

 Commercial properties along Long Lake Road, south of County Road C2



Roseville’s current comprehensive plan, the 2030 Comprehensive Plan, designates these properties for Regional Business land uses. The 2030 Comprehensive Plan describes the Regional Business land use category as follows:

Regional Business uses are commercial areas with a collection of businesses that provide goods and services to a regional market area. Uses found in Regional Business areas include regional-scale malls, shopping centers of various sizes, freestanding large-format stores, freestanding smaller businesses, multistory office buildings, and groupings of automobile dealerships. Regional Business areas are located in places with visibility and access from the regional highway system (Interstate 35W and State Highway 36).

The designation for these properties is proposed to change to Core Mixed-Use in the updated 2040 Comprehensive Plan. The current draft of the 2040 Comprehensive Plan describes the Core Mixed-Use land use category as follows:

Residential density: 20-36 dwellings/acre

Uses: High density residential, commercial, office, shopping centers

Residential requirement: 10% of future development must be residential

Scale/intensity: high

Transportation considerations: access to multi-modal (bike, pedestrian, transit and vehicle) facilities and connections, preserved pedestrian and bicycle access in high vehicular traffic areas, access to commercial areas from residential uses and transit hubs

Core Mixed Use areas are located in places with visibility and access from the regional highway system (Interstate 35W and State Highway 36). Core Mixed Use areas include large-footprint commercial development, shopping centers, large-scale institutions, office buildings, high density residential uses, and other uses that generate more traffic, noise, and intensity than other mixed use districts. Public plazas and green infrastructure connections should be designed into the Core Mixed Use District. High density residential land uses of at least twenty units per acre are highly encouraged in these areas. Residential development should be well-connected to and accessible from the surrounding commercial uses by those travelling without a car.

Structures found in Core Mixed Use areas are higher in bulk than other mixed use districts and are at a scale appropriate to their proximity to highways and major thoroughfares. Core Mixed Use areas should be well-served by existing or planned transit, and pedestrian and bicycle access both to and between areas in this district is strongly encouraged. The scale of this district requires inter-district connectivity and multi-modal access. Limits to surface parking are encouraged.

The primary difference between the current Regional Business designation and the proposed Core Mixed Use designation is that the Regional Business designation is being modified to *allow* multi-family residential development, and a small amount of multi-family residential development is *required* in the Community Mixed-Use designation.