 **School, St. Christopher's Episcopal Church, Church of Corpus Christi, St.**
3 **Rose of Lima, Calvary Church, New Life Presbyterian Church, Centennial**
4 **United Methodist Church, and Roseville Covenant Church in cooperation**
5 **with the MN State Fair for renewed approval of eight park and ride**
6 **facilities and approval of one new (St. Christopher's Episcopal Church)**
7 **park and ride facilities and approval of one new park and ride facility as an**
8 **INTERIM USE. Addresses of the facilities are as follows: 1310 County Road B-2,**
9 **1240 County Road B-2, 2300 Hamline Avenue, 2131 Fairview Avenue, 2048 Hamline**
10 **Avenue, 2120 Lexington Avenue, 965 Larpenteur Avenue, 1524 County Road C-2 and**
11 **2865 Hamline Avenue**

12 Interim Vice Chair opened the public hearing at approximately 6:38 p.m.

13 City Planner Thomas Paschke summarized this request for renewal of the Interim Use
14 (IU) for eight facilities, and the addition of one new facility as detailed in the staff
15 report of today's date. Mr. Paschke noted the expiration of the current IU as of
16 September 2016; and five subsequent and separate open houses held by applicant
17 representatives of the State Fair, with 2,200 notices sent to residents and renters in the
18 surrounding areas of these nine facilities. Mr. Paschke reported that only eighteen
19 individuals had collectively shown up at those open houses, along with three Planning
20 Commissioners. Mr. Paschke reported that a summary of the open houses was included
21 in packet materials; and advised that similar notices had been mailed out in advance of
22 tonight's formal public hearing before the Commission.

23 As part of staff's review, Mr. Paschke reported that three additional conditions
24 (Conditions J, K, and L) as detailed in the staff report were being recommended since
25 expiration of the last IU in response to higher usage of the facilities by the general
26 public creating some additional concerns, specifically related to overflow parking on
27 public streets nearby those facilities and related issues, with all previous conditions
28 recommended for continuation with any renewals and for the newest location.

29 Since creation and distribution of tonight's staff report, Mr. Paschke advised that
30 internal conversations between city staff and State Fair staff had led to both parties
31 revising tonight's requested action, no amended to ask the Commission to receive
32 public comment on this item, then close and TABLE their deliberation and
33 consideration of the request by the body until a future meeting. Mr. Paschke advised
34 that this would allow both parties to work out additional specific details for the three
35 newest conditions from both the city's and State Fair's perspectives and to consider
36 their impacts as conditions for approval.

37 Commission Questions/Discussion

38 Given the set hours of operation for the Fair, Member Bull asked why staff felt a
39 condition different from those set hours should apply to the park and ride facilities.

Mr. Paschke responded that the condition had been put in place when an Interim Use had initially been sought by the fair as an attempt to control and monitor those sites adjacent to single-family residents, specifically no earlier than 7:00 a.m. and no later than midnight regardless of State Fair hours. Mr. Paschke advised that the city had instituted those hours to better address community issues and concerns that had been brought forward by residents in 2002 related to noise and activities in the vicinities of those sites.

Member Bull further questioned the purpose of condition d for walking and monitoring of each site by volunteer staff.

Mr. Paschke responded that this condition had been in place since the inception to provide monitoring of sites for certain activities that should not be occurring, as well as ensuring garbage and litter are contained in appropriate containers and not ending up in adjacent residential yards or streets. While he frequently monitors each site during the duration of the Fair to observe any obvious issues, Mr. Paschke advised that by having the conditions in place under the IU, their implementation had addressed and reduced many of the concerns over the years as expressed by residential neighbors and within the neighborhoods of the sites. Given the recent increase in customers using these facilities, Mr. Paschke advised that it may result in other issues related to public street parking that had not yet been addressed.

Member Bull asked why the IU was to expire at the end of September 2019 (condition M - 3 years) and why not for a longer period.

Mr. Paschke advised that staff had put included that new condition as a mechanism for review with State Fair personnel to allow periodic check-ins to ensure conditions were working as intended. While the IU could be for a one-year duration, or up to five years, Mr. Paschke stated that staff considered a three-year duration appropriate in this instance given the number of sites involved; but recognizing staff's interest in discussing this further with State Fair personnel, as they would obviously prefer a longer term (e.g. five years) duration.

Since the Fair hours of operation are from 7:00 a.m. to midnight, Member Gitzen asked if the City's IU conditions should run accordingly.

Mr. Paschke questioned the need to change them, but suggested the Commission ask that question of State Fair personnel present at tonight's meeting. Mr. Paschke opined that he wasn't sure how later fair hours related to the City of Roseville, advising that staff was not aware of any concerns with hours of operation of the sites expressed by adjacent residents.

Applicant: Steve Grans, Transportation Manager for the Minnesota State Fair

In response to previous Commissioner questions, Mr. Grans advised that the last bus left the State Fairgrounds at 12:00 midnight (Member Gitzen); that Roseville was not the only city or suburb with park and ride facilities used by the State Fair (e.g. St. Paul, Minneapolis, Roseville, Shoreview and Arden Hills) with none located south of the metro area at this time (Member Daire) with outer circle transportation provided by Metro Transit Express buses at \$5 for a roundtrip ride; and those further out handled accordingly depending on the transportation vendor used.

At the request of Member Daire, Mr. Grans confirmed that the City of Roseville was the only community requiring the IU process; and further confirmed that State Fair staff had initially reviewed Conditions A through M as listed, inclusive of the three new conditions.

With Member Daire noting the State Fair had previously held five-year IU's, Mr. Grans concurred, noting that the only exception had been when a new facility was added mid-term and an IU issued for a shorter term to allow it to catch up with the IU for other facilities and considered for renewal for the same cycle at that point.

Interim Vice Chair Murphy asked Mr. Grans to respond to the bus accessibility concerns raised by the email from Ms. Docken; and to advise how the mi of buses is determined to serve the park and ride facilities.

Mr. Grans responded that the State Fair had a handicapped accessible site and buses located at the Oscar Johnson Arena on Energy Park Drive exclusively for customers with special accessibility issues; and they encouraged using that facility accordingly. However, Mr. Grans reported that attempts were made to provide one handicapped accessible bus was available for each route, but unfortunately didn't always work out depending on the time of ridership. When someone calls the State Fair, Mr. Grans advised that directions and route information/times were provided. However, if a customer didn't want to go to that site, Mr. Grans advised that State Fair staff would notify the park and ride Superintendent to notify Lorenz Bus Company of the need and approximate timing for the next available accessible but on that route; or if necessary the Bus Company will attempt to send an accessible mini-bus to that facility for that person and their guest to provide transportation to the Fair. Mr. Grans advised that each year, Lorenz was trying to get more accessible buses on their routes.

At the request of Interim Vice Chair Murphy, Mr. Grans advised that the Oscar Johnson facility, even though close in proximity to the Fairgrounds, had yet to run out of available parking spaces for its customers.

Specific to the State Fair's open houses and transparency for Roseville residents, Member Bull reported that the open houses he had attended were very well run and expressed his appreciation to State Fair personnel for their outreach to the community and operation of their facilities, whether receiving positive or negative comments.

Mr. Grans thanked Member Bull for his comments, noting that the State Fair had been providing services for over fifty years, with more than 50% of its customers arriving by bus, whether or not via a park and ride facility.

At the request of Member Daire, Mr. Grans confirmed that the State Fair was basically autonomous from the City of St. Paul and/or any other municipality, with its own year-round Police Chief and Security force direction and authority, even though it was augmented by other departments for the duration of the annual State Fair.

Public Comment

Since preparation of tonight's meeting materials, and additional emails included in the public record, Mr. Paschke advised that staff had fielded one additional phone call from a neighbor to the Centennial United Methodist Church site, expressing their support for the facility.

Randy Neprash, 1276 Eldridge Avenue

As a resident living behind St. Rose of Lima Church longer than the park and ride had been in operation, Mr. Neprash clarified that he would be speaking to that facility and was generally in support of the site. Mr. Neprash opined that operators of the site and the State Fair organization itself, as well as the city had been very responsive and helpful over the years; and stated his appreciation for the idea of open houses as the IU process came along periodically for review in a more comprehensive and formal way.

With that said, Mr. Neprash stated that he agreed that the overflow parking had become a problem as facilities had grown in popularity, all located in residential neighborhoods, and filling up fast, at which time customers park in the neighborhood.

Mr. Neprash provided several examples he'd experienced in his neighborhood; but recognized the responsibility provided for the St. Lima site by the church's volunteers in running it. However, Mr. Neprash noted that those volunteers could not be responsible for those overflow customers choosing to park around the neighborhood; or for trash blowing through and ending up in every direction up to 3-4 blocks from the site by those inconsiderate users of the bus transportation by scattering trash on private property. Mr. Neprash admitted he was at a loss as to how to resolve the issue, but noted it would prove to be a huge help to the adjacent neighborhood to have that trash controlled, whether blowing from the site or from overflow parking customers in the neighborhood, especially when the trash ended up on private property and given trespassing concerns by volunteers who may be positively policing the trash. In his personal situation, Mr. Neprash noted this became an ongoing problem during the two-week operation of the State Fair.

Specific to geography and parking access, Mr. Neprash noted safety concerns with traffic and bus loading areas with the entrance located on the back (east) side on Dellwood Street, with Hamline on the west side, and only arterial streets available being Hamline and Fernwood. By having the traffic come in the back way, Mr. Neprash noted it continued to be a safety concern for children, pedestrians and bikers, even though the State Fair had responded favorably in the past by relocating the bus loading to the back, even though it created a safety concern on those residential streets. Mr. Neprash admitted that an access point on Hamline was a result of the city previously recognizing those visual and safety concerns, but even though signed by the city that seemed to work for a short time, bus drivers still didn't get the message.

In attempting to report the issue to State Fair personnel, Mr. Neprash advised that this was a challenge; and asked that they provide better contact information to the residential neighbors of each of the facilities: how to reach a State Fair representative to resolve any bus issues, as well as a contact for the organization running each park and ride facility, which had never been available, as well as a dedicated city staff person to contact during the State Fair as well. Mr. Neprash suggested contact information based on mailings, no matter what format it took, and also available through a web-based page on the city's website to log in messages for all of the neighborhood to see and respond to. While he realized that may be asking a lot, Mr. Neprash asked that at a minimum email addresses and phone numbers for those three contacts as requested above be provided for each facility.

Specific to the trash pick-up, Mr. Neprash recognized that it was a challenge, and admitted that he didn't know how best to deal with the private property nuisance issue it created.

Specific to parking, Mr. Neprash summarized his two issues, one rare and one more common: people blocking driveways or a portion thereof that may result in being blocked out of your driveway for the entire day and part of the night.

Interim Vice Chair Murphy suggested that residents contact the city's Police Department if and when that occurs.

In response, Mr. Neprash state that when that had been done, he was not aware of any resolution or observed any action being taken.

Mr. Neprash noted that the more common issue was people parking in front of mailboxes (e.g. Belmont immediately east of the middle of the St. Rose of Lima property); even though residents made their own signs annually asking people not to park in front of their mailboxes with no result. If possible, Mr. Neprash asked that the State Fair provide similar weatherized signage, rather than being at the expense of residents, such as political campaign signs; or asked that city staff make that an additional condition of IU approval.

In response to comments made by Member Daire, Mr. Neprash stated that he found the park and ride facilities hugely valuable and served as fundraisers for those organizations manning the sites, which he was totally supportive of. While supporting any signage to avoid people blocking driveways or mailboxes, Mr. Neprash stated that the last thing he'd want to do was to have someone return from a day at the fair to find that their car had been towed because of illegal parking.

Member Bull suggested neighborhood volunteers consider putting out trash cant to incent people to use them versus throwing things in yards, even though he recognized that it wasn't their responsibility to do so.

Mr. Neprash stated that if public trash cans were made available, he was confident residents would be happy to put them out and monitor them.

At the request of Member Gitzen, Mr. Neprash clarified that, other than the city-installed "No Parking" signs for two blocks on Dellwood during the State Fair, there are no other "No Parking" signs in the neighborhood now. Mr. Neprash further noted that there were no sidewalks in the neighborhood, so the street was even narrower with parking and people walking on the street. Mr. Neprash stated that the neighbors wanted to be reasonable, but also wanted to be heard about these ongoing inconveniences during the Fair.

At the request of Interim Vice Chair Murphy, Mr. Neprash provided his experiences and those of his neighbors in approaching bus drivers on site and radio dispatch feedback immediately to the bus drivers. Mr. Neprash advised that this was the reason for his suggestion for a direct contact with the State Fair to minimize response times and to achieve a firm response.

For the benefit of this discussion, Mr. Paschke advised that the city's Public Works staff installed "No Parking" signs in five specific areas – having grown from one area - during the Fair due to past calls and issues with narrow roads creating safety concerns.

Peggy Verkuilen, 1123 Sextant Avenue W (Near RAHS)

Ms. Verkuilen spoke in support of the park and ride endeavor, but noted her safety concerns, specifically at County Road B-2 at Dunlap when cars are parked right up to the corner. Specific to Dunlap to Sextant, Ms. Verkuilen opined that there was no way emergency vehicles could get through if needed, especially on the lower part of Dunlap where it curved. Ms. Verkuilen stated that she had repeatedly begged the Police Department to sign those corners, whether for the annual State Fair or during sporting or other events at RAHS when parking was at a premium, to no avail. While community service officers put out “No Parking to Corner” signs as appropriate, Ms. Verkuilen suggested standard operating procedure would be to sign it rather than having to take the time for an officer to enforce parking near the intersections.

Specific to parking in front of mailboxes during the State Fair, Ms. Verkuilen stated that they had to go without mail for two days in a row and asked that “No Parking” on a certain side be enforced to at least allow for mail delivery; and to address access for emergency vehicles at the corners.

At the request of Member Daire, Ms. Verkuilen opined that simply restricting parking on one side of Dunlap would not alleviate access for emergency vehicles going east/west along County Road B-2 and turning onto Dunlap. Ms. Verkuilen stated that she wanted people to attend games and activities at RAHS, but reiterated her concern that it was a safety issue. Ms. Verkuilen also stated that she didn’t want to discourage people from attending the fair, but also asked for consideration if it was their loved one needing an emergency vehicle’s services and unable to access their home.

At the further request of Member Daire, Mr. Paschke confirmed that there was a State law and city code requiring that vehicles park no closer than 10’ from an intersection; advising that it was simply a matter of enforcement, and offered to look into the Police Department’s policy on what that enforcement would entail (e.g. tag and tow or citation).

Janice Walsh, 1356 Colonial Drive (across from St. Christopher’s Episcopal)

Since this is the first year of operation for this site and as a resident of the Williamsburg Townhomes across the street, Ms. Walsh asked if there was any possibility of posting “No Parking” signs for public street parking and access to the townhomes, or if residents would need to make their own.

Mr. Paschke stated that staff would take that into consideration during its further review after tonight’s meeting and prior to Planning Commission action.

Interim Vice Chair Murphy, in response to how the townhomes could request “No Parking” signage, advised that staff had made a note and these meeting minutes would also reflect her concerns for the record. Member Murphy apologized that the city’s Police Chief was currently out-of-town and unable to respond to citizen concerns before or during tonight’s meeting.

Catherine Dorr, 2392 Hamline Avenue (corner of County Road B-2 and Hamline Avenue – directly across from Grace Church)

Ms. Dorr spoke in support of the three additional conditions recommended by staff. Ms. Dorr noted that she had used the park and ride facilities to attend the fair for a number of years, and found them not only convenient, but a way to alleviate traffic congestion at the fairgrounds and lower the carbon footprint. In general, Ms. Dorr spoke in support of the facilities that could help allow people to have a good experience at the fair.

Among the problems she wished the Commission and staff to address, in addition to the three additional conditions, Ms. Dorr addressed overflow parking on County Road B-2 in the Masonic Lodge parking lot that occurred during certain days of the fair, but not typically on weekends and Labor Day, but when RAHS also closed part of their lot for student use, with the smaller RAHS and Grace Church lots filling up fast, causing vehicles to park near the Willow Pond area and then overflow into the Masonic Lodge lot, with between 10 to 30 vehicles using that lot. Ms. Dorr noted that she hadn't observed any signage by the Masonic Lodge, and admitted that this was only an occasional problem depending on what was occurring at the RAHS lot. Ms. Dorr asked if the State Fair thought that by adding additional parking at St. Christopher's Church this would relieve some of that overflow parking along County Road B-2. Ms. Dorr stated that she had yet to have people block her mailbox or driveway, but noted that she had noticed overflow parking along the Masonic Lodge area.

Also, Ms. Dorr asked if there was any way the traffic light timing at County Road B-2 and Hamline Avenue, already heavily used during rush hours when school lets out, could be adjusted to avoid additional back-up of vehicles on County Road B-2.

Given the pedestrian and vehicular traffic, and typical rush hour traffic volume, Interim Vice Chair Murphy spoke in support of the three new conditions recommended by staff.

In response to Ms. Dorr and for the record, Mr. Grans advised that the State Fair did not have any agreement in place with the Masonic Lodge for parking, and therefore did not encourage or authorize parking in that lot by State Fair customers. Also, Mr. Grans advised that State Fair did not support any of its lot volunteers and their organizations to encourage public street parking when lots are full. Mr. Grans noted that when a lot was full, it was full, and volunteers advised customers of other lots with available room and their location. Mr. Grans clarified that any public street parking choices were undertaken by customers of their own volition. Specific to potential issues addressed about parking on County Road B-2 and when the RAHS/Grace Church lots were full, Mr. Grans advised that neither lot was available to the State Fair for the full twelve days of the State Fair; and given that restrictions seem to continue to increase on an annual basis, advised that this was their rationale in adding the St. Christopher's facility to offset restrictions found at RAHS.

Ms. Dorr responded that those are the days she observed problems with on-street parking.

At the request of Interim Vice Chair Murphy, Mr. Grans advised that he had no suggestions on the mailbox and/or overflow street parking in residential neighborhoods other than as suggested by residents themselves during tonight's discussion.

At approximately 7:36 p.m., and prior to Interim Vice Chair Murphy closing the public hearing, Member Bull made the following motion.

MOTION

Member Bull moved, seconded by Member Gitzen to TABLE recommended action on this item, as requested by staff, to the April 5, 2017 regular Planning Commission meeting and allowing staff to work through additional issues with State Fair representatives at their earliest convenience.

Ayes: 4

Nays: 1 (Daire)

Motion carried.

**Extract of the April 5, 2017, Roseville Planning Commission
Draft Minutes**

6. Public Hearing (continued)

- a. **PLANNING FILE 17-002: Request by Grace Church, Roseville Area High School, St. Christopher's Episcopal Church, Church of Corpus Christi, St. Rose of Lima, Calvary Church, New Life Presbyterian Church, Centennial United Methodist Church, and Roseville Covenant Church in cooperation with the MN State Fair for renewed approval of eight park and ride facilities and approval of one new (St. Christopher's Episcopal Church) park and ride facilities and approval of one new park and ride facility as an INTERIM USE. Addresses of the facilities are as follows: 1310 County Road B-2, 1240 County Road B-2, 2300 Hamline Avenue, 2131 Fairview Avenue, 2048 Hamline Avenue, 2120 Lexington Avenue, 965 Larpenteur Avenue, 1524 County Road C-2 and 2865 Hamline Avenue**

Chair Murphy opened and continued the public hearing for Planning File 17-002 at approximately 6:47 p.m.

As detailed in the staff report, Senior Planner Bryan Lloyd provided a brief update since the last Commission meeting; and additional input from the Police and Public Works Departments on new conditions as detailed as Conditions J, K and L. Mr. Lloyd advised that staff recommends approval of the Interim Use renewal, subject to those conditions.

Chair Murphy referenced an email provided at the previous Commission meeting from Ms. Jesse Docken and the type of buses used, requesting more handicapped accessible buses be provided. Chair Murphy asked staff if and how responses were given to those citizens.

Mr. Lloyd confirmed that staff routinely responded to citizen communication such as that received from Ms. Docken.

Vice Chair Bull noted that with the new conditions, the Public Works Department would mark some streets at their discretion for "No Parking;" but questioned if this was typically enforced by that department throughout the year. Vice Chair Bull noted that, based on public comment, the problem was exacerbated by the State Fair and more traffic and parking in the community. Vice Chair Bull noted that parking in front of mailboxes and/or driveways was enforced throughout the year by the city's Police Department.

Mr. Lloyd responded that he was not aware if this was a temporary enforcement or involved permanent signage by the Public Works Department. Mr. Lloyd agreed that most of the streets received a generally low level of parking outside the dates of the State Fair.

Vice Chair Bull noted that the previous IU renewal was for five years, then this renewal was initially recommended by staff for three years; but now revised to recommend a four year renewal period; and questioned rationale for that time frame.

Ms. Collins advised that staff had initially considered a five-year renewal was appropriate after discussions with the applicant.

At the request of Member Gitzen, Ms. Collins confirmed that there was nothing in staff's research of city code indicating that parking in front of a mailbox was a violation, and simply a courtesy not to do so; while blocking a driveway was a violation of city code. Mr. Lloyd clarified that state and/or city code required a 5' clearance on either side of a driveway for access and visibility.

Member Daire referenced the email from Greg and Debra Gogins, opining that he found several of their comments enlightening, one in particular that of overflow parking being difficult to deal with. In conversations with Ms. Collins prior to tonight's meeting, Member Daire reviewed street width when two-sided parking was allowed and traffic moving in both directions, in addition to the cul-de-sac on either side of Fairview Avenue and blocking access and visibility at Eldridge. Member Daire opined that the city needed to deal with roadway widths in general rather than the State Fair required to deal with that situation that was beyond their realm. Member Daire further opined that the areas in question should be posted without expense to the State Fair as part of the city's responsibility for the health, safety and welfare function of the City and its Police Department. Since any violations would be payable to the city whether for tagging or tag/tow situations, Member Daire suggested striking that requirement for the State Fair's IU or table this application again to examine actual impacts on parking. As a former transportation planner with the City of Minneapolis, Member Daire noted that design standards should be part of the city's subdivision code revisions currently underway. Based on the city's past experience with the State Fair, Member Daire stated that should have informed the city where it was falling short of policing and tagging, and required further due diligence. Member Daire questioned the need for a contract between the city's Police Department and the State Fair as indicated in new conditions J and K.

Applicant

Applicant Representative: Steve Grans, Transportation Manager for the Minnesota State Fair

Member Sparby asked how the decision had been made for a longer-term (e.g. five-year) IU versus the shorter term given recommended conditions for approval.

Mr. Grans responded that, having applied for IU's since 2000, the first one was for a term of three years, and each subsequent renewal was for five years. Mr. Grans noted that the renewals required considerable effort by the city and the State Fair; and reminded the commission that the IU is written so that at any given time, the city can choose to close any one lot or multiple lots for any infractions of those conditions. Mr. Grans advised that the State Fair had added expenses for these IU applications for the Fair's three-week duration; and thus he had advocated for the five-year term.

At the request of Chair Murphy, Mr. Grans confirmed that there was continual review by the city of the respective lots, and immediate responses of the State Fair when contacted by city staff with any complaints or areas of concern.

Member Sparby asked what benefit was received by those properties for this park & ride use.

Mr. Gran responded that each received rental money for use of their lots; but more importantly noted that they actually became employees of the Fair so that organization got paid handsomely, frequently using that money as a fundraiser.

At the further request of Member Sparby, Mr. Gran advised that the monetary amount varied by location and space available, and depended on shift ranges, but averaged up to \$10,000 for use during that ten-day period paid directly to the organization itself, and typically used for youth or other missions of their church and/or organization at their discretion.

On a personal note, Chair Murphy noted the service of volunteers in manning these lots, allowing those funds in most cases to be used exclusively for the organization's designated preference.

Member Kimble sought Mr. Gran's response to Member Daire's comment related to a police contract.

Mr. Gran stated his agreement with Member Daire, but advised that the State Fair was not going to rock the boat. Mr. Gran stated that the Fair was certainly aware of some issues with neighborhood parking and the requirement that parking could and should not go out beyond the borders of designated park and ride lots; but could not enforce anything under their authority. Whenever this issue had been pointed out to him by city staff in the past, Mr. Gran advised that his response was that the problem could be solved by signing a street as "No Parking" on a particular side. From his personal experience, as a St. Paul resident in the Como area and living three blocks from the State Fair, Mr. Gran recognized that he was unable to park in front of his house during the duration of the Fair, but was unaware of a solution to eliminate the problem. As an example, Mr. Gran noted that when Victoria Street was redone near the New Life Church, the street was permanently posted "No Parking" on one side, which happened to also be the mailbox side. In using that street frequently, Mr. Gran noted what a difference that made; and recognized that street width in other areas was problematic.

At the request of Member Gitzen, Mr. Gran stated that the State Fair was amenable to all of the conditions as detailed in the staff report as presented.

Public Comment

With no one coming forward to speak for or against this request, Chair Murphy closed the public hearing at approximately 7:07 p.m.

Commission Deliberation

Vice Chair Bull opined that Condition A (designating the hours of operation for each site be limited from 7:00 a.m. to Midnight) was setting the Fair up to fail, since the last bus arrived after that based on when the fairgrounds closed. Vice Chair Bull stated that he was more inclined to set a 12:30 a.m. deadline.

Chair Murphy advised that this had been discussed at the previous meeting and asked Mr. Gran to comment about coordination with lot attendants.

Mr. Gran advised that, as previously reported, when this IU process was begun in 2000, the Midnight deadline was used; and while all advertising for the Fair shows midnight as when the Fair closes, the last bus leaves the fairgrounds at midnight, so obviously the lots are open longer than midnight to facilitate those last buses. However, Mr. Gran advised that he was not aware of any issues today; and depending on the route and timing, the last bus typically arrives between 12:15 and 12:45 a.m.

If this request moves forward from the commission as a recommendation to the City Council, Vice Chair Bull suggested setting some agreed-to time in the parameters to guarantee success.

Mr. Gran clarified that no matter what the condition allowed, those times would not be publicized schedule hours, and simply represented operational hours for the lots. Mr. Gran noted that if a bus broke down and another was brought in, it would not comply with the condition anyway. Mr. Gran noted there was flexibility in the operational hours to accommodate those unknowns; but clarified that the State Fair didn't transport anyone into the Fair after 10:00 p.m., nor did it sell tickets after that time; so questioned whether the commission needed to change the times.

Specific to new Conditions J and K, Vice Chair Bull stated that his comments were similar to those expressed by Member Daire, opining that it feels to him that the city was putting a burden on the State Fair that they had no actual control over and from which the city was trying to profit monetarily. On the parking aspect, Vice Chair Bull opined that the city currently installs “No Parking” signs where needed and shouldn’t be asking the State Fair to escrow monies and then the Public Works Department may perform additional work without any control by the State Fair that they’d be required to submit more money for or for carryover to the next year. Vice Chair Bull opined that the State Fair was an important entity for the community and state, making that additional burden on them unjustified. While it is also a burden on Roseville citizens to accommodate parking during fair time as well, with the proposed Police Department contract, Vice Chair Bull opined that the State Fair, versus the City Police Department was being asked to pay for enforcement of city ordinances, which was the role of the Police Department anyway. Vice Chair Bull opined that any additional revenue gained from enforcement should help defray costs of the Police Department; with the State Fair actually having no bearing on whether people park illegally, even though through this condition the city was asking them to bear the cost while receiving no revenue from any fines levied. From his personal perspective, Vice Chair Bull stated that this created more disparity and unnecessary government regulations, which were of no interest to him. Therefore, Vice Chair Bull stated his opposition to both Conditions J and K as recommended, opining that they both represented unfair burdens to the State Fair, with standard operating practices already in place. Vice Chair Bull opined that the Police Department should bring in police reserves to help patrol those areas if and as needed for code enforcement. Vice Chair Bull expressed his disappointment that neither Police Chief Mathwig or Public Works Director Culver were in attendance tonight to lend their perspective on this and normal operations. Since this arrangement has obviously worked for years, with only a handful of complaints, Vice Chair Bull opined that no additional burdens should be placed on the State Fair.

Member Gitzen stated his support of the conditions as presented, even though 12:30 a.m. as a deadline for operations made sense to him since the buses couldn’t get there by Midnight if not leaving the fairgrounds until then. However, since Mr. Gran stated that he could live with the conditions as presented and recommended by staff. Member Gitzen opined that the conditions were an attempt by the city to respond to concerns expressed by residents who said overflow parking was a problem; and with added signage, a police officer should have the ability to enforce parking accordingly. Since those conditions were put in place in answer to local resident concerns for those living near these park and ride lots, Member Gitzen stated his support, with changes in the operation deadline in Condition A if supported by the majority.

Specific to the new conditions recommended by staff, Member Sparby noted that if the costs for additional parking enforcement, if not passed on to the State Fair, would be borne by all residents in Roseville for the duration of the Fair. While officers were needed to deal with those issues specifically related to the State Fair operations and impacts on the community, Member Sparby opined that it seemed applicable to pass on those additional expenses to the State Fair to be covered by their user fees, and passed on as part of their costs of doing business. Member Sparby opined that he would support amending the condition to pass on an invoice for additional services to the Fair rather than entering into some ambiguous contract without any control on terms, but identifying the actual cost of this additional activity created by the Fair.

Member Kimble concurred with Member Sparby.

Specific to Vice Chair Bull's comments about passing on the revenue achieved from this additional police enforcement, Member Sparby responded that the location of the park and rides proved a great benefit to individuals, those organizations and the State Fair; and therefore if they wanted to be part of the program, there was a benefit for utilization of their space.

With Member Daire reiterating that on-street parking violations were the problem, Member Sparby responded that this had prompted his comments on enforcement. If the city charged the State Fair for enforcement costs, and kept the revenue, Member Daire opined that this didn't make sense to him.

With the overwhelming comments received and passed along have been mostly favorable from surrounding neighbors, and given the excellent service provided with these park and ride lots, Chair Murphy noted that the conditions were simply intended to ease the burdens on the neighbors through additional policing; with revenue intended to offset the administrative management of that ticketing. If not for the State Fair, Chair Murphy advised that there wouldn't be a need for extra signage or patrols; so with some expectation of designating an off-duty officer who was guaranteed to be available for this purpose rather than called out to respond to other incidents, seemed prudent from his perspective. Chair Murphy opined that the conditions seemed reasonable, especially since annual contracts and new conditions were intended as an attempt to respond to citizen concerns. Chair Murphy noted that the process had been continually refined since its inception in 2000.

Member Kimble opined that Condition J was a strong response to the strong concerns expressed by citizens; and while appreciating the concerns raised by Vice chair Bull and Member Daire, to err on the side of caution, and recognizing the extenuating circumstances in these neighborhoods as a result of State Fair attendance, spoke in support of the two new conditions, anticipating increased State Fair admission fees accordingly.

MOTION

Member Murphy moved, seconded by Member Daire, to recommend to the City Council renewal of a five-year Interim Use for the Minnesota State Fair to continue operating park and ride facilities at nine church and school locations based on the comments, findings, and the conditions as detailed in the staff report dated April 5, 2017.

Vice Chair Bull reiterated his parking concerns and not addressing the checks and balances for typical enforcement, creating a situation where the city could virtually post every street in the city and have the State Fair pay for that enforcement.

AMENDMENT TO THE MOTION

Member Bull moved, seconded by Member Gitzen, to revise Condition A for hours of operation from 7:00 a.m. to 12:30 a.m.

Chair Murphy stated his opposition to the amendment, supporting the standard conditions even though a bus may arrive after typical hours of operation.

Member Gitzen opined that even though the buses should all be back by 12:30 a.m., every situation couldn't be addressed, but this was a reasonable approach.

Vice Chair Bull opined that it was a given that the 12:00 Midnight deadline didn't work and therefore, wasn't effective, but further opined that this amended time would provide a target for arrival at 12:30 a.m.

Amendment #1

Ayes: 6

Nays: 0

Motion carried.

AMENDMENT TO THE MOTION

Member Bull moved, seconded by Member Daire, to strike Condition K (lines 189-193 of the staff report).

While recognizing that the State Fair is agreeable with this condition, Vice Chair Bull reiterated that as a Roseville resident he didn't consider it justified. As with other extra enforcement required during summer celebrations and events in Roseville and the surrounding area, Vice Chair Bull opined that any increased enforcement should be part of the city's standard process.

Member Gitzen stated his opposition to this amendment; opining that beyond enforcement issues, a designated off-duty police officer could help ensure the safety of those using the park and ride lots; as well as providing added benefit for citizens in the immediate neighborhood.

Chair Murphy spoke in opposition to the amendment, opining that an off-duty officer available to respond to issues and concerns was a direct response to requests made by residents. Chair Murphy noted that if there were no subsequent issues, there would be no revenue generated; and opined that this was a reasonable approach that wouldn't cost citizens any additional dollars for extra patrol shifts created by the State Fair.

Amendment #2

Ayes: 2 (Daire and/Bull)

Nays: 4 (Murphy, Gitzen, Sparby, Kimble)

Motion failed.

AMENDMENT TO THE MOTION

Member Bull moved, seconded by Member Daire, to strike Condition J (lines 183-188 of the staff report).

Vice Chair Bull reiterated his rationale in seeking this amendment.

Member Daire concurred, and spoke in support of the motion. Member Daire spoke to an upcoming agenda item tonight dealing with rewriting the city's subdivision code that would support and focus on roadway widths by the Public Works Department, as outlined in their draft design standards document. Member Daire noted that then, as appropriate, the city's responsibility to compel certain patterns for certain streets in providing for the health, safety and welfare of its citizens (e.g. emergency vehicles, intersection visibility, driveway access, etc.) would be addressed appropriately.

Member Sparby clarified that this condition only states that the State Fair would enter into a contract; and suggested their representatives could negotiate reasonable language with the city. Member Sparby stated that he didn't see the condition as a blank canvas for the city to plaster the entire city with signage, but simply as a reasonable approach for those areas and residents seeking help with overflow parking in their neighborhoods. Therefore, Member Sparby spoke in support of this reasonable condition.

Member Kimble suggested tightening up the language in the condition for specific areas in which a park and ride lot are located versus a blanket opportunity, opining that she saw that as the intent of the condition.

Chair Murphy spoke against the amendment, opining that he wasn't concerned about any rampant growth of "No Parking" signs in the community, noting these are intended as temporary signs in certain areas, and showing the city's responsiveness to citizen concerns without over-reaching. While there was no mention of the cost of these temporary signs and their installation, Chair Murphy noted there would be a cost for their creation, installation and maintenance. Using the same logic as that for additional policing, Chair Murphy noted that this is a State Fair-related issue beyond normal parking, with continuing annual review by staff to refine the process moving forward.

Member Gitzen agreed with the comments of Chair Murphy and Member Sparby, opining this was a reasonable condition and therefore, he would not support the amendment, expressing confidence that the city would be judicious in signage.

As a resident within walking distance of Central Park, Member Daire noted the parking situation and pedestrian safety concerns during the summer celebrations at Central Park. Member Daire compared this to the experiences of those living near these park and ride lots. Member Daire spoke in support of this amendment and for the State Fair to provide oversight, without additional regulations; and for the city to address street width and parking as a practical matter.

Chair Murphy noted that the design standards were intended to address normal conditions versus extraordinary events such as the State Fair. Chair Murphy referenced past temporary "No Parking" signs along Woodhill to address a similar situation. Chair Murphy spoke in opposition to the amendment.

– design standards seems to address normal conditions for building, versus extraordinary event s- example Woodhill – posted no parking on temporary basis – not normal standards; this is addressing similarly – temporary no parking – huge difference versus built do standards – opposed to motion

Amendment #3

Ayes: 2 (Daire and Bull)

Nays: 4 (Sparby, Gitzen, Kimble, Murphy)

Motion failed

Original Motion, as amended (line 159) with operation deadline of 12:30 a.m.

Ayes: 5

Nays: 1 (Bull)

Motion carried.

Vice Chair Bull clarified that he was not opposed in general to the IU, but just several of the conditions of approval.

At the request of Chair Murphy, Ms. Collins advised that this item was tentatively scheduled for the April 24, 2017 City Council meeting.

**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, Minnesota, was held on the 24th day of April, 2017, at 6:00 p.m.

The following members were present:
and the following were absent:

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

**RESOLUTION NO. _____
A RESOLUTION APPROVING NINE MINNESOTA STATE FAIR
PARK-AND-RIDE LOTS FOR OPERATION DURING THE
ANNUAL MINNESOTA STATE FAIR (PF07-017)**

WHEREAS, the Minnesota State Fair has requested an AMENDED INTERIM USE PERMIT to allow the inclusion of two additional park and ride facilities into their existing INTRIM USE PERMIT; and

WHEREAS, the eight existing park and ride facilities (lots) are located at the following properties:

New Life Presbyterian Church, 965 Larpenteur Avenue
Calvary Baptist Church, 2120 Lexington Avenue
Church of Corpus Christi, 2131 Fairview Avenue
Grace Church of Roseville, 1310 County Road B2
Roseville Covenant Church, 2865 Centennial Drive
Roseville Area High School, 1238 – 1240 County Road B2
The Church of St. Rose, 2048 Hamilne Avenue
Centennial United Methodist Church, 1525 County Road C2.

WHEREAS, an additional site is to be included and is located at St. Christopher Episcopal, 2300 Fairview Avenue; and

WHEREAS, The Roseville Planning Commission held the public hearing regarding the INTERIM USE request by the Minnesota State Fair on April 5, 2017, recommending (6-0) approval subject to amended conditions;

NOW THEREFORE BE IT RESOLVED, by the Roseville City Council, to APPROVE the request by the Minnesota State Fair for a five year INTERIM USE, including the addition of St. Christopher Episcopal as a park and ride lot during the Minnesota State Fair; and

BE IT FURTHER RESOLVED, by the Roseville City Council that all nine park and ride facilities (New Life Presbyterian Church, 965 Larpenteur Avenue, Calvary Baptist Church, 2120 Lexington Avenue, Church of Corpus Christi, 2131 Fairview Avenue, Grace Church of

Roseville, 1310 County Road B2, Roseville Covenant Church, 2865 Centennial Drive, Roseville Area High School, 1238 – 1240 County Road B2, The Church of St. Rose, 2048 Hamilne Avenue, Centennial United Methodist Church, 1525 County Road C2, St. Christopher Episcopal, 2300 Fairview Avenue) be subject to the following terms and conditions:

Existing Conditions

- a. The hours of operation at each of the sites shall be limited from 7 a.m. to 12:30 am;
- b. Each site shall have a minimum of one portable restroom that is cleaned on a regular basis (every four days, at a minimum);
- c. Each site shall have trash containers appropriately placed throughout the site to encourage use, and each trash container shall be emptied daily;
- d. Each site shall be monitored (walked by volunteer staff) hourly between the hours of 7 a.m. and 7 p.m., and every half hour between the hours of 7 p.m. and midnight;
- e. Each site is allowed directional signage and a “lot full” sign not exceeding 28 inches by 36 inches, additional signage shall be placed on-site to direct users away from local residential streets, and all signage and other pertinent information shall be taken down daily;
- f. Bus traffic and loading/unloading locations shall substantially adhere to the preferred route reviewed as part of the application and which is on file in the Community Development Department;
- g. The City has the ability, should certain altercations, events, or issues arise, to discontinue the use of a lot if deemed necessary by the City Manager or his/her assignee;
- h. Community Development staff will administratively review park and ride locations, based on citizen complaints, to determine whether operational modifications are necessary and will work with site volunteers and Minnesota State Fair staff to resolve the issue;
- i. Each site shall have a certificate of insurance with the Minnesota Risk Management Division for liability;

New Conditions

- j. The State Fair shall enter into a contract with the Roseville Public Works Department for an annual payment to cover the Departments posting and maintenance of temporary no parking areas. This contract would be reviewed annually as well to determine whether the fee should increase or to discuss what should be done with unexpended funds. A contract between both parties shall be in place and executed prior to the beginning of the 2017 Minnesota State Fair;
- k. The State Fair shall enter into a contract with the Roseville Police Department/City for the annual 12-day services of an off-duty officer. A contract between both parties shall be in place and executed prior to the beginning of the 2017 Minnesota State Fair. This contract shall not affect any other agreements the State Fair has with the Roseville Police Department relative to the State Fair.
- l. The INTERIM USE approval shall expire at the end of September 2021.

85 The motion for the adoption of the foregoing resolution was duly seconded by Council
86 Member _____ and upon vote being taken thereon, the following voted in favor:
87 and the following voted against:
88
89 WHEREUPON said resolution was declared duly passed and adopted.
90
91

Resolution - Minnesota State Fair IU park and ride facilities– multiple locations – PF17-002

STATE OF MINNESOTA)
) ss
COUNTY OF RAMSEY)

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 attached and foregoing extract of minutes of a regular meeting of said City Council held on the 24th day of April, 2017, with the original thereof on file in my office.

WITNESS MY HAND officially as such Manager this 24th day of April, 2017.

Patrick J. Trudgeon, City Manager

Resolution - Minnesota State Fair IU park and ride facilities– multiple locations – PF17-002

I, the undersigned, being a duly authorized representative of the Minnesota State Fair, do hereby acknowledge that I have received, reviewed, and understand the attached and foregoing extract of minutes of a regular meeting of the Roseville City Council held on the 24th day of April, 2017, and that the Minnesota State Fair agrees to abide by the terms and conditions of the approval as they apply to the Minnesota State Fair park and ride facilities at:

Calvary Baptist Church
2120 Lexington Avenue

Centennial United Methodist Church
1524 County Road C2

Church of Corpus Christi
2131 Fairview Avenue

Grace Church
1310 County Road B2

New Life Presbyterian Church
965 Larpenteur Avenue

Roseville Covenant Church
2865 Hamline Avenue

Roseville Area High School
1240 County Road B2

St. Chistopher Episcopal
2300 Fairview Avenue

St. Rose of Lima Catholic Church
2048 Hamline Avenue

The undersigned certify that the authorized signator(s) have executed this acknowledgment on behalf of the Minnesota State Fair.

signature

date

signature

date

***Resolution approving Minnesota State Fair park and ride facility as interim use at
Calvary Baptist Church, 2120 Lexington Avenue***

I, the undersigned, being a duly authorized representative of Calvary Baptist Church, do hereby acknowledge that I have received, reviewed, and understand the attached and foregoing extract of minutes of a regular meeting of the Roseville City Council held on the 24th day of April, 2017, and that Calvary Baptist Church agrees to abide by the terms and conditions of the approval as they apply to the Minnesota State Fair park and ride facility at Calvary Baptist Church.

The undersigned certify that the authorized signator(s) have executed this acknowledgment on behalf of Calvary Baptist Church.

signature

date

signature

date

Resolution approving Minnesota State Fair park and ride facility as interim use at Centennial United Methodist Church, 1524 County Road C2

I, the undersigned, being a duly authorized representative of Centennial United Methodist Church, do hereby acknowledge that I have received, reviewed, and understand the attached and foregoing extract of minutes of a regular meeting of the Roseville City Council held on the 24th day of April, 2017, and that Centennial United Methodist agrees to abide by the terms and conditions of the approval as they apply to the Minnesota State Fair park and ride facility at Centennial United Methodist Church.

The undersigned certify that the authorized signator(s) have executed this acknowledgment on behalf of Centennial United Methodist Church.

signature

date

signature

date

Resolution approving Minnesota State Fair park and ride facility as interim use at Church of Corpus Christi, 2131 Fairview Avenue

I, the undersigned, being a duly authorized representative of Church of Corpus Christi, do hereby acknowledge that I have received, reviewed, and understand the attached and foregoing extract of minutes of a regular meeting of the Roseville City Council held on the 24th day of April, 2017, and that Church of Corpus Christi agrees to abide by the terms and conditions of the approval as they apply to the Minnesota State Fair park and ride facility at Church of Corpus Christi.

The undersigned certify that the authorized signator(s) have executed this acknowledgment on behalf of Church of Corpus Christi.

signature

date

signature

date

***Resolution approving Minnesota State Fair park and ride facility as interim use at
Grace Church, 1310 County Road B2***

I, the undersigned, being a duly authorized representative of Grace Church Roseville, Inc., do hereby acknowledge that I have received, reviewed, and understand the attached and foregoing extract of minutes of a regular meeting of the Roseville City Council held on the 24th day of April, 2017, and that Grace Church Roseville, Inc. agrees to abide by the terms and conditions of the approval as they apply to the Minnesota State Fair park and ride facility at Grace Church.

The undersigned certify that the authorized signator(s) have executed this acknowledgment on behalf of Grace Church Roseville, Inc.

signature

date

signature

date

***Resolution approving Minnesota State Fair park and ride facility as interim use at
New Life Presbyterian Church, 965 Larpenteur Avenue***

I, the undersigned, being a duly authorized representative of New Life Presbyterian Church, do hereby acknowledge that I have received, reviewed, and understand the attached and foregoing extract of minutes of a regular meeting of the Roseville City Council held on the 24th day of April, 2017, and that New Life Presbyterian Church agrees to abide by the terms and conditions of the approval as they apply to the Minnesota State Fair park and ride facility at New Life Presbyterian Church.

The undersigned certify that the authorized signator(s) have executed this acknowledgment on behalf of New Life Presbyterian Church.

signature

date

signature

date

***Resolution approving Minnesota State Fair park and ride facility as interim use at
Roseville Area High School, 1240 County Road B2***

I, the undersigned, being a duly authorized representative of Roseville Area Schools, District #623, do hereby acknowledge that I have received, reviewed, and understand the attached and foregoing extract of minutes of a regular meeting of the Roseville City Council held on the 24th day of April, 2017, and that Roseville Area Schools, District #623, agrees to abide by the terms and conditions of the approval as they apply to the Minnesota State Fair park and ride facility at Roseville Area high School.

The undersigned certify that the authorized signator(s) have executed this acknowledgment on behalf of Roseville Area Schools, District #623.

School Board Chair

date

School Board Clerk

date

***Resolution approving Minnesota State Fair park and ride facility as interim use at
Roseville Covenant Church, 2865 Hamline Avenue***

I, the undersigned, being a duly authorized representative of Roseville Covenant Church, do hereby acknowledge that I have received, reviewed, and understand the attached and foregoing extract of minutes of a regular meeting of the Roseville City Council held on 24th day of April, 2017, and that Roseville Covenant Church agrees to abide by the terms and conditions of the approval as they apply to the Minnesota State Fair park and ride facility at Roseville Covenant Church.

The undersigned certify that the authorized signator(s) have executed this acknowledgment on behalf of Roseville Covenant Church.

signature

date

signature

date

***Resolution approving Minnesota State Fair park and ride facility as interim use at
St. Christopher Episcopal 2300 Hamline Avenue***

I, the undersigned, being a duly authorized representative of St. Christopher Episcopal, do hereby acknowledge that I have received, reviewed, and understand the attached and foregoing extract of minutes of a regular meeting of the Roseville City Council held on the 24th day of April, 2017, and that St. Christopher Episcopal agrees to abide by the terms and conditions of the approval as they apply to the Minnesota State Fair park and ride facility at St. Christopher Episcopal, 2300 Hamline Avenue

The undersigned certify that the authorized signator(s) have executed this acknowledgment on behalf of St. Christopher Episcopal.

_____	_____
<i>signature</i>	<i>date</i>

_____	_____
<i>signature</i>	<i>date</i>

***Resolution approving Minnesota State Fair park and ride facility as interim use at
St. Rose of Lima Catholic Church, 2048 Hamline Avenue***

I, the undersigned, being a duly authorized representative of St. Rose of Lima Catholic Church, do hereby acknowledge that I have received, reviewed, and understand the attached and foregoing extract of minutes of a regular meeting of the Roseville City Council held on the 24th day of April, 2017, and that St. Rose of Lima Catholic Church agrees to abide by the terms and conditions of the approval as they apply to the Minnesota State Fair park and ride facility at St. Rose of Lima Catholic Church.

The undersigned certify that the authorized signator(s) have executed this acknowledgment on behalf of St. Rose of Lima Catholic Church.

signature

date

signature

date