ROSEVILLE

REQUEST FOR COUNCIL ACTION

Date: 7/1/13
Item No.: 10.b

Department Approval	City Manager Approval
Jeanne Kelsey	P. Trudgeon

Item Description: Roseville Housing and Redevelopment Authority Quarterly Joint Meeting with the City Council

BACKGROUND

At the 2012 Annual Joint Meeting between the City Council and the Roseville Housing and Redevelopment Authority (RHRA), it was decided that the two bodies should meet more frequently, perhaps quarterly, given the expanded work plan the RHRA has undertaken from its approved strategic plan. Therefore, the RHRA Board and staff would like to give the City Council an update on some of the projects.

Dale Street Fire Station

As the City Council is aware, the Roseville HRA owns the approximately 2 acres at the corner of Dale St. and Cope Ave. and has entered into a memorandum of understanding with the City to purchase the Dale Street Fire Station once it is vacated.

The public participation phase of the Corridor Development Initiative (CDI) was held in April and May. Gretchen Nicolls will be at the joint meeting to discuss the process and present the redevelopment guidelines recommended by the community.

Comprehensive Multi-Family Housing Needs Analysis

Maxfield research completed an updated comprehensive multi-family housing needs analysis and presented the report to the RHRA on May 21, 2013. The report's conclusion and recommendation section has been attached for the Council and RHRA for discussion; specifically the City Priority portion should be discussed.

Prepared by: Jeanne Kelsey, Acting RHRA Executive Director (651) 792-7086

Attachments: A: CDI Summary Report and Recommendations
B: Conclusion and Recommendation from Comprehensive Multi-Family Housing Needs Analysis

Attachment A

ROSEVILLE: DALE STREET FIRE STATION SITE

Corridor Development Initiative
Summary Report and Development Guidelines

July 2013

Sponsored by:
The RHRA and Twin Cities LISC/Corridor Development Initiative
Funding provided by the McKnight Foundation and RHRA

Above: Aerial map showing site boundary.

Introduction

The Twin Cities Local Initiatives Support Corporations (TC LISC) / Corridor Development Initiative (CDI) was enlisted by the Roseville Housing Redevelopment Authority (HRA) to facilitate a series of four community workshops between April and May, 2013, to:

- Engage community members to explore scenarios for the redevelopment of the Dale Street Fire Station site, and provide recommendations that will be presented to the Roseville City Council and HRA.
- Demonstrate a methodology for strengthening community engagement to inform and guide redevelopment sites that are controlled by the Roseville HRA.

The Roseville Dale Street Fire Station Corridor Development Initiative was provided through funding by the Roseville HRA, which leveraged additional funding from Twin Cities LISC (provided by the McKnight Foundation).

Overview of the Corridor Development Initiative Process:

The Corridor Development Initiative consisted of four community workshops. Approximately 120 community members attended the workshops, aimed at:

- Gathering community input on shared values for the area,
- Exploring development scenarios to identify feasible redevelopment options for the site,
- Establishing development guidelines that address the challenges and opportunities of the site, and
- Building community consensus around development goals.

The process involved a technical team of facilitators, designers, developers, and city staff to inform and support participants as they explored ideas. Resulting from the process was an increased confidence by participants about possible guidelines that could be requested of a developer to enhance the area for future and current residents. The purpose of the CDI process is to identify a range of development options that meet community goals and market viability, rather than landing on one specific development direction or product.

Advisory Group

An Advisory Group was established to guide the Dale Street Fire Station Corridor Development Initiative work plan and community outreach, oversee the community workshop process, and review the final recommendations. The objective was to include a variety of perspectives that would inform the design of the process and key issues that needed to be addressed, and to provide a range of interests as they relate to the Dale Street Fire Station. The Advisory Group met prior to, during, and after the conclusion of the CDI process. Members included:

- Tammy McGhee (City Council Member)
- Jason Etten (City Council Member)
- Dean Maschka (HRA Chair)
- Vicki Lee (HRA Commissioner)
- Ken Hartman (resident)
- Dan Maser (King of Kings Church)
- William Majerus (resident)
- Fred O'Neil (previous property owner)
- Pat Trudgeon (city staff)
- Jeanne Kelsey (city staff)
- Barbara Raye (CDI facilitator)
- Gretchen Nicholls (CDI coordinator)

Above: Photos of the context surrounding the Dale Street Fire Station site.

HELP SHAPE THE FUTURE OF THE DALE ST. FIRE STATION!

Roseville Housing and Redevelopment Authority (RHRA) invites you to an exciting conversation about how to guide future housing development for the Dale St. Fire Station. With support from a design and development team, community members will participate in a series of workshops to explore what's possible for the site.

MARK YOUR CALENDARS! *We encourage attendance at all four events:*
ALL EVENTS ARE FREE AND OPEN TO THE PUBLIC

WORKSHOP I: GATHERING INFORMATION
Thursday, April 11, 2013 6:30- 8:30 pm

WORKSHOP II: DEVELOPMENT SCENARIOS – THE BLOCK EXERCISE
Thursday, April 25, 2013 6:30 – 8:30 pm

WORKSHOP III: DEVELOPER PANEL
Tuesday, May 14, 2013 6:30 – 8:30 pm

WORKSHOP IV: FRAMING THE RECOMMENDATIONS
Tuesday, May 28, 2013 6:30 – 8:30 pm

ALL WORKSHOPS HELD AT KING OF KINGS CHURCH, 2330 DALE STREET, ROSEVILLE

For more information, contact:

Jeanne Kelsey
City of Roseville
651-792-7086
Jeanne.kelsey@ci.roseville.mn.us

Gretchen Nicholls
TC LISC
651-265-2280
gnicholls@lisc.org

Childcare and translation services will be provided by request only. Please RSVP to Gretchen Nicholls at 651-265-2280 one week in advance of each workshop if you would like to reserve childcare or translation services.

WWW.CITYOFROSEVILLE.COM/DALEFIRESTATION

Above: Save the Date postcard that was mailed to residents.

Community Outreach

A variety of methods were used to notify the community about the Dale Street Fire Station Corridor Development Initiative workshops. Information about the public workshops was distributed through:

- A direct mailing of 600 "Save the Date" postcards announcing the series of workshops
- An article in the city newspaper announcing the workshop series dates (distributed citywide)
- 100 flyers dropped door to door in the Dale Street Fire Station area.
- The City of Roseville web site

Additional outreach was provided to community organizations (e.g. King of Kings Church). Childcare and translation services were available upon request to limit obstacles for participation. All participants that signed in for any of the workshops were notified in advance about upcoming sessions by email (as provided).

CDI Community Workshops

Community members are invited to attend a series of community workshops to explore redevelopment options for the three (3) acre site. Attendance at all four workshops was suggested and encouraged:

Above: Attendees during Workshop II.

Workshop I: Gathering Information
Thursday, April 11
6:30 – 8:30 pm
King of Kings, 2330 Dale Street
What has been learned about current housing needs in the community? What are the concerns about future development, and what do we want to achieve?

Guest presenters:
- Todd Rhoades, Cermak Rhoades Architects
- Pat Trudgeon, Roseville Community Development Director

Workshop II: Development Scenarios – The Block Exercise
Thursday, April 25
6:30 – 8:30 pm
King of Kings, 2330 Dale Street
Join your neighbors in an interactive workshop to create feasible development scenarios for the Dale Street Fire Station site. Design and development experts will be on hand to share ideas and insights.

Workshop III: Developer Panel
Tuesday, May 14
6:30 – 8:30 pm
King of Kings, 2330 Dale Street
Explore development opportunities and challenges with a panel of developers, market consultant and city representatives to build a strategic road map for the future of Dale Street Fire Station.

Panelists included:

- Mary Bujold, Maxfield Research
- Larry Fonnest, Dunn Brothers Coffee
- Ron Mehl, Dominium, Inc.

Additional panelists presented at Workshop IV:

- Andrew Hughes, Sherman Associates
- Bill Buelow, Greater Metropolitan Housing Corporation

Workshop IV: Framing the Recommendations
Tuesday, May 28
6:30 – 8:30 pm
King of Kings, 2330 Dale Street
Contribute to the creation of development recommendations for Dale Street Fire Station site, which will be submitted to the RHRA and City Council.

Write-ups and notes from each of the workshops are attached in the addendum.

Final Recommendations

The CDI process culminated with final recommendations to the Roseville HRA for redevelopment guidelines for the Dale Street Fire Station, which reflected a consensus of the participants attending the final workshop. The Dale Street Fire Station CDI recommendations will be formally presented at a joint meeting of the Roseville City Council and HRA on July 1, 2013, for their consideration.

Above: Photos of participants during Wokshop II.

Roseville Dale Street Fire Station: Why the Corridor Development Initiative?

When the Roseville HRA embarked on acquiring additional parcels surrounding the Dale Street Fire Station to configure a larger redevelopment site, they were committed to identifying a way to engage the community in a meaningful way to inform redevelopment goals. City staff identified the Corridor Development Initiative as a potential methodology for achieving that. City Council Members, HRA Commissioners, and city staff exhibited a strong commitment to fully exploring "a new way of doing business" by engaging the community at the front end, before an actual development proposal is presented. By engaging the community to articulate their values and concerns, and offering the opportunity to participate in the creative problem solving of responding to those values while maintaining a financially feasible project, the City and HRA gathered insights from the CDI model that will inform their future approach.

Evaluation of the CDI Process

After each community workshop CDI gathers feedback from participants about the process, which allows the Advisory Group to see what's working well or make mid-course adjustments for what is not. The feedback offers important insights into what the participants are learning, and what additional information they would like to have to inform the conversation.

Both open-ended and ranking questions were used to determine the effectiveness of each session in meeting its goals as well as the level of support that participants had in the final recommendations.

The number of completed feedback forms varied from workshop to workshop and ranged in number from a low of 7 (Block exercise) to a high of 23 (first session.) Nine forms were completed evaluating the Panel discussion (3rd session) and 15 forms were completed for the final session for a total of 54 forms.

Those questions asking if each session met its objectives received a combined total of 227 responses; 66.5% indicated the sessions had fully met objectives, 26.4 % indicated the sessions somewhat met objectives, and only 7% indicated the session had not met the objectives.

Those questions asking if the participant was personally satisfied with the session received a total of 45 responses. The responses ranged from "very satisfied" to "very dissatisfied." No respondent answered "very dissatisfied" and only 2 responses were "somewhat dissatisfied." All of the remaining 43 responses were "very" or "somewhat" satisfied with the sessions.

Comment sections on each form also provided opportunities for unstructured responses. Responses including themes of:

- Appreciation for the presenters, staff, HRA, and facilitators
- Thank you to the City and HRA for the meetings
- Early caution or doubt that residents would be allowed to influence the decision with a growing belief in the end that the input would be used
- New knowledge/information and appreciation for the diversity of resident perspective

All 52 responses to the question if the participant would recommend the process to others were "yes". In the final evaluation 13 of 15 indicated they supported the recommendations; 1 person marked both "Yes" and "No" noting that he had very mixed feelings, and only 1 person indicated that he could not support any recommendation that included rental property.

Next Steps

The RHRA will consider the use of the Dale Street Fire Station Development Guidelines as they prepare a Request for Proposals for the redevelopment of the site.
The RHRA will identify a developer to redevelop the site, and will engage the community in an ongoing way to inform the final development project.

Attachments:

A. Dale Street Fire Station Development Guidelines
B. Overview of site and demographics (City staff report)
C. Sustainable Development and Design presentation (Todd Rhoades)
D. Summary of Small Group Discussion Questions (Workshop I)
E. Block Exercise Summary Sheet (workshop II)
F. Summary of Findings of the Housing Update for Roseville, MN (Maxfield Research)
G. High Density Development: Myth and Fact (NHMC, AIA, Sierra Club)
H. Developer Panel Meeting Notes (Workshops III and IV)
I. Attendance list for the Roseville Dale Street Fire Station CDI workshops
J. Workshop evaluation summaries
K. Description of the Corridor Development Initiative
L. Announcement / publicity flyer for the Dale Street Fire Station CDI workshops

Attachment A. Dale Street Fire Station Development Guidelines

INTRODUCTION

Roseville is a vibrant city known for its strong, safe neighborhoods, excellent business climate, quality schools and outstanding parks.

Conveniently located in Ramsey County, just minutes from downtown Minneapolis and St. Paul, Roseville is a dynamic city with many civic, philanthropic and service organizations which strengthen the community.

In 2013 the City of Roseville Housing Redevelopment Authority (Roseville HRA) invited the Twin Cities LISC / Corridor Development Initiative to lead a series of community workshops to explore development options and scenarios for a three acre parcel owned by the HRA, including the Dale Street Fire Station. These development objectives are the result of the community workshops, and serve to inform the future development of the Dale Street Fire Station site.

The Roseville Fire Station site area

ASSETS

The City of Roseville:

- Has a healthy mix of land uses, and commitment to sustainable development practices;
- Takes pride in our safe and well-maintained neighborhoods, housing, and businesses;
- Offers renowned parks and recreational facilities that are community centerpieces that attract people of all ages and abilities
- Provides a great place to raise a family, run a business, age in place, and recreate;
- Maintains a strong and diversified tax base, kept healthy by a vibrant local business climate, and high-quality jobs that provide families with economic security.

Single family houses surround the site to the nort and west.

King of Kings Church is located directly accross from the site.

Sample sketches illustrating different development options explored during a community workshop.

Guidelines: Dale Street Fire Station site

Previously the Dale Street Fire Station, the HRA acquired five adjacent lots to establish more attractive three acre redevelopment site. Located on Dale Street, the site has easy freeway access (Hwy 36), is near a pine forest, and within walking distance of Central Park. Ideal for housing, the HRA is interested in attracting a residential use that embraces sustainable development elements, and encourages intergenerational living.

The redevelopment of the site must complement the existing single family context. If three stories are required, it should transition from medium to lower as it approaches the single family homes. The preservation of trees and green space on the site is also strongly encouraged. The option to include workforce housing (providing access to additional public and philanthropic resources to fill financial gaps) should also be considered. To avoid ongoing disruption to the area it is also recommended that the site be developed in an expedient way, not phased.

Promote intergenerational living and connections to surrounding features

A. Incorporate universal design, creating accessible spaces for people of all ages.
B. Provide for a range of housing sizes to accommodate a variety of household needs and incomes.
C. Create pedestrian-friendly connections that link to surrounding areas of interest (e.g. schools, pet cemetery, pine forest).
D. If subsidy is required, it should focus on insuring eligibility for seniors.
E. Blend into and complement the existing neighborhood.
F. Egress to the site should a consideration regarding traffic control.
G. Work cooperatively with the county to deal with traffic issues.

Several mature trees can currently be found on the site.

The site has easy access to Highway 36.

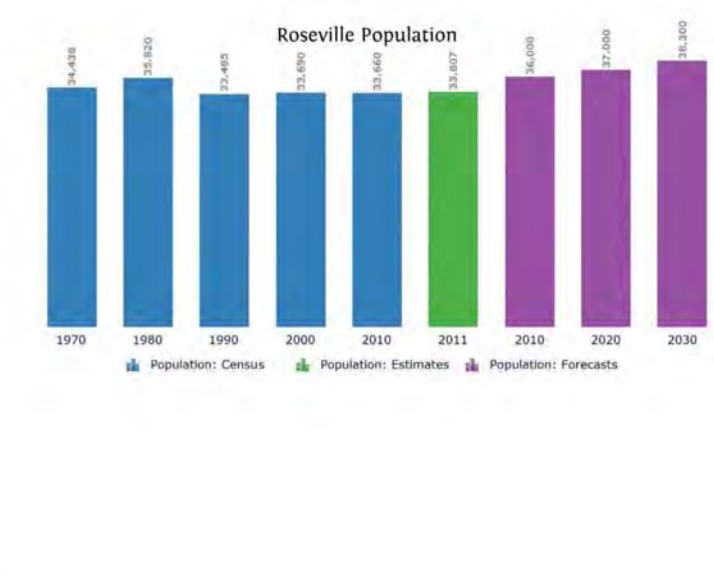
Enhance neighborhood character and amenities

H. Desirable uses for the site would include:
1. Single family home, town home, ownership, with shared courtyards;
2. Home ownership is preferred, but any rental needs to reinforce stability.
3. If rental, a maximum height of three stories should be considered, with private entrances at the street level to create a townhome appearance;
4. Greater massing on this site should be located on Dale Street, stepped down as it approaches single family homes (reduce impact to single family homes by graduated height transition);
5. Create common spaces that act as a shared amenity and preserve the tree canopy;
6. A pocket neighborhood that blends a mix of housing types and shared green space;
7. Promote views throughout the site to have "eyes on the street" for safety and security;
8. "Mixed" housing options that could accommodate different household sizes, configurations, and incomes;
9. Consider elements that enhance "indoor-outdoor" experience, such as balconies and screened porches;
10. Build in flexibility to allow for rental to ownership mix as markets change;
11. Adequate off-street parking must be provided for residents and guests.
12. Create a sense of ownership and community for all users, including residents;
13. Rental properties must provide strong management oversight, and a crime-free addendum.
14. If rental, either for profit or nonprofit, the developer should have a history of long term commitment to the property. The preference should be for nonprofit developers.
15. The Dale Street trail should be maintained.

Encourage Sustainable Development

I. Utilize sustainable building and site design.
J. Reduce impervious paving, minimize surface parking, and mitigate storm water runoff on site.
K. Build new construction to last 100 years.
L. Consider and minimize the ecological impact.

Attachment B. Overview of site and demographics (City staff report)

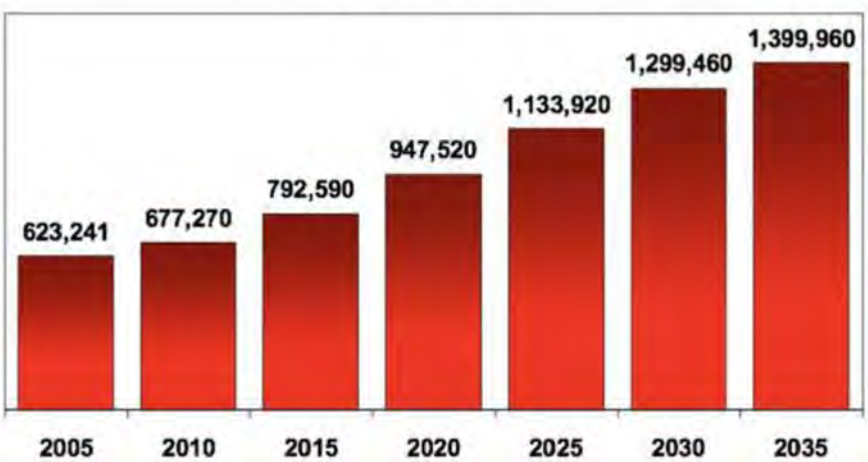


A little about Roseville

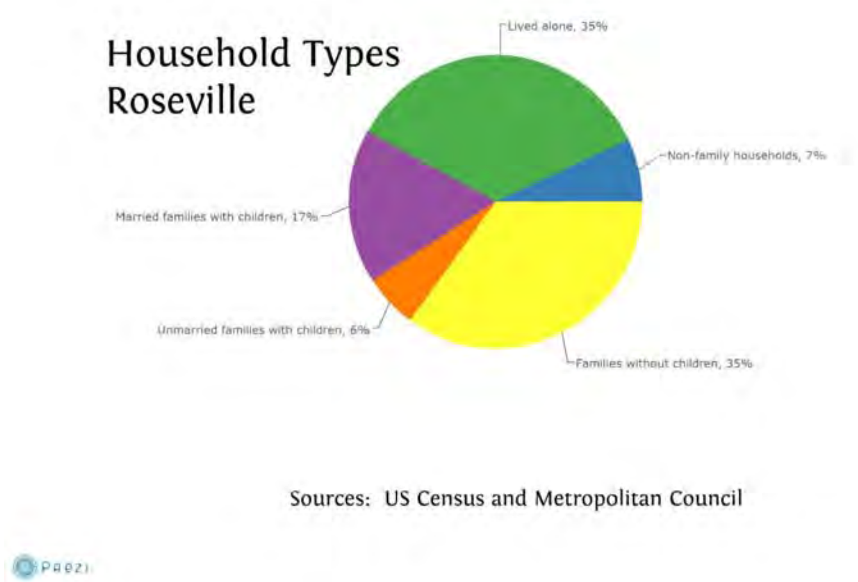
Roseville's population is older than Metro
Median Age – 42.1 years (36.0 years in Metro)

20% of Roseville population is 65 years and older, compared to 10% for Twin Cities

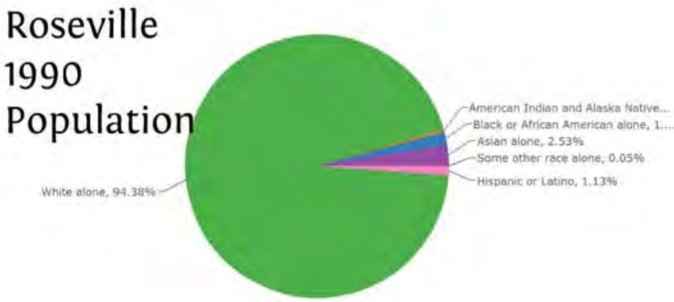
Projected Minnesota population ages 65+

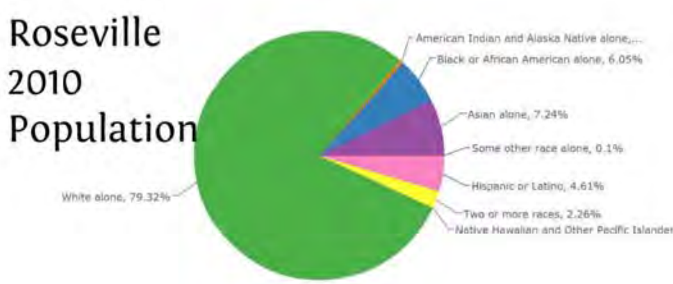


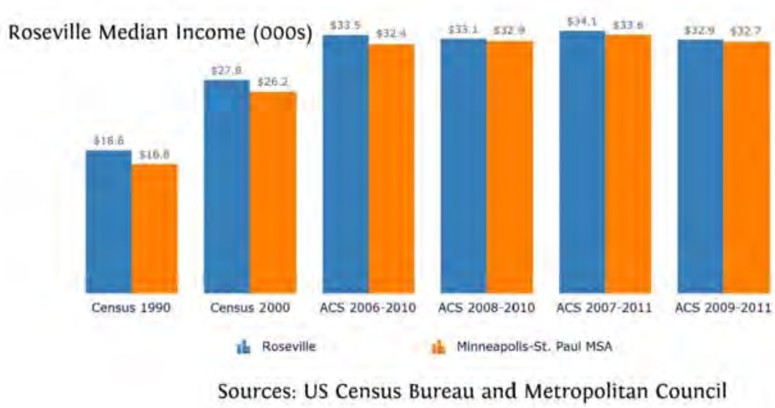
Minnesota State Demographic Center projections


Household Types
Roseville
Lived alone, 35%
Non-family households, 7%
Married families with children, 17%
Unmarried families with children, 6%
Families without children, 35%
Sources: US Census and Metropolitan Council
PREZI

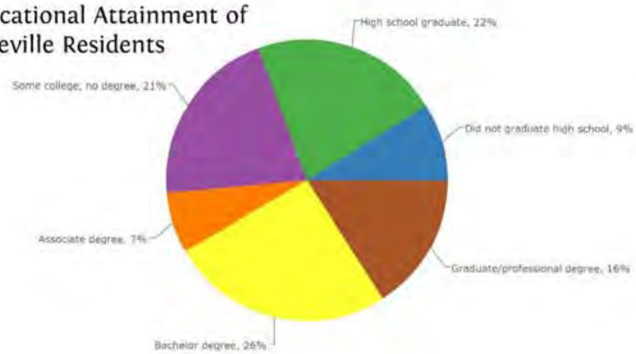

Roseville's diversity is growing
Roseville has become more diverse, with increases in all minority populations, especially for Black/African American and Hispanic populations.
1990 Census
94% White
1.5% African American
2.5% Asian
1% Hispanic
2010 Census
79% White
6% African American
7% Asian
5% Hispanic
PREZI


Roseville
1990
Population
American Indian and Alaska Native...
Black or African American alone, 1....
Asian alone, 2.53%
Some other race alone, 0.05%
Hispanic or Latino, 1.13%
White alone, 94.38%


Roseville
2010
Population
American Indian and Alaska Native alone,...
Black or African American alone, 6.05%
Asian alone, 7.24%
Some other race alone, 0.1%
Hispanic or Latino, 4.61%
Two or more races, 2.26%
Native Hawaiian and Other Pacific Islander
White alone, 79.32%


Roseville Median Income (000s)
$16.6
$16.8
$27.8
$26.2
$33.5
$32.4
$33.1
$32.9
$34.1
$33.6
$32.9
$32.7
Census 1990
Census 2000
ACS 2006-2010
ACS 2008-2010
ACS 2007-2011
ACS 2009-2011
Roseville
Minneapolis-St. Paul MSA
Sources: US Census Bureau and Metropolitan Council

Educational Attainment of Roseville Residents



Source: Metrpolitan Council, US Census ACS Survey

Prezi

Roseville Demographics

	2000	2010	% change
Total Population	33,690	33,660	*-0.09%*
Median Age	41.0	42.1	2.68%
Male	46.50%	47.10%	1.29%
Female	53.50%	52.90%	*-1.12%*
<18	18.20%	18.60%	2.20%
65 and older	20.30%	20.20%	*-0.49%*
75 and older	11.10%	11.30%	1.80%
< 10	9.60%	10.30%	7.29%

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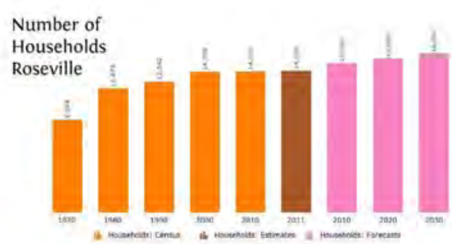
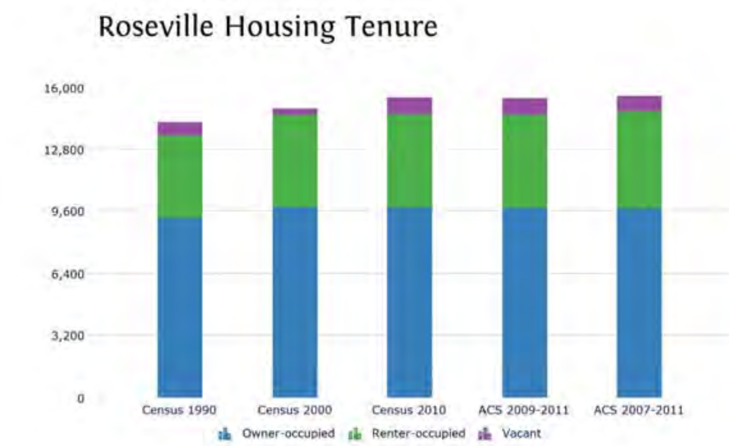
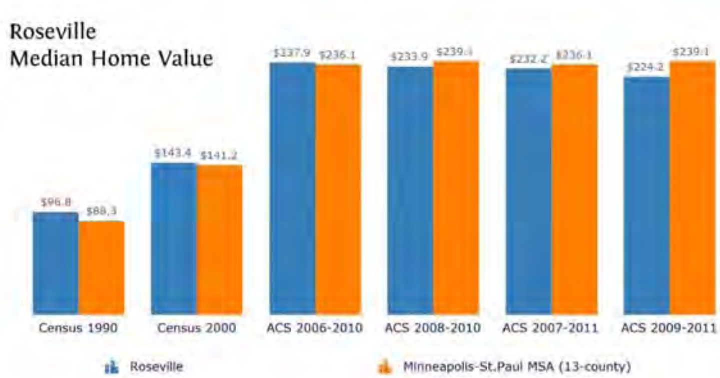


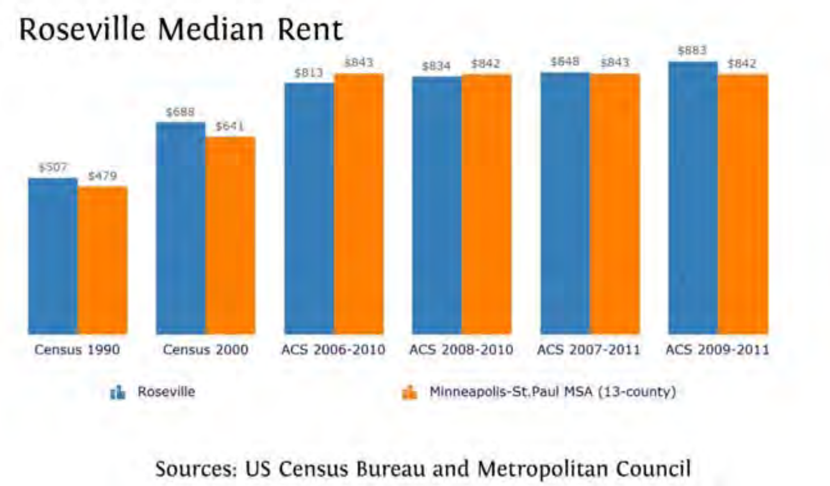
Sources: US Census Bureau and Metropolitan Council

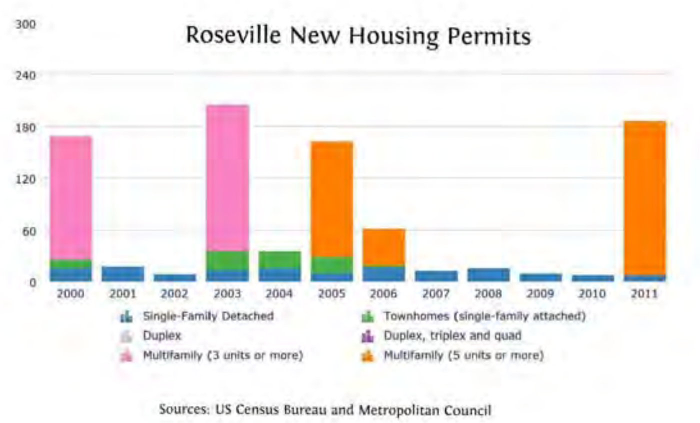


Sources: US Census Bureau and Metropolitan Council



Sources: US Census Bureau and Metropolitan Council


Roseville Median Rent
$507
$479
$688
$641
$813
$843
$834
$842
$848
$843
$883
$842
Census 1990
Census 2000
ACS 2006-2010
ACS 2008-2010
ACS 2007-2011
ACS 2009-2011
Roseville
Minneapolis-St.Paul MSA (13-county)
Sources: US Census Bureau and Metropolitan Council


Roseville New Housing Permits
300
240
180
120
60
0
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
Single-Family Detached
Duplex
Multifamily (3 units or more)
Townhomes (single-family attached)
Duplex, triplex and quad
Multifamily (5 units or more)
Sources: US Census Bureau and Metropolitan Council

City of Roseville
Land Use Guidance
for the Dale Street site

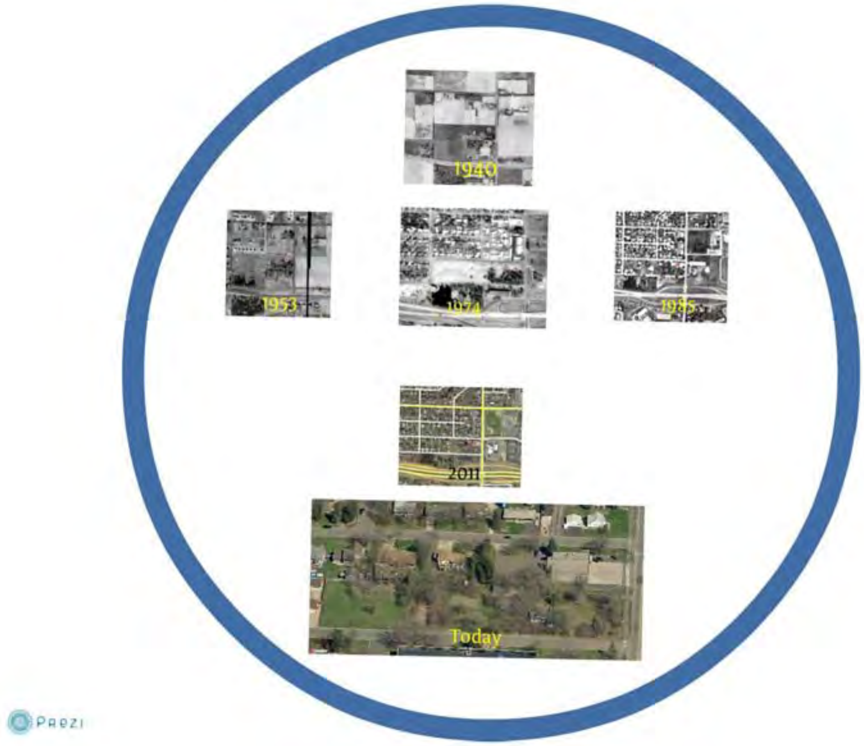
Property History
Fire Station
Comprehensive Plan and Zoning

The original house on the property was built in 1906.

In 1912, Veterinarian Arnold Fiest purchased the property and ran his practice for many years.

In 1919, Dr. Fiest started the pet cemetery, located on the south side of Cope Ave.

The O'Neil family purchased the property in the 1950s and owned it until recently.

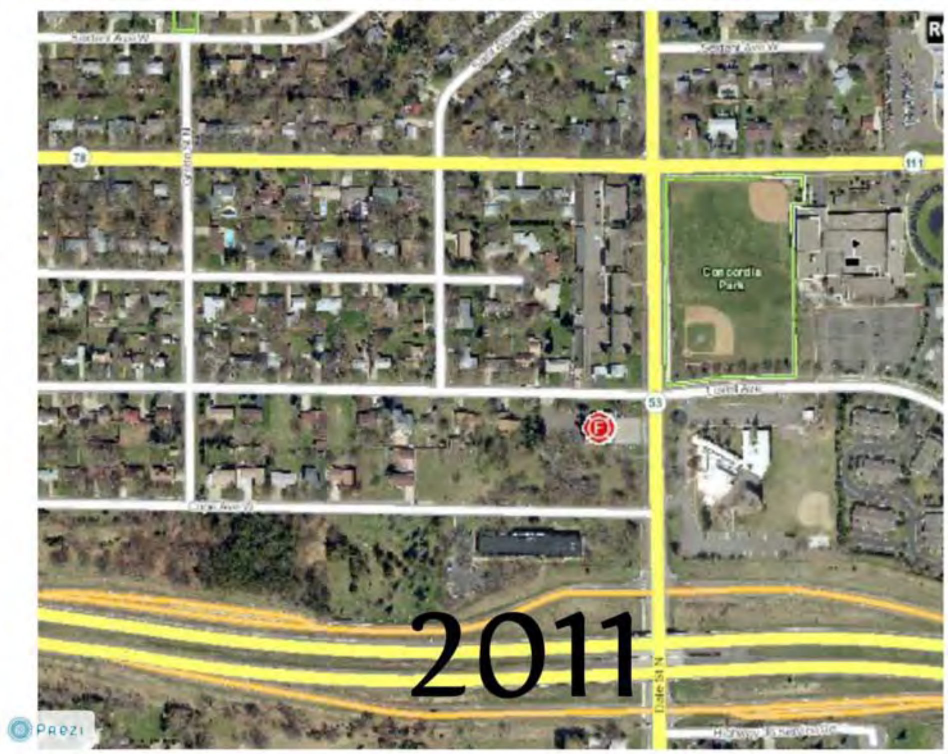

1940
1953
1974
1985
2011
Today
Prezi


1940
RC
Prezi


1953
RC
Prezi


1974
Prezi


1985
RC
Prezi


2011
Concordia Park
Dale St N
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Dale Street Fire Station

Current fire station built in 1976.

Houses main first response equipment and personnel.

Will no longer be needed once the new fire station on the City Hall campus is completed in Fall of 2013.


Land Use Guidance
What regulatory documents determines how the property is developed?
• Roseville Comprehensive Plan
• Zoning Code
• Use
• Density
• Design
• Green Space/Landscaping
• Stormwater Management
• Public Road Access
• Utilities
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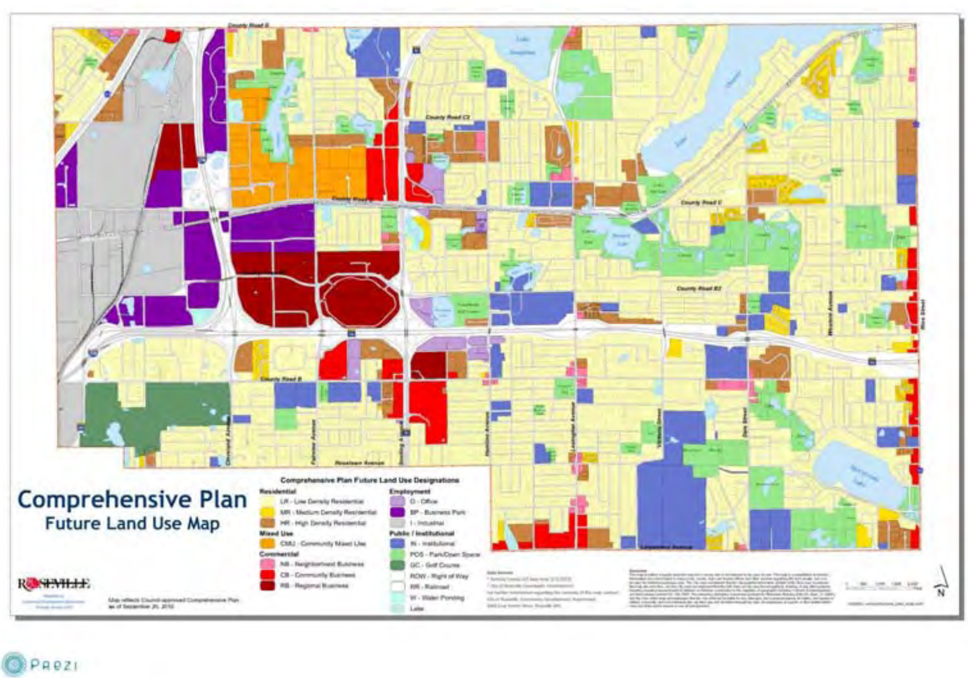
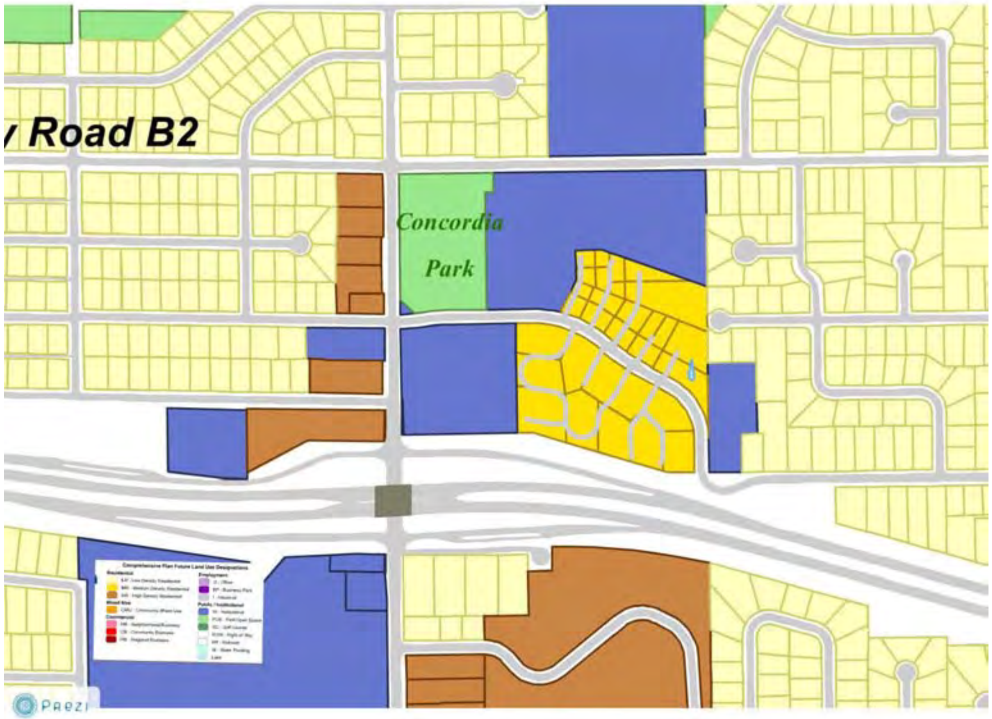
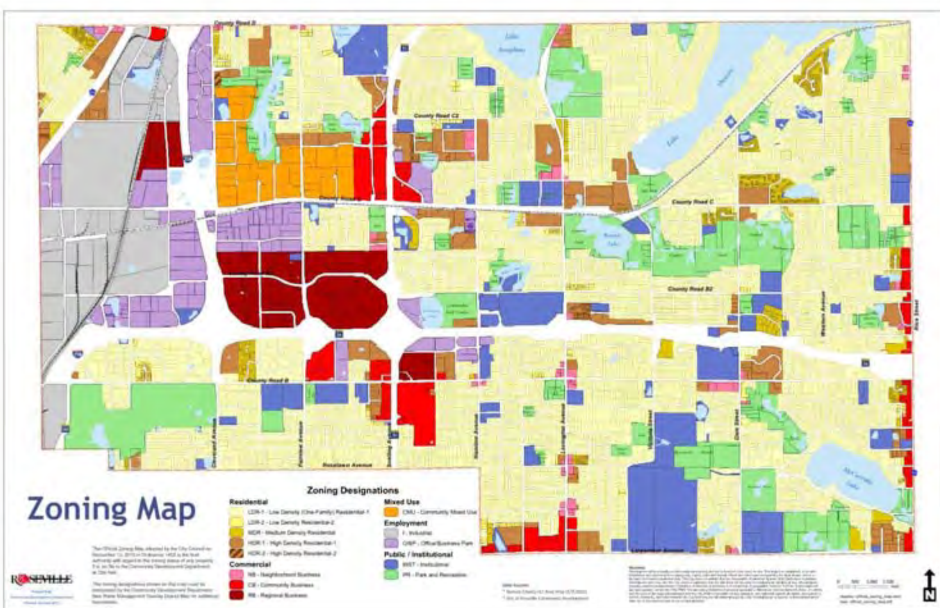
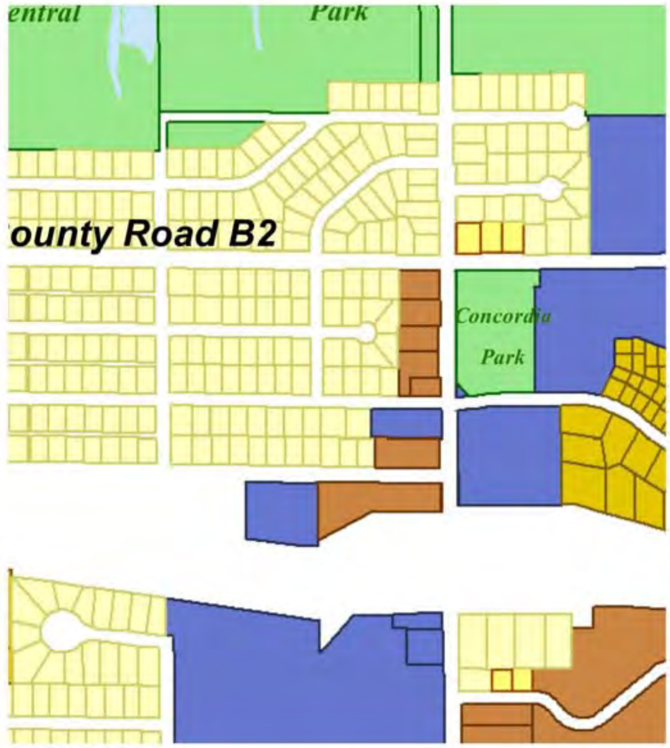

Comprehensive Plan
Future Land Use Map
Comprehensive Plan Future Land Use Designations
Residential
LR - Low Density Residential
MR - Medium Density Residential
HR - High Density Residential
Mixed Use
CMU - Community Mixed Use
Commercial
NB - Neighborhood Business
CB - Community Business
RB - Regional Business
Employment
O - Office
BP - Business Park
I - Industrial
Public / Institutional
IN - Institutional
POS - Park/Open Space
GC - Golf Course
ROW - Right of Way
RR - Railroad
W - Water Ponding
Lake
Prezi



Road B2
Concordia
Park



Zoning Map
Zoning Designations
Residential
Mixed Use
Employment
Public / Institutional
Commercial
ROSEVILLE


entral
Park
ounty Road B2
Concordia
Park

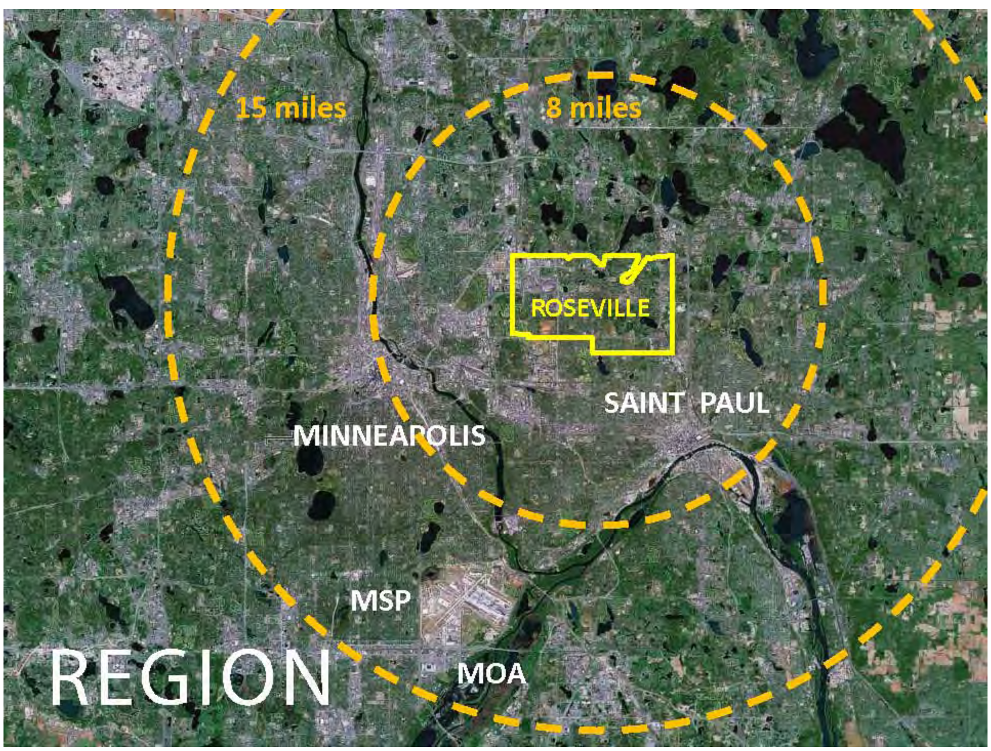

Housing and Neighborhoods
6

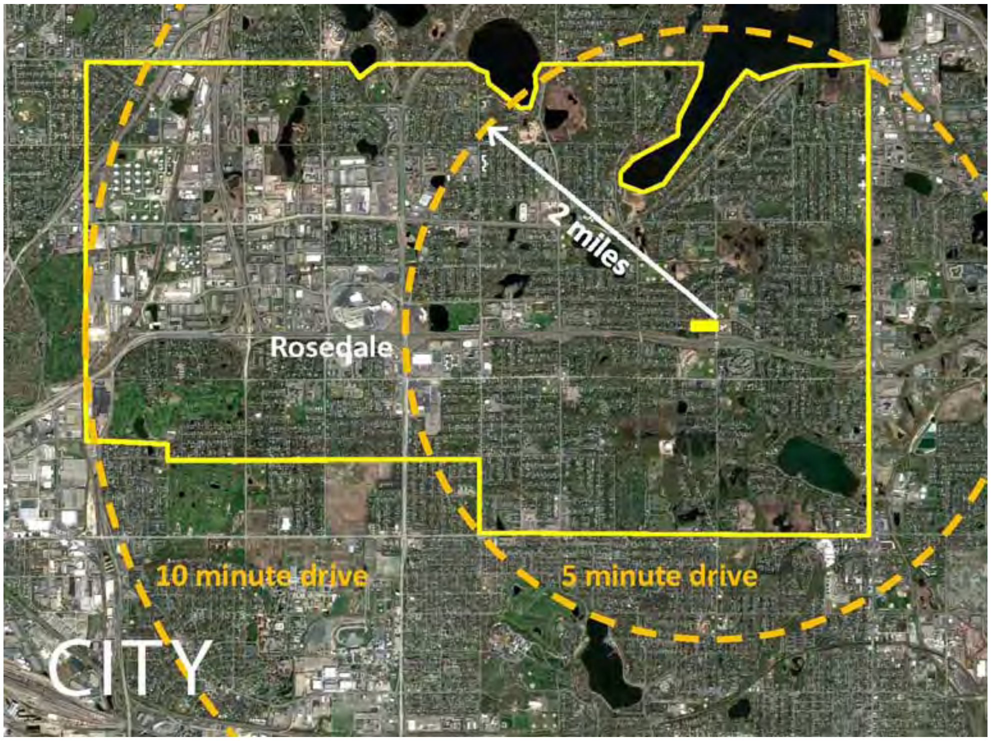

Questions?

Attachment C. Sustainable Development and Design presentation (Todd Rhoades)

SUSTAINABLE DEVELOPMENT

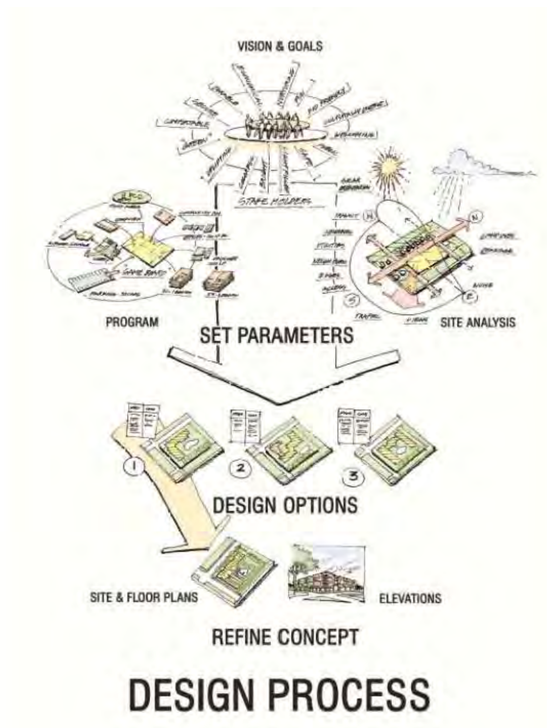
A pattern of economic growth in which resource use aims to meet human needs while preserving the environment so that these needs can be met in the present and the future.




2 miles
Rosedale
10 minute drive
5 minute drive
CITY


10 minute walk
Bennett Lake
Central Park
5 minute walk
1/2 mile
NEIGHBORHOOD


Concordia
Academy
King of
Kings
BLOCK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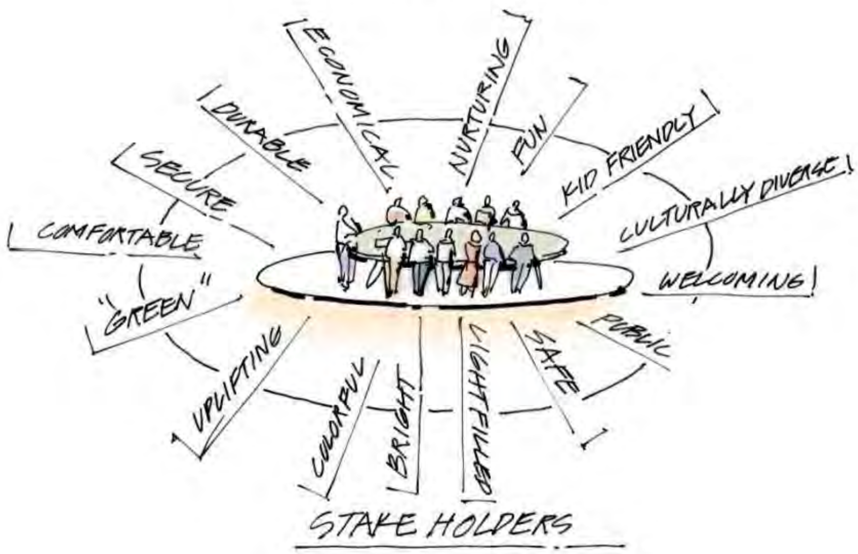
SITE ANALYSIS
DESIGN OPTIONS
SITE & FLOOR PLANS
ELEVATIONS
REFINE CONCEPT
DESIGN PROCESS

VISION & GOALS



CERTIFICATIONS

2015 ENTERPRISE GREEN COMMUNITIES CRITERIA CHECKLIST

4: WATER CONSERVATION

4.1 Water-Conserving Fixtures
Install or retrofit water-conserving fixtures in all units and any common facilities with the following specifications: Toilets—1.28 gpf; Urinals—0.5 gpf; Showerheads—2.0 gpm; Kitchen faucets—2.0 gpm; Bathroom faucets—1.5 gpm

4.2 Advanced Water-Conserving Appliances and Fixtures
Install or retrofit water-conserving fixtures in all units and any common facilities with the following specifications: Toilets—1.2 gpf; Showerheads—1.5 gpm; Kitchen faucets—1.5 gpm; Bathroom faucets—0.5 gpm. *Select any, or all, of the options:*
- Toilets *(2 points)*
- Showerheads *(2 points)*
- Faucets—kitchen and bathroom *(2 points)*

4.3 Water Reuse
Harvest, treat, and reuse rainwater and/or greywater to meet a portion of the project's water needs.
- 10% reuse *(1 point)*
- 20% reuse *(2 points)*
- 30% reuse *(3 points)*
- 40% reuse *(4 points)*

5: ENERGY EFFICIENCY

5.1a Building Performance Standard: Single family and Multifamily (three stories or fewer)
(New Construction only)
Certify the project under ENERGY STAR New Homes.

5.1b Building Performance Standard: Multifamily (four stories or more)
(New Construction only)
Demonstrate compliance with EPA's Multifamily High-Rise program (MFHR) using either the prescriptive or the performance pathway.

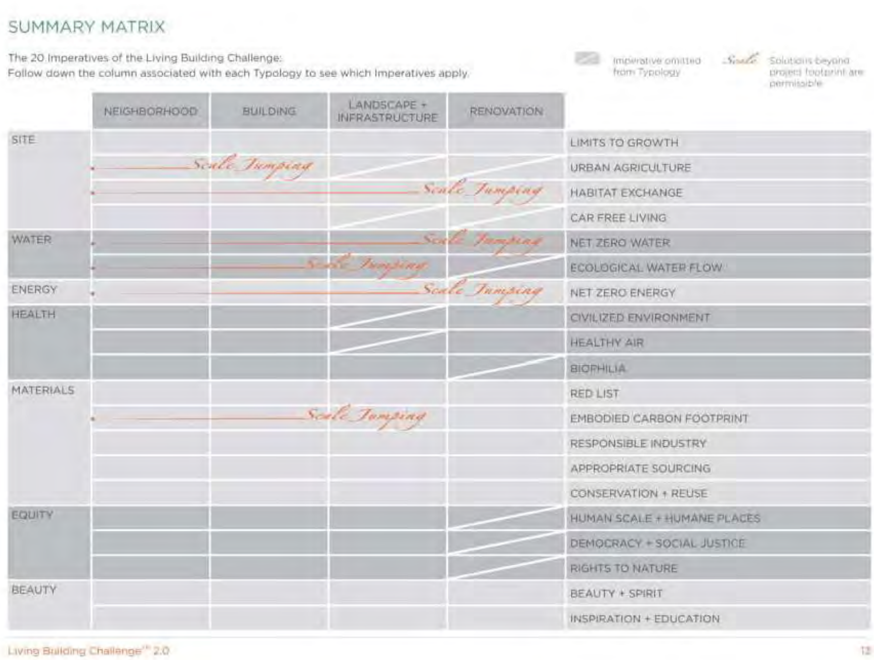
5.1c Building Performance Standard: Single family and Multifamily (three stories or fewer)
(Substantial and Moderate Rehab only)
Demonstrate that the final energy performance of the building is equivalent to a Home Energy Rating System (HERS) Index of 85.

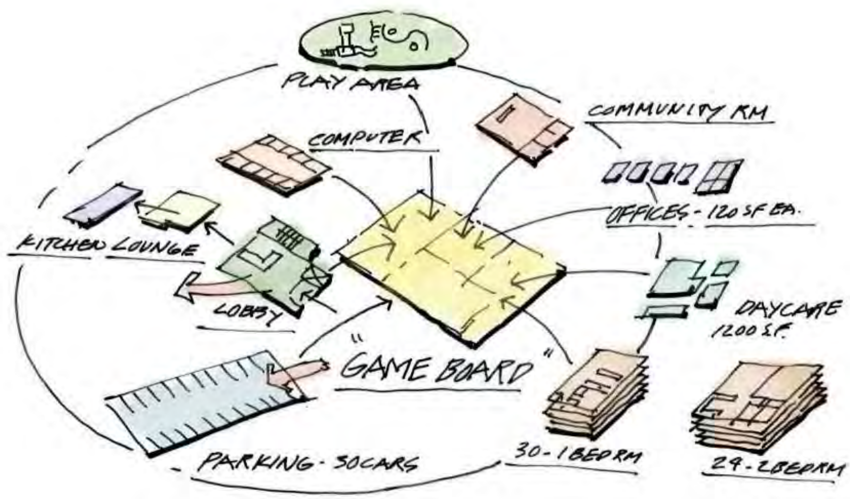
5.1d Building Performance Standard: Multifamily (four stories or more)
(Substantial and Moderate Rehab only)
Demonstrate that the final energy performance of the building is equivalent to ASHRAE 90.1-2007.

5.2 Additional Reductions in Energy Use
Improve whole-building energy performance by percentage increment above baseline building performance standard for additional points.

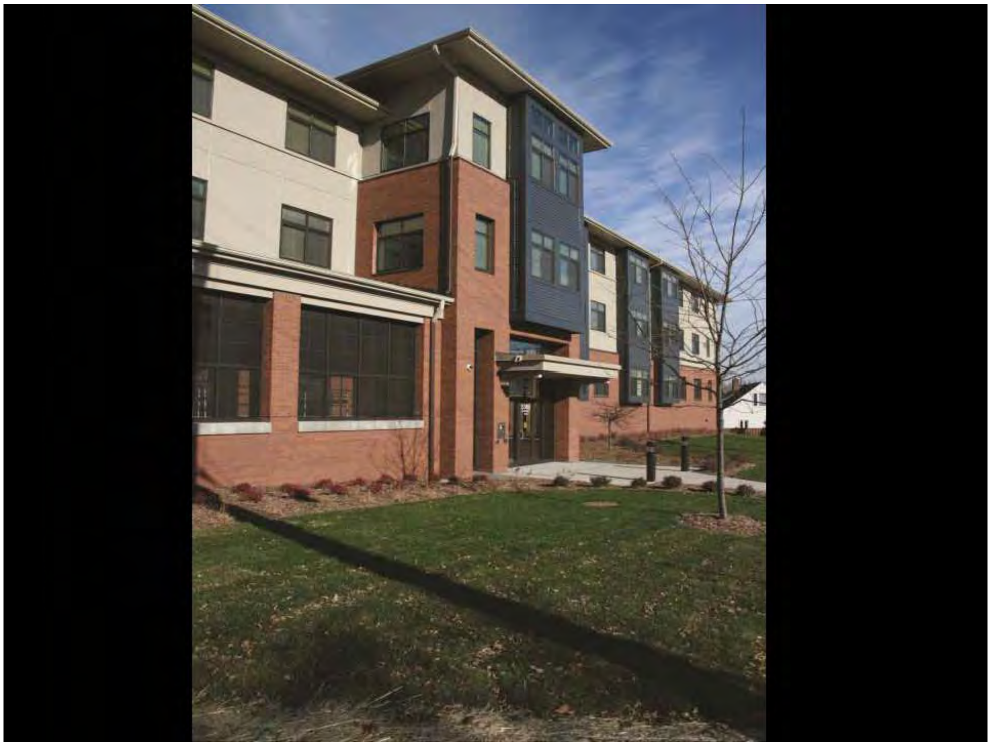
5.3 Sizing of Heating and Cooling Equipment
Size heating and cooling equipment in accordance with the Air Conditioning Contractors of America (ACCA) Manuals, Parts J and S, or ASHRAE handbooks.

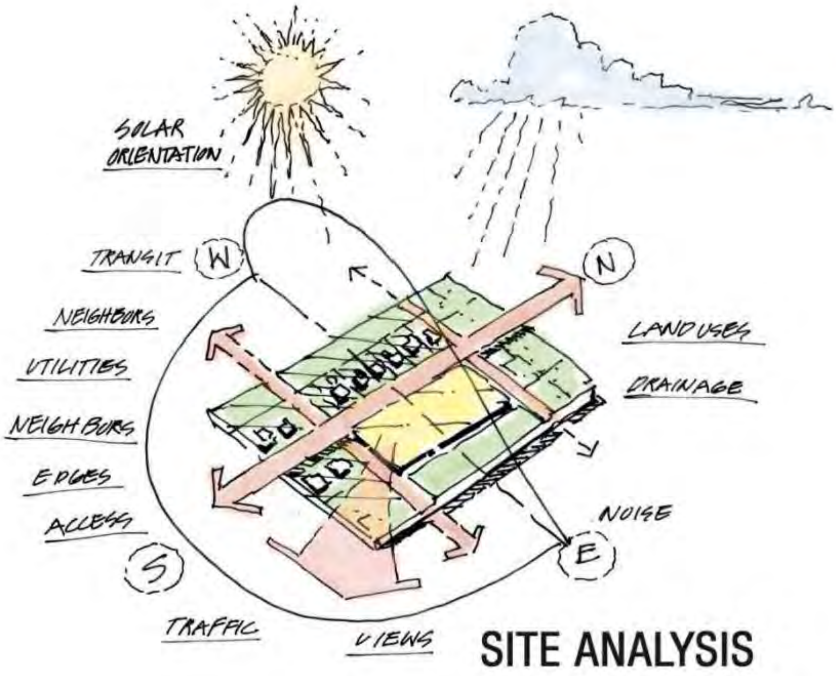
5.4 ENERGY STAR Appliances
If providing appliances, install ENERGY STAR-labeled clothes washers, dishwashers, and refrigerators.




PLAY AREA
COMMUNITY RM
COMPUTER
OFFICES - 120 SF EA.
KITCHEN LOUNGE
LOBBY
DAYCARE
1200 S.F.
"GAME BOARD"
PARKING - 50 CARS
30 - 1 BEDRM
29 - 2 BEDRM

PROGRAM

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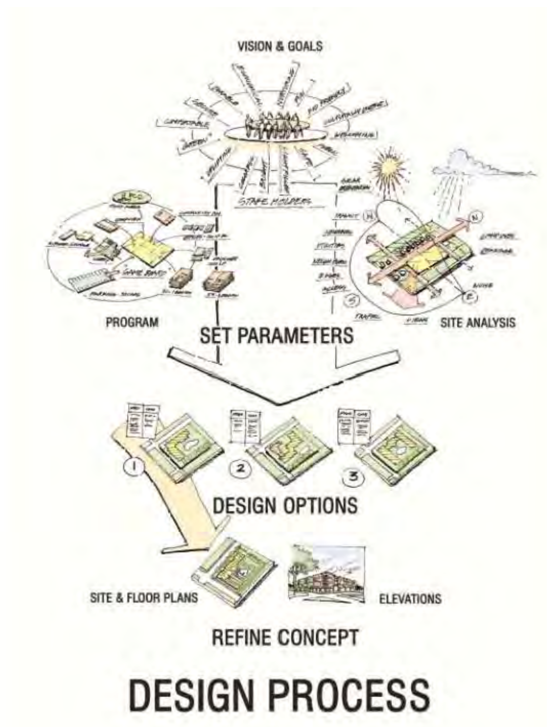
KING OF KINGS


CONCORDIA ACADEMY


VISION & GOALS
PROGRAM
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SITE ANALYSIS
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DESIGN OPTIONS
SITE & FLOOR PLANS
ELEVATIONS
REFINE CONCEPT
DESIGN PROCESS


Tracing

Attachment D. Summary of Small Group Discussion Questions (Workshop I)

Roseville / Dale Street Fire Station
Corridor Development Initiative

Small group questions

1. What makes this area interesting or unique?

- Central Park (++++)
- Access to freeways (+++)
- Schools and churches (++)
- Pet cemetery – visited by tour buses (++)
- Pine forest area between Cope and Hwy 36 – quiet buffer and peaceful (++)
- Rosedale / RAHS access (++)
- Quiet (++)
- Family friendly (++)
- Well kept-up homes / yards
- Larger lot size gives positive character
- Mix of developments – church, park, townhome, single family
- Green space on Cope
- Public schools, private schools
- Nothing commercial
- High traffic area
- Challenge to use property
- Proximity to Hwy 36 and Dale Street
- Easy access to St. Paul and Minneapolis
- Quiet cul-de-sac on Cope
- Proximal to three good schools and high school, walkable to schools and parks
- Concordia Academy
- Central Park Elementary
- We live here
- Parks
- City Fire and Police needs
- Maintenance of the streets and roads
- Neighborhood wants to stay

2. What could be accomplished through development that would improve/enhance the area?

- Great space for young families – drawing new families – positive connection with parks and schools (++
- Walking space – pathway connections (++
- Move trail back from road for sufficient snow storage, space from fast cars

- Community garden
- Rain gardens
- Open space for pets / dog park area
- Trout farm in the middle
- Putting greens (public area)
- Total green space
- Could it reduce speed of traffic – reduce concern with street being a cut through
- Chance to improve Dale Street – be pedestrian friendly, safer accessibility to schools, and homes
- Improve public transit
- Corner store, coffee, community gathering space – not a Super America convenience store
- Twin homes across from Concordia – quiet, well built, affluent homeowners
- Grocery, Laundromat, coffee shop, community gathering space within walking distance
- No grocery store
- Like it the way it is
- Realistic higher density housing
- Single level homes – side by side (town homes)
- Senior housing
- Town homes with green space
- Single family housing

3. What concerns for the area do you have as future development occurs?

- Maintaining property values (+++)
- Not losing close, quiet single family neighborhood feeling – large lot spaces
- Maintain property values – no section 8 housing
- Save trees (++)
- Loss of trees on O'Neil property
- Increased traffic (++)
- Working with Roseville and Ramsey Council on access point coming off of Dale Street – left turns off of north bound Dale or east bound Lovell to north bound Dale is dangerous
- Traffic / turn lanes
- Dale Street is busy – difficult access
- Hwy 36 plans
- High density (++
- Control height of buildings – transition from higher on Dale Street and lower to the west
- High-rise or low-income housing
- Height of buildings

- Concern about density
- New development too tall for community
- No big ugly building
- Unique – not cookie cutter development
- Safety (++)
- Noise
- Lack of privacy
- Resident parking
- Parking
- Changing lot size
- Ownership of housing, not rental
- Non-rental
- More modern then 1950's ramblers
- Maximize sustainable building protocols, consider rain gardens, PV panels, nice landscaping, good design
- Mixed use
- Commercialization
- No commercial
- Lower income
- No low income housing
- Mistrust of City's ability or willingness to protect city residents
- What are the needs in the community? Senior housing
- Storage
- Looks like it fits
- Regain green space
- Landscaping
- No need for a "gateway" sign

4. Are there specific housing needs that this site could accommodate?

- Underground parking lot – no big surface parking lot (++
- Town homes (++)
- Town homes – senior citizens
- Twin homes (multigenerational, accessible / universal design)
- Families
- Housing for young families
- Market-rate housing – home ownership
- Single family
- Senior housing
- Senior medium / low density
- No more senior housing
- Something I would like to move into
- Solar, green, environmentally sustainable

- Lower level with street level businesses facing Dale Street available to the community – upper level higher density housing
- Medical minute clinic as part of median density building with coffee shop
- Higher end
- Keep high demand area
- Continue to access the available pathway to the park
- Bike way paths

5. What additional information would you like to have in order to assess the opportunities for housing for the Dale Street Station site?

- Information on the HRA
- Housing needs in Roseville
- What is density of existing high-density housing?
- Like idea of transition – starting with single family and moving up in density
- Adding green space transition
- What can we learn from other cities (increase in traffic, police / public safety, what transitional pieces work bet in fitting with single family neighborhoods)
- Impact on taxes – for home owners that exist / value of existing homes
- What does multifamily additions do to single family home property values?
- Written list of known limitations
- Layout of concepts
- Developer input

- Model mock-ups of development plans showing traffic flow
- Reconstruction of Dale Street / Hwy 36 overpass – details
- County plans for Dale Street? Widen??
- Addition to public stations or transportations to site
- Plans for Dale Street
- Dale Street improved / traffic flow
- Storm sewer that freezes on Cope across from pet cemetery – how will growth impact this?

- Are there development plans for Central Park / Harriet Alexander Nature Center / Wildlife rehab?
- Collateral damage during construction
- Building noise, dust
- Saving trees
- Side way to B-2 plans?
- Hwy department plans for Pine Woods / Pet cemetery

Attachment E. Workshop II Block Exercise Summary Sheets (April 25, 2013)

DALE STREET FIRE STATION SITE : TABLE A

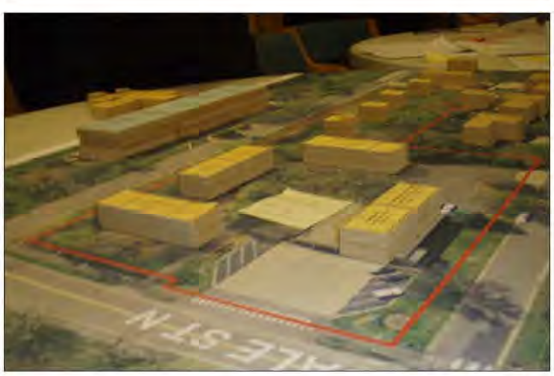
SCENARIO #1

DETAILS:
Affordable Rental Units: 0
Market Rate Rental Units: 0
Home Ownership Units: 47
Total Units: 47
Average Building Height:2 Stories
Levels, Below Grade Parking: 1
Total Commercial S.F.: 0
Key Ideas (notes from discussion plus further thoughts):
n/a

RESULTS:
Total Development Cost: $17 million
Sources: $11 million
$5 million gap (30%)
Home ownership cost $440,000
Green space good

CONCLUSION:
Huge financial gap, probably not feasible

SCENARIO #2: FAMILY GREEN



DETAILS:
Affordable Rental Units: 0
Market Rate Rental Units: 0
Home Ownership Units: 20
Total Units: 20
Average Building Height:2 Stories
Levels, Below Grade Parking: no
Total Commercial S.F.: 0
Key Ideas (notes from discussion plus further thoughts):
Central green space for the neighborhood.
Single family homes next to existing single family homes
Want to attract young families
Green space geared towards play areas

RESULTS:
Total Development Cost: $10 million
Sources: $5 million
$5 million gap 50%)
Home ownership cost $555,000

CONCLUSION:
Huge financial gap, probably not feasible

CORRIDOR DEVELOPMENT INITIATIVE
DALE STREET FIRE STATION SITE ROSEVILLE
APRIL 25, 2013

DALE STREET FIRE STATION SITE : TABLE A (PAGE 2)

SCENARIO #3: WE HATE THIS #1

DETAILS:
Affordable Rental Units: 19
Market Rate Rental Units: 19
Home Ownership Units: 12
Total Units: 50
Average Building Height:2 Stories
Levels, Below Grade Parking: 1
Total Commercial S.F.: 2640
Key Ideas **(notes from discussion plus further thoughts):**
We don't like it much (we hate it). Group tried to maximize density. 8 units of pocket housing/cottage.
Don't make it look commercial.
Large green space.

RESULTS:
Total Development Cost: $17 million
Sources: $13 million
$4 million gap (20%)
Green space good

WITH TIF FUNDING:
Total Development Cost: $17 million
Sources: $15 million
$2 million gap (11%)
Home ownership cost $410,000

CONCLUSION:
Could possibly be feasible

SCENARIO #2: WE HATE THIS #2

DETAILS:
Affordable Rental Units: 25
Market Rate Rental Units: 25
Home Ownership Units: 0
Total Units: 50
Average Building Height:2 Stories
Levels, Below Grade Parking: 1
Total Commercial S.F.: 2640
Key Ideas **(notes from discussion plus further thoughts):**
All rental units. Large green space, 8 cottages

RESULTS:
Total Development Cost: $18 million
Sources: $14 million
$4 million gap (20%)
Green space good

WITH TIF FUNDING:
Total Development Cost: $18 million
Sources: $16 million
$2 million gap (10%)
Home ownership cost: n/a (all rentals)

CONCLUSION:
Could possibly be feasible

DALE STREET FIRE STATION SITE : TABLE B

SCENARIO #1: SARA ISLES

DETAILS:
Affordable Rental Units: 0
Market Rate Rental Units: 0
Home Ownership Units: 30
Total Units: 30
Average Building Height:1.5Stories
Levels, Below Grade Parking: 1
Total Commercial S.F.: Community center
Key Ideas (notes from discussion plus further thoughts):
Keep the trees on Lovell. Two story row houses with a community center.

RESULTS:
Total Development Cost: $12 million
Sources: $7 million
$5 million gap (40%)
Good green space
Home ownership cost $475,000

CONCLUSION:
Huge financial gap, probably not feasible

SCENARIO #2: DARLENA JO

DETAILS:
Affordable Rental Units: 0
Market Rate Rental Units: 0
Home Ownership Units: 60
Total Units: 60
Average Building Height:3 Stories
Levels, Below Grade Parking: 1
Total Commercial S.F.: 5,000
Key Ideas (notes from discussion plus further thoughts):
Coffee shop at Dale & Lovell
Driveways with underground parking
Density on Dale and Cope
Save the tree by Ken's house

RESULTS:
Total Development Cost: $21 million
Sources: $17 million
$3 million gap (15%)
Home ownership cost $390,000

CONCLUSION:
Could be feasible, worth playing around with

DALE STREET FIRE STATION SITE : TABLE B (PAGE 2)

SCENARIO #3: MIKE'S MAN CAVE

DETAILS:
Affordable Rental Units: 0
Market Rate Rental Units: 0
Home Ownership Units:
Total Units:
Average Building Height: Stories
Levels, Below Grade Parking:
Total Commercial S.F.: 5,000
Key Ideas (notes from discussion plus further thoughts):
Four story building at the corner of Cope and Dale with first floor commercial (possibly clinic and/or small business like coffee shop)

RESULTS:
Total Development Cost: $17 million
Home ownership cost $400,000

CONCLUSION: With a gap of over 20%, this development is likely not feasible. However, the scenario was also run with TIF dollars included which resulted in a smaller gap and improved feasibility.

SCENARIO #4: ROBERT'S OUT OF SQUARE

DETAILS:
Affordable Rental Units: 18
Market Rate Rental Units: 18
Home Ownership Units: 17
Total Units: 53
Average Building Height:3 Stories
Levels, Below Grade Parking: 1
Total Commercial S.F.: 0
Key Ideas (notes from discussion plus further thoughts):
Break up apartment massing
Align townhomes on angles
Stormwater management in front
Density along cope across from existing apartments
Curved drives like Concordia Meadows

RESULTS:
Total Development Cost: $17 million
Sources: $13 million
$4 million gap (20%)
Home ownership cost $400,000

WITH TIF FUNDING:
Total Development Cost: $18 million
Sources: $15.5 million
$2 million gap (11%)

CONCLUSION:
Could be feasible, worth playing around with

DALE STREET FIRE STATION SITE : TABLE C

SCENARIO #1: LOVELL GARDENS

DETAILS:
Affordable Rental Units: 0
Market Rate Rental Units: 0
Home Ownership Units: 36
Total Units: 36
Average Building Height:1.5Stories
Levels, Below Grade Parking: 1
Total Commercial S.F.: 0
Key Ideas (notes from discussion plus further thoughts):
Single story townhomes along Lovell Avenue, Two story townhomes along Cope Avenue. Large courtyards and shared green space.

RESULTS:
Total Development Cost: $14 million
Sources: $9 million
$15 million gap (30%)
Home ownership cost $440,000

CONCLUSION:
Huge financial gap, probably not feasible

SCENARIO #2: COPE TOWNHOMES

DETAILS:
Affordable Rental Units: 0
Market Rate Rental Units: 0
Home Ownership Units: 42
Total Units: 42
Average Building Height:2 Stories
Levels, Below Grade Parking: 1
Total Commercial S.F.: 0
Key Ideas (notes from discussion plus further thoughts):
Two story townhomes along Cope Avenue, single story along Lovell Avenue.

RESULTS:
Total Development Cost: $15 million
Sources: $10 million
$5 million gap (33%)
Home ownership cost $415,000

CONCLUSION:
Huge financial gap, probably not feasible

DALE STREET FIRE STATION SITE : TABLE C (PAGE 2)

SCENARIO #3: WOW! LOTS OF HOMES!

DETAILS:
Affordable Rental Units: 0
Market Rate Rental Units: 0
Home Ownership Units: 76
Total Units: 76
Average Building Height:3-4 Stories
Levels, Below Grade Parking: 1
Total Commercial S.F.: 0
Key Ideas (notes from discussion plus further thoughts):
Increased density to see if they could come closer to breaking even

RESULTS:
Total Development Cost: $25 million
Sources: $19 million
$6 million gap
Home ownership cost $275,00

WITH TIF FUNDING:
Total Development Cost: $25 million
Sources: $19 million
$3 million gap (13%)

CONCLUSION:
May be worth exploring further.

SCENARIO #4: DEAN GALVIN INSPIRATION

DETAILS:
Affordable Rental Units: 0
Market Rate Rental Units: 26
Home Ownership Units: 26
Total Units: 52
Average Building Height: Stories 3
Levels, Below Grade Parking: 1
Total Commercial S.F.: 5,000
Key Ideas (notes from discussion plus further thoughts):
Four story building at the corner of Cope and Dale with first floor commercial (possibly clinic and/or small business like coffee shop)

RESULTS:
Total Development Cost: $16 million
Home ownership cost $440,000

CONCLUSION: Feasible! The financing gap for this building was estimated at just under 20%.
If TIF was included it brought the gap down to less that 10%.

Attachment F. Summary of Findings of the Housing Update for Roseville, MN
(Maxfield Research)

Maxfield Research Inc.

April 11, 2013

Ms. Jeanne Kelsey
Roseville HRA
2660 Civic Center Drive
Roseville, MN 55113

RE: Summary of Findings of the Housing Update for Roseville, Minnesota

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This is a brief summary of some of the key findings of the most recent Housing Assessment update for Roseville, Minnesota.

Demographic Findings

From 2000 to 2010, Roseville experienced a small population decrease of only -30 people (0.1%); this has been typical of first ring suburbs in the Twin Cities that are largely fully-developed and whose populations are generally aging. As of 2013, Roseville is estimated to have 34,540 people, an increase over 2010 (33,660 people).

Roseville gained 25 households between 2000 and 2010, indicating that there has been household growth despite the population decline. Household sizes are generally becoming smaller; fewer people are living in each household. As of 2013, Roseville is estimated to have 15,000 households, an increase from 2010 (14,623 households).

Between 2000 and 2010, the age groups that experienced the most significant numerical growth were the 55 to 64 age group (733 people) and those age 85 or older (320 people). Smaller increases also occurred among the age group 25 to 34 (295 people), 45 to 54 (261 people) and those under 18 (114 people). Between 2010 and 2020, the greatest growth is forecast to occur among people ages 55 and older.

The median household income in Roseville is estimated at $57,750 as of 2013. Between 2013 and 2018, the median household income is expected to increase to $70,910, a projected annual average increase of 4.0% per year.

As of 2010, 67% of households in Roseville owned their housing and 33% rented their housing. This is very similar to the Twin Cities Metro Area as a whole where 70% owned their housing and 30% rented as of 2010.

Household types are experiencing the most significant shifts over the past ten years. The number of married couples with children continues to decrease throughout the Metropolitan Area. In Roseville, married couple families with children decreased by -288 households over the decade while the number of households living alone increased by 248. Other family households, primarily single-parent households, increased by 261 households during the same period. These trends are very similar to those in other nearby communities.

Outside of the City of St. Paul, Roseville has a significant number of jobs. As of 2010, employment was estimated at 35,104 jobs. As of 2012, employment is estimated at 37,043 jobs, an increase of 1,939 jobs over the two-year period. The number of jobs in Roseville as of 2005 was estimated at 37,887 jobs, pre-recession. The current employment figure shows that Roseville has nearly recovered all of the jobs that were lost since 2005.

Roseville is centrally located within the Twin Cities Metropolitan Area and commuting data reflects this. An almost equal number of Roseville residents commute to Minneapolis (3,299) or St. Paul (3,023) for work. Another 4,169 people commute to other areas of the Metro.

Current Market Situation

The estimated median home value in Roseville as of 2012 was $232,200 compared to $150,000 for the Twin Cities Metro Region. The range of home sales in Roseville in 2012 was $65,000 to $587,000 for single-family homes and $29,000 to $574,000 for multifamily homes. Again, these ranges generally represent older homes. The average age of single-family homes that recently sold in Roseville was 1959 and 1982 for multifamily homes. New construction would have home values toward the higher end of these ranges. New home construction would have prices that are likely to exceed $250,000 for both single-family and multifamily.

Between 2000 and 2012, Roseville added 597 owned housing units and 319 rental units.

Approximately 38% of the City's existing land (3,339 acres) is residential with the majority of that land occupied by single-family detached residences (88%). Multifamily housing accounts for 3.1% (279 acres) of the existing land supply.

There are fourteen vacant parcels that are currently zoned for high-density uses (12+ units per acre). Three of the fourteen are more than four acres in size.

1) SW Corner of Dale Street N and County Road C West – 4.5 acres
2) SW Corner of Oxford Street N and Woodhill Drive – 4.54 acres
3) South of County Road D West and east of Old Highway 8 – 8.60 acres

Multifamily housing may occur in the Mixed Use Districts, which total 31.7 acres or by rezoning land that would be attractive for the development of multifamily housing.

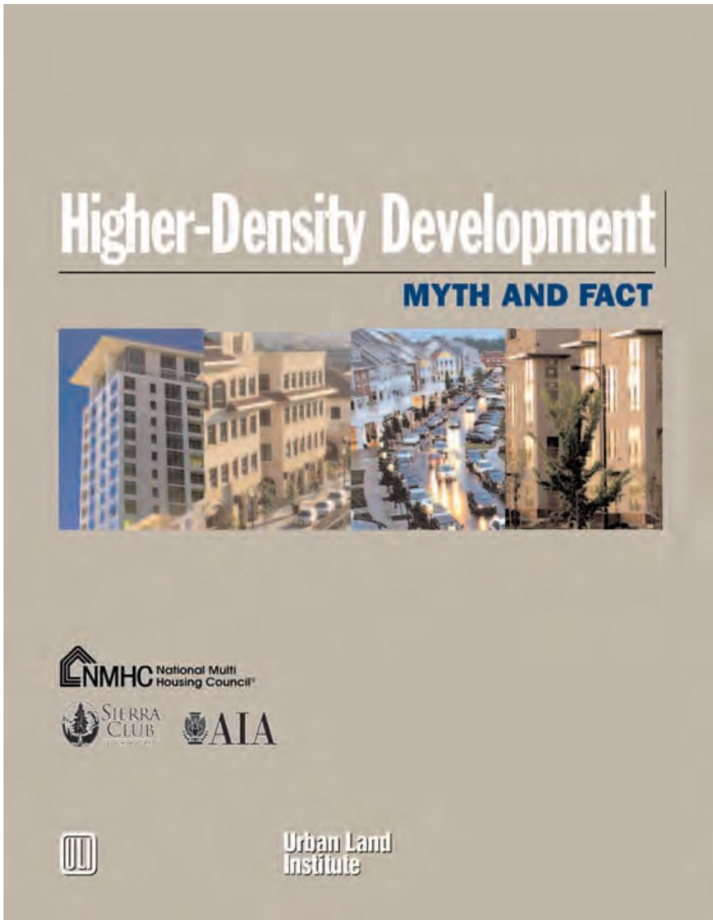
Townhomes or twinhomes are most likely to be located within Medium Density Residential Districts. There are 19 vacant parcels with a total of 6.06 acres available. Some larger parcels in Low Density Residential Districts could also be considered for townhomes or twin homes.

The 4th Quarter 2012 rental vacancy rate in Roseville was 3.3%, indicating some pent-up demand for additional rental units in Roseville. There have not been any significant large scale rental developments in Roseville since the Lexington was constructed in the 1990s. The average rental rate for Roseville as of 1st Quarter 2013 was $880 per month. This figure reflects primarily older apartment developments.

New construction would require monthly rents that are substantially higher than this level. New construction market rate rental would most likely have an average rental rate of between $1,300 to $1,500 per month.

Roseville continues to be a highly desirable residential location. It is centrally located within the Twin Cities Metro Area, has significant employment opportunities, abundant retail goods and services and other significant community amenities.

Attachment G. High Density Development: Myth and Fact (NHMC, AIA, Sierra Club)



About NMHC–the National Multi Housing Council

NMHC is a national association representing the interests of the nation's larger and most prominent apartment firms. NMHC advocates on behalf of rental housing, conducts apartment-related research, encourages the exchange of strategic business information, and promotes the desirability of apartment living. One-third of Americans rent their housing, and 15 percent of all U.S. households live in an apartment home.

Doug Bibby, *President*

About Sierra Club

The Sierra Club's members are 700,000 of your friends and neighbors. Inspired by nature, we work together to protect our communities and the planet. The Club is America's oldest, largest, and most influential grass-roots environmental organization.

Larry Fahn, *President*

About AIA–the American Institute of Architects

Since 1857, the AIA has represented the professional interests of America's architects. As AIA members, more than 75,000 licensed architects, emerging professionals, and allied partners express their commitment to excellence in design and livability in our nation's buildings and communities. Members adhere to a code of ethics and professional conduct that assures the client, the public, and colleagues of an AIA-member architect's dedication to the highest standards in professional practice.

Douglas L. Steidl, *President*

About ULI–the Urban Land Institute

ULI–the Urban Land Institute is a nonprofit educational and research institute supported by its members. Its mission is to provide responsible leadership in the use of land to enhance the total environment. ULI sponsors educational programs and forums to encourage an open exchange of ideas and sharing of experiences; initiates research that anticipates emerging land use trends and issues and proposes creative solutions based on that research; provides advisory services; and publishes a wide variety of materials to disseminate information on land use and development. Established in 1936, the Institute has more than 24,000 members and associates from more than 80 countries representing the entire spectrum of the land use and development disciplines.

Richard M. Rosan, *President*

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ULI
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As this country continues to grow and change, communities are left to figure out where all these new people will live, work, and shop. New markets are emerging for real estate that offers a more convenient lifestyle than is offered by many low-density sprawling communities. New compact developments with a mix of uses and housing types throughout the country are being embraced as a popular alternative to sprawl. At the core of the success of these developments is density, which is the key to making these communities walkable and vibrant.

Unfortunately, in too many communities higher-density mixed-use development is difficult to construct because of zoning and building codes that favor low-density development with segregated uses and because of opposition from the community. This publication looks at several myths surrounding higher-density development and attempts to dispel them with facts to help dismantle the many barriers such developments face.

ULI is proud to have partnered with NMHC–the National Multi Housing Council, Sierra Club, and AIA–the American Institute of Architects on this publication. This convergence of interests highlights the importance each organization has placed on finding a new development pattern that better fits the needs of a growing and changing country.

ULI will continue to provide forums in which all stakeholders can explore and debate issues about growth and development patterns and how properly designed and incorporated density can be used to accommodate new growth. ULI will conduct research, produce well-balanced information, and identify best practices on issues relevant to growth and density. Through these efforts, ULI and its partners hope to play a role in planning a better development pattern for the future.

Harry H. Frampton III
Chair

Higher-Density Development: Myth and Fact

America's changing population is creating demand for new types of homes, offices, and retail outlets. Better solutions are needed to the challenges created by changing demographics, dwindling natural areas, smog and public health issues, shrinking municipal budgets, and traffic congestion. Communities that answer these challenges will develop into great places to live.

America will add roughly 43 million new residents—that's 2.7 million new residents per year—between now and 2020.[1] America is not only growing but also undergoing dramatic demographic changes. The traditional two-parent household with children is now less than a quarter of the population and getting proportionally smaller. Single-parent households, single-person households, empty nesters, and couples without children make up the new majority of American households, and they have quite different real estate needs.[2] These groups are more likely to choose higher-density housing in mixed-density communities that offer vibrant neighborhoods over single-family houses far from the community core.

The fact is that continuing the sprawling, low-density haphazard development pattern of the past 40 years is unsustainable, financially and otherwise. It will exacerbate many of the problems sprawl has already created—dwindling natural areas and working farms, increasingly longer commutes, debilitating traffic congestion, and harmful smog and water pollution. Local officials now realize that paying for basic infrastructure—roadways and schools, libraries, fire, police, and sewer services—spread over large and sprawling distances is inefficient and expensive.

Most public leaders want to create vibrant, economically strong communities where citizens can enjoy a high quality of life in a fiscally and environmentally responsible manner, but many are not sure how to achieve it. Planning for growth is a comprehensive and complicated process that requires leaders to employ a variety of tools to balance diverse community interests. Arguably, no tool is more important than increasing the density of existing and new communities, which includes support for infill development, the rehabilitation and reuse of existing structures, and denser new development. Indeed, well-designed and well-integrated higher-density development makes successful planning for growth possible.

Density refers not only to high-rise buildings. The definition of density depends on the context in which it is used. In this publication, *higher density* simply means new residential and commercial development at a density that is higher than what is typically found in the existing community. Thus, in a sprawling area with single-family detached houses on one-acre lots, single-family houses on one-fourth or one-eighth acre are considered higher density. In more densely populated areas with single-family houses on small lots, townhouses and apartments are considered higher-density development. For many suburban communities, the popular mixed-use town centers being developed around the country are considered higher-density development.

Most land use professionals and community leaders now agree that creating communities with a mix of densities, housing types, and uses could be the antidote to sprawl when implemented regionally. And across the country, the general public is becoming more informed and engaged in making the tough land use choices that need to be made while understanding the consequences of continuing to grow as we have in the past. Many have also come to appreciate the "place-making" benefits of density and the relationship between higher-density development and land preservation. Media coverage of the topic of growth and development has also evolved. Past media coverage of growth and development issues was often limited to the heated conflicts between developers and community residents. Many in the media are now presenting more thoughtful and balanced coverage, and several editorial boards support higher-density developments in their communities as an antidote to regional sprawl.

Yet despite the growing awareness of the complexity of the issue and growing support for higher-density development as an answer to sprawl, many still have questions and fears related to higher-density development. How will it change the neighborhood? Will it make traffic worse? What will happen to property values? And what about crime? Ample evidence—documented throughout this publication—suggests that well-designed higher-density development, properly integrated into an existing community, can become a significant community asset that adds to the quality of life and property values for existing residents while addressing the needs of a growing and changing population.

Many people's perception of higher-density development does not mesh with the reality. Studies show that when surveyed about higher-density development, those interviewed hold a negative view. But when shown images of higher-density versus lower-density development, people often change their perceptions and prefer higher density.[3] In a recent study by the National Association of Realtors® and Smart Growth America, six in ten prospective homebuyers, when asked to choose between two communities, chose the neighborhood that offered a shorter commute, sidewalks, and amenities like shops, restaurants, libraries, schools, and public transportation within walking distance. They preferred this option over the one with longer commutes and larger lots but limited options for walking.[4] The 2001 American Housing Survey further reveals that respondents cited proximity to work more often than unit type as the leading factor in housing choice.[5] Such contradictions point to widespread misconceptions about the nature of higher-density development and sprawl. Several of these misconceptions are so prevalent as to be considered myths.

To some degree, these myths are the result of memories people have of the very-high-density urban public housing projects of the 1960s and 1970s that have been subsequently deemed a failure. Somehow, the concept of density became associated with the negative imagery and social problems of depressed urban areas. The reality is that complex interrelated factors such as the high concentration of poverty and poor educational and employment opportunities combined to doom the public housing projects. Even very-high-density housing can be practical, safe, and desirable. For example, the mixed-income apartments and condominiums or luxury high rises in New York and Chicago—some of the safest and most expensive housing in the country—prove that density does not equal an unsafe environment.

The purpose of this publication is to dispel the many myths surrounding higher-density development and to create a new understanding of density that goes beyond simplistic negative connotations that overestimate its impact and underestimate its value. Elected officials, concerned citizens, and community leaders can use this publication to support well-designed and well-planned density that creates great places and great communities that people love. With the anticipated population growth and continuing demographic and lifestyle changes, consensus is building that creating communities with a mix of densities, housing types, and uses will be both necessary and desirable.

Higher-Density Development: Myth and Fact is the sixth in a series of Urban Land Institute myth and fact booklets. The series is intended to clarify misconceptions surrounding growth and development. Other topics covered have included transportation, smart growth, urban infill housing, environment and development, and mixed-income housing.

Higher-Density Development: Myth and Fact examines widespread misconceptions related to higher-density development and seeks to dispel them with relevant facts and information. Although the benefits of higher-density development are often understated, so are the detrimental effects of low-density development. The advantages and drawbacks of higher-density development are compared throughout this publication with the alternative of low-density development. In the process, misconceptions regarding low-density development are also addressed.

MYTH 1

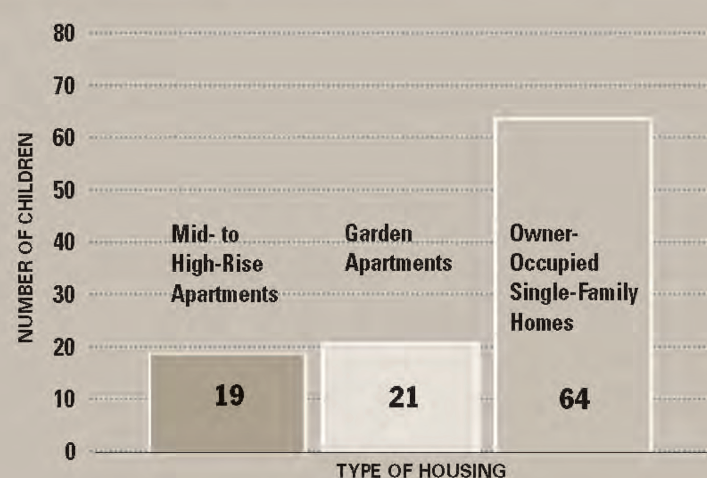
Higher-density development overburdens public schools and other public services and requires more infrastructure support systems.

FACT

The nature of who lives in higher-density housing—fewer families with children—puts less demand on schools and other public services than low-density housing. Moreover, the compact nature of higher-density development requires less extensive infrastructure to support it.

Public officials across the country struggle to afford the infrastructure needed to support sprawling development. A recent study analyzing the costs of sprawl estimated that more than $100 billion in infrastructure costs could be saved over 25 years by pursuing better planned and more compact forms of development.[6] The issue has transcended political parties and ideologies and has become an issue of basic fiscal responsibility. California's Republican Governor Arnold Schwarzenegger has criticized "fiscally unsustainable sprawl,"[7] while Michigan's Democratic Governor Jennifer Granholm has noted that sprawl "is hampering the ability of this state and its local governments to finance public facilities and service improvements."[8]

NUMBER OF SCHOOL AGE CHILDREN PER 100 UNITS OF NEW HOUSING



Source: *1999 American Housing Survey* (Washington, D.C.: U.S. Bureau of the Census and U.S. Department of Housing and Urban Development, 1999).

Progressive and conservative groups have identified sprawl as a real problem. Charter of the New Urbanism states that "placeless sprawl" is an "interrelated community building challenge."[9] Conservative groups have concluded that "sprawl is in fact a conservative issue" with "conservative solutions" and that "sprawl was in large part created through government intervention in the economy."[10]

Indeed, numerous government policies over the last half century have led to and supported sprawl. Historically, federal spending for transportation has subsidized large-scale highway construction over other modes of transportation. Financing policies from the Federal Housing Administration have promoted suburban subdivisions across the nation. Large lot exclusionary zoning has forced the artificial separation of land uses, leading to large distances between employment centers, housing, and retail. But many government agencies now realize they cannot afford to continue providing the infrastructure and public services that sprawl demands.

Not only do local governments absorb much of the cost of more and more roadways, profoundly longer water and electrical lines, and much larger sewer systems to support sprawling development, they must also fund public services to the new residents who live farther and farther from the core community. These new residents need police and fire protection, schools, libraries, trash removal, and other services. Stretching all these basic services over ever-growing geographic areas places a great burden on local governments. For example, the Minneapolis/St. Paul region built 78 new schools in the suburbs between 1970 and 1990 while simultaneously closing 162 schools in good condition located within city limits.[11] Albuquerque, New Mexico, faces a school budget crisis as a result of the need to build expensive new schools in outlying areas while enrollment in existing close-in schools declines.

PROFILE

The Market Common Clarendon

MCCAFFERY INTERESTS

Located within walking distance of a Washington, D.C., Metro stop, the Market Common provides housing, offices, retail, and restaurants on a ten-acre site that was formerly a parking lot.

Located on the site of a former parking lot and occupying roughly ten acres of land, the Market Common in Clarendon, Virginia, just outside Washington, D.C., provides 300 Class A apartments, 87 townhouses, 100,000 square feet of office space, and 240,000 square feet of prime retail space. Located within walking distance of the Orange Line of Washington's extensive subway system, residents can leave their cars parked while they take public transit to work. They can also walk to a Whole Foods grocery store adjacent to the highly successful development. Prominent national retailers occupy the ground level of the building, and structured parking is provided. The compact development form of the Market Common promotes walking, biking, and using public transit over autos. The apartments are attractive to young professionals without children, lessening the impact on the county's school system. The project is the result of a successful collaboration of McCaffery Interests, Arlington County officials, and citizens of the Clarendon neighborhood; it has spurred new retail, office, and residential construction on neighboring sites.

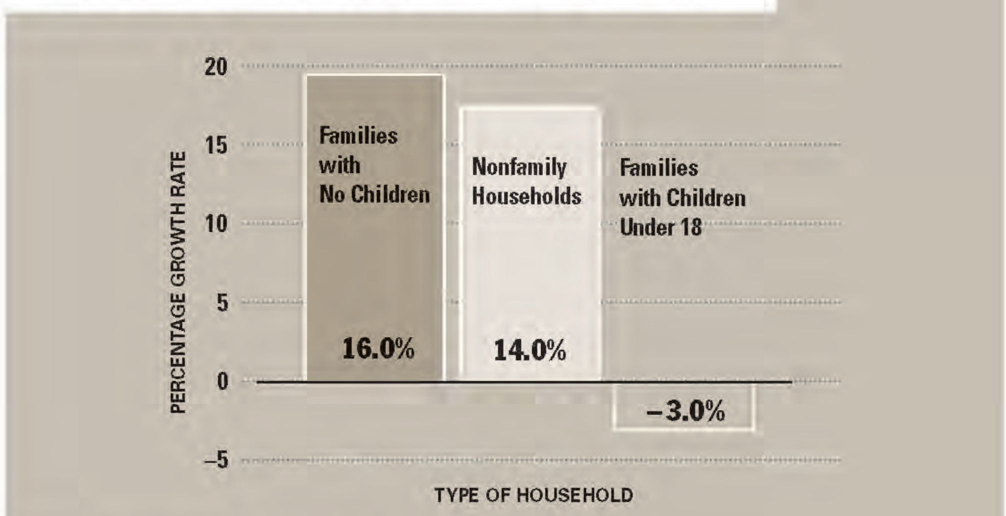
Unfortunately for local governments, a growing body of evidence shows that sprawling development often does not pay enough property tax to cover the services it requires. A study conducted for a suburban community outside Milwaukee found that public services for an average-price single-family house in that community cost more than twice as much as the property taxes paid by the homeowner.[12]

One reason for the disparity between property tax revenue and the cost of public services is expenditures for public schools. Low-density suburbs and exurban areas generally attract families with more school-age children. In fact, single-family developments average 64 children for every 100 units, compared with only 21 children for every 100 units of garden apartments and 19 children for every 100 units of mid- to high-rise apartments.[13] The reason is that multifamily housing attracts predominantly childless couples, singles, and empty nesters.

And although apartment renters do not pay property tax directly, apartment owners do. Apartments are also usually taxed at a higher commercial real estate tax rate,[14] so a typical mixed-use development with retail, office, and apartments may subsidize the schools and other public services required by residents of low-density housing in the same community. This phenomenon is further exacerbated because many multifamily developments and retail and office establishments pay for their own trash disposal, shuttle buses, and security.

Reducing the distance between homes, shops, and offices also reduces the cost of public infrastructure. According to one of many studies, "The public capital and operating costs for close-in, compact development [are] much lower than they [are] for fringe, scattered, linear, and satellite development."[15] And many of these studies do not take into account the advantages created by making public transit

PROJECTED HOUSEHOLD GROWTH: 2000-2010



Source: *Projections of Number of Households and Families in the United States: 1995–2010* (Washington, D.C.: U.S. Bureau of the Census, 1996).

more feasible as well as making delivery of basic services like mail delivery, trash collection, and police and fire protection more efficient.

Another emerging body of research suggests that higher-density development is an important component of economic development initiatives and helps attract new employers. "Information economy" is a term used to define the growing industries based on the economics of the Internet, information goods, and intellectual property. Workers in this field are known as "knowledge workers," and many believe they are the future of the American economy. These workers are comfortable with the latest technology and, because their skills are transferable, choose their jobs based on the attributes of the town or city where they are located. They seek out vibrant, diverse urban centers that offer access to technology, other knowledge workers, and lifestyle.[16]

The economic development game has changed. Employers now follow the workers rather than the other way around. Therefore, communities that focus on providing a high quality of life with the energy and vitality created by urban centers will be much more likely to attract these highly prized, talented, and productive workers than communities of faceless sprawl. Companies that understand the appeal of these communities are making relocation decisions with these workers in mind. Studies have shown that increasing employment density increases labor productivity, generally by reducing commuting times.[17]

Thus, introducing higher-density projects into a community will actually increase that community's revenue without significantly increasing the infrastructure and public service burdens. Blending apartments into low-density communities can help pay for schools without drastic increases in the number of students. Diversifying housing options and adding amenities like shops and offices close by will improve the quality of life and attract businesses and people that will strengthen the community's economic stability. Increasing density provides a real economic boost to the community and helps pay for the infrastructure and public services that everybody needs.

PROFILE

Highlands' Garden Village

Built on the site of the Elitch Gardens amusement park in Denver, Highlands' Garden Village is a walkable, transit-linked community and a financially viable model for environmentally responsible infill development. New York–based developer Jonathan Rose & Companies developed single-family homes, townhouses, seniors' and multifamily apartments, cohousing, offices, and retail space on the site. At the center, a historic theater and carousel from the original amusement park are being transformed into a community performing arts center and a walking labyrinth. Berkeley, California–based Calthorpe Associates designed a plan that put new homes on three sides of a square-shaped village and a commercial "main street" on the fourth. Restaurants, studios, and shops line the street with live/work townhouses and offices above, giving residents the opportunity to live, work, and shop in the same community. The proximity of amenities, location near downtown, and convenience of public bus lines encourage people to walk and reduce travel costs.


JONATHAN ROSE & COMPANIES

Highlands' Garden Village reuses some structures from the amusement park previously located on the site. The compact development, combined with a variety of uses and housing types, uses public infrastructure more efficiently than low-density sprawling development.

MYTH 2

Higher-density developments lower property values in surrounding areas.

FACT

No discernible difference exists in the appreciation rate of properties located near higher-density development and those that are not. Some research even shows that higher-density development can increase property values.

The precise value of real estate is determined by many factors, and isolating the impact of one factor can be difficult. Although location and school district are the two most obvious determining factors of value, location within a community and size and condition of the house also affect value. Several studies have examined whether multifamily housing has any impact on the value of nearby single-family detached houses. These studies have shown either no impact or even a slightly positive impact on appreciation rates.

PROFILE

HAILE PLANTATION CORPORATION

Haile Plantation

Haile Plantation is a Gainesville, Florida, icon. Although it is denser than surrounding communities, the values of homes in Haile Plantation are often higher than the values of houses in neighboring lower-density communities, because the traditional neighborhood design employed there makes Haile Plantation more desirable and valuable. Beginning with the master plan in 1979, Haile Plantation has been called one of the first new urbanist communities in the country. Developers Bob Rowe and Bob Kramer in conjunction with the Haile Plantation Corporation developed the 1,700-acre site to include more than 2,700 units, ranging from single-family homes to townhouses and garden apartments. The sense of community has only grown with the expansion of the development to include a town center, a village green, trails, civic uses, and offices. Indeed, it is density and diversity that together add value to this popular Florida community.

Homes in Haile Plantation sell for more than neighboring homes because prospective buyers view the traditional neighborhood design as a valuable and desirable amenity.

For instance, one study by the National Association of Home Builders looked at data from the American Housing Survey, which is conducted every two years by the U.S. Census Bureau and the Department of Housing and Urban Development. It found that between 1997 and 1999, the value of single-family houses within 300 feet of an apartment or condominium building went up 2.9 percent a year, slightly higher than the 2.7 percent rate for single-family homes without multifamily properties nearby.[18]

Another study, commissioned by the Family Housing Fund in Minnesota, studied affordable apartments in 12 Twin Cities neighborhoods and found "little or no evidence to support the claim that tax-credit family rental developments in [the] study eroded surrounding home values."[19] And a long-term study by Harvard University's Joint Center for Housing Studies published in 2003 also confirms that apartments pose no threat to nearby single-family house values, based on U.S. Census data from 1970 to 2000.[20]

Not only is there compelling evidence that increased density does not hurt property values of nearby neighbors: researchers at Virginia Tech University have concluded that over the long run, well-placed market-rate apartments with attractive design and landscaping actually increases the overall value of detached houses nearby.[21] They cite three possible reasons. First, the new apartments could themselves be an indicator that an area's economy is vibrant and growing. Second, multifamily housing may increase the pool of potential future homebuyers, creating more possible buyers for existing owners when they decide to sell their houses. Third, new multifamily housing, particularly as part of mixed-use development, often makes an area more attractive than nearby communities that have fewer housing and retail choices.[22]

PROFILE

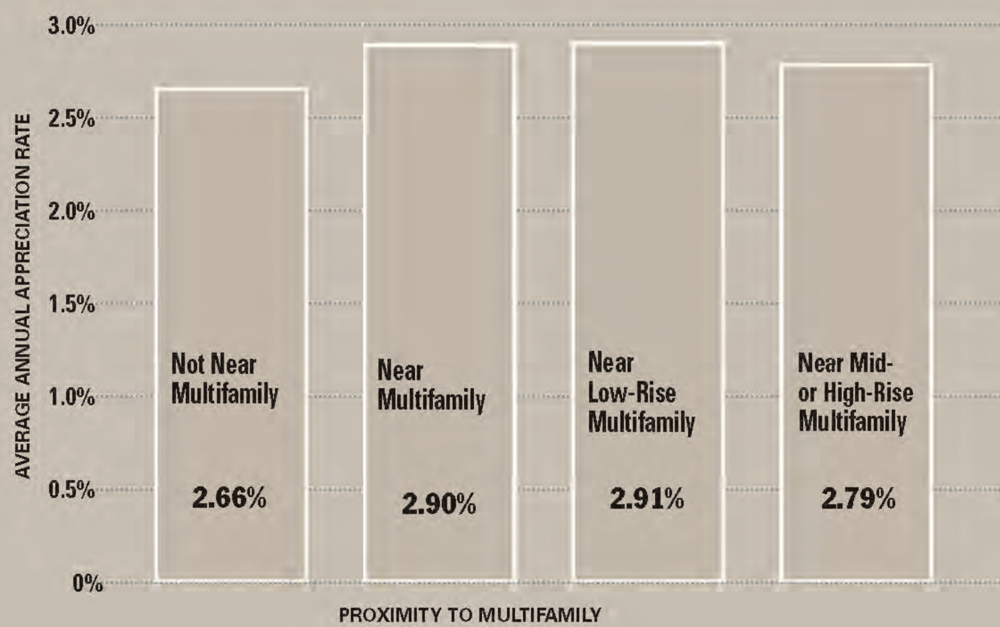
Echelon at Lakeside

Echelon at Lakeside is the only multifamily development in an upscale, master-planned single-family suburban neighborhood of Lakeside on Preston in Plano, Texas a suburb of Dallas. Florida-based developers Echelon Communities, LLC, overcame initial community opposition from area residents through high-quality innovative design. The award-winning architecture blends seamlessly with the surrounding neighborhood's traditional style. Larger-than-normal floor plans, individual entries, and attached garages combine to mirror the grand

The award-winning apartments at Echelon at Lakeside were designed to blend with the neighboring luxury homes.

estates in the surrounding communities. Although street elevations make the buildings appear to be one single-family home, they actually house several multifamily units. Memphis-based architects Looney Ricks Kiss used five building types and three building styles. All units include high-quality interior finishes; community amenities include a resort-style pool, fitness facility, clubroom, business and conference center, and full-time concierge.

AVERAGE ANNUAL APPRECIATION FOR SINGLE-FAMILY DETACHED HOMES BY NEARNESS TO MULTIFAMILY BUILDINGS



Source: NAHB computations based on data in the *American Housing Survey*: 1997 and 1999 (Washington, D.C.: U.S. Bureau of the Census and U.S. Department of Housing and Urban Development, 1997 and 1999).

Concerned citizens should use the entitlement process to demand high-quality development in their communities while understanding that density and adjacent property values are not inversely related. Higher-density real estate developers and investors in higher-density real estate need to appreciate the fact that most Americans' wealth is held in their home equity. Therefore, changes in property values can have very real consequences to existing property owners. Likewise, homeowners would benefit from knowing that developers make a substantial financial commitment when investing in new higher-density projects. This investment is an incentive to make the project successful, which can give the community leverage in working with the developer. Such interrelated and overlapping economic interests among these stakeholders make it all the more likely that a mutually beneficial agreement can be reached. Such an agreement can result in a project that enhances the existing community, ensures the appreciation of residents', developers', and the local government's financial interests, and addresses the needs of current and future residents of the community and region.

3 MYTH

Higher-density development creates more regional traffic congestion and parking problems than low-density development.

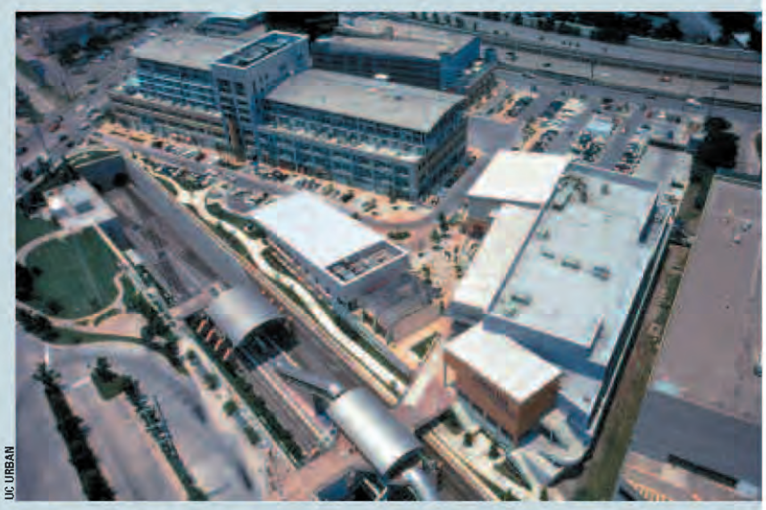
FACT

Higher-density development generates less traffic than low-density development per unit; it makes walking and public transit more feasible and creates opportunities for shared parking.

Most people assume that higher-density development generates more traffic than low-density development and that regional traffic will get worse with more compact development. In fact, the opposite is true. Although residents of low-density single-family communities tend to have two or more cars per household, residents of high-density apartments and condominiums tend to have only one car per household.[23] And according to one study using data from the National Personal Transportation Survey, doubling density decreases the vehicle miles traveled by 38 percent.[24]

PROFILE

Mockingbird Station



UC URBAN

The residents of Mockingbird Station in Dallas, Texas, are far less dependent on their cars, because they have a whole host of amenities at their doorstep. Dallas developer Ken Hughes partnered with Denver-based Simpson Housing Group to create the ten-acre pedestrian-oriented urban village, which includes 216 loft apartments, an eight-screen film center and café, more than 90 shops and restaurants, offices, an enclosed public plaza, and parking, all directly linked to the Dallas Area Rapid Transit (DART) light-rail system. Mockingbird Station provides direct platform access to DART trains, which offer residents an eight-minute commute to Dallas's central business district and a single train connection to the Dallas Convention Center, Reunion Arena, and other downtown entertainment. The new village is also immediately adjacent to the campus of Southern Methodist University and within walking distance of the university's new stadium and sports center. RTKL created architecture reminiscent of historic train stations but with a modern twist to the materials and detailing. Although only limited driving is necessary, a parking garage is provided but placed out of sight and underground. The myriad materials, architectural styles, and amenities create a vibrant transit-oriented community.

Residents of Mockingbird Station can leave their cars in the garage and take an eight-minute train ride to downtown Dallas; they can also walk to shops, offices, and a movie theater.

Attachment A

The reason is that higher-density developments make for more walkable neighborhoods and bring together the concentration of population required to support public transportation. The result is that residents in higher-density housing make fewer and shorter auto trips than those living in low-density housing.[25] Condominium and townhouse residents average 5.6 trips per day and apartment dwellers 6.3 car trips per day, compared with the ten trips a day averaged by residents of low-density communities. (A trip is defined as any time a car leaves or returns to a home.)

Increasing density can significantly reduce dependency on cars, but those benefits are even greater when jobs and retail are incorporated with the housing. Such mixed-use neighborhoods make it easier for people to park their car in one place and accomplish several tasks, which not only reduces the number of car trips required but also reduces overall parking needs for the community. But if retail uses are to survive, they must be near households with disposable income. Having those households within walking distance of the shops builds in a market for the stores. One study indicates that in some markets, 25 to 35 percent of retail sales must come from housing close to shops for the shops to be successful.[26]

PROFILE

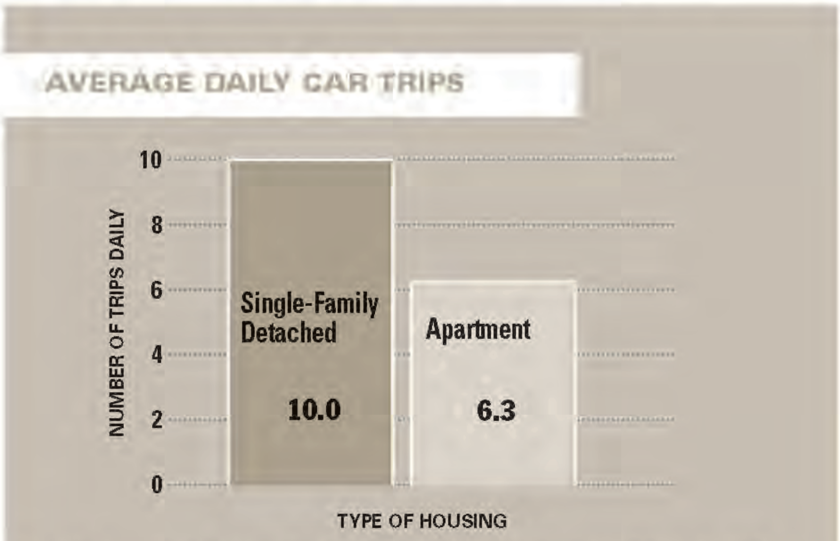
Southwest Station

The Southwest Metro Transit Commission is a small suburban bus system near Minneapolis that serves downtown Minneapolis and numerous other employment and recreation centers, including Minnesota Twins baseball games. The American Public Transportation Association calls it the "best small system in the country." In an effort to capitalize and expand on the success of the system, the commission has encouraged transit-oriented development at its bus stops. In Eden Prairie, Minnesota, the commission completed a bus depot and five-story parking garage on 22 acres of excess right-of-way. In 2001, it started selling land around the transit complex for retail and residential development. Restaurants, shops, and more than 250 apartments, condominiums, and townhouses soon followed. The new development generated revenue for the commission, new public transit riders, affordable convenient housing, and a suburban lifestyle with the amenities usually afforded only to city dwellers.

SOUTHWEST METRO TRANSIT COMMISSION

The Southwest Metro Transit Commission in suburban Minneapolis runs an award-winning bus system and has encouraged higher-density development around transit stops, like this one at Southwest Station in Eden Prairie, Minnesota.

With a typical family now making more car trips for family, personal, social, and recreational reasons than for commuting to work,[27] reducing the number of noncommuting trips takes on greater importance in the battle to reduce traffic congestion and parking problems. A case study in Washington, D.C., found that workers in dense downtown Washington made 80 percent of their mid-day trips by foot while suburban workers made 67 percent of their mid-day trips by car.[28] Although a suburban office park would never reach the density levels of a downtown area, planners can still reduce the auto dependency of suburban office workers by using some of the same design techniques. Concentrating density around



Source: Institute of Traffic Engineers, *Trip Generation*, 6th Edition, vol. 1 (Washington, D.C.: Author, 1997).

suburban offices, allowing and encouraging retail and restaurants in and near the offices, and planning for pedestrian and bike access can all reduce the number of lunchtime car trips required by office workers.

Higher-density mixed-used developments also create efficiencies through shared parking. For example, office and residential uses require parking at almost exact opposite times. As residents leave for work, office workers return, and vice versa. In addition, structured parking becomes feasible only with higher-density developments.

Higher-density development also makes public transit more feasible. When a community that includes residences, shops, and offices reaches a certain threshold of density, public transit-shuttles, bus service, trams, or light rail becomes an option for residents. It is estimated that a minimum density of seven dwelling units per acre is needed to make local bus service feasible with an intermediate level of service.[29] Light rail needs a minimum density of nine dwelling units per acre to be feasible.[30] When a community can take advantage of these options and increase the transportation choices for residents, relief is greater as total car dependency is further broken. Such choices are impossible for low-density developments.

MYTH 4

Higher-density development leads to higher crime rates.

FACT

The crime rates at higher-density developments are not significantly different from those at lower-density developments.

People sometimes associate density with crime, even though numerous studies show that no relationship exists between the two. A study in Irving, Texas, using geographic information systems and crime statistics, found no link between crime and density. In fact, it found that single-family neighborhoods are "not all associated with lower crime rates."[31] Another study conducted by the University of Alaska found no relationship between housing density and crime in Anchorage.[32]

PROFILE

Westminster Place

Although today Westminster Place is a thriving, safe community in midtown St. Louis, it was not always the case. The area, approximately 90 acres, was well known by the St. Louis police department for its high rate of violent crime, which led to the area's becoming blighted. McCormack Baron Salazar, a St. Louis–based developer, brought the community back through the addition of higher-density mixed-income housing comprising affordable and market-rate units. The master plan included for-sale and rental housing, garden apartments, townhouses, single-family homes, and even an assisted living facility for seniors. A new community pool, a bustling retail center, and a magnet school are included as well. The new plan slowed traffic through the community, added landscaping and street and parking lot lighting, and new "eyes on the street," making it more difficult for criminals to go unnoticed. The area blossomed into a place where people once again feel safe walking. The success of the community spurred the revitalization of surrounding areas.

MCCORMACK BARON SALAZAR

Increasing the housing density, adding some market-rate housing, and developing a design that slowed traffic and added additional lighting changed Westminster Place from a crime-ridden neighborhood to a thriving, safe community.

PROFILE

East Village

East Village is a small urban revitalization project on the edge of downtown Minneapolis. Before the project was built, the neglected 2.9-acre site contained several deteriorating rental homes, old commercial buildings, and abandoned surface parking lots. The neighborhood wanted to improve the area and the image of one of the city's oldest neighborhoods, Elliot Park. The developers of the project, Central Community Housing Trust and East Village Housing Corporation, developed the new mixed-income housing and commercial community to encourage a sense of community and ownership. East Village now features community green space, pedestrian paths, and neighborhood businesses. Buildings surround the greenway that leads to Elliot Park, a city park with year-round activities and a community center. Brick, bay windows, and French balconies complement historic buildings in the area. In addition, all buildings have multiple entrances to encourage interaction among neighbors. An underground 350-space parking garage frees up space for landscaped areas. This once neglected area has won two awards for innovation and design and become an exceedingly successful vibrant and safe community.

CENTRAL COMMUNITY HOUSING TRUST

The additional "eyes on the street" created by the development of East Village in Minneapolis has led to a safer vibrant community.

Arizona researchers found that when police data are analyzed per unit, apartments actually create less demand for police services than a comparable number of single-family houses. In Tempe, Arizona, a random sample of 1,000 calls for service showed that 35 percent originated from single-family houses and just 21 percent came from apartments. Similarly, a random sample of 600 calls for service in Phoenix, Arizona, found that an apartment unit's demand for police services was less than half of the demand created by a single-family house.[33]

One reason for the misperception that crime and density are related could be that crime reports tend to characterize multifamily properties as a single "house" and may record every visit to an apartment community as happening at a single house. But a multifamily property with 250 units is more accurately defined as 250 houses. To truly compare crime rates between multifamily properties and single-family houses, the officer would have to count each household in the multifamily community as the equivalent of a separate single-family household. When they do so, many find what the previous studies prove: that crime rates between different housing types are comparable.

Higher-density developments can actually help reduce crime by increasing pedestrian activity and fostering a 24-hour community that puts more "eyes on the street"[34] at all times. Many residents say they chose higher-density housing specifically because they felt more secure there; they feel safer because there are more people coming and going, making it more difficult for criminals to act without being discovered. This factor could explain why a ULI study of different housing types in Greenwich, Connecticut, shows that higher-density housing is significantly less likely to be burglarized than single-family houses.[35] The relationships among design, management, and security became better understood in the past few decades with the publication of several seminal works, including *Defensible Space: Crime Prevention through Urban Design* by Oscar Newman[36] and *Fixing Broken Windows: Restoring Order and Reducing Crime in our Communities* by George Kelling and Catherine Coles.[37] Many new higher-density developments include better lighting plans and careful placement of buildings and landscaping to reduce opportunities for crime, contributing to a safer community.

With the emergence of better-quality designs, higher-density mixed-use development is an attractive and safe addition to a community, one that is increasingly attracting a professional constituency seeking safety features. In fact, the luxury segment is one of the fastest-growing components of the multifamily industry.[38]

5 MYTH

Higher-density development is environmentally more destructive than lower-density development.

FACT

Low-density development increases air and water pollution and destroys natural areas by paving and urbanizing greater swaths of land.

Low-density sprawl takes an enormous toll on our air, water, and land. The United States is now losing a staggering 2 million acres of land a year to haphazard, sprawling development.[39] More than 50 percent of Americans live in places where the air is unhealthy to breathe,[40] and childhood asthma and other respiratory diseases are on the rise.[41] Almost half the damage to our streams, lakes, and rivers is the result of polluted runoff from paved surfaces.[42]

It is inefficient land use, not economic growth, that accounts for the rapid loss of open space and farms. Since 1994, housing lots larger than ten acres have accounted for 55 percent of the land developed.[43] This loss of land often causes unexpected economic challenges for rural communities, where farmland, forests, ranchland, and open space tend to be the economic drivers that attract businesses, residents, and tourists. Low-density sprawl compromises the resources that are the core of the community's economy and character. The majority of American homeowners think it is important to stop these trends. In fact, 76 percent of local ballot initiatives related to land conservation passed in November 2004, making $2.4 billion in funding available for protection of parks and open space.[44] But purchasing land is only part of the solution and not always an option for financially strapped governments.

Higher-density development offers the best solution to managing growth and protecting clean air and clean water. Placing new development into already urbanized areas that are equipped with all the basic infrastructure like utility lines, police and fire protection, schools, and shops eliminates the financial and environmental costs of stretching those services farther and farther out from the core community. Compact urban design reduces driving and smog and preserves the natural areas that are assets of the community: watersheds, wetlands, working farms, open space, and wildlife corridors. It further minimizes impervious surface area, which causes erosion and polluted stormwater runoff. Two studies completed for the state of New Jersey confirm that compact development can achieve a 30 percent reduction in runoff and an 83 percent reduction in water consumption compared with conventional suburban development.[45]

PROFILE

Prairie Crossing

The developers of Prairie Crossing, George and Vicky Ranney, saved $1 million in infrastructure costs through environmentally sensitive design. The 677-acre conservation community is located in Grayslake, Illinois, 40 miles northwest of Chicago and one hour south of Milwaukee. The community features 350 acres of open space, including 160 acres of restored prairie, 158 acres of active farmland, 13 acres of wetlands, a 22-acre lake, a village green, and several neighborhood parks. Houses are sited to protect natural features such as hedgerows, native habitat, and wetlands. Designed with colors and architecture inspired by the landscape, every home has a view of open space and direct access to ten miles of on-site walking and biking trails. Wide sidewalks, deep front porches, and rear garages encourage neighbors to meet. The homes were built with U.S. Department of Energy–approved green building techniques. As a result, they are 50 percent more energy efficient than other homes in the Chicago area, and they sell for a 33 percent sales premium. Station Village is the last phase of Prairie Crossing. When complete, it will include residential, retail, and office space, all within walking distance of two commuter train stations. Residents can ride Metra's North Line to Chicago's Union Station or the Central Line to downtown Chicago and O'Hare Airport.

More than half the land at Prairie Crossing was preserved as open space, and homes were built with approved green building techniques.


PRAIRIE CROSSING

PROFILE

The Preserve

USS Real Estate originally held a 550-acre tract of land in Hoover, Alabama, but sold 250 acres to the city, intending to create the Moss Rock Nature Preserve. The 680 single-family homes, 50,000 square feet of retail, and 50,000 square feet of office space are concentrated on the remaining 311-acre site. Before development of the Preserve, Hoover was characterized by sprawling conventional development and lacked a town center. The Preserve's future town center is planned to include 34 live/work units, 14 retail units, and two restaurants: at the heart of the community is the village green, an impressive eight-acre park with a town hall, a fitness center, a junior olympic swimming pool, and a kiddie pool. Residents have access to 15 acres of parks and seven miles of trails that connect to award-winning Hoover schools and the newly created Moss Rock preserve.

Clustering development at the Preserve in Hoover Alabama, enabled the creation of the 250-acre Moss Rock Nature Preserve.

Many communities employ techniques such as infill and brownfield development to transform unused, abandoned lots into vibrant, revenue-generating components of the community. Some create direct incentives for higher-density development. The city of Austin, Texas, for example, created a program that rewards developers for locating projects in the city's existing neighborhoods and downtown. Others award points for a variety of attributes, such as transit access, the redevelopment of empty lots, and an increase in pedestrian facilities. By employing standards for factors like open space, dense development, and impact on water quality, communities can facilitate good urban design that preserves natural resources.

Although a well-designed higher-density community offers residents a higher-quality environment, poorly planned sprawl does the opposite. Because low-density sprawl gobbles up so much land through large-lot zoning, it ends up destroying the very thing most people moved there for in the first place—the natural areas and farmland. It forces people to drive longer distances, increasing regional air quality problems. The average American man spends 81 minutes behind the wheel every day, while women average 63 minutes. And surveys show that the time spent driving has been consistently increasing every year.[46] The national road network, currently at 4 million miles according to the U.S. Department of Transportation, is still growing at an alarming rate, mainly for the purpose of connecting new low-density suburbs back to core communities. Along with the water and air pollution, construction of these highways perpetuates the cycle of sprawl, fragments wildlife habitats, and dries up a community's financial coffers.

Increasing density not only improves air and water quality and protects open space but also redirects investments to our existing towns and cities. It can revitalize existing communities and create more walkable neighborhoods with access to public transit and hiking and biking trails. Pedestrian-friendly higher-density developments offer general health benefits as well. Mixed land uses give people the option to walk and bike to work, shops, restaurants, and entertainment. The convenience of compact communities may help fight diseases related to obesity.[47] Higher-density communities are vital to preserving a healthy environment and fostering healthy lifestyles.

6 MYTH

Higher-density development is unattractive and does not fit in a low-density community.

FACT

Attractive, well-designed, and well-maintained higher-density development attracts good residents and tenants and fits into existing communities.

Higher-density development comes in many forms. Some of the most attractive well-planned modern development is built at a high density. Across America, appealing higher-density mixed-use town centers have been wildly popular with the public. Lushly landscaped boulevards, fountains, and showcase architecture have created a sense of place in areas previously known only for faceless, uninteresting low-density development. The enduring appeal

PROFILE

Post Riverside

Atlanta is often called the poster child for suburban sprawl. However, it is also the home of Post Riverside, a revolutionary new mixed-use pedestrian-oriented community developed by Atlanta-based Post Properties, Inc., and located on the banks of the Chattahoochee River between Atlanta's bustling Buckhead and Vinings communities. As is the trend nationally, 65 percent of all vehicle trips in Atlanta are to run errands, not to commute to work. With offices, shops, and restaurants within walking distance of the apartments, Post Riverside residents depend on autos much less than their neighbors in lower-density areas. In addition, the community is connected to Atlanta's MARTA subway system and the Cobb County transit system. This award-winning 85-acre mixed-use development includes 25,000 square feet of retail space, 225,000 square feet of office space, and 535 apartments, all designed around a gracious town square. For many people, this amenity-rich, low-maintenance lifestyle better suits their needs than a traditional single-family home in a low-density neighborhood.

POST PROPERTIES, INC., PHOTOGRAPH ©STEVE HINDS

Post Riverside in Atlanta demonstrates that higher-density development can be attractive and successful in a community known for lower-density development.

and desirability of older and more gracious higher-density neighborhoods—Georgetown in Washington, D.C., Beacon Hill and Back Bay in Boston, and Lincoln Park in Chicago—attest to the fact that some of the more desirable neighborhoods in America historically have been of higher density than that found in typical outer suburbs.

This return to the design principles of the past is at the core of the new urbanist movement that took hold in the 1990s. The movement grew as many people came to miss the sense of community that was created by the mixed-density and mixed-use communities of the past. They realized that low-density subdivisions isolated their owners not only from pedestrian access to shops and offices but also from their neighbors. The growing sense of social alienation, highlighted in books like Robert Putnam's *Bowling Alone*,[48] has led many back to the comfort of communities that are a reminder of the places where many of us grew up. These new communities combine the best design ideas of the past with the modern conveniences of today to provide residents with what has been missing from many sprawling areas—a sense of community.

Today's developers, architects, and planners know that to attract customers and to secure zoning approvals and community acceptance, they must produce attractive and innovative properties that complement their surroundings. Design professionals are driven to produce projects that meet users' demands, understand and respond to the context of a site, enhance its neighborhood, and are built to last.[49] In fact, attendance at a recent American Institute of Architects–sponsored conference on density far surpassed expectations, speaking to the interest among land use professionals in addressing the design issues associated with density.[50]

It is plausible that the high level of citizens' opposition to density may be based on an outdated notion of what higher-density development looks like. A University of North Carolina study revealed that when given a choice between two attractively designed communities, one higher density and the other low density; the majority preferred the higher-density option.[51] Other visual preference surveys confirm that there is an almost universal negative reaction to the visual appearance of commercial strip sprawl and an almost universal positive reaction to traditional town-like communities of the past, communities that almost invariably included a mix of densities and uses.[52]

P R O F I L E

The Plaza at the Arboretum

This award-winning mixed-use project in Santa Monica, California, developed by California-based Legacy Partners, achieves a density of 97.5 dwelling units per acre. The attractive seven-story building includes 10,000 square feet of retail space and 350 apartment units ranging from 612 to 1,555 square feet. The architecture firm Meeks and Partners used strong geometric forms to create a playful architectural character that fits nicely in the avant-garde Hollywood studio section of Santa Monica. The development includes a swimming pool, spa, fitness center, and clubhouse.

Higher-density developments like the Plaza at the Arboretum present opportunities to create outstanding award-winning architecture.

7 MYTH

No one in suburban areas wants higher-density development.

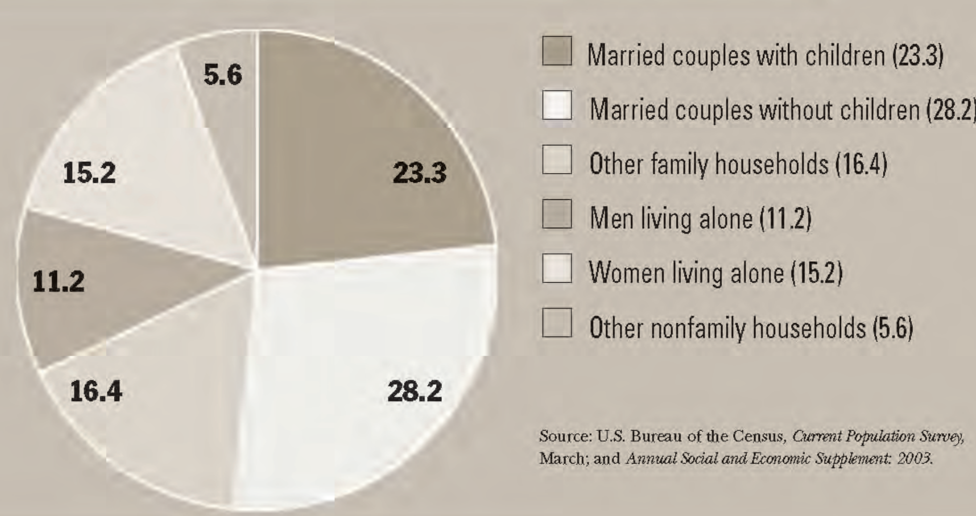
FACT

Our population is changing and becoming increasingly diverse. Many of these households now prefer higher-density housing, even in suburban locations.

When many of us think of the American Dream, we envision married couples with children living in single-family detached houses in the suburbs. The notion is that the only people who want to live in higher-density areas are those who cannot afford a traditional house with a back yard or who want to live in the middle of the city. Both perceptions are flawed.

This country's population is changing, and so are its real estate preferences. These lifestyle changes have significant implications for suburban development. For the first time, there are more single-person households (26.4 percent) than married-

HOUSEHOLDS BY TYPE: 2003 (PERCENTAGE OF TOTAL)



Source: U.S. Bureau of the Census, *Current Population Survey*, March; and *Annual Social and Economic Supplement: 2003*.

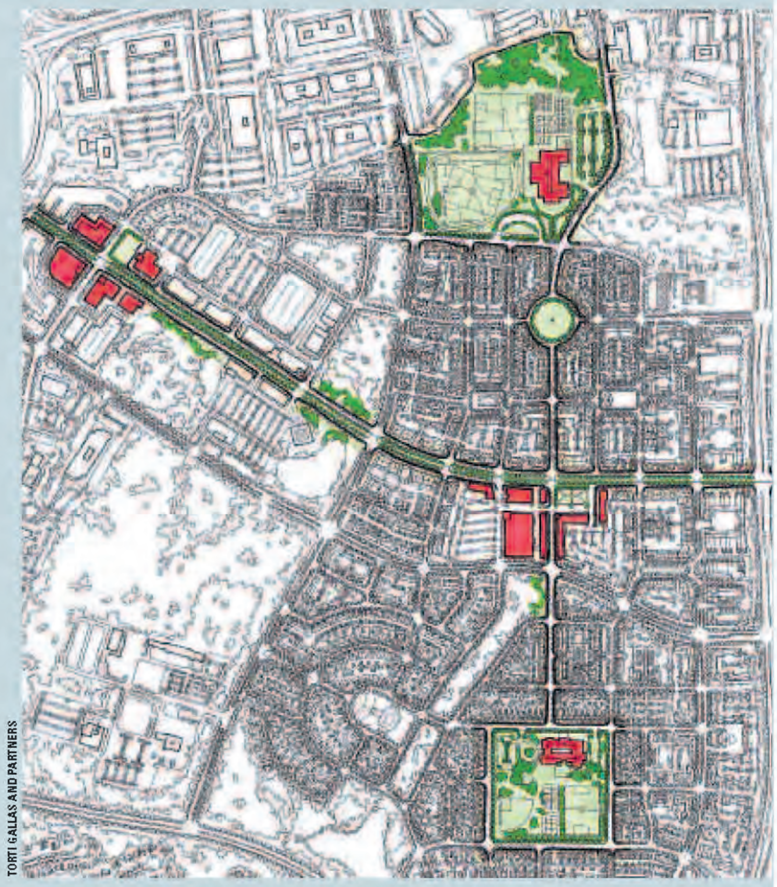
couple-with-children households (23.3 percent).[53] The groups growing the fastest, people in their mid-20s and empty nesters in their 50s, are the groups most likely to look for an alternative to low-density, single-family housing.[54]

A growing number of Americans are redefining their American Dream. They are seeking a more convenient and vibrant lifestyle. And while some seek this lifestyle in cities, many others seek the same lifestyle in the suburbs. According to a 2002 study by the National Association of Home Builders, more than half the renters questioned said they wanted to live in the suburbs.[55] Moreover, a national survey of homebuyers' community preferences found that nearly three-quarters of all

PROFILE

King Farm

This 430-acre community is characterized by the historic architecture of the region but offers an assortment of modern conveniences as well. Developed by King Farm Associates, LLC, King Farm is located in Rockville, Maryland, five miles from the Washington, D.C., beltway, 15 miles from downtown D.C., and walking distance from the Shady Grove Metro station. The neighborhood was designed for pedestrians, but the King Farm shuttle makes getting around even easier. The shuttle runs a complimentary route between the King Farm Village Center, the Metro station, and the Irvington Center, a 90-acre commercial complex next to the Metro. In addition, two types of public bus service are available at King Farm. At the Village Center, 120,000 square feet of retail space is within walking distance from both residential and commercial development. The center also includes 47 loft apartments and a one-acre village green. Watkins Pond and Baileys Common are King Farm's two residential villages. They offer single-family homes, townhouses, condominiums, and luxury apartments intertwined with natural areas. The center of Watkins Pond is a 12-acre city park with tennis and basketball courts, a soccer and softball field, two playgrounds, several picnic areas, benches, and paths.



TORTI GALLAS AND PARTNERS

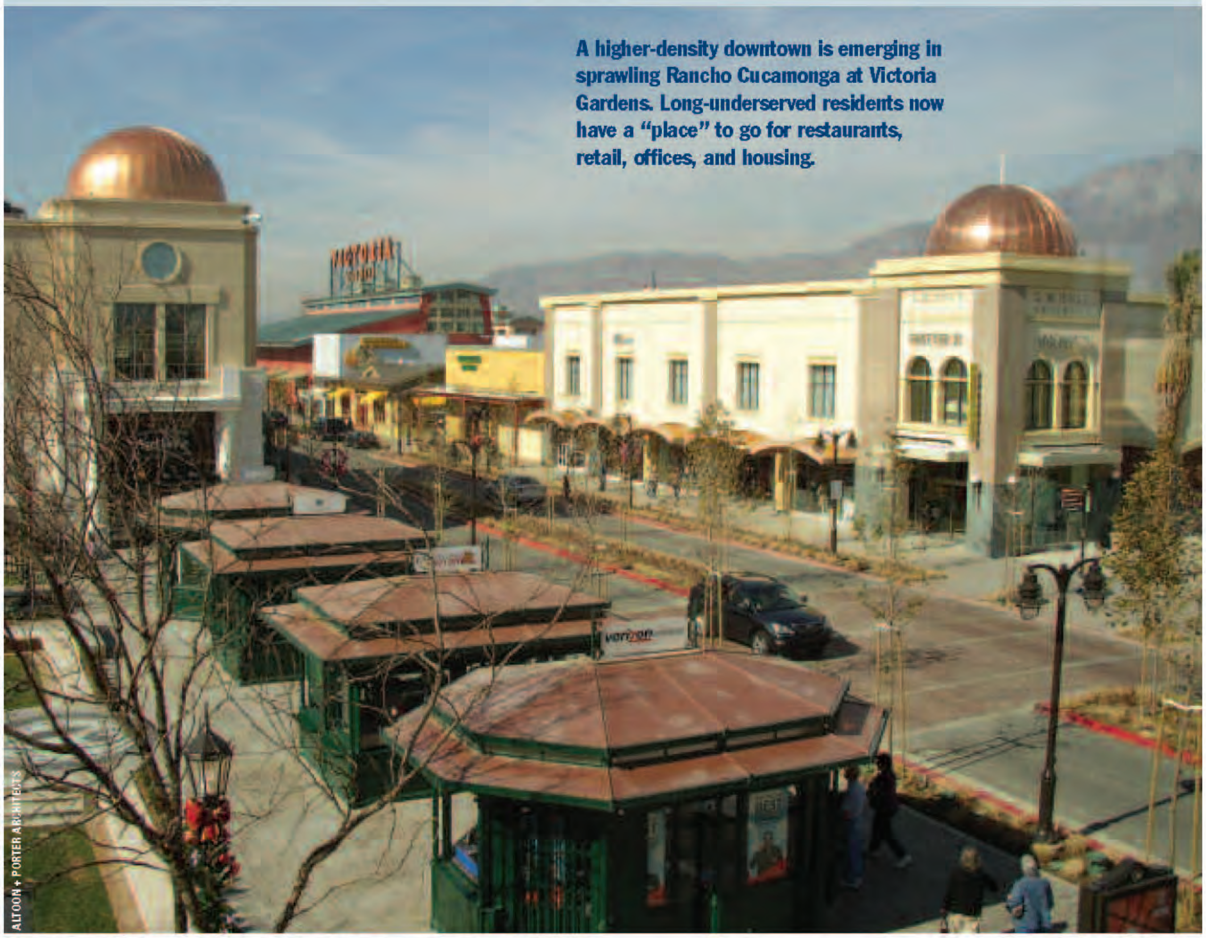
King Farm is a successful higher-density suburban community that integrates housing, retail shops, offices, and public transit.

Attachment A

PROFILE

Victoria Gardens

The city of Rancho Cucamonga, located roughly 60 miles east of Los Angeles in California's Inland Empire, has a rich agricultural history and, more recently, a history of low-density sprawl with no real city center. This situation is changing, however, with the opening of the first phases of a huge new mixed-use development known as Victoria Gardens. The development, designed by L.A.–based architects, Altoon + Porter, and being developed jointly by California-based developers Forest City California and the Lewis Investment Company, will create a vibrant higher-density downtown where none previously existed. Rapidly growing Rancho Cucamonga has been traditionally underserved by restaurants and entertainment options. The long-awaited addition of a "place" in the city has been well received by residents. The 147-acre development will eventually contain 1.3 million square feet of commercial and community space, including retail, entertainment, office, and civic uses with a cultural center and a library. Twenty acres of housing on site will allow people to live within walking distance of all the amenities of Rancho Cucamonga's new downtown.



A higher-density downtown is emerging in sprawling Rancho Cucamonga at Victoria Gardens. Long-underserved residents now have a "place" to go for restaurants, retail, offices, and housing.

buyers prefer to live in a community where they can walk or bike to some destinations.[56] The 2001 American Housing Survey further reveals that respondents cited proximity to work more often than unit type as the leading factor in housing choice.[57] These surveys confirm that many people prefer the suburbs but want the amenities traditionally associated with cities, including living close to work.

With the continuing decentralization of cities and the rise of suburban communities with urban-like amenities, many people find that they can live and work in the suburbs with all the attributes of suburbia they desire without giving up walkability and convenience. A recent study confirms that in many regions, more office space is located in suburban locations than downtowns,[58] providing an opportunity for people to live near their jobs. Communities and developers that have recognized and responded to the dual trends of decentralized offices and a growing desire for a more convenient lifestyle have been rewarded. Well-placed mixed-use, higher-density developments in the suburbs are increasingly popular, creating a new sense of place.

Communities are being developed using the best concepts of traditional communities—smaller lots, a variety of housing types, front porches and sidewalks, shops and offices within walking distance, and public transit nearby. Communities like Celebration in Florida and King Farm in Maryland have been so popular with the homebuying public that past worries over whether the demand exists for them have been replaced by concerns about their rapid price appreciation, putting them out of the reach of all but the highest-income households. Today's real demographic and lifestyle changes are inspiring a return to traditional development styles that offer walkable, bikeable, and more dynamic communities that put residents closer to shops, offices, and parks.

8 MYTH

Higher-density housing is only for lower-income households.

FACT

People of all income groups choose higher-density housing.

Multifamily housing is not the housing of last resort for households unable to afford a single-family house. Condominiums, for instance, are often the most sought after and highly appreciating real estate in many urban markets. The luxury segment of the apartment market is also rapidly expanding. Most people are surprised to learn that 41 percent of renters say they rent by choice and not out of necessity, and households making more than $50,000 a year have been the fastest-growing segment of the rental market for the past three years.[59] Multifamily housing throughout the world has historically been the housing of choice by the wealthiest individuals because of the access and convenience it provides. From Manhattan to Miami to San Francisco, higher-density housing has been prized for the amenity-rich lifestyle it can provide.

Higher-density development can be a viable housing choice for all income groups and people in all phases of their lives. Many financially secure baby boomers, who have seen their children leave the nest, have chosen to leave behind the yard maintenance and repairs required of a single-family house for the more carefree and convenient lifestyle multifamily housing provides. Interestingly, their children, the echo boomers, are entering the age where many will likely live in multifamily housing. Just starting careers, many are looking for the flexibility of apartment living to follow job opportunities. Their grandparents, likely on a fixed income, may also prefer or need to live in multifamily housing as physical limitations may have made living in a single-family house too challenging.

Providing balanced housing options to people of all income groups is important to a region's economic vitality. The availability of affordable multifamily housing helps attract and retain the workers needed to keep any economy thriving. In many American towns and cities, rapidly rising house prices are forcing working families to live farther away from their jobs. In fact, the lack of affordable housing is mentioned as the number one problem facing working families today.[60]

PROFILE

Rollins Square

Rollins Square, a mixed-use development in Boston's South End, is a truly mixed-income community that provides housing for a wide spectrum of people in all income brackets. Twenty percent of the overall units are reserved for people whose income is 30 to 60 percent of the Boston area median income (AMI), 40 percent are for-sale condominiums reserved for working households with incomes 80 to 120 percent of the AMI, and the remaining 40 percent are market-rate units selling for up to $750,000. The residences occupy two city blocks and integrate seamlessly into the existing neighborhood. The varying heights and diverse exterior materials give the appearance that the development was constructed over time. Rollins Square was developed by the Planning Office for Urban Affairs, Inc., a nonprofit developer associated with the Archdiocese of Boston.

Rollins Square effectively provides housing for low-, moderate-, and high-income households in one attractive development that is well integrated into the existing community.

PROFILE

I'On

I'On is a 244-acre master-planned community along the deep-water marshes of Hobcraw Creek in Mount Pleasant, South Carolina. Just six miles east of Charleston, the community features 700 single-family homes, community facilities, and a small-scale commercial area. Vince Graham, principal with the I'On Company, is developing six residential neighborhoods connected by narrow streets, pedestrian corridors, and community spaces. An I'On Guild member, one of 18 builders selected for experience, talent, and financial strength, builds each individual home. The architecture is inspired by classic Lowcountry style with large balconies, deep front porches, and tall windows on even taller homes. Homes now sell for $685,000 to $1.7 million. Community facilities include I'On Square, I'On Club, the Creek Club, and the Mount Pleasant Amphitheater. Residents also enjoy easy access to the Cooper and Wando rivers, the Charleston harbor, and the Atlantic Ocean. One neighborhood boat ramp and four community docks are available for crabbing and fishing. Two miles of walking trails are available for residents; a five-acre pond, the Rookery, is a protected nesting site for wading birds. In addition, the public and private schools in Mount Pleasant are some of the best in the area.

I'ON COMPANY

Some home prices in the well-planned higher-density community of I'On are approaching $2 million. The traditional neighborhood design combined with the community amenities made possible by higher densities have made the community one of the most desirable in the Charleston area.

As the problem of affordability worsens, workers on the lower end of the salary scale may move to more affordable cities, leaving a labor shortage in their wake. Such shortages make a region less desirable as an employment center. According to PricewaterhouseCoopers, access to a large and diverse labor pool is the most important factor in making corporate decisions on locations.[61] Communities that do not provide housing for all income groups become less desirable corporate locations.

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Attachment A

Higher-Density Development

Myth and Fact

Richard Haughey

No one likes sprawl and the traffic congestion it creates, yet proposals for increasing density in new and existing neighborhoods often are squashed by community fears of public housing, crime, and ugly high rises. *Higher-Density Development: Myth and Fact* dispels these negative connotations, by comparing the advantages and drawbacks of higher- and low-density development. The definition of higher-density development is relative to the community the development is in—it could be single-family homes on smaller lots, or townhouses and apartments in more populated areas. Eight widespread misconceptions about higher-density development are examined and dispelled with well-researched facts and examples of high-quality, compact developments.

Debunk these common myths about density:

- Higher-density development overburdens public schools and other public services and requires more infrastructure support systems.
- Higher-density developments lower property values in surrounding areas.
- Higher-density development creates more regional traffic congestion and parking problems than low-density development.
- Higher-density development leads to higher crime rates.
- Higher-density development is environmentally more destructive than lower-density development.
- Higher-density development is unattractive and does not fit in a low-density community.
- No one in suburban areas wants higher-density development.
- Higher-density housing is only for lower-income households.

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Washington, D.C. 20007-5201
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Attachment H. Developer Panel Meeting Notes (Workshops III and IV)

Roseville Dale Street Fire Station

Corridor Development Initiative

Workshops 3 / 4: Developer Panel

May 14 and 28, 2013
King of Kings Church

Panel Members:

Workshop 3

- Mary Bujold, Maxfield Research
- Ron Mehl, Dominium
- Larry Fonnest, Dunn Bros. Coffee

Workshop 4

- Andrew Hughes, Sherman Associates
- Bill Buelow, Greater Metropolitan Housing Corporation (GMHC)

Workshop 3 Discussion

Overview of Roseville Housing Market – Mary Bujold

Mary Bujold, President of Maxfield Research, provided a housing update for Roseville. Some key highlights include:

- Roseville can support new houses that are over the average price (average price of Roseville home is $232,000). The average home price for the region is $150,000.
- New home construction would command higher prices that are likely to exceed $250K for both single family and multifamily.
- Homes for $300 - $500K could be sold if amenities are nearby to benefit the site.
- The Median Family household income in Roseville is estimated at $82,843 as of 2013. The Twin Cities Area Median Family Income (AMI) is $82,300 in 2013.
- As of 2010, 67% of households in Roseville owned their housing and 33% rented their housing. This is similar to the Twin Cities Metro Area, with 70% ownership and 30% rental.
- The number of households with children continues to decrease, and the number of households living alone continues to increase. These trends are similar to other nearby communities.
- The 4th Quarter 2012 rental vacancy rate in Roseville was 3.3%, indicating some pent-up demand for additional rental units in Roseville. The average rental rate for Roseville as of Q1 2013 was $880 per month (reflects primarily older apartments). New construction would require monthly rents that are substantially higher (likely to be between $1300 and $1500 per month).

For more information, the full summary is available on the City of Roseville web site:

Panel Discussion

Panelists were presented with three opening questions:

1. What is your development expertise?
2. How would you redevelop the Dale Street Fire Station site?
3. What would you consider the greatest challenges and opportunities for the site are?

Larry Fonnest, Dunn Bros. Coffee Shop owner

As a business owner, Larry spent nine months looking at properties across the Twin Cities for his coffee shop (located on Dale Street)

Coffee shop businesses need high volume traffic to be successful

The Dale Street Fire Station site is not a good location because it doesn't have the traffic counts needed.

What would you do on the site?

Could be a great community center, staffed by volunteers.

Ron Mehl, Dominium

Dominium provides high quality multi-family affordable housing, independent senior housing, historic preservation, and market rate housing.

What would you do on the site?

- Independent Senior Living
- Affordable townhomes (families with incomes of $35K - $40K)
- There are many amenities in the area that would be considered family features.
- A building with an elevator and underground parking would allow for more green space and amenities such as a party room, exercise salons, theater rooms, etc.

Audience question: Why not intergenerational?

- Mostly considering the demographics of Roseville that show that there are a lot of seniors in the area (55 and over). It is often difficult to do intergenerational housing, given the different needs and preferences of younger vs. older residents.
- Housing for Young families: 20 – 30 townhomes, playground, family oriented
- Dominium did a 4 story condominium (ownership) project in New Brighton 7 years ago – they are almost done selling the units. Wouldn't do it again in this market.

Recommend utilizing tax credit programs (section 42, which would restrict rents to 60% AMI, but would reduce risk to developer. Local rents would be the same as publicly supported (affordable) housing.

Mary Bujold, Maxfield Research

Maxfield Research Inc. is a full-service real estate research company that provides comprehensive real estate market information and market feasibility studies. Maxfield has almost 30 years of experience in real estate feasibility and consult on a variety of real estate related issues. Mary is working with the City of Roseville on a housing update.

What would you do on the site:
Agrees with Ron on the Independent Senior Living or higher density rental housing (market rate and/or affordable). A townhome design could also be viable. Depends on how the units are laid out. A new development should pay attention to the transition between single family and newer higher or medium density housing

Audience questions:
What can we do as a community to attract you (developers) to the site?
What attracts a developer to a community / site?

Things that are of interest to a developer include:
- Demographics
- Crime
- Local services
- Access to freeways
- Jobs

Roseville has what we are looking for.

May take a team of developers to create the vision of what you want (master developer model)

RFP for a master developer – the City would create a plan, shop out the different components to different developers (example: New Hope Kmart site).

Mary Bujold: Build a partnership with a developer to try to put out ideas for what you want, but be open and flexible. Work with a developer to achieve the goals – each side gives some to achieve the goal. Come with good ideas, but remain flexible.

Are mixed income projects possible?
Ron Mehl: Mixed income development can be very successful. One example: Eden Prairie – The Bluffs

What is a community entrepreneur looking for to locate a business?
- Looking for something that complements the area – will bring in more traffic / parking
- Noise factors, hours of operation will also impact the neighborhood
- Would want a quiet neighbor
- Regular hours – good neighbor
- What value-add would that bring to the site and community? If none, why do it?

Price points for market rate rental – smaller household size

25 – 45/50 yr olds (from adult professionals to smaller families)
Townhome attract 35 – 55/60 yr olds

What are the rent levels for a project that utilizes tax credits (Section 42)?
Ron Mehl: Affordable rental:

- $927 for 1 bedroom,
- $1,111 for two bedroom,
- $1284 for three bedroom

Equivalent to the average market rate rental rates:

- $927 for one bedroom,
- $1,111 for two bedrooms,
- $1318 for three bedrooms
- ($880 average rent in Roseville)

Affordable housing resources (e.g. tax credits) – requires land use restriction, must keep rents affordable for 15 years. Can fill financial gaps to make project more viable, allow for amenities to be built into the site.

Homeownership – people will pay a premium for new homes, willing to pay more money for updated features. Is it feasible for this site?

Mary Bujold: There are examples in Roseville of new housing at prices that are higher than surrounding prices.

What makes a site desirable for higher value homes?
Amenities

How about a townhome option – blocks of six, mid 2 – low 3?
We need more information on whether this housing product would be viable for the site. (Staff will work to identify a developer that can speak to this option for the May 28th workshop.)

As a community we want to encourage Green / Sustainable development. Would you compromise the green elements in a building to reduce the rents?
Ron Mehl: Developments that use affordable housing resources (Section 42 – tax credits) are required to utilize green building standards. They can achieve that by getting the tax credits to bring the building up to green standards. . Built to last 40 – 50 years.

Audience member: It seems like the people that would be moving into affordable housing would be someone like me (same income range).

Management of rental properties
Boyfriends are a problem. Lease addendum in the lease agreement allows landlord to evict if criminal activity happens by anyone living in the housing unit. Dominium has excellent property management – key to staying high quality housing. Make sure the management is good.

Developers flip properties
Want long-term owners – interested in stabilizing the area.

Is there a difference in upkeep between renter and owner occupied housing?
It all depends on management of property. In some cases, condo / townhome associations did not take care of property, others are well kept. You can't always say that rental is more poorly cared for.

Concern about devaluation of existing property values
Vacant properties do nothing positive for home values. Most values don't go down when new investment happens nearby. Additional value is that land goes back on the tax roles.

Mary Bujold: 10 years ago Maxfield completed an analysis of the impact of affordable housing located in close proximity to single-family homes, and looked at property values three years prior and 3 years after a development. Property values did not go down – in some cases property values went up.

What is the range of number of units per acre that would be feasible? How do we understand what the financial gap is? What is workable?
Ron Mehl: A rental property may need 30 units per acre, probably four stories. To position for affordable housing resources (tax credits), you typically need a minimum of 70 units.

How many people would that mean?
Senior housing assumes 1.5 people per unit
Smaller downtown unit is usually 1.2 people per unit.

Final words
Mary Bujold: You're on the right track – keep at it, do more work.

Workshop 4 Discussion
Andrew Hughes, Sherman Associates
Recommended concept for the site

- Proposed mixed income or affordable rental housing (multifamily rental) for the Dale Street Fire Station site
- Minimum of three stories, perhaps townhomes along Cope
- Would build a playground and green space on the site

- Doesn't think home ownership is a viable option
- Density would require townhomes – which are difficult to finance in today's market (the market hasn't come back for townhomes yet.)
- Well developed, well built affordable housing is always in demand. The developer can move forward confidently that the demand would be there.

Management and maintenance

- Sherman Associates provides excellent management services for our rental properties. We maintain high standards and well maintained properties.

Additional considerations

- Would do the entire site at once.

Bill Buelow, Greater Metropolitan Housing Corporation

Proposed concept for the site

- Bill lived in Roseville and worked for the Fire Department
- Proposed single family home ownership in a bungalow court concept for the Dale Street Fire Station site. Smaller homes, more density, market single level / two story housing. Affordable workforce housing to market rate.
- High density single family would mean 30 – 50 units on the site. Perhaps a row of townhomes. Two large lots with six homes around a common courtyard and shared garages.
- Would have common areas for kids to play
- Price point would likely be $240 - $340K ($275K average), offering different level of upgrades.
- Senior housing is also an option. Assisted living is a more intense use – not good for this site.

Management and maintenance

- The bungalow court concept would require a home owners association to manage the maintenance of the common spaces, etc.
- The bungalow owners would own the site, and would be responsible for maintenance of the grounds and common areas.

Additional considerations

- Could be phased in – do a portion of the site at a time
- An option would be for GMHC to do the development and turn it over to the City of Roseville for a fee (turn key). The City would then turn around and sell the units, thereby benefitting from any profit, or taking losses if there are price reductions.

Intergenerational Housing

Andrew Hughes: It is difficult to mix family and senior housing in one development because of finance concerns and housing preferences.

Bill Buelow: It's what you would want there. You can create different pods, one for 55 and older and one for families

Would you do slab on grade?

Andrew Hughes: Townhomes would be slab on grade, apartments would have underground parking.

Bill Buelow: Could do both slab on grade or basements.

Traffic concerns

It will be important to manage pedestrian crossings with high school drivers.
Pay attention to pedestrian dependent residents

Density transition

Andrew Hughes: Suggests the multistory building on Dale with an articulate (not hard / flat edge) front. 50 units in apartments, and 20 units in townhomes

Bill Buelow: Bungalow courts would include 30 – 50 units spread throughout the site.

What are the City's goals?

- The City has no expectation about an amount to bring back onto the tax roles.
- The HRA has financial tools that would offset the financial gaps of a project, and would help with lowering density and other components.
- The decision will not be driven by property taxes – we are trying to get to a good development for the community.

Attachment I. Attendance list for the Roseville Dale Street Fire Station CDI workshops

Roseville / Dale Street Fire Station CDI
Workshp Attendance
2013

First Name	Last Name	Organization	Address	Wkshp 1	Wkshp 2	Wkshp 3	Wkshp 4
Kathy	Watson	home owner	651 W Grandview Ave	X	X		X
Michael	Watson		651 W Grandview Ave	X	X		
Rich	Schlueter	home owner	794 Lovell Ave W	X	X	X	X
Joe	Wozniak		718 Sextant Ave	X	X	X	X
Ernie	Willenbring		832 Lovell Ave	X		X	X
Mary	Hartman		660 W Lovell	X	X	X	X
Ken	Hartman		660 W Lovell	X	X	X	X
Joanne	Renford		771 Cope	X	X	X	X
Dean	Renford		771 Cope	X	X	X	
Jill	Attwood		841 Lovell Ave	X	X		X
Graeme	Attwood		841 Lovell Ave	X	X	X	X
Tom	Arnold		831 Cope Ave W	X	X	X	X
George	Marschall		670 Lovell Ave W	X	X	X	X
Cari	Gelle		777 Lovell Ave	X	X	X	X
Randy	Neprash		1276 Eldridge Ave	X			
Sara	Barsel		1276 Eldridge Ave	X	X	X	X
Thomas	Urbanski		712 West Co Rd B2	X	X		X
JoAnn	Urbanski			X	X	X	X
Gail	Westby		480 Lovell Ave	X		X	
Don	Black	retired	457 Woodhill Dr	X	X	X	X
Ila	Black		457 Woodhill Dr	X	X	X	X
John	Lenard		485 Lovell Ave	X			
Darlene	Lenard		485 Lovell Ave	X			
Mark	Gregory		684 Grandview Ave W	X		X	X
Terry	Moses			X	X		
Dan	Roe	Mayor		X			
Tammy	McGehee	City Council Member		X	X	X	X
Dan	Maser	King of Kings Church		X	X	X	X
Dean	Maschka	Roseville HRA		X	X	X	X
Jason	Etten			X	X	X	X
Ken	Sohriakolf		1771 Kent St		X		X
Jodie	Wilson				X		
Bob	Wellness	City Council Member			X		
Linda	Anderson	newspaper			X		
Robert	DeLeo	home owner	280 Minnesota Ave		X		
Linda	DeLeo	home owner	280 Minnesota Ave		X	X	X
Jim	Daire	Planning Commission	2456 Hamline Ave N, Roseville 55113		X	X	
Alan	Quade		292 Minnesota Ave, Roseville 55113		X	X	X
Darleen	Quade		292 Minnesota Ave, Roseville 55113		X	X	X
Dean	Galvin		644 Grandview Ave W		X		
Herb	Dickhudt	King of Kings Church	684 W County Re B2		X	X	X
LaVerne	Dickhudt	King of Kings Church	684 W County Re B2		X	X	X
Tom	Molloy		746 Lovell Ave		X		
Sue	Molloy		746 Lovell Ave		X		
Betty	Thomas		802 Lovell Ave W		X		
Sharon	Leete		801 Lovell Sve W		X		X
Vicki	Lee	Roseville HRA			X	X	X
Judd	Berthiaume		726 Lovell Ave W		X		
Sonja	Berthiaume		726 Lovell Ave W		X		
Josh	Nielsen	Lillie Suburban Newspapers	2515 E 7th Ave, N St. Paul, 55109		X		
Jim	Robinson		111 East Kellogg Ave, St. Paul 55104			X	X
Wayne	DeHaven		2345 N Dale St., Roseville			X	X
Delores	DeHaven		2345 N Dale St., Roseville			X	X
Catherine	McGough		704 Lovell			X	
Steve	Weber		585 Transit Ave, Roseville			X	
Francie	Weber		585 Transit Ave, Roseville			X	

Pauline	Crea		803 W Cope Ave			X	X
Richard	Kimmes	Owner of lot 3 & 4				X	
Rita M.	Zoff		412 Lovell Ave, Roseville 55113				X
Robert M.	Nelson		2589 Fisk St				X
Michelle	Harris		795 Cope				X
Mary Lou	Mohn		325 Co Rd C2W				X
Phyllis	Delisi		787 W Cope Ave				X
Laurie	Bennett		2755 Merrill St				X
Ahi	Bennuri		2755 Merrill St				X
Richard	Johnson		1200 Laurie Rd				X
Marilyn	Maguire		2346 Top Hill Circle, Roseville 55113				X
			TOTAL PARTICIPANTS	**30**	**43**	**36**	**44**
Technical Team							
Barbara	Raye	Center for Policy Planning Performance		X	X	X	X
Todd	Rhoades	Cermak Rhoades Architects		X	X		
Katie	Berger	KageImagery			X		
William	Weber	Center for Sustainable Building Research			X		
Alan	Arthur	Aeon			X		
Miranda	Walker	Aeon			X		
Frank	Fitzgerald				X		
Dan	Marckel				X		
Michael	Byrd				X		
William					X		
Sketcher					X		
Ron	Mehl	Dominium				X	
Mary	Bujold	Maxfield				X	
Larry	Fonnest	Dunn Bros				X	
Andrew	Hughes	Sherman Assoc					X
Bill	Buelow	GMHC					X
Gretchen	Nicholls	Twin Cities LISC		X	X	X	X
Jeanne	Kelsey	City of Roseville		X	X	X	X
Pat	Trudgeon	City of Roseville		X	X	X	X
			TOTAL TECH TEAM	**5**	**14**	**7**	**6**
			TOTAL PARTICIPANTS + TECH TEAM	**35**	**77**	**43**	**50**

Attachment J. Workshop evaluation summaries

The Roseville Housing and Redevelopment Authority (RHRA)

Corridor Development Initiative

EVALUATION and FEEDBACK

Tonight's session was the first in a series that will engage Roseville residents in planning for the re-development of the Dale Fire Station site. We would like to know how well the session met its goals. Please complete this form and leave it on the registration table. Your feedback will be used to make improvements throughout the project.

1. What worked well or were good parts of the session for you?
   - **Open, friendly feeling. Allowed for all to be engaged and involved.**
   - **All**
   - **Barb was a great facilitator**
   - **All sessions were well presented and thoughtful. Good discussion questions.**
   - **The Q and A session was good.**
   - **Interacting with people**
   - **All great**
   - **Presentations and discussions**
   - **Lots of input**
   - **We believe all speakers were very well informed and passed on good information.**
   - **Discussions and questions**

2. What could have been improved?
   - **More neighbors**
   - **Nothing**
   - **I missed the first 10 minutes so I could be mistaken but it seemed that some basic facts—how HRA would "guide" development might have been overlooked in the intro.**
   - **Nothing at this time**
   - **Told everything was on the table but based on discussion all single-family houses are not an option. What are the true parameters?**
   - **Broader participation of residents**
   - **No much—very good**
   - **Ok**
   - **Less questions before discussions began**

3. Please rate the following items by putting an "x" or "√" in the appropriate column.

Question	Yes	Some-what	No	No Opinion
1. Do you have a good understanding of the project and what the RHRA is trying to accomplish?	**15**	**7**	**1**	**0**
2. Do you have a good understanding of the workshop series and the purpose of the CDI program?	**15**	**8**	**0**	**0**
3. Did you get good information about the regulations and city policies that relate to this site and its redevelopment?	**12**	**6**	**5**	**0**
4. Did you get good information about the housing	**5**	**11**	**7**	**0**

1

The Roseville Housing and Redevelopment Authority (RHRA) *Corridor Development Initiative*				
needs for Roseville residents?				
5. Did you get good information about design elements that can provide greater sustainability and address "green" values?	**9**	**11**	**1**	**2**
6. Do you have a greater understanding of the concerns and hopes your neighbors have regarding re-development of the site?	**18**	**5**	**0**	**0**
7. Did you have the opportunity to speak and to be heard?	**22**	**0**	**1**	**0**

8. Would you recommend the next session to your neighbors/colleagues?

(23) Yes	__ **No**

Comments: **Excellent**

9. What additional information would you like to have included in the next meeting?
   - **Format concept**
   - **Greater neighborhood participation**
   - **See sheets**
   - **See question 5 on discussion sheets**
   - **They seem to know what they are doing**
   - **Any needs?**

10. How long have you lived or worked in the area?

__ **1-3 Years**	__ **4-9 Years**	**(2) 10-19 Yrs**	**(19) 20+ Years**	__ **Not Apply**

* Two people left this question blank/unanswered.

11. What age bracket do you represent?

__ **Teen**	__ **Young Adult**	**(8) Adult**	**(14)Senior/Retired**

*1 person left question blank/unanswered.

12. What cultural/ethnic heritage do you represent?
   - **(5) Caucasian**
   - **(5) White**
   - **Not applicable**
   - **Retired**

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Corridor Development Initiative

13. How did learn about tonight's session?
    - **On advising group**
    - **Meeting**
    - **Notice**
    - **(2) Mail/Postcard and newspaper**
    - **Community/mail**
    - **(2) Postcard in the mail**
    - **(6) Mailing/Flyer**
    - **MacGroveland LISC project contacted Jeanne Kelsey**
    - **Council**
    - **Internet and Roseville review**
    - **Mail/in paper**

14. What had you hoped to get from tonight's session?
    - **Everything we got**
    - **Idea of what is planned**
    - **Understanding of the situation**
    - **I would have liked more people here and more people's news**
    - **To be able to voice my opinion about how this space will be used**
    - **What was still on the table**
    - **Enlightenment**
    - **Just what I got**
    - **Shared information—very good shared comments**
    - **Information about project**
    - **What's happening when the house and fire station go**
    - **How many entities are involved**

15. How satisfied are you overall with tonight's session?

(16) Very Satisfied	**(4) Somewhat Satisfied**	**(1) Somewhat Dissatisfied**	**__ Very Dissatisfied**

* Two people left question blank/unanswered.

Additional comments:
- **4 out of 10**
- **Very**
- **Fine**
- **Yes**
- **Very good**
- **People seem to have the same needs and concerns**

3

The Roseville Housing and Redevelopment Authority (RHRA)
Corridor Development Initiative

EVALUATION and FEEDBACK

This is the second workshop in a four-part series to engage Roseville residents in the establishment of guidelines that the RHRA can use in the redevelopment of the Dale Street Fire Station. The goal of this session was to give you an opportunity to build a development that reflects the values of the community and is also financially feasible.

Through the exercise we hope you had the opportunity to explore design options, address issues such as parking and traffic, and determine how the site can be used to make an overall positive contribution to the community. We would like to know how well the session met its goals. Please complete this form and leave it on the registration table. Your feedback will be used to make improvements throughout the project.

1. What worked well or were good parts of the session for you?
   - Model build, visualizing site impact to our neighborhood more model build time and valuation
   - The simulation with blocks
   - Everything was great
2. What could have been improved?
   - More model build time & valuation
3. Please rate the following items by putting an "x" or "√" in the appropriate column.

Question	Yes	Some-what	No	No Opinion
1. Do you have a better understanding of what the design, traffic, parking, street/eye level elements and other options are for the area?	6	1	0	0
2. Do you have more information about what considerations contribute to a financially viable development?	6	1	0	0
3. Do you have more understanding of what others in the community consider to be important development and design factors?	7	0	0	0
4. Do you have more awareness of the challenges of meeting community goals/values and still achieving sustainable development?	6	1	0	0
5. Did you get an opportunity to explore the goals and ideas you have for the area through the physical use of blocks and financial pro forma?	7	0	0	0

6. Would you recommend the next session to your neighbors/colleagues?

7 - Yes	**0 - No**

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Comments:

- Too many people missed first session resulting in lost time
- This exercise facilitates neighborhood understanding of the constraints on developing a particular property expanded time and evaluation for the block exercise would be helpful.

7. What additional information would you like to have included in the next meeting?
   - Valuation scenarios
   - County road development-details

8. How long have you lived or worked in the area?
   - 60 yrs

__ 1-3 Years	**__ 4-9 Years**	**(1) -10-19 Yrs**	**(3) - 20+ Years**	**__ Not Apply**

9. What age bracket do you represent?

__ Teen	**__ Young Adult**	**_(1)_ Adult**	**(4)__ Senior/Retired**

10. Did you attend the first session?
    - 3 (yes)

11. What cultural/ethnic heritage do you represent?
    - Caucasian German
    - White (2)

12. How did learn about tonight's session?
    - Letter
    - Newsletter (first session)
    - Postcard (for the series)

13. What had you hoped to get from tonight's session?
    - Understanding of development process and input
    - Input on the development

14. How satisfied are you overall with tonight's session?

__ Very Satisfied	**_(3)_ Somewhat Satisfied**	**__ Somewhat Dissatisfied**	**__ Very Dissatisfied**

2

The Roseville Housing and Redevelopment Authority (RHRA)
Corridor Development Initiative

EVALUATION and FEEDBACK

Tonight's session included a panel of developers with a variety of backgrounds and expertise. We would like to know how well the session met its goals. Please complete this form and leave it on the registration table.

- What worked well or were good parts of the session for you?
  - Presenters were very/ knowledgeable
  - Good balanced and thoughtful panelists
  - Like the 3 person panel wanted more development people
  - Question & Answer
- What could have been improved?
  - Fourth presenter Gordie Howe to be there
  - Calm
  - More developers; only 2 really had builder viewpoint
  - Maybe more developers brought in; the 3 you had were great, but didn't represent everything
  - When a question is asked have the speaker repeat it so it can be heard or maybe a microphone

3. Please rate the following items by putting an "x" or "√" in the appropriate column.

Question	Yes	Some-what	No	No Opinion
• Do you have a better understanding of the considerations developers use when selecting a site?	5	3		
• Do you have more information about the options developers imagine as possible at the sites being used in this project?	5	1	1	
• Do you understand more how the community can promote itself and its vision to the development community?	4	3		
• Did you get an opportunity to discuss the goals and concerns you have for re-development in this area?	6	2		

4. Would you recommend the next session to your neighbors/colleagues?

_9_ Yes	**__ No**

5. What additional information would you like to have included in the next meeting?
   - Information from housing developers 3-4 ______/ development options that can be discussed
   - More builder viewpoints
   - More developers would like Gordie House to come to hear his view

1

The Roseville Housing and Redevelopment Authority (RHRA)
Corridor Development Initiative

6. How satisfied are you overall with tonight's session?
   - Liked the 3 person panel the best so far would like more experts/developers to hear all ends of the spectrum.

_4_ Very Satisfied	**_4_ Somewhat Satisfied**	**_1_ Somewhat Dissatisfied**	**_0_ Very Dissatisfied**

Additional Comments:

- Low density senior or small families. I don't like to see 4-story buildings. Is it feasible for side-by-side home ownership no more then $300,000? Target the coffee shop etc. This appears to be a small area and tall buildings would look so out of place. I wouldn't want to be living in one of these homes that have been here for so many years and now have a tall apt building up in the block.
- Your mediators did an excellent job of working with a more hostile group who were not interested in hearing the messages delivered by the panelists.
- This has been one sided for some areas.
- Still have the feelings that we will not have the "final " viewpoint its all about the money.

2

The Roseville Housing and Redevelopment Authority (RHRA)
Corridor Development Initiative

EVALUATION and FEEDBACK

Tonight's session is the fourth and final meeting in a series designed to help residents in Roseville anticipate and plan for changes that will come from re-development of the fire station site. Please complete this sheet at the end of the session. Your feedback will help us evaluate the success of the project and make improvements as we work with more cities in the future.

1. What was most helpful about tonight's meeting?
   - That hopefully our plans or thoughts would be or will be carried out
   - Recommendations by the group
   - Yes (2)
   - Small group discussion and sharing
   - Intelligent questions. Good input re: zoning HRA rules & city responsibilities
   - Open demeanor of staff
   - Potential for single family residents
   - Hearing new/additional development options going through development objectives as groups
   - Consensus procedure – true listening
   - Communication
   - Good professional starting comments

2. Can you support the recommendations the group developed and approved?

13 Yes	1 No*	1 Mixed**

* I am against rental development
** checked Yes and No – "very mixed"

3. What did you gain from the project? (i.e. new information, ideas, understanding, relationships, insight etc.)
   - Lots of different ideas about what's good
   - New information
   - Understating
   - Really like bungalow court concept
   - Appreciation for HRA staff and consultants guidance throughout meeting and process
   - How everyone worked together
   - Insight into potential neighbors
   - Chance to be heard
   - Great leadership

4. What worked well during the 4-part series?
   - Communication
   - Ideas were developed and refined each additional session
   - Interaction
   - Constant response to neighborhood
   - Format was inviting and educational
   - Great moderator
   - Everyone's input
   - It got a little wordy

5. What could have been improved to make the project more effective?
   - It was okay
   - Encourage less interruptions by people talking amongst each other
   - Nothing

The Roseville Housing and Redevelopment Authority (RHRA)

Corridor Development Initiative

6. Would you recommend this type of series/project to other cities?

12 – Yes	**0 – No**

Comments:
- Disappointed that no planning commissioners attended any meetings
- I guess you did listen
- Felt my opinion counted-thank you
- Only if the commitment is done with what the community wanted

7. How many sessions did you attend? ________
   - 9 – 4 meetings
   - 2 – 3 meetings
   - 3 – 1 meeting

8. What had you hoped to get from the series of meetings?
   - Information. Happy city is seeking neighborhood input
   - Quality project that would benefit the citizens of the city
   - Idea of how developed
   - Have opportunity to discuss
   - Learn a new way of getting citizen input
   - That the people in charge go through with what the people want
   - View of potential new neighbors
   - A good outcome – actions and not just words

9. Overall how satisfied are you with the project?
   - Barbara was very effective at group management.

6 - Very Satisfied	**6 - Somewhat Satisfied**	**__ Somewhat Dissatisfied**	**__ Very Dissatisfied**

10. Do you have any additional comments you would like to make to the RHRA?
    - Barbara and Gretchen did a fantastic job of facilitating this process through sometimes challenging situations.
    - No
    - Thank you, we are fortunate to have the HRA
    - It will be interesting to see what happens in the end
    - Be sure builders maintain control of development after project is completed - not just selling properties and exiting the responsibility of keeping things working smoothly
    - Thank you for these meetings

Attachment K. Description of the Corridor Development Initiative

LISC Twin Cities

Corridor Development Initiative

Overview

The **Corridor Development Initiative (CDI), coordinated by the Twin Cities Local Initiatives Support Corporation (LISC),** is a proactive planning process to assist the planning and development of mixed-use projects, including mixed income, higher density housing along major corridors, with access to transportation options, retail amenities, parks, and job opportunities. CDI fosters an exciting partnership among neighborhoods, city government, and a technical team of development consultants, design experts, and facilitators to connect market opportunities with neighborhood and city goals and raises the level of dialogue around redevelopment issues. In 2007 the Corridor Development Initiative received the American Planning Association's **National Planning Excellence Award for a Grassroots Initiative.**

"The Initiative shows the importance of getting residents meaningfully engaged in shaping the future of their neighborhoods," said APA Awards Jury Chair Carol Rhea, AICP. "Any community looking for a new way to resolve controversial neighborhood redevelopment and infill issues should consider using this as a model," she said.

The heart of the program involves an interactive block exercise facilitated by a neutral team of design and development experts from the Initiative's technical team. Through this hands-on educational workshop residents, neighborhood leaders, and other participants develop their own housing or mixed-use development proposals and test them to see whether they are financially viable. As a result, participants learn about cost factors and other considerations developers must address when putting together a proposal.

"The Corridor Development Initiative pulls citizens out of the reactionary role that they play in community development decisions, and into a proactive role where they play an active part in directing development for their community," said Gretchen Nicholls, Program Officer at Twin Cities LISC and Corridor Development Initiative Coordinator. "It models a new way to engage cities and communities by raising the level of dialogue around redevelopment issues, and setting the stage for future development. People come to realize how density and affordable housing become tools for creating a viable development project," she said.

Through the Initiative's consensus approach, said Minneapolis Mayor R.T. Rybak, citizen energy is harnessed "to build communities far stronger than anything government can do alone." The Corridor Development Initiative is used in both urban and suburban cities throughout the Twin Cities metropolitan area, and is being replicated in other cities nationally.

For more information contact:

Gretchen Nicholls
Twin Cities LISC / Corridor Development Initiative
651-265-2280
gnicholls@lisc.org

Videos and testimonials are available at: www.corridordevelopment.org

Attachment L. Announcement / publicity flyer for the Dale Street Fire Station CDI workshops

HELP GUIDE FUTURE REDEVELOPMENT OF THE DALE FIRE STATION!

The Roseville Housing and Redevelopment Authority (RHRA) invites you to an exciting conversation about how to guide future housing development for the site. With support from a team of design and development experts, community members will participate in a series of workshops to explore what's possible for the site

MARK YOUR CALENDARS! *We encourage attendance at all four events.*

WORKSHOP I: GATHERING INFORMATION
Thursday, April 11, 2013 6:30 – 8:30 pm
What has been learned about current housing needs in the community? What are the concerns about future development, and what do we want to achieve?

WORKSHOP II: DEVELOPMENT SCENARIOS – THE BLOCK EXERCISE
Thursday, April 25, 2013 6:30 – 8:30 pm
Join your neighbors in an interactive workshop to create feasible development scenarios for the Dale Fire Station site. Design and development experts will be on hand to share ideas and insights.

WORKSHOP III: DEVELOPER PANEL
Tuesday, May 14, 2013 6:30 – 8:30 pm
Explore development opportunities and challenges with a panel of developers, market consultant and city representatives to build a strategic road map for the future of Dale Fire Station.

WORKSHOP IV: FRAMING THE RECOMMENDATIONS
Tuesday, May 28, 2013 6:30 – 8:30 pm
Contribute to the creation of development recommendations for Dale Fire Station, which will be submitted to the RHRA and City Council.

ALL WORKSHOPS HELD AT
KING OF KINGS CHURCH, 2330 DALE STREET, ROSEVILLE

For more information, contact:
Jeanne Kelsey
City of Roseville
651-792-7086
Jeanne.kelsey@ci.roseville.mn.us

Gretchen Nicholls
TC LISC
651-265-2280
gnicholls@lisc.org

ALL EVENTS ARE FREE AND OPEN TO THE PUBLIC

Childcare and translation services will be provided by request only. Please RSVP to Gretchen Nicholls at 651-265-2280 one week in advance of each workshop if you would like to reserve childcare or translation services.

WWW.CITYOFROSEVILLE.COM/DALEFIRESTATION

Sponsored by:
The RHRA and Twin Cities LISC/Corridor Development Initiative
Funding provided by the McKnight Foundation and RHRA.

Introduction/Overall Housing Recommendations

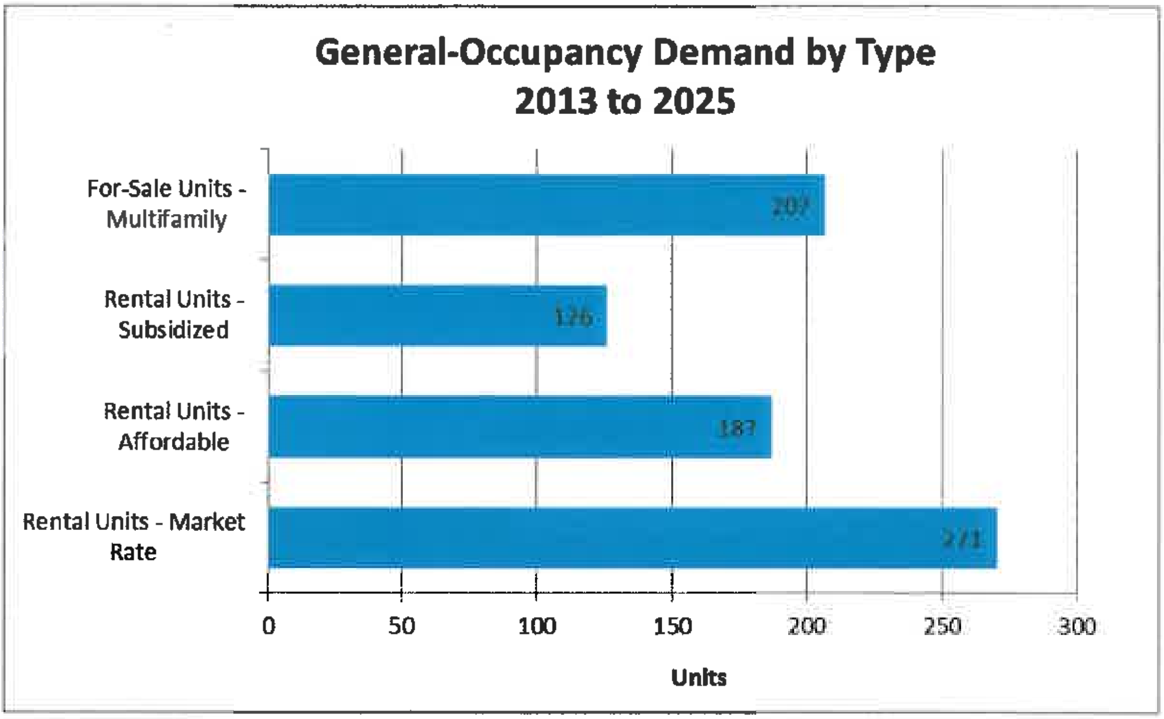
This section summarizes demand calculated for specific housing products in Roseville and recommends development concepts to meet the housing needs forecast for the City. All recommendations are based on findings of the *Comprehensive Housing Market Analysis*. The following table and charts illustrate calculated demand by product type. It is important to recognize that housing demand is highly contingent on projected household growth; household growth could be higher with available land for development and increased densities.

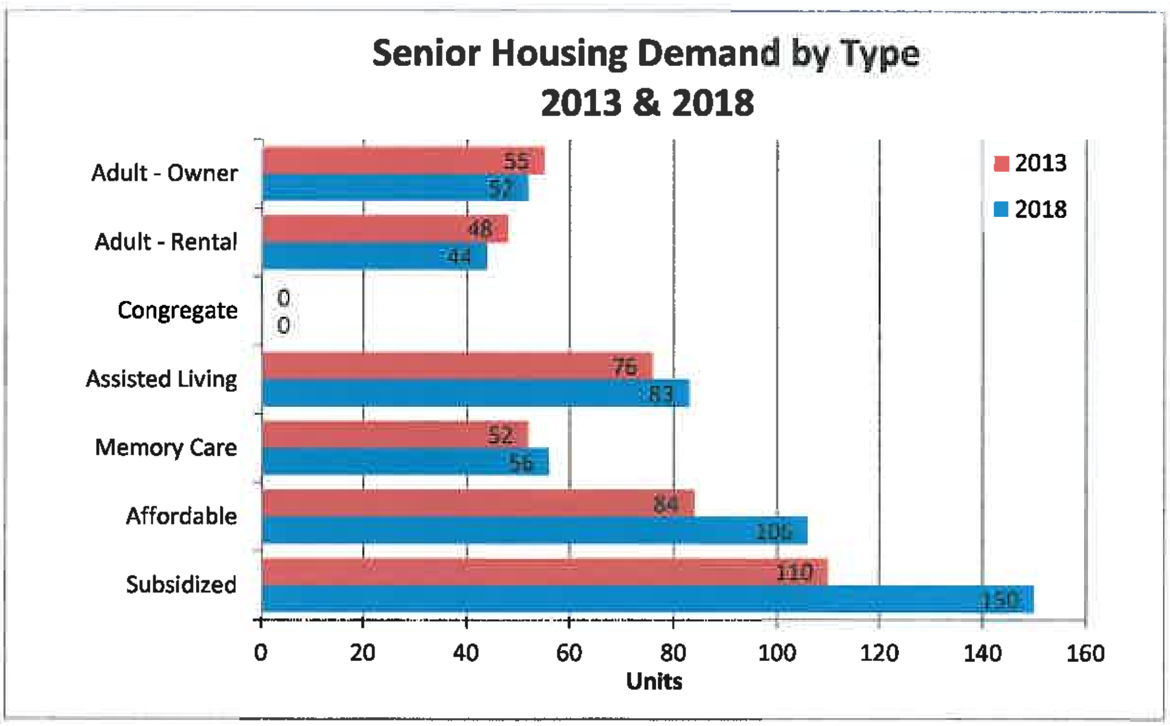
TABLE H-1
SUMMARY OF HOUSING DEMAND
CITY OF ROSEVILLE
March 2013

Type of Use	2013-2025	
General Occupancy		
Rental Units - Market Rate	271	
Rental Units - Affordable	187	
Rental Units - Subsidized	126	
For-Sale Units - Multifamily	207	
Total General Occupancy Supportable	***791***	
	2013	**2018**
Age-Restricted (Senior)		
Market Rate		
Adult Few Services (Active Adult)	103	96
Ownership	*55*	*52*
Rental	*48*	*44*
Congregate	0	0
Assisted Living	76	83
Memory Care	52	56
Total Market Rate Senior Supportable	***231***	***235***
Affordable/Subsidized		
Active Adult - Subsidized	110	150
Active Adult - Affordable	84	106
Total Affordable Senior Supportable	***194***	***256***

Note: Due to limited land availability, not all of the demand may be able to be developed in Roseville

Source: Maxfield Research Inc.


General-Occupancy Demand by Type
2013 to 2025
For-Sale Units - Multifamily
Rental Units - Subsidized
Rental Units - Affordable
Rental Units - Market Rate
207
126
187
271
0
50
100
150
200
250
300
Units


Senior Housing Demand by Type
2013 & 2018
Adult - Owner
Adult - Rental
Congregate
Assisted Living
Memory Care
Affordable
Subsidized
55
52
48
44
0
0
76
83
52
56
84
106
110
150
2013
2018
0
20
40
60
80
100
120
140
160
Units

Housing Opportunity Sites

The City of Roseville has identified 22 sites that could be redeveloped into housing. The map on the following page shows the location of each site, current use, total acres, and supported density.

Given the land supply in the City of Roseville, there is a limited number of locations throughout the City that could suffice for future housing development. All of the sites have their strengths and weaknesses related to future development/redevelopment of housing. Table H-2 provides a matrix of analysis for each opportunity site. Based on the analysis, Maxfield Research Inc. recommends potential uses and timeframes. Table H-3 provides more detailed data from Table H-2.

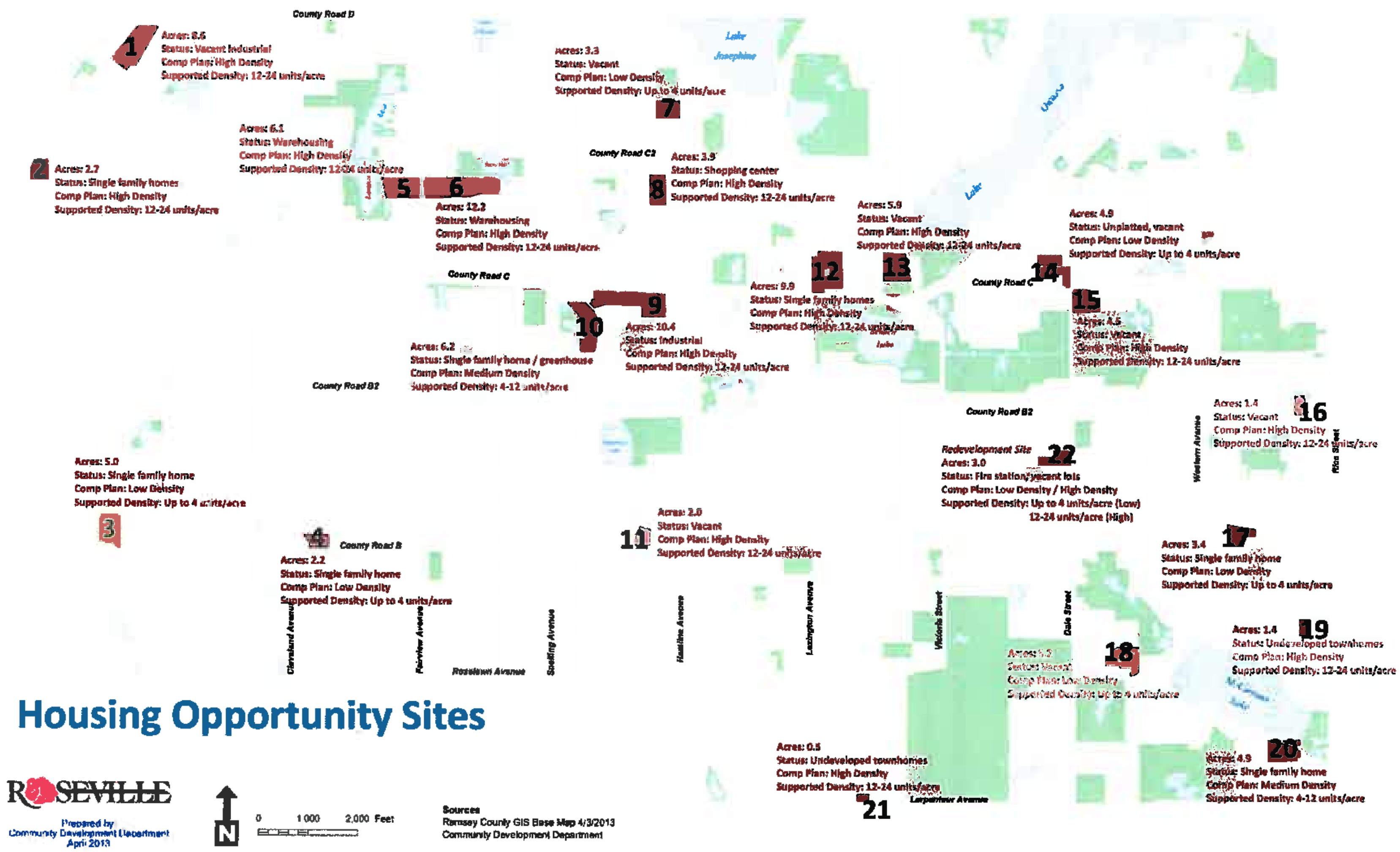
Although each of the property locations would be suitable for future housing development, new housing development will be, in part, driven by land acquisition costs. Simply put, the more the developer pays for the land, the more revenue per unit will be needed to cover development costs.

Redevelopment Priorities

Market Rate Rental

Maxfield Research Inc. recommends that a top priority should be to develop a market rate rental development. Our competitive inventory identified that no new market rate general occupancy rental product has been added to the City for about 25 years. Due to the age and positioning of the existing rental supply, a significant portion of units are priced at or below HUD guidelines for fair market rents (see Table D-2), which indirectly satisfies demand from households that income-qualify for financially assisted housing. As a result, a limited portion of the existing rental stock actually caters to those who desire newer contemporary market rate rental housing.

Market rate multifamily rental housing is one of the few bright spots in the real estate industry today; here locally in the Twin Cities Metro Area and nationally. The downturn in the housing market and the overall economic slowdown initially created an increased demand for rental housing. With increased home buying due to the tax credit and subsequent increased unemployment, vacancy rates climbed during the 4th Quarter of 2009 and remained relatively high until the 1st Quarter 2010. However, as of 2nd Quarter 2010, vacancy rates have decreased and rental traffic has increased according to property managers and leasing personnel. Employment activity in the area is expected to slowly increase as the recovery strengthens. As of 4th Quarter 2012, the vacancy rate Metro wide was 2.9% and 3.3% in Roseville. A vacancy rate under 5.0% indicates pent-up demand.



Attachment B

Attachment B

TABLE H-2
HOUSING OPPORTUNITY SITES
CITY OF ROSEVILLE
March 2013

Map Number	Acres	Current Zoning	Current Use	Surrounding Uses	Strengths	Weaknesses	Recommended Use	Timing
1	8.6	HDR-1	Mostly wooded vacant parcel	Industrial uses to the east, Rose 8 Estate apartments to the south, townhomes and commercial uses to the west and Bramante's Apartments and commercial uses to the north.	Immediately available for development, large acreage with only one owner.	Incompatible industrial land uses to the east, noise and traffic along New Brighton Blvd.	Affordable rental development	2014+
2	2.7	HDR-1	Three-single family homes	Roseville Commons Condos to the east, townhomes and Executive Manor Condos to the south, single-family homes to the north, townhomes to the west.	Surrounded by other high-density residential uses, easy access to New Brighton Blvd. Immediately available for development. Asking price of $495,000.	Land has been on the market for two years with few interested parties.	Affordable or market rate rental development	2014+
3	5.0	LDR-1	Mostly wooded area with one single-family home and pond	Single-family homes to the east and west, I-35W to the north, and Midland Hills Country Club to the south.	Located in an established neighborhood, lack of land available for single-family homes.	Small parcel. Due to economies of scale, might not be able to justify cost of lot preparation and construction for the number of homes able to be built.	Approximately 15 to 20 single-family homes .	2015+
4	2.2	LDR-1	Mostly wooded area with one single-family home	Ferris Woods townhome subdivision to the east, Midland Grove condos to the north, single-family homes to the south.	Located adjacent to existing upper-end townhome subdivision.	Small parcel. Due to economies of scale, might not be able to justify cost of lot preparation and construction for the number of homes able to be built.	Approximately 10 to 12 upper-end townhomes.	2015+

CONTINUED

TABLE H-2 Continued
HOUSING OPPORTUNITY SITES
CITY OF ROSEVILLE
March 2013

Map Number	Acres	Current Zoning	Current Use	Surrounding Uses	Strengths	Weaknesses	Recommended Use	Timing
5	6.1	HDR-1	Three industrial buildings with CPI Card Group, Brede Exposition Services, and Interim Healthcare.	Langton Lake to the west, industrial uses to the east and south, single-family homes to the north.	Adjacent to Langton Lake. Could be redeveloped with Site #6 for the largest site in the City.	Incompatible industrial land uses to the east and south. Multiple owners must sell to assemble land.	Mixed use development with multifamily housing, retail and commercial uses.	2025+
6	12.2	HDR-1	Two warehouse buildings with Color Technologies, Warner Tech-care, Bridging with Hope, and Industrial Custome Products.	Industrial uses to the west and south, Oasis Park and single-family homes to the north, commercial uses to the east.	Could be redeveloped with Site #5 for the largest site in the City. Close proximity to retail center and Byerly's Grocery along Lincoln Drive.	Incompatible industrial land uses to the west and south. Multiple owners must sell to assemble land.	Mixed use development with multifamily housing, retail and commercial uses.	2025+
7	3.3	LDR-1	Vacant parcel owned by the Roseville Public School District	Grove Park to the north, single-family homes to the west, south, and east.	Adjacent to Grove Park, located in an established neighborhood.	Small parcel. Due to economies of scale, might not be able to justify cost of lot preparation and construction for the number of homes able to be built.	Approximately 10 to 12 single-family homes.	2017+
8	3.9	HDR-1	Hamline Shopping Center	Roseville Covenant church and single-family homes to the north, Hamline House condos and Presbyterian Homes offices to the east, Hamline Terrace Apartments and Terrace Park Apartments to the south, and Centennial Commons to the west.	Surrounded by other high-density residential uses.	Existing tenants must relocate. Cost of demolishing or rehabbing building may be expensive.	Mixed use development with multifamily housing, retail and commercial uses	2020+

CONTINUED

Attachment B

TABLE H-2 Continued
HOUSING OPPORTUNITY SITES
CITY OF ROSEVILLE
March 2013

Map Number	Acres	Current Zoning	Current Use	Surrounding Uses	Strengths	Weaknesses	Recommended Use	Timing
9	10.4	HDR-1	Specialty Lab, MIDC Distribution Center, Albrect Company, United Rental.	Single-family homes to the north, Rosepointe Senior Living and Pocahontas Park to the south, office space to the east.	Highly visible from County Road C. Close proximity to several retail centers and Rosedale Mall.	Multiple owners must sell to assemble land.	Mixed use development with multifamily housing, retail and commercial uses	2025+
10	6.2	MDR	Tom Hurias Greenhouses	Single-family homes to the east and south. Snelling Avenue to the west. Commercial uses to the north.	Highly visible as it is located on a high traffic corner of Snelling Avenue and County Road C.	Land has been with family since 1935. Owners may not be willing to sell.	Mixed use development with multifamily housing, retail and commercial uses	2025+
11	2.0	HDR-1	Vacant parcel	Rosemall Apartments to the north, single-family homes to the east and south, TCF Bank and SuperTarget to the west.	Close proximity to retail centers and public library.	Small parcel. Due to economies of scale, might not be able to justify cost of development with the number of units able to be built.	Up to 48 affordable rental units.	2014+
12	9.9	HDR-1	Single-family homes and wetland area	Single-family homes to the north, Parkview Estates to the east, Central Park to the south, Roseville City Offices and Skating Center to the west.	Surrounded by other high-density residential uses.	Wetland area reduces the number of buildable acres on parcel.	multifamily rental or owner housing	2017+

CONTINUED

Attachment B

TABLE H-2 Continued
HOUSING OPPORTUNITY SITES
CITY OF ROSEVILLE
March 2013

Map Number	Acres	Current Zoning	Current Use	Surrounding Uses	Strengths	Weaknesses	Recommended Use	Timing
13	5.9	HDR-1	Vacant parcel	Golden Living Center to the north, single-family homes to the east, Bennett Lake to the south, Parkview Estates to the west.	Immediately available for d	Owned by Roseville school district. May use land for educational expansion.	multifamily rental or owner housing	2025+
14	4.9	LDR-1	Mostly wooded vacant parcels	Westwood Village Townhomes and Ramsey Square Condos to the east, single-family homes to the south and west.	Located in an established neighborhood, lack of land available for single-family homes.	Small parcel. Due to economies of scale, might not be able to justify cost of lot preparation and construction for the number of homes able to be built.	Approximately 15 to 20 single-family homes.	2015+
15	4.5	HDR-1	Mostly wooded vacant parcel	Ramsey Square Condos to the north, Central Park to the east and south, American Legion Park and Rosetown Ridge Townhomes to the west.	Scenic views of Central Park and surrounded by other high-density residential uses.	Is the owner willing to sell?	Market rate rental development	2014+
16	1.4	HDR-1	Vacant parcel	Single-family homes to the north, and south, commercial uses to the east, Roseville Baptist Church to the west.	Immediately available for development. Land sold in April with asking price of $135,000.	Small parcel. Due to economies of scale, might not be able to justify cost of development with the number of units able to be built.	Market rate rental development	2014+

CONTINUED

Attachment B

Attachment B

TABLE H-2 Continued
HOUSING OPPORTUNITY SITES
CITY OF ROSEVILLE
March 2013

Map Number	Acres	Current Zoning	Current Use	Surrounding Uses	Strengths	Weaknesses	Recommended Use	Timing
17	3.4	LDR-1	Mostly wooded area with one single-family home	Single-family homes to the south, Highway 36 to the north.	Located in an established neighborhood, lack of land available for single-family homes.	Noise from traffic along Highway 36.	Approximately 10 to 15 single-family homes.	2017+
18	5.2	LDR-1	Vacant parcels	Surrounded by single-family homes.	Located in an established neighborhood, lack of land available for single-family homes.	Small parcel. Due to economies of scale, might not be able to justify cost of lot preparation and construction for the number of homes able to be built.	Approximately 10 to 15 single-family homes.	2017+
19	1.4	HDR-1	Vacant parcels platted for townhomes	Single-family home to the north and west, Hilltop Apartments to the east, McCarron Condos and Military Recruiting Center to the south.	Surrounded by other high-density residential uses. Already platted for townhomes.	Development has been stalled since 2005.	10 entry-level townhomes.	2014+

CONTINUED

TABLE H-2 Continued
HOUSING OPPORTUNITY SITES
CITY OF ROSEVILLE
March 2013

Map Number	Acres	Current Zoning	Current Use	Surrounding Uses	Strengths	Weaknesses	Recommended Use	Timing
20	4.9	MDR	Mostly wooded area with one single-family home	McCarrons Lake to the north, single-family homes to the east and west, apartments to the south.	Convenient access to McCarrons Lake and Trout Creek Trail.	Is the owner willing to sell?	Up to 60 townhomes	2020+
21	0.5	HDR-1	One single-family home	Greenhouse Village to the north and west, single-family homes to the east and south.	Owned by Greenhouse Village. Available land to expand.	Small parcel. Due to economies of scale, might not be able to justify cost of development with the number of units able to be built.	Additional senior units associated with the Greenhouse Village	2018+
22	3.0	HDR-1	Fire station and vacant parcels	Karie Dale Apartments and single-family homes to the north, King of Kings Lutheran School and Concordia Academy to the east, Rosetree Apartments to the south, and single-family homes to the west.	Owned by Roseville HRA. Potential flexibility in selling price.	L-shaped parcel. May be difficult to develop western portion of site with single-family home immediately north.	Mixed-income general occupancy rental development.	2013+

Source: Maxfield Research Inc.

Attachment B

Apartment development is also at a 20-year high in the Twin Cities, with numerous projects either under construction or in the development pipeline. The majority of new planned development is in the Uptown neighborhood or in Downtown Minneapolis. New rental properties recently completed or under construction in the Twin Cities are charging rents (on average) from $1.35 per square foot to $2.20 per square foot, depending on the location of the property. Most of the new rental development that has occurred or is currently being developed in the Twin Cities is located in Downtown Minneapolis, Downtown St. Paul, Southwest Minneapolis, near the University of Minnesota, or in popular suburban communities such as St. Louis Park, Bloomington, and Edina.

The average rent per square foot at new urban properties is approximately $1.70 per square foot, while ranging from about $1.55 to $2.30. New properties in Downtown Minneapolis and the Uptown neighborhood are averaging about $1.80 to $2.30 per square foot. New suburban properties are charging between $1.30 and $1.45 on average; some of these properties are located in second- and third-tier suburban communities, such as Lakeville, Woodbury and Minnetonka. A project in Roseville would fall within the aforementioned price per square foot rage for suburban communities, approximately $1.30 to $1.45 per square foot.

Site #15 should be a top priority site for market rate rental units. The Site would be able to capitalize on scenic views of Central Park and have high visibility along County Road C W. With 4.5 acres and a maximum density of 24 units per acre, the Site could accommodate up to 108 units.

Site #22 should also be a top priority site as it is already owned by the Roseville HRA. We recommend a mixed-income rental development with approximately 20% of the units affordable to households earning at or below 60% AMI. With 3.0 acres and a maximum density of 24 units per acre, the Site could accommodate up to 72 units. However, since the parcels form an L-shape lot, we recommend either developing just the eastern side along Dale Street with outdoor amenities to the west, or a step-up of building height from west to east to create a buffer between the existing single-family homes to the north and the new development.

Site #16 could also be another potential short-term opportunity. The site was listed for $135,000 and advertised as a prime location for apartments and was sold on April 2, 2013. According to the selling agent, the buyer wanted to build eight townhome units, but is in conversations with the City on constructing apartment units. With 1.4 acres and a maximum density of 24 units per acre, the site could accommodate up to 33 units.

Other potential sites for market rate rental units include sites #5, #6, #9, and #12. However, these sites may be more difficult to develop because they consist of multiple parcels with multiple owners and/or there is an existing use on site and the existing users would need to sell and relocate.

Affordable Rental

There is also strong demand for affordable rental units. Between 2013 and 2025, there is demand for 187 affordable rental units. Much of the existing rental stock that functions as affordable housing is in multistory buildings with a higher percentage of smaller unit types, which often cannot comfortably accommodate family households. New affordable units would attract many existing Roseville residents residing in older market rate properties seeking larger unit sizes and more modern unit and building amenities. In addition, affordable housing will be attractive to households from outside Roseville who seek to reside in a community with close proximity to employment, shopping, and schools.

Aeon recently constructed *Sienna Green II*. The majority of the units were two-bedroom and three-bedroom units to better accommodate family households. The development has performed well and has been fully-occupied since it opened in August 2012.

Although there is demand for approximately 187 affordable units between 2013 and 2025, we recommend phasing the units with no more than 80 to 100 units in the short-term. We recommend an affordable family rental development in either a traditional three-story building with a unit mix weighted towards larger unit sizes or two- and three-bedroom townhomes/rowhomes. Affordable rental townhomes have been found to be very popular throughout other markets similar to Roseville.

Monthly rents would have to be in accordance with maximum gross rent set by HUD and MHFA. See Table D-2 for the 2012 income limits and maximum gross rents in Ramsey County.

Site #1, #2 and #11 are currently vacant and could be ready for development in the short-term. Parcel 05.29.23.32.0002 of Site #2 is currently for sale with an asking price of $495,000. The second parcel is also for sale but it is not actively on the market. According to the listing agent, the property has been on the market for about two years. There have been several conversations with potential buyers, but nothing has come to fruition.

Site #11 would be more advantageous than Site #1 for affordable rental units as it is in close proximity to several retail centers and is within walking distance to the Roseville Public Library. The library would be a strong asset for potential asset for potential families living on the site. In addition, bus route 65 travels along County Road B W into Downtown St. Paul. With 2.0 acres and a maximum density of 24 units per acre, the Site could accommodate up to 48 units.

Subsidized Rental

With new rental housing units added the City of Roseville, there may be increased occupancies among the existing rental stock, particularly among older properties that are unable to compete with newer, contemporary market rate properties. According to Metro HRA, 266 Section 8 housing vouchers are being utilized in the City. We recommend working with landlords to encourage greater acceptance of Section 8 vouchers for properties that meet the voucher payment standards.

For-Sale Single Family Housing

As a first-tier suburb in the Twin Cities Metropolitan Area, the City of Roseville has a very limited amount of vacant land. Should the land supply be greater in the City, we acknowledge that demand for single-family housing would be very strong.

Based on the current zoning, single-family housing could only be located on Sites #3, #4, #7, #14, #17, and #18, for a total of 24 acres. Based on the density of up to four units per acre, up to 96 single-family homes could be built. However, due to the limitations of land availability, we recommend that the City optimize some of the low-density residential parcels and rezone as HDR-2 to permit townhome/twin home types. More discussion about for-sale multifamily housing is provided in the next section.

Due to the age, quality and price of Roseville's existing housing stock, most of the existing housing stock appeals to and meets the housing needs of entry-level homeowners. Homeowners who desire move-up and executive housing, which is typically priced at $350,000 and above, have likely been forced to relocate to adjacent communities, including Arden Hills, New Brighton, Moundsview, Shoreview and North Oaks, since modest housing product in this price range is available in the City. We believe there is an opportunity to offer higher-amenity homes that would be attractive to households in the existing resident base who desire to continue to reside in the City but find that little housing is available to meet their preferences. For instance, all of the 26 lots in *Josephine Woods* sold within one year with home prices ranging from about $450,000 to $560,000.

For-Sale Multifamily Housing

Based on the availability of land, demographics of the resident base and forecast trends, we find demand for 217 new attached multifamily housing units between 2013 and 2025. These attached units could be developed as townhomes, twin homes or a combination of the two housing products. Due to the continued downturn in the new construction condominium market, we do not recommend a condominium component through 2016.

The following provides additional details on the target market and development recommendations for each for-sale multifamily housing product recommended.

- *Side-by-Side and Back-to-Back Townhomes* – This housing product is designed with four or more separate living units and can be built in a variety of configurations. With the relative affordability of these units and multi-level living, side-by-side and back-to-back townhomes have the greatest appeal among entry-level households without children, young families and singles and/or roommates across the age span.

  Households typically choose this housing product for the maintenance-free lifestyle and relative affordability for new construction housing. Although a primary reason for attached multifamily housing is affordability, we recommend that attention be placed on the visual and structural quality of housing as well as its compatibility with the architecture of surrounding homes.

- *Twinhomes and One-Level Townhomes* – By definition, a twin home is basically two units with a shared wall with each owner owning half of the lot the home is on. Some one-level living units are designed in three- or four-unit buildings in a variety of configurations. The swell of support for twinhome and one-level living units is generated by the aging baby boomer generation, which is increasing the numbers of older adults and seniors who desire low-maintenance housing alternatives to their single-family homes but are not ready to move to service-enhanced rental housing. Housing products designed to meet the needs of these aging Roseville residents, many of whom desire to stay in the City if housing is available to meet their needs, will be needed into the foreseeable future.

  We recommend that development of twinhomes and one-level townhomes be a comprised of a lesser percentage of homes priced between $250,000 and $275,000 as well as a higher percentage priced above $300,000. Many seniors will move to this housing product with substantial equity in their existing single-family home and will be willing to purchase a nicer, more efficient home that is similar to or slightly above the price point of their existing single-family home.

Site #19 should be a top priority site for townhome units. The land was platted for ten townhomes in 2005 before the market downturn. Encouraging development in the next few years could be a possibility as the market continues to strengthen.

Site #4 could be advantageous for approximately 10 to 12 upper-end townhomes. It is located adjacent to an existing upper-end townhome subdivision within a wooded area for privacy.

Site #20 could also accommodate up to 60 townhome units as it is zoned for medium density of up to 12 units per acre. Amenities such as McCarrons Lake and Trout Creek Trail could provide marketability for upper-end townhomes.

RECOMMENDATIONS AND CONCLUSIONS

Senior Housing

Since the previous Comprehensive Housing Study was conducted in July 2009, 124 service-intensive senior units at *Cherrywood Pointe* and 48 active adult cooperative units at *Applewood Pointe I* have been constructed. In addition 42 units are currently under construction at *Applewood Pointe II*.

As illustrated in Table E-1, there is more demand for senior housing in the City of Roseville. Although Roseville already has an array of senior housing options, much of the forecast growth in Roseville is a result of the existing population base aging into the older adult and senior age cohorts. Development of additional senior housing is recommended in order to provide housing opportunity to these aging residents in their stages of later life. The types of housing products needed to accommodate the aging population base are discussed individually in the following section.

Before moving forward in our discussion, it is important to note that similar to other established suburbs in the Metro Area, the age distribution is weighted toward the older adult and senior cohorts. The development of additional senior housing serves a two-fold purpose in meeting the housing needs in Roseville and other established communities: older adult and senior residents are able to relocate to new age-restricted housing in Roseville, and existing homes and rental units that were occupied by seniors become available to other new households. Hence, development of additional senior housing does not mean the housing needs of younger households are neglected; it simply means that a greater percentage of housing need is satisfied by housing unit turnover.

- *Active Adult Rental* – In the near-term, we recommend development of an 80 to 90 mixed-income active adult rental project in the City of Roseville. Currently, no market rate or affordable (i.e. shallow subsidy) active adult rental housing is available in the City. Older adults and seniors who desire these housing products have either been forced to relocate to other communities outside the City of Roseville or are residing at general occupancy rental projects. We believe a mixed-income building would be an ideal development concept to create the most dynamic, inclusive community for active seniors and to temper stigmas and potential neighborhood opposition of affordable housing development.

  During the housing market slowdown, many markets have experienced delays in realizing demand for market rate active adult housing. These delays are the result of seniors who choose not to sell their homes or find they are unable to sell their homes, along with the fact that active adult rental housing is not need-based. However, as the market continues to improve, seniors maybe more willing to put their home on the market.

- *Active Adult Ownership* – Currently, there are three active adult ownership projects in Roseville and all three continue to perform extremely well. In addition, United Properties is currently constructing phase II of *Applewood Pointe* (42 units) and all but two units have sold. We forecast that owner-occupied, age-restricted housing will continue to be a product of choice for active seniors, and that demand for this housing product will increase into the foreseeable future. However, we recommend waiting a few years (2018+) to build another active adult ownership property.

- *Active Adult Subsidized* – Financing subsidized senior housing is difficult as federal funds have been shrinking. Therefore, a new subsidized development would likely rely on a number of funding sources; from low-income tax credits (LIHTC), tax-exempt bonds, Section 202 program, USDA 515 program, among others.

- *Service-Enhanced Senior Housing* – Although there is demand for 76 assisted living units and 52 memory care units, we do not recommend developing another service-enhanced senior housing project until after 2018. At that time, additional analysis of the market could be undertaken to determine the viability of new service-enhanced senior housing in the City. With the new construction of *Cherrywood Pointe* as well as *Johanna Shores* in Arden Hills within the last year, there should be sufficient supply to meet short-term demand.

Challenges and Opportunities

Table H-2 identified and recommended housing types on the 21 housing opportunity sites in the City of Roseville. The following were identified as the greatest challenges and opportunities for developing the recommended housing types (in no particular order).

- **Land Constraints**. As previously stated, the City of Roseville has few existing areas within the community that can accommodate residential development. The City has a limited supply of residential lots suitable for single- or two-family housing developments. As such, future development will likely occur on infill or redevelopment sites throughout the City. According to the Regional Multiple Listing Service of Minnesota, there are only three actively marketing land listings in the City, priced at $119,900 and $125,000 per lot. Furthermore, the lack of supply drives up the cost of land which places upward pressure on housing price.

  Due to Roseville's location, housing demand could be significantly higher should Roseville have the available land to accommodate future growth. New single-family housing in particular would be highly desired.

- **Housing Densities**. In an effort to reach the demand potential with limited land, increased densities will allow for more diverse future housing products that maximize the housing types developable on a parcel. Higher density projects can capitalize on economies of scale to provide greater affordability. The City should allow for flexibility among zoning requirements and encourage creative site planning as a means to increase density and provide greater housing opportunities. Such flexibilities may include reductions in setbacks, parking requirements, floor area, lot area, etc. We especially encourage higher densities near employment and transit corridors and new urbanism and mixed-use development.

The chart below shows net housing densities by product type that may be achieved. There is a movement in many Metro Area communities to smaller lot sizes through planned unit developments that results in higher densities and more affordable housing costs.

TYPICAL HOUSING DENSITIES BY PRODUCT TYPE	
Product Type	Net Units Per Acre
DETACHED HOUSING	
Single Family	
Executive (90' wide lot+)	1.75 - 2.50
Standard (60'-80' wide lot)	2.75 - 3.75
Small Lot (less than 50')	4.00 - 5.00
Detached Townhomes/Villas	4.50 - 6.00
ATTACHED HOUSING	
Twin Homes	6.50 - 8.00
Townhomes/Rowhomes	10.00 - 14.00
Low/Mid-Rise Multifamily	40.00 - 50.00
Six-Story Multifamily	65.00 - 75.00
Hi-Rise Multifamily	85+
Sources: Maxfield Research Inc., Urban Land Institute, *Site Planning*	

- **Affordable Housing.** Due to the older housing stock of both owner-occupied and renter-occupied housing, the need for general occupancy affordable housing is being mostly fulfilled by the product in the marketplace. First-time home buyers are able to purchase entry-level homes, and many market rate rental developments have rents that are considered affordable.

  However, there is a need for more diversity among housing types that are affordable, especially for families and seniors. Most of the existing housing stock cannot accommodate larger families that desire three or more bedrooms per unit. In addition, there is a need for affordable age-restricted housing with and without services.

  We also recommend targeting housing assistance programs towards producing housing for the workforce – or those households earning between 80% and 120% of AMI.

- **Age of Rental Housing Stock.** As illustrated in the *Rental Market Analysis* section of the report, the majority of rental housing units are older. There have been no new general-occupancy rental projects constructed since *The Lexington* in 1989. The average age of renter-occupied units is over 40 years old in Roseville. As a result, most of the rental housing stock lacks the contemporary amenities many of today's renters seek. Many renters today seek the following unit amenities: in-unit laundry, walk-in closets, balconies/patios, oversized windows, and individually controlled heating and air-conditioning. Community amenities include community rooms with kitchens and big screen TVs, fitness centers, Wi-Fi, extra storage, and the inclusion of environmentally-responsible design and features. Most of these features and amenities are not offered in current rental housing products in Roseville.

- **Multifamily Development Costs.** It may be difficult to construct new multifamily product with amenities today's renters desire given achievable rents and development costs. Maxfield Research tracks development and construction costs for new rental housing across Minnesota. In the Twin Cities core the average costs per unit ranges on average from about $150,000 to $250,000. The average rent per square foot in Roseville is about $1.00 per square foot, when most first-ring suburb projects will need at least $1.40 or more per square foot to be financially feasible. Based on these costs, it may be difficult to develop stand-alone multifamily housing structures by the private sector based on achievable rents. As a result, a private-public partnership or other financing programs may be required to spur development.

- **Land Banking.** Land Banking is a program of acquiring land with the purpose of developing at a later date. After a holding period, the land can be sold to a developer (often at a price lower than market) with the purpose of developing housing. The city should consider establishing a land bank to which private land may be donated and public property may be held for future affordable housing development.

- **Housing Programs.** The Roseville Housing and Redevelopment Authority (HRA) offers a number of programs to promote and preserve the existing housing stock in Roseville. Some of the key programs that are offered include:

    - <u>Foreclosure Prevention</u> – Partnered with a third party such as the Minnesota Home Ownership Center or Lutheran Social Service Financial Counseling. Provides counseling and financial assistance to homeowners facing possible foreclosure.

    - <u>Roseville Home Improvement Loan</u> – Provides loans up to $20,000 at a rate of 4% with terms up to 10 years. Homeowners may borrow an additional $5,000 to cover Green Design improvements.

    - <u>Multifamily Rental Property Loans</u> – Assists in obtaining financing for the redevelopment of affordable multifamily rental properties. Maximum loan is $50,000. For properties that need substantial rehabilitation, the Roseville HRA will consider requests for more funds than the maximum. Also assists condominium associations to obtain below market rate financing for improvements.

  In addition to the City housing programs, the following bullet points summarize programs administered through Ramsey County.

    - <u>Energy Conservation Deferred Loan Program</u> – Provides 10-year deferred payment loans to improve energy efficiency to 1-4 unit owner-occupied properties. Loans are restricted to low and moderate income households and must be recommended through an energy audit.

- Ramsey County Residential Rehabilitation Deferred Loan Program – For low income homeowners, the loan will be forgiven after 10 years in the home. For moderate income homeowners, the loan must be repaid in full when the homeowner refinances, sells, transfers interest or moves from the property. In both cases, there is no interest and no monthly payment. Home improvement deferred payment loans for up to $15,000 may be used for basic and necessary improvements which make the home more livable, more energy efficient, or more accessible for disabled persons.

- Ramsey County FirstHOME Buyer Assistance Program – Helps first home buyers purchase homes more affordably by providing deferred loans that can be used for down payment assistance, closing costs, and occasionally, health/safety/code improvements. Eligible income is 80% of the Metro Area's AMI by household size.

However, there are other programs the HRA could consider to aid and improve the City's housing stock. The following is a sampling of potential programs that could be explored.

- Remodeling Advisor – Partner with local architects and/or builders to provide ideas and general cost estimates for property owners.

- Construction Management Services – Assist homeowners regarding local building codes, reviewing contractor bids, etc. Typically provided as a service by the building department.

- H.O.M.E. Program – Persons 60 and over receive homemaker and maintenance services. Typical services include house cleaning, grocery shopping, yard work/lawn care, and other miscellaneous maintenance requests.

- Rental License – Licensing rental properties in the community. Designed to ensure all rental properties meet local building and safety codes. Typically enforced by the fire marshal or building inspection department. Should require annual license renewal.

- Mobile Home Improvements – Offer low or no-interest loans to mobile home owners for rehabilitation. Establish income-guidelines based on family size and annual gross incomes.

- Foreclosure Home Improvement Program – Low-interest loans to buyers of foreclosed homes to assist home owners with needed home improvements while stabilizing owner-occupied properties. A portion of the loan could be forgivable if the occupant resides in home at least five years. Eligible participants should be based on income-guidelines (typically 80% AMI or lower).

- Rent to Own - Income-eligible families rent for a specified length of time with the end-goal of buying a home. The HRA saves a portion of the monthly rent that will be allocated for a down payment on a future house.
- Rental Collaboration – Host meetings on a regular basis (quarterly, bi-annually, or annually) with rental property owners, property management companies, Realtors, etc. to discuss key issues and topics related to the rental housing industry in Roseville.

- Home Fair – Provide residents with information and resources to promote improvements to the housing stock. Typically offered on a weekend in early spring where home owners can meet and ask questions to architects, landscapers, building contractors, lenders, building inspectors, etc.

- Density Bonuses – Since the cost of land is a significant barrier to housing affordability, increasing densities can result in lower housing costs by reducing the land costs per unit. The City of Roseville can offer density bonuses as a way to encourage higher-density residential development while also promoting an affordable housing component.

- Waiver or Reduction of Development Fees – There are several fees developers must pay including impact fees, utility and connection fees, park land dedication fees, etc. To help facilitate affordable housing, some fees could be waived or reduced to pass the cost savings onto the housing consumer.

City Priorities

Based on the findings of our analysis, the following is a priority summary for the City of Roseville. Priorities are identified in sequential order, beginning with the task/product type deemed most important.

1. Develop market rate general occupancy rental housing positioned as an upscale rental community.

2. Develop an affordable family rental housing community.

3. Develop an affordable active adult senior housing community with plans for a future second phase of market rate active adult housing.

4. Work with landlords to encourage greater acceptance of Section 8 vouchers for properties that meet the voucher payment standards.

5. Provide support for rehabilitation and replacement of existing single-family and multifamily housing. Educate homeowners and rental property owners about available loan programs.

6. Develop general occupancy for-sale townhomes designed for entry-level buyers and older adult/senior households.

7. Reassess the need for additional owner-occupied active adult senior housing and service-enhanced senior housing products. Should housing need for senior housing be sustained, we recommend development of additional units.

Attachment B

TABLE H-3
HOUSING OPPORTUNITY SITES
CITY OF ROSEVILLE
March 2013

Map Number	PID Number	Acres	Total Assessed Value 2013	Current Zoning	Current Use	Surrounding Uses	Comp Plan Guided Use	Strengths	Weaknesses	Recommended Use	Timing
1	052923210007	8.6	$1,707,300	HDR-1	Mostly wooded vacant parcel	Industrial uses to the east, Rose 8 Estate apartments to the south, townhomes and commercial uses to the west and Bramante's Apartments and commercial uses to the north.	HR	Immediately available for development, large acreage with only one owner.	Incompatible industrial land uses to the east, noise and traffic along New Brighton Blvd.	Affordable rental development	2014+
2	052923320001; 052923320002	2.7	$364,100	HDR-1	Three-single family homes	Roseville Commons Condos to the east, townhomes and Executive Manor Condos to the south, single-family homes to the north, townhomes to the west.	HR	Surrounded by other high-density residential uses, easy access to New Brighton Blvd. Immediately available for development. Asking price of $495,000.	Land has been on the market for two years with few interested parties.	Affordable or market rate rental development	2014+
3	082923340057	5.0	$358,300	LDR-1	Mostly wooded area with one single-family home and pond	Single-family homes to the east and west, I-35W to the north, and Midland Hills Country Club to the south.	LR	Located in an established neighborhood, lack of land available for single-family homes.	Small parcel. Due to economies of scale, might not be able to justify cost of lot preparation and construction for the number of homes able to be built.	Approximately 15 to 20 single-family homes .	2015+
4	092923330006	2.2	$267,100	LDR-1	Mostly wooded area with one single-family home	Ferris Woods townhome subdivision to the east, Midland Grove condos to the north, single-family homes to the south.	LR	Located adjacent to existing upper-end townhome subdivision.	Small parcel. Due to economies of scale, might not be able to justify cost of lot preparation and construction for the number of homes able to be built.	Approximately 10 to 12 upper-end townhomes.	2015+
5	042923310017; 042923310018	6.1	$4,250,700	HDR-1	Three industrial buildings with CPI Card Group, Brede Exposition Services, and Interim Healthcare.	Langton Lake to the west, industrial uses to the east and south, single-family homes to the north.	HR	Adjacent to Langton Lake. Could be redeveloped with Site #6 for the largest site in the City.	Incompatible industrial land uses to the east and south. Multiple owners must sell to assemble land.	Mixed use development with multifamily housing, retail and commercial uses.	2025+

CONTINUED

TABLE H-3 Continued
HOUSING OPPORTUNITY SITES
CITY OF ROSEVILLE
March 2013

Map Number	PID Number	Acres	Total Assessed Value 2013	Current Zoning	Current Use	Surrounding Uses	Comp Plan Guided Use	Strengths	Weaknesses	Recommended Use	Timing
6	042923420030; 042923420043	12.2	$5,600,000	HDR-1	Two warehouse buildings with Color Technologies, Warner Tech-care, Bridging with Hope, and Industrial Custome Products.	Industrial uses to the west and south, Oasis Park and single-family homes to the north, commercial uses to the east.	HR	Could be redeveloped with Site #5 for the largest site in the City. Close proximity to retail center and Byerly's Grocery along Lincoln Drive.	Incompatible industrial land uses to the west and south. Multiple owners must sell to assemble land.	Mixed use development with multifamily housing, retail and commercial uses.	2025+
7	032923240007	3.3	$1,446,200	LDR-1	Vacant parcel owned by the Roseville Public School District	Grove Park to the north, single-family homes to the west, south, and east.	LR	Adjacent to Grove Park, located in an established neighborhood.	Small parcel. Due to economies of scale, might not be able to justify cost of lot preparation and construction for the number of homes able to be built.	Approximately 10 to 12 single-family homes.	2017+
8	032923310027	3.9	$2,665,000	HDR-1	Hamline Shopping Center	Roseville Covenant church and single-family homes to the north, Hamline House condos and Presbyterian Homes offices to the east, Hamline Terrace Apartments and Terrace Park Apartments to the south, and Centennial Commons to the west.	HR	Surrounded by other high-density residential uses.	Existing tenants must relocate. Cost of demolishing or rehabbing building may be expensive.	Mixed use development with multifamily housing, retail and commercial uses	2020+
9	102923220002; 102923220004; 102923220001; 102923210037; 102923210038; 102923210036; 102923210035	10.4	$5,232,600	HDR-1	Specialty Lab, MIDC Distribution Center, Albrect Company, United Rental.	Single-family homes to the north, Rosepointe Senior Living and Pocahontas Park to the south, office space to the east.	HR	Highly visible from County Road C. Close proximity to several retail centers and Rosedale Mall.	Multiple owners must sell to assemble land.	Mixed use development with multifamily housing, retail and commercial uses	2025+
10	102923220022; 102923220023; 102923220026; 102923220027	6.2	$994,100	MDR	Tom Hurias Greenhouses	Single-family homes to the east and south. Snelling Avenue to the west. Commercial uses to the north.	MR	Highly visible as it is located on a high traffic corner of Snelling Avenue and County Road C.	Land has been with family since 1935. Owners may not be willing to sell.	Mixed use development with multifamily housing, retail and commercial uses	2025+

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Attachment B

TABLE H-3 Continued
HOUSING OPPORTUNITY SITES
CITY OF ROSEVILLE
March 2013

Map Number	PID Number	Acres	Total Assessed Value 2013	Current Zoning	Current Use	Surrounding Uses	Comp Plan Guided Use	Strengths	Weaknesses	Recommended Use	Timing
11	102923340006	2.0	$4,250,000	HDR-1	Vacant parcel	Rosemall Apartments to the north, single-family homes to the east and south, TCF Bank and SuperTarget to the west.	HR	Close proximity to retail centers and public library.	Small parcel. Due to economies of scale, might not be able to justify cost of development with the number of units able to be built.	Up to 48 affordable rental units.	2014+
12	022923330048; 022923330049; 022923330050; 022923330051; 022923330052; 022923330053; 112923220004	9.9	$1,235,100	HDR-1	Single-family homes and wetland area	Single-family homes to the north, Parkview Estates to the east, Central Park to the south, Roseville City Offices and Skating Center to the west.	HR	Surrounded by other high-density residential uses.	Wetland area reduces the number of buildable acres on parcel.	multifamily rental or owner housing	2017+
13	022923340024	5.9	$7,891,100	HDR-1	Vacant parcel	Golden Living Center to the north, single-family homes to the east, Bennett Lake to the south, Parkview Estates to the west.	HR	Immediately available for d	Owned by Roseville school district. May use land for educational expansion.	multifamily rental or owner housing	2025+
14	022923440067; 022923440066; 022923440065	4.9	$439,600	LDR-1	Mostly wooded vacant parcels	Westwood Village Townhomes and Ramsey Square Condos to the east, single-family homes to the south and west.	LR	Located in an established neighborhood, lack of land available for single-family homes.	Small parcel. Due to economies of scale, might not be able to justify cost of lot preparation and construction for the number of homes able to be built.	Approximately 15 to 20 single-family homes.	2015+
15	122923220006	4.5	$189,700	HDR-1	Mostly wooded vacant parcel	Ramsey Square Condos to the north, Central Park to the east and south, American Legion Park and Rosetown Ridge Townhomes to the west.	HR	Scenic views of Central Park and surrounded by other high-density residential uses.	Is the owner willing to sell?	Market rate rental development	2014+
16	122923140076	1.4	$221,400	HDR-1	Vacant parcel	Single-family homes to the north, and south, commercial uses to the east, Roseville Baptist Church to the west.	HR	Immediately available for development. Land sold in April with asking price of $135,000.	Small parcel. Due to economies of scale, might not be able to justify cost of development with the number of units able to be built.	Market rate rental development	2014+

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Attachment B

TABLE H-3 Continued
HOUSING OPPORTUNITY SITES
CITY OF ROSEVILLE
March 2013

Map Number	PID Number	Acres	Total Assessed Value 2013	Current Zoning	Current Use	Surrounding Uses	Comp Plan Guided Use	Strengths	Weaknesses	Recommended Use	Timing
17	122923430059	3.4	$183,700	LDR-1	Mostly wooded area with one single-family home	Single-family homes to the south, Highway 36 to the north.	LR	Located in an established neighborhood, lack of land available for single-family homes.	Noise from traffic along Highway 36.	Approximately 10 to 15 single-family homes.	2017+
18	132923230081; 132923230086	5.2	$416,000	LDR-1	Vacant parcels	Surrounded by single-family homes.	LR	Located in an established neighborhood, lack of land available for single-family homes.	Small parcel. Due to economies of scale, might not be able to justify cost of lot preparation and construction for the number of homes able to be built.	Approximately 10 to 15 single-family homes.	2017+
19	132923140049; 132923140048; 132923140047; 132923140046; 132923140045; 132923140051	1.4	$258,800	HDR-1	Vacant parcels platted for townhomes	Single-family home to the north and west, Hilltop Apartments to the east, McCarron Condos and Military Recruiting Center to the south.	HR	Surrounded by other high-density residential uses. Already platted for townhomes.	Development has been stalled since 2005.	10 entry-level townhomes.	2014+
20	132923440038; 132923440035	4.9	$321,700	MDR	Mostly wooded area with one single-family home	McCarrons Lake to the north, single-family homes to the east and west, apartments to the south.	MR	Convenient access to McCarrons Lake and Trout Creek Trail.	Is the owner willing to sell?	Up to 60 townhomes	2020+
21	142923330067	0.5	$182,000	HDR-1	One single-family home	Greenhouse Village to the north and west, single-family homes to the east and south.	HR	Owned by Greenhouse Village. Available land to expand.	Small parcel. Due to economies of scale, might not be able to justify cost of development with the number of units able to be built.	Additional senior units associated with the Greenhouse Village	2018+
22	112923410062; 112923410074; 112923410073; 112923410072; 112923410071; 112923410070	3.0	$1,850,900	HDR-1	Fire station and vacant parcels	Karie Dale Apartments and single-family homes to the north, King of Kings Lutheran School and Concordia Academy to the east, Rosetree Apartments to the south, and single-family homes to the west .	HR	Owned by Roseville HRA. Potential flexibility in selling price.	L-shaped parcel. May be difficult to develop western portion of site with single-family home immediately north.	Mixed-income general occupancy rental development.	2013+

Source: Maxfield Research Inc.